

JAN 08 2016

National Register of Historic Places Registration Form

National Register of Historic Places
National Park Service

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Jacksonville Commercial Historic District

Other names/site number: _____

Name of related multiple property listing: _____

N/A

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

2. Location

Street & number: First Street from West Main Street to West Hickory Street

City or town: Jacksonville State: AR County: Pulaski

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B ___ C ___ D

	<u>12-16-15</u>
Signature of certifying official/Title:	Date
<u>Arkansas Historic Preservation Program</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
_____ Signature of commenting official:	_____ Date
_____ Title :	State or Federal agency/bureau or Tribal Government

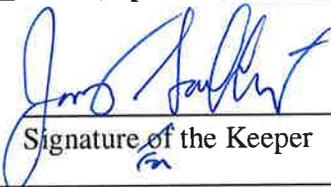
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4. National Park Service Certification

I hereby certify that this property is:

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


Signature of the Keeper

2-8-2016
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>6</u>	<u>0</u>	buildings
<u> </u>	<u>1 (lot)</u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>6</u>	<u>1</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/ TRADE: financial institution,
specialty store, restaurant, professional,
business,
department store
GOVERNMENT: post office

Current Functions

(Enter categories from instructions.)

COMMERCE/ TRADE: professional,
specialty
store, business
SOCIAL: Meeting Hall
VACANT/ NOT IN USE

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Street, to one block north of Pine Street. The proposed Jacksonville Commercial Historic District was originally an addition to the original township developed around 1873. It sits two blocks northwestward and across the railroad tracks from the original center of town. However, it is the only in-tact and still-existing set of commercial structures representing the historic development of Jacksonville commerce.

Although the district is a little more than a block long, its architecture represents community growth from the mid-1920s to the early 1960s and most of the buildings are original, several still retaining their historic architectural character. As the construction dates of the buildings suggest, this area developed slowly, taking over four decades to fill these two blocks alone. Jacksonville's population has had several rises and setbacks over the decades and still struggles to remain a relative commercial center with the larger communities of Little Rock and Memphis so closely located.

But at the construction of the district's first existing building in 1925, Jacksonville was stable and generating enough money to build a brand-new brick school building on South Oak Street. Nearby, the commercial core was growing to include a large brick mercantile built by the Henry Brothers at the corner of North First and West Hickory Streets.

The pattern of growth mainly includes brick and stucco commercial buildings with minimal ornament built in the city's boom years. A characteristic example includes the City Café Building. They are mainly utilitarian in style and decorated with slight ornament. There is an exception to all of the buildings being built in the standard 20th century commercial style, the gas station at 200 N. First St. (PU8836), which was built in the very modern, but a simplistic version, of Art Deco.

Jacksonville has been the recipient of several financial and communal setbacks resulting in more than one exodus of its citizens. Historically, when the city has been healthy the population grew, when it was in recession building growth halted.

Today, the district has an industrial and somewhat desolate feel with some unoccupied buildings. Currently, the district has a very large contemporary bridge constructed over Main Street. Although the base of the bridge is open to allow traffic flow down First Street, its massive base visually divides the district into north and south sides. But the area surrounding the district has several vacant lots and undeveloped spaces. Most of the buildings are occupied, some with resale businesses. The district houses a pawn and used tire shop but it also holds offices and a hall for the Knights of Columbus. The local government is interested in revitalizing the area and has been instrumental in initiating the survey and National Register nomination process.

Inventory

PU8831, City Café Building, 104, 106, and 108 N. First St., c. 1927, Contributing. Three-bay commercial building with horizontally lined decorative brick on the front façade. There are four decorative vents with circular patterns in the front frieze and four on the back. The building was built as The City Café, which operated in this location until the 1950s. The Knights of Columbus bought the building in 2005 and currently operate a bingo parlor here.

PU8832, Harpoles Store, 110 and 112 N. First St., c. 1927, Contributing. Two-bay red brick commercial building with a tile cap at the parapet. Built as Edgar Harpole and Brothers mercantile store by farmers, Squire and Rena Harpole. They installed public showers in the back of the store before most of Jacksonville had running water, charging townspeople to take a shower. The store cashed paychecks for the AR Ordinance Plant employees before the city had a bank. All four Harpole brothers worked in the store. Edgar was the barber,

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Austin was the bookkeeper, Reck drove the ice truck, and Harry was the butcher. Edgar was also the first alderman for the City of Jacksonville. In 1946 the store was purchased by two brothers, Kenneth Patrick and Leroy Wilson, and became Wilson Mercantile. Then in the 1950s it became a furniture store.

PU8833, Thompson Building #2, 116 N. First St. d. 1940, Contributing. Red brick 20th century commercial building with a brick inset panel in the frieze. A cast-concrete plaque in frieze reads “THOMPSON 1940”. This was the first building built as a dedicated post office in Jacksonville. The previous post office had been located inside a mercantile store a few blocks down. Benjamin F. Thompson was Post Master from Jan 1, 1943 to 1965. The building was then occupied by Arkansas Power and Light Company (AP&L). It currently serves as offices for a realty company.

PU8834, Thompson Building #1, 118 N. First St. d. 1938, Contributing. Red brick 20th century commercial building with a brick inset panel at the frieze and angled front doors. Cast-concrete plaque in the frieze reads “19-THOMPSON-38”. In the 1940s Nixon’s Barber Shop was located in this building. It had a shoe shine stand out front which catered to military men. Blodgett’s Drug Store was here in the 1950s. It is currently empty.

PU8835, Henry Brothers Store, 120 N. First St., d. 1925, Contributing. Brick 20th century commercial brick building with cast-concrete plaque in the frieze which reads, “HENRY BROS. 1925”. This structure was built by a farming family, the Henrys: Alonzo F., M.L. Henry, and E.A. Henry along with their father M.J. Henry, for a mercantile. It then became Garvin’s General store, Pace’s Department Store, then Carlisle Department Store. It now houses a pawn shop.

PU8836, 200 N. First St., c. 1955, Contributing. Stucco Art Deco gas station built of concrete blocks. It is a square building with two bay doors and a small office area. The north side has corner windows. Its pump island and light are still intact but the pumps are gone. In 2001 it was owned by Cy Carney Gas Co. It was sold to Mark Waggoner in 2001 and became Waggoner Motor Co. It operated as only one of three gas stations in the area for many years. It is currently a used tire shop.

Break down by period:

1925-1935	3 Buildings	43%
1936-1939	1 Buildings	14%
1940-1962	2 Buildings	29%
Non-contributing	1 Vacant Lot	14%
Listed	0 Buildings	0%

Integrity:

The integrity of the buildings of the district still reflects the small-town downtown that Jacksonville would have had in the first part of the twentieth century. Although the buildings have had some modifications, the streetscape still presents a cohesive block of buildings from the district’s period of significance.

However, the biggest change to the district and its setting is the construction of the Main Street overpass in the 2000s. The bridge introduced a large visual intrusion into the district, essentially cutting the downtown into two halves. Even though First Street passes under the new bridge, it really separates the two parts of the First Street commercial strip. Although it was reviewed under Section 106 and given a “no adverse effect” finding, no

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determinations of eligibility were recorded, and a more thorough and informed review of the project should have occurred. The intrusive nature of the bridge is why the boundary is being cut at Main Street.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Commerce

Period of Significance

1925-1965

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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

The Jacksonville Commercial Historic District is locally significant under Criterion A as part of the commercial center of Jacksonville. It thrived due to its location along First Street, which was the original route of U.S. 67, and because it was directly across from the railroad and along U.S. 67. This district also supported the historically residential area of Jacksonville which lies behind it. The period of significance begins in 1925 and ends in 1965, fifty years prior to the present.

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

Developmental history/additional historic context information (if appropriate)

The area in which the city of Jacksonville was later to be developed was established by white men in 1818. Three brothers, Sherrard, Joseph, and Jacob Gray were the earliest known pioneers in the area. They'd brought their families, grown children's families, and slaves from Eastern Tennessee to what was then known as an unsettled area between the Bayou Meto Community and the Bayou of the Two Prairies about twelve miles north of Little Rock.¹

When the Grays arrived, Arkansas was in the midst of becoming a territory, causing the Grays to wait for land to be surveyed before claims could be recorded and purchases of property could be made. But when available, the Grays purchased large tracts of land. As a result, when townships were recorded in Pulaski County this area was called Gray Township, in honor of the largest family of landowners in the area.²

By 1830 the family holdings had become so large that one of their households could almost be considered a small township by itself. Samson Gray, a son of one of the pioneering brothers, household consisted of twelve of the Gray family members and eleven slaves. At one point in 1826, Samson was documented to own 2,746 acres of land in Pulaski County. It included the land where Jacksonville would later be established.³ The Grays built a tavern, an early stage stop, and a school at this settlement.⁴

But the settlement of Arkansas was a slow process as early roads were little more than foot paths and water travel was uncertain. But from 1830-1840 road conditions began to improve due to help from the federal government. As a result of easier passage, stage travel became safer and

¹ Carolyn Yancy Little, "The Bayou Meto Settlement," *Siftings from Jacksonville's History 1820-1980*, 1986.

² Carolyn Little, "The History of Jacksonville 1818-1976", 6.

³ *Ibid*, 8.

⁴ *Ibid*, 6.

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more predictable with stops for taverns, food, and overnight accommodations. Gray Township was a popular stage stop encouraging more settlers to move into the area.⁵

By the 1850s and 1860s the westward movement was in full swing and steam boats were quickly being surpassed by railroads as the main source of passenger and commodity transportation. Arkansas passed legislation to set up ground work for the Cairo and Fulton Railroad as well as several other lines to come through the state. But construction was promptly stopped due to the outbreak of the Civil War.

In 1854 a farmer by the name of Nicholas W. Jackson, originally from North Carolina, sold his holdings in Prairie County to try his luck in Gray Township. He was successful enough in Gray to purchase several other pieces of land in the area around 1865.⁶ These acres were choice locations in that they surrounded the proposed right of way for the Cairo and Fulton. Jackson moved this family to the Gray Township land around 1867.⁷

In June of 1870, Jackson deeded a right-of-way to the Cairo and Fulton for \$300 under the condition that the railroad establish a depot at or near his property. It was built near the corner where Spring and Walnut Streets now meet.⁸ In this same year, Jackson platted out this land, but never officially filed the record. From this divided land he sold plats where the deeds described the lots as being in the town of Jackson.⁹

With the construction of the railroad, the community quickly grew. Streets were laid out and cleared, shops were built and the area began to become a real town. The first official plat of the town of "Jacksonville" was dated January 2, 1872. It showed a town of eight full blocks and four partial blocks extending from the railroad tracks to one block east of Oak Street, to one block south of Chestnut Street, to one block north of Pine Street. The area consisted of 120 lots.¹⁰

In 1873 another section was added to the town. The addition consisted of eight full blocks and nine partial blocks including the new streets of Division, Mulberry, Locust (now known as Main Street), Hickory, Elm, First, and Second streets. The proposed Jacksonville Commercial Historic District lies within these boundaries. At this time the town grew to hold grist mills and gins, drug stores and medical practices, a general store, law office, meat market, and hotel. By 1893 the population was at 200.¹¹

Jacksonville's population remained between 100 and 200 for many years, even into the early years of the Depression.¹² But at the construction of the district's first (still-existing) building in

⁵ *Ibid*, 8.

⁶ *Ibid*, 18.

⁷ Little, *Siftings*.

⁸ Carolyn Little, "Jacksonville Gets Railroad Station, Followed By Post Office," *Jacksonville Centennial 1870-1970*.

⁹ Little, *The History of Jacksonville*, 18.

¹⁰ *Ibid*, 19.

¹¹ Little, *Jacksonville Gets Railroad*.

¹² "Serving the Business Community Fifty Years: The Jacksonville Chamber of Commerce", 20.

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1925, Jacksonville was stable and generating enough money to build a brand-new brick school building on South Oak Street. Nearby, the commercial core of the proposed historic district was growing to include a large brick mercantile built by the Henry Brothers at the corner of North First and West Hickory Streets. The year 1927 brought in another large mercantile and a very popular eating spot, both built of brick in a common and very sparsely ornamented, 20th century commercial style.

Although the Depression of the 1930s was difficult for everyone in the United States, Jacksonville was not as adversely affected as many of the larger cities. The population consisted of several farmers and most families kept gardens or small farms, as the area surrounding the commercial core mainly relied upon an agricultural-based income. Therefore, many of the farmers at least had their crops and produce to sustain their families. Regardless of the country's Depression, Jacksonville actually saw some growth at this time. Three buildings were built in the district between 1925 and 1935.

To assist with the financial and community strains brought on by the Depression, the federal government sponsored programs including the Civilian Conservation Corps (CCC) to employ jobless men. One of the CCC's 39 district sites included Jacksonville and in 1935 work on "Camp Jacksonville" began. The local community greatly benefitted from the influx of new young men, resulting in some growth in the commercial core. The 1930s saw another restaurant and a few other specialty retail stores open and in 1940, the first post office building, the Thompson Building was built. In all, one new building was built between 1936 and 1939.

World War II broke out in the fall of 1939 and the US government began to phase out the CCC camps. By mid-1941 they had all closed. Jacksonville sorely felt the loss of income and population left by the exodus of its new residents. By 1940 the streets were still unpaved and there was no natural gas, street lights, water, or sewer system. The scarce amenities and lifeless town saw little new building. Only one new structure was built in 1940, Thompson Building #2 which was the first building designed as a post office.

At this time, Homer Atkins, who grew up on a farm in Piedmont about six miles from Jacksonville, was elected as governor of Arkansas. During his tenure in office, he was instrumental in bringing war plants to Arkansas, including the Jacksonville Ordinance Plant.¹³ The Jacksonville plant opened in 1941 and manufactured fuses and detonators. At this time, the citizens of the community petitioned to incorporate the town and it officially became the City of Jacksonville in November of 1941.

The plant employed thousands of employees, mainly from Little Rock and North Little Rock and surrounding areas who had to be bused, car-pooled, or brought in by train. The government condemned 9,000 acres in Jacksonville to build 476 buildings, including a library, hospital, fire department, recreation hall, auditorium, barber and beauty shops, newspaper office and six dormitories. Nine trains ran a day shuttling employees from Little Rock and North Little Rock

¹³ *Ibid.*

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to and from Jacksonville. At its peak, the plant employed 13,500 people and brought an estimated \$69 million to the local economy.

The citizens of Jacksonville petitioned the local authorities to build a bank. They had been traveling to Little Rock to deposit large sums of money or cash substantial checks. So the Jacksonville State Bank was built in the very progressive Art Deco style along the south side of Main Street, outside of the proposed district.¹⁴ The addition of the bank and post office to the district, although built during a rough patch, suggest the area was still important, if not the new “center” of town.

At the close of the war in 1945, the plant shut down leaving the majority of Jacksonville’s residents without employment. The farms that had helped the citizens through the low point of the Depression were now covered by empty war plant buildings. A substantial amount of the population left in search of jobs.

When the plant closed, Jacksonville citizens organized the local Chamber of Commerce which worked with the War Assets Administration to secure buyers for property formerly occupied by the plant. Three early companies to establish their offices in the now industrial park were Reasor Hill Corporation who came in 1946, Hiwasse Manufacturing Company in 1947, and Redmond Company in 1948. The chamber also secured funds for roads for the city and the city built water and sewage facilities bringing Jacksonville into the twentieth century.

In 1952, the opportunity arose to bring the Air Force Base to the area. The cities of Jacksonville and Little Rock raised over \$1 million to purchase land which they donated to the base in order to get the Defense Department to approve the location. The base opened in 1955 and in doing so drew businesses and industries to Jacksonville. The population grew from around 2,000 in 1948 to more than 30,000 in the 1990s. The base claimed over 6,6000 employees and over 12,000 retirees settled in the area.¹⁵

The 1980s and 1990s once again saw an exodus of residents when Dioxin, a toxic byproduct of insecticides—once produced on the site, was discovered at the old Reasor-Hill/ Vertac plant site. In 1978, the National Dioxin Survey found high concentrations of the agent in waste sludge and contamination of wildlife and fish as far as fifty miles downstream from the old plant. By 1983 the site was labeled a Superfund site which described it as one of the worst Dioxin-contaminated sites in the nation. Vertac, the company which produced the wastes, attempted to make some improvements but in 1987 they abandoned the site, leaving approximately 29,000 drums of Dioxin-containing waste.

In 1987, the Arkansas Department of Pollution Control and Ecology (ADPCE) took remedial steps in containing and eliminating the waste but in 1993 the United States Environmental

¹⁴Jacksonville Historical Society, “Jacksonville’s Historical District: Preserving our History for Future Generations,” Prepared by Barbara Mashburn, Gary Fletcher, Carolyn Kent, 21.

¹⁵ *Ibid*, 21.

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Protection Agency took over the cleanup operation and sued Hercules and Vertac for the costs. Today, the site remains closed to the public and monitored by the EPA but is considered no longer harmful to the public.¹⁶ Years of controversy and negative publicity haunted the city. The city claimed the rumors spread about contaminated drinking water were false but growth slowed dramatically.¹⁷

By the end of the twentieth century, possibly enough time had passed to put the city back on track. The community gained a favorable settlement with the EPA and the responsible parties and millions of dollars had been spent on the clean up process, clearing the way for growth. The City reported a 45% increase in building permits in 1996 over 1995 which held steady until the recession of 2008, when once again development slowed.

Today the city has grown mostly toward the highway and is a victim of urban sprawl, as many in the US have been. A 20+ foot high bridge has been built over Main Street so buildings which once lined that corridor will not be built back. The bridge also forms the southern edge of the district because it separates the downtown into two sections, North and South First Street.

But the local community is fighting hard to bring life back into this rare remaining section of the city's past. This National Register Nomination was initiated by local officials with the help of residents and they have acquired the last depot building in hopes of relocating it to its original spot a few blocks from this district.¹⁸

SIGNIFIANCE OF THE PROPERTY

With the larger city of Little Rock about twelve miles away, Jacksonville's commercial center was important in offering conveniences to the local community. Even from its beginning as a stage stop on the Southwest Trail, it was a popular resting place. But when the area gained a railroad depot, the township began to take shape encouraging more settlers to move to the area.

By 1872 the township had been platted and recorded as the city of "Jacksonville" with eight full blocks and four partial blocks on the east side of the railroad tracks. In 1873 the land to the west side of the railroad tracks was developed including eight full blocks and nine partial blocks. This section includes the area boundaries of the Jacksonville Commercial Historic District and is all that is left of Jacksonville's original commercial center.

First Street, which is the main street of the Jacksonville Commercial Historic District, is also known as Old Highway 67-- one of the initial highways built when the Arkansas State Highway System was developed in 1923. Old Highway 67, which runs from Little Rock to St. Louis, followed the Southwest Trail. With the development of the state highway system and the

¹⁶ Carolyn Yancey Kent, "Jacksonville," *Encyclopedia of Arkansas History and Culture*, last updated September 17, 2014, accessed at www.encyclopediaofarkansas.net

¹⁷ Jacksonville Historical Society, 21.

¹⁸ Barbara Mashburn, telephone conversation with author, February 2015.

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resulting influx of traffic and residents, the downtown community of Jacksonville began to take the shape of a twentieth century town, with the commercial buildings along First Street as its heart. This is where the town gathered, shopped, and socialized.

The architectural development of the Jacksonville Commercial Historic District represents community growth from the mid 1920s to the early 1960s. Most of the buildings are original and several retain their historic architectural character. It is unique from more current automotive influenced low-scale, and broadly spread commercial developments in that the buildings are facing First Street with parking in the back or on the street. It has characteristic elements such as buildings primarily constructed of brick and is a commercial area within walking proximity to a historically residential community, the railroad tracks, and serving traffic along Old Highway 67. Overall, the district has few severe or unsympathetically altered or new structures. Due to its importance in the commercial history of Jacksonville, the Jacksonville Commercial Historic District is being nominated to the National Register of Historic Places with local significance under Criterion A.

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9. Major Bibliographical References

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

Jacksonville Historical Society, "Jacksonville's Historical District: Preserving our History for Future Generations," Prepared by Barbara Mashburn, Gary Fletcher, Carolyn Kent.

Kent, Carolyn Yancey. "Jacksonville," *Encyclopedia of Arkansas History and Culture*.

Little, Carolyn. *The History of Jacksonville: 1818-1976*, 1976.

Little, Carolyn Yancy. "The Bayou Meto Settlement," *Siftings from Jacksonville's History 1820-1980*, 1986.

"Jacksonville Gets Railroad Station, Followed By Post Office," *Jacksonville Centennial 1870-1970*.

Mashburn, Barbara. Conversation with author, 2015.

"Serving the Business Community Fifty Years: The Jacksonville Chamber of Commerce". Accessed at the Butler Center, Arkansas Studies Institute.

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

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Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property Approx. 3 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: 15 Easting: 581268 Northing: 3858550

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

The Jacksonville Commercial Historic District includes Lots 1-6 of Block 25 and Lot 6 of Block 24.

Boundary Justification (Explain why the boundaries were selected.)

The boundary encompasses the most intact portion of Jacksonville's downtown. The railroad provides a natural boundary on the southeast while the new bridge provides a dividing line on the southwest. To the northwest and northeast, the character of the buildings is much more modern in appearance or they have been altered and don't reflect the historic character of Jacksonville.

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11. Form Prepared By

name/title: Antoinette Johnson of Johnson Consulting, edited by Ralph S. Wilcox, National Register and Survey Coordinator

organization: Arkansas Historic Preservation Program

street & number: 323 Center St., Suite 1500

city or town: Little Rock state: AR zip code: 72201

e-mail: ralph@arkansasheritage.org

telephone: (501) 324-9787

date: April 2015

Additional Documentation

Submit the following items with the completed form:

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

Photographs

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

Photo Log

Name of Property: Jacksonville Commercial Historic District

City or Vicinity: Jacksonville

County:

Pulaski

State: Arkansas

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Photographer: Ralph S. Wilcox

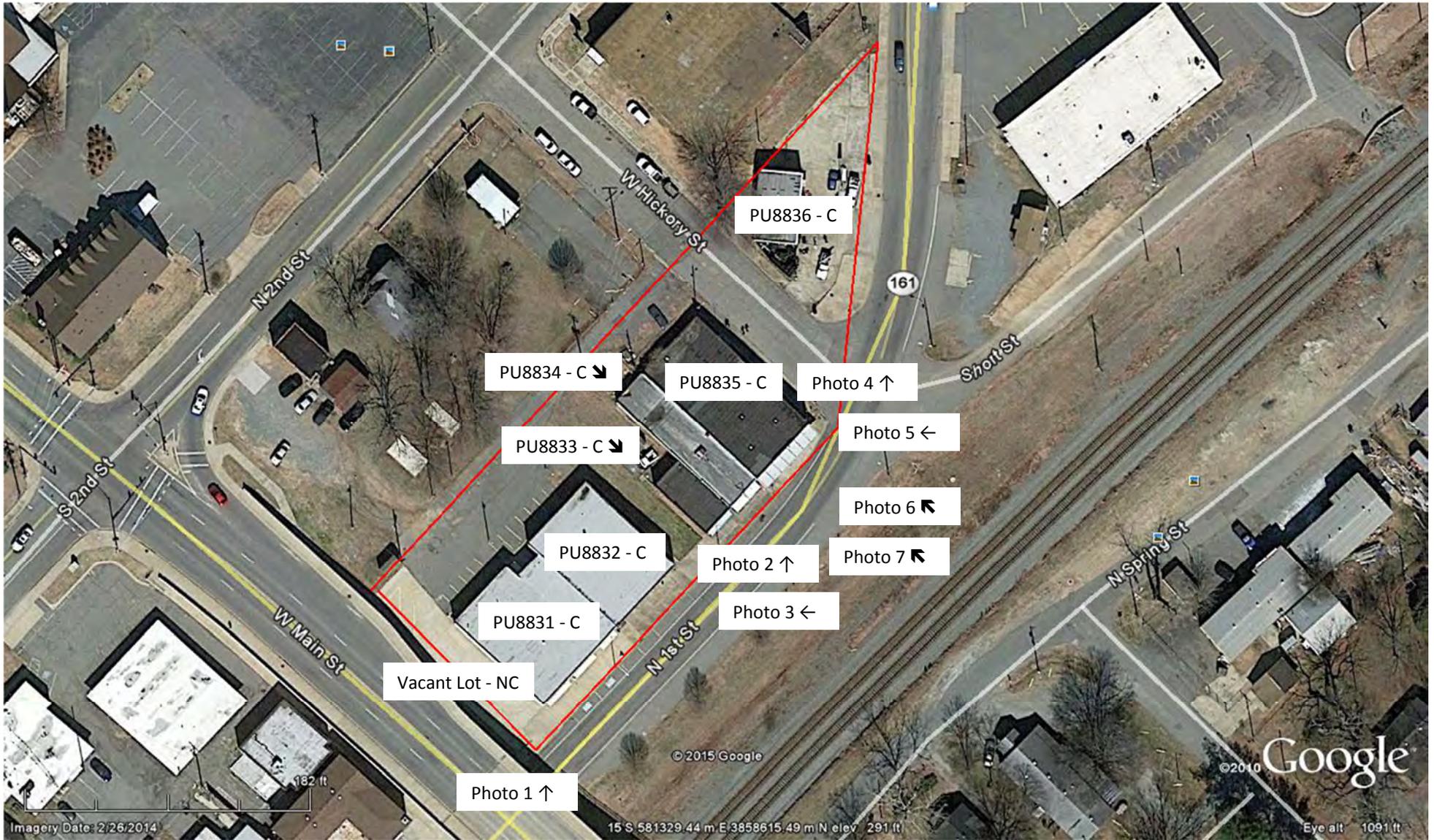
Date Photographed: January 6, 2016

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

- 1 of 7. View north on North 1st Street from under the Main Street overpass.
- 2 of 7. View north on North 1st Street from the middle of the block between West Main and West Hickory streets.
- 3 of 7. View south on North 1st Street from the middle of the block between West Main and West Hickory streets.
- 4 of 7. View of PU8836 at West Hickory Street and North 1st Street, looking north.
- 5 of 7. View south on North 1st Street from West Hickory Street.
- 6 of 7. View of PU8835, looking northwest.
- 7 of 7. View of PU8833 and PU8834, looking northwest.

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

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



Jacksonville Commercial Historic District – Jacksonville, Pulaski County, Arkansas

-----182 feet-----

——— = District Boundary

1→ = Photo Location

C = Contributing

NC = Non-Contributing

↑
North



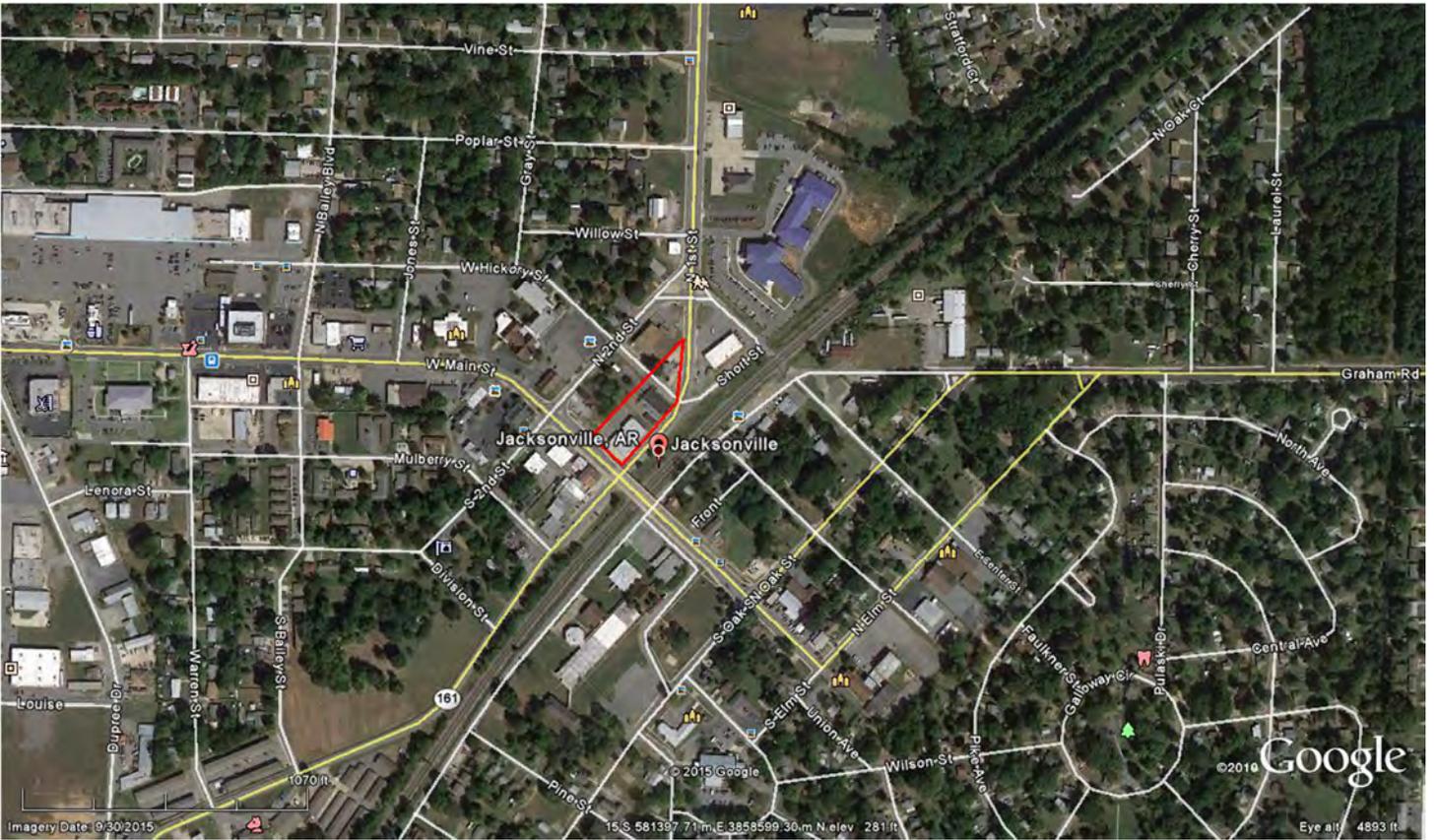
|-----251 feet-----|

Jacksonville Commercial Historic District
Jacksonville, Pulaski County, Arkansas

15 581268E 3858550N



North



|-----1070 feet-----|

Jacksonville Commercial Historic District
Jacksonville, Pulaski County, Arkansas

15 581268E 3858550N



North



Knights of Columbus
Council 1904 Assembly 1942
Neppi Hall

BINGO
1ST 3RD SAT





Wing of Salvation
Outreach Ministries

Knights of Columbus
Neapel Hall

BINGO
117243 617





15

Supplies & FLEA MARKET

Supplies & FLEA MARKET

Griffin Valley Animal Memory



JIM'S
PAWN SHOP
PHONE 982-5844

Jim's
PAWN SHOP
HOCK IT TO ME!
982-5844

14-7

NO
PARKING
NEXT TO
CORNER



Jim's
PAWN SHOP
HOCK IT TO ME! 982-5844

OPEN

Flea Market

Commercial Building



THOMPSON
1940

19 THOMPSON 36

116

Excel Realty Group, Inc.
Main Office

118

