NPS Form 10-900 OMB No. 1024-0018 (Expires 5/31/2012)

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Bowman Commercial Historic District

other names/site number Bowman Square

2. Location

street & number Public Square on State Route 17 in downtown Bowman [ ] not for publication

city or town Bowman [ ] vicinity

state Georgia code GA county Elbert code 105 zip code 30624

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**

William R. Hover 4 Feb. 2016
Signature of certifying official/Title: Dr. David C. Crass/Historic Preservation Division Director/Deputy SHPO Date

Historic Preservation Division, Georgia Dept. of Natural Resources
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

4. National Park Service Certification

I hereby certify that this property is:

X 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 4/5/16
Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [X] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [ ] building(s)
- [X] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
13	5	buildings
2	0	sites
3	0	structures
0	2	objects
18	7	**Total**

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

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions
(Enter categories from instructions.)

COMMERCE/TRADE: business; department store; restaurant; professional; financial institution; specialty store
TRANSPORTATION: rail-related; road-related
LANDSCAPE: plaza; street furniture/object
GOVERNMENT: post office

Current Functions
(Enter categories from instructions.)

COMMERCE/TRADE: business; restaurant; professional
TRANSPORTATION: rail-related; road-related
LANDSCAPE: plaza; street furniture/object

7. Description

Architectural Classification
(Enter categories from instructions.)

LATE VICTORIAN: Italianate
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style

Materials
(Enter categories from instructions.)

foundation: BRICK
walls: BRICK
roof: ASPHALT
other: METAL: Cast iron

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Bowman Commercial Historic District is the small commercial downtown of the city of Bowman, located in Elbert County in northeast Georgia. The district is organized around the Public Square, a small expanse of grass and trees that includes a public well and an early 20th-century octagonal gazebo, as well as two noncontributing monuments. The square is surrounded on three sides by one- and two-story attached commercial buildings. The north side of the square is open to State Route 17 and the Norfolk Southern Railway line. Most of the commercial buildings on the square were built during the first decades of the 20th century. Nearly all of these buildings are brick with storefronts supported by cast-iron pilasters to allow larger display windows. Their cornices are ornamented with brick corbels, panels, and decorative patterns. The district boundary extends south and east of the square to include commercial buildings fronting South Broad Street, a major area thoroughfare.

Narrative Description

The Bowman Commercial Historic District is the small commercial downtown area centered at the intersection of GA Highway 17 and GA Highway 172 in Elbert County in northeast Georgia. GA Highway 17, or Railroad Street, runs in a northwest to southeast direction following the railroad line. GA Highway 172, or Broad Street, runs in a northeast to southwest direction. The two roads cross on the north side of the Public Square.

Bowman is located on what was the Elberton Air-Line Railroad in the extreme northwest portion of Elbert County, about 12 miles from Elberton, the county seat, and 38 miles from Toccoa, the county seat of Stephens County. This northeast Georgia rail line was chartered by Elberton businessmen in 1871 to build a railroad from Elberton to connect to the Atlanta & Richmond Air-Line Railroad at Toccoa. The railroad is counted as a contributing structure.

Following the completion of the railroad line from Toccoa to Elberton in the late 1870s, Thomas Jefferson Bowman subdivided and sold lots along the railroad. The downtown square began c.1879 with the construction of two stores and a well. The well is located at what would become the center of the square, with a hitching post and watering troughs for horse-drawn wagons and buggies.

The Public Square is surrounded on three sides by commercial buildings. The north side of the square, an open expanse of grass and small trees, is open to State Route 17 and the railroad line. The buildings surrounding the square are one- and two-story attached brick commercial buildings that were primarily built in the early 20th century. Most of the interiors of the buildings retain pressed tin or beadboard ceilings. Most of these buildings have large storefront windows surrounded with wood framing with transoms above. Many of the buildings have cast-iron pilasters. The cornices on the buildings vary, but are distinguished by decorative brickwork. Bricks for many of the buildings were made at a nearby brickyard along the Broad River that had its own railroad tracks into town.

Located on the east side of the square from 2 to 14 Broad Street are four one-story brick buildings that were constructed in 1900 (photographs 11 and 12). The building at 4 S. Broad Street has been covered in a nonhistoric material and is noncontributing to the district. It is believed that the original brick was ground down before the current stone covering was applied. The three contributing buildings retain their historic features including cornices and storefronts. There is a portion of a facade on this block that was a two-story building, home to a movie theater. This is counted as a contributing site to this district. The hardware store at the end of the block has had recent additions and has therefore not been included within the district boundary.

Across Broad Street are three contributing one-story brick buildings (photograph 9). The building on the corner, formerly a bank, was constructed in 1915. It retains its corner entrance and detailed cornice. The 1900 building in the center with cast-iron pilasters and detailed cornice, extends its footprint behind the bank to Public Square. The entrance on Public Square retains its recessed storefront entrance and large storefront windows. The building at 19 S. Broad Street retains its recessed panel as well as its storefront and window openings. It also dates to 1900.

Separated by an alley from the stores on the southeast corner of the square are six one-story buildings (photographs 5 and 6). The large building on the corner (11 and 12 Public Square) contains two entrances separated by a pilaster. The

decorative cornice extends across the building. Currently a flat metal awning stretches across both storefronts. A narrow building is located adjacent to this building. The building retains its single entrance and one storefront. Both openings have stepped brickwork. Both of these buildings date to 1915. Adjacent is 8 Public Square, which has two commercial spaces of unequal size. This 1920 building retains its recessed signage area and the two storefront entrances with window openings on either side of the doors. All of the windows and doors are replacement.

The building at 6 and 7 Public Square (National Register listed in 2009) is an Italianate-style commercial block with a double storefront that was built in 1907 (photographs 5 and 6). The side-by-side businesses share a common wall. Two cast-iron pilasters support a thin cast-iron lintel, which allows large expanses of glass in the doors, transoms, and display windows. The cast-iron pilasters feature molded bases and brackets, flutes, medallions, and the name of the foundry in Chattanooga, Tennessee, where the pilasters were produced. The brickwork along the sides and across the parapet includes stringcourses, decorative panels, and recessed squares. The adjacent building at 5 Public Square is a smaller building with a single entrance door and large storefront window. It was constructed in 1920. The building on the end at 4 Public Square is noncontributing due to façade alterations.

There are three buildings on the west side of the square (photographs 1, 3, and 4). At the southwestern corner is 3 Public Square. This 1920 building currently has a metal awning in front that replaced a metal parapet. The building retains its side eyebrow windows, ghost signage denoting it as "Farmers Bank," decorative brick cornice on the side elevation, as well as the storefront and entrance. The adjacent building has recently had a nonhistoric covering, stucco, placed over the original brickwork. This is a noncontributing building. The last building on this side of the square is the two-story building on the corner which retains its recessed storefront and decorative cornice.

On the north side of the square is the former Bowman police station. It is located between the highway and the railroad tracks. This small, square, wood building was constructed in the early 1980s. It has been turned into a welcome center with a surrounding picket fence and welcome signage. Local businesses have donated items such as planters and seating. It is a noncontributing building to this district.

In the center of the square is the c.1879 well, covered with a c.1900 gazebo, two noncontributing monuments, and grass plaza. The well was the original meeting spot and watering hole in Bowman. This area was formerly surrounded by pecan trees that were removed due to storm damage; maple trees were installed in their place. There are a few evergreen bushes planted between the well and the memorial, but for the most part the area is open. The well and the gazebo are counted as two contributing structures because they were built at different times and the plaza is a contributing site.

Recent landscaping, designed by local landscape architect Sara Schatz, was installed on the side of 4 Public Square. Crepe myrtle trees have been planted along the length of the railroad. The buildings sit close to the sidewalk with no landscaping in front of them.

There are few noncontributing buildings to the district. The buildings that are considered noncontributing have been altered since their date of construction in the early 20th century (photographs 1 and 11, center buildings). There is one building, the former police station, that was built after the end of the period of significance and is therefore noncontributing to the district (photograph 8, small building on right).

The area outside of the district boundaries is primarily residential. It is comprised of many homes built in the late 19th and early 20th centuries. Bowman's city limits are a one-mile circle from the center of town.

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.)

[X] 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.

[X] 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.)

Property is:

[ ] 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.

Areas of Significance
(Enter categories from instructions.)

ARCHITECTURE
COMMERCE
COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

c.1879-1920

Significant Dates

c.1879 – two stores and well built around public square

Significant Person
(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Period of Significance (justification)

The period of significance begins c.1879 when the town was divided into lots and the well was built, and ends in 1920, the date of construction of the last extant building from the historic period on the square.

Criteria Considerations (explanation, if necessary)
N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Bowman Commercial Historic District is significant at the local level under Criterion C in the area of architecture because the buildings that comprise the historic district are excellent representative examples of commercial buildings built in small towns throughout Georgia in the first decades of the 20th century. The historic district is also significant at the local level under Criterion A in the area of commerce because it served as a commercial center in Elbert County through the historic period. The historic district is also significant under Criterion A at the local level in the area of community planning and development for its intact historic town plan of streets and its commercial buildings organized around a public square with a well and the railroad. Bowman is a representative example of a cross-rail town, as defined in *Georgia Community Development and Morphology of Community Types* (Roth, 1989): the town was created simultaneously with the railroad, making the railroad tracks integral to the town layout and the main thoroughfares intersect the track at right angles. The layout of the commercial area, the well, and the buildings retain a high degree of integrity from the period of significance c.1879-1920.

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

The Bowman Commercial Historic District is significant at the local level under Criterion C in the area of architecture because the buildings that comprise the historic district are excellent representative examples of commercial buildings built in small towns throughout Georgia in the first decades of the 20th century. Bowman has many good intact examples of commercial architecture that date from its period of greatest growth in the early 20th century. Commercial buildings in the district include attached one- and two-story brick buildings, many with cast-iron pilasters and recessed storefronts. Other character-defining features of the buildings include simple rectangular forms; storefronts that face directly onto the sidewalk; a common setback; large display windows; and architectural ornament primarily on the front facades. Ornamentation includes decorative brick patterns and other cornice details. Most of the buildings are one story in height and brick is the most common building material. The buildings retain a high degree of integrity from their dates of construction in the early 20th century.

The historic district is also significant at the local level under Criterion A in the area of commerce because it served as a commercial center in Elbert County. In the late 1870s, as the Elberton Air-Line was building its rail line from Toccoa to Elberton, Thomas Jefferson Bowman purchased and later subdivided lots along the railroad in what came to be called Bowman. Bowman was incorporated in 1907 and the town flourished in the first decades of the 20th century. Early businesses in Bowman included a brickyard, shoe and harness shop, blacksmith, lumberyard, bank, drugstore, grocery, and telephone company. Commercial operations have continued to be housed in these buildings through the present day.

The historic district is also significant under Criterion A at the local level in the area of community planning and development for its intact historic town plan of streets and its commercial buildings organized around a public square with a well and the railroad. Bowman is a representative example of a cross-rail town, as defined in *Georgia Community Development and Morphology of Community Types* (Roth, 1989): the town was created simultaneously with the railroad, making the railroad tracks integral to the town layout, and main thoroughfares intersect the track at right angles. The major road orientation, street pattern, and railroad line remain intact from the historic period.

Developmental history/additional historic context information (if appropriate)

The following was taken from the "Bowman Square Historic District" *Historic District Information Form* by Scott Harpold, October 26, 2006. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Stockbridge, Georgia.

The area around Bowman was part of Wilkes County when it was created in 1777. By the end of the Revolutionary War, there was migration to this area from Virginia, North Carolina, and South Carolina to what these settlers called Goshen

District, or the 201st Militia District. Settlers began to clear land, cut roads, build ferries, and construct grist mills. Farming was the way of life and cotton was king. With the nearby Savannah River providing a direct route to Augusta, and with the building of the Augusta Canal in 1845 to power cotton mills, farmers had transport and mills for their cotton. There were also cotton and woolen mills in Elbert County at Anthony Shoals on the Broad River that used cotton from the Goshen area.

Elbert County was split from Wilkes County by an act of the state legislature on December 10, 1790. It became Georgia's 13th county and was named in honor of Samuel Elbert, a commander of Georgia's militia and Continental forces during the American Revolution. Elbert later served as Georgia's governor from 1785 to 1786.

One of the largest property owners in the area at the time, Mr. B. Burden, gave the land for a railroad right-of-way and for the town square. This northeast Georgia rail line was chartered by Elberton businessmen in 1871 to build a railroad from Elberton to connect to the Atlanta & Richmond Air-Line Railroad at Toccoa and construction began around 1875. The 51-mile, three-foot gauge line was completed in late 1878. It was controlled by the Atlanta & Charlotte Air-Line Railway (successor to the Atlanta & Richmond Air-Line) from 1878 to 1881 and was part of the Richmond & Danville Railroad system from 1881 to 1894. After 1894 it was controlled by R&D successor Southern Railway, which rebuilt it at standard gauge in 1895. It was later absorbed into Southern. In 1995 Southern successor Norfolk Southern sold the line to the Hartwell Railroad.

Upon completion of the line, Thomas Jefferson Bowman subdivided and sold lots along the railroad. With a railroad station established, a community developed with two stores built on the town square by 1879. Upon completion of the stores, a well was dug to provide water. A hitching post and watering troughs were installed to accommodate people in their horse-drawn wagons and buggies. The name Bowman was given to the town to honor the man who had surveyed and divided the land.

The Baptist and Methodist churches were established around this time, as was the office of Dr. Joseph H.P. Colquitt who had moved from Oglethorpe County to Bowman where he established a medical practice. A boarding school, the John Gibson Institute, was established in 1892 to provide education for children throughout the area.

In 1898 Middleton B. Adams executed a contract with L.L. Stephenson to construct a brickyard and railroad spur for the purpose of operating a brickyard. These bricks were used extensively in the building of the towns of Bowman and Elberton.

Many of the original stores in Bowman opened in the early 1900s when Bowman had a population of around 500 people. 6 and 7 Public Square, built in 1907, housed Bowman's first U.S. Post Office and a jewelry store. The other stores in the area included a blacksmith, funeral parlor, mercantile store, wood and repair shop, barber shop, shoe and harness shop, livery stable, and drug store. There was a large cotton gin, a roller patent flour mill, and another mill on the waters of Beaver Dam Creek. There was one hotel that served the travelers that came on the four trains that arrived daily in Bowman.

In 1902 J.S. Colvard was in his second term as mayor of Bowman. During his first term he was still in law school in Athens. Colvard was one of two lawyers in Bowman, the other being T.L. Adams. Some merchants in Bowman at that time were H.G. Mewbourn, Ginn and Hendrick, E.H. Ward, Grover David, Cordell & Cann, B.P. Teasley & Son, E.B. Wickliffe, S.M. Mewman, N.M. Jordan, J.D. Conwell, and C.D. Vaughn. Bowman also had two physicians, J. S. Christian and B. W. Hall, both of whom grew up in the Bowman area. The former graduated from the Medical Department of the University of Georgia in 1885. When he moved to Bowman, there were already three other physicians in town, all of whom later moved away. Dr. Hall also graduated from the medical college in Augusta and moved to Bowman c.1900.

The John Gibson Institute's name was changed to Gibson-Mercer Academy in 1904 and was operated by the Mercer system of secondary schools. At this time Bowman was considered by some as the cultural and educational center of northeast Georgia. This school drew students from at least 15 counties in northeast Georgia and parts of South Carolina.

A 1905 map of Elbert County shows five ferries in Goshen District and no bridges - the name of these ferries were: Brown's Ferry, Moore's Ferry, Moon's Ferry, Bickery's Ferry and Peyton's Ferry. This map also shows a brickyard and

pottery located on South Beaverdam Creek, below Bowman. There was a railroad spur leading from the railroad to the brickyard. There were several community schools, houses, gin houses, and stores shown on this map.

The town of Bowman was incorporated by the General Assembly on August 22, 1907 as a city with full powers. In 1909 citizens voted for Bowman to issue $9,000 in bonds to erect a two-story brick grammar school on the north side of present-day GA Highway 17 outside of the district. Some of the teachers of this school were Professor Rice, Defray Adams, Lula Peek, Bertha Hudson, Thelma Teasley, Mauline Harris, Ouida Adams, Ralph Oglesby, and Mrs. Charles Allen.

In 1909 M.B. Adams entered into an eight-year lease agreement with the Elberton Brick Company to maintain and operate the brick manufacturing plant as well as to maintain and operate the railroad spur from the Southern Railway line. This plant had 83 employees that worked ten-hour days, six days a week. The employees would eat under a shed and sleep in cottages provided by the company. Their output was 50,000 bricks per day. The Elberton Brick Company was owned by W.O. Jones, W.E. Wallis, and F.A. Smith. Fred A. Blackwell was the bookkeeper. The bricks and pottery were shipped by rail to all parts of the country.

In 1911 Bowman had the following businesses: W.W. Brown's Drug Store which served cold drinks, patent and proprietary medicines, and toilet articles; J.W. Eavanson operated a grocery store; The Farmers Bank had $25,000 in capital stock and counted 70 stockholders; Cordelle & Burnette represented life and fire insurance companies; The Bank of Bowman insured their deposits against loss from any cause and had $25,000 in capital stock; Cordell & Rice general farm supplies and dry goods with annual business of $60,000; Mrs. E.B. Wickliffe ran a millinery and ladies furnishings and notions; the firm of Ginn Company had a shoe and harness shop, and also operated a blacksmith shop; J.V. Colvard operated a barber shop; W.E. Campbell sold grain, hay, groceries and feedstuffs; Garrett Wallis was the liveryman; H.A. Harris was the depot agent; Bowman Lumber provided building supplies; Harris & McGarity operated a grocery store; O.L. Teasley insurance company represented seven fire insurance companies; L.L. Ginn & Company had general merchandise, fertilizer and cotton business; Frank Goss had a grocery business.

The Bowman Telephone Company had an interesting history. One phone was connected to the G.U. Burden residence and back to the Bell system at Harper, Georgia. The Brown brothers, G.W. and Andy G. Brown, were the managers of the phone company. Their customers grew to 180 phones in and around Bowman.

Professionals in the 1910s included Dr. S.B. Adair, a dentist, who moved from Elberton to Bowman. Dr. A.S. Johnson was one of the finest physicians and surgeons in the state. Dr. O.B. Walker was a surgeon, as was his father who practiced in the Bowman area around 1860. Scott Berryman and George A. Teasley had a law practice in Bowman. The schools at that time included a public grammar school and Gibson Mercer Academy, which was Baptist affiliated and run by Mercer College. This denominational preparatory high school believed strongly in separation of church and state and operated without any public funds.

The end of the First World War brought a return to economic prosperity in the area. Agriculture was the primary source of revenue for the county and cotton prices were high.

In 1920 the African American community came together and built a school in Bowman. These pioneers of education were J.H. Bolden, Wyatt Geter, Eugene Geter, Frank Smith, Abe Bolton, Jack Latner, and Jack Oglesby. The Good Samaritan Club also help in this endeavor. This school house was erected to the right and behind the Mount Zion Baptist Church on Rehoboth Road outside of the district. $1,000.00 was borrowed from W.A. Carrington to build the school.

Some early educators of Gibson-Mercer Academy were: Dr. Montgomery, Dr. A. W. Keese, Prof. Peter Zellars, Prof. J. P. Cash, J. A. Hunter, Rev. A. W. Bussey, Prof. J. T. Miller, J. W. Holman, Lawson E. Brown, Prof. A. B. Greene, Prof. W. C. Underwood, A. H. Redding, L. F. Jordan, and J. B. Brookshire. 1925 was the last year Gibson-Mercer Academy operated as a boarding school. The following year the school operated as a public high school for white students. In 1928 this school house burned and the people of Bowman and Goshen District came together and constructed a new brick building for the grammar and high schools. In 1929 the first class graduated from Bowman High School.

In 1929 the African-American school was moved to the former white two-story grammar school building. Some of the principals were: Fate Rice, Chester Rice, Mr. Willingham, Professor Fain, and Luther R. Neal, some of the teachers were: Hester Hopper (he had taught at Hall's Grove Church), Mrs. Collins, Mrs. Epps, Mr. Weichel Long and his wife Emma Long.

During the 1930s and 1940s, the area was hard hit by the Great Depression. Wages were low and jobs hard to find. In 1937, GA Highway 17 was paved through Bowman. Paving of this highway brought a decline in the use of the railroad, along with a new means of transportation for people to get their goods to and from market.

With the end of World War II, men and women returned to Bowman and Goshen District to resume their lives. Those who remained in this area would continue to farm and work in the agricultural, granite, and textile industries.

The schools in Bowman would undergo major changes in the 1950s and 1960s. Some of the educators of Bowman High School were: Mrs. Jewel Thomas, Miss Maude Roberts, Mrs. Edna Jordan, Mr. W. B. Gaines, Mr. H. W. Powers, Mr. James A. Griffith, Mrs. James A. Griffith, Martha Bray, Woodrow Lavender, Mr. Hayes, Mrs. W. A. Chapman, Margie Wyatt, Mrs. Prince A. Hodgson, Mr. Prince A. Hodgson, Mrs. Woodrow Lavender, Mauline Harris, Sara Rucker, Mrs. J. L. Dickerson, Mr. James L. Dickerson, Evelyn Bryant, Mr. Earl Perry, Katie Lou McGarity, Wilma Kidd, Deiray Adams, Mrs. R.E. Chandler, Mrs. Ruth Brough, and Mr. Hoke Fortson. Northwest Elementary School was constructed in 1958 for African-American students. Luther Randall Neal served as principal for both schools from 1952 until 1970 when the schools were integrated. 1958 was the last graduating class at the white Bowman High School, but this school continued to serve as a white grammar school through 1969, when it burned on the last day of school. On this property a sewing plant was later constructed which operated for several years until it went out of business. The Wright Garment Plant operated in downtown Bowman for many years, until it closed and moved out of the country. With the closing of the high schools, Bowman started to decline in the downtown area. People started to move to the larger cities to seek employment. At this time, cotton farming was discontinued for the most part and the farmers who tried to make a living on their land turned their operation into cattle and poultry farming.

During the 1960s and 1970s, Mayor L.B. Berryman made improvements to Bowman during his tenure earning the nickname "Grant" Berryman for his ability to seek out grant money to build a medical clinic, community center, and recreation park among others. These are not within the boundaries of the commercial district.

Currently the population of Bowman is about 860. The downtown area of Bowman is enjoying a revival as new businesses open in the buildings on the square. The plans for GA Highway 17 to be four lanes and constructed on the south side of Bowman will bring change to the area, as did the ferries, roads, bridges, railroads, and the paving of this in 1937. In 2002 Bowman was provided a new charter by the General Assembly to provide for incorporation, boundaries, and powers of the city.

9. Major Bibliographical References

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

Christian, John S., M.D. "A Graphic Story of Bowman, GA." *The Elberton Star*, September 11, 1902.

Harpold, Scott. "Bowman Square Historic District." *Historic District Information Form*, October 26, 2006. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Stockbridge, Georgia.

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:

_X_State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property approximately four acres
(Do not include previously listed resource acreage.)

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. **Latitude:** 34.205738 **Longitude:** -83.031361
2. **Latitude:** 34.205107 **Longitude:** -83.030532
3. **Latitude:** 34.204283 **Longitude:** -83.031499
4. **Latitude:** 34.205133 **Longitude:** -83.032097

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

The boundary is indicated by a heavy black line on the attached National Register map, which is drawn to scale.

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the intact contiguous resources associated with the commercial center of Bowman.

11. Form Prepared By

name/title Lynn Speno, National Register Specialist
organization Historic Preservation Division, GA Dept. of Natural Resources date January 2016
street & number 2610 Georgia Highway 155 telephone (770) 389-7842
city or town Stockbridge state GA zip code 30281
e-mail Lynn.speno@dnr.ga.gov

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Bowman Commercial Historic District

City or Vicinity: Bowman

County: Elbert State: Georgia

Photographer: James Lockhart, Historic Preservation Division, Georgia Dept. of Natural Resources

Date Photographed: July 2007 (The district was field checked in June 2014 and was unchanged since the photographs were taken, and so these photographs are still an accurate representation of the district.)

Description of Photograph(s) and number:

1 of 16. 1-3 Public Square; photographer facing southwest.

2 of 16. Railroad Street and 1 and 2 Public Square; photographer facing northwest.

3 of 16. 1-3 Public Square; photographer facing north.

4 of 16. Side elevation of 3 Public Square; photographer facing northeast.

5 of 16. South side of Public Square; photographer facing southwest.

6 of 16. South side of Public Square; photographer facing southwest.

7 of 16. Well and gazebo; photographer facing north.

8 of 16. Railroad tracks, gazebo, and town square; photographer facing west.

9 of 16. 13-19 Public Square; photographer facing west.

10 of 16. Public Square; photographer facing north.

11 of 16. 2-14 Public Square; photographer facing northeast.

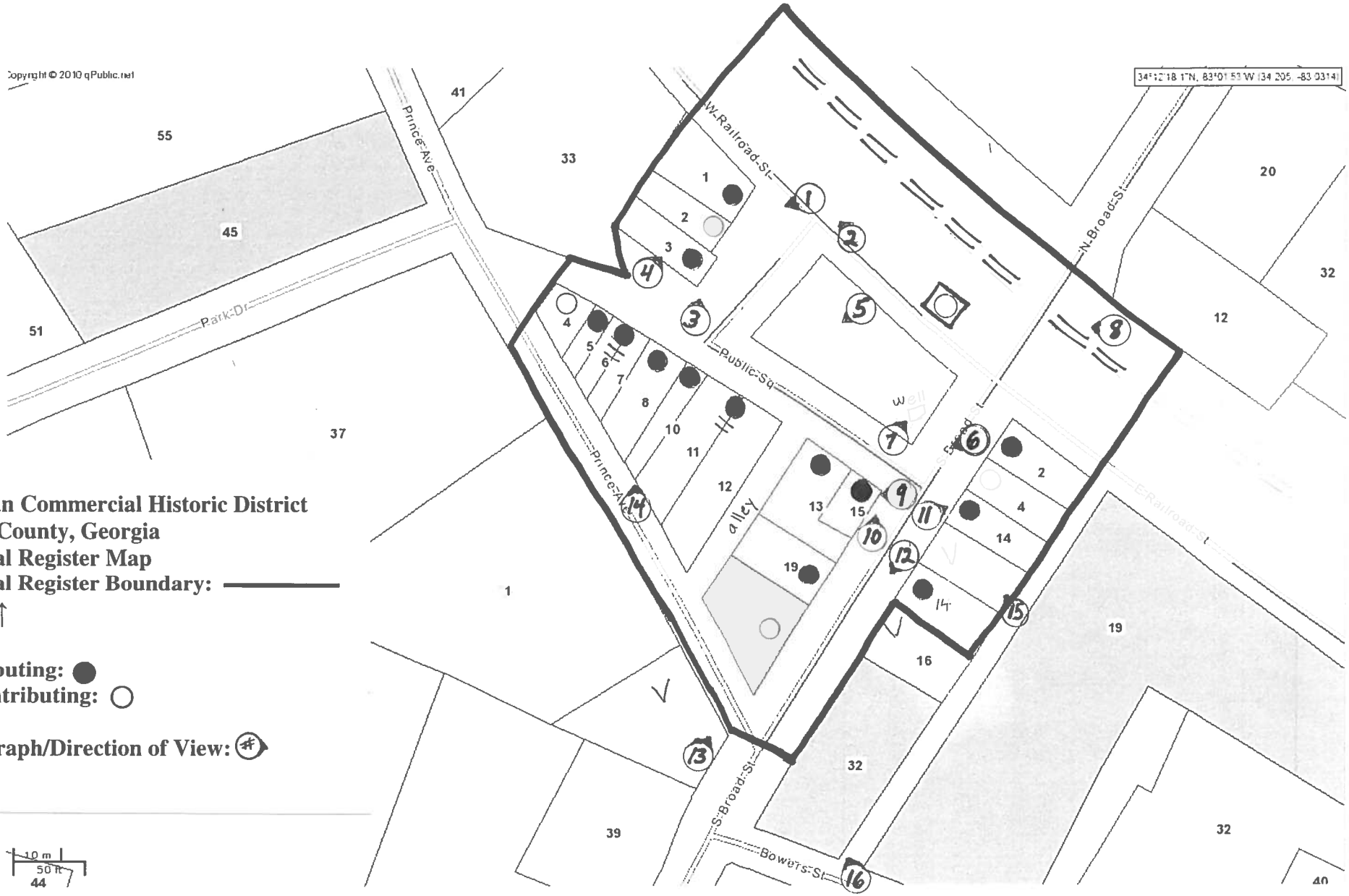
12 of 16. S. Broad Street; photographer facing southwest.

13 of 16. S. Broad Street; photographer facing northeast.

14 of 16. Prince Avenue; photographer facing north.

15 of 16. Alley towards S. Broad Street; photographer facing northwest.

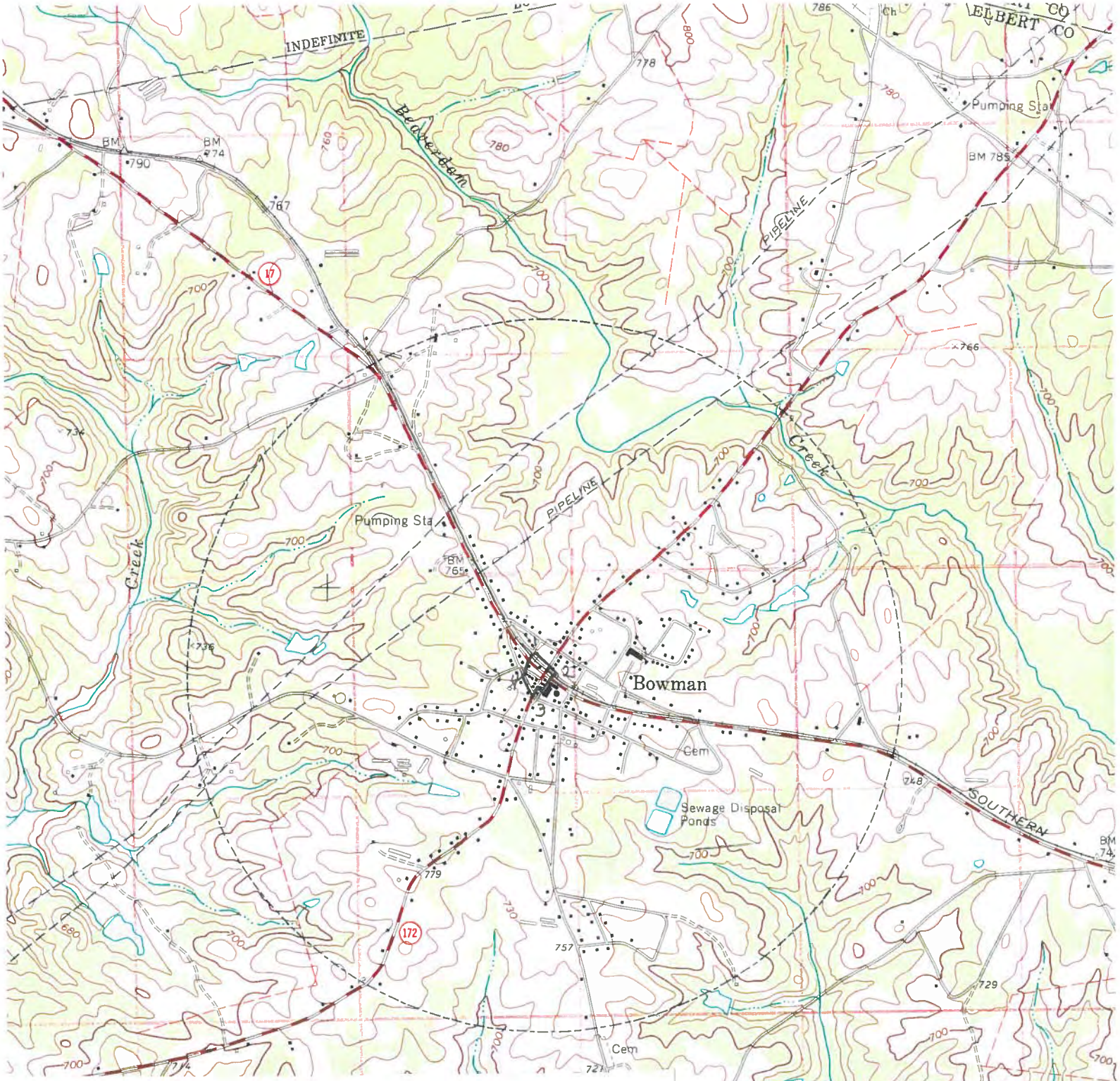
16 of 16. Alley at Bowers Street; photographer facing northwest.



Bowman Commercial Historic District
Elbert County, Georgia
National Register Map
National Register Boundary: ———
North ↑

Contributing: ●
Noncontributing: ○

Photograph/Direction of View: (#)



Bowman Commercial Historic District
Elbert County, Georgia
North ↑

1. **Latitude:** 34.205738 **Longitude:** -83.031361
2. **Latitude:** 34.205107 **Longitude:** -83.030532
3. **Latitude:** 34.204283 **Longitude:** -83.031499
4. **Latitude:** 34.205133 **Longitude:** -83.032097

Scale: 1:24000 USGS
Quad: Bowman

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COUNTRY RABBIT
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ANTIQUES
AND COLLECTIBLES
NORTH
17

BOWMAN, GEORGIA
The COUNTRY RABBIT
ANTIQUES
Oglesby
FOR RENT
ANTIQUES & ART

KOREAN
CONFLICT
VETERANS
VIETNAM
ERA
WORLD
WAR I & II
MIAS & POWS
BOWMAN AREA VETERANS MEMORIAL

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