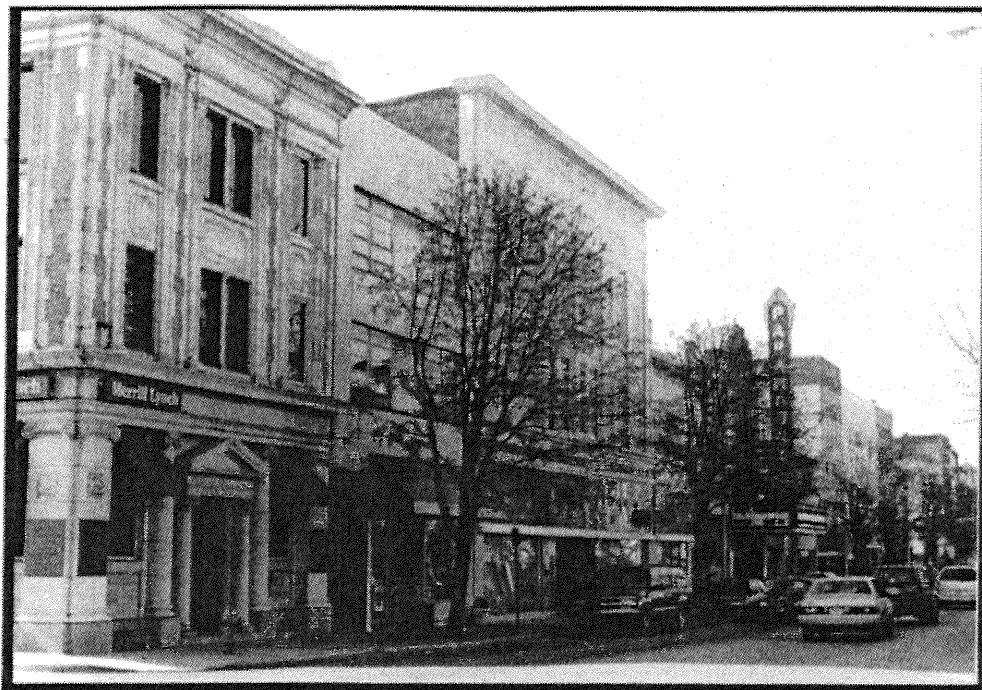


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ARCHITECTURAL SURVEY REPORT
BRISTOL COMMERCIAL HISTORIC DISTRICT
CITY OF BRISTOL, VIRGINIA/TENNESSEE

MARCH, 2002

ARCHITECTURAL SURVEY REPORT
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BRISTOL, VIRGINIA/TENNESSEE

PREPARED BY

THOMASON AND ASSOCIATES
PRESERVATION PLANNERS
P.O. BOX 121225
NASHVILLE, TENNESSEE
37212
615-385-4960

PREPARED FOR

CITY OF BRISTOL, VIRGINIA
OFFICE OF ECONOMIC DEVELOPMENT
711 OAKVIEW AVENUE
BRISTOL, VIRGINIA
540-645-7471

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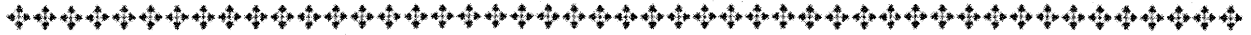
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I. ABSTRACT



The City of Bristol straddles both Tennessee and Virginia, and in 2000 had a combined population of 42,188 residents. Bristol, Virginia is within Washington County which is located in the southwest part of Virginia. The city developed in the late 19th and early 20th century as a prosperous rail and manufacturing center. It's downtown commercial area emerged along State Street, which also serves as the Virginia-Tennessee state line. The properties located on the north side of State Street are in Bristol, Virginia, and those on the south side of the street are in Bristol, Tennessee. Today this area contains primarily two- and three-story masonry commercial buildings constructed from ca. 1890 to the early 1950s. These buildings reflect Italianate, Colonial Revival, Art Deco, and Art Moderne styles. Within downtown Bristol a total of 118 properties were inventoried. As part of this project a nomination for the Bristol Commercial Historic District was prepared. Listing of this district on the National Register is desired and supported by the City of Bristol to stimulate rehabilitation and redevelopment in the downtown area.

II. ACKNOWLEDGMENTS



We would like to thank Shari Brown the Bristol Office of Community Development for all her support and help. Local historian Bud Phillips generously donated historical information for the project. In addition, we would like to thank John Kern and Michael Pulice at the Virginia Department of Historic Resources in Roanoke for their help in project coordination. Thanks are also due to the Downtown Merchants Association for the use of their offices on 6th Street.

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IV. INTRODUCTION



In 2000, the City of Bristol and the Virginia Department of Historic Resources (VDHR) funded a survey of Bristol's downtown commercial area in order to identify a potential historic district which may meet National Register criteria. Hired to perform this survey was Thomason and Associates, Preservation Planners, based in Nashville, Tennessee. The scope of work called for the inventory of over one hundred properties within downtown Bristol and the completion of forms in accordance with Data Sharing System (DSS). The project also included the completion of a National Register Historic District nomination for the Bristol Commercial Historic District.

This reconnaissance level survey and National Register Nomination were completed by Philip Thomason, Principal of Thomason and Associates of Nashville, Tennessee. Providing assistance in the completion of this project was Teresa Douglass, Preservation Planner of Thomason and Associates. This project was begun in October of 2000 and completed in February of 2002.

Bristol's downtown commercial area is located along State, Moore, Cumberland, Lee, Piedmont, and Goode Streets in Bristol, Virginia, and State, Bank, Shelby, 5th, 6th, 7th Streets in Bristol, Tennessee. This area serves as the city's primary commercial center and is situated along the Virginia-Tennessee state line. Downtown Bristol developed in the late 19th and early 20th centuries as the city emerged as an important rail and manufacturing center, and contains primarily two- to three-story brick and concrete commercial buildings constructed from ca. 1890 to the 1950s. Many of Bristol's downtown buildings reflect commercial interpretations of the Italianate and Colonial Revival styles. Art Deco and Art Moderne are also among the architectural styles represented as are Romanesque and Beaux-Arts designs.

Downtown Bristol retains much of its historic and architectural character. Although the storefronts of a number of the buildings have been altered with replacement display windows or bulkheads, the commercial area maintains a sense of time and place from the early 20th century. The area is the heart of the city's commercial and retail business and reflects Bristol's history as an important regional commercial center. Revitalization and enhancement of the downtown area is a priority for both the Bristol, Virginia and Tennessee city governments.

V. HISTORIC CONTEXTS



Colony to Early National Period (1753-1830)

Bristol, Tennessee-Virginia, developed in the mid-19th century at the time of the construction of the Virginia and Tennessee Railroad. The line was to end at the Virginia-Tennessee state line, and visionary investors rushed to purchase the woods and farmland surrounding the proposed route each with the intention of establishing a town. Such interests resulted in the formation of not one but three towns in two states: Bristol, Tennessee; Bristol, Virginia; and Goodson, Virginia. Well before the coming of the railroad, however, the roots of Bristol's history reach to the late 18th century and the estates of John Goodson and Colonel James King.

James King (1752-1825) immigrated to Virginia from London at age seventeen in 1769. King adopted the colony as his new home and fought in the Revolutionary War. In 1782, he married Sarah Goodson and soon purchased several acres near what is now present-day Bristol. King erected a two-story log house on the acreage and named the homesite "Holly Bend." In 1784, he established an iron works south of present day Bristol at the mouth of Steele's Creek. One of the first iron works in the region, the company hauled iron from the furnace by wagon to Kingsport, which was named in honor of Colonel King, then shipped the iron down the Holston River. King's furnace also made cannon balls for the War of 1812. In 1790, King became business partners in a nail factory with William Blount, Governor of the Territory South of the Ohio River.¹ King became one of the region's wealthiest men. King's youngest son, James King, Jr. (1791-1867), followed in his father's footsteps and also became a wealthy landowner. It was his land that became the future site of Bristol.

Soon after his marriage in 1812, James King, Jr., wanted to establish a residence close to that of his father's and on September 26, 1814, he purchased 1600 acres from Issac Shelby. The land was situated in Sullivan County, Tennessee, and Washington County, Virginia, and is the present site of Bristol. King and his new wife established a large plantation on the land and chose a prominent hill on which to build their home, a two-story brick Federal style dwelling named Mountain View.²

During the same period that the elder James King was developing his estate, his wife's brother, John Goodson, also began establishing roots in the area. On September 10, 1799, Goodson purchased a 348-acre tract of land northeast of the King property. He and his wife Sarah Wickham Goodson ran a prosperous farm and Goodson served in the Virginia House of Delegates in the 1817-1818 session. John Goodson died in 1829 and his son Colonel Samuel Eason Goodson (1793-1870) inherited the property. Like his father, he became involved in politics and served in the House of Delegates from 1837 to 1849.

Antebellum Period (1831-1860)

By the mid-1840s, word began to spread throughout the region about a possible railroad line. The proposed route was to cross James King's land and terminate at the Virginia-Tennessee border. In 1848, King donated an eighty-foot right of way and approximately ten acres on either side of the tracks for depot lots. Because railroads often brought with them numerous business opportunities and prosperity, the proposed railroad made conditions favorable for establishing a town along the state border. Chief among those interested in pursuing such a venture was King's new son-in-law, Joseph Rhea Anderson. A young merchant from Blountville, Tennessee, Anderson had married Melinda King on June 3, 1845

and was an ambitious businessman. Anderson realized that the railroad "would provide the necessary traffic for developing the area's great natural resources and agricultural potentials."³ In 1852 he approached James King about purchasing some of his land for the development of a town. After some persuasion from his daughter, King finally agreed and on July 10, 1852 sold one hundred acres to his son-in-law.⁴

In less than a month, Anderson had the area surveyed and divided into lots. He envisioned "the development of an important trade and industrial city," and named the town Bristol, after a manufacturing city in England.⁵ Situated in both Virginia and Tennessee, it was legally two towns. The original town plat included most of the present downtown area of Bristol. Lots sold quickly in the new town, and Joseph R. Anderson erected the first building in 1853. This two-story frame structure was sited at 4th and Main (Edgemont and Sate) Streets and served as both a home and store. Anderson opened his general store, which was the town's first business, by Christmas 1853.⁶ In November of 1853, the Bristol Post Office was established. Sales of lots increased in 1854 and 1855 as anticipation of the railroad continued.⁷

While Joseph Anderson was establishing Bristol, Colonel Samuel Eason Goodson was making a similar effort. Goodson owned over 300 acres north and east of King's land and also realized the impact a railroad would have on the area. To take advantage of the situation, he established the town of Goodsonville alongside Anderson's Bristol. In the early 1850s, Goodson had eleven and one-tenth acres surveyed and mapped with a depot as the town center. Goodson tried to persuade the railroad to pass through his town. However, the land was near, but not on, the proposed route, and King had already donated prime land for a depot in 1848. Although it did not secure the depot, a portion Goodson's land was used for rail yards.⁸

In September of 1856, the track was finally completed, and on October 1, 1856, the first train pulled into Bristol. The town was the end of the line and two special trains made the 27 hour, 204 mile trip from Lynchburg. Bristol citizens celebrated with speeches and barbecues as cannons and bands escorted the trains into town. At this time the town, which had been built entirely during the past two or three years, contained only about 800 residents.⁹ Another railroad line, that of the East Tennessee and Virginia Railroad, was also working its way to the town. To accommodate this second route, a depot was constructed in Bristol, Tennessee, in 1857. This track was completed and in operation by late May, 1858 with trains running from Bristol to Knoxville.¹⁰

As the first railroad was nearing completion, three towns surrounded it: Bristol, Virginia; Bristol, Tennessee; and Goodsonville, Virginia. To clarify the situation, Joseph Anderson pushed to combine the towns into one. However, the matter of the state line prevented the formation of one town and a move arose to incorporate all of the Virginia side as Goodson. A bitter controversy erupted over the issue as business interests and personal loyalties clashed. A final decision was made December 17, 1855 when citizens voted to establish all of the Virginia side consisting of both Goodsonville and the original Bristol, Virginia as the town of Goodson. Bristol, Tennessee moved ahead with incorporation the following February and elected Joseph Anderson as its first mayor. Goodson, Virginia incorporated on March 5, 1856 and citizens chose Austin M. Appling as their mayor.¹¹

With the railroad finally a reality, Bristol and Goodson prospered. Quick and numerous lot sales coupled with the completion of the railroad instigated numerous land purchases. The town grew considerably as houses, stores, hotels, and other businesses emerged. Five hotels were established in Bristol before the Civil War. Alfred T. Wilson constructed the town's first hotel next to his store on Main (State) Street

in 1854. It was named the Columbia Hotel and around 1855, a restaurant opened in the building. The establishment burned in 1859. In 1857, the Magnolia Hotel (also known as the Virginia House) was constructed by John Langhorne. This large frame structure contained fourteen bedrooms for rent, a large gathering hall, and a sizeable dining room. The town's founder, Joseph Anderson, transformed his large brick warehouse constructed in 1858 as a grain commission house into a hotel in 1859. Located on Main (State) and Fourth Streets, this hotel was first known as the Exchange and later became the Nickels House. In addition to these establishments were the Famous Hotel, opened in 1858, and the Walker House, a rather risqué establishment with a shady reputation.¹²

Merchants also flourished in the new town. The first business, that of town founder Joseph R. Anderson, began operation in 1853 in Anderson's home. Around 1858, Anderson moved his business into a large two-story building where it remained until 1881. At this time, Anderson relocated his business into a three-story brick structure he had built at 410 Main (State) Street. By this time, Anderson's son, John Campell Anderson, and his nephew, Aaron B. Carr, managed the business.¹³

In addition to Joseph Anderson, other initial merchants in Bristol were Joseph H. Moore and W.W. James. Moore set up business at the corner of what is now Lee and State Streets. James came from a family of merchants and operated a store in nearby Blountville, Tennessee. He opened his Bristol store in 1855 on the corner of Fourth and Main (State). This prime business location cost the merchant \$600, the highest price paid for any early lot in Bristol. He continued to operate stores in both towns with his relative J. William James managing the Bristol establishment. W.W. James eventually moved to Bristol and became one of the town's leading merchants and citizens.¹⁴ Other businesses in the emerging town were Nunley & Fuqua; Booker & Trammell; Henry Rosenheim; Martin Brothers; Joseph W. Jones; Keebler & Simpson; L. F. Johnson; Raine & Megginson; Guggenheimers; and Wingfield & Campbell.¹⁵

Dr. Richard M. Coleman opened Bristol's first drugstore in 1856. He soon had competition from David J. Ensor, who opened the second drugstore in town. John N. Bosang's saloon, opened in 1855, was the first of many saloons to operate in the new town. Also in 1855, Bristol's first blacksmith shop, owned by James N. Yoste, began operation. The town also had two silversmiths: Joseph Bunn and A.S. Jones. Around 1858, Mrs. Elizabeth J. Vance set up the town's first tailor shop in the Famous Hotel around 1858, and Bristol's first bakery was established by Samuel H. and Oratta Buckalien. Richard More, the town's first photographer, set up a studio in a local tavern in 1859.¹⁶

Due to the presence of the railroad, Bristol was a center for receiving, selling, and shipping area produce. As a result, the operation of commission houses to oversee these operations became profitable businesses. One of the more successful early commission houses was that of L. F. Johnson and Son. The railroad also influenced entrepreneurial efforts such as that of Lewis and Rosetta Bachelor, who initiated a successful draying business in the mid-1850s by hauling supplies from the depot to local merchants. The Bachelors expanded their business in 1857 to include a buggy taxi service for travelers and others who needed rides in the area.¹⁷

Banking was also an important catalyst in Bristol's early commercial development. Joseph R. Anderson also led the way in this field as the town's first banker. He operated a private "salt bin bank" out of his store, and in 1855 added a banking room to the back of his store and enlarged his financial services.¹⁸ Likewise, W.L. Martin operated a private banking business out of the back of his store on Main (State) Street. In 1857, a drive for a new bank resulted in the establishment of the Bank of Southwestern Virginia which operated for a brief time in the town.¹⁹

Early industry in Bristol included saw mills, a shingle mill, and a woodworking shop that produced cabinets, furniture, and coffins. Many of these businesses harnessed the power of Beaver Creek, while others used steam engines. The Virginia and Tennessee Pottery Works operated in the commercial district in the 1850s, and a wagon and carriage factory based in Abingdon, Virginia, opened a branch in Bristol around 1859. The town also had its own tannery and brickyard.²⁰

By the eve of the Civil War, Bristol had developed into a thriving young border town. Its rising commercial success was attributed to its location and the presence of the railroad, which connected the town to important markets. Bristol commercial establishments not only served its residents, but also people from surrounding counties. Farmers and traders from the region brought their goods and trade to Bristol.

Civil War (1861-1865)

Bristol and Goodson's growth was temporarily interrupted by the Civil War. The town depended on wholesale suppliers located in eastern cities such as Baltimore, Philadelphia, and New York. As part of the Confederacy, Bristol no longer had access to these eastern markets. Confederate money caused inflation and prices rose.²¹ The towns were raided several times by Federal troops, which engaged in looting and destruction of some buildings. The most severe occurrence was on December 14, 1864, when Federal troops led by General Stephen Burbage entered the town and destroyed its railroad depots.²² The Exchange Hotel, which also suffered extensive damage, was converted into a Confederate hospital.

Boom Years in Bristol (1870-1900)

Following the Civil War, the town rebounded quickly as connections with northern markets were re-established. As early as September 1865, the local paper presented an optimistic outlook: "We are pleased to see business generally looking up. At present we have some twenty stores and business houses which are thronged during the day with customers and from the wagons on the streets we presume that a good deal of trade is coming from the back counties."²³ Businesses recovered during the latter half of the 1860s and by 1870, Bristol was poised for a boom period.

At the beginning of the 1870s, the combined Tennessee-Virginia population of Bristol-Goodson was roughly 2,000, and practically all residences were located in the downtown area, known as Beaver Flats. Houses were crowded among stores and other businesses along Main (State) Street, while Shelby, Broad, and Cumberland Streets were mostly residential. Past 7th Street, Main Street was also primarily residential. As the economy continued to expand, homes were demolished for new and expanding businesses. The city's first major expansion occurred in 1871 as the town of Goodson, Virginia, purchased over fifty acres northwest of the growing business district. Prosperous merchants who had initially combined their homes and businesses began to build homes in the new area as newer and larger buildings were erected to house their businesses.²⁴

During the twenty year period from 1870-1890, Bristol experienced "a tremendous increase in both business and industry."²⁵ Entering this period of growth, Joseph R. Anderson and W.W. James remained leading merchants in the town and several new businesses formed during this period including H.C. Caldwell's jewelry shop, Betty Gallaway's millinery store, and W.E. Cunningham's confectionery company. Numerous dry goods stores and produce commissions were in operation. Also, by the late 1860s, William N. Keller and W.P. Brewer both marketed cooking and heating stoves.²⁶ In the mid 1870s, S.R. Ferguson opened a large hardware store, and Colonel J.M. Barker erected a three-story brick

store building along Main (State) Street to house his mercantile business. Throughout the decade, the number of jewelry stores, millinery shops, bakeries, tailors and druggists increased, and G.C. Gallaway and A. S. McNeil produced fine furniture.

The town's growing prosperity was also reflected in the organization of two major banks. In 1868, Joseph R. Anderson organized his private banking business into The Bank of Bristol. In 1874, it was converted into a national bank and renamed the First National Bank of Bristol.²⁷ A new bank building was constructed in 1902. In 1871, a group of both Virginia and Tennessee citizens established the Exchange Bank of Goodson, for which merchant E.H. Seneker served as president.²⁸

Industry was also on the rise in Bristol during this period. To encourage industrial growth, Sullivan County, Tennessee, granted tax exemptions to large industries, particularly those that employed at least fifteen people.²⁹ Some of the early industries of this period include H.A. Bickley, a manufacturer of furniture and coffins, and the Dixon & Smith iron foundry. Formed by William Dixon in the late 1860s, this firm produced many of the ornamental iron fences that surrounded the town's homes, churches, and cemeteries. Around 1870, Charles C. Campbell began a water-powered sawmill along Beaver Creek, and W. G. Taylor established a tannery. In addition the town soon contained two large brick plants, a mattress factory, and a shoe and boot factory.³⁰ C.H. Lewis established the Bristol Woolen Mills about 1870, and both the Jordon & Pepper Woolen Mill and Thomas C. Lancaster's cotton mill were in operation in 1874. During the last half of the decade, the Virginia Marble Works and Brown Brothers Carriage Factory were organized. At this time the town also had a watch factory, a cigar factory, and a pencil factory.³¹

During the 1880s, the Bristol Bone Meal Company was founded as was an extensive fruit drying plant. A. A. Hobson's sawmill business was prosperous and employed fifty men. The McCrary Brothers opened a machine shop and sash and door blind factory, and the Brown Brothers operated a carriage factory. A box factory and a cannery also developed. Around 1889, John Buffman of Boston, Massachusetts, built Buffman Mills, which later became the Bristol Door and Lumber Company. About this same time, the Bristol Iron and Steel Company established a plant in the town.³² This industrial boom spurred hopes of making Bristol the "Pittsburgh of the South" and boosted the local economy for many years.³³

The tobacco industry also became important to Bristol's growing economy in the late 19th century. In 1871, Major A. D. Reynolds, brother to R.J. Reynolds, arrived in Bristol and established a tobacco processing plant in a four-story building on Fourth Street. Reynolds instructed locals on how to grow the plant and encouraged the market for the product. His operation grew quite successful and in ten years it employed five hundred workers. In 1880, a second building was added, and in another ten years, a third was added. In 1892, the company erected an office building. By the late 1890s, the Bristol Reynolds Tobacco factory was "one of the leading tobacco processing plants in the nation."³⁴ Salesmen for the Reynolds plant covered the entire South, and the success of the plant made Bristol a regional market for area tobacco farmers. Among the name brands produced in the Bristol plant were "Tennessee Leaf" and "AAAA" chewing tobacco and "Geranium Rose" and "May Queen" smoking tobacco.³⁵ Despite this success, the tobacco industry disappeared from Bristol by the turn of the century. In 1897, Reynolds sold the plant to a group of local investors who in turn soon sold the plant to the American Tobacco Company. In what was probably an effort to eliminate competition, this company dismantled the large tobacco operation at Bristol and the town's importance as a tobacco market faded.³⁶

By the end of the 19th century, the Virginia, or Goodson, side of the town finally secured its identity as Bristol. From its beginning, Goodson suffered from an identity problem. Residents had grown accustomed

to the name of Bristol, and the "new name was never universally accepted or used."³⁷ Although the town was legally known as Goodson for approximately thirty-four years, it continued to be referred to as Bristol by many. Businesses gave their location as Bristol, Virginia, and often the name Bristol-Goodson or vice versa was used. Some deeds referred to the town as Bristol and to complicate the matter further, the Virginia and Tennessee Railroad refused to recognize Goodson and gave its depot location as Bristol, Virginia.³⁸ Naturally, this caused a great deal of confusion and by 1890, the town conceded to the common usage and citizens voted to officially rename the town Bristol on January 7, 1890. That year the town of Bristol, Virginia was incorporated as a city.

At the turn of the century, the combined Bristol, Virginia, and Bristol, Tennessee population was just under 10,000. Main (State) Street had developed as a strong commercial district and very few homes remained located in the area. Rail service was rapidly improving and industry was growing. In addition, the region's coal resources were being promoted, and investors were opening mines and furnaces which also encouraged further railroad development. These industries joined the already lucrative lumber industry that exploited forests in the surrounding Cumberland and Holston Mountains. In 1890, the South Atlantic and Ohio Railroad completed its line from Bristol to Big Stone Gap and soon after extended it to Appalachia, Virginia. In 1899, the South Atlantic and Ohio Railroad Company merged with the Bristol, Elizabethton, and North Carolina Railroad to form the Virginia and Southwestern Railway Company.

The earliest commercial buildings remaining in the downtown historic district were built during this period of Bristol's development. Extant buildings from ca. 1890 to 1900 include the three-story buildings at 503-505 State Street, 524 State Street, 532-534 State Street, 533 State Street and 606 State Street. These buildings were designed with Italianate and Romanesque influences, and housed a variety of businesses such as dry good stores and drug stores. These buildings retain much of their original upper facade design and are contributing to the character of the district. Although many other buildings were constructed in the downtown area at the turn of the century, most of these buildings were replaced with more modern commercial buildings from the 1920s to the 1950s or have been razed.

Downtown Bristol in the Early 20th Century (1900-1930)

After 1900, Bristol increasingly became a preferred destination for regional travelers and served as the commercial, financial, retail, educational and entertainment center for surrounding counties. Bristol's prominence was highlighted by the construction of a new post office for Bristol, Tennessee in 1900. Designed by government architect James Knox Taylor, this Beaux-Arts style building was constructed on Shelby Street, one block south of State Street. In 1914, an estimated 500,000 passengers came through the Bristol railroad station annually.³⁹ People came to shop in the town's numerous stores, visit its theaters, stay at its hotels and conduct business at its financial institutions. By 1901, many of the downtown streets were paved with brick, replacing the earlier dirt and gravel bed streets. The city's various banks served merchants, farmers, and stockmen not only in Bristol, but also in adjacent counties in east Tennessee, southwestern Virginia, and western North Carolina. The largest bank was the National Bank of Bristol, which changed its name to the First National Bank in 1902. At the time John C. Anderson, son of bank and town founder Joseph Anderson, was president of the institution. In 1913, John Anderson died, and merchant E.W. King replaced him as bank president.⁴⁰ First National Bank's ca. 1905 Beaux-Arts style building at 500 State Street remains a notable architectural focal point in Bristol's downtown landscape (NR-1985). Bristol was also home to three colleges: King College for young men, and Sullins and Virginia Intermont Colleges for young women. Bristol Commercial College also opened at 8-12 5th Street ca. 1910. The city also had a normal or teachers school for African Americans. Despite

the trends toward commercial buildings, the congregation of the State Street Methodist Church constructed a new Romanesque style building in the 700 block of State Street in 1904. This congregation remained at this location until 1956 when it moved and the church was razed for a parking lot.

Out of town guests had a variety of choices in hotel accommodations including the Hotel Tip Top, erected in 1902 on the corner of State and Front Streets, the Hotel Burson, erected ca. 1902 at the intersection of State and Moore Streets, and the Hotel Bristol at the corner of Cumberland Avenue and Moore Street. Other hotels included the St. Lawrence Hotel, the Virginia House Hotel, and the General Shelby Hotel. Bristol's famous Fairmount Hotel, a large resort on Spruce Street, burned in September of 1900. A local YMCA was constructed at 100 5th Street ca. 1900. Bristol's Harmeling Opera House, built in 1889 at 513-515 State Street, remained the social and cultural center of the city until it was replaced with a two-story commercial building ca. 1915. The Columbia theater also offered entertainment at its location on 5th Street. In the late 1920s, the Cameo Theater opened at 703 State Street, and the Paramount Theater was constructed at 516 State Street in 1930 (NR 1985).

At the beginning of World War I, Bristol was a bustling city full of commercial and industrial activity. The *Sullivan County News* captured a snapshot of the downtown area during this period:

The setting was State Street in Bristol, 1914. Street car tracks centered the main thoroughfare. A motor car, with top down and driver seated high as if on a throne, was crossing the state line on intersecting Fifth Street. In the parking space at the sides of the street were a mixture of carriages, horses, bicycles, and cars. Familiar sights in the setting were show windows of Bunting's Drug Store, the three banks, . . . and the sign-- "Bristol-Virginia-Tennessee"; but instead of reading "a good place to live" it said "push! that's Bristol."⁴¹

The Bristol Virginia-Tennessee sign, which crossed State Street and noted the town's two-state location, was first erected on June 21, 1913. The sign along with a long line of electric street lights illuminating the commercial district initiated the opening of Bristol's "Great White Way." With a wide selection of diverse stores, goods, and services offered in its growing number of establishments, Bristol was quickly emerging as the region's top retail and commercial center. People from surrounding counties came to Bristol to shop in its many specialty stores, most of which were located on State Street. At 501 State Street was men's clothier Mitchell-Smith Co., Inc., the Mitchell Powers Hardware Store was located at 611-613 State Street, 615-617 State Street housed first Earhart's and then Gutman's Furniture Store, and across the street at 614-618 State Street was the Cox Hat Company.⁴² One of the oldest businesses on the street was Bunting's Drug Store, which Dr. Jeremiah Bunting established in 1869 on the 400 block of State Street. Bunting's remained in business at this location until 1984, when the building was razed.⁴³

In 1920, Bristol's combined Virginia-Tennessee population was 14,776, and its commercial district remained strong.⁴⁴ The Kemble-Cochran Company was established at 623 State Street in the early 20th century and was a premier book and stationary store. It remained in business for decades adjusting its stock to fit the changing needs of its customers. Initially a book and stationary store, it became solely a book store in the 1940s and by the late 1950s, it sold office supplies. Other retail establishments included Moore and Earhart's leather and sporting goods store, the Bristol Typewriter Company, Ball Brothers Furniture Store, Hamilton-Bacon-Hamilton Feed and Farm Equipment, and Morley Brothers, fruit and vegetable wholesalers.⁴⁵ In 1925, the two-story building at 33 Moore Street was erected to house the Bristol newspapers, which occupied the building until about 1970. The King Printing Company built a

two-story brick building at 509 Shelby Street ca. 1920.

Perhaps the most well-known commercial establishment in Bristol in the early 20th century was H.P. King's Department Store. Located at 620-624 State Street, King's three-story brick building was constructed ca. 1905, and originally housed his dry goods business. By 1913, it had evolved into the latest trend in retail shops, the department store, and was the most prominent such store in the region. Other early Bristol department stores included the E.W. King Department Store at 610-612 State Street and the Strauss Department Store at 619 State Street, both of which were established in the late 1910s-early 1920s. Around 1930, Grant's Department Store opened at 642-648 State Street. Variety or "five-and-dime" stores also became popular during this era and during the 1920s, Bristol gained two national chains. F.W. Woolworth's opened at 614-616 State Street ca. 1920 and remained in business at this location until 1988. The building still retains the original lunch counter, for which Woolworth's was well-known, including the chrome padded chairs, linoleum floor, and dinette counter. The Kress Company also came to Bristol in the early 1920s. The three-story brick building at 628-630 State Street with terra cotta detailing was a typical Kress design and displays the company's name at the roofline. In 1939, J.C. Penney expanded Bristol's shopping choices by building a store at 629 State Street.

Another important business to emerge in Bristol in the early 20th century was Hechts Bakery. Established at 700 Shelby Street ca. 1920, Hechts Bakery quickly became a successful business. Within a few years it added a one-story annex at 714 Shelby Street and as its success continued, a two-story brick wing was added to the main building ca. 1950. Hechts Bakery remained at this location until 1984. In 1925, Hardin W. Reynolds erected the Reynolds Arcade at 510 Cumberland Street. The seven-story structure towered over other buildings in the city. It housed retail establishments on the ground floor, while a variety of businesses and professional offices were located on the upper stories.⁴⁶

Bristol's industrial growth also continued to increase in the early 20th century. Large coal fields and vast timber tracts on the city's outskirts provided ample quantities of natural resources for competitive businesses. Lead, zinc, and iron ore were also mined in varying degrees throughout the area. By 1914, Bristol contained 57 manufacturing establishments, which employed 1,385 workers. Cortrim Lumber Company, organized in 1916, became one of the area's largest employers and turned out various hardwood stock, house trim, furniture parts and other products. Among the rising number of manufacturers were the Bristol Coffin and Casket Company and the Appalachian Hardwood Casket Company, both of which began operation in 1904. Bristol Steel and Iron Works, Inc., was established in 1908, and produced steel for building materials and bridges and the Enterprise Wheel and Car Corporation, organized in 1899, manufactured mine cars, truck trailers, and various steel fabrications. Textiles were also an important industry. The L.C. King Manufacturing Company, manufacturers of clothing, was established in Bristol in 1913 at 24 7th Street. After initial success, the business expanded its two-story building into a three-story structure ca. 1920. Service Mills Co. erected a four-story building at 832 Goode Street in 1922, and the Nickels Manufacturing Company, makers of dresses and sportswear, began operations in 1920 at 520-530 Cumberland Street. Around 1920, the E.W. King Company's Big Jack Manufacturing Company began producing overalls and work clothes at their 636 Shelby Street address. The Mary Grey Hosiery Mill was established in 1920 and the Bristol Weaving Company, a division of Burlington Industries, Inc., came to Bristol in 1937.⁴⁷

The railroad continued to be an important force in Bristol's growth and development in the early 20th century. The city was the western terminus of the Norfolk and Western Railway and the eastern terminus of the East Tennessee, Virginia, and Georgia railways. Manufacturing and commercial activity continued to rise after the construction of a freight station in 1891. Bristol manufacturers shipped textiles, building

materials and products, furniture, barrels, boxes, leather goods, wagons and carriages, tobacco, grain and iron products to points east and west. Lumber, coal and other natural resources from the surrounding area were transported via rail to regional and national markets. In 1899, George L. Carter established the Virginia Iron, Coal, and Coke Company, which played an important role in Bristol's development as an industrial center for the Appalachian area. In 1906, the Southern Railway Company built a line from Moccasin Gap, Virginia, to Bulls Gap, Tennessee, via Bristol. This line aided the shipping of coal as it shortened the run to the coal fields and eliminated particularly steep grades.⁴⁸

In addition to being an important source of freight transportation, the railroad also grew in importance as a passenger service. Around the turn of the century, the Norfolk and Western Railway promoted passenger traffic on its lines. The company embarked on a campaign to encourage people to visit southwestern cities and resorts that were destinations along its various routes. As passenger service increased, new passenger depots became necessary in smaller towns such as Bristol. In 1902, the Norfolk and Western Railway completed the construction of a stone and brick passenger station at the edge of Bristol's commercial district. The Romanesque-influenced structure made a grand architectural statement for the railroad and has continued to be a notable landmark in the city. The Bristol passenger depot was listed on the National Register of Historic Places in 1980 for its architectural and historic significance.

Downtown Bristol at Mid-Century (1930-1952)

Bristol's citizens like those across the country suffered economically during the Great Depression of the 1930s. Despite hard times, some growth and development occurred during this decade. Construction in the downtown area in the 1930s included two Masonic buildings and a new post office. In 1931, a three-story, Art Deco style Masonic Temple was constructed at 56-68 Piedmont Avenue on the city's Virginia side. At the end of the decade in 1939, a two-story brick, Masonic Temple was built on the Tennessee side at 35 5th Street. In 1933, a United States Post Office was completed in Bristol, Virginia. Located at 100 Piedmont Avenue, the post office is a two-story, Neo-classical style building that was designed under the supervision of architect James Wetmore. The building retains its original architectural design including a large Doric portico on the main facade.

In 1935, Bristol officials met with representatives from nearby Johnson City and Kingsport, Tennessee, to discuss the creation of an airport to serve the tri-cities area. A commission was established to look into the matter and found it favorable. The three cities combined financial efforts and acquired acreage that was equally accessible to all. A common airport was developed, and Bristol's transportation services expanded into the modern era.⁴⁹

By 1940, Bristol had a population of around 32,000 and had settled comfortably into its role as a leading regional city. To reflect its status, Bristol adopted the slogan, "A Good Place to Live," which replaced the phrase "Push - That's Bristol" on the sign straddling State Street.⁵⁰ Several factors contributed to Bristol's success. Its location at the corner of a five state area and its accessibility by rail, highway and air made it an ideal distribution center. The presence of the Tennessee Valley Authority in the area provided an abundance of cheap electricity and encouraged industry. As the United States became involved in World War II, the region became home to the production of the atomic bomb in nearby Oak Ridge, Tennessee. Wartime industries located in Bristol itself and included a shell loading plant and Universal Moulded Products Corporation. Each of these enterprises employed around 3,600 workers, and the latter continued production after the war as a manufacturer of radios. Raytheon Manufacturing Company, which produced magnetron tubes, also built a plant in Bristol and employed approximately 2,000 people. In 1946, the Monroe Calculating Company was established in Bristol, and in 1951, the

Sperry Farragut Company came to town and employed around 1,000 workers.⁵¹

Bristol's commercial area centered along State Street continued to grow as well. In 1939, the district contained 142 retail stores, which had over 900 employees. Reported annual sales for that year were \$6,168,000.⁵² The largest shopping and business district between Roanoke, Virginia, 160 miles to the northeast, and Knoxville, Tennessee, 125 miles to the southwest, Bristol was considered the "Shopping Center of the Appalachians."⁵³ The H.P. King Department Store remained an anchor establishment on State Street and was the largest department store in the region. The E.W. King Company distributed wholesale dry goods over a seven-state area.⁵⁴ The Parks-Belk Department Store joined local retail establishments at 615-617 State Street and later moved to 611-613 State Street. The Woolworth and Kress five-and-dime stores remained prominent businesses as did J.C. Penney's. Other businesses included Byrd Arthur Furniture at 801 State Street, McCrory's Department Store at 528-530 State Street, and Moore-Earhart Leather Goods at 647 State Street. Jeweler J.P. Pendleton opened his establishment at 525 State Street ca. 1940, and the Jewel Box located at 529 State Street in 1939. These two jewelry stores remain key businesses in Bristol.

Bristol's Recent Past (1952-2002)

Following World War II, Bristol's population continued to rise. In the post-war years, many young men were returning home and the economy was reaching new heights. In 1956, Bristol celebrated its one hundredth year as an incorporated city. In the previous sixteen years, its population had increased 62 percent. At this time the city's commercial enterprises employed 14,000 people, 10,000 of whom were industrial workers. Manufacturers included "15 food and confection concerns, 3 heavy metal plants, 13 light metal plants, 5 sewing industries, 3 textile plants, 9 woodworking establishments, and 22 miscellaneous concerns."⁵⁵ The Norfolk and Western as well as the Southern railroads served the city as did six national highways. Bristol's reported retail sales for 1954 was \$50,690. Its retail trade area was estimated to reach 500,000 people and it reached a wholesale trade area of 1,200,000 population.⁵⁶

Like many other cities of its size, Bristol's downtown area began to lose its retail trade in the 1960s. The rise of strip shopping centers further out State Street and other major arteries, led to the closing of several downtown department stores in the 1970s. Construction of the Bristol Mall and access to other regional shopping areas continued this decline. Most department stores such as Woolworths, Kress, McCrory and J.C. Penny closed their doors by the 1980s. With the decline of downtown business, the city's historic hotels such as the General Shelby and Hotel Bristol were razed. The entire block of commercial buildings in the 400 block of State Street were also razed to make way for a new bank and other businesses.

Despite these losses, the downtown area of Bristol continues to retain a significant collection of late 19th and early 20th century commercial and manufacturing buildings. Along State Street, many of the buildings formally occupied by department stores have been converted into antique malls or specialty shops. Both the Paramount and Cameo theaters continue to provide entertainment through movies and other performances. South of State Street, the L.C. King Manufacturing Company remains in operation and several other manufacturing concerns maintain operations in nearby buildings. Interest in downtown revitalization has taken major steps in recent years as evidenced by the current restoration of the Bristol, Tennessee Post Office and the planned renovation of the Bristol Train Station. Continued enhancement of the downtown area through historic preservation is now a priority for both the Bristol, Virginia and Tennessee city governments.

VI. RESEARCH DESIGN



A. Objectives

The objective of this survey was to survey approximately 115 properties within downtown Bristol. Preliminary analysis by the VDHR indicated that an eligible historic district was located within the downtown commercial area. As part of this project, a National Register nomination for this district was also to be prepared. At the conclusion of the project, DSS inventory forms and photographs were to be completed for each surveyed property, and a National Register nomination for the Bristol Commercial Historic District was also to be prepared and submitted. At the conclusion of the survey and nomination, a Survey Report detailing the results of these efforts was to be produced.

B. Methods

The Consultant surveyed 118 properties within the downtown area of Bristol, Virginia-Tennessee, in accordance with VDHR standards. At each property, descriptive information was gathered on architectural style, overall form and plan, architectural details, alterations, and associated outbuildings. This information was then placed into the DSS software format. Black and white photography in accordance with VDHR standards was also completed. Sanborn insurance maps were used to establish approximate construction dates. The most valuable secondary source publication was *Bristol Tennessee/Virginia, A History, 1852-1900* by local historian V.N. (Bud) Phillips. This book provides extensive data on the early formation and commercial development of Bristol.

C. Expected Results

The expected results for this project were to provide survey information on approximately 115 properties in downtown Bristol. As expected, an eligible National Register historic district was identified, and a nomination for the Bristol Commercial Historic District was prepared.

VII. SURVEY FINDINGS AND EVALUATION



The reconnaissance level survey resulted in the inventory of 118 buildings within the downtown Bristol area. The majority of these were two- and three-story masonry buildings built between 1890 and 1950. This area remains the primary commercial and retail center for the City of Bristol and retains its sense of time and place as an early 20th century business district. Within the downtown area are three properties currently listed on the National Register of Historic Places. These properties are:

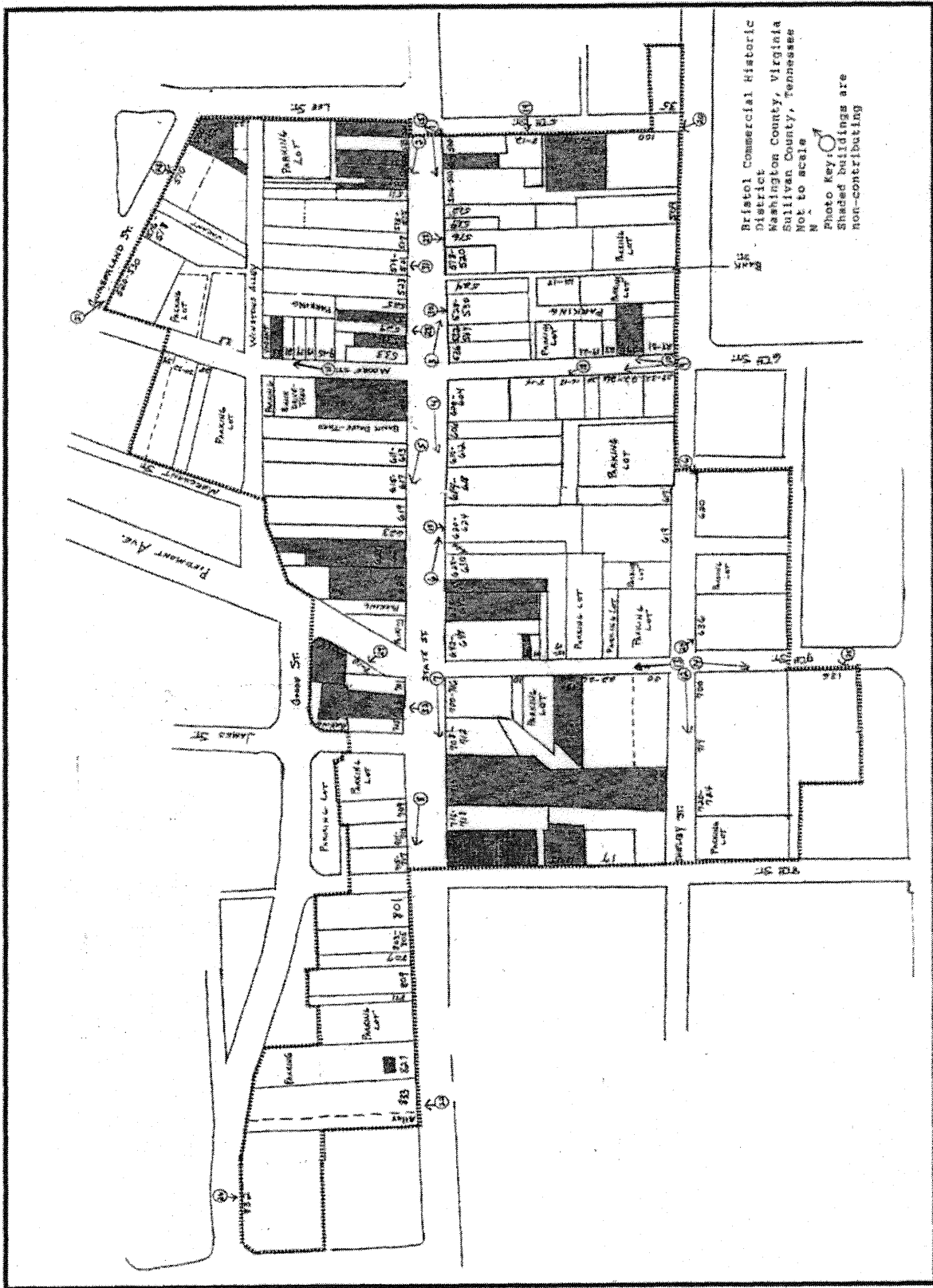
1. First National Bank of Bristol, 500 State Street, NR listed in 1985.
2. Bristol, Tennessee U.S. Post Office, 620 Shelby Street, NR listed in 1985.
3. Paramount Theatre and Office, 516-520 State Street, NR listed in 1985.

In the opinion of the Consultant, downtown Bristol possesses a sufficiently large area to qualify as a National Register Historic District. The proposed Bristol Commercial Historic District is located in the commercial center of the city, which straddles the Tennessee-Virginia border. The main corridor in downtown Bristol is State Street, which also serves as the state line. The Bristol Commercial Historic District includes much of State Street in addition to properties along the adjacent streets of 5th, 6th, 7th, 8th, Bank, Progress, and Shelby Streets in Bristol, Tennessee, and Cumberland, Lee, Moore, and Goode Streets, and Piedmont Avenue, in Bristol, Virginia. The district developed in the late 19th and early 20th centuries and contains primarily two- and three-story masonry commercial buildings constructed from ca. 1890 to the early 1950s. The Bristol Commercial Historic District contains 106 primary buildings, of which 83 or 80% are considered to be contributing to the character of the district. Intrusions are limited in the district and it retains much of its integrity of time and place as a late 19th and early 20th century commercial center.

In addition to the proposed historic district, there are two additional properties which appear to meet National Register criteria; the U.S. Post Office in Virginia (102-0012), and the Masonic Lodge (102-5020). The U.S. Post Office was built in 1933 at 100 Piedmont Avenue in the Neo-classical style. The building was one of a series of federal post offices constructed across the country in the early years of the Depression and was designed by government architect James Wetmore. The two-story brick building features a large Doric portico on the main facade and also retains its original windows and decorative detailing. The building retains integrity of design and meets National Register criterion C for its architectural design.

The Masonic Building at 56-58 Piedmont Avenue is one of the downtown area's most notable examples of the Art Deco style. Completed in 1931, the building features angular massing and inset concrete panels with stylized Art Deco floral detailing. The building was designed with two storefronts on the Piedmont Avenue facade and both storefronts retain their original design and materials. The interior of the building has not been altered and possesses integrity of an early 20th century social building. The Masonic Temple is eligible under National Register criterion C for its architectural design.

With the exception of these properties, no other building or concentration of buildings were identified as meeting National Register criteria in the downtown area of Bristol.



Map of the proposed Bristol Commercial National Register Historic District

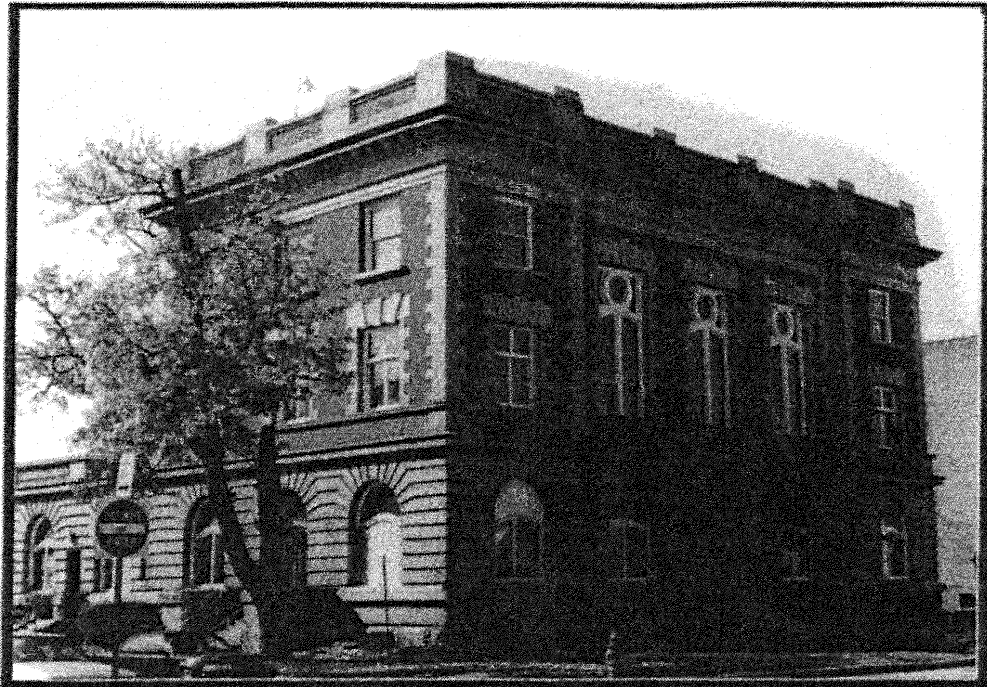


Figure 1: Bristol, Tennessee, U.S. Post Office, 620 Shelby Street (1900/NR-1985)

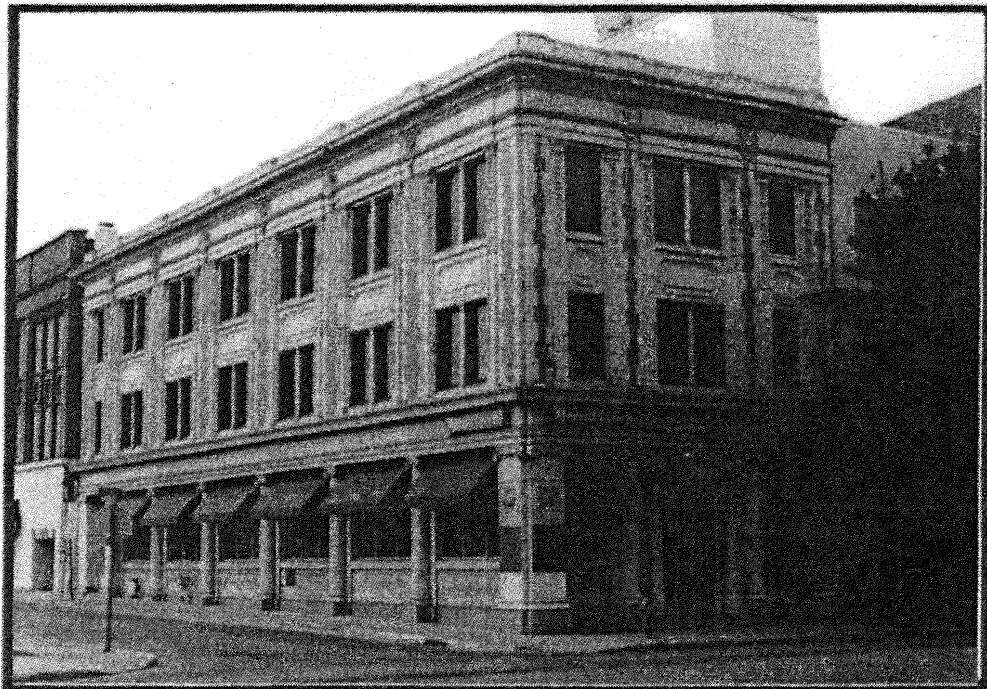


Figure 2: First National Bank, 500 State Street (ca. 1905/NR-1985)



Figure 3: The Paramount Theater, 516-20 State Street (1930/NR-1985).



Figure 4: Streetscape, proposed Bristol Commercial Historic District, 500 block State Street, south side.



Figure 5: Streetscape, proposed Bristol Commercial Historic District, 600 Block State Street, south side.



Figure 6: Streetscape, proposed Bristol Commercial Historic District, 700 Block State Street, north side.



Figure 7: Streetscape, proposed Bristol Commercial Historic District, 800 block State Street, north side.

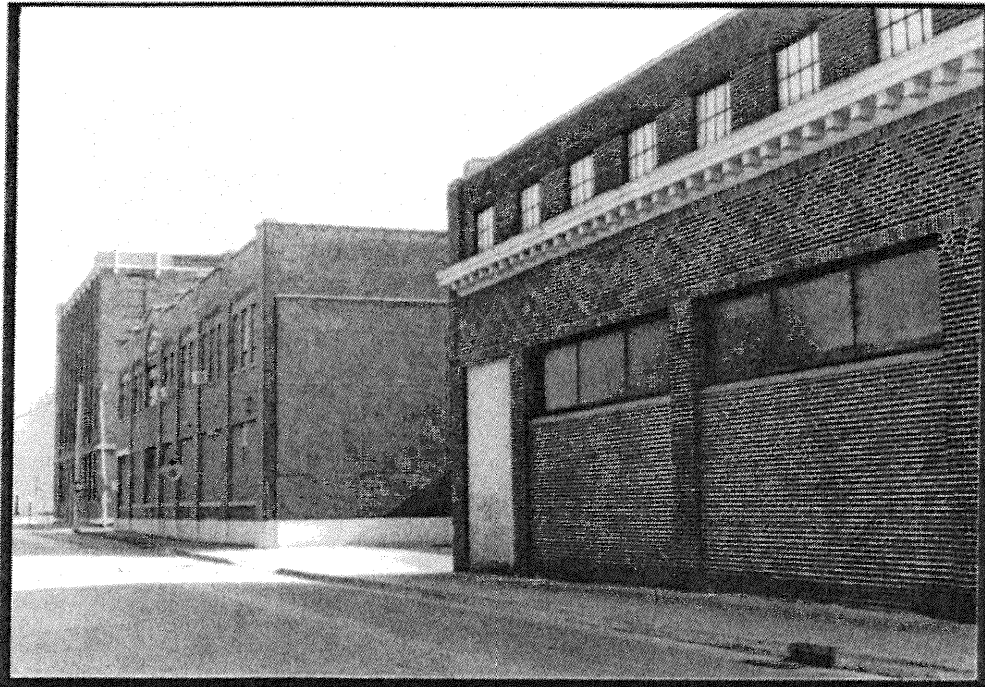


Figure 8: Streetscape, proposed Bristol Commercial Historic District, 700 block Shelby Street, south side.



Figure 9: Streetscape, proposed Bristol Commercial Historic District, Moore Street north of State Street, west side.



Figure 10: National Register-eligible U.S. Post Office at 100 Piedmont Avenue in Bristol, Virginia.



Figure 11: National Register-eligible Masonic Temple at 56-58 Piedmont Avenue in Bristol, Virginia.

VIII. RECOMMENDATIONS



The 2001 architectural survey of downtown Bristol was completed as part of the city's downtown revitalization efforts.

Downtown Bristol is comprised primarily of buildings constructed prior to 1950. The majority of buildings were built during the early 20th century as Bristol experienced substantial growth and development. As its business district grew, Bristol became the leading commercial and retail center in the region. In recent decades, Bristol's commercial area has experienced changes through alterations to storefronts, demolition, and overall neglect. Despite these changes, downtown Bristol retains a significant collection of historic buildings, and interest in rehabilitation of properties is increasing. As a result of the survey a large historic district was identified, resulting in the following recommendations:

- A National Register-eligible historic district was identified in downtown Bristol. Funding for the preparation of a nomination for this area was included as part of this grant project. This nomination was completed in December of 2001, and the area is expected to be listed on the National Register in 2002. The Bristol Commercial Historic District is eligible for historic designation under National Register criterion C for its architectural significance. The district contains 106 primary buildings, of which 106 or 80% would be considered contributing to the character of the district. The Bristol Commercial Historic District is significant under National Register criterion C for its 19th and early 20th century architecture. Buildings within the district date primarily from ca. 1890 to ca. 1950. Architectural styles represented include Italianate, Neo-Classical, Colonial Revival, Art Deco, Art Moderne, and Beaux-Arts designs. The Bristol Commercial Historic District is also significant under National Register criterion A for its importance in the city's economic and commercial development. The district is Bristol's largest intact collection of contiguous turn-of-the-century commercial buildings. These buildings have not been significantly altered, and the district retains a high degree of its architectural integrity.

- Listing on the National Register will qualify contributing properties in the district for federal and state tax incentives for their rehabilitation. The City of Bristol is encouraged to take other actions towards the protection and preservation of this area. These actions may include the enactment of protective overlays, development of design guidelines, and overall promotion to encourage reinvestment and rehabilitation.

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APPENDIX A
LIST OF SURVEYED PROPERTIES IN DOWNTOWN BRISTOL,
VIRGINIA/TENNESSEE

**SURVEYED PROPERTIES WITHIN THE
PROPOSED BRISTOL COMMERCIAL HISTORIC DISTRICT**

5th Street:

8-12 5th Street, Bristol, Tennessee ca. 1910 SU-7005
100 5th Street, Bristol, Tennessee ca. 1905 SU-7006
35 5th Street, Bristol, Tennessee 1939 SU-7007

6th Street:

16-20 6th Street, Bristol, Tennessee ca. 1900 SU-7008
19-21 6th Street, Bristol, Tennessee ca. 1905 SU-7009
22-26 6th Street, Bristol, Tennessee ca. 1905 SU-7010
23 6th Street, Bristol, Tennessee ca. 1890 SU-7011
28-32 6th Street, Bristol, Tennessee 1901 SU-7012
29-31 6th Street, Bristol, Tennessee ca. 1910 SU-7013

7th Street:

10 7th Street, Bristol, Tennessee ca. 1935 SU-7014
11 7th Street, Bristol, Tennessee ca. 1925 SU-7015
15-17 7th Street, Bristol, Tennessee ca. 1910 SU-7016
22-26 7th Street, Bristol, Tennessee ca. 1925 SU-7017
30 7th Street, Bristol, Tennessee 1913 SU-7018
136 7th Street, Bristol, Tennessee ca. 1920 SU-7019

Bank Street:

12-18 Bank Street, Bristol, Tennessee ca. 1920 SU-7022

Cumberland Street:

510 Cumberland Street, Bristol, Virginia 1925 102-5017-0001
516-518 Cumberland Street, Bristol, Virginia ca. 1900 102-5017-0002
520-530 Cumberland Street, Bristol, Virginia 1920 102-5017-0003

Goode Street:

832 Goode Street, Bristol, Virginia 1922 102-5017-0004

Lee Street:

22 Lee Street, Bristol, Virginia ca. 1905 102-5017-0005

Moore Street:

9-15 Moore Street, Bristol, Virginia ca. 1920 102-5017-0006
17-21 Moore Street, Bristol, Virginia ca. 1920 102-5017-0007
28 Moore Street, Bristol, Virginia ca. 1900 102-5017-0008
30-32 Moore Street, Bristol, Virginia ca. 1905 102-5017-0009
33 Moore Street, Bristol, Virginia 1925 102-5017-0010

34 Moore Street, Bristol, Virginia ca. 1915 102-5017-0011

Piedmont Avenue:

8-10 Piedmont Avenue, Bristol, Virginia ca. 1940 102-5017-0012

Shelby Street:

509 Shelby Street, Bristol, Tennessee ca. 1920 SU-7023
617 Shelby Street, Bristol, Tennessee ca. 1915 SU-7024
619 Shelby Street, Bristol, Tennessee ca. 1950 SU-7025
620 Shelby Street, Bristol, Tennessee 1900 **National Register-listed (1985)**
636 Shelby Street, Bristol, Tennessee ca. 1920 SU-7026
700 Shelby Street, Bristol, Tennessee ca. 1920 SU-7027
714 Shelby Street, Bristol, Tennessee ca. 1920 SU-7028
720-724 Shelby Street, Bristol, Tennessee ca. 1920 SU-7029

State Street:

500 State Street, Bristol, Tennessee ca. 1905 **National Register listed (1985)**
503 State Street, Bristol, Virginia in 1890 102-5017-0013
506-510 State Street, Bristol, Tennessee ca. 1905 SU-7031
511 State Street, Bristol, Virginia ca. 1900 102-5017-0014
512 State Street, Bristol, Tennessee ca. 1915 SU-7032
513-515 State Street, Bristol, Virginia 1948 102-5017-0015
514 State Street, Bristol, Tennessee ca. 1910 SU-7033
516-520 State Street, Bristol, Tennessee 1930 **National Register-listed (1985)**
517 State Street, Bristol, Virginia ca. 1910 102-5017-0016
519-521 State Street, Bristol, Virginia 1939 102-5017-0017
523 State Street, Bristol, Virginia ca. 1905 102-5017-0018
524 State Street, Bristol, Tennessee ca. 1890 SU-7035
525 State Street, Bristol, Virginia ca. 1905 102-5017-0019
528-530 State Street, Bristol, Tennessee 1951 SU-7036
529 State Street, Bristol, Virginia ca. 1905/1939 102-5017-0020
532-534 State Street, Bristol, Tennessee ca. 1895 SU-7037
533 State Street, Bristol, Virginia ca. 1890 102-5017-0021
536 State Street, Bristol, Tennessee 1921 SU-7038
600-604 State Street, Bristol, Tennessee 1945 SU-7039
606 State Street, Bristol, Tennessee ca. 1890 SU-7040
610-612 State Street, Bristol, Tennessee ca. 1910 SU-7041
611-613 State Street, Bristol, Virginia ca. 1920 102-5017-0022
614-618 State Street, Bristol, Tennessee 1891 SU-7042
615-617 State Street, Bristol, Virginia ca. 1920 102-5017-0023
619 State Street, Bristol, Virginia ca. 1900 102-5017-0024
620-624 State Street, Bristol, Tennessee ca. 1905 SU-7043
623 State Street, Bristol, Virginia ca. 1925 102-5017-0025
626 State Street, Bristol, Tennessee ca. 1920 SU-7044

628-630 State Street, Bristol, Tennessee ca. 1922 SU-7045
642-648 State Street, Bristol, Tennessee 1930 SU-7046
700-706 State Street, Bristol, Tennessee ca. 1945 SU-7047
701 State Street, Bristol, Virginia ca. 1920 102-5017-0026
705 State Street, Bristol, Virginia ca. 1925 102-5017-0027
708-712 State Street, Bristol, Tennessee ca. 1905 SU-7048
709 State Street, Bristol, Virginia 1922 102-5017-0028
711-713 State Street, Bristol, Virginia 1923 102-5017-0029
715-717 State Street, Bristol, Virginia 1926 102-5017-0030
716-718 State Street, Bristol, Tennessee ca. 1925 SU-7049
801 State Street, Bristol, Virginia ca. 1925 102-5017-0031
803-805 State Street, Bristol, Virginia ca. 1925 102-5017-0032
807 State Street, Bristol, Virginia ca. 1925 102-5017-0033
809 State Street, Bristol, Virginia ca. 1920 102-5017-0034
811 State Street, Bristol, Virginia ca. 1945 102-5017-0035
833 State Street, Bristol, Virginia ca. 1915 102-5017-0036
Building at the rear of 833 State Street, Bristol, Virginia ca. 1920 102-5017-0037

OTHER SURVEYED PROPERTIES

8th Street:

17 8th Street, Bristol, Tennessee ca. 1940 SU-7021

Piedmont Avenue:

40-48 Piedmont Avenue, Bristol, Virginia ca. 1915 102-5018

51-57 Piedmont Avenue, Bristol, Virginia ca. 1940 102-5019

56-58 Piedmont Avenue, Bristol, Virginia, Masonic Temple, 1931 102-5020

100 Piedmont Avenue, Bristol, Virginia, U.S. Post Office, 1933 102-0012

Progress Street:

15 Progress Street, Bristol, Tennessee ca. 1920 SU-7056

Shelby Street

815-817 Shelby Street, Bristol, Tennessee ca. 1910 SU-7030

State Street

818-820 State Street, Bristol, Tennessee ca. 1910 SU-7050

824 State Street, Bristol, Tennessee ca. 1930 SU-7051

828 State Street, Bristol, Tennessee ca. 1920 SU-7052

830 State Street, Bristol, Tennessee ca. 1920 SU-7053

832 State Street, Bristol, Tennessee ca. 1920 SU-7054

834-836 State Street, Bristol, Tennessee ca. 1920 SU-7055

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15. Phillips, 221-222.
16. Phillips, 224-227.
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