

NR LISTED 7/28/95

BOOK

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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1. Name of Property

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historic name: Hope Historic Commercial District

other name/site number: N/A

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2. Location

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street & number: Roughly bounded by the Union-Pacific Railroad tracks on
the north, Louisiana Street on the west, 3rd Street on
the south and Walnut Street on the east

not for publication: N/A

city/town: Hope

vicinity: N/A

state: AR county: Hempstead code: AR 057 zip code: 71801

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3. Classification

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Ownership of Property: Private

Category of Property: District

Number of Resources within Property:

Contributing	Noncontributing	
<u>30</u>	<u>20</u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>30</u>	<u>20</u>	Total

Number of contributing resources previously listed in the National Register: 2

Name of related multiple property listing: N/A

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4. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets _____ does not meet the National Register Criteria. _____ See continuation sheet.

Cathryn A. Slatu _____ June 19, 1995 _____
Signature of certifying official Date

Arkansas Historic Preservation Program _____
State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the National Register criteria. _____ See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

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5. National Park Service Certification

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I, hereby certify that this property is:

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

Signature of Keeper Date of Action

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6. Function or Use

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Historic: DOMESTIC _____ Sub: Hotel _____
COMMERCE/TRADE _____ Specialty store _____
COMMERCE/TRADE _____ Financial institution _____

Current: COMMERCE/TRADE _____ Sub: Specialty store _____

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7. Description
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Architectural Classification:

Classical Revival
Italianate
Renaissance Revival

Other Description: N/A

Materials: foundation Brick/stone roof Asphalt
 walls Brick other Brick chimneys

Describe present and historic physical appearance. X See continuation sheet.

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8. Statement of Significance
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Certifying official has considered the significance of this property in relation to other properties: Locally.

Applicable National Register Criteria: C

Criteria Considerations (Exceptions): N/A

Areas of Significance: ARCHITECTURE

Period(s) of Significance: 1880-1945 _____

Significant Dates: 1880-1945 _____

Significant Person(s): N/A _____

Cultural Affiliation: N/A _____

Architect/Builder: Witt, Siebert & Co.
Taylor, James Knox

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.
X See continuation sheet.

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9. Major Bibliographical References

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X See continuation sheet.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

- X State historic preservation office
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository: _____

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10. Geographical Data

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Acreeage of Property: Approximately eighteen

UTM References:	Zone	Easting	Northing	Zone	Easting	Northing	
A	<u>15</u>	<u>444930</u>	<u>3725390</u>	B	<u>15</u>	<u>445190</u>	<u>3725470</u>
C	<u>15</u>	<u>445270</u>	<u>3725200</u>	D	<u>15</u>	<u>445000</u>	<u>3725120</u>

___ See continuation sheet.

Verbal Boundary Description: ___ See continuation sheet.

See attached district map.

Boundary Justification: ___ See continuation sheet.

This boundary includes all the property historically-associated with the included resources.

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11. Form Prepared By

=====

Name/Title: Kenneth Story, Architectural Historian

Organization: Arkansas Historic Preservation Program Date: 06/09/95

Street & Number: 323 Center Street, Suite 1500 Telephone: (501) 324-9880

City or Town: Little Rock State: AR Zip: 72201

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Summary

The Hope Historic Commercial District consists of a roughly two-block area located along both sides of South Main Street in downtown Hope, Arkansas, abutting the south side of the Union-Pacific Railroad tracks. The thirty-two contributing buildings (out of a total of fifty-two) are primarily brick masonry, party-wall commercial storefront buildings of one to two storeys in height, and all constructed between 1880 and 1945. Though most of these buildings are composed of plain storefronts on the first floor capped with restrained raised parapets decorated with a panel brick design -- and are thus devoid of architectural ornament that would associate them with any particular national style -- a few high-style examples remain. Included are two buildings already listed on the National Register: the Missouri-Pacific Railroad Depot (NR-listed 06/11/92) and the Brundidge Building (NR-listed 03/27/90).

The twenty non-contributing buildings are virtually all historic commercial buildings that have been insensitively altered over time, and many of the changes appear to be reversible. Regardless, even the non-contributing buildings retain the rhythm and setback of the historic commercial streetscape.

Elaboration

The Hope Historic Commercial District consists of a roughly two-block area located along both sides of South Main Street in downtown Hope, Arkansas, abutting the south side of the Union-Pacific Railroad tracks. The thirty-two contributing buildings (out of a total of fifty-two) are primarily brick masonry, flat roof, party-wall commercial storefront buildings of one to two storeys in height. Though most of these buildings are composed of plain storefronts on the first floor capped with restrained raised parapets decorated with a panel brick design -- and are thus devoid of architectural ornament that would associate them with any particular national style -- a few high-style examples remain.

High-Style Buildings

In addition to the Romanesque Revival detailing of the Brundidge Building and the Mediterranean character of the Missouri-Pacific Depot, several other styles are represented. The National Building (HE0497), constructed in 1916 and designed by the Texarkana architectural firm of Witt, Seibert & Co., is a particularly good example of the Classical Revival idiom adapted to a four-storey office building (possibly the tallest example of a commercial building

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in this style in the state). The heavy, *in antis* columns placed to either side of the arched entrance on the western (or front) elevation, the light terra cotta first floor surmounted by the dark red brick three storeys above, which are in turn capped by a projecting terra cotta cornice, and the tall, two-storey entrance arch at the eastern end of the southern elevation combine to make the National Building an exceptional example of this style applied to a commercial structure. The 112 South Elm Street Building (HE0523) is a handsome example of the late nineteenth century Italianate style, complete with projecting brick crown moldings over the second-storey front windows and the elaborate panel-brick cornice that caps the parapet. Finally, perhaps the most intact high-style example in the district is the Renaissance Revival Post Office Building (HE0597). The Renaissance Revival style was popular for federal post office construction during the first two decades of the twentieth century, and several examples survive around the state. The Hope Post Office (which ceased to function as such in 1965 and is now owned by the Hope School District), designed in 1911 by Treasury Department architect James Knox Taylor and dedicated the next year, survives in remarkably good condition. Not only are all the major architectural features of the exterior intact, but virtually all the historic windows, doors and transoms also remain. The brick pilasters that extend between the raised basement and the projecting roof cornice define this building and lend it its classical balance and rhythm. The decorative stone lintels, the pilasters' stone capitals and bases, and the stepped parapet above the cornice elevate this design to one of the best surviving examples of this era of post office construction in the state.

Traditional Commercial Buildings

While the majority of the remaining twenty-seven commercial buildings are relatively small and simple commercial storefront buildings, a few are worthy of note. The Capital Hotel (HE0351) is a long, two-storey brick hotel building the northern end of which stands directly across the street from the railroad tracks. This end is distinguished by both a raised parapet that projects slightly higher than that found elsewhere and a recessed beveled entrance that can be accessed from both the western and northern elevations. The building at 218 S. Main Street (HE0539) features an elaborate raised parapet with a stepped profile and elaborate panel-brick work on the front that echoes the stepped parapet above. The 213 S. Main Street Building (HE0580) retains both its original elaborate metal cornice and metal vent covers set into the recessed brick panels below.

The remaining contributing buildings under this category, though simple and not architecturally-distinguished, feature second storeys that remain largely as they looked when constructed, and have not substantially changed since the early twentieth century. Most of the first storey

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storefront spaces have changed substantially over time, but this is common to historic commercial buildings and not sufficient cause to preclude their being considered contributing to the district.

Non-Contributing Buildings

The twenty non-contributing buildings are, with one exception, all historic commercial storefronts that have been insensitively-altered over time. Some, such as HE0533, HE0537, HE0590, HE0607, HE0608, and HE0609 have had their second storeys covered with metal "slipcovers," while the others have largely been rebricked or stuccoed. Yet, as noted above, they continue to preserve the appearance of the commercial streetscape in overall height, setback and use.

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Summary

Criterion C, local significance

The Hope Historic Commercial District is locally eligible under Criterion C by virtue of its significance as the only intact ensemble of historic commercial buildings dating from the halcyon days of Hope's greatest period of prosperity, a period that directly reflected the fortunes of the railroad industry that gave it its birth and life.

Elaboration

The city of Hope, Arkansas (the city was named after the daughter of James M. Loughborough, the Land Commissioner of the Cairo & Fulton Railroad) traced its origins to the arrival of the Cairo & Fulton Railroad in 1873 (which one year later was re-organized as the St. Louis, Iron Mountain and Southern Railroad, commonly known as the Iron Mountain). The small town that formed around the new railroad line began to grow gradually, even applying for incorporation in 1875, just two years later. Located near the center of a fertile alluvial plain that held great potential for farming, officials of the Iron Mountain began promoting the area to prospective settlers from the eastern states almost immediately; however, it was the establishment of the Hope Immigration Association and the literature it distributed that began the "boom" period in earnest. This growth achieved dramatic proportions thereafter, and settlement in and around the city of Hope continued to increase throughout the last quarter of the nineteenth century. By the early twentieth century, two more railroad lines, the Louisiana & Arkansas and the St. Louis-San Francisco (a.k.a. Frisco) further connected Hope to a transportation network of truly international proportions. As a result, Hope also became a regional cotton processing and marketing center in southwest Arkansas. The importance of this crop to the entire county was evidenced by the large number of cotton gins that dotted the countryside throughout during the late nineteenth and early twentieth centuries.

One contemporary historian records that in 1888 Hope could boast of being "...a prosperous incorporated town of nearly 2,000...it now contains a Presbyterian (Cumberland and Old School), Episcopal, Baptist, Christian and 2 colored churches; a good public school, a good hotel, the Barlow, an opera house capable of seating 350, 2 banks, lumber and planing mills, a wagon factory, a cotton compress, and a number of special and general stores, blacksmith shops, etc. An artesian well, 300 feet deep, supplies the town with water. The shipments, which are quite extensive, comprise cotton (of which 10,000 bales were shipped during the season 1887-88), dressed lumber, hides, fruit and livestock. Telephone connection with Texarkana and Washington. The press is represented by *Hope Gazette*. Stage tri-weekly to

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Buckner." Another contemporary source records that downtown Hope boasted of wooden plank sidewalks up until the turn of the century, when they were replaced with poured concrete.

By the first decades of the new century Hope was a prosperous and bustling community that supported a wide variety of businesses, industries and professions. Being the intersection of three independent railroads strongly encouraged the growth of the commercial area to accommodate these growing industries and services.

Though a small portion of the surviving commercial fabric in downtown Hope dates from the late nineteenth century, the majority by far dates from the first decade of the twentieth century and thereafter. The erection of small, brick masonry storefront buildings along the main commercial thoroughfare mirrored the commercial development throughout the state during the railroad era, and particularly during "boom" times, when a large amount of investment and development occurs quickly, as happened under different circumstances in such other Arkansas communities as Smackover and El Dorado. Real estate investors typically wanted to get some commercial "improvement" upon a given parcel so as to operate some sort of commercial enterprise, but size and architectural impressiveness were typically not issues of great moment, as such concerns would only increase property tax liability. Thus these investors favored smaller, simpler commercial structures that functioned well as commercial establishments but which sported little more in the way of architectural distinction.

Hope continued to prosper through World War I and the 1920's, largely due to the cotton trade; yet its commercial fabric changed rather little. The second decade saw the construction of the new Post Office (HE0597) in 1912 and the National Building (HE0497) in 1916, but little else. The 1930's brought the Great Depression, and one of Hope's three banks failed during this time, but the newly-created State Highway Commission completed a paved Highway 67 during this same time to provide automobile access to both Little Rock and Texarkana.

The city received another economic boost in July of 1941 when the War Department announced that land located directly to the north of the city had been selected as the site for a munitions proving ground. Fifteen million dollars were awarded for the construction, which began on the 15th of that month. A work force of approximately 5,000 was brought in to construct such associated facilities as an airport, various administration buildings, and a community of officers' housing located to the northwest of Hope and called Oakhaven. The flurry of activity surrounding the construction and then the routine operation of the proving ground through the early 1940's brought a new period of prosperity to the city that continued until the proving ground was phased out at the end of World War II.

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The Hope Historic Commercial District remains the commercial hub of downtown Hope, though some "strip" development has occurred between the downtown and Interstate 30 to the north. As defined within this nomination this commercial area contains the bulk of the intact historic fabric that remains from Hope's greatest period of prosperity and growth in the late nineteenth and early twentieth centuries. By virtue of their status as intact examples of both popular national architectural styles and more restrained, traditional commercial construction -- both of which are representative of the period -- the buildings that comprise this district are eligible under Criterion C with local significance.

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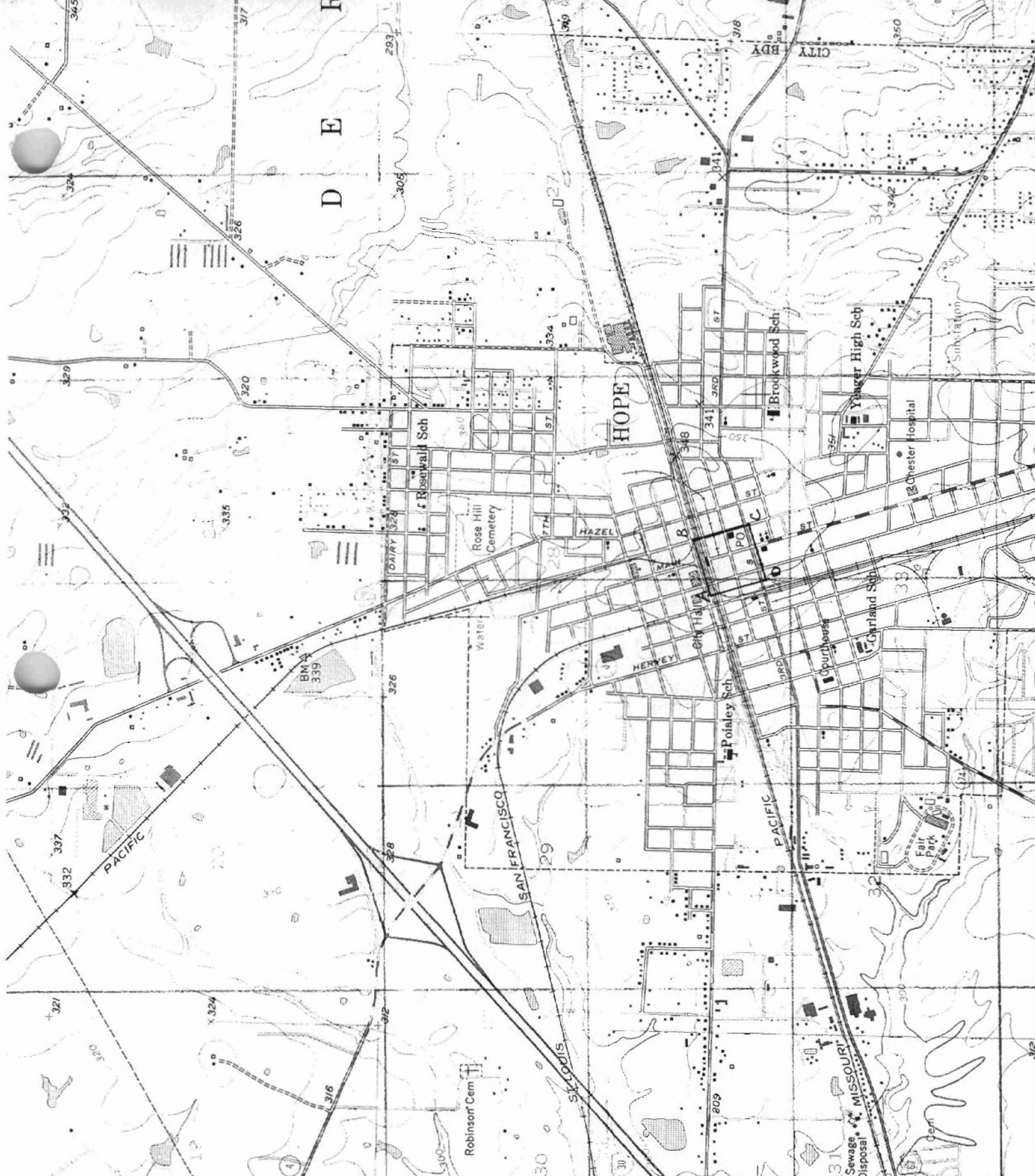
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Bibliography

Hull, Clifton E., *Shortline Railroads of Arkansas*, (Norman, Oklahoma: 1969).

Shriver, Harry W., ed., *Hope's First Century: A Commemorative History of Hope, Arkansas, 1875-1975*, (Hope, Arkansas: 1974).



7251 11 NW (SHEPPARD)

FILTON VIA U.S. 67 12 AM

Hope Historic Commercial District
 Hope, Hopestead
 A) 15/444930 / 3725300
 B) 15/445190 / 3725420
 C) 15/445270 / 3725000
 D) 15/445000 / 3725000

HOPE HISTORIC COMMERCIAL DISTRICT

RESOURCE NO	HISTORIC NAME	ADDRESS	CONTRIBUTING
HE0378	BRUNDIDGE BUILDING	2ND, W	I
HE0608	BUILDING AT 102 W 2ND ST	2ND, 102, W	NC
HE0609	BUILDING AT 104 W 2ND ST	2ND, 104, W	NC
HE0607	BUILDING AT 106 W 2ND ST	2ND, 106, W	NC
HE0523	BUILDING AT 112 S ELM ST	ELM, 112, S	C
HE0580	BUILDING AT 213 S MAIN ST	MAIN, 213, S	C
HE0537	BUILDING AT 214 S MAIN ST	MAIN, 214, S	NC
HE0533	BUILDING ON W 2ND ST	2ND ST, W	NC
HE0539	BULDING AT 218 S MAIN ST	MAIN, 218, S,	C
HE0351	CAPITAL HOTEL	MAIN, 100-111, S	C
HE0791	HOPE HISTORIC COMMERCIAL DISTRICT	3RD ST & WALNUT ST	I
HE0597	HOPE POST OFFICE	2ND, 117, E	C
HE0590	IRBY, DR J, OPTOMETRIST OFFICE	2ND, E	NC
HE0398	MISSOURI-PACIFIC RAILROAD DEPOT	DIVISION & MAIN	I
HE0497	NATIONAL BUILDING	2ND & MAIN, NE CORNER	C