A Draft Documentary History of
Businesses Along the E.T. & V./E.T.V. & G./Southern Railway in Downtown Johnson City,

Part 4:
Trackside Businesses Between the Clinchfield Mainline and Market Street,
Along the West Side of the Southern Railway Mainline, in Downtown Johnson City

By William C. Schneck, Jr. (As of 13 October 2025)



Fountain Square with the Hotel Pardue and the Arlington Hotel in 1909 or 1910.

1. Introduction

This is a draft documentary history of the businesses along the E.T. & V./E.T.V. & G./ Southern Railway mainline through downtown Johnson City between the Clinchfield Railway mainline and Market Street. The amount of information available on trackside businesses in downtown has caused the author to place the bulk of this material in a separate series of documents. At present, I am planning to produce a total of five documentary histories on this subject. When Part 7 of "A Draft Documentary History of Trackside Industries in Johnson City" is posted, it will include most, if not all, of the maps, tables, and images incorporated into this new series, but little or nothing of the text and advertisements.

The some of the buildings along the west side of the Southern Railway mainline are among the most photographed buildings in Johnson City. The addresses commonly used in this

documentary history are based on those listed on the Sanborn Fire Insurance Company map for this area in February 1920.

For the present document, I have attempted to collect relevant documents and place them in roughly chronological order for each geographic location. Maps and figures of the exterior of the buildings for each location are generally grouped together and presented first, while figures of the interior and advertisements are generally integrated with the text and are presented second. There is some language in the available documents that some may find objectionable. In the interest of fidelity to the historical documents, the author has chosen to retain the original language.

Regrettably, I have failed to find much information on some of these businesses. Perhaps more can be accomplished on this portion of the subject. I invite other members of the Historical Society to add any missing material to this document and discuss/correct any deficient interpretations of the information at hand (particularly the dating and interpretation of the photographs). For those who wish to research the documents and photographs further, I have provided links, when available, to expedite such attempts. I wish to thank Chris Ford for his assistance and encouragement to bring this document into a presentable state.

Table of Contents

Section				Subject	Page
1.				Introduction	1
	1.1.			Maps and Aerial Photographs of Downtown Johnson City, 1891 – 2006	8
2.				On the East Side of Lamont Street, South of Wilson Avenue	25
	2.1.			Young's Tobacco Warehouse, by 1941 – 2012	25
3.				103 Wilson Avenue	37
	3.1.			"Chevrolet Sales Company Building," 1926 – 2012	37
		3.1.1.		Chevrolet Sales Company, 1926 to no later than 1932	54
		3.1.2.		Automobile/Auto Sales and Service Company/Corporation, by 1932 to at least 1954	54
		3.1.3.		Free Service Tire Company Warehouse, here by 1966	58
4.				100 and 102 Wilson Avenue	59
	4.1.			"Free Service Tire Company Tire Sales and Recapping Facility Building," by 1927 to no later than 2018	59
5.				The "Windsor Way Block," 106 to 118 Windsor Way, by 1927 – 1971	71
	5.1.			118 Windsor Way	86
		5.1.1.		Unidentified Restaurant, 1927	86
		5.1.2.		M&L Café, by 1962 to at least 1964?	86
6.				116 Windsor Way	86
	6.1.			Fountain Square Furniture Company, 1927 – 1971	86
7.				102 and 112 Windsor Way	89
	7.1.			Unidentified Restaurant, 1927	89
8.				Maps of the Enterprises on the West Side of Fountain Square, 1891 – 1908	90
9.				101 West Main Street	95
	9.1.			S.T. Harris Building, 1887 – 1909	95
		9.1.1.		Construction of the S.T. Harris Building, 1887 – 1888	110
		9.1.2.		Will Patton, Restaurant, Bakery and Confectionery, 1889	111
		9.1.3.		San Marco Restaurant, 1889 to at least 1892	113
		9.1.4.		Nat Brewery, Barber Shop, here 1894	115
		9.1.5.		Sim Greenlee, Restaurant, 1894 – 1895	116
		9.1.6.		Miles Greenlee and Hiram Bledsoe, Restaurant, by 1896 Richard Emmet, Restaurant, by 1896 to no later than 1897	116
		9.1.7.		Edward C. Slater, Restaurant, 1898	117
		9.1.8.		Queen Cafe, 1902 to perhaps 1903	117
		9.1.9.		The Demolition of the S.T. Harris Building, 1907 – 1909	118
	9.2.			Maps of the Enterprises on the West Side of Fountain Square, 1913 – 1927	120
	9.3.			Hotel Pardue/Windsor Building, 1909 – 1971	124
		9.3.1.		Hotel Pardue, 1909 – 1913	168
		9.3.2.		Hotel Windsor, 1913 – 1971	176

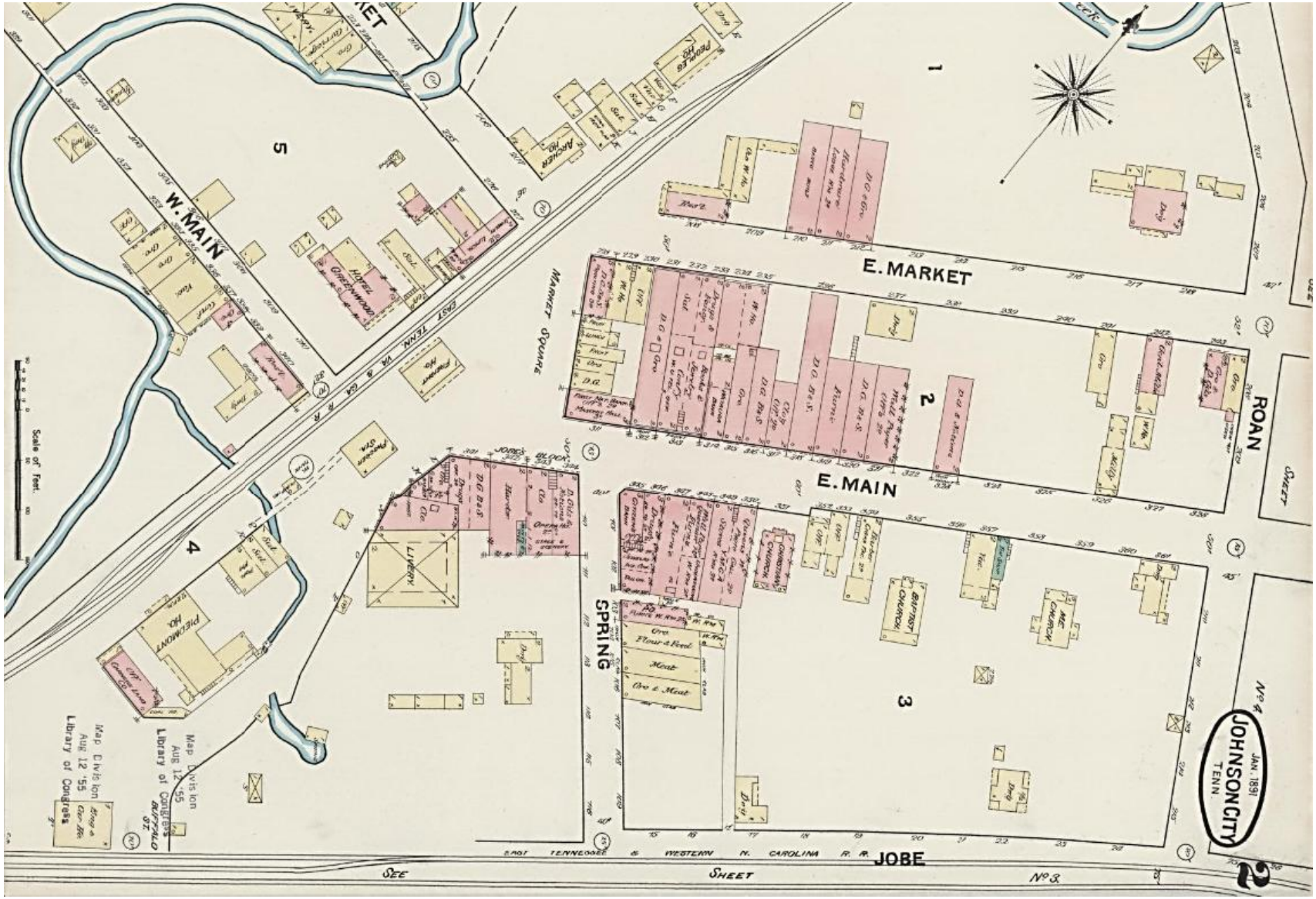
Section				Subject	Page
10.				105 to 117 West Main Street	190
	10.1			Enterprises Located on the Hotel Pardue/Windsor Property, Along West Main Street, 1901 – 1970	190
		10.1.1.		105 West Main Street	194
			10.1.1.1.	The New York Bargain House, here 1911 to no later than 1920	194
			10.1.1.2.	"N.G. Garland and Son," about 1926	196
		10.1.2.		107 West Main Street	197
			10.1.2.1.	Edward Blake & Son, Hardware Store, 1909 – 1912	197
			10.1.2.2.	Pardue's Cash Store, 1912 to perhaps 1913	198
		10.1.3.		109 West Main Street	199
		10.1.4.		111 West Main Street	199
			10.1.4.1.	New York Bargain House, here 1909 – 1911	199
			10.1.4.2.	Johnson City Ice Cream Company, here 1915	204
		10.1.5.		113 West Main Street	204
		10.1.6.		115 West Main Street	205
			10.1.6.1.	Engert, House & Company, 1909 to perhaps 1913	205
			10.1.6.2.	Arlington Pressing Parlor, by 1913? to perhaps 1920	206
		10.1.7.		117 West Main Street	211
			10.1.7.1.	Eddie's Record Shop, here by 1963 – 1970	211
11.				Demolition of the Windsor Hotel, 1971	211
12.				Northwest Corner of West Main Street and the Railroad	213
	12.1			Northwest Corner of West Main Street and the Railroad (Part 1, by 1865 – 1902)	213
		12.1.1.		Hoss House Building, by 1865 to at least 1913 (Part 1, by 1865 – 1902)	223
			12.1.1.1	Johnson's Second Depot, by 1865 – 1871?	223
			12.1.1.2.	Construction of the Hoss House, 1871 – 1872	225
			12.1.1.3.	Hoss House, 1872 – 1888	227
			12.1.1.4.	Watauga House, 1888 – 1890	231
			12.1.1.5.	Greenwood House/Hotel Greenwood, 1890 – 1894	233
			12.1.1.6.	Hotel Oxford, 1894 – 1895	238
			12.1.1.7.	Hotel Greenwood, 1895 – 1901	239
			12.1.1.8.	The Drummers' Home/Hotel, 1901 – 1902	246
	12.2.			Northwest Corner of West Main Street and the Railroad (Part 2, 1903 – 1913)	248
		12.2.1.		Arlington Hotel Building (Part 1), 1902 – 1913	261
			12.2.1.1.	Construction of the Arlington Hotel Building, 1902	261
			12.2.1.2.	Arlington Hotel, 1903 – 1913	262
		12.2.2.		Hoss House Building, 1902 – 1913	266
			12.2.2.1.	105 West Fountain Square R.S. Boyd & Company, Real Estate, by 1909 – 1922?	266
			12.2.2.2.	107 West Fountain Square	267
			12.2.2.3.	109 West Fountain Square	267
			12.2.2.4.	The Demolition of the Hoss House Building, between 1913 and 1919	267

Section				Subject	Page
	12.3.			Northwest Corner of West Main Street and the Railroad (Part 3, by 1919 – 1971)	268
		12.3.1		Arlington Hotel Building (Part 2), 1913 – 1971	300
			12.3.1.1.	Tenants, First Floor, Arlington Hotel Building, by 1919 – 1962 Fountain Square Furniture Company, by 1919 to at least 1927 Johnson City Bus Company, by 1939 to at least 1940 Cannon's Grocery Store, by 1948 to at least 1951 Nolan Farnsworth, Furniture Store, by 1962	303
		12.3.2.		"Arlington Hotel Annex Building," by 1919 – 1971	304
			12.3.2.1.	103 West Fountain Square R.S. Boyd & Company, Real Estate, here by 1918? – 1922?	315
			12.3.2.2.	105 West Fountain Square Eatmore Cafe, by 1939 Lecka Restaurant, by 1948 to at least 1952 The Par, by 1962 to at least 1965	315
			12.3.2.3.	107 West Fountain Square The Universal Fruit Stand Company, by 1920 – 1926 Long Brothers Candy Company, 1926 – 1927?	316
13.				Buildings on the Northside of the Hoss House Building/ "Arlington Hotel Annex Building," 1887 – 1971	318
	13.1.			"W.M. Patton's Building," 1887 to no later than 1903	324
		13.1.1.		W.M. Patton's Store, 1887 – 1888	324
		13.1.2.		W.A. Dickinson & Company, Auctions, 1888	326
		13.1.3.		Patton Building, Second Floor, 1887 – 1888	327
			13.1.3.1.	Doctor Wakefield, 1887	327
			13.1.3.2.	Barnett & Harr, Real Estate Agents, here? 1887 – 1888	327
	13.2.			109 and 111 West Fountain Square	328
		13.2.1.		Unidentified Saloon, by 1891 to no later than 1903	328
		13.2.2.		Mike Dyer Building, 1906 to perhaps 1922	329
			13.2.2.1.	The Brunswick Pool and Bowling Alleys, 1906 – 1909	337
			13.2.2.2.	Dixie Theatre, 1909 – 1915	338
			13.2.2.3.	Odeon Theatre, 1915 to at least 1916	340
			13.2.2.4.	Unidentified "Cafe" and "Soft Drinks" enterprise (or enterprises?), by 1920	347
		13.2.3.		109 West Fountain Square Unidentified barber shop, by 1920	347
	13.3.			Fountain Square Hotel Building, 1922 – 1971	348
		13.3.1.		Fountain Square Hotel, 1922 – 1971	352
		13.3.2.		Demolition of the Fountain Square Hotel, 1971	356

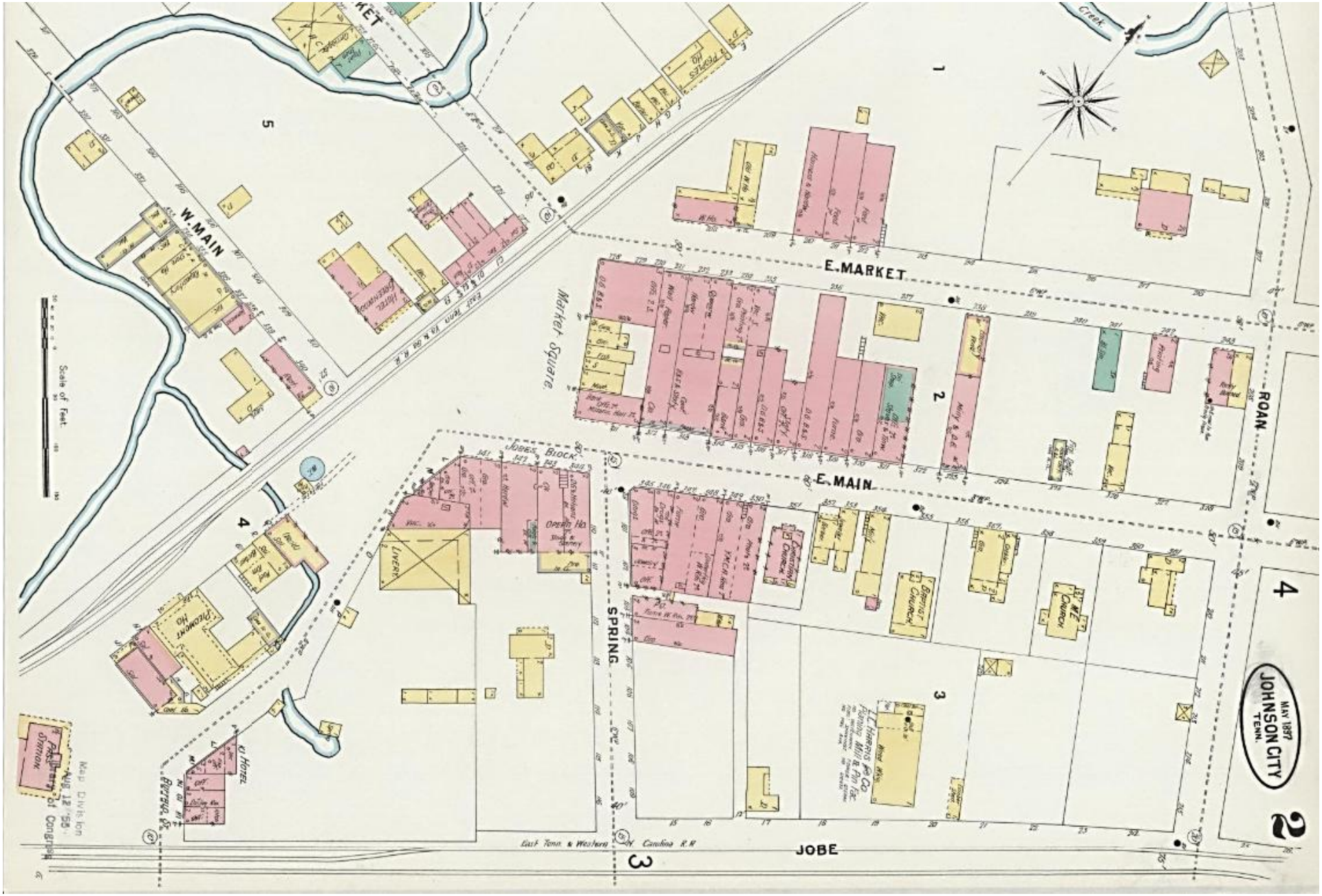
Section				Subject	Page
14.				"Worley/O'Boyle Building," by 1858 to about 1923	357
	14.1			The Origins of Johnson's Depot and the Worley Building, 1825 – 1887	376
		14.1.1.		Stores #1 and #2	381
			14.1.1.1.	Dr. W.W. Worley's Drug Store, by 1884 J.B. Jones' Drug Store, 1884 – 1885	381
			14.1.1.2.	J.A. Dickey and I.C. Anderson, "City Drug-Store," 1885 – 1886	384
			14.1.1.3.	Eliza Sliger, Restaurant, 1901 to at least 1902, perhaps at least to 1903	387
			14.1.1.4.	Mike Ticcio Company, Greek Restaurant, by 1908? to at least 1910 and perhaps 1913	387
			14.1.1.5.	Silver Moon Restaurant, by 1916 to perhaps 1920	388
		14.1.2.		Stores #4 and #5	388
			14.1.2.1.	G.C. Seaver, by 1884 – 1885	389
			14.1.2.2.	W.R. Lewis & Son, Grocery Store, here 1885	390
			14.1.2.3.	George R. Brown, "City Restaurant," 1886 – 1890	392
			14.1.2.4.	W.B. Balthis, "Groceries and Provisions," 1890 to perhaps 1891	400
			14.1.2.5.	J.J. Simpson, Restaurant, 1891	401
			14.1.2.6.	T.J. Amburn, Davis Sewing Machine Agent, here? 1892	401
			14.1.2.7.	W.I. Burgiss/Burgess, Grocery Store, here? by 1893	401
			14.1.2.8.	Walter M. Belton and James B. Worley, City Grocery, here? 1893 – 1894	403
			14.1.2.9.	Jim E. Leonard, Grocery Store, 1894	403
			14.1.2.10.	McMillan Brothers, Grocery Store, 1894 – 1895	404
			14.1.2.11.	Part of Hugh O'Boyle's Saloon?, by 1903	404
			14.1.2.12.	The Demolition of a Portion of the Worley Building along Market Street, 1904	404
			14.1.2.13.	Nat Hyder, Barber Shop, 1907 – 1911	404
			14.1.2.14.	C.D. Cadieu, "Quality Shoe Repair Shop," here 1914 to no later than 1916 (Store #5)	406
			14.1.2.15.	John Sallas, Shoe Shine Parlor, by 1916 – 1920? (Store #5)	408
		14.1.3.		Store #6	408
			14.1.3.1.	City Bakery, 1884	409
			14.1.3.2.	W.R. Lewis & Son, Grocery Store, here 1885 – 1887	410
			14.1.3.3.	T.M. Chritzman, Jewelry Store, 1887 – 1891	410
			14.1.3.4.	Dan McCoy, Saloon, by 1894	412
			14.1.3.5.	Hugh O'Boyle, Saloon, 1894 to perhaps 1903	412
			14.1.3.6.	Thomas Gray, Meat Market (?), by 1907	414
			14.1.3.7.	John F. Pierce, Grocery Store, 1908? – 1909	415
			14.1.3.8.	O.E. Walters, Grocery Store, 1909	416
			14.1.3.9.	Johnson City Ice Cream Company, 1910 to perhaps 1915 T.J. Cox, Ice Cream Company, here? by 1916	417
			14.1.3.10	Boston Shoe Repair Shop, about 1919 or 1920	419
		14.1.4.		Market Square Pressing Club, 2nd Floor of the O'Boyle Building, by 1911 – 1920?	420

Section				Subject	Page
15.				The "Farnsworth Hotel Building," by 1927 – 1971	421
	15.1.			115 West Fountain Square	442
		15.1.1.		Silver Moon Restaurant, by 1923	442
		15.1.2.		Sevier Cafe, by 1948 to at least 1962 or 1964	443
		15.1.3.		Melody Lane, Restaurant, by 1964?	444
	15.2.			101 West Market Street	444
		15.2.1.		Square Drug Store, by 1922 to at least 1937	444
		15.2.2.		"Shoe Mart," by 1958	445
		15.2.3.		"G.A.C. Loans," by the early 1960s to at least 1968	445
	15.3.			Demolition of the "Farnsworth Hotel Building," 1971	446
16.				Northwest Corner of West Market Street and E.T.V. & G./ Southern Railway Mainline	447
	16.1.			"Smith H. Hale/Archer Building," here by 1871, removed between 1913 and 1920	461
		16.1.1.		Smith H. Hale, Dwelling, here? by 1871 to at least 1894	461
		16.1.2.		F.R. McCourry, "Fine Wines and Liquors," by 1899	462
		16.1.3.		"John M. Barlow, "Fine Wines and Liquors," 1899 to perhaps 1903	462
		16.1.4.		Smith H. Hale Building, 1906	463
		16.1.5.		Hotel Blevins, 1907	464
	16.2.			"Taylor Brown (?) Building," by 1927 – Present	466
		16.2.1.		100 West Market Street	486
		16.2.2.		102 West Market Street	486
Appendices					
A				Map Legends and Abbreviations	487
B				Letter from Dr. J.H. Preas (Windsor Hotel) to Ruby and Ruby, Cleveland, Ohio, 26 December 1941	505
C				History of Johnson City and Its Environs, by Samuel C. Williams	509
D				"Henry Johnson's Grandson Recalls His Famous City Founder Grandfather"	526
E				Some Enterprises On or Near Fountain Square that could not be Precisely Located	527
	E.1.			Nat Worley House, 1896	527
	E.2.			Johnson City Bowling Alley, 1901 – 1903	527
	E.3.			Johnson City Pressing Club, 1904	528
	E.4.			Goldstein's Ladies Shop, 1962? to at least 1965	529
Endnotes					530

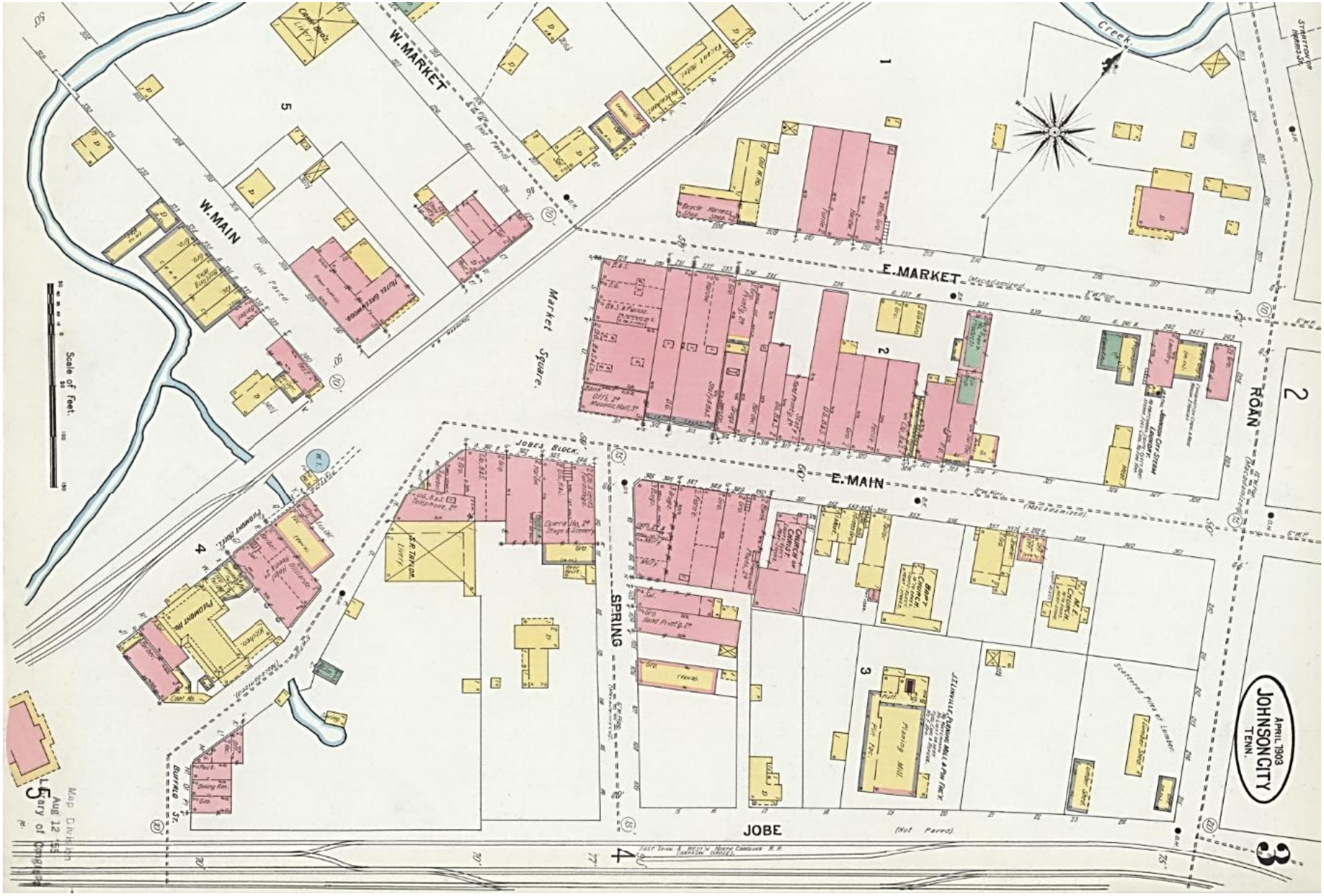
1.1. Maps and Aerial Photographs of Downtown Johnson City, 1891 – 2006



Map 1. Downtown Johnson City, January 1891. Note the buildings west (above) the E.T.V. & G. Railroad mainline, including from left to right: the S.T. Harris Building (the "Rest." on the southwest corner of West Main Street and the railroad), the "Hotel Greenwood" (on the northwest corner of West Main Street and the railroad), the "Worley/O'Boyle Building" (on the southwest corner of West Market Street and the railroad, a portion of this building was the original "Johnson's Depot"), and the "Smith H. Hale/Archer Building" ("Archer Ho." on the northwest corner of West Market Street and the railroad). Also note the "Piedmont Ho.," the E.T.V. & G. Railroad passenger station, water tank, the "Freight Ho." and "Market Square."[1]



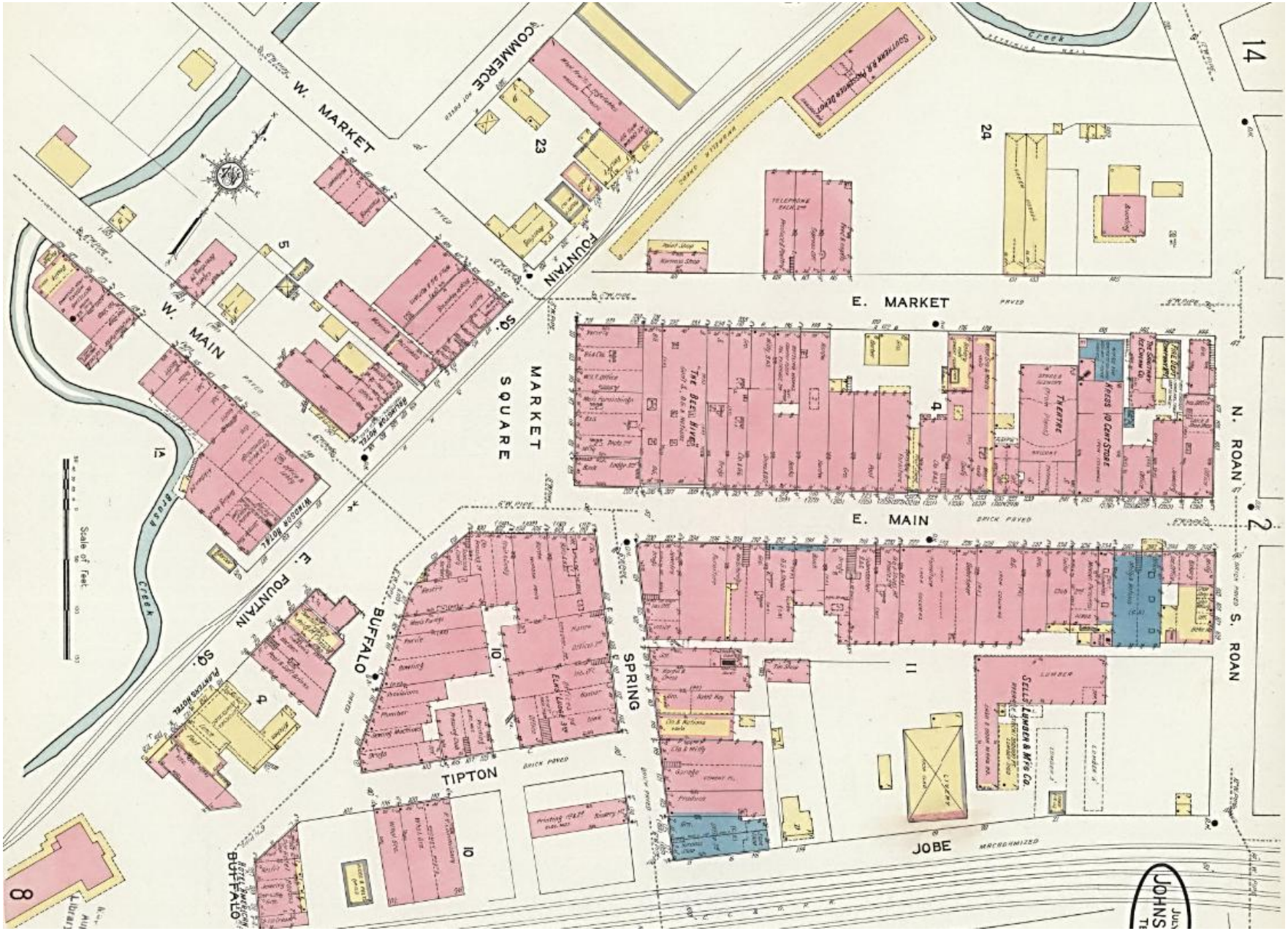
Map 2. Downtown Johnson City, May 1897. Note that the passenger station and freight house of the E.T.V. & G. Railroad have been removed.[2]



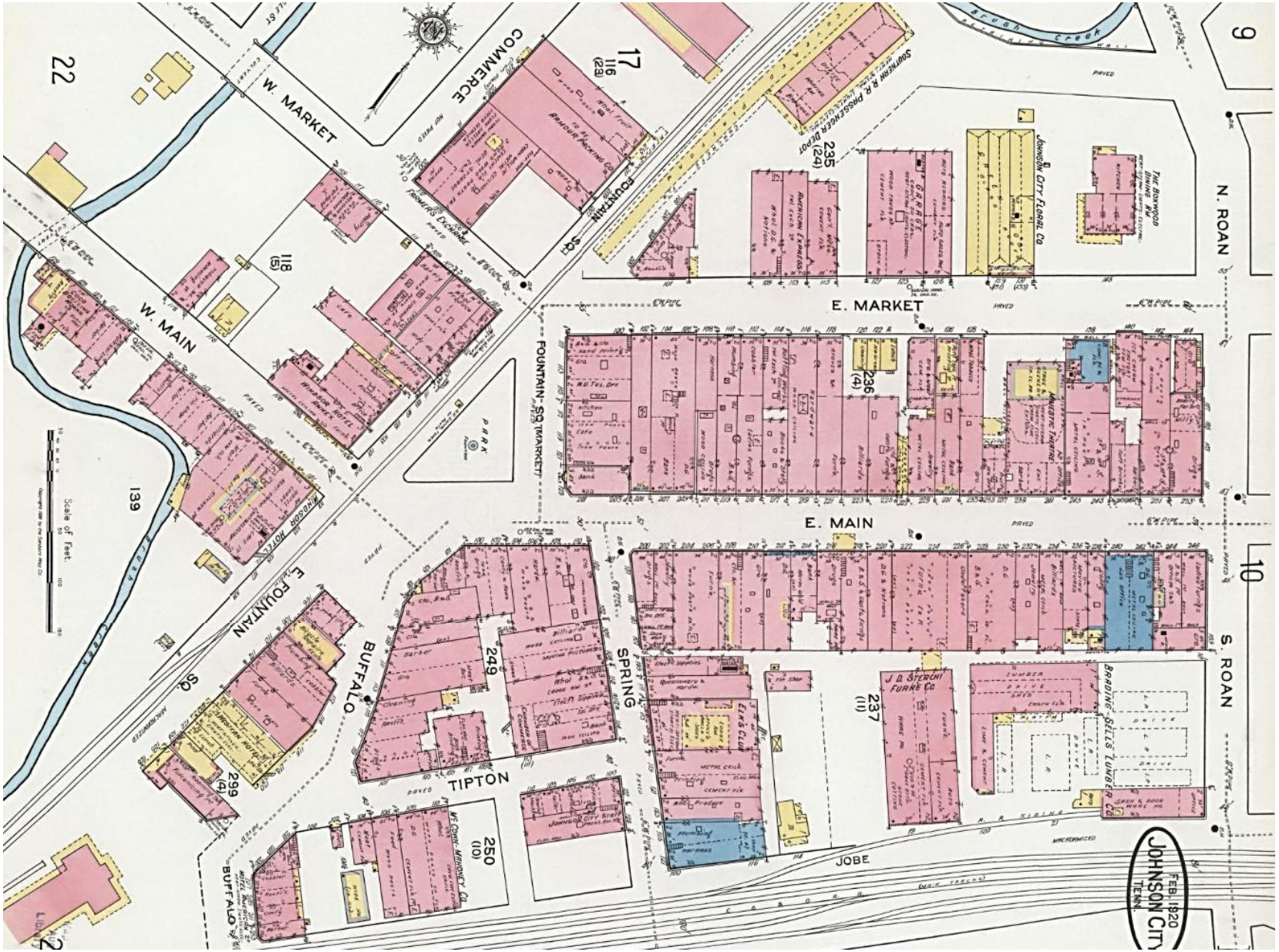
Map 3. Downtown Johnson City, April 1903. Note that this map includes the planned footprint for the building that would become the Arlington Hotel, on the northwest corner of West Main and the Southern Railway.[3]



Map 4. Downtown Johnson City, December 1908. Note that the water tank ("Johnson's Tank") has been removed and the creek diverted into a culvert. Also note that the portion of the "Worley/O'Boyle Building" along West Market has been removed and new buildings constructed.[4]



Map 5. Downtown Johnson City, July 1913. Note that the S.T. Harris Building, on the southwest corner of West Main Street and Southern Railway, has been removed and the Hotel Windsor constructed in its place.[5]



Map 6. Downtown Johnson City, February 1920. Note that the Hotel Greenwood (formerly Hoss House) has been removed, with the "Arlington Hotel Annex Building" constructed in its place. Also note that the "Smith H. Hale/Archer Building" has been removed from the northwest corner of West Market Street and Southern Railway.[6]



Map 7. Downtown Johnson City, 1927. Note the block of buildings constructed to the south of the Hotel Windsor. Also note that the "Worley/O'Boyle Building" on the southwest corner of West Market Street and Southern Railway, has been removed and replaced by the "Farnsworth Hotel Building." Finally, note that the "Taylor Brown (?) Building" has been constructed on the northwest corner of the West Market Street and the Southern Railway.[7]

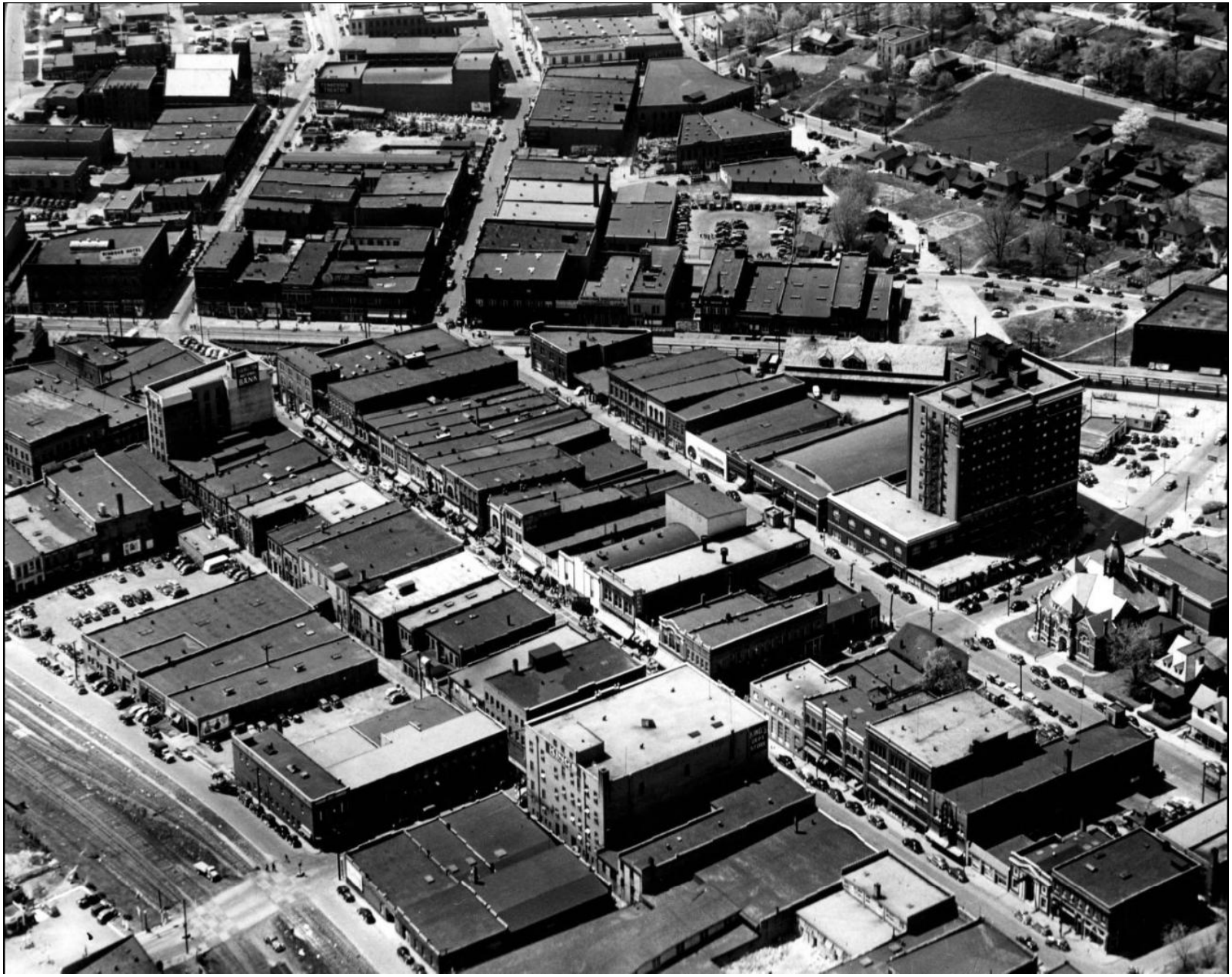


Figure 1. "An aerial view of Johnson City, Tennessee," 19 April 1941, looking west. Note the Southern Railway mainline cutting across the upper portion of this photograph. Also note the Clinchfield and E.T. & W.N.C. dual-gauge yard in the lower left, as well as the Sevier Hotel on the right.[8]

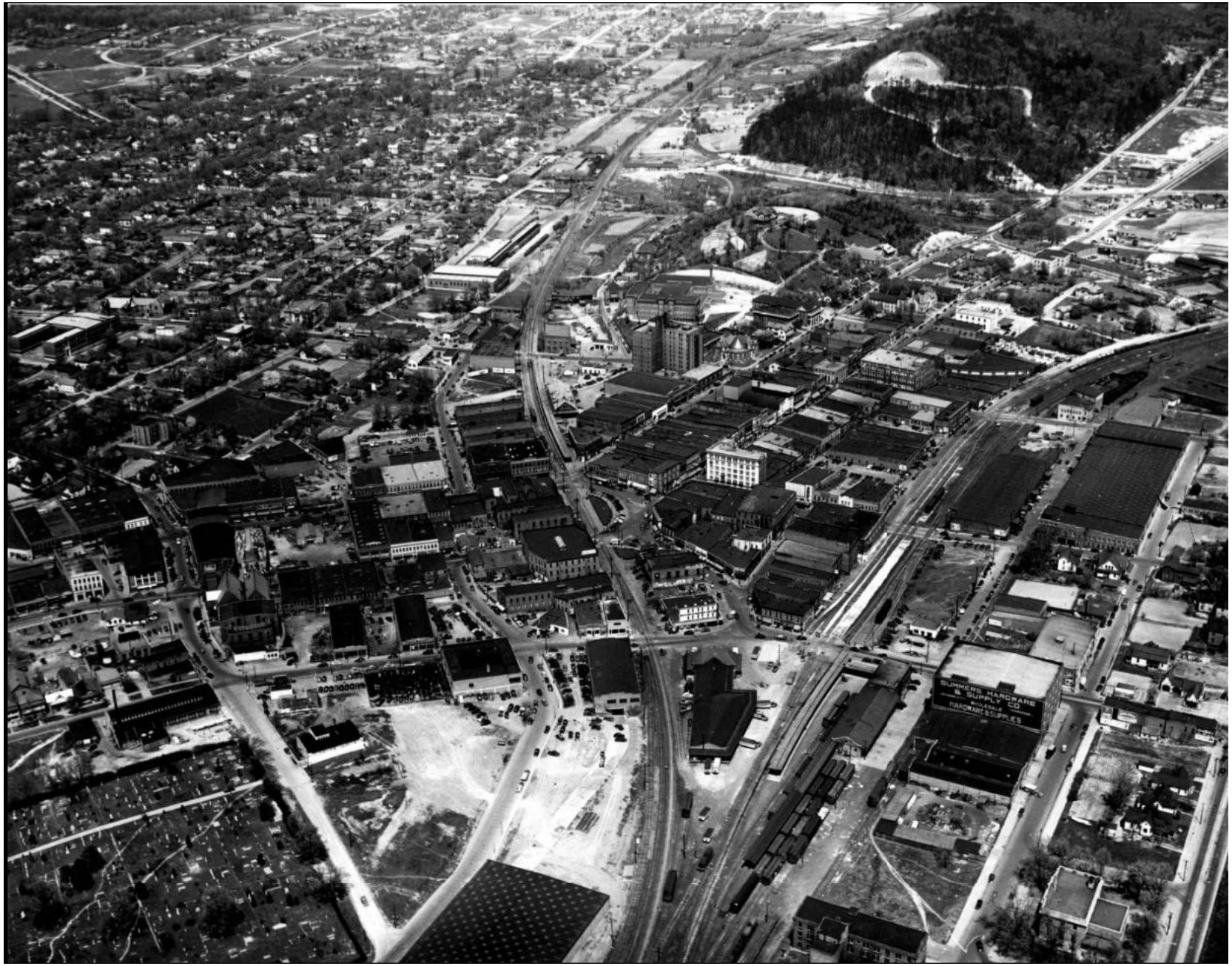


Figure 2. “An aerial view of Johnson City, Tennessee,” 19 April 1941, looking north along the Southern Railway mainline through downtown.[9]



Figure 3. “An aerial view of Johnson City, Tennessee,” 1 March 1947, looking north with the Summers Hardware Building in the left foreground and the Sevier Hotel visible near the center of the image.[10]



Figure 4. “Downtown Johnson City (Aerial View),” looking east, with the Clinchfield depot and its curved platform on the right. To the left of the Clinchfield depot is the E.T. & W.N.C. depot (with a rare view of the west side of the building). The Sevier Hotel is visible toward the top left of this image. This photograph was undated, but appears to have been taken at about the same time as that in Figure 5 (about 1958).[11]



Figure 5. "1958 Aerial Photo – Downtown," looking east, with the E.T. & W.N.C. depot visible on the right, and the Sevier Hotel is visible toward the top left of this image.[12]

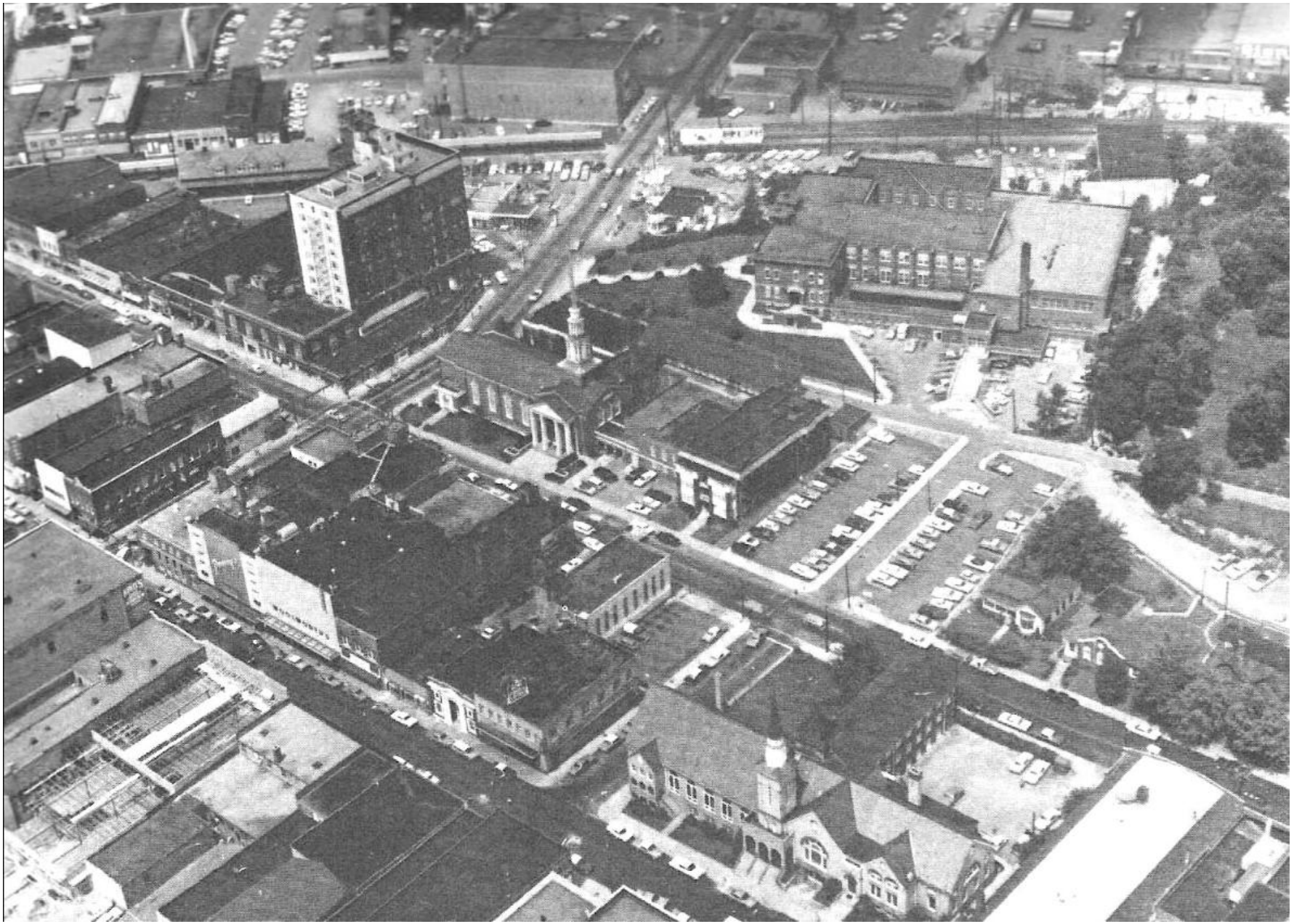


Figure 6. “Downtown Aerial 1950s – John Sevier Hotel in left middle of photo.” Note the Southern Railway passenger station to its left.[13] This image appears to have been taken after that in Figure 5, above.

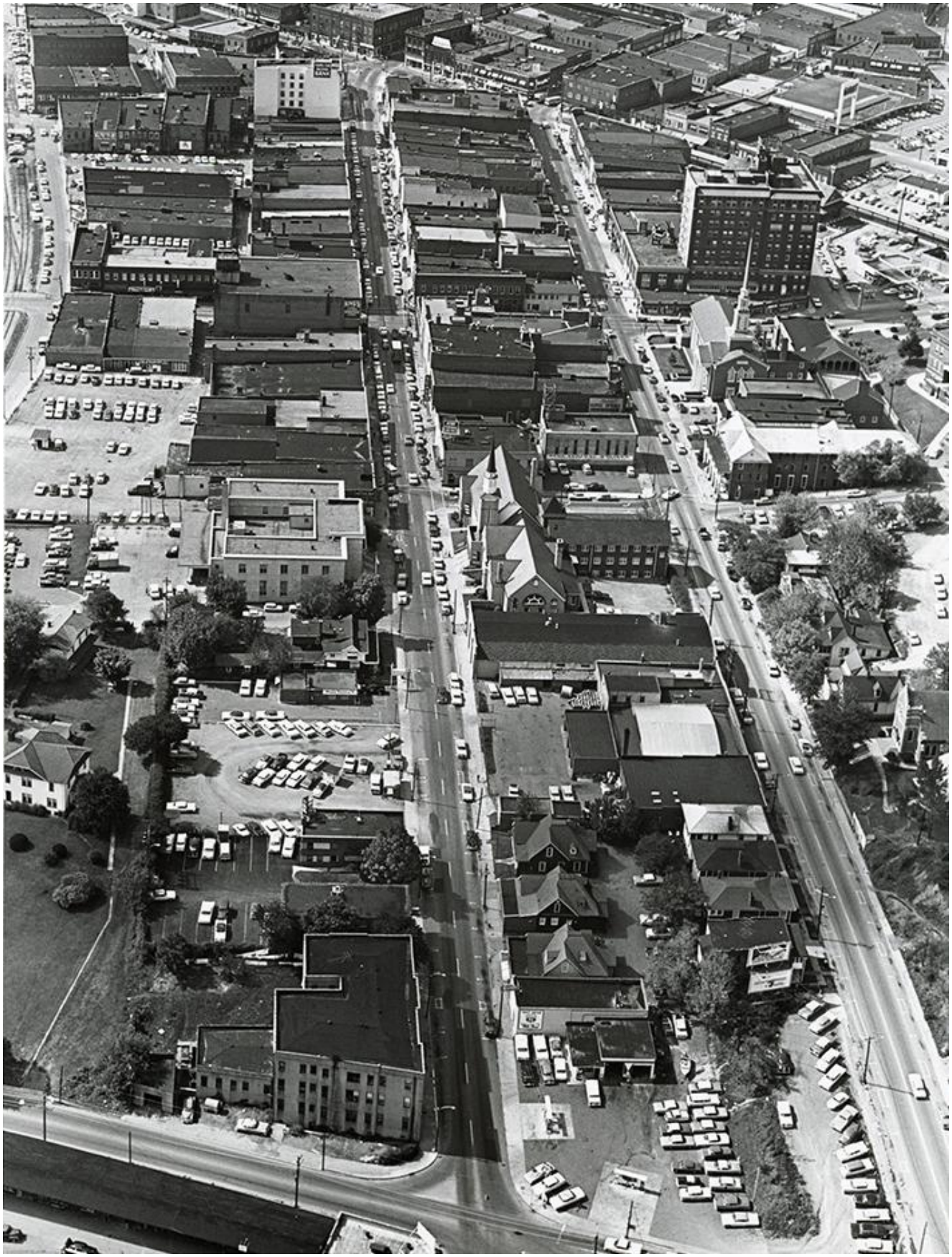


Figure 7. "Aerial View, 'Downtown Johnson City 1960s'," looking west along East Main Street, with the Hamilton Bank building and the Windsor Hotel visible near the top the of the image.[14]



Figure 8. A color aerial view of downtown Johnson City, taken by 1966. This view looks east, with the Summers Hardware Building on the right. To the left of the Clinchfield depot is the E.T. & W.N.C. depot. The Sevier Hotel is visible toward the top left of this image. [15]



Figure 9. “Downtown Johnson City – 2006,” looking north with the Summers Hardware Building on the left and the Sevier Hotel visible near the center of the image.[16]

2. On the East Side of Lamont Street, South of Wilson Avenue

2.1. Young's Tobacco Warehouse, by 1941 – 2012

Note: This building was demolished in April 2012. This area is now part of Founders' Park.



Figure 3A. A detail taken on 1 March 1947. Note "Young's Warehouse" on the left, in front of the Auto Sales and Services Company Building (with the Plymouth sign). Across Wilson Avenue is the "Free Service Tire Company Tire Sales and Recapping Facility Building." Across the Southern Railway mainline is the E.T. & W.N.C. depot, the Clinchfield Railway depot, and the Summers Hardware & Supply Company Building. Above the Summers Hardware Building is the Harr Building, and across Buffalo Street is the main (light-colored) building of the Free Service Tire Company. Behind this Free Service Tire Company building can be seen the Windsor Hotel and Fountain Square.



Figure 3B. Another detail of “Young’s Warehouse” (middle left). Also note the Automobile/Auto Sales and Service Company/Corporation at 103 Wilson Avenue, with the “Plymouth Desoto” sign, and the E.T. & W.N.C. depot along the bottom of the image.



Figure 4A. A detail of "Downtown Johnson City (Aerial View)" looking east. Note Young's Warehouse is visible near the lower right corner. Also note the Clinchfield depot and its curved platform in the lower right corner. To the left of the Clinchfield depot is the E.T. & W.N.C. depot. The light-colored building of the Free Service Tire Company is above and to the left of the E.T. & W.N.C. depot and the Harr building is to the right of the Free Service Tire Company building. This photograph appears to date to about 1958.[17] Perhaps also of interest, the northwest and southwest sides, as well as the roofs, of the Windsor and Arlington hotels are visible on the left side of this photograph.



Figure 5A. A detail of "1958 Aerial Photo – Downtown." From the top left corner to the right (along the west side of the Southern Railway mainline): the "Taylor Brown (?) Building" (with the Farmers Exchange Building to its left), the "West Fountain Square Block" (with the "Farnsworth Hotel Building" at 101 West Market Street, as well as 113 and 115 West Fountain Square), the Fountain Square Hotel Building (109 and 111 West Fountain Square), the "Arlington Hotel Annex Building" (103, 105 and 107 West Fountain Square), and the Arlington Hotel, the west and south sides of the Hotel Windsor, the buildings at 118 and 116 Windsor Way are also visible. Also note the "Free Service Tire Company Tire Sales and Recapping Facility Building" (100 and 102 Wilson Avenue), the Automobile/Auto Sales and Service Company/Corporation (103 Wilson Avenue), and "Young's Warehouse" (in the lower right corner).[18]



Figure 5B. Another detail of “1958 Aerial Photo – Downtown” with “Young’s Warehouse” in the lower right corner, with some detail visible of the west side of this building.



Figure 8A. A detail, note the blue (?) and white paint on “Young’s Warehouse” in the lower right corner, taken by 1966.

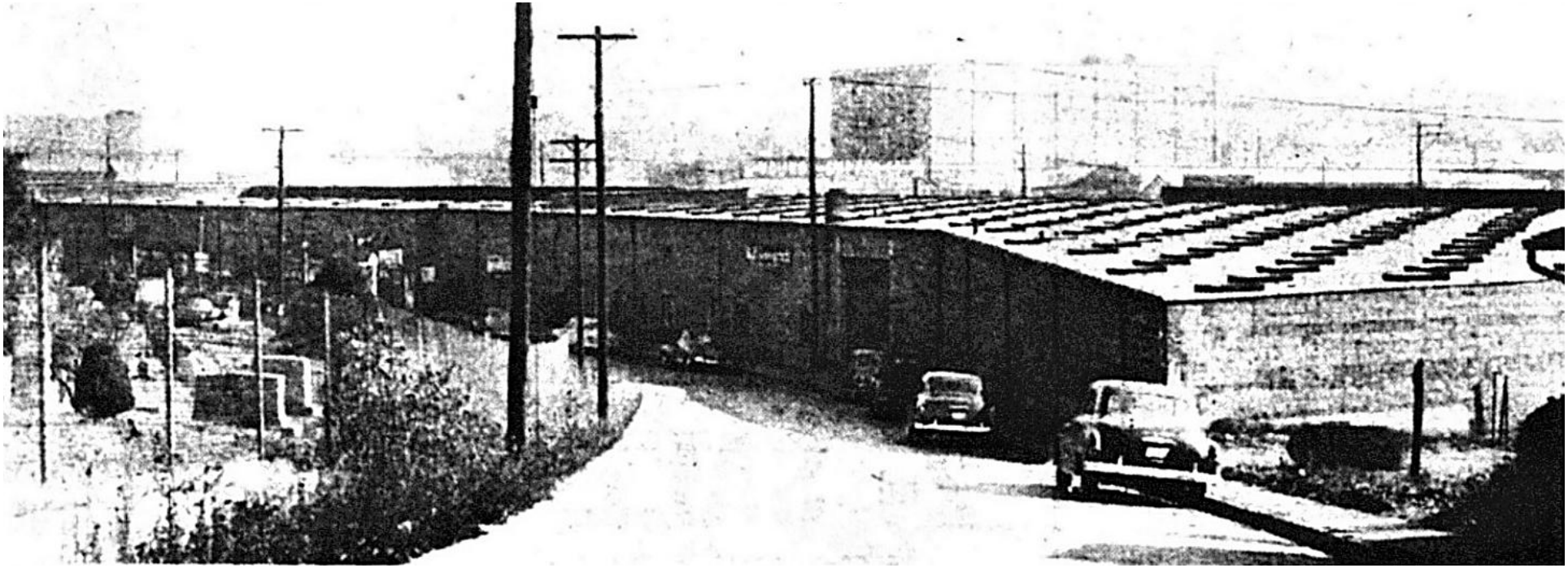


Figure 10. 17 “November 1954 – Young’s Warehouse on Lamont Street. This warehouse was located where Founder’s Park is now located along Lamont Street. If you were traveling in the direction this picture was taken, you would be coming up on the intersection of Lamont and Wilson where the old Chevrolet Dealership was located on the opposite side of Lamont from the warehouse and the present location of Wild Wing Cafe. During the 50’s and early 60’s, Roy Faircloth of Faircloth Chevrolet would have Roy Acuff and his Band, Johnny Cash and June Carter to perform free to the public on occasions in this warehouse…” “Young’s Warehouse, Lamont St., is the largest warehouse in Johnson City, having 108,836 square feet of floor space. It is managed by Louis Young.” The northern portion of this building was constructed between 1941 and 1947. Note the Oak Hill Cemetery on the left.[19]

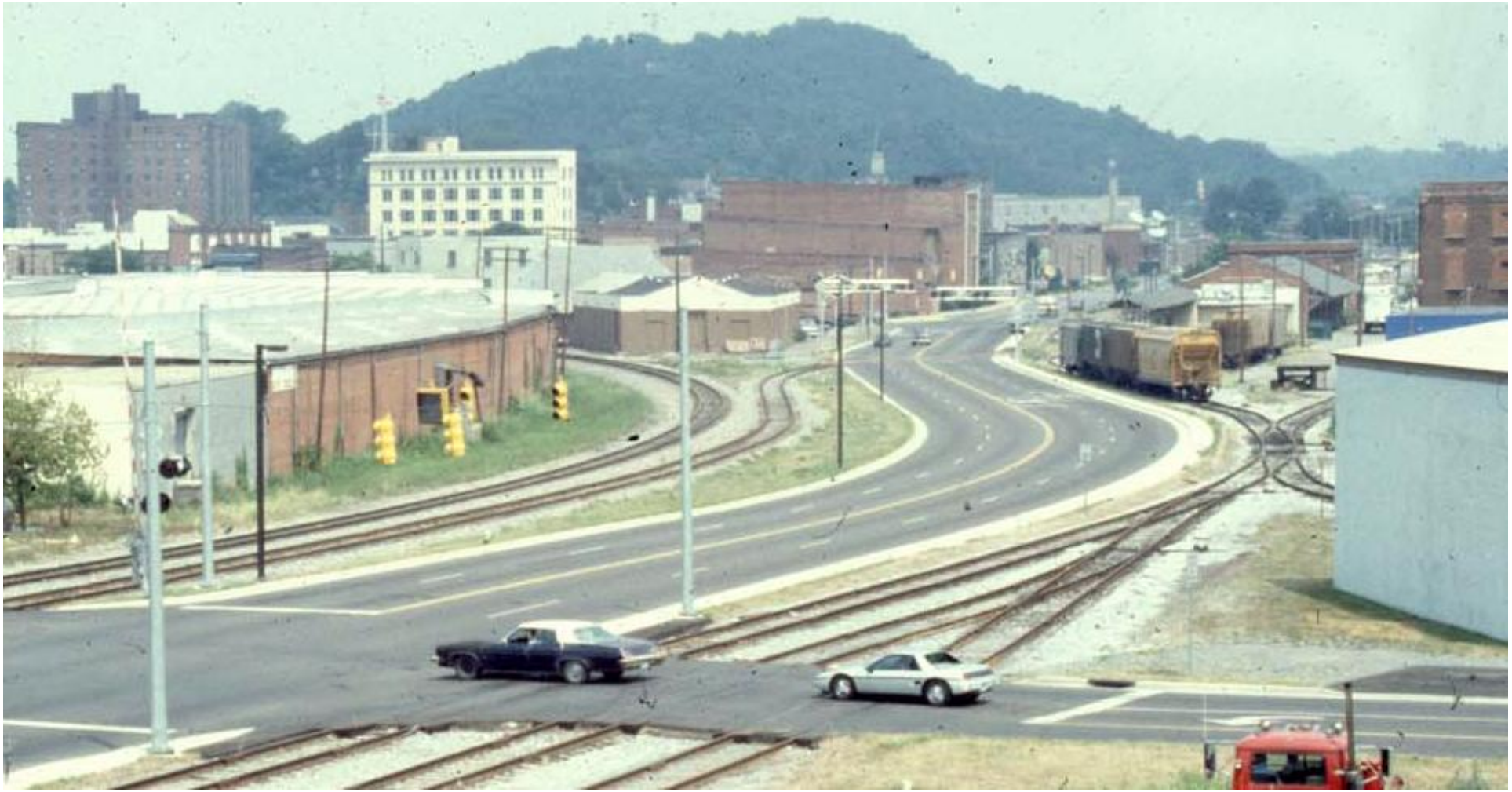


Figure 11. This view looks east across South Commerce Street and along West State of Franklin Road toward downtown Johnson City, apparently in the 1970s. From left to right: "Young's Warehouse," the E.T. & W.N.C. depot (apparently still occupied by the Free Service Tire Company), the buildings once occupied by the Taylor Feed Company store, McCown – Mahoney, and Hannah Brothers (along Tipton Street), the Clinchfield Depot, and the Love – Thomas Building (partially visible on the right edge). Note the Sevier Hotel and the white Unaka and City (later Hamilton) National Bank Building in the left background. See Figure 12, below.[20]



Figure 12. “October 1995” “Downtown Johnson City” “State of Franklin (Street, Road, Highway?) in downtown Johnson City, Tennessee. That’s the old ET&WNC station left of center with the Goodyear sign on it. It took me a few visits to this area to correlate my railroad maps to the current-day place. And this road is one of the reasons. The old photos and maps always showed the dual gauge yard and tracks in the downtown area, but now there are only a few tracks there, and they are owned by CSX. It looks so different in this area because this road was built on top of the old dual gauge yard. Here we are looking east towards Elizabethton from what was basically the end of the ET&WNC trackage. The ET&WNC actually had one track shared by the CC&O that ran down to the mill and foundry on the right side of the photo. That’s the CSX on the right and the Norfolk Southern mainline curving off on the left, with a crossover track crossing State of Franklin. State of Franklin follows the old dual gauge yard all the way down to Division Street, then it takes a left, leaves the old railroad yard and ties in with Main Street. The backs of those brick buildings in the middle can be seen in old photos as the backdrop for an engine or train shot. Before it was demolished for a parking lot, the old Southern Depot was beyond those trees on the left, close to the tall building in the distance.” From left to right: “Young’s Warehouse,” the original Free Service Tire Building (124 and 126 Buffalo Street), the E.T. & W.N.C. station, the buildings once occupied by the Taylor Feed Company store, McCown – Mahoney, and Hannah Brothers (along Tipton Street), and the Clinchfield depot (partially visible behind the trees on the right). [21]

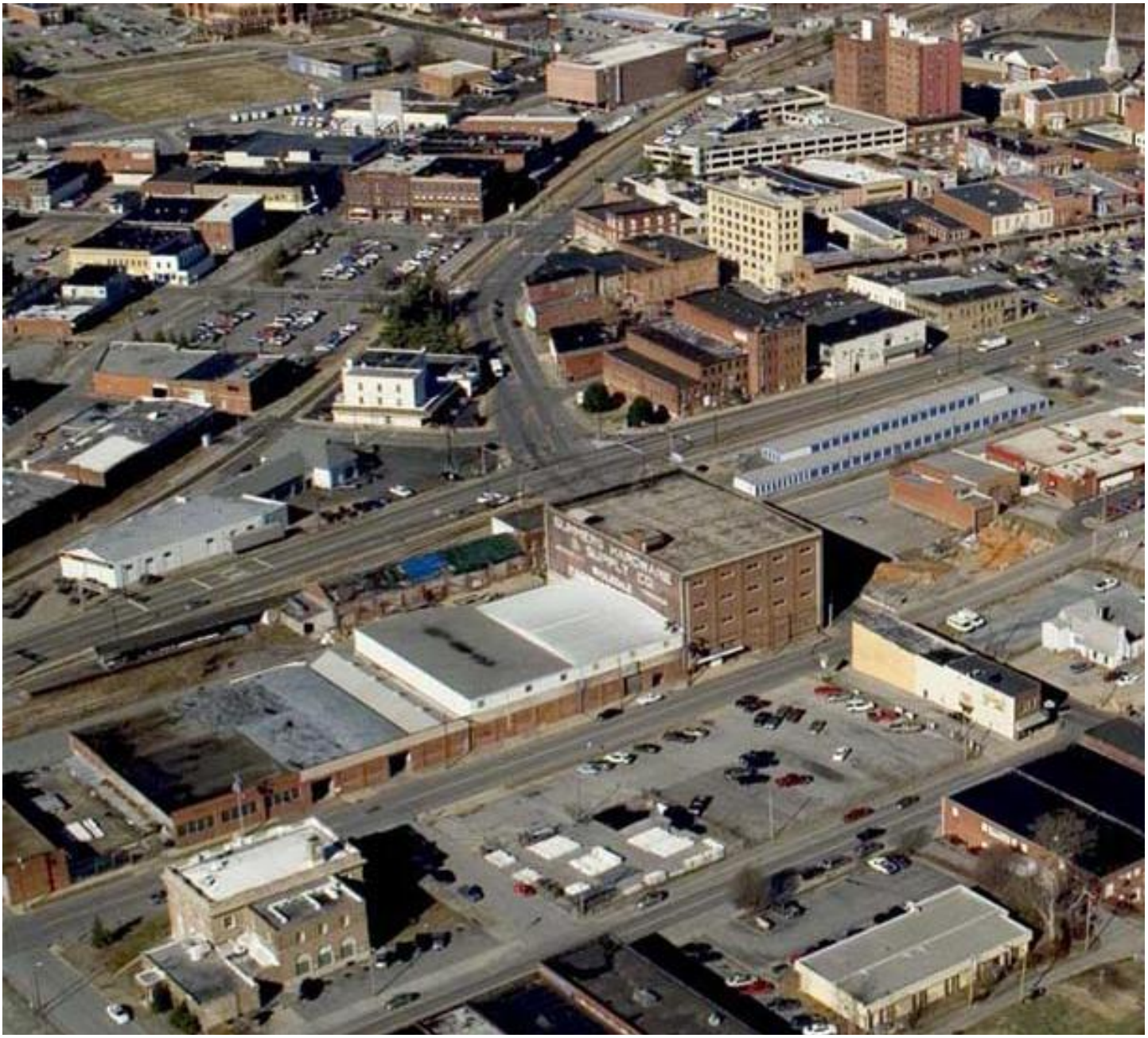


Figure 9A. An aerial photograph of downtown Johnson City from 2006. Along the west side of the Southern Railway (now Norfolk Southern), from middle left toward top right: "Young's Warehouse" (partially visible), the "Chevrolet Sales Company Building," the "Free Service Tire Company Tire Sales and Recapping Facility Building" (100 and 102 Wilson Avenue), the parking lot which was previously occupied by a number of buildings (including the Hotel Windsor, the Arlington Hotel, and the "Worley/O'Boyle Building"), the "Taylor – Brown (?) Building" (partially occupied by a Western Auto store (by 1941 to at least 1968), with the Farmers Exchange to its left), and the "Warehouse Block" (which was across the tracks from the Southern Railway Passenger Station (now a parking deck). Along the east side of the former Southern Railway mainline, from middle left toward top right: the former E.T. & W.N.C. depot, the white Free Service Tire Company building, the back of the Jobe Block, the "East Fountain Square Block," a parking deck (where the Southern Railway Passenger Station stood from 1913 to 1973), and the Sevier Hotel. From the bottom left corner, along State of Franklin Road, to the middle right: the Summers Hardware and Supply Company (with the Post Office building in the lower left corner), the Clinchfield depot, and the buildings once occupied by the Taylor Feed Company store, McCown – Mahoney, and Hannah Brothers (along Tipton Street).[22]



Figure 13. A Google Maps image, taken from Wilson Avenue, of the east side of the "Chevrolet Sales Company Building" (on the left) and north and west sides of "Young's Warehouse." This image was taken in April 2012. Both of these buildings were demolished in April 2012, shortly after this photograph was taken.

3. 103 Wilson Avenue

3.1. “Chevrolet Sales Company Building,” 1926 – 2012

Chevrolet Sales Company, 1926 to no later than 1932
Automobile/Auto Sales and Service Company/Corporation, by 1932 to at least 1954
Free Service Tire Company Warehouse, here by 1966

Note: This building was demolished in April 2012. This area is now part of Founders’ Park.



Figure 2A. A detail, from left to right across the bottom of the image: Automobile/Auto Sales and Service Company/Corporation (103 Wilson Avenue), the E.T. & W.N.C. depot, the Clinchfield depot, and the Summers Hardware & Supply Company building. Across the top of the image, from left to right: an unidentified gas station, the "Free Service Tire Company Tire Sales and Recapping Facility Building" at 100 and 102 Wilson Avenue, the light-colored Free Service Tire Company building at 124 and 126 Buffalo Street, and the Harr Building.



Figure 2B. Another detail. From left to right across the top of this image: an unidentified gas station at 110 Wilson Avenue, and the "Free Service Tire Company Tire Sales and Recapping Facility Building" (100 and 102 Wilson Avenue, to the left of the Southern Railway mainline). Across Wilson Avenue to the south is the Automobile/Auto Sales and Service Company/Corporation at 103 Wilson Avenue. Also note that "Young's Warehouse" has not yet been expanded into the area south of the Automobile/Auto Sales and Service Company/Corporation, see Figure 2.



Figure 14. Note the "R (?) N" on the "Chevrolet Sales Company Building," to the right of the E.T. & W.N.C. depot, at 103 Wilson Avenue. The author does not have a reasonable guess at what the whole sign might read. It appears that this building was occupied by either the Chevrolet Sales Company (1926 to no later than 1932) or the Automobile/Auto Sales and Service Company/Corporation (by 1932 to at least 1954) at the time this photograph was taken in March 1932. Note that it appears that the trolley track is still in place. Also note the "Western Union" sign by the depot.[23]



Figure 3C. A detail of the Automobile/Auto Sales and Service Company/Corporation at 103 Wilson Avenue, with the "Plymouth Desoto" sign. Also note "Young's Warehouse" (on the left), the E.T. & W.N.C. depot along the bottom of the image, and the "Free Service Tire Company Tire Sales and Recapping Facility Building" across the street at 100 and 102 Wilson Avenue.



Figure 15. "Engine #12 at Johnson City with view of Coca-Cola sign".[24] Historian Johnny Graybeal wrote of this photograph: "No. 12 during 1938, when the Hobbs paint scheme was so prominent. The engine is clean and freshly painted, and the oval lettering shines brightly. The photo of the engine under the Coca-Cola sign was taken in March 1938… Doug Walker Collection."[25] Another source includes: "The fireman 'oils around' engine #12 in the Johnson City yard on July 3, 1938. The next day, the engine was hauling an excursion train to Boone. Photo by Hugh G. Boutell, from the collection of Charles A. Purinton."[26] Also note what appears to be a Royal Crown Cola sign beneath the Coca-Cola sign, and the partial Plymouth – Desoto sign of the Automobile/Auto Sales and Service Company/Corporation at 103 Wilson Avenue, in the left background. The author has not found any information on the building on the right side of this photograph.



Figure 16. "Clinchfield Engine with ET&WNC Depot in the Background, Johnson City, TN."[27] This southbound passenger train waits at the Clinchfield depot, with what appears to be a 4-6-2 Pacific (P-1 Class) engine at its head. The P-1 Class was retired in 1951. Note the "Plymouth Desoto" sign on the Automobile/Auto Sales and Service Company/Corporation at 103 Wilson Avenue, in the right background. Also note that the dual-gauge trackage that remains in place near the E.T. & W.N.C. depot is somewhat overgrown. "In September 1946, the third rail between Johnson City and Elizabethton was removed", thus, this photograph predates 1946. For some interesting additional photographs of this area, in 1932, see The Railroads of Johnson City, by Johnny Graybeal.[28]



Figure 17. "Roller… at Johnson City – making street repairs to Buffalo Street after 3rd rail removal".[29] "In September 1946, the third rail between Johnson City and Elizabethton was removed."[30] Also note the E.T. & W.N.C. "digger" behind the roller, as well as the "Desoto" and "Auto Sales Corporation" signs (at 103 Wilson Avenue) to the right of the E.T.& W.N.C. depot, and the "Free Service Tire Company Tire Sales and Recapping Facility Building" at 100 and 102 Wilson Avenue (to the left of the cab of the "digger").



Figure 122A. A detail looking south across the Southern Railway mainline, from Fountain Square towards Wilson Avenue, taken between 1927 and 1937. From left to right: the "Chevrolet Sales Company Building" at 103 Wilson Avenue (compare with Figure 20), the building at 118 Windsor Way (occupied by an unidentified restaurant in 1927 and the M&L Café, by 1962 to at least 1964?), and the Fountain Square Furniture Company at 116 Windsor Way. Interestingly, the "Free Service Tire Company Tire Sales and Recapping Facility Building" at 100 Wilson Avenue is not visible in this photograph.[31]



Figure 122B. Another detail, this one of the “Chevrolet Sales Company Building” at 103 Wilson Avenue.



Figure 18. This photograph, taken by 1966, shows the former E.T. & W.N.C. depot, then occupied by the "Free Service Tire Co."[32] Note that the Free Service Tire Company has occupied the "Chevrolet Sales Company Building" at 103 Wilson Avenue, which was previously (by 1932 to at least 1954) occupied by the Automobile/Auto Sales and Service Company/Corporation. Finally, note the Free Service Tire Company Building at 124 and 126 Buffalo Street (with the Hotel Windsor visible above it), and the "Free Service Tire Company Tire Sales and Recapping Facility Building," on the northwest corner of Wilson Avenue and Southern Railway, at 100 and 102 Wilson Avenue.



Figure 18A. A detail of the building that was previously occupied by the Automobile/Auto Sales and Service Company/Corporation at 103 Wilson Avenue. Note the signs reading: “Free Service Tire Co. Warehouse,” “Goodyear,” and “Farm Tire Service.”



Figure 8A (reproduced here for convenience). A detail, note the light paint colors on the “Chevrolet Sales Company Building,” across the Southern Railway mainline from the old E.T. & W.N.C. depot.



Figure 19. A Google Maps view, across the former Southern Railway mainline, of the east side of the "Chevrolet Sales Company Building" at 103 Wilson Avenue. This image was taken in April 2012; later that month, this building was demolished.



Figure 20. A Google Maps view of the north side of the Auto Sales Corporation Building at 103 Wilson Avenue. Note the "Auto Sales Corporation" sign can be made out along the top of the building. Also note the former E.T. & W.N.C. depot and the Southern Railway mainline in the left background. This image was taken in April 2012; later that month, this building was demolished.



Figure 21. A Google Maps view of the north and west sides of the Auto Sales Company Building at 103 Wilson Avenue. Note the "Used Cars" sign along the top of the west side of this building. Also note the Southern railway crossing signal and track in the left background, as well as a portion of "Young's Warehouse," on the right side of this image. This image was taken in April 2012; later that month, this building was demolished.



Figure 22. A Google Maps view of the demolished “Chevrolet Sales Company Building” at 103 Wilson Avenue in April 2012. Note the presence of the former E.T.&W.N.C. depot and the Summers Hardware building in the background.

3.1. "Chevrolet Sales Company Building," 1926 – 2012
103 Wilson Avenue

Note: The author did not find a formal name for this building. In the interest of clarity, the author has opted to call it the "Chevrolet Sales Company Building." However, the author has not found any historical information that supports this.

Note: This building was demolished in April 2012. This area is now part of Founders' Park.

Chevrolet Sales Company, 1926 to no later than 1932
Automobile/Auto Sales and Service Company/Corporation, by 1932 to at least 1954
Free Service Tire Company Warehouse, here by 1966

3.1.1. Chevrolet Sales Company, 1926 to no later than 1932

14 October 1926. Manufacturers Record.

"Tenn., Johnson City – The Chevrolet Sales Co., capital $25,000, incorporated; J.A. Summers, Paul T. Hill."[33]

3.1.2. Automobile/Auto Sales and Service Company/Corporation, by 1932 to at least 1954

By 1932. Tennessee: A History, 1673 – 1932.

"built up a large and prosperous business as president of the Auto Sales and Service Company, Inc., dealers and distributors of De Soto cars…"[34]

3 January 1934. "Bob Cox's Yesteryear."

"Local News from the Pages of the Jan. 3, 1934 Johnson City Staff-News… A hot stove collapsed at the Automobile Sales and Service Company at 103 Wilson Avenue, prompting a call to the Johnson City Fire Department. The firm, which sold DeSotos and Plymouths, was the former site of the Chevrolet Sales Company. Engine companies #2 and #4, ladder company #3 and salvage company #5 responded. Little damage was reported."[35]

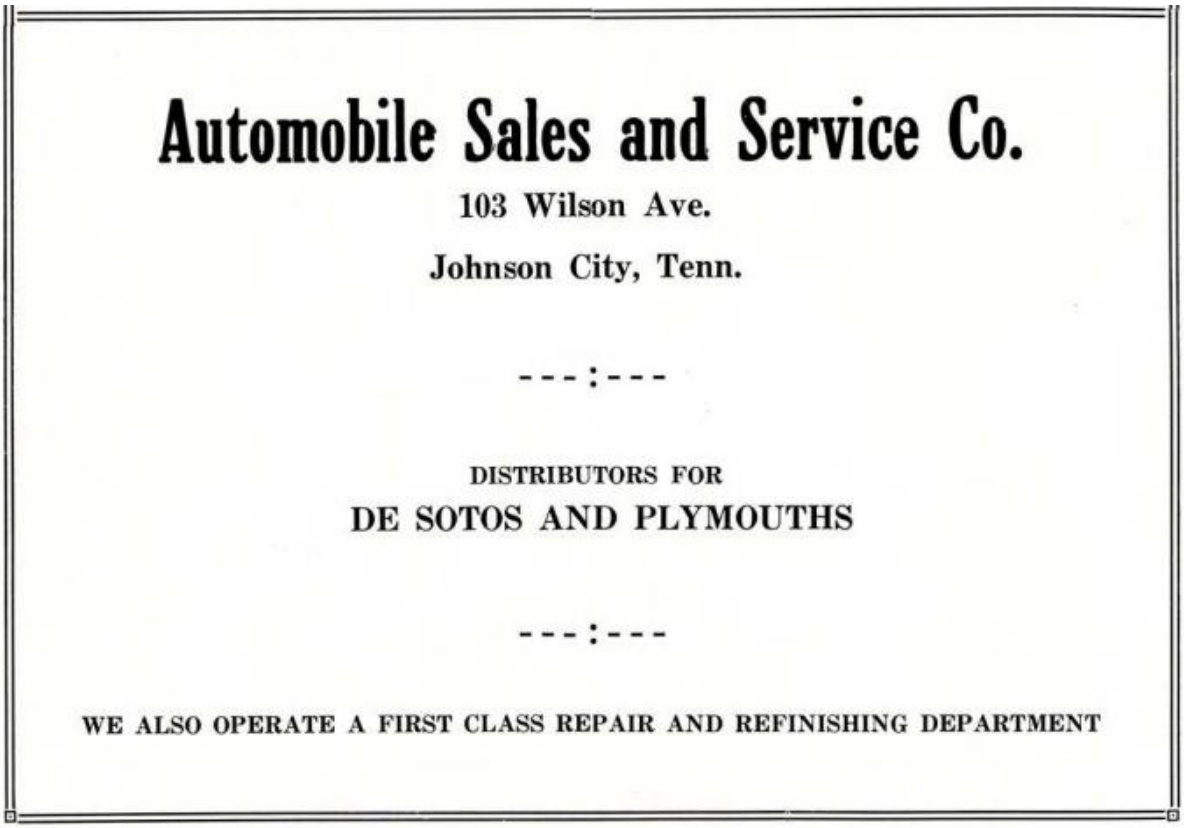


Figure 23. The Chalk Line, 1934.[36]

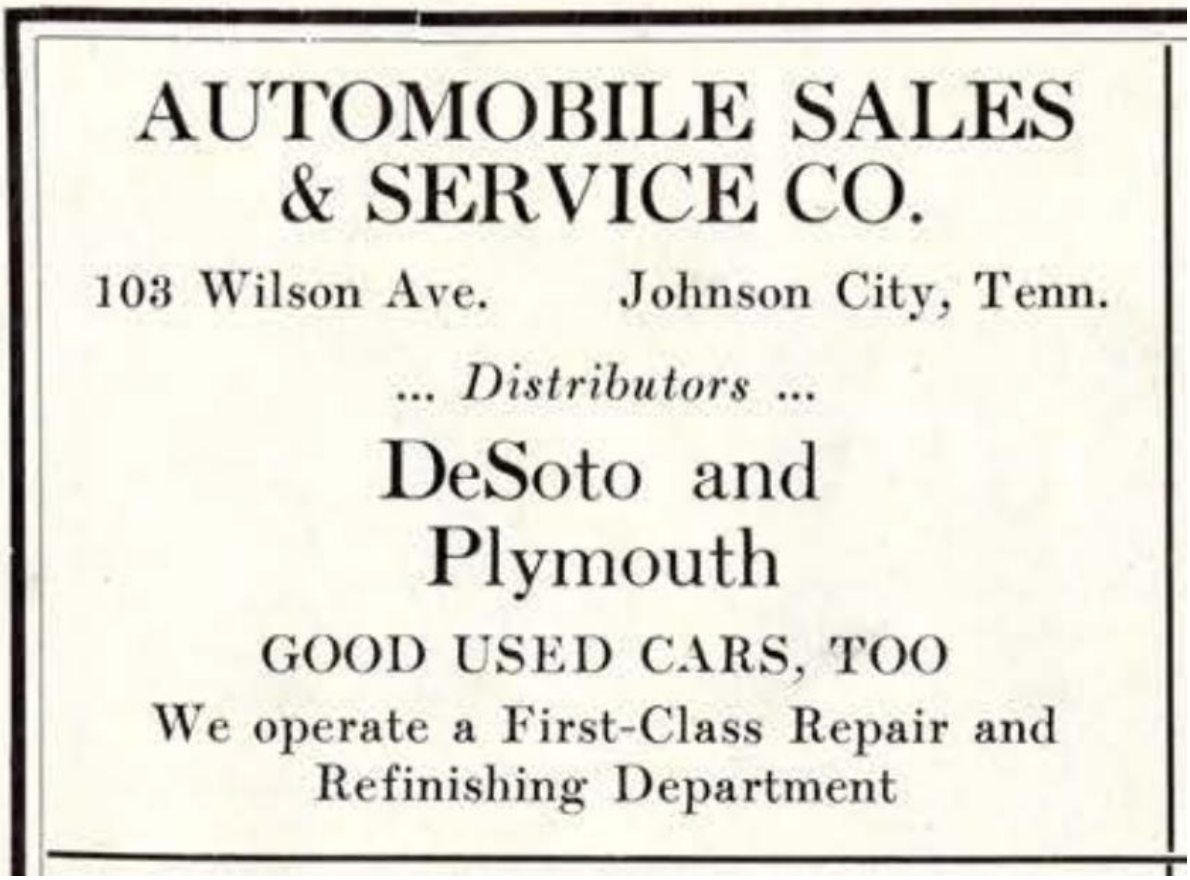


Figure 24. The Chalk Line, 1936.[37]



Figure 25. Johnson City Press, 30 November 1937.[38]



Figure 26. Johnson City Press, 14 March 1951.[39]



Figure 27. Johnson City Press, 16 November 1954.[40]

3.1.3. Free Service Tire Company Warehouse, here by 1966

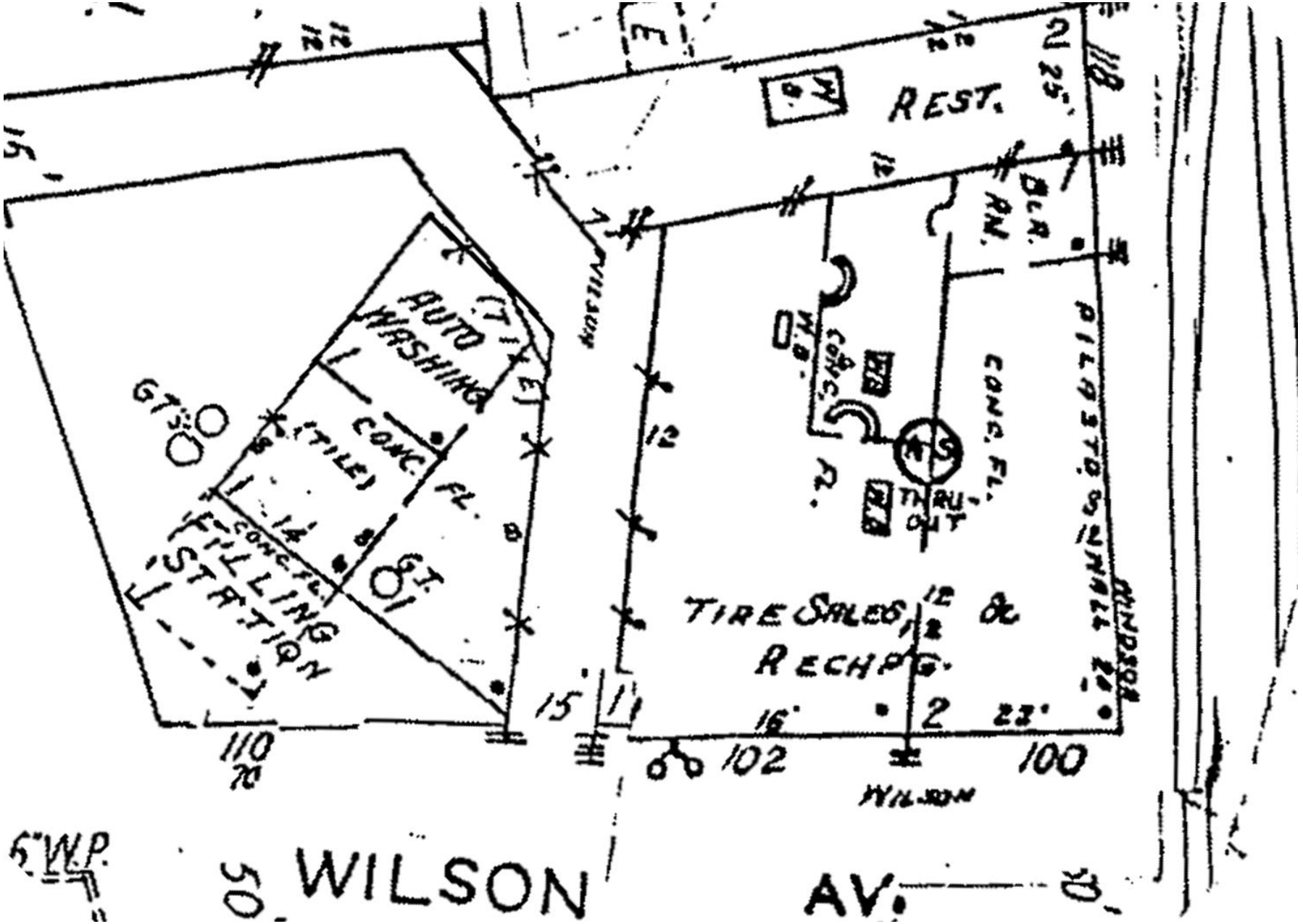
By 1966. The Free Service Tire Company had acquired the "Chevrolet Sales Company Building" at 103 Wilson Avenue and was using it as a warehouse, see Figure 18A.

4. 100 and 102 Wilson Avenue

4.1. “Free Service Tire Company Tire Sales and Recapping Facility Building,” by 1927 to no later than 2018

Note: The author did not find a formal name for this building. In the interest of clarity, the author has opted to call it the “Free Service Tire Company Tire Sales and Recapping Facility Building.” However, the author has not found any historical information that supports this.

Note: This building was demolished by September 2018. This area is now part of Farmers Pavillion.



Map 7A. 1927. From left to right: an unidentified "Filling Station" at 110 Wilson Avenue and the "Free Service Tire Company Tire Sales and Recapping Facility Building" ("Tire sales" and "Recap'g") at 100 and 102 Wilson Avenue. Also, note the unidentified restaurant at 118 Windsor Way ("Rest.").



Figure 2C. A detail of the Free Service Tire Company facilities at 100 and 102 Wilson Avenue. The Auto Sales and Service Company can be seen along the Southern Railway mainline, to the left of the E.T. & W.N.C. depot. Along the north side of Wilson Avenue, from left to right, can be seen the unidentified gas station, the Free Service Tire Company facilities at 100 and 102 Wilson Avenue, and, across the Southern Railway mainline, the light-colored Free Service Tire Company building on the northwest corner of Buffalo Street and Wilson Avenue, as well as the Harr Building, along the railroads tracks on the right. Also visible in this image are the Windsor Hotel and the Fountain Square (near the top center).



Figure 2D. Another detail. From left to right across the bottom of this image: an unidentified gas station at 110 Wilson Avenue, the Free Service Tire Company tires sales and recapping plant (100 and 102 Wilson Avenue, to the left of the Southern Railway mainline), and the light-colored Free Service Tire Company building at 124 and 126 Buffalo Street. Along the left side of the Southern Railway mainline, beginning behind the 100 and 102 Wilson Avenue: the building at 118 Windsor Way (occupied by an unidentified restaurant in 1927 and the M&L Café, by 1962 to at least 1964?; with an angled side on the west (left) side, behind the unidentified gas station), the Fountain Square Furniture Company building at 116 Windsor Way (the long building that stretches from Windsor Way to Lamont Street), and the Hotel Windsor. For more information on the Free Service Tire Company, see: "A Draft Documentary History of Businesses Along the E.T. & V./E.T.V. & G./Southern Railway in Downtown Johnson City, Part 1: The Hotel Piedmont Block and Adjacent Buildings (Between Wilson and Main Streets, East of the Southern Mainline and West of Buffalo Street)."



Figure 3D. Across the bottom of this image, from left to right, one can see a portion of "Young's Warehouse," the Auto Sales Company (with the "Plymouth" sign), and the E.T. & W.N.C. depot. Along the north side of Wilson Avenue, from left to right, can be seen the unidentified gas station, the Free Service Tire Company facilities at 100 and 102 Wilson Avenue, and, across the Southern Railway mainline, the light-colored Free Service Tire Company building on the northwest corner of Buffalo Street and Wilson Avenue. Also visible, in the right center background, is the Windsor Hotel.



Figure 18B. A detail of the Free Service Tire Company buildings at 100 and 102 Wilson Avenue, by 1966.[41] Note the signs reading: “Free Service Tire Co.,” “Recapping Plant,” and “Goodyear.”



Figure 17A. A detail of the “Free Service Tire Company Tire Sales and Recapping Facility Building” at 100 and 102 Wilson Avenue.[42]



Figure 28. A photograph of the former Free Service Tire Company building at 124 and 126 Buffalo Street, taken in 1993. Note the "Free Service Tire Company Tire Sales and Recapping Facility Building" at 100 and 102 Wilson Avenue, in the left background. Note the colors of the sign.[43]



Figure 8A. A detail with the “Free Service Tire Company Tire Sales and Recapping Facility Building” at 100 and 102 Wilson Avenue, near the top left corner.

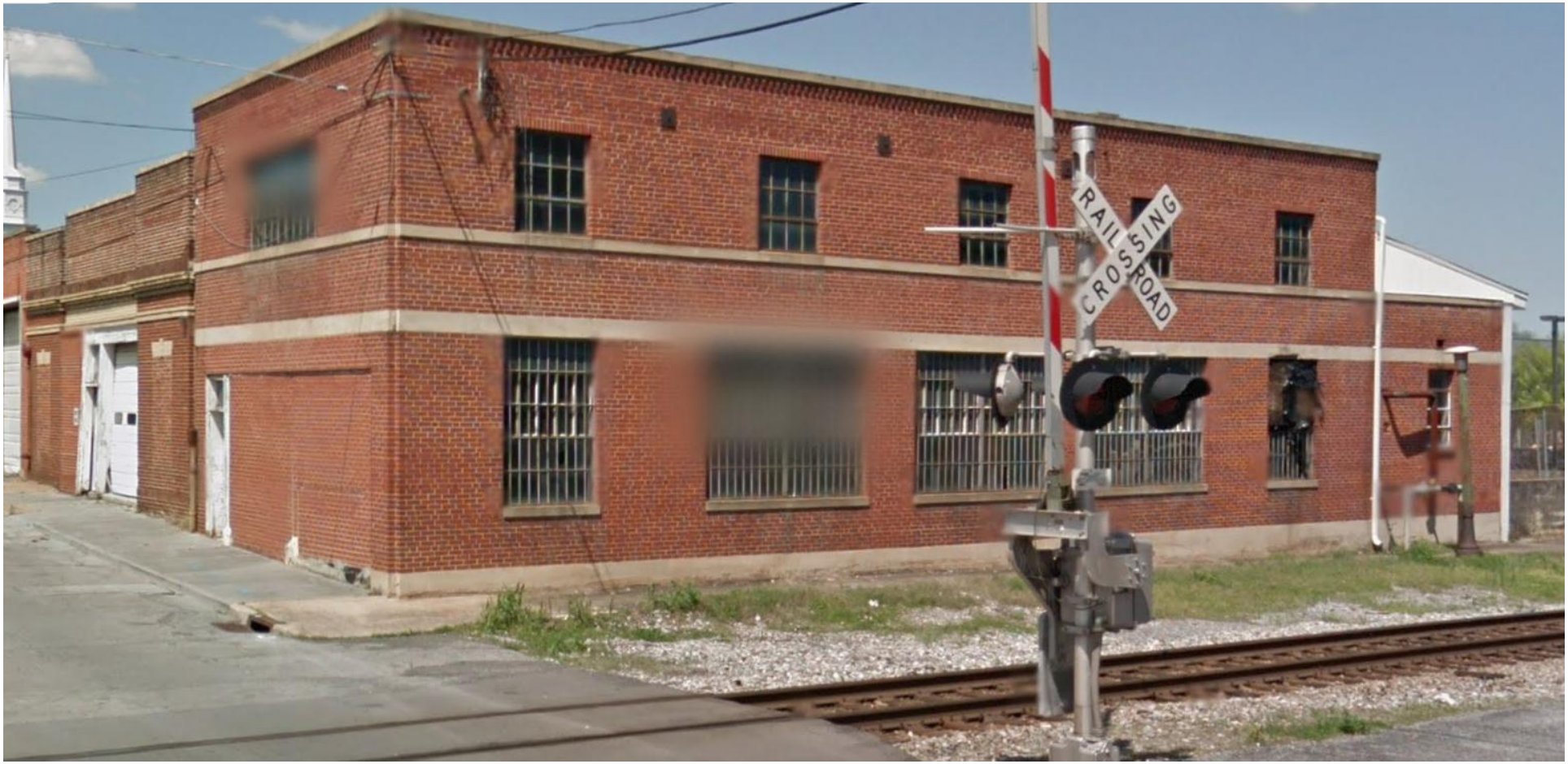


Figure 29. A Google Maps image of the south and east sides of the "Free Service Tire Company Tire Sales and Recapping Facility Building" at 100 Wilson Avenue from April 2012. To its left, one can see the Free Service Tire Company building at 102 Wilson Avenue. According to the 1927 Sanborn Fire Insurance Company map, the one-story structure on the right housed the boiler room ("Blr Rm") for this facility, see Map 7A. These two buildings were demolished by September 2018.

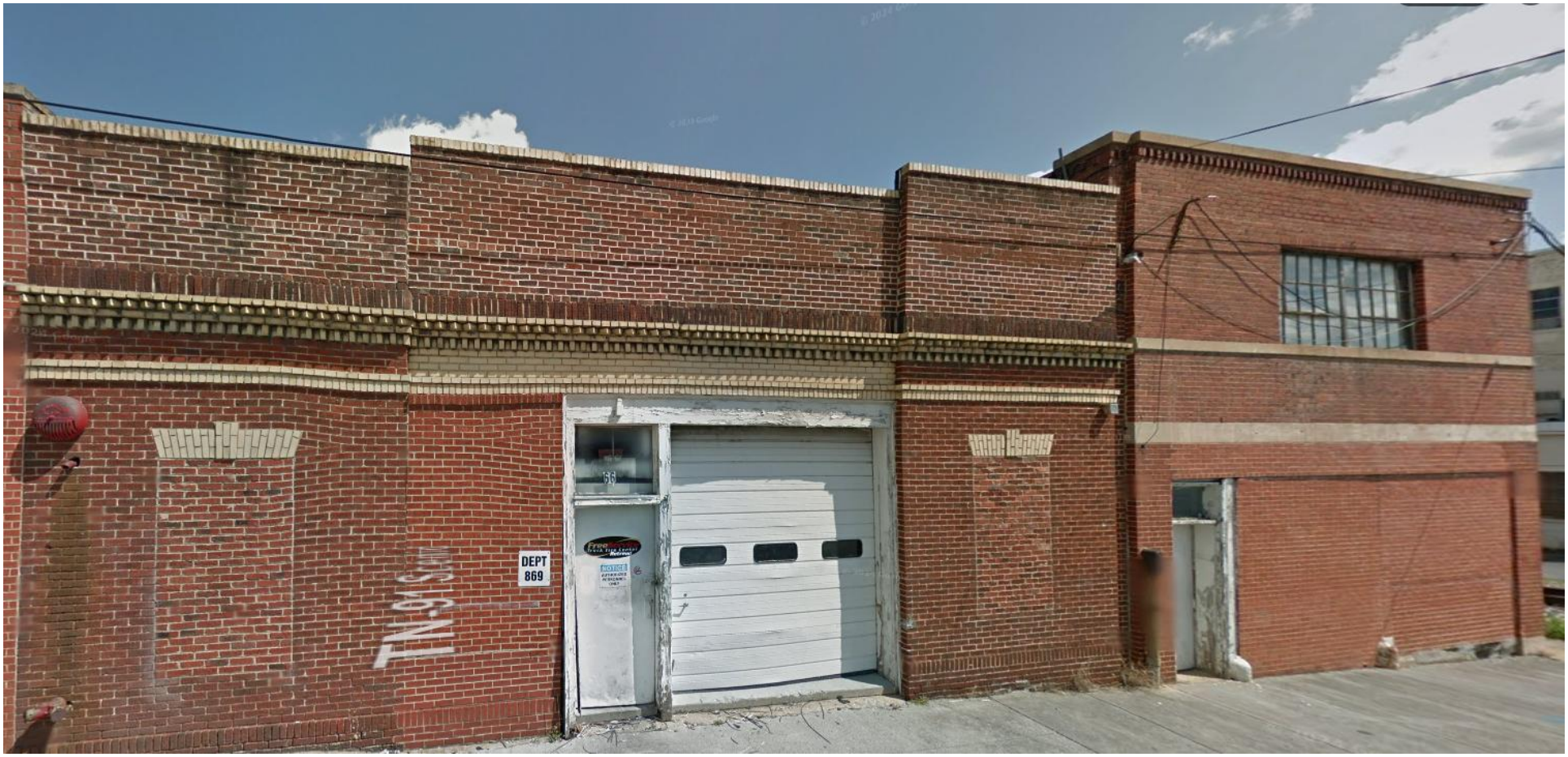


Figure 30. A Google Maps image of the south side of the "Free Service Tire Company Tire Sales and Recapping Facility Building" at 100 and 102 Wilson Avenue (right to left, respectively), from April 2012. These two buildings were demolished by September 2018. The "TN-91…" on the building at 102 Wilson Avenue is an artefact imposed on the image by Google.

4.1. “Free Service Tire Company Tire Sales and Recapping Facility Building,”
by 1927 to no later than 2018
100 and 102 Wilson Avenue

Note: The author did not find a formal name for this building. In the interest of clarity, the author has opted to call it the “Free Service Tire Company Tire Sales and Recapping Facility Building.” However, the author has not found any historical information that supports this.

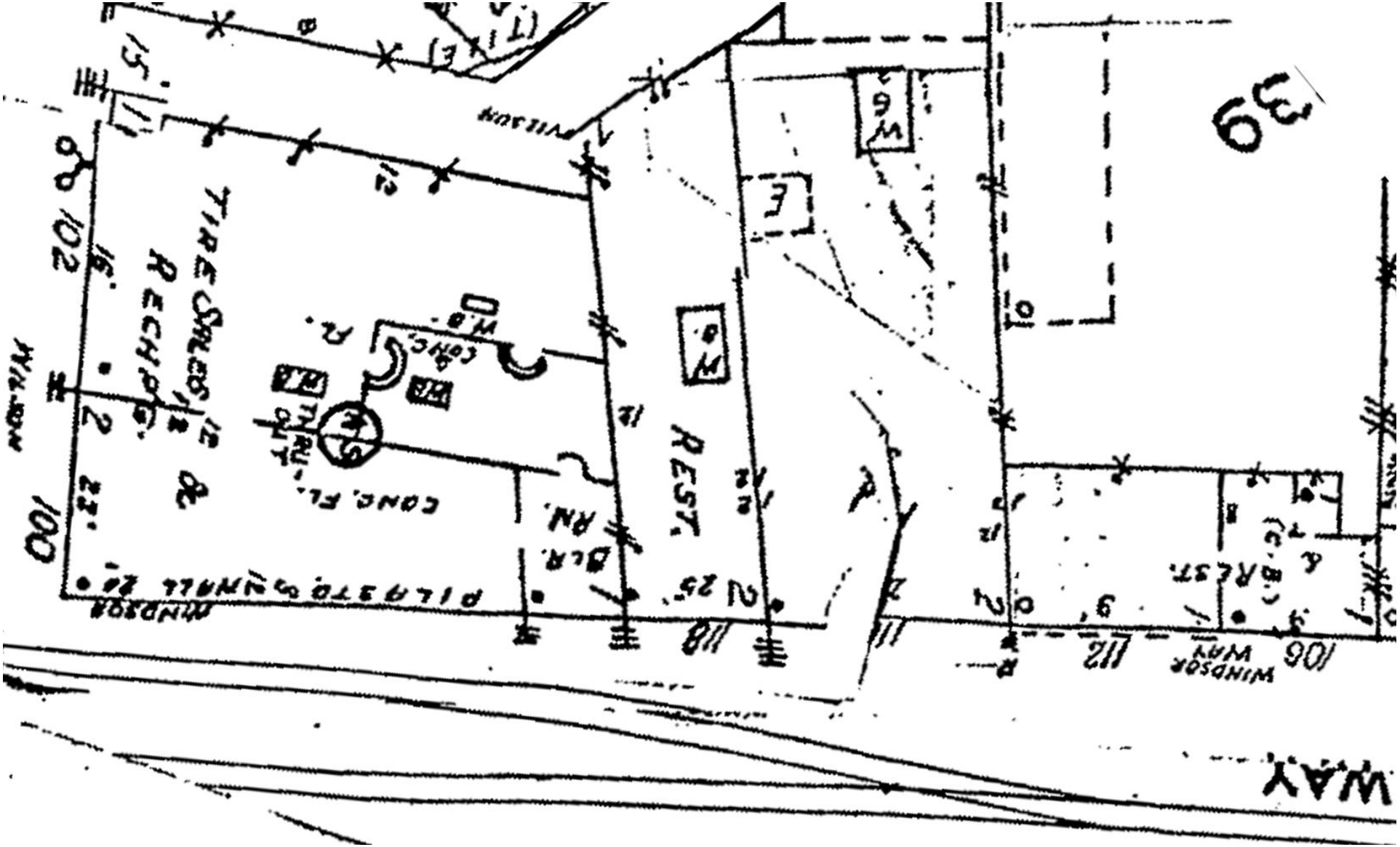
Note: This building was demolished by September 2018. This area is now part of the Farmers Pavillion.

1927. The Sanborn Fire Insurance Company map for this area shows that a two-story building had been built at 100 Wilson Avenue and a one-story building had been built at 102 Wilson Avenue since 1920. These buildings were used for “Tire Sales & Recap’g.,” apparently for the Free Service Tire Company (see Map 7A).

5. The “Windsor Way Block,” 106 to 118 Windsor Way, by 1927 – 1971

Note: The author did not find a formal name for this block of buildings. In the interest of clarity, the author has opted to call it the “Windsor Way Block.” However, the author has not found any historical information that supports this.

Note: This block was demolished in 1971. This area is now part of the Farmers Pavillion.



Map 7B. From left to right: the "Free Service Tire Company Tire Sales and Recapping Facility Building" at 100 and 102 Wilson Avenue (by 1927 – 2012), an unidentified restaurant at 118 Windsor Way, the Fountain Square Furniture Company at 116 Windsor Way ("116" is obscured, 1927 – 1971), and an unidentified restaurant at 106 and 112 Windsor Way, in 1927.



Figure 50A. A detail of the open land fronting the Southern Railway mainline, to the south of the Hotel Windsor in 1919. This area would be extensively developed by 1927, see Map 7.



Figure 2E. A detail that includes the buildings from 106 to 118 Windsor Way. The building at 118 Windsor Way, immediately behind the "Free Service Tire Company Tire Sales and Recapping Facility Building" at 100 and 102 Wilson Avenue, was occupied a two-story brick structure that was occupied by an unidentified restaurant in 1927. The long building at 116 Windsor Way was constructed for the Fountain Square Furniture Company in 1927. The building behind it is the Windsor Hotel. Note Fountain Square and the "East Fountain Square Block" in the top center of this image.



Figure 2F. Another detail, taken on 19 April 1941, that includes the buildings from 106 to 118 Windsor Way. The building at 118 Windsor Way, immediately behind the "Free Service Tire Company Tire Sales and Recapping Facility Building" at 100 and 102 Wilson Avenue, was occupied a two-story brick structure that was occupied by an unidentified restaurant in 1927 and the M&L Café, by 1962 to at least 1964(?). The long building at 116 Windsor Way was constructed for the Fountain Square Furniture Company in 1927. The building behind it is the Windsor Hotel.



Figure 3E. A detail of the buildings west of the Southern Railway mainline, between Young's Warehouse (lower left) and the "Taylor Brown (?) Building" (top right) taken on 1 March 1947. The Automobile/Auto Sales and Service Company/Corporation (at 103 Wilson Avenue, by 1932 to at least 1954, with the "Plymouth" sign), can be seen to the right of Young's Warehouse; across the street is a Free Service Tire Company facility (at 100 Wilson Avenue); immediately behind it is the building at 118 Windsor Way (occupied by an unidentified restaurant in 1927 and the M&L Café, by 1962 to at least 1964?); next is the building at 116 Windsor Way (occupied by the Fountain Square Furniture Company, 1927 – 1971); and the Hotel Windsor. Across West Main Street, from left to right: the Arlington Hotel Building (101 West Fountain Square); the "Arlington Annex Building" (103, 105 and 107 West Fountain Square); the "Fountain Square Hotel Building" (109 and 111 West Fountain Square); and the "Farnsworth Hotel Building" on the southwest corner of West Market Street and the Southern Railway. Also visible in this photograph are the E.T. & W.N.C. depot, the light-colored Free Service Tire Company building (124 and 126 Buffalo Street), the Harr Building (on the right edge), the W.O. Phillips building (behind and to the right of the Free Service Fire Company building, by what appears to be a Pepsi-Cola sign), and Fountain Square.



Figure 3F. Another detail taken on 1 March 1947. The Automobile/Auto Sales and Service Company/Corporation (at 103 Wilson Avenue, by 1932 to at least 1954, with the "Plymouth" sign), can be seen in the lower left corner; across the street is the "Free Service Tire Company Tire Sales and Recapping Facility Building" (at 100 Wilson Avenue); immediately behind it is the building at 118 Windsor Way (occupied by an unidentified restaurant in 1927 and the M&L Café, by 1962 to at least 1964?); next is the building at 116 Windsor Way (occupied by the Fountain Square Furniture Company, 1927 – 1971); and the Hotel Windsor. Across West Main Street can be seen: the Arlington Hotel building (at 101 West Fountain Square).



Figure 7A. A detail taken in the 1960s. Across the top of the image, from left to right, the Free Service Tire Company building at 124 and 126 Buffalo Street, the "Free Service Tire Company Tire Sales and Recapping Facility Building" (at 100 Wilson Avenue); the building at 118 Windsor Way (occupied by an unidentified restaurant in 1927 and the M&L Café, by 1962 to at least 1964?); the building at 116 Windsor Way (occupied by the Fountain Square Furniture Company, 1927 – 1971); an unidentified single story building, and the Hotel Windsor. Across West Main Street can be seen the Arlington Hotel building (at 101 West Fountain Square).



Figure 31. “Tractor Trailer Front View Johnson City, Free Service Tire Store in Background,” from the period 1934 – 1938. Note the Southern Railway mainline on the left, with the “Windsor Way Block” to the left of the track.[44]



Figure 31A. A detail looking north along the Southern Railway from Wilson Avenue, from the period 1934 – 1938. The building on the left appears to be the one at 118 Windsor Way (which was occupied by an unidentified restaurant in 1927 and the M&L Café, by 1962 to at least 1964?). Interestingly, the "Free Service Tire Company Tire Sales and Recapping Facility Building" at 100 Wilson Avenue does not appear to be present.



Figure 122C. A detail, from left to right, the "Chevrolet Sales Company Building" (at 103 Wilson Avenue), the building at 118 Windsor Way (an unidentified restaurant in 1927 and the M&L Café, by 1962 to at least 1964?), the Fountain Square Furniture Company (at 116 Windsor Way), and the Hotel Windsor. This image appears to date to 1927 – 1937.[45]



Figure 122D. A detail, from left to right, of the building at 118 Windsor Way (occupied by an unidentified restaurant in 1927 and the M&L Café, by 1962 to at least 1964?) and the Fountain Square Furniture Company at 116 Windsor Way (1927 – 1971).



Figure 32. "May 1962 – Commander John Exum is honored by Johnson City with a parade up Main Street in this picture looking southwest from Fountain Square from Main and Buffalo across the Southern RR Tracks. The building in the far background is Fountain Square Furniture and you can see a small portion of the Windsor Hotel to the far right. That area is presently the location of the Johnson City Farmer's Market Pavilion. You can see one of the city transit buses coming out from the city bus station onto a street named Windsor Way (presently a grassy area). The city bus station has the Sprite Sign on top and this was also around the time Sprite was introduced in the U.S. and bottled by the Coca-Cola Bottling Company. The area of the bus station is presently a grassy area with trees and benches…" Johnson City Press, 6 May 1962. "Cmdr. Exum, skipper of the USS Noa [DD-841], the destroyer which picked up John Glenn from the ocean after his tri-orbital flight, rides in the back of the seat of a convertible. His family rode with him."[46]



Figure 32A. A detail. From left to right: the city bus station, the building at 118 Windsor Way (occupied by an unidentified restaurant in 1927 and the M&L Café, by 1962 to at least 1964?) and the Fountain Square Furniture Company at 116 Windsor Way (1927 – 1971).



Figure 33. "New Look – With the Downtown Urban program under way here, the corner of West Main and Lamont Streets has taken on a new appearance. The vacant lot, which once housed a record Shop ["Eddie's Record Shop" at 117 West Main Street, see Figure 80], is being used by citizens and firms of that area for parking currently." Johnson City Press, 27 December 1970. "You are looking south and the building in the background toward the left is the old Sherwood Chevrolet Building, presently Wild Wing Cafe." Note that the Fountain Square Furniture Company building is still standing, on the left.[47]

5. The "Windsor Way Block," 106 to 118 Windsor Way, by 1927 – 1971

Note: The author did not find a formal name for this block of buildings. In the interest of clarity, the author has opted to call it the "Windsor Way Block." However, the author has not found any historical information that supports this.

Note: This block was demolished in 1971. This area is now part of the Farmers Pavillion.

5.1. 118 Windsor Way

5.1.1. Unidentified Restaurant, 1927

1927. The Sanborn Fire Insurance Company map for this area shows that a two-story building had been built at 118 Windsor Way since February 1920 (see Map 7B). This address was occupied by an unidentified restaurant at this time.

5.1.2. M&L Café, by 1962 to at least 1964?

1962 – 1964. "Bob Cox's Yesteryear."

"The downtown Johnson City I fondly remember in the 1950s – 60s was a lively place especially on Saturdays. Between 1962 and 1964, I was a full-time student at ETSU... I planned my campus schedule each weekday so I could finish my classes by early afternoon and work at the store until closing time at 5:00. I drove downtown usually before 1:30, parked in the municipal lot and grabbed some lunch at one of the many downtown restaurants before reporting for work. In 1964, there were 73 cafes and restaurants in Johnson City with 17 of them within walking distance of Fountain Square. Let me name a few… M&L Café (118 Windsor Way)…"[48]

6. 116 Windsor Way

6.1. Fountain Square Furniture Company, 1927 – 1971

Note: This enterprise was previously (by 1919 – 1927) located on the first floor of the Arlington Hotel Building, see Figure 120.

16 June 1927. Manufacturers Record.

"Johnson City – Tranum Brothers let contract to Burleson & Laws, for $30,000, 2-story, brick business building to be occupied by Fountain Square Furniture Co."[49]

1927. The Sanborn Fire Insurance Company map for this area shows that a two-story building had been built at 116 Windsor Way since February 1920 (see Map 7B). Apparently, this address was occupied by the Fountain Square Furniture Company at this time.



Figure 34. Johnson City Press, 7 May 1947.[50]



Figure 35. Johnson City Press, 24 July 1951.[51]

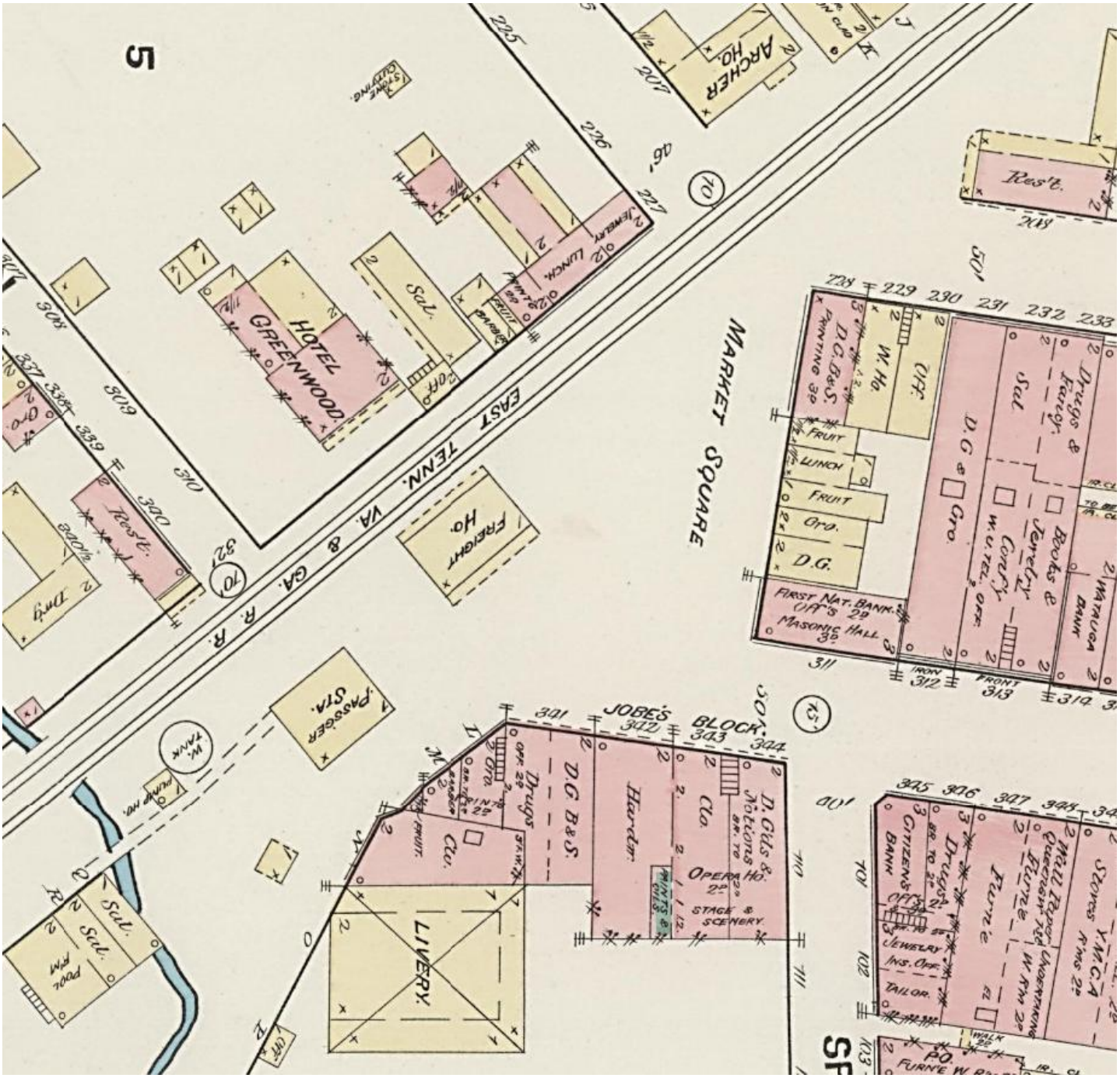
27 December 1970. The Fountain Square Furniture Company is still at this location, see Figure 33. It appears that this building was demolished in 1971.

7. 102 and 112 Windsor Way

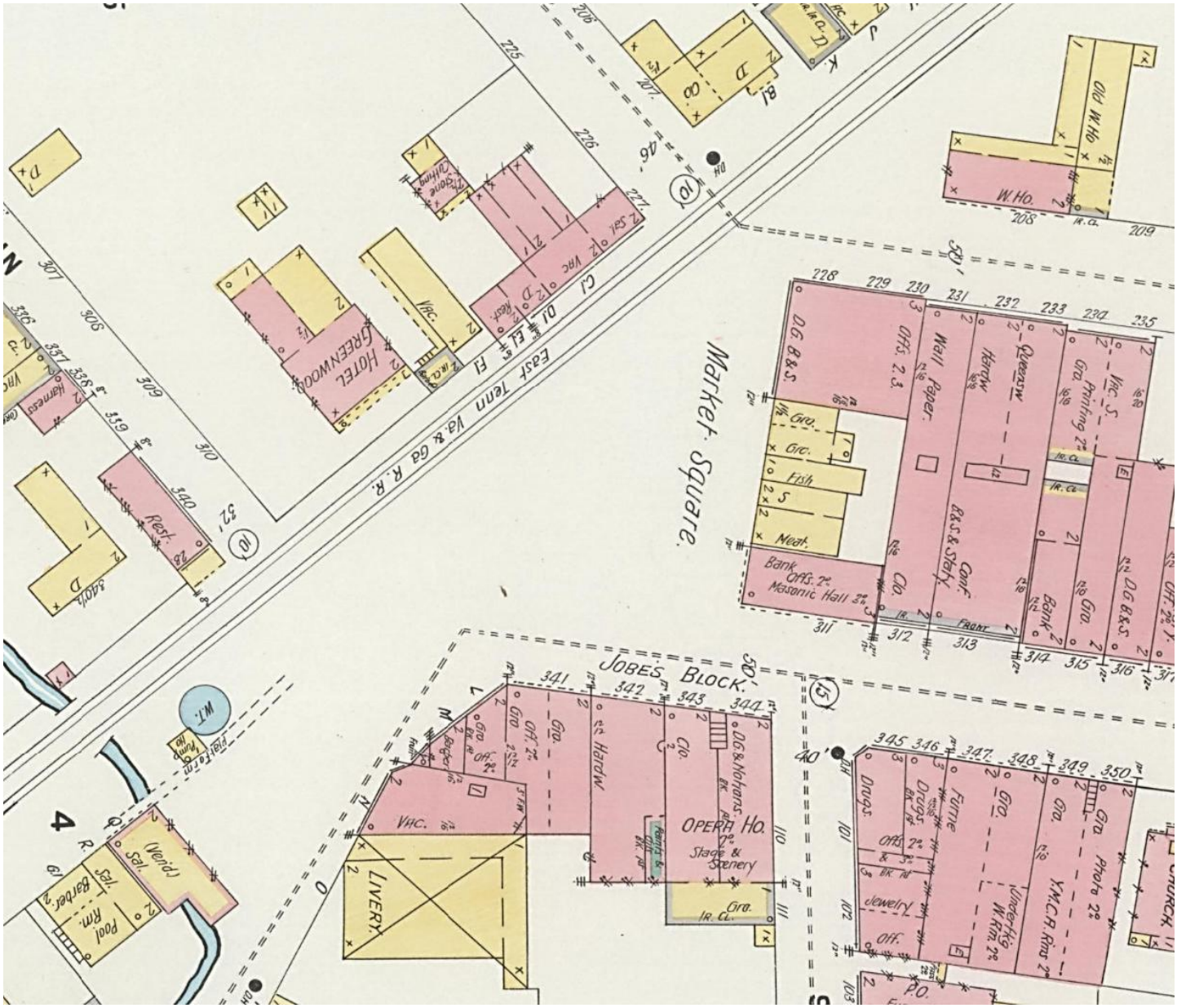
7.1. Unidentified Restaurant, 1927

1927. The Sanborn Fire Insurance Company map for this area shows that a one-story building had been built at 102 and 112 Windsor Way since February 1920 (see Map 7B). This address was occupied by an unidentified restaurant at this time.

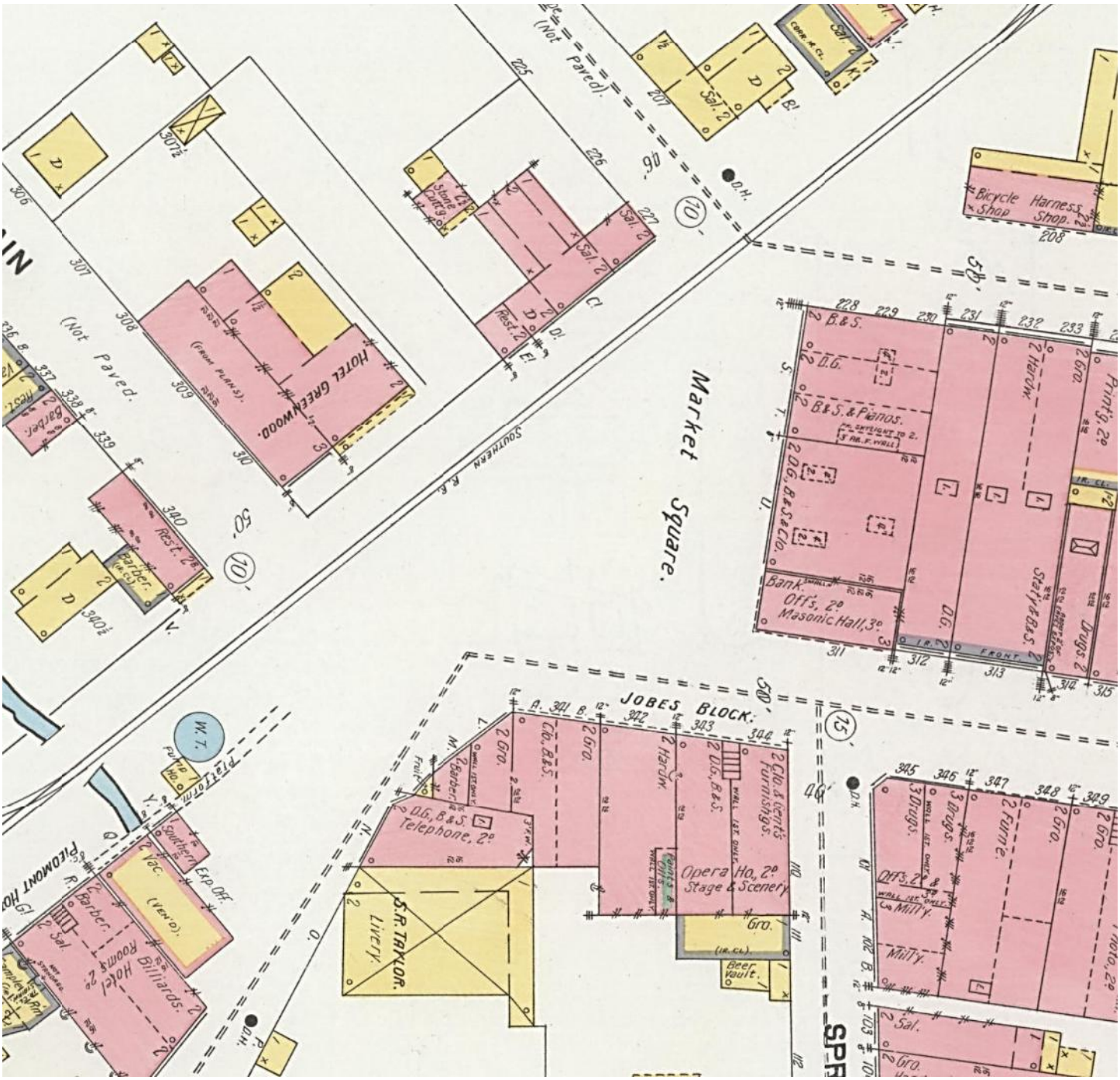
8. Maps of the Enterprises on the West Side of Fountain Square, 1891 – 1908



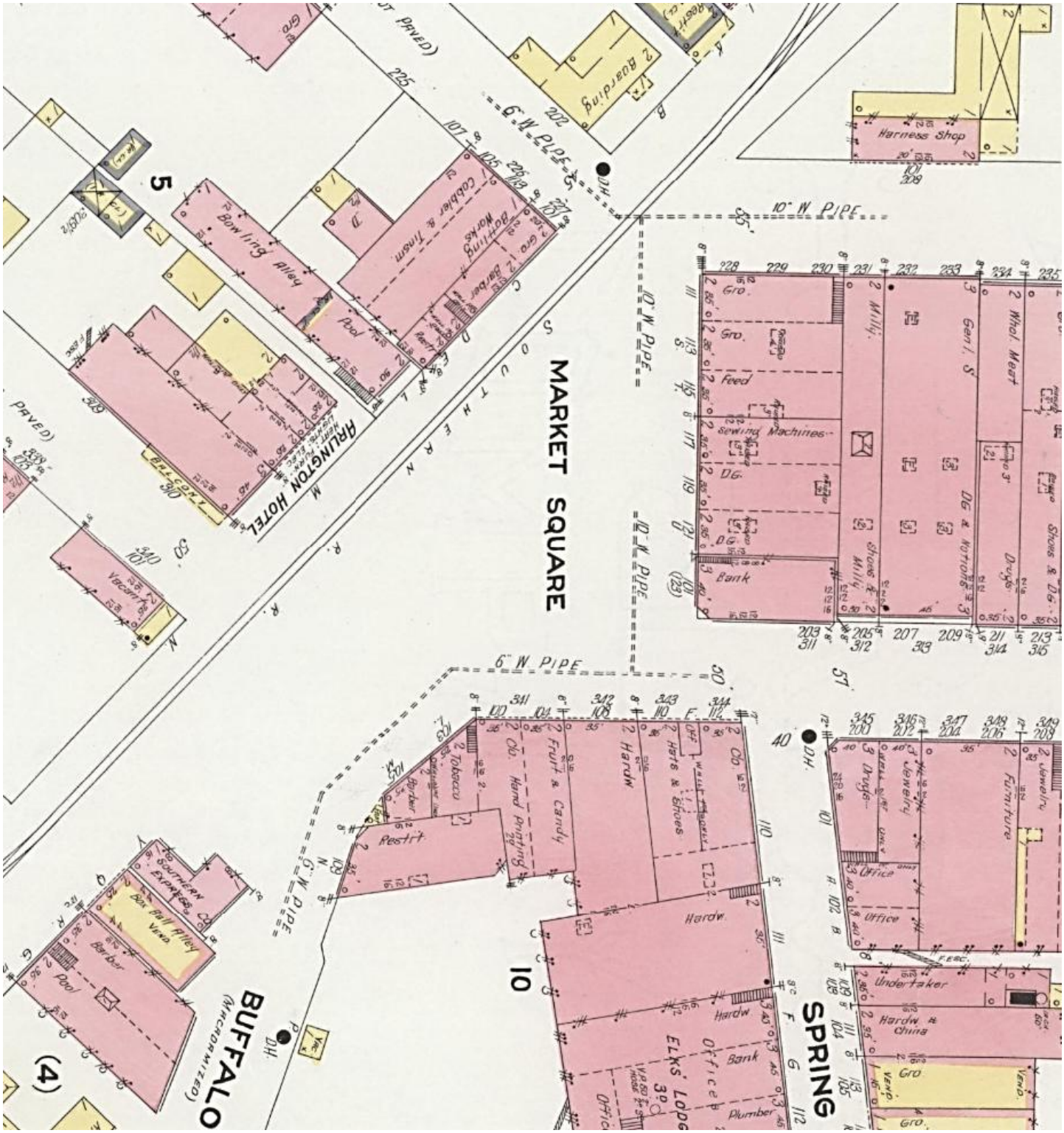
Map 1A. January 1891. Note the buildings west (above) the E.T.V. & G. Railroad mainline, including from left to right: the S.T. Harris Building (occupied at this time be the "San Marco Restaurant" ("Rest."), on the southwest corner of West Main Street and the E.T.V. & G. Railroad), the "Hotel Greenwood" (on the northwest corner of West Main Street and the E.T.V. & G. Railroad), the "Worley/O'Boyle Building" (on the southwest corner of West Market Street and the E.T.V. & G. Railroad, a portion of this building was the original "Johnson's depot"), and the "Smith H. Hale/Archer Building" ("Archer Ho." on the northwest corner of West Market Street and the E.T.V. & G. Railroad). Also note the E.T.V. & G. Railroad passenger station, water tank, the "Freight Ho." and "Market Square."



Map 2A. May 1897. Note the S.T. Harris Building (perhaps still occupied by the restaurant ("Rest.") operated by Richard Emmet, on the southwest corner of West Main Street and the E.T.V. & G. Railroad). Also note that the passenger station and freight house of the E.T.V. & G. Railroad have been removed, but "Johnson's Tank" remains.



Map 3A. April 1903. Note the S.T. Harris Building (perhaps still occupied by the "Queen Cafe" ("Res't."), on the southwest corner of West Main Street and the E.T.V. & G. Railroad). Also note that this map includes the planned footprint for the building that would become the Arlington Hotel, on the north west corner of West Main and the Southern Railway.

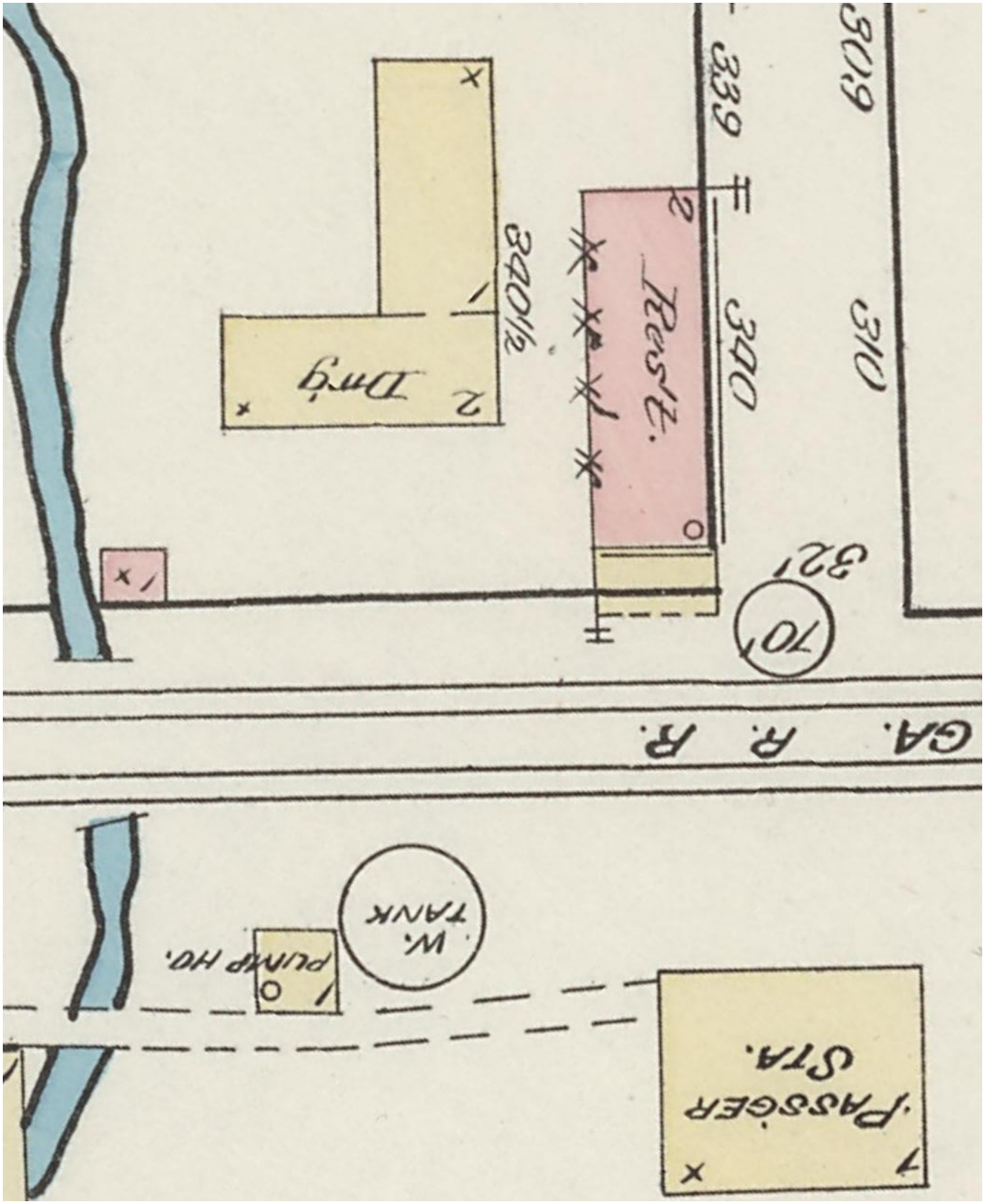


Map 4A. December 1908. Note that the S.T. Harris Building, on the southwest corner of West Main Street and the E.T.V. & G. Railroad, is "Vacant." Also note that the water tank has been removed and the creek diverted into a culvert.

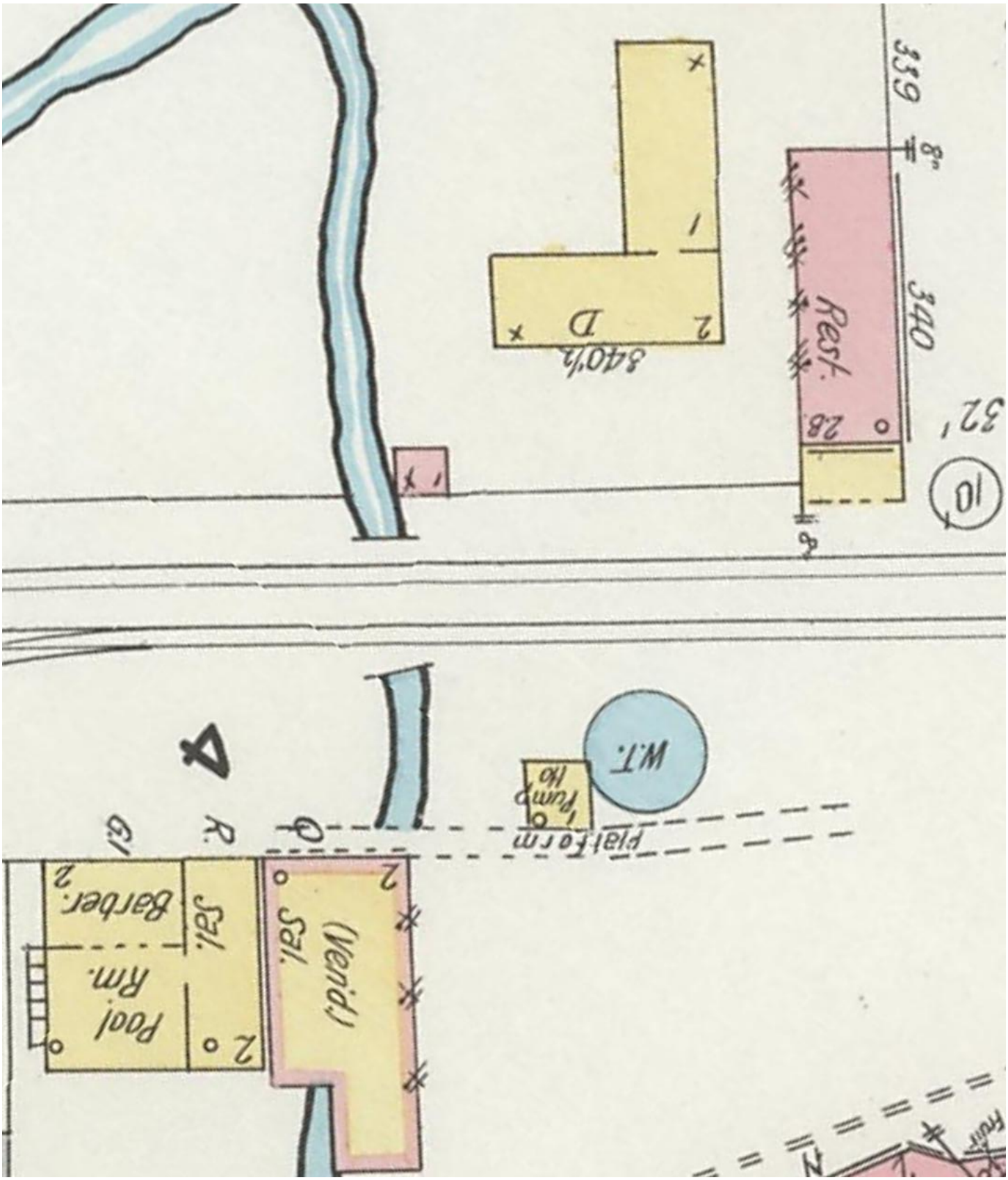
9. 101 West Main Street

S.T. Harris Building, 1887 – 1909
Hotel Pardue/Windsor Building, 1909 – 1971
Note: This area was subsequently occupied by a parking lot, and later the “Farmers Pavilion.”

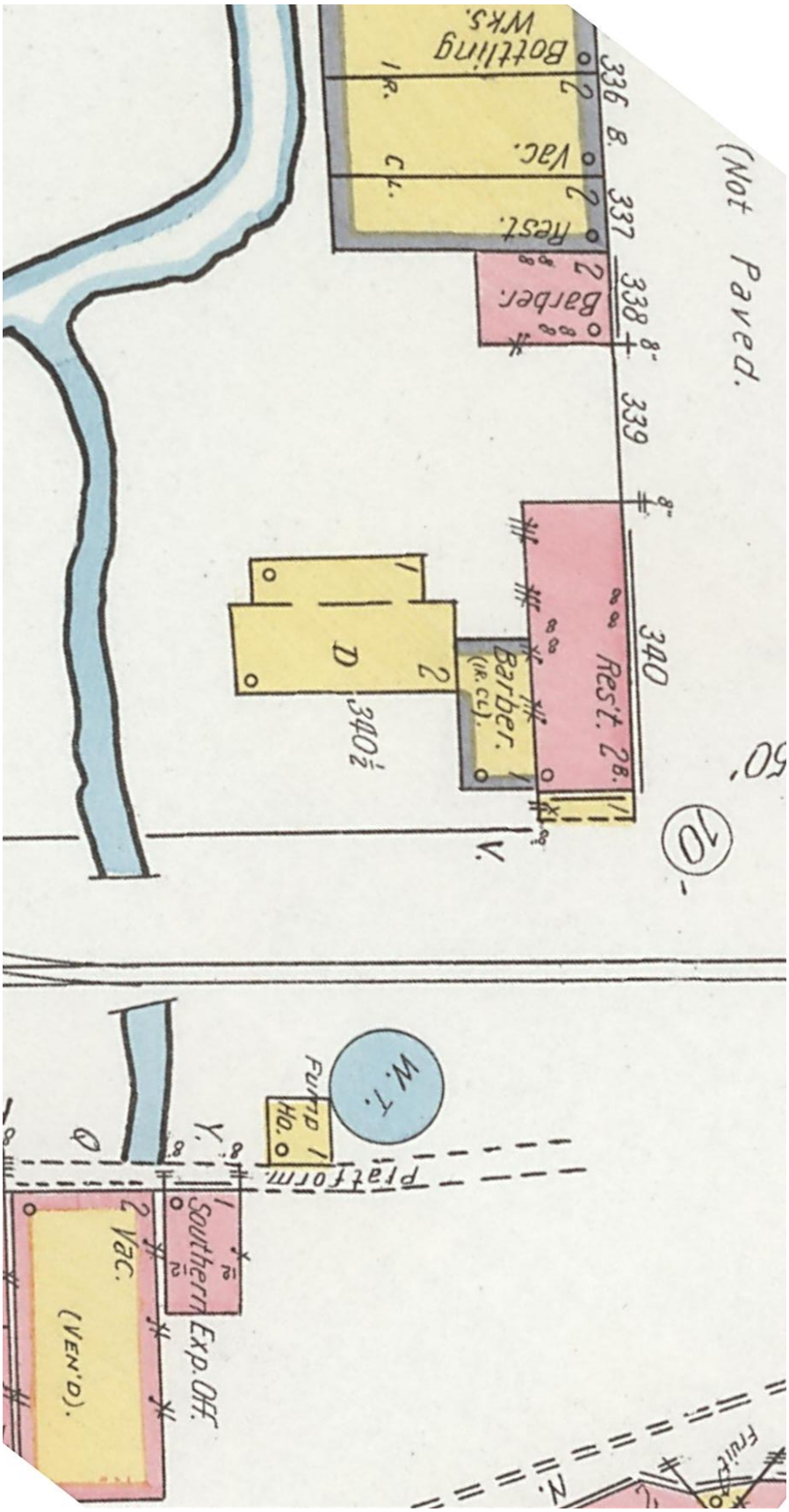
9.1. S.T. Harris Building, 1887 – 1909
Note: This building was demolished in 1909 and the Hotel Pardue built in its place.



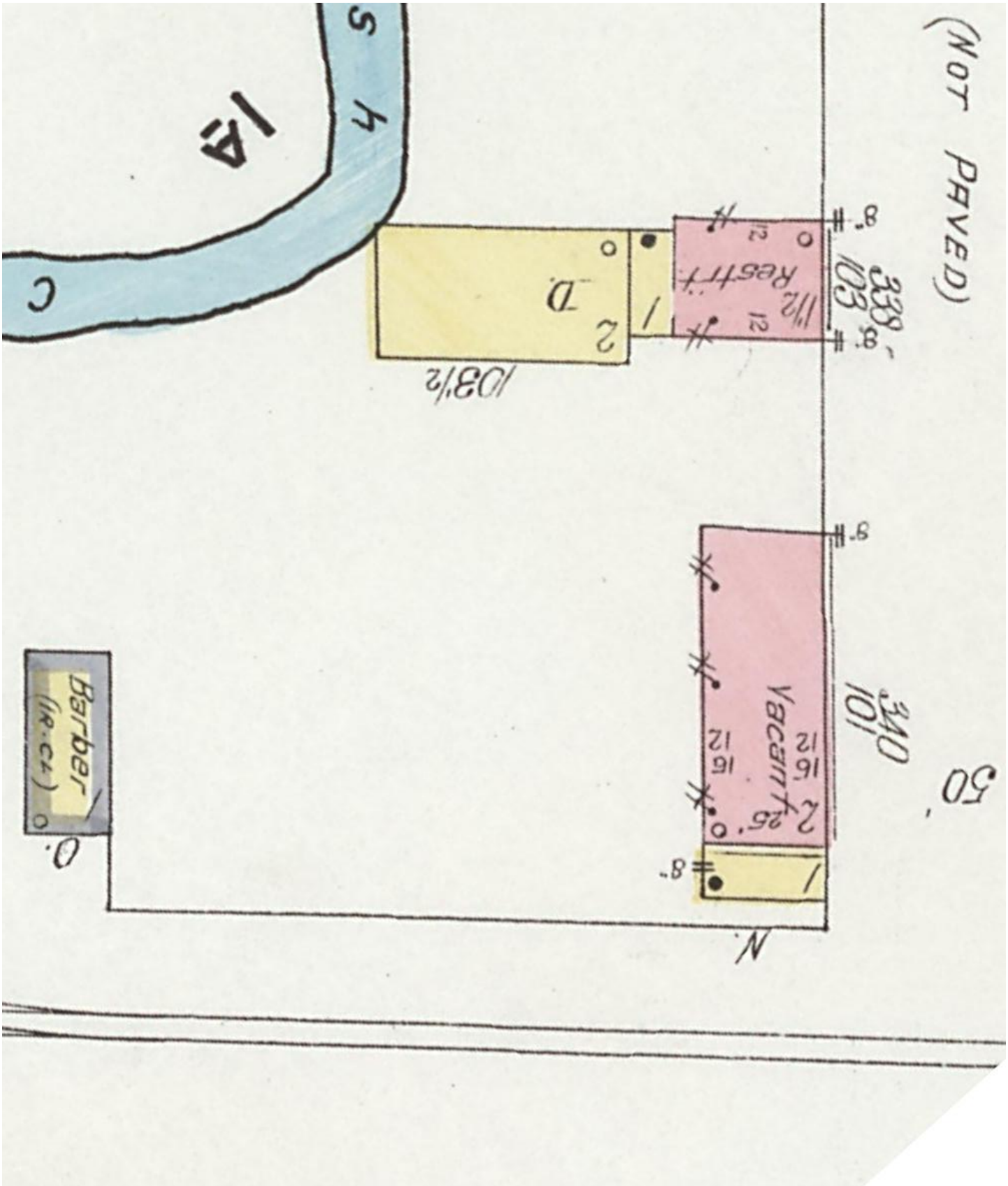
Map 1B. January 1891. The S.T. Harris Building is on the southwest corner of West Main Street and the E.T.V. & G. Railroad ("San Marco" "Res.t."). Note "Johnson's Tank" ("W. Tank") and the "Pump Ho." Also note the "Pass'ger Sta." and that it is indicated to be a single-story building (which is not supported by Figure 36).



Map 2B. May 1897. The S.T. Harris Building is on the southwest corner of West Main Street and the E.T.V. & G. Railroad (Richard Emmet's (?) "Rest"). Note "Johnson's Tank" (W. Tank") and the "Pump Ho." Also note that the E.T.V. & G. Passenger Station has been removed.



Map 3B. April 1903. The S.T. Harris Building is on the southwest corner of West Main Street and the Southern Railway (perhaps the Queen Cafe still occupies the "Res't"). Note "Johnson's Tank" (W. Tank") and the "Pump Ho."



Map 4B. December 1908. The S.T. Harris Building, on the southwest corner of West Main Street and the Southern Railway, is "Vacant" and will soon be removed in order to make way for the Hotel Pardue. By this time, "Johnson's Tank" (W. Tank") and the "Pump Ho." had been removed, see Map 3B.



Figure 36. One version of this photograph was annotated "Old Jobe Home (Dudley) then R.R. Station." In 1885, the Johnson City Comet referred to this building as the "old railroad house," which was occupied by J.W. Eakin/Aiken and T.J. Jobe. This building was converted into a temporary passenger depot by 1888 and used as such until 1891 (when the new union depot opened). It appears that this building was removed in 1892. The building on the left was, perhaps, occupied by a saloon that was operated by John Gregg in January 1891. The building on the right appears to be the S.T. Harris Building (completed in 1889) on the southwest corner of West Main Street and the E.T.V. & G. Railroad. Consequently, it appears that this photograph was taken between 1889 and 1892 (although it could be as late as 1897). The author found no information linking this building to Henry Johnson.[52]

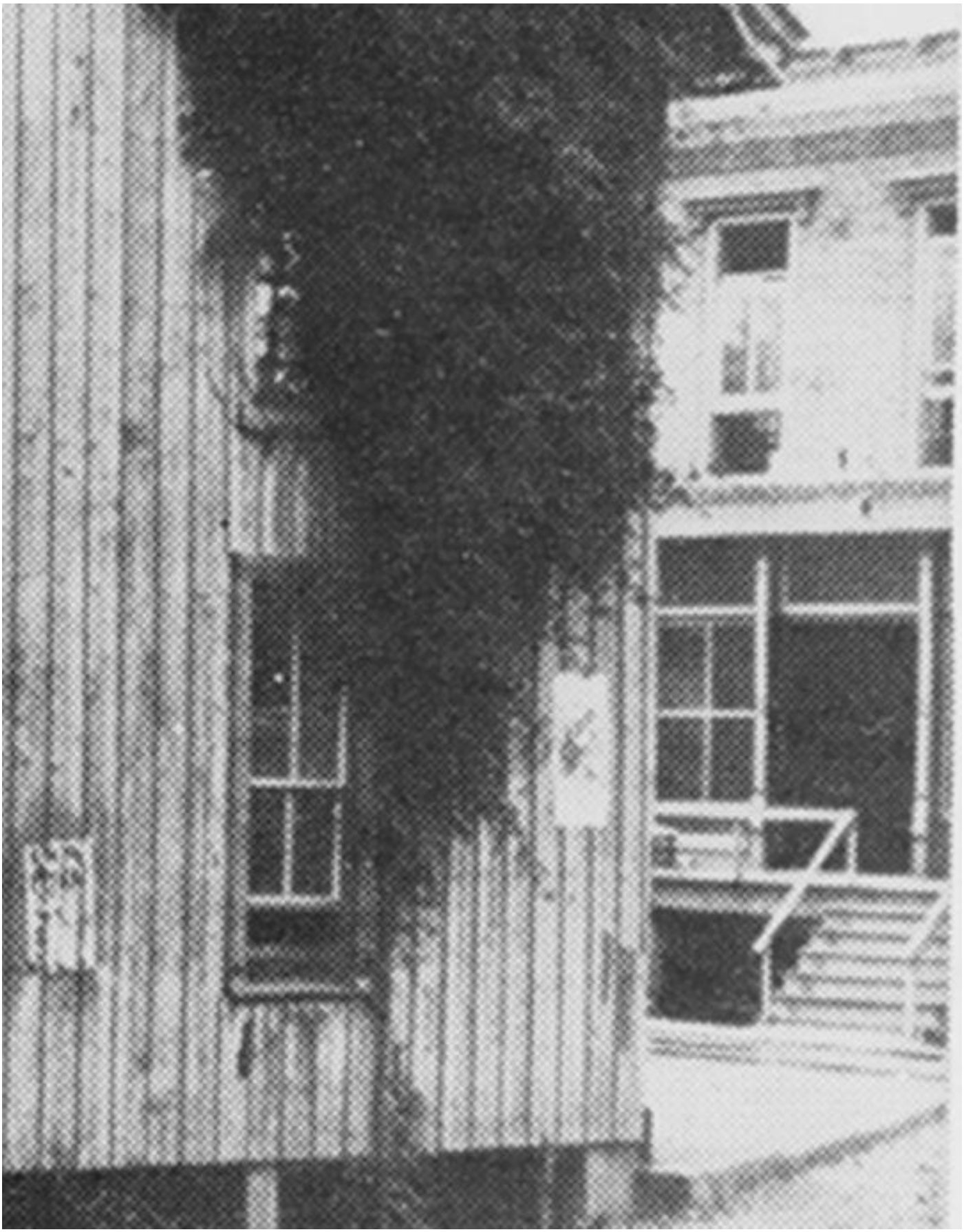


Figure 36A. A detail, with the S.T. Harris Building on the right.



Figure 101A. A detail of the S.T. Harris building. This photograph appears to date to 1895 – 1901.



Figure 37. "Main Street, Johnson City" looking west toward the S.T. Harris building. Note the trolley track (which was replaced in 1903), as well as the fact that this portion of East Main Street is unpaved (this portion was paved between August and October 1908). Also note the building on the left, with a sign that reads: "The Globe" "Dry Goods, Notions & Shoes" "Devault & Hannah, Props." Devault & Hannah operated out of the Adams Building at 220 East Main Street from late 1906 to 1908 (across the street from the Post Office (231 East Main Street) see Map 4). The space to the east of this building was occupied by a Baptist Church at this time. Consequently, this image appears to date to between late 1906 and mid-1908.[53]



Figure 37A. A detail looking west along East Main Street toward the S.T. Harris building, see Figure 38. Note the trolley and the roof of the building above and to the left of the trolley, which was a separate dwelling at this time, see Map 4A. Also note Jobe's Opera House, on the left, which has a sign along Spring Street that appears to read in part: "Umps" ("Gumps"?) and "Clot" ("Clothes"?), as well as the Crandall Building, occupied by the Unaka National Bank at this time, to the right of the S.T. Harris building.



Figure 38. The S.T. Harris building on the southwest corner of West Main and the Southern Railway. The John Robinson Circus is parading passed the building on 28 July 1908.[54] The sign on the right appears to be for Selz Royal Blue Shoes, see Figure 39.



Figure 38A. A detail, note that the year on the top of the building appears to read 1888. Regrettably, the sign in the right front window is illegible. The building in the right background appears to be the one at 103 West Main Street, which was occupied by an unidentified restaurant at this time. The sign on the right appears to be for Selz Royal Blue Shoes, see Figure 39.



Figure 39. This modern sign appears to be a relatively close match to the one depicted in Figure 38A.[55]



Figure 40. "High water at Johnson City May 29th 08, from Public Square towards depot".[56] Note the water running over the trolley tracks, as well as the boxcars at the union depot and the Johnson City Foundry and Machine works to the right of the boxcars. On 4 June 1908, the Johnson City Comet included: "The Arlington hotel was surrounded by water and the Planters had the porch covered. Buffalo street from the depot to the Square carried two feet of water and barrels and ties floated from around the express office out over the track..."



Figure 40A. A detail. On the right is the S.T. Harris building. The building with the sloped roof, behind the four men on the left appears to be an unidentified barber shop, see Map 4B.

9.1. S.T. Harris Building, 1887 – 1909
Southwest Corner of West Main and Southern Railway
Note: This building was demolished in 1909 and the Hotel Pardue built in its place.

Will Patton, Restaurant, Bakery and Confectionery, 1889
San Marco Restaurant, 1889 to at least 1892
Nat Brewery, Barber Shop, here 1894
Sim Greenlee, Restaurant, 1894 – 1895
Miles Greenlee and Hiram Bledsoe, Restaurant, by 1896
Richard Emmet, Restaurant, by 1896 to no later than 1897
Edward C. Slater, Restaurant, 1898
Queen Cafe, 1902 to perhaps 1903

9.1.1. Construction of the S.T. Harris Building, 1887 – 1888

7 July 1887. Johnson City Comet.

"Capt. S.T. Harris has purchased the Al Lyle corner, opposite the Hoss House, and as soon as he can get possession will erect a handsome bank building. The building will be fire proof with marble trimmings and tile floors. It will be used for a national bank."[57]

18 August 1887. Johnson City Comet.

"The Knoxville Journal says Messrs. Beaver and Hoffmeister, architects, are preparing plans for a bank building at Johnson City and a residence for S.T. Harris of this place."

1 September 1887. Johnson City Comet.

"Capt. S.T. Harris began tearing down the old Al Lyle building Tuesday and will erect a handsome bank building on the lot at once."

13 October 1887. Johnson City Comet.

"New Buildings. – The Boom Still Increasing. – The Approaching Cold Season has No Effect on Our Building Boom… Capt. S.T. Harris will build one door east of Reeves' on the same [Main] street and will make his building the same size [100 x 25 feet] but instead of fitting it up for a store room it will be occupied by himself as a bank. Capt. [S.T.] Harris will also build a business house on the corner of [West] Main and railroad streets. It will be two stories high and 26 x 60 feet… will... be used as store house… will be fitted up in modern style…

Mr. P.C. Hoss, who is now just finishing the Crandall – Harris tobacco factory, has the contract for the brick work of both of Capt. Harris' buildings and G.A. Reeves'. He will put a large force of hands at work on all the buildings and finish them in 30 days…"

3 November 1887. Johnson City Comet.

"A Year's Progress. – Buildings and Improvements in Johnson City in Ten Months. – every Citizen Should be Proud of the Record. – There has been No Boom, Only a Determination to go to the Front. – the Secret of this Magic Growth Lies in the Fact That Johnson City is Backed by the Finest Beds of Iron and Coal the World Affords. – The List Embraces Factories, Business Houses and Dwellings Built and Improved. – Below will be found a complete list of factories, business houses and dwellings built and improved in Johnson City since January 1st, 1887. This list has been prepared with great care and is as near correct as possible to get it…

Business Houses…

S.T. Harris… [$] 2,500
S.T. Harris Bank… [$] 3,000…"

24 November 1887. Johnson City Comet.

"Henderson & Pierce have just completed the tin work, roofing, guttering, &c., on the tobacco factory and Alf Taylor's residence and have secured the contract for putting cornice and covering the store houses of A.B. Bowman, S.T. Harris and Geo. Reeves and the new real estate office of Baxter, Gilliam & Stratton."

12 January 1888. Johnson City Comet.

"The marble for the front of Capt. S.T. Harris' new business has arrived and the front will be erected as soon as the iron columns arrive."

10 May 1888. Johnson City Comet.

"The large plate glass for the Harris building fell from the wagon while being removed from the depot and were broken to pieces. Loss about $250. This will delay the completion of the building for several weeks."

29 November 1888. Johnson City Comet.

"Johnson City is to have another wholesale store. The new firm will handle candies and confections and occupy the S.T. Harris store room on Railroad street. Particulars later."

9.1.2. Will Patton, Restaurant, Bakery and Confectionery, 1889

7 March 1889. Johnson City Comet.

"Will Patton will move into the new Harris Building on the North side of the Railroad next Monday the 11th inst., where he will run a first class confectionary and bakery. The people should call on him there where we are confident they can be pleased in goods and prices."

7 March 1889. Johnson City Comet.

"Remember Will Patton will be in his new store next Monday where he will be pleased to see his old customers at 'The Harris Building.'"

14 March 1889. Johnson City Comet.

"Will Patton, the Public Square baker and confectioner, has moved into the new S.T. Harris building near the Watauga House. The basement is used as a restaurant and the first floor is filled with confectioneries and groceries. He has largely increased his stock in this line. He makes a specialty of fruit and keeps a fresh supply always on hand."

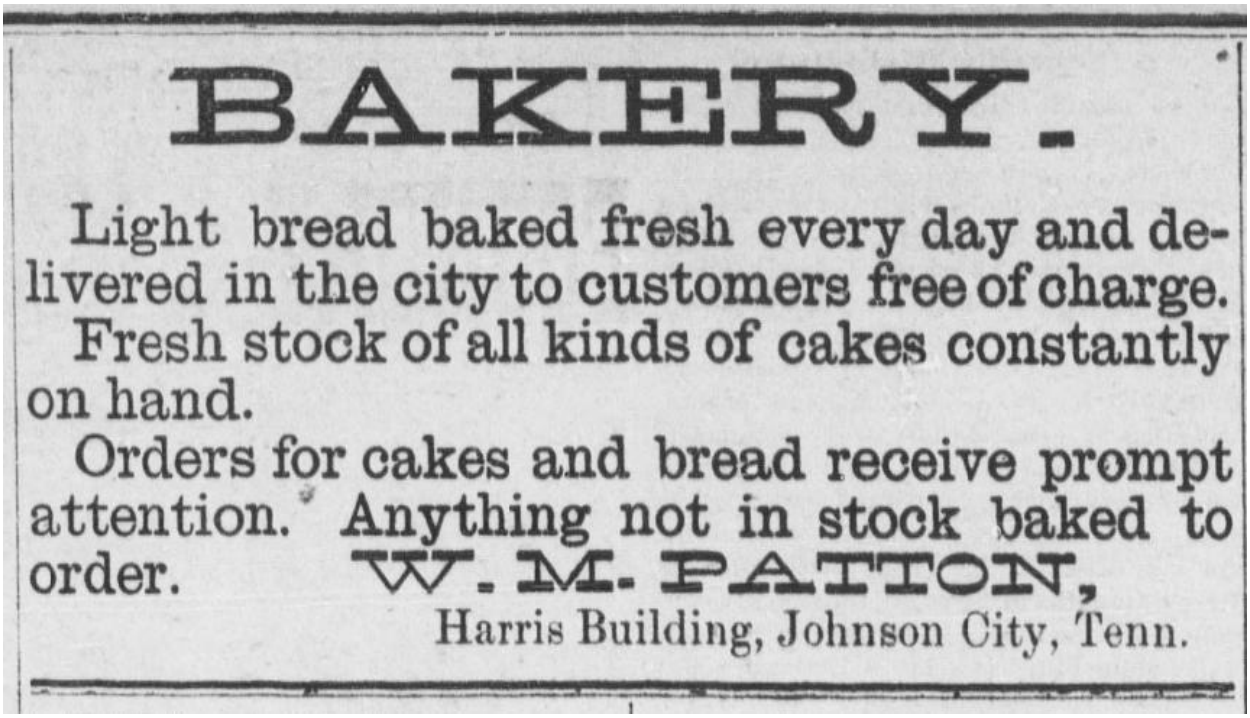


Figure 41. Johnson City Comet, 21 March 1889.
This advertisement ran until at least 18 April 1889.

5 April 1889. Johnson City Comet.

"Will Patton has fitted up an ice cream parlor in the third story of his building and will be prepared to serve 'delicious' Saturday night. He has an elegant parlor and will sustain his well deserved reputation in quality of cream. Leave orders with him and have cream delivered to your home free of charge."

25 April 1889. Johnson City Comet.

"The Taylor Rifles changed the name of the company last night to the 'S.T. Harris Rifles.' Capt. S.T. Harris, of Knoxville, is the honored one."

13 June 1889. Johnson City Comet.

"Mr. W.H. Hallam has purchased the bakery of Will Patton and will continue the business in the basement of Patton's store."

8 August 1889. Johnson City Comet.

"Will Patton is going to move back to his old stand in a few days and is closing his stock of Groceries at cost. Parties can save money by buying from him."

15 August 1889. Johnson City Comet.

"Will Patton has moved to the Crouch building on Public Square, where he will be pleased to see his old customers and new ones, too. He will put up a first-class restaurant...

Will Patton can furnish you a square meal at his restaurant."

9.1.3. San Marco Restaurant, 1889 to at least 1892

5 December 1889. Johnson City Comet.

"The San Marco is the name of the new restaurant to be established in the S.T. Harris store house on West Main street. Mr. L.H. Boughton, of St. Paul, and Mr. W.H. Hallam, of this place, are the proprietors. It will be first class in every respect."

12 December 1889. Johnson City Comet.

"The S.T. Harris store house is being rapidly put in shape for the San Marco restaurant."

19 December 1889. Johnson City Comet.

"Open for Business. The San Marco restaurant is now open and the public is invited to drop in and be refreshed by a first class meal at any time. The proprietors, Messrs. Boughton & Hallam, are both experienced restaurateurs and will use their every effort to make the San Marco a first-class dining hall where ladies and gentlemen can be served with the delicacies of the season as well as the substantials of life. In connection with the restaurant they will run a bakery and confectionery and orders for bread, cakes, etc., will receive their prompt attention. Take a look through the San Marco dining hall when you are passing."

19 December 1889. Johnson City Comet.

"Leave your orders at the San Marco for fresh oysters for Christmas and have them delivered to your home… The San Marco has received 10 boxes of fresh Florida oranges for Christmas."

19 December 1889. Johnson City Comet.

"Leave your orders at the San Marco for fresh oysters for Christmas and have them delivered to your home…

The San Marco has received 10 boxes of fresh Florida oranges for Christmas."

2 January 1890. Johnson City Comet.

"The San Marco restaurant fills a long felt want in Johnson City. Have you dined there, yet? You ought to drop in and eat once, and you will be proud to mention it among Johnson City's specialties. While you are admiring the dining hall your meal is prepared and before you are aware of it, you are served with deliciously prepared vituals, and while you eat, forget all your grievances. Don't take our word, but go over and see for yourself. The cuisine is perfect and prices reasonable."

23 January 1890. Johnson City Comet.

"Dissolution Notice. The firm of Boughton & Hallam, proprietors of the San Marco Restaurant, has this day dissolved by mutual consent, Hallam retiring, but will still have charge of the baking. Jan. 14th, 1890."

30 January 1890. Johnson City Comet.

"If you want a first class meal, served in good style, call at the San Marco restaurant. Transient visitors will find it to their interest to call." This item ram until at least 27 March 1890.

24 April 1890. Johnson City Comet.

"Longfellow Circle Entertainment. By invitation of Mr. Jas. F. Crumley the Longfellow Literary Circle assembled in the Piedmont House parlors last Friday night and 'made merry' until nine o'clock when adjournment was had to the San Marco restaurant where a lunch was served that, for the time being, put all thoughts of literature aside. All the delicacies of the season were served in the San Marco's best style. Those present were…"

1 May 1890. Johnson City Comet.

"Ice Cream Parlor. The San Marco has fitted up an ice cream parlor for ladies and gentlemen and will serve the 'delicious' at all hours during the summer months. The excellent reputation the San Marco enjoys as a restaurant will be sustained in the ice cream department. Entrance through store."

"The San Marco restaurant has arranged to deliver ice cream to any part of the city and in any quantity desired. Leave your orders and have the best of cream sent to your house for dinner or evening."

January 1891. The Sanborn Fire Insurance Company map for this area shows that this two-story brick building was occupied by a restaurant, the San Marco. There was a dwelling located to its immediate south, see Figure 37A.

19 February 1891. Johnson City Comet.

"Judge H.C. Hart entertained a number of his friends at the San Marco last Sunday night on the occasion of his thirty-third birthday. An enjoyable supper was served in the San Marco's best style and a pleasant time was had. Many were the expressions of good will and The Comet joins others in the hope that he will live to enjoy many happy returns of the season."

28 January 1892. Johnson City Comet.

"City Directory… G.A.R. Meets 2d and 4th Thursday nights in each month, at 6:30 o'clock p.m., hall over San Marco Restaurant. Maj. A. Cantwell, Commander; J.M. Erwin, Adjutant." This and similar items ran until at least 14 April 1892. The last mention of this enterprise, found by the author, occurred on 14 April 1892.

9.1.4. Nat Brewery, Barber Shop, here 1894

12 April 1894. Johnson City Comet.

"The old stand, which was formerly known as the 'San Marco Restaurant,' has been once more repaired and entered by renters, the basement being converted into another restaurant [apparently that of Sim Greenlee], and the room above into another barber shop, being occupied by Nat Brewer. This is the second or third time this building has been used for each of these purposes. It was once used as a place where you could shuck out the money and get 'shuck' instead, but it didn't smell strong enough of the 'craythur' to last long, and the proprietors hied themselves to pastures new."[58]

26 July 1894. Johnson City Comet.

"Notice. The firm of Brewer & Harris, tonsorials, is this day dissolved by disagreement. Nat Brewer is alone authorized to collect the outstanding debts and he assumes the liabilities, which are enormous.

Nat Brewer.

Shade T. Harris.

I warn all persons against paying any money due the wrecked firm to one Shade Harris. Nat Brewer."

2 August 1894. Johnson City Comet.

"In last week's Comet there appeared a ridiculous 'dissolution' notice, purporting to bear the signatures of Shade T. Harris and Nat Brewer. We beg pardon for the publication of the same and deny any knowledge of it. The notice did not get into the paper in a regular manner. It was placed on the 'copy hook' by a miserable skunk, who entered surreptitiously for that purpose, and the foreman supposed it was O.H. and made due insertions. The Comet does not engage in such small business as this purposely, and heartily condemns the small party who is guilty of trying to cast aspersions on the character of Capt. S.T. Harrs. We, therefore, offer, as restitution, a profound condemnation of the guilty scoundrel, together with our unqualified regret."

18 October 1894. Johnson City Comet.

"Removed. Nat Brewer has again taken possession of his old stand at the Oxford Hotel. He has got him a wife, hauled his 'punkins,' and now stands prepared to eat 'punkin' pie and handle the 'razoo!'"

9.1.5. Sim Greenlee, Restaurant, 1894 – 1895

1 November 1894. Johnson City Comet.

"He made a Clean Sweep. Some sneak thief effected an entrance into Sim Greenlee's restaurant, which is situated at the railroad crossing on Main street, and made a serious inroad on his supply of eatables which he had cooked and tastily arranged for the next day's sales, consisting of ham, eggs, fried chicken, doughnuts, 'simmon puddin,' punkin pie, and all sorts of goodies. He also stole a fat and temptingly cooked 'possum, which was embedded in a boquet of potatoes and gravy, along with other 'possum-seasoning ingredients. The robbery occurred Friday night, and the arms of the thief ought to have withered and been paralyzed when he lifted that 'possum, taters and all, out of the show case. Oh, what a condemned scoundrel he was just at that moment. That pigeon-toed, bow-ankled, knock-kneed son of a gun of a thief knew how to hunt the 'possum. He didn't even leave a greasy spot behind, nor drop a doughnut, to furnish a clew as to where he went or who he was. He made a clean sweep. He did, be Jesus!"

28 March 1895. Johnson City Comet.

"Ugly Carving. – Sim Greenlee's Razor Gets in its Work on Will Patterson. Last night about dusk Will Patterson and Sim Greenlee, both colored, had a difficulty in the latter's restaurant and Patterson floored Greenlee with his 'good right.' Policeman Remine placed Patterson under arrest and was taking him to 'Squire Martin's office for trial when Greenlee approached and, without warning, drew his razor and slashed Patterson across the shoulder, cutting a gash from the back of his neck across his shoulder blade and through the fleshy part of his arm. After the first stick Patterson ran away with Greenlee in hot pursuit, who was evidently not satisfied with having cut Patterson almost into. Greenlee gave up the chase, however, when Remine threatened to try the effect of a Smith & Wesson bullet upon him. Patterson was taken to the office of Dr. Miller where his wounds were dressed. The cut in his back required twelve stitches and the one in his arm nearly as many. Patterson swore out a State's warrant for Greenlee."

9.1.6. Miles Greenlee and Hiram Bledsoe, Restaurant, by 1896
Richard Emmet, Restaurant, by 1896 to no later than 1897

9 January 1896. Johnson City Comet.

"Some time lately Miles Greenlee and Hiram Bledsoe, colored, superseded Sim Greenlee in the restaurant business, and on Tuesday they were superseded in the same business by Richard Emmet, also colored. How things do change." This was the only mention, found by the author, to these two enterprises.

May 1897. The Sanborn Fire Insurance Company map for this area shows that this two-story brick building was occupied by a restaurant, perhaps still the one operated by Richard Emmet.

28 October 1897. Johnson City Comet.

"S.T. Harris is having the old bakery building on West Main St., remodeled and repaired."

9.1.7. Edward C. Slater, Restaurant, 1898

19 May 1898. Johnson City Comet.

"New Restaurant. Edward C. Slater is having the Harris building opposite the water tank, preparatory to starting a restaurant. The restaurant will be run upon American and European plan, and it goes without saying that Edward will meet with unbounded success in his new enterprise." This was the only mention, found by the author, to this enterprise.

9.1.8. Queen Cafe, 1902 to perhaps 1903

6 March 1902. Johnson City Comet.

"W.A. Johnson, of Big Stone Gap, Va., has purchased the [S.T.] Harris building, opposite the tank, and will run a restaurant there."

10 April 1902. Johnson City Comet.

"Queen Cafe. The [S.T.] Harris building on West Main street is now occupied by a first-class restaurant known as the Queen Cafe, under the management of H.E. Crouch. The building has been completely overhauled and remodelled and is hardly recognizable as the same structure. Everything is new, furniture, fixtures and tableware, and special attention will be given to the cuisine. On the second floor an ice cream parlor will be fitted up with the same care and elegant taste and nothing will be spared that can add to the comfort and pleasure of the guests." This was the only mention, found by the author, to this enterprise.

6 November 1902. Johnson City Comet.

"Notice to Defendant in Attachment. – S.T. Harris vs. Henry Crouch – Before G.T. Lee, J.P. – To Henry Crouch: In pursuance of an order heretofore made and entered by G.T. Lee, Esq., a justice of the peace of Washington county, Tennessee, in an attachment suit, wherein S.T. Harris is the plaintiff and you are defendant, you are hereby notified that, upon the affidavit of the plaintiff, in which it is alleged that the said defendant is indebted to the plaintiff in the sum of $65, which is justly due and unpaid, that the said defendant is a nonresident of the state of Tennessee and has removed himself from the state, so that the process of law can not be served upon him, a writ of attachment was, on the 20th day of October, 1902, issued in this cause against you by said G.T. Lee, J.P., which writ came into the hands of J.R.C. Lewis, a constable of said county, and was by him, on the said 20th day of October, 1902, duly levied on certain property of yours, to-wit: Certain household and kitchen furniture and restaurant fixtures in the Harris restaurant on corner

of West Main and Southern Railway, in Johnson City, Tennessee, and also by garnisheeing $20 in the hands of Nelson Clay, a resident of said town, said sum being confessed by him to be a debt due you, as appears by said constable, made on said October 20th, 1902. Now, then, you, the said Henry Crouch, are required to appear at noon on the 8th day of December, 1902, at the office of said G.T. Lee, J.P., in said town of Johnson City, in the 9th civil district of said county, before him as the justice having cognizance of this cause, then and there to defend this action so commenced against you by attachment, otherwise the cause will be proceeded in against you ex parte.

Witness my hand at Johnson City, Tennessee, this October 6, 1902. G.T. Lee, J.P."

April 1903. The Sanborn Fire Insurance Company map for this area shows that this two-story brick building was occupied by a restaurant, perhaps still the "Queen's Cafe." A small iron clad building had been built between the restaurant and the dwelling since 1897. This new building was used as a barber shop in April 1903.

9.1.9. The Demolition of the S.T. Harris Building, 1907 – 1909

Note: This S.T. Harris building was occupied for part of 1908, see figures 38 and 40; however, the author has not been able to identify the occupant. By December 1908, this building was "Vacant," see Map 4B.

29 August 1907. Johnson City Comet.

"Will Build Wholesale House. H.W. Pardue is removing the old residence opposite the tank and will erect a large store house and bakery. He will hereafter devote himself entirely to conducting a wholesale fruit and produce house and operating a bakery."

12 September 1907. Johnson City Comet.

"Purchased More Ground. H.W. Pardue has purchased from Gump Bros. 50 feet fronting on West Main street, just in rear of the real estate office of H.E. Graves & Co., and extending back to his lot that fronts the railroad. He will so construct his new business house that it will front on West Main street and the Southern Railway."

13 August 1908. Johnson City Comet.

"Pardue Wins First Fall. Chancellor Haynes has decided in favor of H.W. Pardue in his suit to hold his land on the Southern railroad against the Southern. The railroad contended that its 100 foot right-of-way covered the land in question, but Pardue claimed that an original contract between Abram Jobe was valid and the chancellor was of the same opinion. The case will go to the supreme court. A great deal of property is in the same condition, at least all that between west Main street west through the Love lands."

10 December 1908. Johnson City Comet.

"H.W. Pardue Wins His Suit – In the case of H.W. Pardue vs. the Southern Railway the supreme court affirmed the chancellor, thereby holding that the Southern did not have a 200-foot right of way through Johnson City, basing the decision upon a contract made with Abram Jobe in the early '70s. this was an important case to property holders along the road in this city, as the title to many buildings was involved. Mr. Pardue's lot was just opposite the old tank and he was beginning to erect a business house when the Southern enjoined him."

December 1908. The Sanborn Fire Insurance Company map for this area shows that this two-story brick building was vacant at this time. The dwelling and the small iron clad building, previously to the south of the restaurant, have both been removed. A new ironclad building, which was also occupied by a barber shop, was located a little further away to the south.

25 March 1909. Johnson City Comet.

"H.W. Pardue Will Erect New Building – H.W. Pardue has decided to build a two story business house on the corner of West Main street and Southern Ry., opposite the Arlington Hotel. The building will be 100 x 109 feet and designed for a wholesale fruit and produce house."

1 April 1909. Johnson City Comet.

"H.W. Pardue has a force of men at work upon the site he will erect his large produce house, on the corner of West Main street and Southern railway, opposite the Arlington Hotel."

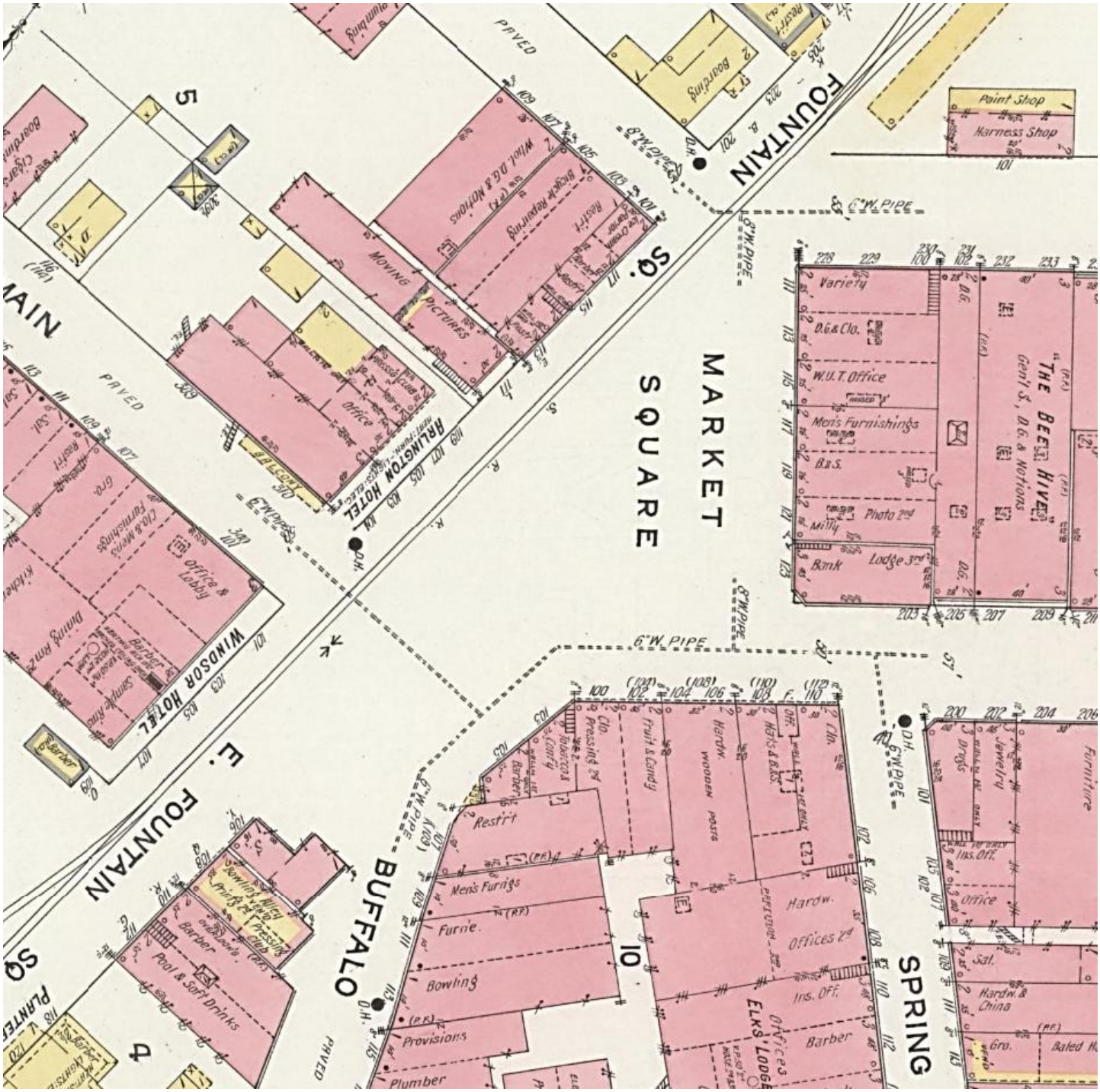
20 May 1909. Johnson City Comet.

"Board Condemns Build'g. At a meeting of the city council Thursday night an advance was passed condemning the old restaurant building on west Main st., and Southern Railway and ordering the owner, H.W. Pardue to tear it away in 20 days."

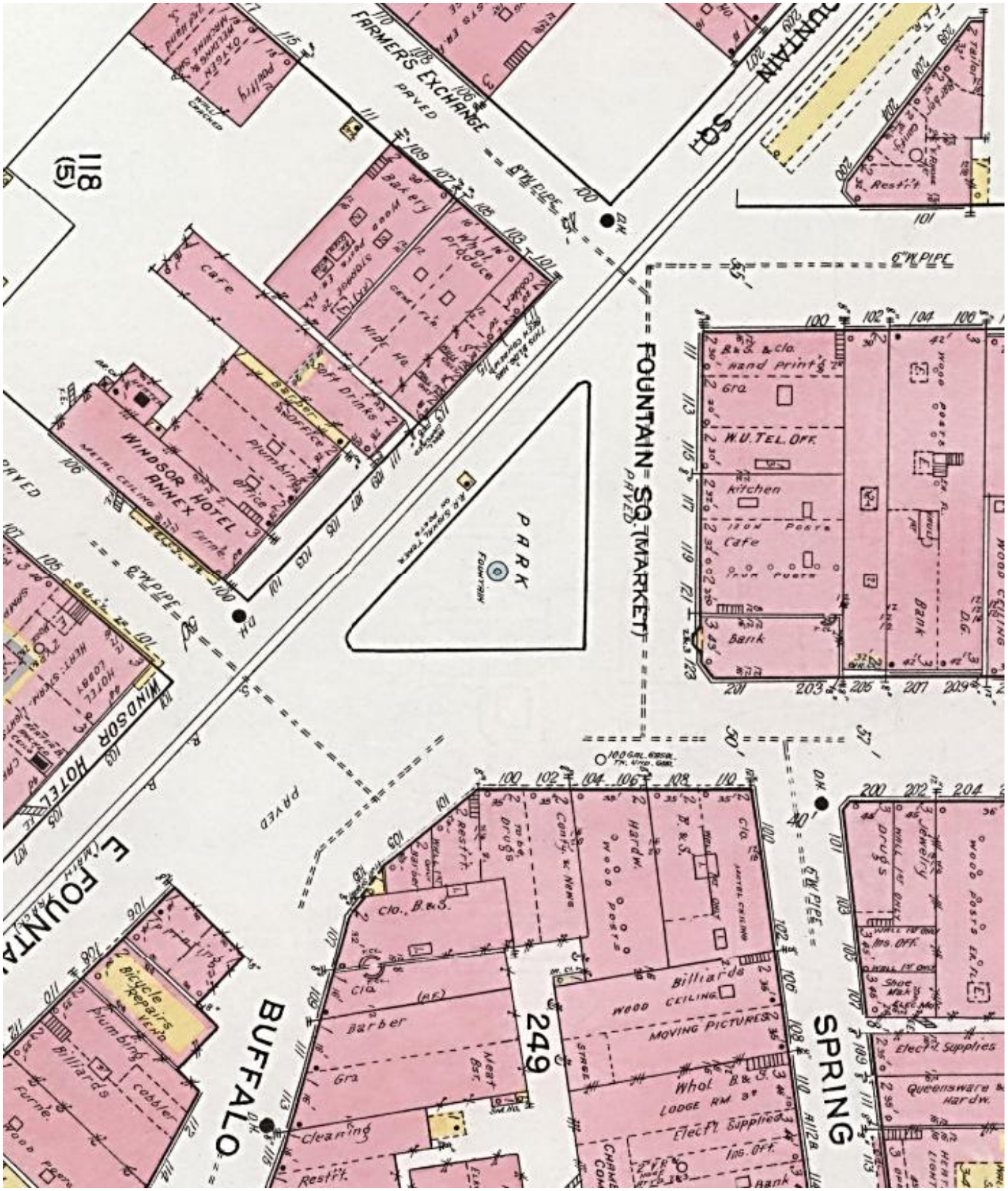
10 June 1909. Johnson City Comet.

"Old Building Torn Away – The brick building opposite the Arlington, on West Main street, was wrecked Monday to get it out of the way of the new hotel being erected by H.W. Pardue. Work on the new building is progressing rapidly."

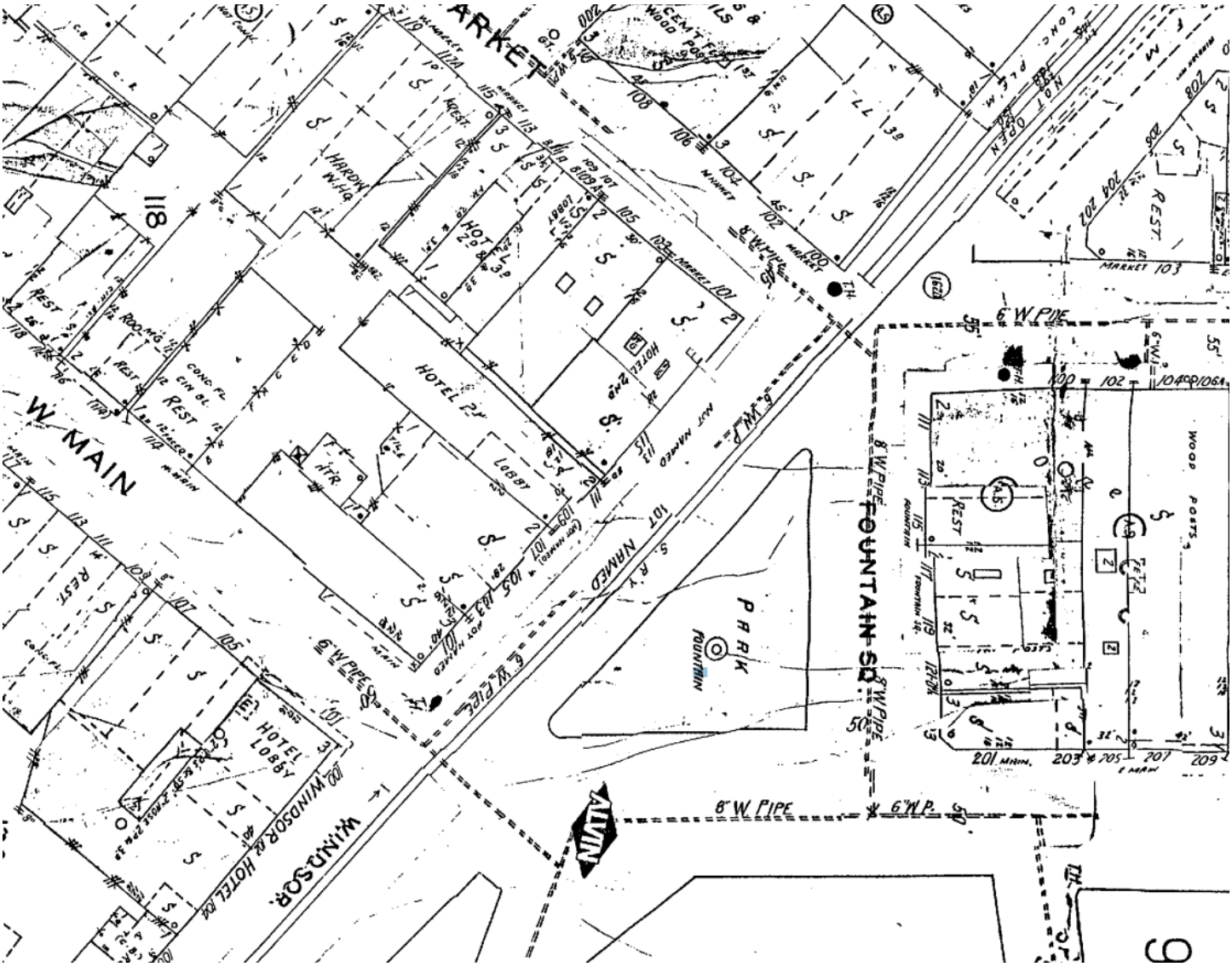
9.2. Maps of the Enterprises on the West Side of Fountain Square, 1913 – 1927



Map 5A. July 1913. The "Windsor Hotel" (formerly the Hotel Pardue) has been built in place of the S.T. Harris Building on the southwest corner of West Main Street and the E.T.V. & G. Railroad. The "Office & Lobby" of the Windsor Hotel was at 101 Windsor Way and 101 West Main Street. The "Windsor Hotel" was a large building that accommodated a number of enterprises (103, 105, and 107 Windsor Way, as well as 105? To 117 West Main Street). Also note that "Johnson's Tank" (W. Tank") and the "Pump Ho." have been removed. Interestingly, the railroad "Signal Tower" that was constructed on Fountain Square in December 1910, is not depicted.



Map 6A. February 1920. Note that the Arlington Hotel at 101 West Fountain Square has apparently been leased as the "Windsor Hotel Annex" (by 1917 to the mid-1920s). Also note that the old "Hoss House" has been removed and replaced by the "Arlington Hotel Annex Building" (103, 105 and 107 West Fountain Square).

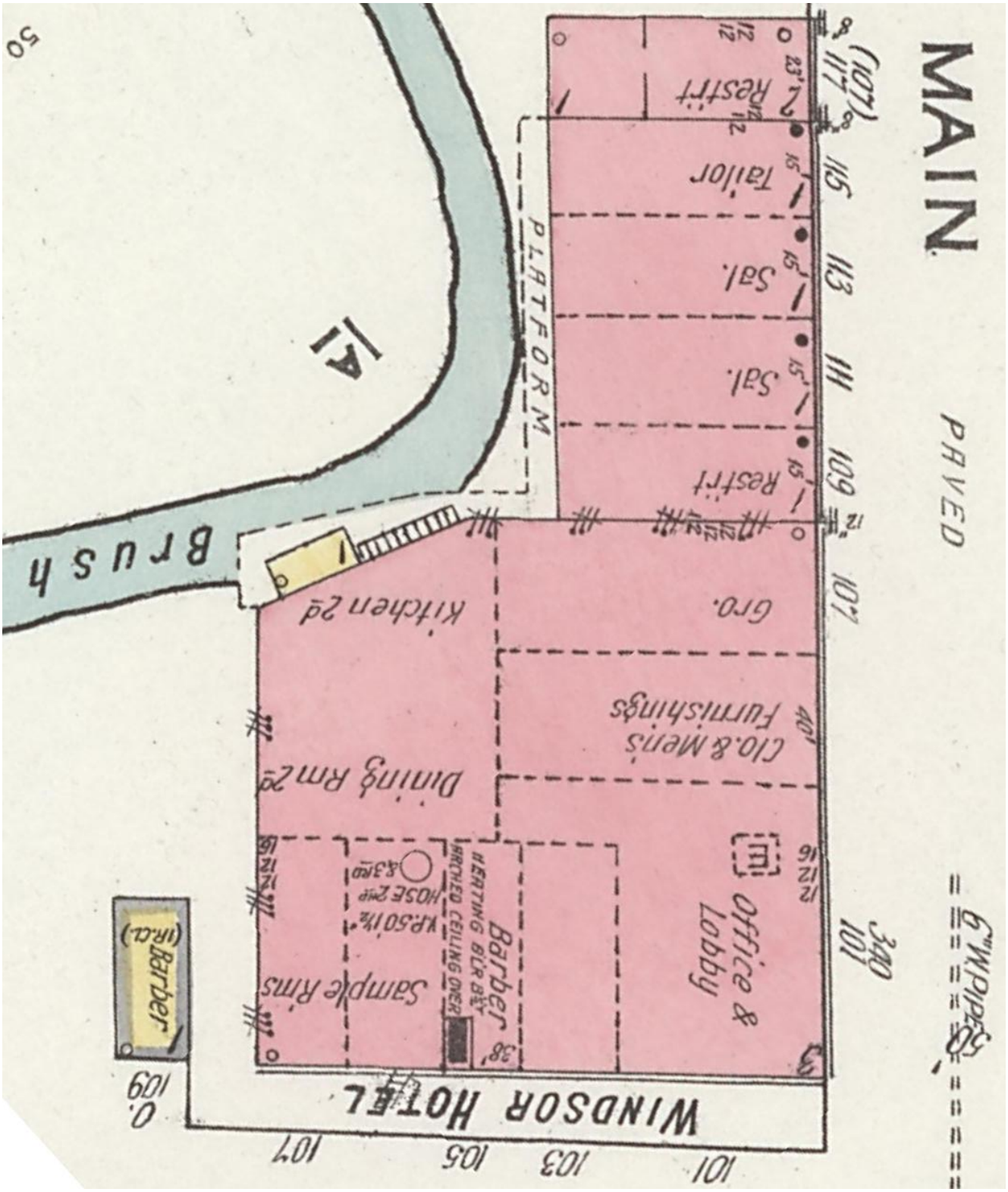


Map 7C. 1927. Note that the Mike Dyer Building (and a small adjacent barber shop at 109 West Fountain Square) has been removed and replaced by the "Fountain Square Hotel building" at 109 and 111 West Fountain Square. Also note that the "Worley/O'Boyle Building" has been removed and replaced by the "Farnsworth Hotel Building" at the southwest corner of West Market Street and Southern Railway.

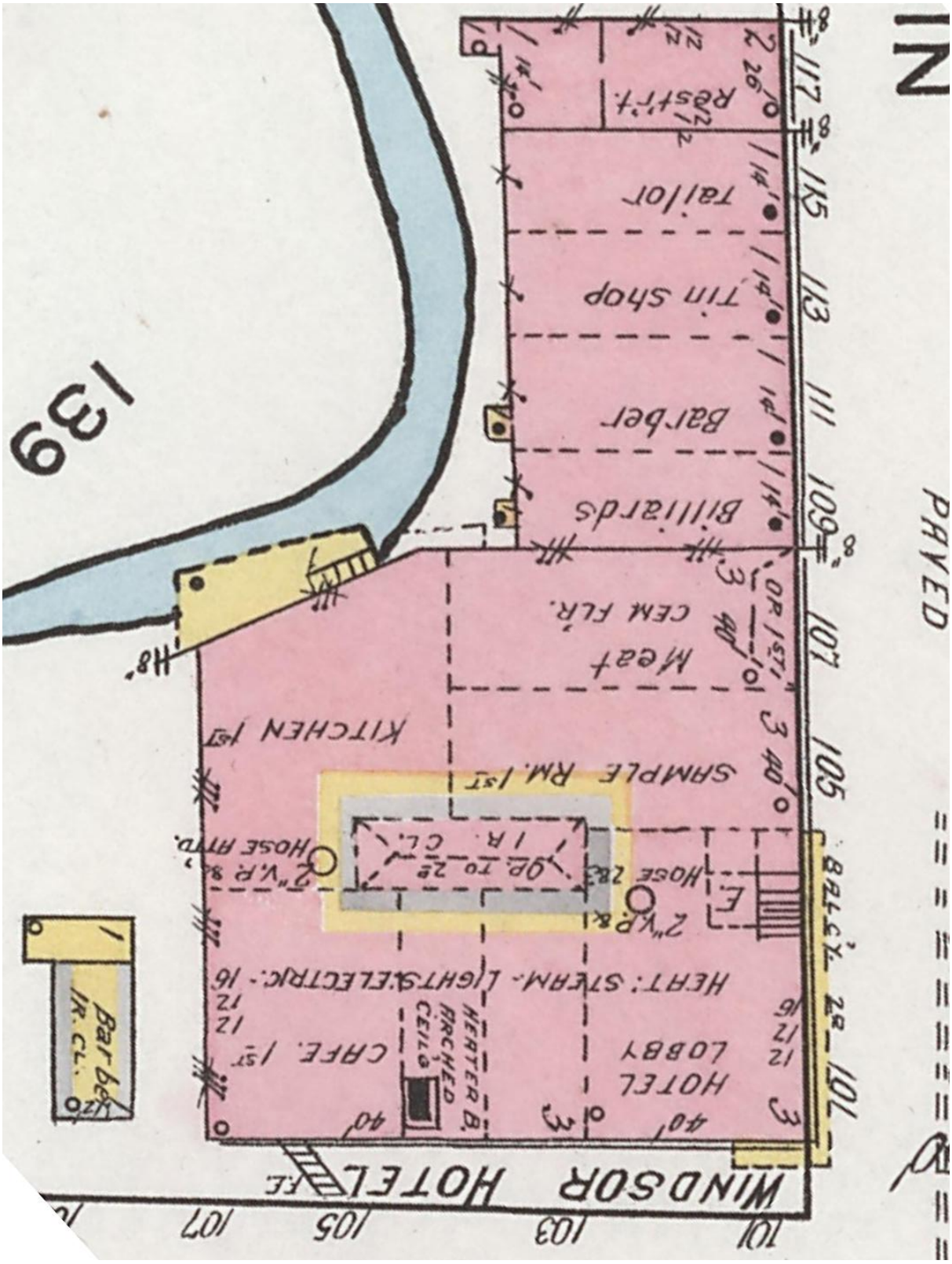
9.3. Hotel Pardue/Windsor Building, 1909 – 1971
101 West Main Street

Note: This building was constructed in 1909 in place of the S.T. Harris Building, which was demolished earlier in that same year.

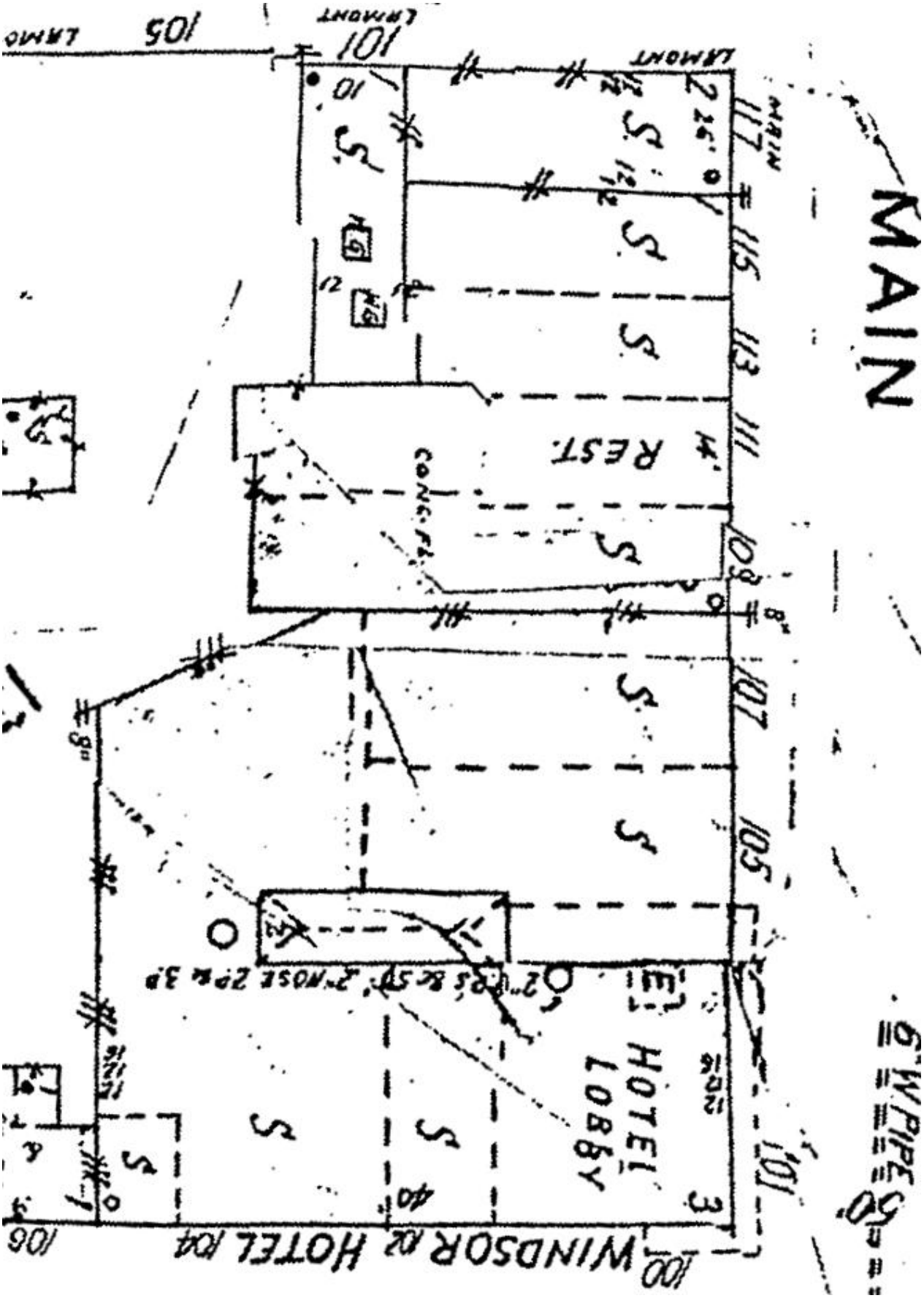
Note: This area was subsequently occupied by a parking lot, and later by the “Farmers Pavilion.”



Map 5B. July 1913, the "Windsor Hotel." Note the Barber Shop (at 105 Windsor Way), as well as the "Sample R'ms" (at 107 Windsor Way). Along West Main Street, note: "Clo. & Men's Furnishings" (105 West Main Street, probably "The New York Bargain House"), a grocery store ("Gro.," at 107 West Main Street, perhaps still "Pardue's Cash Store"), an unidentified restaurant ("Rest'r't" at 109 West Main Street), unidentified saloons "Sal." (at 111 and 113 West Main Street), an unidentified "Tailor" (at 115 West Main Street, perhaps "Arlington Pressing Parlor"), and an unidentified restaurant ("Rest'r't" at 117 West Main Street). Also note the iron clad building, occupied by an unidentified barber shop at 109 Windsor Way.



Map 6B. February 1920, the "Windsor Hotel." Note the unidentified Cafe (at 105 and 107 Windsor Way). Along West Main Street, note: "Sample Rm." (105 West Main Street), an unidentified "Meat" market (at 107 West Main Street), an unidentified "Billiards" hall (at 109 West Main Street), unidentified "Barber" shop (at 111 West Main Street), an unidentified "Tin Shop" (at 113 West Main Street), an unidentified "Tailor" (at 115 West Main Street, perhaps still the "Arlington Pressing Parlor"), and an unidentified restaurant ("Rest'r't" at 117 West Main Street). Also note the iron clad building, occupied by an unidentified barber shop at 109 Windsor Way.



Map 7D. 1927. Regrettably, most of the storerooms are simply labeled “S” (store).



Figure 2G. A detail taken on 19 April 1941. The Hotel Windsor is visible in the left part of this photograph. From bottom to top, along the west (left) side of the Southern Railway mainline, one can see the Tire Sales and Recapping Facility of the Free Service Tire Company on Wilson Avenue, the Hotel Windsor, and the "Taylor – Brown (?) Building" on West Market Street. Also visible are the Harr Building, on the northeast corner of Buffalo and Jobe streets, the light-colored Free Service Tire Company building at Wilson Avenue and Buffalo Street, the light-colored Hamilton National Bank building, Fountain Square, and the "East Fountain Square Block," consisting of the Hart, Crouch and Crandall buildings.



Figure 3G. A detail taken on 1 March 1947. The Hotel Windsor is visible near the top left corner of this photograph. From bottom left to top, along the west (left) side of the Southern Railway mainline, one can see the Tire Sales and Recapping Facility of the Free Service Tire Company on Wilson Avenue, the "Windsor Way Block," the Hotel Windsor (with sign), the Arlington Hotel (along with the rest of the "West Fountain Square Block") and the "Taylor – Brown (?) Building" on West Market Street. Also visible are the Harr Building, on the northeast corner of Buffalo and Jobe streets (lower right corner), the light-colored Free Service Tire Company building at Wilson Avenue and Buffalo Street, the E.T. & W.N.C. depot (lower left corner), Fountain Square, and the "East Fountain Square Block," consisting of the Parks – Belk addition, as well as the Crouch and Crandall buildings (top right corner).



Figure 2H. Another detail, which depicts the south side of the Hotel Windsor.



Figure 3H. A detail of the south and east sides of the Hotel Windsor in the upper right portion of this image, taken on 1 March 1947. Note the light-colored Free Service Tire Company building, at Wilson Avenue and Buffalo Street, in the lower right corner. From bottom to top, along the west (left) side of the Southern Railway mainline, one can see the Tire Sales and Recapping Facility of the Free Service Tire Company on Wilson Avenue, the "Windsor Way Block," and the Hotel Windsor. Also visible is the light-colored Free Service Tire Company building at Wilson Avenue and Buffalo Street.



Figure 1A. A detail of the east side of the “Windsor Hotel” taken on 19 April 1941. Notice the one-story building to the left of the hotel.

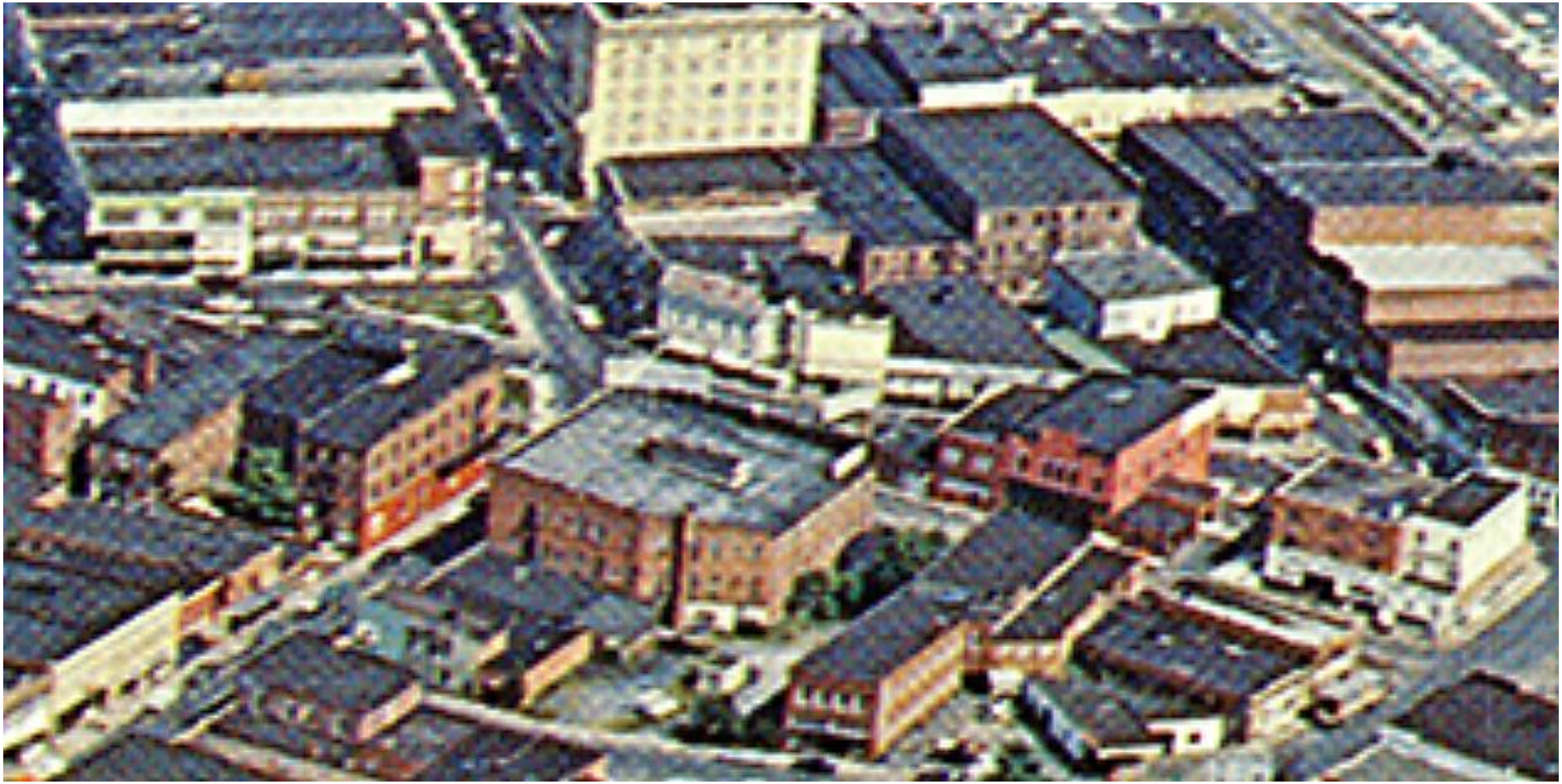


Figure 8B. A detail of the west side of the Windsor Hote (near the center of the image).



Figure 42. “Fountain Square,” with the new Hotel Pardue in the background. This card was postmarked 8 September 1909.[59] The fountain was installed in July 1909. Consequently, this photograph appears to date to between July and September 1909.



Figure 42A. A detail, note that the Hotel Pardue is under construction in this photograph that dates to between July and September 1909. This hotel would not open until Tuesday, 19 October 1909.



Figure 43. “Fountain Square Show Day.” The Barnum and Bailey Circus performed in Johnson City on Friday, 8 October 1909. This card was dated 26 October 1909.[60]



Figure 43A. A detail. Note the small ironclad building, which was occupied by an unidentified barber shop in December 1908 and July 1913, to the left of the Hotel Pardue. The Hotel Pardue would not open until Tuesday, 19 October 1909.



Figure 44. “Fountain Square Train” that appears to be a Southern Railway passenger train that has stopped at the union depot, which indicates that this photograph was taken before the new Southern Railway passenger station began operations in 1913. One sign, hanging off the right side of the buildings to the left of the Southern Railway mainline, appears to read “Central Restaurant & Café,” which was at 108 East Fountain Square/110 Buffalo Street and only appears to have been in business in 1910. Note the small ironclad building, which was occupied by an unidentified barber shop in December 1908 and July 1913, to the left of the Hotel Pardue. Also note the absence of the crossing gates at Main Street and Southern Railway. These were installed at the end of 1910. Consequently, this photograph appears to date to 1910.[61] Also in the background, to the left of the train, can be seen the roof of the union depot.



Figure 44A. A detail. Note the small ironclad building, which was occupied by an unidentified barber shop in December 1908 and July 1913, to the left of the Hotel Pardue, as well as the "Hotel Pardue" sign, mounted at an angle to the building at the corner between the second and third floors.



Figure 45. "A southbound Southern Railway passenger train has stopped at the SR/ET&WNC depot, with the Pullman cars on the rear of the train backed up all the way to West Main Street. One of the short trolley cars of the JCTC has met the train, ready to take passengers all over the city. The fountain, built in the shape of a lady, is in the foreground of the photo. Courtesy W.B. Watson Collection, Archives of Appalachia, ETSU."[62] The trolley is probably returning from the Soldiers' Home. Perhaps this is Car No. 5 or Car No. 6, which were apparently manufactured by the American Car Company, a part of the J.G. Brill Company. Note the absence of the crossing gates at Main Street and Southern Railway. These were installed at the end of 1910. Consequently, this photograph appears to date to late 1909 – 1910.



Figure 45A. A detail, note the “Hotel Pardue” signs along the top of the building.



Figure 46. "At first glance, it would appear that this photo was taken at the same time as the previous photo [Figure 45], but it was not. A JCTC streetcar is sitting at the same spot in both shots, but this is not the same car. Note that there is no sign on the roof of the car in this photo. Courtesy W. B. Watson Collection, Archives of Appalachia, ETSU."[63] However, this is the same photograph as the one below in Figure 47, with better clarity and different cropping. The trolley is probably returning from the Soldiers' Home. Perhaps this is Car No. 5 or Car No. 6, which were apparently manufactured by the American Car Company, a part of the J.G. Brill Company. Note the absence of the crossing gates at Main Street and Southern Railway. These were installed at the end of 1910. Consequently, this photograph appears to date to late 1909 – 1910.



Figure 47. "Main Street with Cameo."[64] Note the absence of the crossing gates at Main Street and Southern Railway. These were installed at the end of 1910. Consequently, this photograph appears to date to late 1909 – 1910.



Figure 48. Historian L. Thomas Roberts captioned this photograph: “Pardue and Windsor Hotel. The 50-room Hotel Pardue, built in 1909 by Henry Wilson Pardue, was located at 101 – 103 West Main Street prior to being demolished in the summer of 1971. The three-story brick building was across the street from Fountain Square and convenient to nearby passenger railway stations. Sometime during 1913, the ownership changed along with the name. The newly christened Windsor hotel, sometimes known as Hotel Windsor, was run by William F. Green and his wife Reba. They were also the proprietors of the Pineola Inn in North Carolina and offered two-day excursion trips by rail for $5 a person that covered fare, meals, and room. The business was so successful that by 1917 through the mid-1920s, they annexed the Arlington Hotel for additional rooms and referred to the business as the Windsor Hotel & Annex. By 1935, James H. Preas Jr. and his brother Ralph A. Preas were proprietors.” “65 rooms at $1.00, 50 rooms with private bath at $1.50. Dining room in connection. R.L. Green, Proprietor.” Note the “Hotel Pardue” sign, as well as the trolley track running to the left, down Buffalo Street. Also, note the absence of the crossing gates at Main Street and Southern Railway. These were installed at the end of 1910. Consequently, this photograph appears to date to late 1909 – 1910. Finally, note the ghost images, perhaps indicating a double exposure.[65]

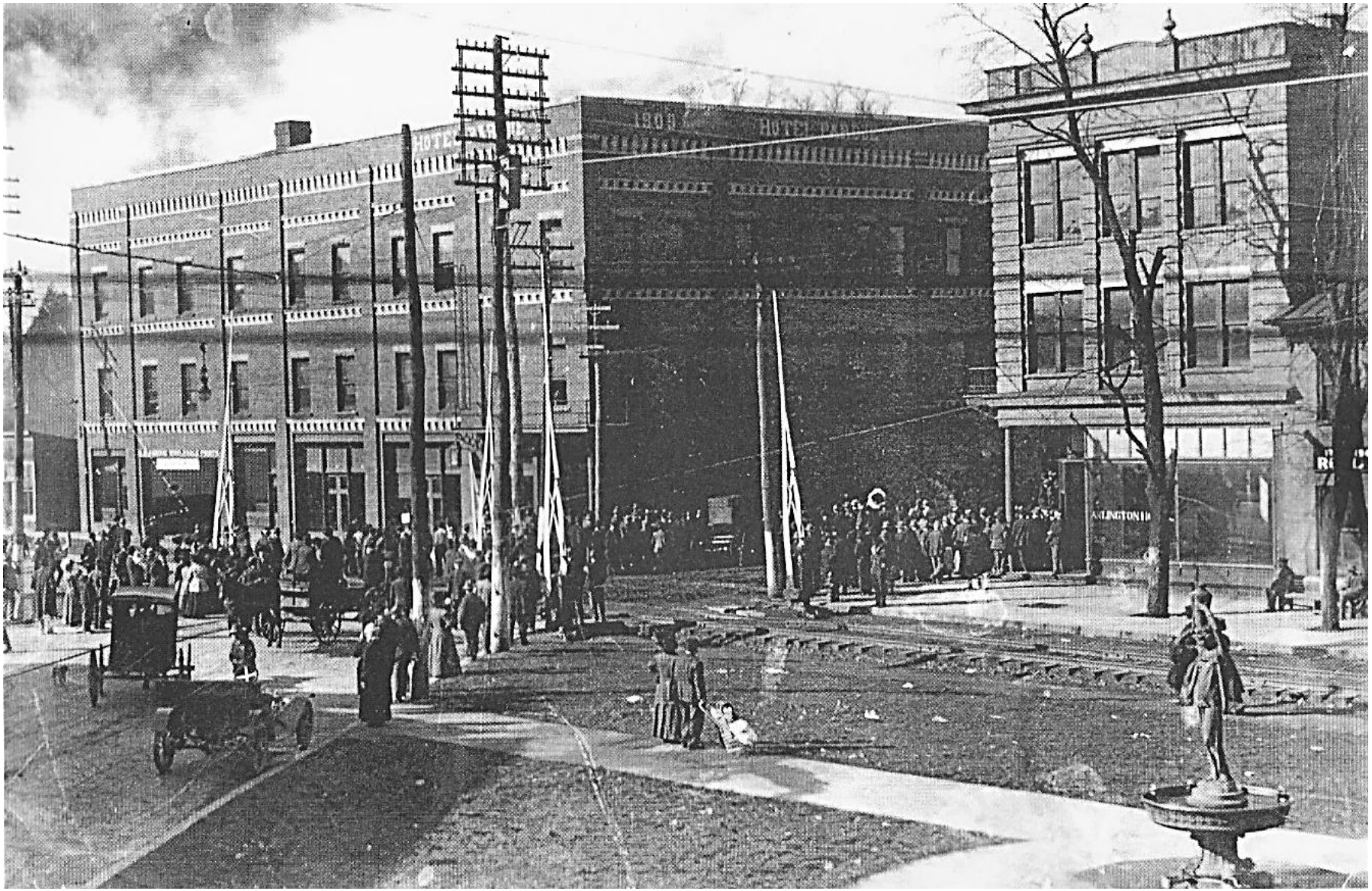


Figure 49. "Undated photo of Fountain Square looking south-west across the Southern Railroad Tracks toward The Pardue Hotel that later became The Windsor with a portion of The Arlington Hotel across Main St. to the right. The Lady of the Fountain showing to the lower right in the photo. Photo from the Anne Newton Collection – Courtesy of Archives of Appalachia - ETSU."[66] Note the crossing gates at Main Street and Southern Railway, which were installed at the end of 1910. Thus, this photograph appears to date to between 1911 and 1913, with 1913 appearing to be most likely, see Figure 50B, below.



Figure 49A. A detail, note the presence of crossing gates at Main Street and Southern Railway. These were installed at the end of 1910. Also note that the "Hotel Pardue" sign appears to be absent, while a new "Windsor" sign has not yet been installed, which probably occurred in 1913. Consequently, it appears that this photograph dates to between 1911 and 1913, with 1913 appearing to be most likely. Also note the small ironclad building, which was occupied by an unidentified barber shop in December 1908 and July 1913, to the left of the Hotel Windsor.



Figure 50. "Crowd Gathering (End of World War I)…"[67] This photograph probably dates to 16 April 1919, when the welcome home celebration occurred for the service members returning from the First World War. Note the trolleys, as well as the "new" sign on the "Hotel Windsor," which is partially obscured by an American flag.



Figure 50B. A detail.



Figure 51. "Hotel Windsor." The image depicted on this postcard appears to date to between 1919 and 1925. Note the "new" "Hotel Windsor" sign (depicted in Figure 52), is not present, indicating that this image predates it. Also note the trolley tracks on West Main Street on the right. Reportedly, these tracks were removed in 1931. Finally, note that the Hotel Windsor had placed a number of advertising signs throughout the East Tennessee countryside.[68]



Figure 52. “Hotel Windsor (formerly Hotel Pardue), 103 West Main Street,” “c. 1925”. Note the overhead catenary wire for the trolley, as well as a “new” “Hotel Windsor” sign on the top of the building. The sign on the right of the building appears to read “N.G. Garland and Son.” Also notice how open the ground is to the left of the Hotel Windsor, perhaps indicating that this photograph was taken a little earlier than 1925.[69]



Figure 52A. Apparently a detail of Figure 52.[70] From left to right: the sign painted in the window on the left, at 105 Windsor Way, appears to read: "Billiard Parlor," the retracted awning, behind the three men by the cart, reads: "Barber Shop" (note the barber pole to the right of the door), while the window sign on the right, under the large "Windsor" sign, reads "Hotel Windsor."



Figure 53. "Main Street, looking west from Fountain Square," "c. 1925 – 1927". The Hotel Windsor is on the left and the Arlington Hotel Building is on the right. This photograph was taken from near the Southern Railway crossing. The "Fountain Square Furniture Company" "Tranum Bros." (here by 1919 to at least 1927) announced the construction of a new building at 116 Windsor Way in the 16 June 1927 issue of the Manufacturers Record. Note the First Presbyterian Steeple on the left and the trolley track and overhead wire running along West Main Street toward the Soldiers' Home.[71]



Figure 53A. A detail. Note that the same five screens appear to be sitting on the second-floor balcony on the left, indicating that this photograph was probably taken at about the same time as that in Figure 52. Also note the sign for "N.G. Garland and Son" at 105 West Main Street. This view gives some of the clearest detail of the brick work on Hotel Pardue/Windsor Building, as well as the storefronts from 109 to 117 West Main Street.



Figure 122E. A detail, note that the sign on the top of the building is different from that in figures 52 and 120A. This photograph appears to date to 1927 – 1937.



Figure 120A. A detail of the "Windsor Hotel," dated 4 March 1939. Note a "new" sign on the top of the building.

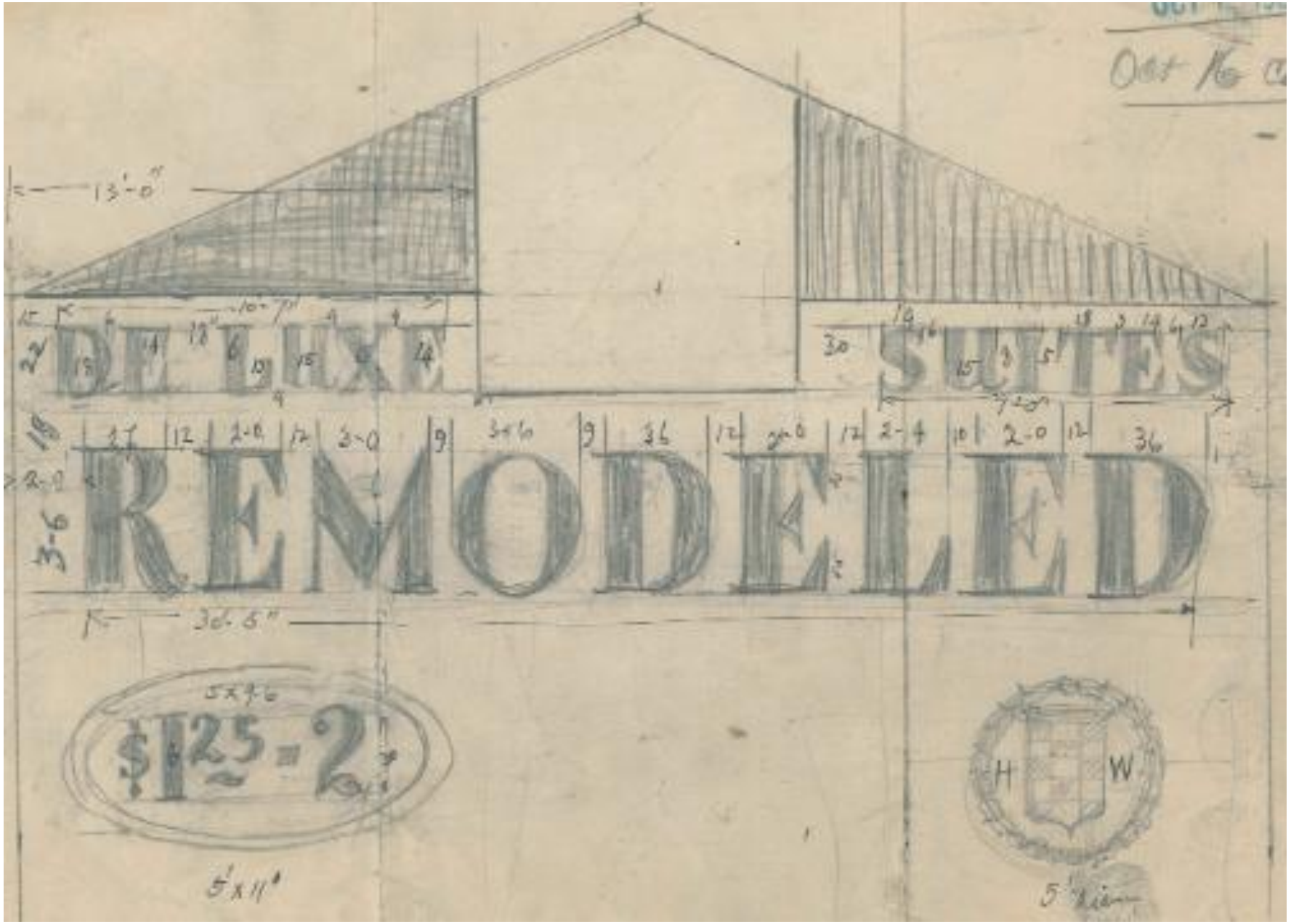


Figure 54. The plan for a sign for the Hotel Windsor, dated 15 October 1939. Note that the symbols along the bottom appear to be rather similar to those in Figure 120A, above.[72]

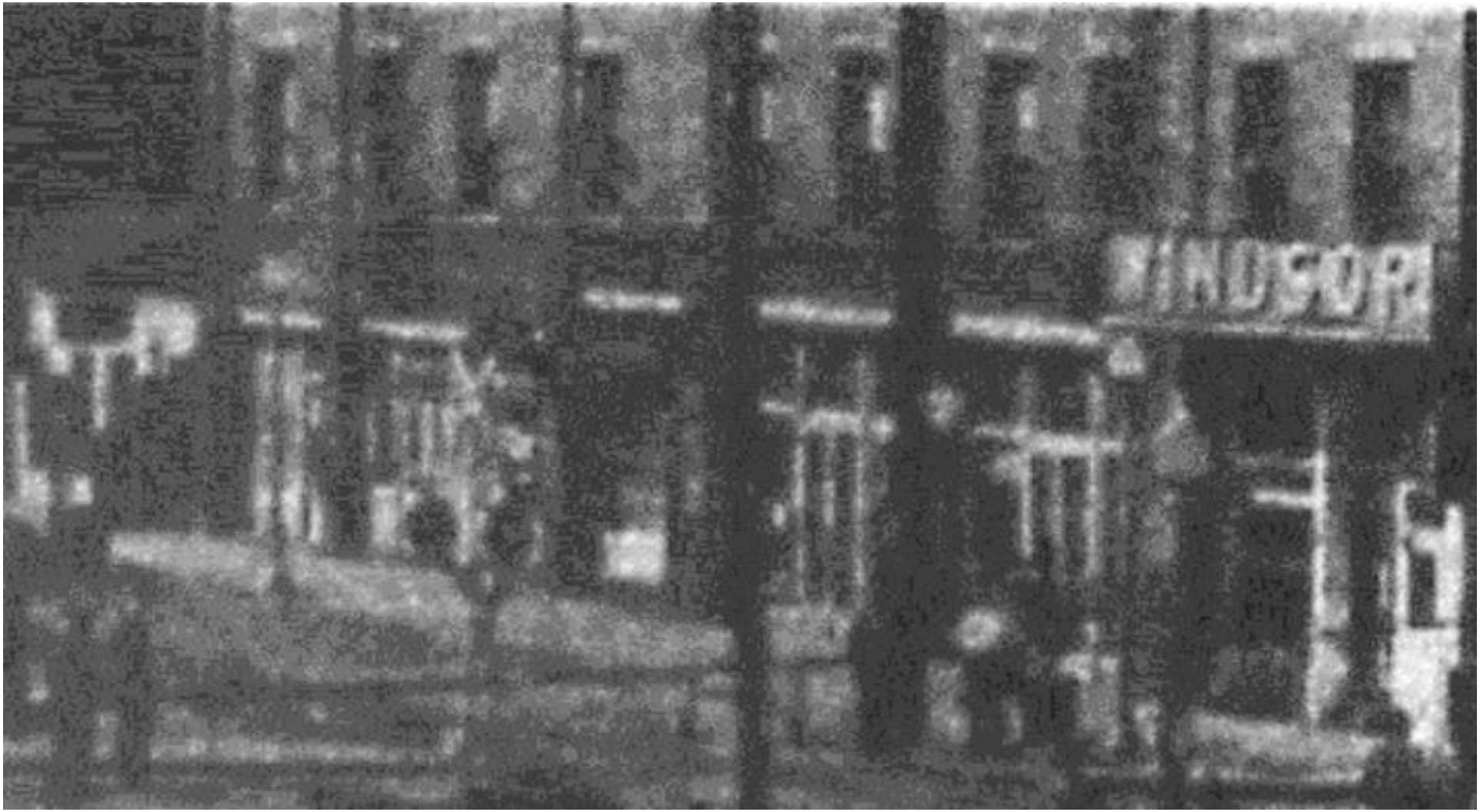


Figure 122A. A grainy detail of the Hotel Windsor in 15 September 1940 edition of the Johnson City Press.[73]



Figure 55. An image of the Hotel Windsor, dated to 1955 – 1965. Note that the sign of the station wagon reads, in part: "Motor Parts Co. Phone…" Regrettably, the signs on the north side of the Hotel Windsor are not legible. The two-story shop at 107 West Main Street appears to have a "Double Cola" sign.[74]



Figure 55A. A detail. Note that the sign on the left, above the man, appears to read in part: “Beauty Salon.”



Figure 56. A detail looking east along West Main Street. Note the sign on top of the Hotel Windsor, as well as "Eddie's Record Shop" at 107 West Main Street (here by 1963, see Figure 80). Also note the S.T. Harris Block (southeast corner of Buffalo and East Main streets). This image appears to date to the early to mid-1960s.[75]



Figure 57. "Windsor Hotel," 1955 – 1965.[76] Note that the sign on top reads: "Windsor Hotel." Also note the sign that reads, in part "Dis…" (presumably "Discount") on the Arlington Hotel, on the right, see also Figure 58, below.



Figure 58. "Windsor Hotel – Prior to Razing."[77] Demolition began on 13 July 1971. Note the Arlington Hotel Building on the right.



Figure 59. "July 1971 – On Wednesday, July 7th, 1971, the walls of the former social center of Johnson City (The Windsor Hotel) will come a-'tumblin down." Johnson City Press, 4 July 1971." It appears that this view is looking north, along Windsor Way, toward Main Street.[78]

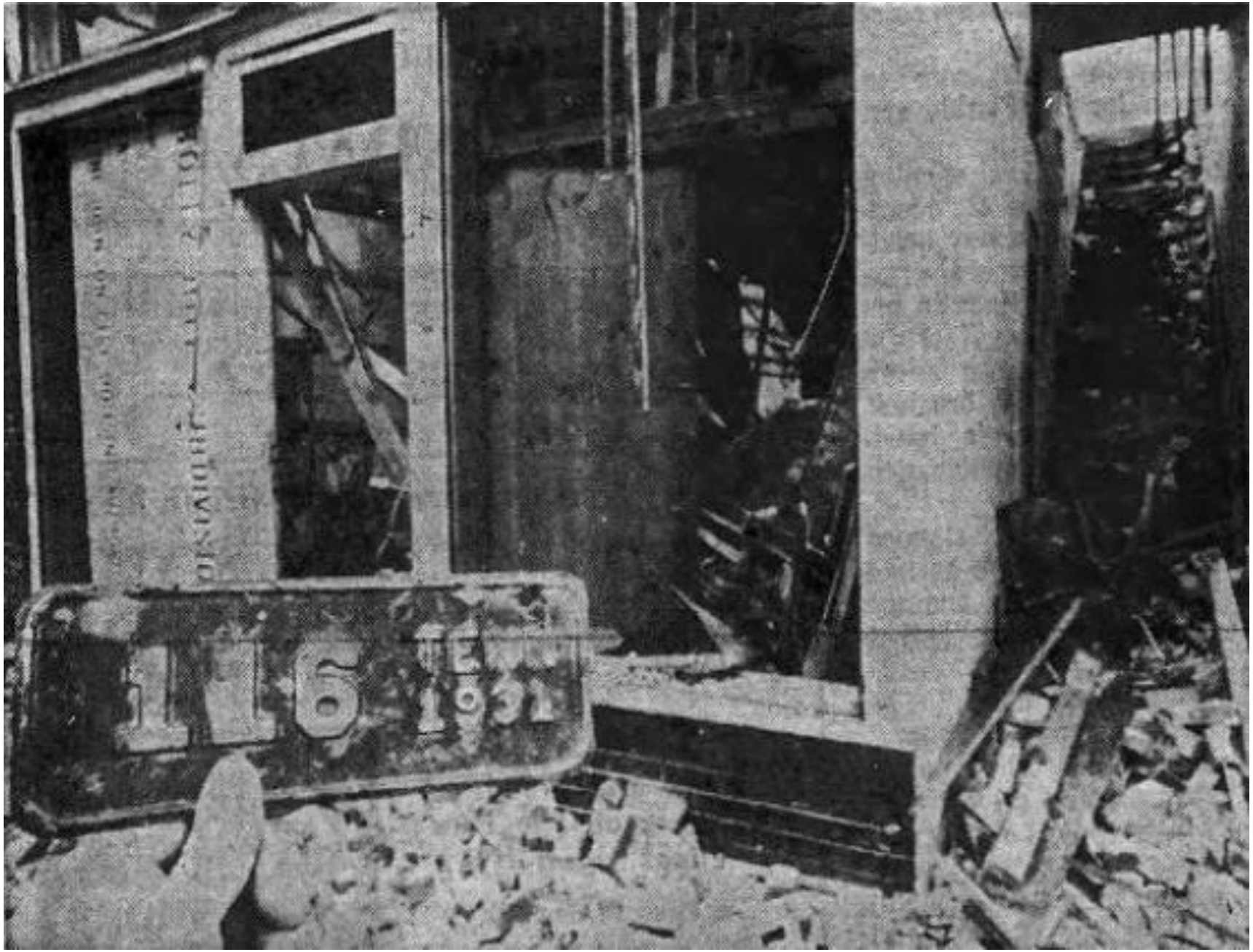


Figure 60. Another photograph from the Johnson City Press, 4 July 1971."[79]



Figure 61. The demolition of the Hotel Pardue/Windsor began on 13 July 1971.[80]



Figure 62. Johnson City Press – Chronicle, 14 July 1971: "A stately old lady yields with dignity" "An end of an era is seen here as the stately old Windsor Hotel yields with dignity to the mighty blows of the hammer ball. The death blows began yesterday as dozens of spectators watched with mixed emotions. The destruction continues today as the city makes way for urban renewal."[81]

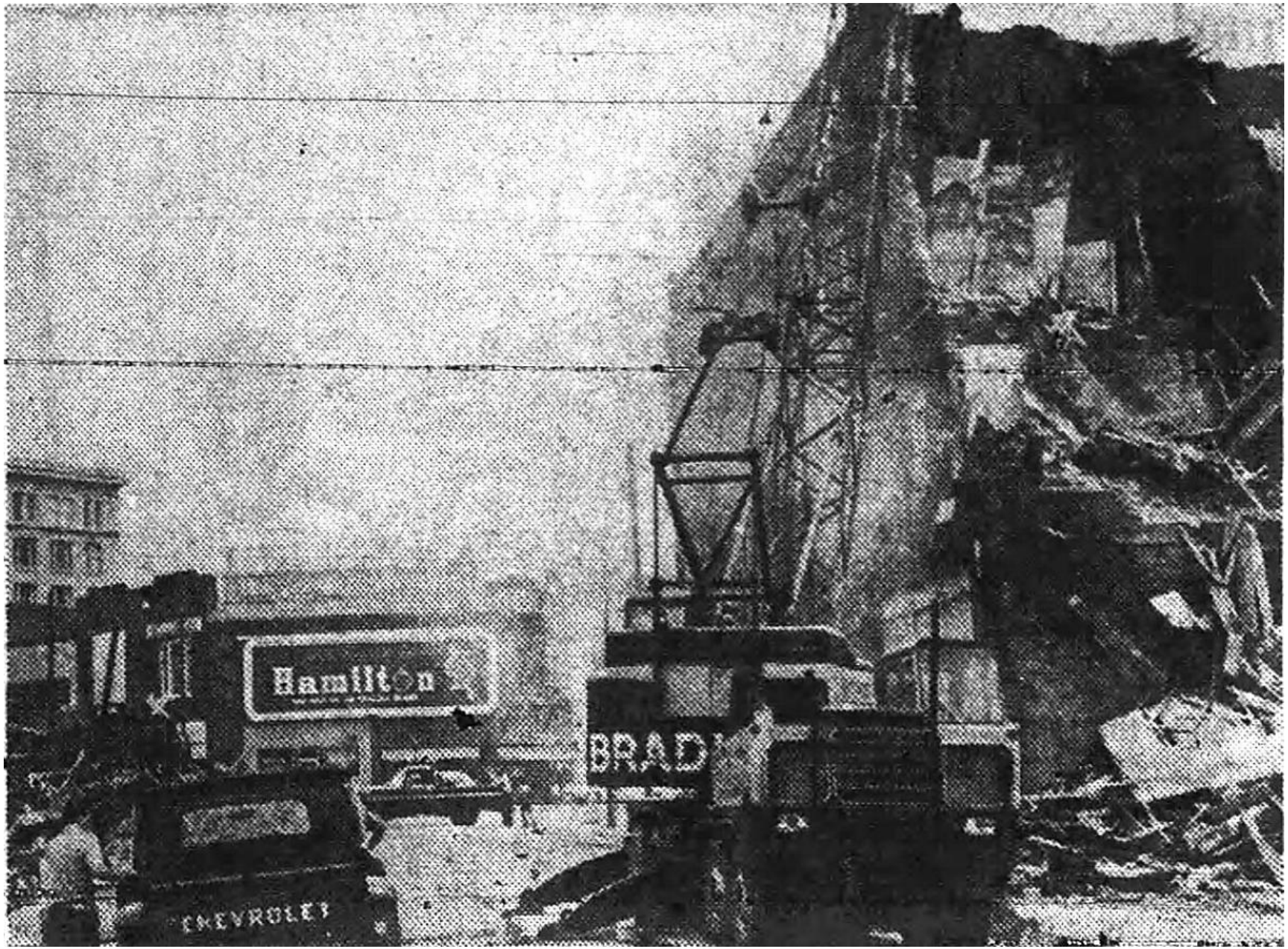


Figure 63. 14 “July 1971 – Looking east on W. Main across the Southern RR tracks, demolition of the Windsor Hotel on the right, present location of the Farmers Pavillion...” Note the Jobe Block in the left background, and the Unaka and City (later Hamilton) National Bank Building behind it.[82]

9.3. Hotel Pardue/Windsor Building, 1909 – 1971
101 West Main Street

Hotel Pardue, 1909 – 1913
Hotel Windsor, 1913 – 1971

Note: The Johnson City Comet reported on a number of social functions that were held at the Hotel Pardue/Windsor, which were not included in this documentary history.

Note: This building was constructed in 1909 place of the S.T. Harris Building, which was demolished earlier in that same year. This area was subsequently occupied by a parking lot, and later the "Farmers Pavilion."

9.3.1. Hotel Pardue, 1909 – 1913

25 March 1909. Johnson City Comet.

"H.W. Pardue Will Erect New Building – H.W. Pardue has decided to build a two story business house on the corner of West Main street and Southern Ry., opposite the Arlington Hotel. The building will be 100 x 109 feet and designed for a wholesale fruit and produce house." Note, it appears that this building was never constructed.[83]

1 April 1909. Johnson City Comet.

"H.W. Pardue has a force of men at work upon the site he will erect his large produce house, on the corner of West Main street and Southern railway, opposite the Arlington Hotel."

20 May 1909. Johnson City Comet.

"Board Condemns Build'g. At a meeting of the city council Thursday night an advance was passed condemning the old restaurant building on west Main st., and Southern Railway and ordering the owner, H.W. Pardue to tear it away in 20 days."

20 May 1909. Johnson City Comet.

"Will Build a Big Hotel. – H.W. Pardue decides to Construct a Modern Hotel and has Plans Made Accordingly. For sometime H.W. Pardue has been undecided just what sort of a building to construct on the corner of West Main street and Southern Railway, but he has now definitely decided to build a hotel and has plans made for a three story building, containing 60 or 65 rooms. The building will have 100 feet frontage on West Main street and 19 feet on the Southern Railway and will be called the Clinchfield. It will be modern in every detail, with tile floors, electric elevators and steam heated throughout, and will cost about $50,000. It has been leased to McKee, proprietor of the Planters, for a term of years and be furnished in keeping with the building and operated as a high class hostlery. The work is well under way and the building will be completed by early fall."



Figure 64. "Hotel Pardue Ad: 1909".[84]



Figure 64A. A detail, with some interior views of the Hotel Windsor.

27 May 1909. Manufacturers Record.

"Johnson City, Tenn. – H.W. Pardue will erect hotel; three stories; 60 or 65 rooms; 100 x 200 feet; tile floors; electric elevators; steam heat; cost $50,000."[85]

3 June 1909. Manufacturers Record.

"Johnson City, Tenn. – H.W. Pardue has plans by C.G. Harris, Johnosn City, for erection of hotel; 105 x 107 feet; three stories; concrete and brick; fireproof; steam heat; electric lights; elevators; cost $50,000…"[86]

10 June 1909. Johnson City Comet.

"Old Building Torn Away – The brick building opposite the Arlington, on West Main street, was wrecked Monday to get it out of the way of the new hotel being erected by H.W. Pardue. Work on the new building is progressing rapidly."

30 September 1909. Johnson City Comet.

"Mr. Pardue is also interested in other enterprises in our city, being owner of the Pardue Hotel, an elegant new three-story structure located and covering one half square on Main street near the passenger stations, which building was recently erected at a cost of $60,000, and is also proprietor and manager of the news agency operating on the C.C. & O. and E.T. & W.N.C. railways, and he is one of our best and well-known public spirited business men of this city."

21 October 1909. Johnson City Comet.

"Hotel Pardue Open its Doors – Hotel Pardue was opened to the public Tuesday afternoon, supper being the first meal served. Every thing is new and Mine Host McKee has just cause to be proud of his new quarters and the patronage it is receiving."

28 October 1909. Johnson City Comet.

"Hotel Pardue is meeting with merited success. The popular demand for a cosmopolitan hotel is at last supplied and Manager McKee is doing his utmost to please and a full register is sufficient evidence that he is doing so."



Figure 65. Johnson City Comet, 11 November 1909.

11 November 1909. Johnson City Comet.

"The Palace Barber Shop in the Hotel Pardue [probably at 105 East Fountain Square, see Map 5B] is neatly equipped throughout, except the barbers, and they are experienced artists who will be delighted to serve you."[87] This was the only mention of this enterprise at this location, found by the author.

13 January 1910. Johnson City Comet.

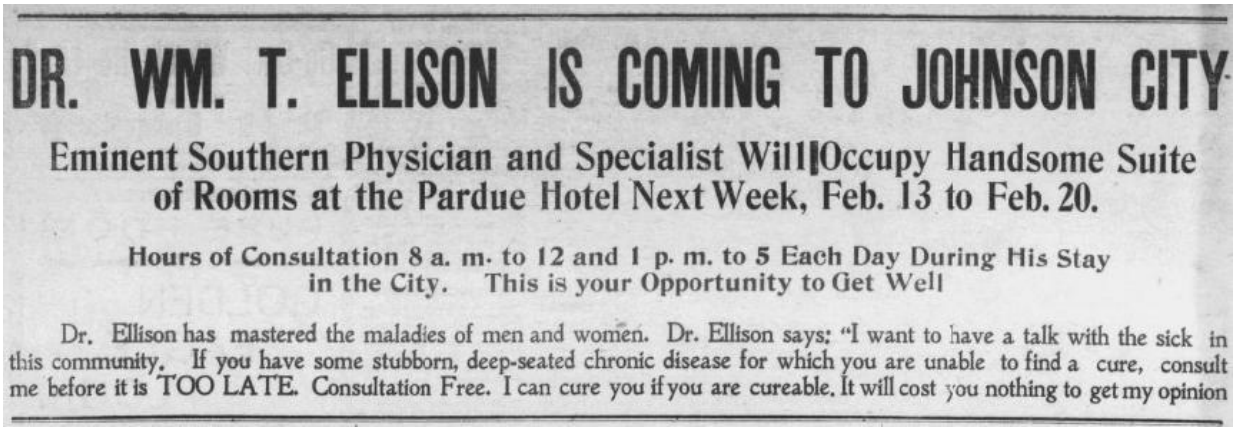
"The Board of Education of the State of Tennessee Will Visit Johnson City to Locate Normal. The state board of education will arrive in Johnson City next Wednesday, January 19, to select a location in the city for the normal. While here the board will be entertained with a banquet at Hotel Pardue on Wednesday evening. Covers will be laid for 200 and the plates will be $2 each and are being rapidly taken… It is supposed the board will be here two or three days looking at the free sites offered."

10 February 1910. Johnson City Comet.

"Normal Site is Selected – George L. Carter Addition Chosen by Board of Education – Banquet to Governor and Board Tuesday night – Citizens are Pleased with the Location – The agony is over and the Normal School site has been selected in the Southwest addition, more familiarly known as the Carter site. There is naturally some disappointment on the part of those who hoped the Carnegie site would be chosen, but there is no feeling of resentment toward the State Board of Education.

The offering selected contains from 125 to 140 acres and lies east and south of the home of Mr. Geo. L. Carter…

The state Board arrived on No. 26 Tuesday and was met at the station by a large delegation and escorted to Hotel Pardue. The members of the board present were Gov. M.R. Patterson, president…"



DR. WM. T. ELLISON IS COMING TO JOHNSON CITY

Eminent Southern Physician and Specialist Will Occupy Handsome Suite of Rooms at the Pardue Hotel Next Week, Feb. 13 to Feb. 20.

Hours of Consultation 8 a. m. to 12 and 1 p. m. to 5 Each Day During His Stay in the City. This is your Opportunity to Get Well

Dr. Ellison has mastered the maladies of men and women. Dr. Ellison says: "I want to have a talk with the sick in this community. If you have some stubborn, deep-seated chronic disease for which you are unable to find a cure, consult me before it is TOO LATE. Consultation Free. I can cure you if you are cureable. It will cost you nothing to get my opinion

Figure 66. Johnson City Comet, 10 February 1910.

24 February 1910. Johnson City Comet.

"The Elks' Big Banquet – Exalted Ruler J.U. Sammis Royally Entertained at Hotel Pardue by Local Lodge Friday. The Johnson City Elks entertained grand exalted ruler, J.U. Sammis and members of the Elks' national home committee with an elegant banquet at Hotel Pardue on Friday at 1:30 o'clock, and later in the afternoon a 'Dutch Lunch' was spread in the lodge room in the Armbrust Smith building…"

24 March 1910. Johnson City Comet.

"In the Social Circle. Easter Dance – One of the many festivities which the Johnson City young people are anticipating with pleasure is the Easter Dance, to be given by the Watauga German club at the Pardue Hotel March 29.

5 May 1910. Johnson City Comet.

"Pardue Sells Out News Agency – The Parker News Agency, of Macon, Ga., has purchased the news agency of H.W. Pardue and will operate agents on all C.C. & O. passenger trains. The new agency has leased the small brick building on Buffalo street opposite the C.C. & O. depot and will make headquarters there."

30 June 1910. Johnson City Comet.

"Governor Patterson Speaks – Large Crowd at Hippodrome – Introduced by H.H. Dyer – Speaker is Hoarse, but Holds Magnificent Crowd for Two Hours and Makes Converts – Gov. M.R. Patterson arrived in the city of the New York Special Tuesday morning at 11:30 o'clock and was met at the station by hundreds of citizens and a brass band. Carriages were in waiting and the

Governor and his party were driven at once to Hotel Pardue, where hundreds more were waiting to get to speak to the distinguished executive…"

28 July 1910. Johnson City Comet.

"Judge R.M. Barton in City Yesterday – Judge R.M. Barton, of Chattanooga, candidate for supreme judge, was in the city yesterday. A great many citizens called upon him at Hotel Pardue."

15 September 1910. Johnson City Comet.

"Southern is Erecting Gates – Yesterday morning the Southern Railway began erecting gates at the Roan street crossing and will also protect Main and Market street crossings in a like manner, the three being operated by compressed air from a signal tower. This will be cheerful news to Johnson Citians."

"Will Erect Tower Near Fountain – The Southern will operate the gates to be erected at Main and Market street crossings by compressed air from a watchtower to be erected on the square near the fountain. The Roan street gates will be operated separately."

15 December 1910. Johnson City Comet.

"Gates Being Put In operation – The gates that have been installed at the Market and Main street crossings of the Southern are being balanced and the compressed air connections made so they can be put in operation at once. They will be operated from the tower in the Fountain Square." Note: Interestingly, this structure was not included on the Sanborn Fire Insurance Company map of this area for 1913, see Map 5A.

29 December 1910. Johnson City Comet.

"Watauga German Club's Dance – The Watauga German club gave a dance at Hotel Pardue last night and it was a delightful affair. The music was furnished by the Jackson Orchestra and dancing was indulged in until midnight. A large number of the young society couples were present. A delicious punch was dispensed during the evening."

11 February 1911. Johnson City Comet.

"Hon. W.J. Bryan Delivers Lecture – Hon. Wm. Jennings Brayn, America's greatest orator and most profound thinker, delivered his lecture, 'The Price of a Soul' yesterday at the Hippodrome… The distinguished citizen arrived at Hotel Pardue and made a short talk to the assembled multitude… At 11 o'clock he was taken to Bristol on a special train accompanied by several citizens."

16 February 1911. Johnson City Comet.

"George R. Pickell Died Yesterday – Mr. George R. Pickell, aged twenty years, passed away at his home, on the corner of Unaka avenue and Baxter street, at 11.45 o'clock yesterday with tuberculosis. Mr. Pickell came to this city from Knoxville a few years ago and conducted for some time the cigar stand in the lobby of Hotel Pardue, he selling the business during the summer owing to his declining health…"



REMOVAL

SALE

I have been requested by the manufacturer to dispose of all the instruments I now have on hand, as there is a car-load awaiting me at another point. And I wish to thank the people of Johnson City and surrounding country for the patronage which they have given me, but in the meantime I wish to state that I have

Several Instruments On Hand Yet

which I am anxious to dispose of at once. And in order to do so, I will make you the best proposition you ever had or ever heard of if you will only drop in and give me the opportunity. Now, the old slogan of "Bargain Sales" I am not going to worry you about, but I will sell you a piano or organ

Cheaper Than You Can Buy Elsewhere

considering the quality of the instrument. The pianos which I still have on hand must be sold by the 15th of this month if possible, and if you have a proposition to offer, kindly let me hear from you at once. I am simply going to move, that's all and the prices which I will make you on strictly high grade pianos will astonish you. Please call and let me explain this more fully to you. Yours truly,

W. A. PENDLETON
Manager.

E. G. Harrington & Co.
New York.

Warerooms, Pardue Hotel Building.
Tuning and Repairing Done and Guaranteed.

Figure 67. Johnson City Comet, 12 January 1911.
This sale was, perhaps, conducted in the Sample Room of the Hotel Pardue.



Hotel Pardue
EUROPEAN PLAN
Best Equipped and Finest Hotel in East Tennessee
Elevator Service Day and Night---24 Rooms with Bath
Rates: 75c to $1.50
A. D. McKee, Prop. Johnson City, Tenn.

Figure 68. Johnson City Comet, 8 June 1911.
This advertisement ran until at least 27 July 1911.

3 December 1911. Johnson City Comet.

"Masons and Friends Participate in Feast – Johnson City Lodge, No. 486, F. & A.M., and Thomas E. Matson Chapter, No. 131, R.A.M., held a public installation of officers Wednesday night at Hotel Pardue. Fully three hundred persons, including Masons, their wives, daughters and friends, were present. The installation ceremonies occurred upon the third floor and were very impressive…"

11 January 1912. Johnson City Comet.

"A fire alarm was sent in last Monday evening from Hotel Pardue, when the hallway above the Blake hardware store [apparently at 107 West Main Street] caught fire. It was thought when the fire was discovered that it would require the services of the fire department, but Mr. Pardue at once turned the water on the blaze with the result that the fire was soon put out. The origin of the fire is unknown, and no damage was done except by water."

24 October 1912. Johnson City Comet.

"Saturday was Great Day for Democrats – Saturday was the greatest day in the history of the Democratic party in the good county of Washington for a long time. Gov. McMillin has every reason to be proud of the loyal welcome he received in Johnson City. He arrived at 6:35, one hour late, and was met at the depot by more than 400 democrats from the city and county, headed by a band and that old confederate democrat, Capt. W.A. Dickinson. Automobiles were waiting and the governor was escorted to the Hotel Pardue, where he held a reception for an hour. After eating a hearty meal at eight o'clock, the march was taken up to the Hippodrome, where the 2,000 persons were assembled, including many ladies, to hear the speaking…"

9.3.2. Hotel Windsor, 1913 – 1971

15 May 1913. The Tradesman.

"Johnson City, Tenn. – Harry L. Langel, of Asheville, N.C. has leased from Thad A. Cox, the owner, the Pardue hotel, and has taken active charge of it. Mr. Langel has changed the name to Hotel Windsor, and is spending several thousand dollars in remodeling the building."[88]

July 1913. The Sanborn Fire Insurance Company map for this area shows the "Windsor Hotel," as well as a number of enterprises which occupied the rest of the building, which fronted West Main Street, see Section 10 below. This map provides no information on the occupant of 103 Windsor Way. A barber shop (apparently the "Metropole Barber Shop" occupied 105 Windsor Way, while the "Sample Rms" occupied 107 Windsor Way. The "new" ironclad building, located to the south of the Hotel Windsor, was still occupied by an unidentified barber shop.

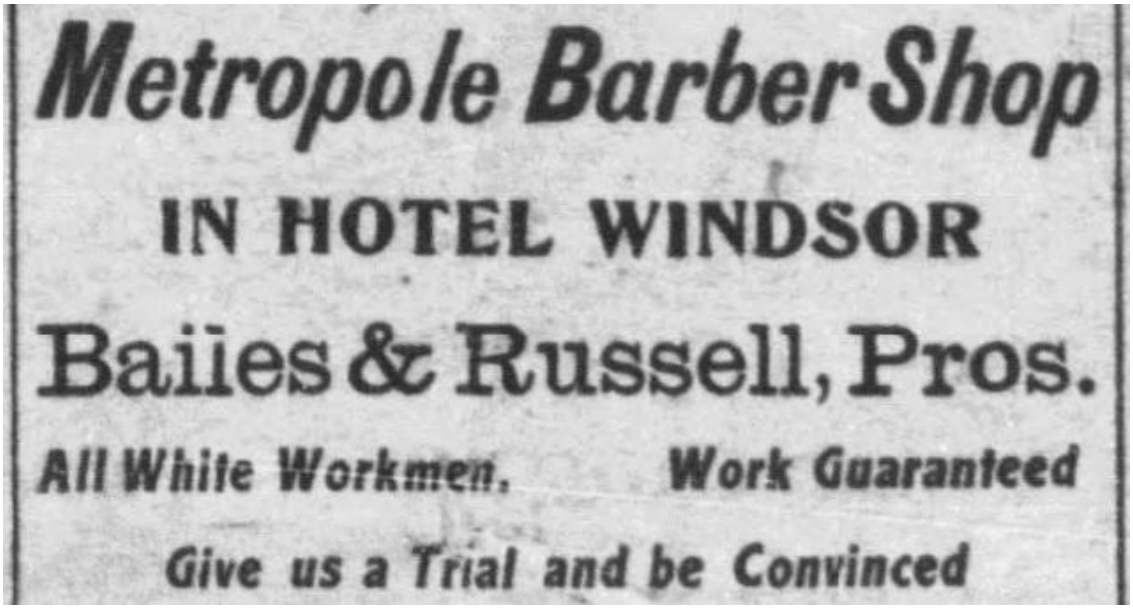


Figure 69. Johnson City Comet, 18 December 1913.
This was the only mention of this enterprise, found by the author.

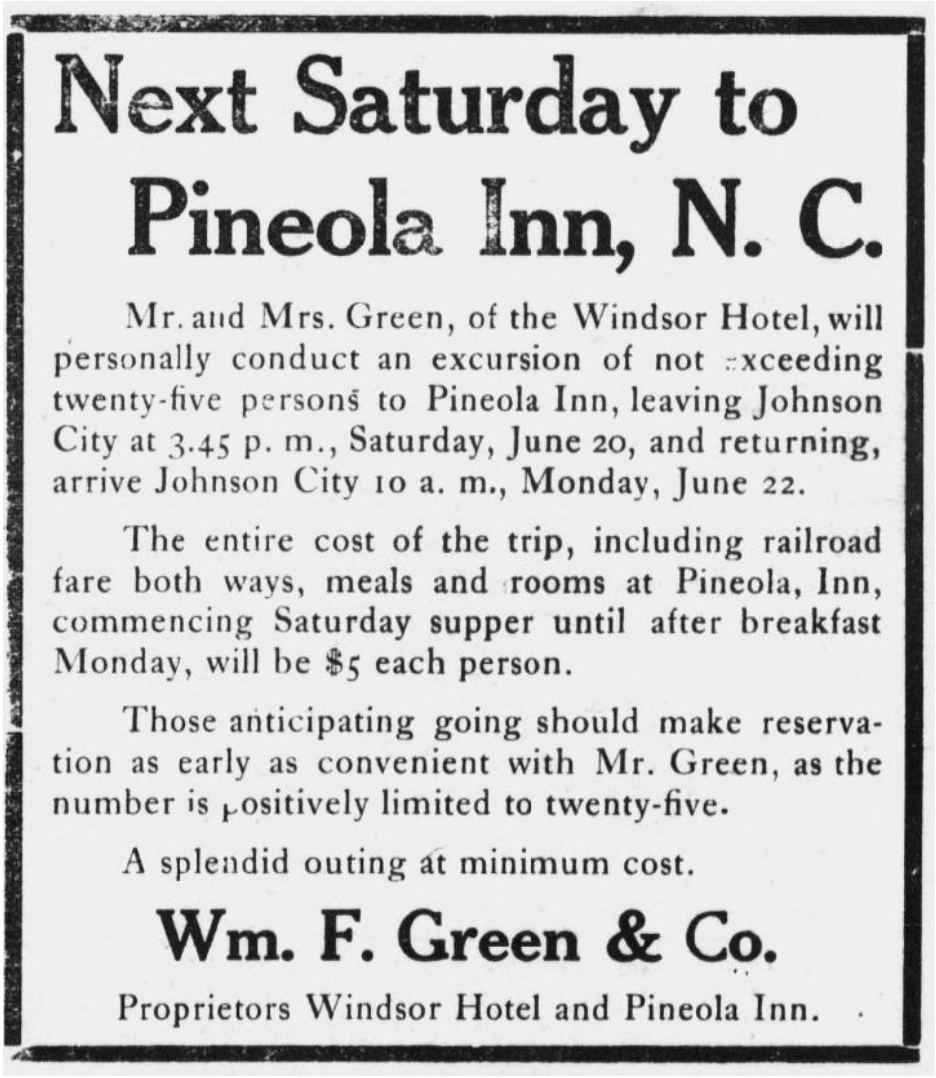


Figure 70. Johnson City Comet, 18 June 1914.

10 September 1914. Johnson City Comet.

"Very Delightful Suffragette Ball. The young suffragettes charmingly entertain the young men Friday evening with a most enjoyable dance at the Windsor hotel. Cut flowers and potted plants gave a homelike appearance to the tempting ballroom. Punch and other tempting refreshments were served…"

14 October 1915. Johnson City Comet.

"Patterson to be Here October 19 – Candidate for U.S. Senate Will Speak at Majestic – Tuesday at 7.30 O'clock… Gov. M.R. Patterson, candidate for the United States Senate, will arrive from Greeneville on train No. 42 Tuesday afternoon and will be taken to the Windsor hotel, where he will hold a reception with friends and supporters…"

30 December 1915. Johnson City Comet.

"Municipal Tree a Great Success – Johnson City's first municipal celebration of Christmas occurred Monday night, under the auspices of the Monday Club, around the big cedar tree placed on the square in front of The Comet office and Windsor Hotel. The tree was an unusually pretty one and was decorated with many electric lights. The large star near the top of the tree was lighted and was almost a blaze of glory. The star represented the Star of Bethlehem. The exercises had been postponed from Friday because of the very bad weather. Hundreds of people thronged the square. The exercises were simple but very impressive and perfect order was maintained by the many children present. The interest shown by all the classes composing the throng assures its repetition next year…"



Figure 71. Johnson City Comet, 7 December 1916.

18 January 1917. Johnson City Comet.

"C.G. Millard, of Bristol, has accepted a position as night clerk at the Windsor hotel."

23 August 1917. Johnson City Comet.

"Deaths – William F. Green – Wm. F. Green, 49 years of age, manager of the Windsor hotel here for the past few years, died after several weeks of illness at the Rutherfordton N.C. hospital Tuesday night. The cause of his death was peritonitis, from which he suffered intermittently for several years…"

9 March 1918. The Hotel World, The Hotel and Travelers Journal.

"H.G. Ganson, formerly proprietor of the Bayview Hotel, Ocean Springs, Miss., has bought a one-half interest in the Windsor Hotel, Johnson City, Tenn., and has assumed the management of that hotel."[89]

11 May 1918. Johnson City Comet.

"A City Beautiful – Another park and flower garden is being made directly in front of The Comet office, opposite the Windsor Hotel. The work is being done by the Southern Railway, and the City will be a thing of beauty when finished."

27 July 1918. Johnson City Comet.

"Soldier Boys in the City – A train load of Minnesota soldiers spent several hours in the city Thursday. They were on their way to Camp Wadsworth, S.C., and on account of the wreck at Unaka Springs had to transfer to Southern railway, and go by Morristown and Asheville. They were a fine lot of boys and enjoyed the attention paid them by our citizens and the courtesies of the Red Cross. They were served dinner at the Windsor, Colonial, Busy Bee and Boxwood. They had been on the road since Monday, and were all anxious to reach camp.

Other troops will stop off here this evening and Sunday morning and will be looked after by the local Red Cross…"

24 August 1918. Johnson City Comet.

"Mr. and Mrs. A.J. Ganson, left Wednesday for Chicago, where they will reside in the future. Mr. Ganson has been associated with Mrs. Green for several months in the management of the Windsor Hotel. They made many friends while in the city who regret to see them leave, but wish them success in their new home."

7 September 1918. Johnson City Comet.

"O.F. Wood, who was steward at the Windsor Hotel for three years has returned to Johnson City and is now performing his old duties. He is a fine hotel man and the public will not suffer by his ministrations."

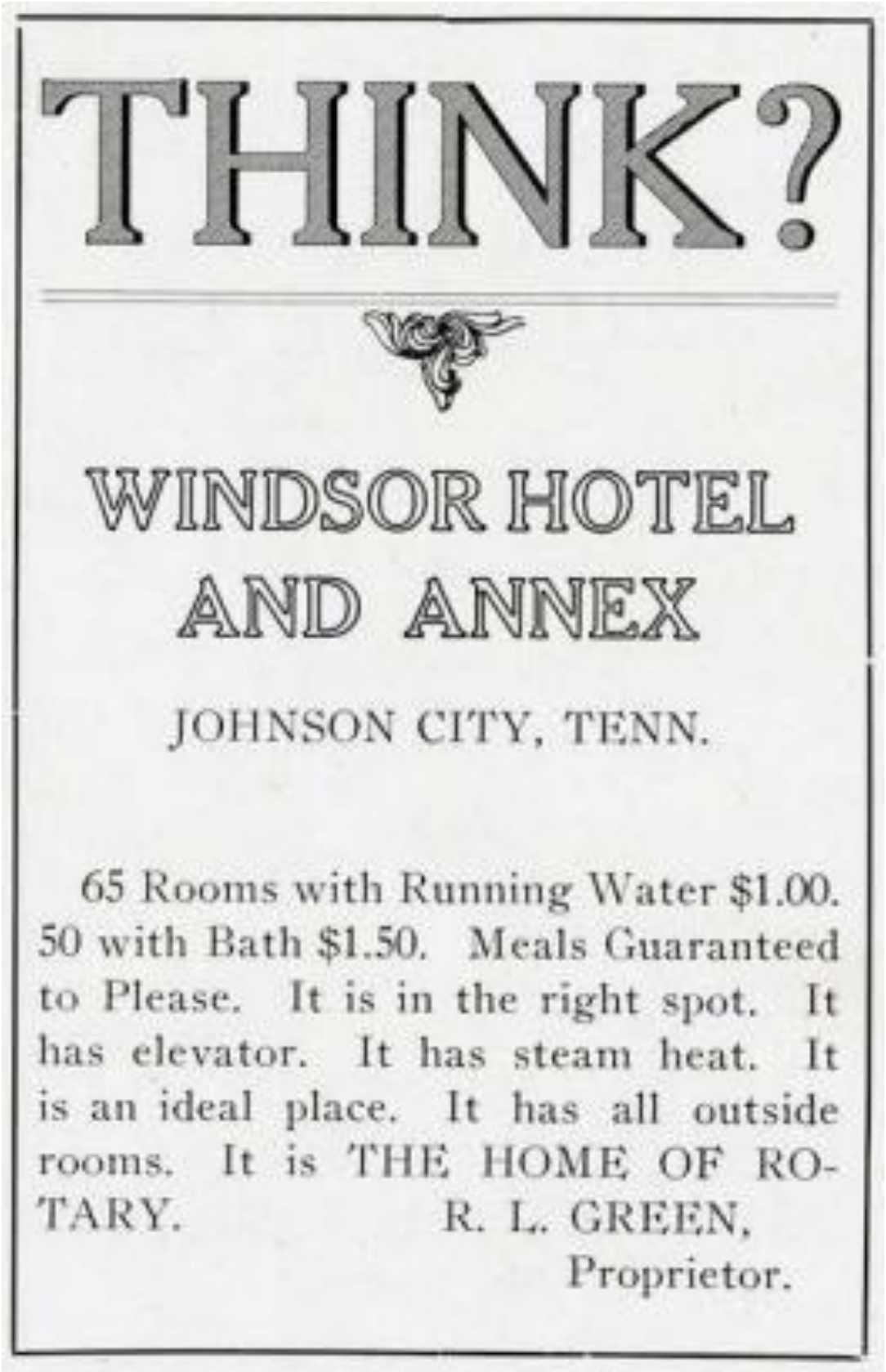


Figure 72. Old Hickory, 1919.[90]

February 1920. The Sanborn Fire Insurance Company map for this area shows the "Windsor Hotel," as well as a number of enterprises which occupied the rest of the building, which fronted West Main Street. The "new" ironclad building, located to the south of the Hotel Windsor, was still occupied by an unidentified barber shop.

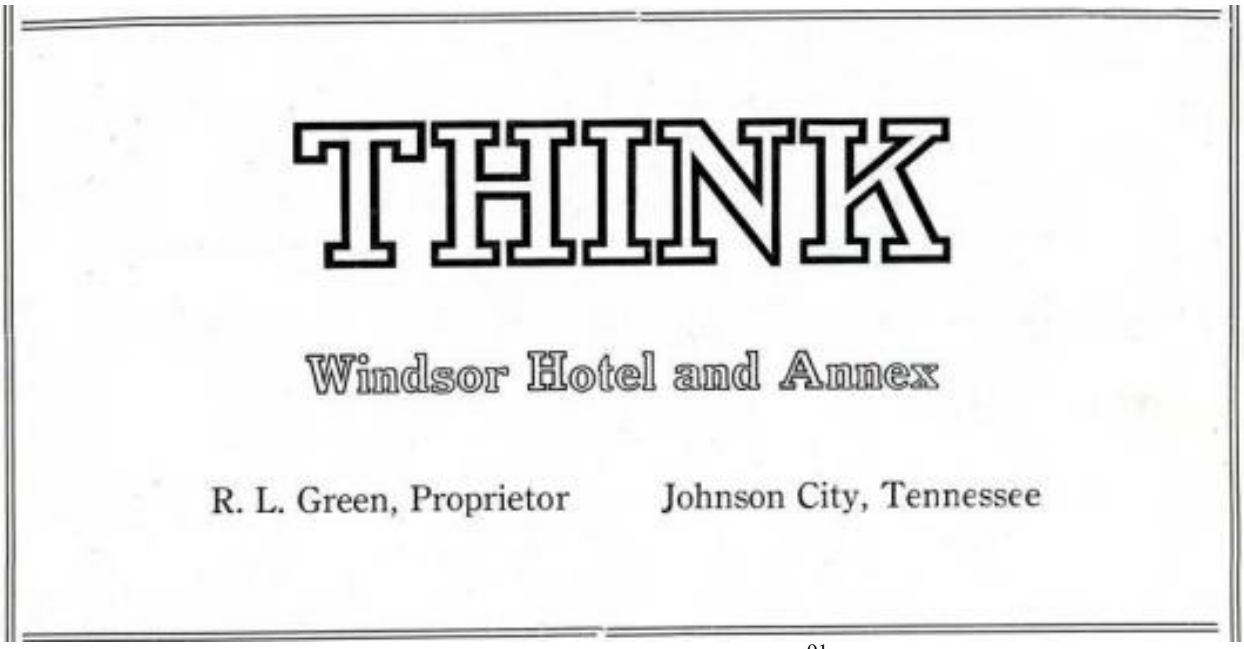


Figure 73. Old Hickory, 1920. [91]

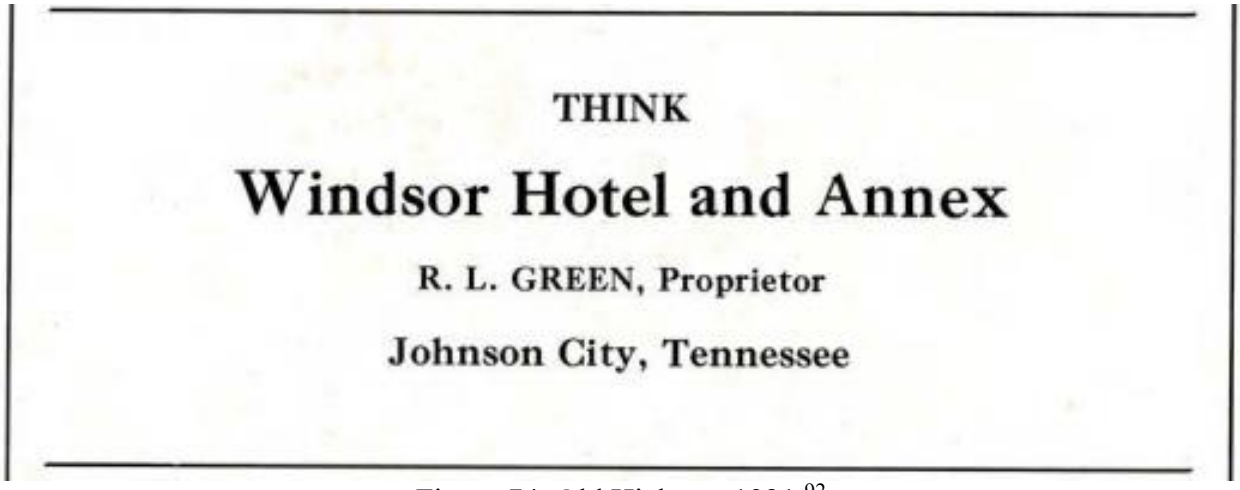


Figure 74. Old Hickory, 1921.[92]

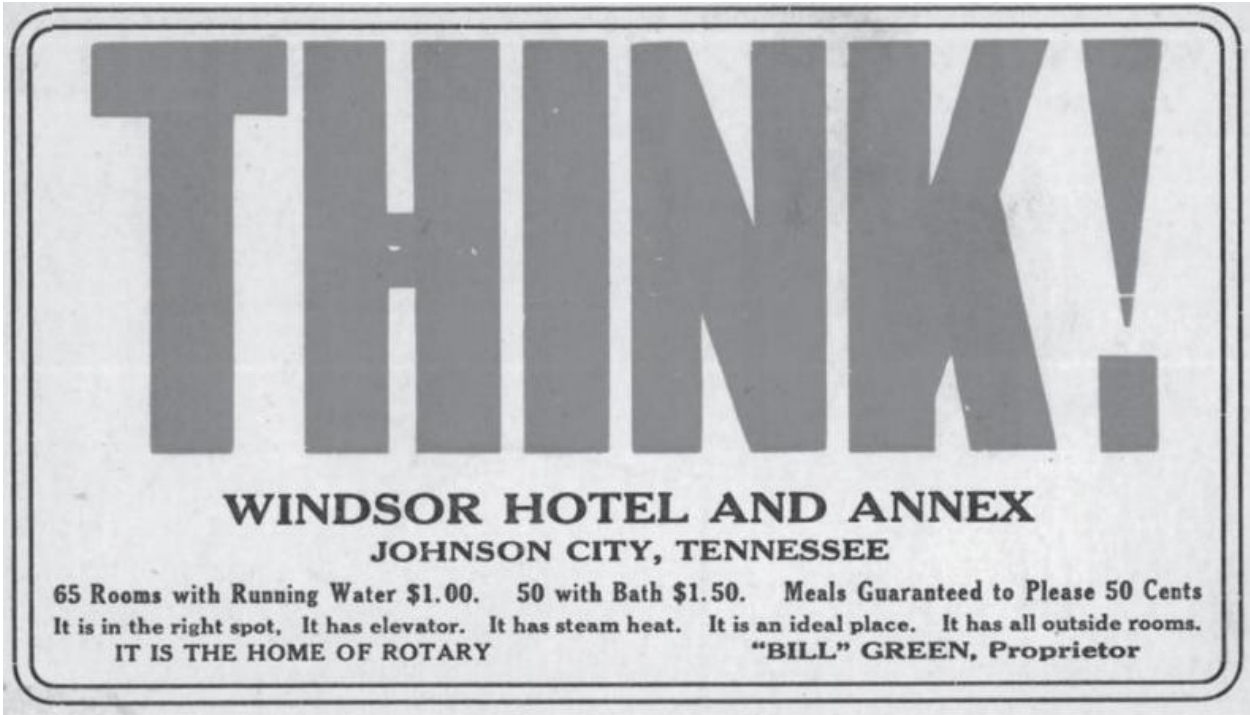


Figure 75. "Think! This postcard add for the Windsor Hotel and Annex may have been provided as a courtesy to guests. The 1920 Sanborn map shows the Windsor Annex in the same location as the Arlington Hotel, and the 1919 city directory indicates Reba L. Green was the proprietor after the passing of her husband. the 65 rooms with running water were rented at $1, and there was a 50¢ upcharge if one had a bath in the room; for another half dollar, one could get a meal."[93]

Note: The Hotel Windsor operated the Arlington Hotel Building as the "Windsor Hotel Annex" by 1917 through the mid-1920s. The prices are comparable to those given in Figure 72, from 1919. Consequently, Figure 75 appears to date to this same period.

Table 1. "Directory of Industries Inspected, with No. Employes… Washington County – Johnson City," for the Year Ending 31 December 1921.[94]

Style of Firm	Business	No. Employes			
		Over 16		Under 16	
		Male	Female	Male	Female
Windsor Hotel	Hotel	10	7		

August 1922. Refrigerating World.

"2-ton refrigerating machines and high pressure side complete… Windsor Hotel, Johnson City, Tenn."[95]

September 1922. Ice and Refrigeration.

"Johnson City. – The management of the Windsor Hotel has installed a 2-ton refrigeration machine; furnished by the York Mfg. Co."[96]

18 November 1926. Manufacturers Record.

"Tenn., Johnson City – Windsor Hotel, W.W. Westmoreland, Mgr., announced general remodeling, addition of several rooms, lowering roof 1 story, etc."[97] Note, it does not appear that the roof of the Hotel Windsor was ever lowered during its operation.

Table 2. An Extract from "List of Hotels in… East Tennessee" in 1926.[98]

Town	Hotel	Manager
Johnson City	Winsor	Pane Vane
Johnson City	Colonial	E.E. Effinger
Johnson City	Lee	H.S. Boning
Johnson City	Western	Burleson & Sanders
Johnson City	John Sevier	Henry E. Brumer
Johnson City	Arlington	W.H. Griffin

1927. The Sanborn Fire Insurance Company map for this area shows the "Windsor Hotel," as well as a number of enterprises which occupied the rest of the building, which fronted West Main Street. The "new" ironclad building has been removed and replaced with a one-story brick building, at 106 and 112 Windsor Way, that was occupied at this time by an unidentified restaurant.

7 April 1929. Legends & Lore of East Tennessee.

"Johnson City: 'Little Chicago of the South'… Johnson City was once a hotbed of illegal activity when bootlegging, gambling and prostitution were rampant vices that had a chokehold on the downtown area during Prohibition. The seedy reputation for criminal activity and political corruption earned Johnson City the unflattering moniker of 'Little Chicago' in a disparaging comparison to the city of Chicago, Illinois, which was riddled with organized crime at the time.

In the early part of the twentieth century, Johnson City served as a crossroads for the railroads, making it a frequent stopover for travelers passing through the area. Centrally located in between Chicago and Miami, Florida, it isn't farfetched to think of Johnson City as a natural hub along the crime highway. Much speculation and rumors have centered on three primary buildings: one known as the Montrose Court Apartment complex, another being the John Sevier Hotel; and, lastly, the Windsor Hotel. A local newspaper, the Johnson City Staff News, reported in its April 7, 1929 issue of a major raid by federal, state and local officers on numerous speakeasies in Johnson City. The raid uncovered large quantities of homebrew, as the officers had broken 945 bottles in all by the end of the shakedown.

The well-documented penchant for lawbreaking activity has fueled much speculation that a group in Johnson City was affiliated with the Chicago crime syndicate, whether loosely or on a more official basis. The most sensational legend is that notorious mob boss Al Capone, who held the dubious distinction of being 'Public Enemy No. 1,' had a local headquarters in Johnson City. A highly secretive man who traveled using aliases, Capone did not own any property in his real name, nor did he even have a deposit account with a bank, so tracking his involvement in any Johnson City holdings would be nearly impossible. Capone was heavily involved in bootlegging during Prohibition, where he made his fortune with a violent reign as the head of the Chicago Outfit. As he became increasingly more paranoid, Capone tried to stay away from Chicago as

much as possible by traveling via railroad to destinations all over the southeastern part of the United States to visit his regional 'businesses.'

The stories of Al Capone's affiliation with Johnson City stem in part from the lawless reputation and the elaborate infrastructure around the city. There were said to be intricate underground passageway routes in the downtown area, making it plausible that they could have been used for escapes from shakedowns. Hidden doors have been found in several of the former speakeasies in recent years, adding credence to their use by organized crime. Political corruption ran amok in Johnson City during the days of Prohibition, with numerous allegations of police misconduct during that time. Organized crime bosses tend not to keep diaries, so most of the evidence of Capone's presence in the city is circumstantial, with the oral legends passed down through generations being the only cited proof."[99]



Figure 76. "One of the Vintage Windsor Hotel Signs Along old U.S. 23 in Unicoi County."[100]



Figure 77. Another Hotel Windsor sign.[101]



Figure 78. "Windsor Hotel…" "Streamline Suites" "R.A. Preas Mgr."[102]

December 1938. The Southern Hotel Journal.

"R.A. Preas, Windsor hotel, Johnson City, Tenn."[103]

1938. The Hotel Monthly.

"Better Times in Tennessee – R.A. Preas, manager of Hotel Windsor, Johnson City, Tenn., sends a clipping from the Press-Chronicle of that city (an interview with a local hotel-man) from which we quote:

'In the past two years more people have been paying their hotel bills with $50 and $100 bills. Previously $20 were about tops. Distinctly better looking luggage is being carried by travelers. The airplane is responsible in no small measure for this. The new airplane hand trunks, zipper bags and round edge suitcases are the vogue…"[104]

26 December 1941. Letter from Dr. J.H. Preas (Windsor Hotel) to Ruby and Ruby, Cleveland, Ohio.

"Dear Sirs; Referring to your letter of Nov. 21st., with reference to a first mortgage loan on income property, am submitting information on the Windsor Hotel and the Fountain Square Hotel located on Fountain Square, Johnson City, Tenn.

The Windsor Hotel was built in 1906 [actually 1909], and the Fountain Square Hotel was built in 1922. Both buildings are of semi proof fire construction. All outside walls are of brick construction, faced with solid color high test glazed brick and stone trim. These properties are located on Fountain Square, in the center of the wholesale and retail and theatrical section of the City. This park is the only one in the downtown business section, and affords a delightful view. These hotels are convenient to shopping, theatres, banks and are within a block of the railroad stations, bus stations, theatres…

Since 1934 the Windsor Hotel has been remodeled and modernized throughout to meet the demands of business. Rates are $1.25 to $2.00 without bath and $1.50 to $5.00 with bath. Approximately four thousand dollars have been invested in billboards, and barn signs covering the seven main highways leading into Johnson City. These extend out as far as 32 miles.

Enclosed find a sketch showing location of the above properties, and… relative to the properties. [See Figure 154]

Johnson City has a population of 25,060 [?], is located 25 miles from the Va. Line and 32 miles from the N.C. line. Many salesmen make this their headquarters while calling on Bristol Va (25 mi) Kingsport Tenn (21 mi) Elizabethton Tenn (6½ mi) Jonesboro Tenn (7 mi), Erwin Tenn (14 mi).

Johnson City has a commission form of government. A Veterans Hospital is located here (Mountain Branch Home), one rayon, silk and hosiery mills, three hardwood flooring plants, Feldspar plant, within six miles of Johnson City are two of the largest rayon plants in the United States employing six thousand people. There are seven burley tobacco ware houses located here, two iron foundries and steel fabricating plants, two tire retreading plants and numerous small industries. One State Teacher College and Milligan College are located here. Three railroads, Southern, Carolina Clinchfield and Ohio, and the ET and WNC Ry, serve this city and county. Seven highways lead into the City. Wholesale houses here serve East Tenn SW Virginia, Western NC. The City has two large reservoirs which are supplied by mountain spring water piped in by gravity from the mountains fourteen miles away, Johnson City's merchants have a quarter of a million potential customers in a 70 mile radius of the City.

Work has just started on two $25,000,000.00 dams located within thirty miles of Johnson City. One is located at Cardens Bluff Tenn, and the other at Big Creek Tenn. Those dams on Watauga and Holston rivers are government projects. They are part of the Federal Defence power Program and will tie in as a unit of the Tenn Valley Program of flood control and hydro electric power. The above expenditure was approved by the last session of Congress.

Johnson City is served by two coast to coast airlines the Delta Airlines and the American Airlines. These lines make scheduled stops at the Tri City Airport.

Description of Properties:

Windsor Hotel Property

Brick walls, semi proof construction, basement 50' x 50' x 7'6" height. Size 107 – 2 x 108 – 2, three stories in height. Ceiling heights, ground floor 12 – 8, second floor 12 – 0, third floor 10 – 4. Height from parapet wall top to the sidewalk 54 – 0.

Ground Floor, Pool rooms A and B, Barber Shop, office, Hotel Lobby, toilets and service, Hotel repair shop, writing room, vault, one store (merchandise), one elevator serving the upper floors.

2nd floor, 17 rooms with private or connecting bath, total rooms 25, shower bath, two public toilets, one store room, one service room.

3rd floor, 14 rooms with private or connecting bath, total rooms 33, shower bath two public toilets, store room, one service room.

There is a total of 58 bed rooms, all of which have hot and cold running water. Total number of rooms is 58.

Roof has large ventilator, glass cash [?], metal roof, 11 – 8 x 35 – 8. The main roof is a Johns Manville built up roof. On the roof are one 10' x 45' and one 8' x 23' signs operated by a speller machine. This machine also operated a 125 bulb speller sign at the second floor level of the East side of the bldg. These signs are readable from the bus station, Southern and Clinchfield Railroads, and Youngs tobacco warehouse.

On the second floor there is a 50' x 50' room used as sample and storage room.

Basement, 50' x 50' x 7½' concrete floor is capable of storing a car and half of coal. Contains main heating plant of the whole building, and one hot water heater and 500 gallon storage tank.

Cab size 4' – 6" x 5' – 9", Moffatt Mach Co Charlotte NC mfr. Elevator hoist and room on the ground floor. Special built cab, oak panel cab with indirect overhead lights, and aluminum trim.

Balcony, on the outside second floor level, extend on both sides of the lobby.

Entrance, storm door with two inside doors and two outside doors.

Office, circular counter, oak top, connecting to one 6' x 6' steel and concrete vault with a combination door.

Writing room, Back Office, panelled with mahogany finish panels.

Lobby, tile floor, walnut finish panels 4' – 6" height. All special design light fixtures, columns cast from iron covered with walnut finish wood, modern design.

Public toilets, marble floor, special (cast stone 4' – 6" height) walls, 3 toilets, 2 urinals, and lavatory, steel partitions.

Furniture, iron beds with heavy coil springs and mattresses, Dressers, chifforobes, suit case racks, chairs and rockers, are solid wood with walnut finish, Inner spring mattresses are placed in eight rooms…

Windsor Hotel Property

Cafe, 25' x 51' 2" [?] is one story with cathedral type ceiling and trusses. Contains kitchen lockers counter, and kitchen, toilet.

Pressing Club, Garage, and store, semi fireproof bldg.., brick walls, built up roof, toilets.

12' x 16' bldg.., small office bldg.., brick and stucco const.

Parking Sheds, total 13 sheds, galvanized roof…

Hotel Windsor Property

	sq. feet	cubic feet	Estimated cost	Total
Hotel Windsor	10592	57868	30 cts	$178,484.00
Store Bldg one story	2619	42291	12 cts	5,075.00
Cafe	1278	15330	12 cts	1,340.00
Office	192	1920	12 cts	230.00
13 parking sheds	1903		$20.00	260.00
Estimated				$135,889.00
Cost of lot exclusive of buildings				50,000
Furnishings etc.				5,600.00
Total				$241,489.00

…

Income – Windsor Hotel Property.

Café	$50.00 per month
Pool Room A	80.00 [per month]
Office Windsor Way	20.00 [per month]
Barber Shop	40.00 [per month]
Store	50.00 [per month]
Pool Room B	50.00 [per month]
Pressing Clb	40.00 [per month]
Shoe Shop	40.00 [per month]
Garage	30.00 [per month]
Parking Lot	30.00 [per month]
Hotel Rooms	650.00 [per month]
Total	$1080.00 per month

…

Gross yearly income Windsor Hotel property			$12,960.00
Expenses			
	Taxes	$2,000.00	
	Repairs and upkeep	960.00	
	Total	$2,960.00	2,960.00
		Total	$10,000.00
Gross yearly income Fountain Square Hotel			$3,840.00
Expenses			
	Taxes	$440.00	
	Repairs and upkeep	400.00	
	Total	$840.00	840.00
		Total	$3,000.00

Am desirous of securing two ten year loans on the above properties, one $50,000.00 loan on the Windsor Hotel Properties, and one $15,000.00 loan on the Fountain Square Property.

Submit herewith the above information requested in your letter of November 21st, 1941.

Very truly yours, Dr. J.H. Preas"[105] See Appendix B for the complete text of this document.

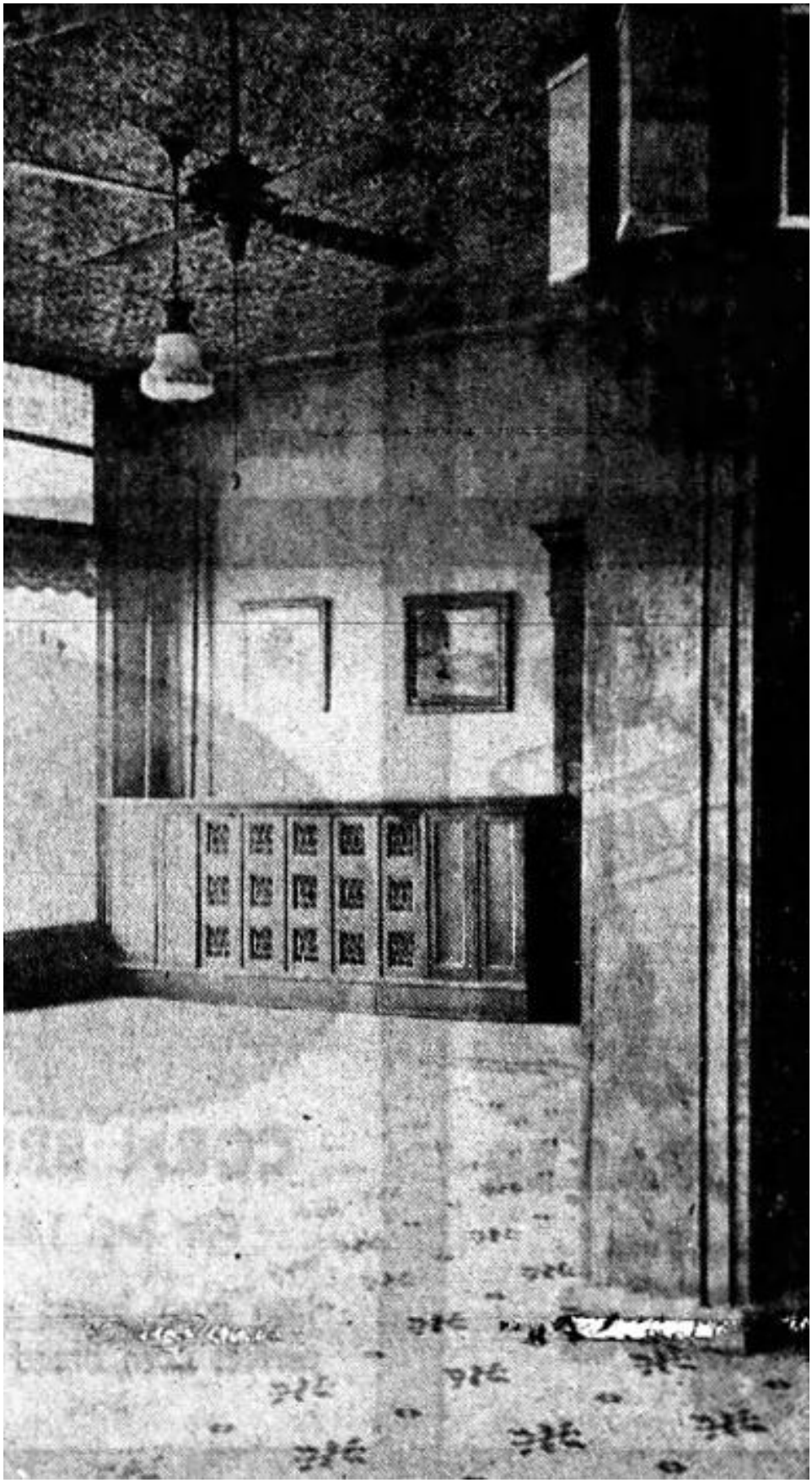


Figure 79. 23 “May 1971 – Windsor Hotel Lobby – Original ceramic tile of the Windsor Hotel, and the old-time electrical fixtures, are shown in the hostelry. The place will soon be razed...”[106]

10. 105 to 117 West Main Street

10.1 Enterprises Located on the Hotel Pardue/Windsor Property, Along West Main Street, 1901 – 1970



Figure 53B. A detail of the storefronts from 105 to 117 West Main Street. Note the two-story structure at 117 West Main Street. This photograph was dated "c. 1925 – 1927." Regrettably, the signs in the right background are illegible.



Figure 55B. A detail of the Hotel Windsor, dated to 1955 – 1965. Regrettably, the signs along West Main Street are not legible. The two-story brick building at 117 West Main Street appears to have a "Double Cola" sign on it. Perhaps the sign at 107 West Main Street reads in part "Harris."[107]



Figure 80. "Another giant step – The old building which once housed Eddie's Record Shop on [117] East Main Street [here by 1963] is all set for de-bricking as the city's downtown development program took another giant step. The platforms shown here will aid in the razing of the building. Eddie's Record Shop is now located next door to this building [at 119 and 121 West Main Street]." Johnson City Press, 19 November 1970. Note that a portion of the "Hotel Windsor" sign is visible in the top left corner. On the right is a photograph of the "Eddie's Record Shop" sign (as well as a "Pabst Blue Ribbon" sign at "Ken's," which was apparently at 115 West Main Street), from 31 August 1967, see Figure 56.[108]



Figure 2I. A detail from 19 April 1941 that includes the south (back) side of the stores from 111 to 117 West Main Street.

10.1 Enterprises Located on the Hotel Pardue/Windsor Property, Along West Main Street, 1901 – 1970
(105 to 117 West Main Street)

10.1.1. 105 West Main Street

The New York Bargain House, here 1911 to no later than 1920
"N.G. Garland and Son," "c. 1925 – 1927"

10.1.1.1. The New York Bargain House, here 1911 to no later than 1920
(Previously located at 111 West Main Street)
Note: The author did not include all of the advertisements that this enterprise ran.

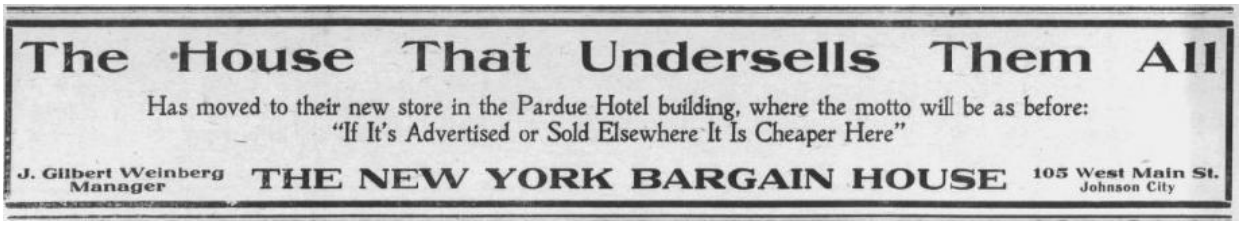


Figure 81. Johnson City Comet, 25 May 1911.

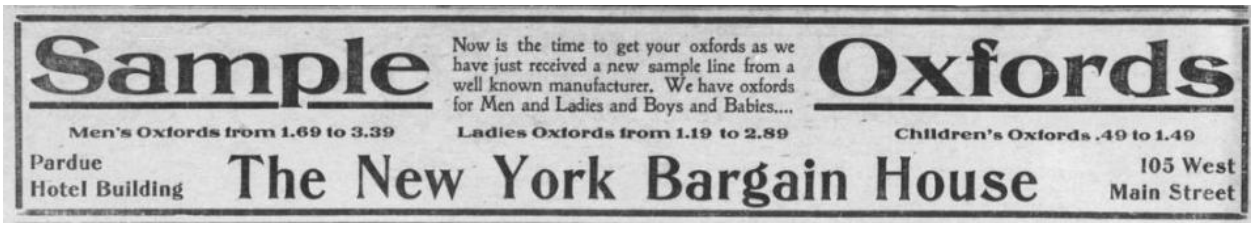


Figure 82. Johnson City Comet, June 1, 1911

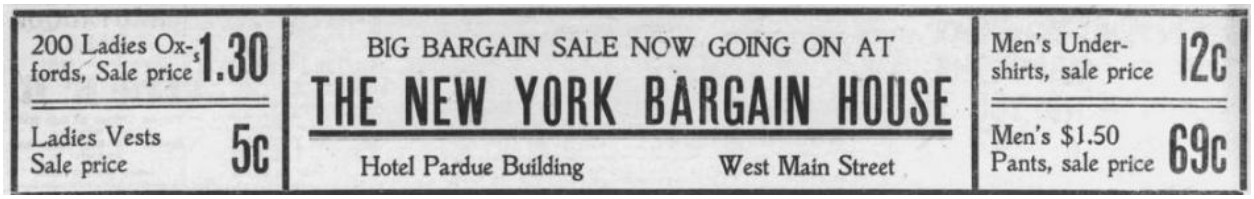


Figure 83. Johnson City Comet, June 15, 1911



Figure 85. Johnson City Comet, 14 September 1911. This was part of a larger advertisement.



Figure 84. Johnson City Comet, 29 June 1911.

Note: This advertisement ran until at least 24 August 1911. It was also the last advertisement, found by the author, that specifically gives 105 West Main Street as its location.

July 1913. The Sanborn Fire Insurance Company map for this area shows that 105(?) West Main Street was occupied by "Clo. & Men's Furnishings" (probably still "The New York Bargain House"). This appears to be the last mention found, by the author, to this enterprise at this location. This enterprise removed to a different location by 1920.

10 July 1915. Boot and Shoe Recorder.

"Addition of 2,200 Feet of Space Johnson City, Tenn. – Messrs. Weinberg Bros. (The New York Bargain House) adding 2,200 square feet of floor space and after all improvements are completed will, it is said, have one of the best department stores in this section. J.G. Weinberg left for the Eastern markets today (July 10)."[109]

10 February 1916. Johnson City Comet.

"J.G. Weinberg of the New York Bargain House has returned from Baltimore, where he has been stocking up for the spring and summer trade."

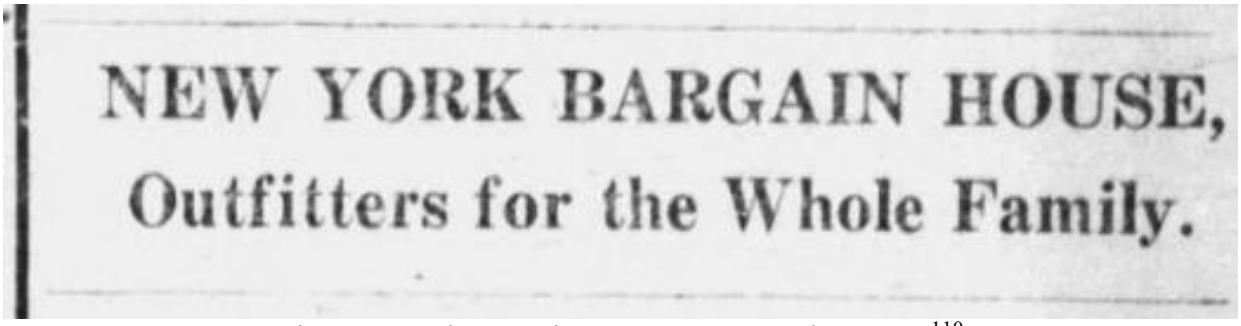


Figure 86. Johnson City Comet, 7 December 1916.[110]

February 1920. The Sanborn Fire Insurance Company map for this area shows that 105 West Main Street was occupied by the "Sample Rm." of the Hotel Windsor.

10.1.1.2. "N.G. Garland and Son," about 1926

"c. 1925 – 1927." "N.G. Garland and Son," see Figure 53B.

1927. The Sanborn Fire Insurance Company map for this area shows that 105 West Main was occupied by an unidentified store ("S," perhaps "N.G. Garland and Son").

10.1.2. 107 West Main Street

Edward Blake & Son, Hardware Store, 1909 – 1912
Pardue's Cash Store, 1912 to perhaps 1913

10.1.2.1. Edward Blake & Son, Hardware Store, 1909 – 1912

Note: The author has placed this enterprise at this location by a process of elimination. The articles below indicate that this enterpriser was located under the Hotel Pardue. There were only two stores that fit this description, and these were located at 105 and 107 West Main Street. At this time, 105 West Main Street was occupied by the New York Bargain House.

16 September 1909. Johnson City Comet.

"New Hardware Firm. Johnson City is to have anew hardware store. Edward Blake and son have rented a store room under the Pardue hotel, fronting on West Main street, and will open a retail hardware store on October 1. Edward Blake is from Four Mile, Ky., while his son, N.S. Blake, is from Fayette county, W. Va., where he has been engaged in the mining business."

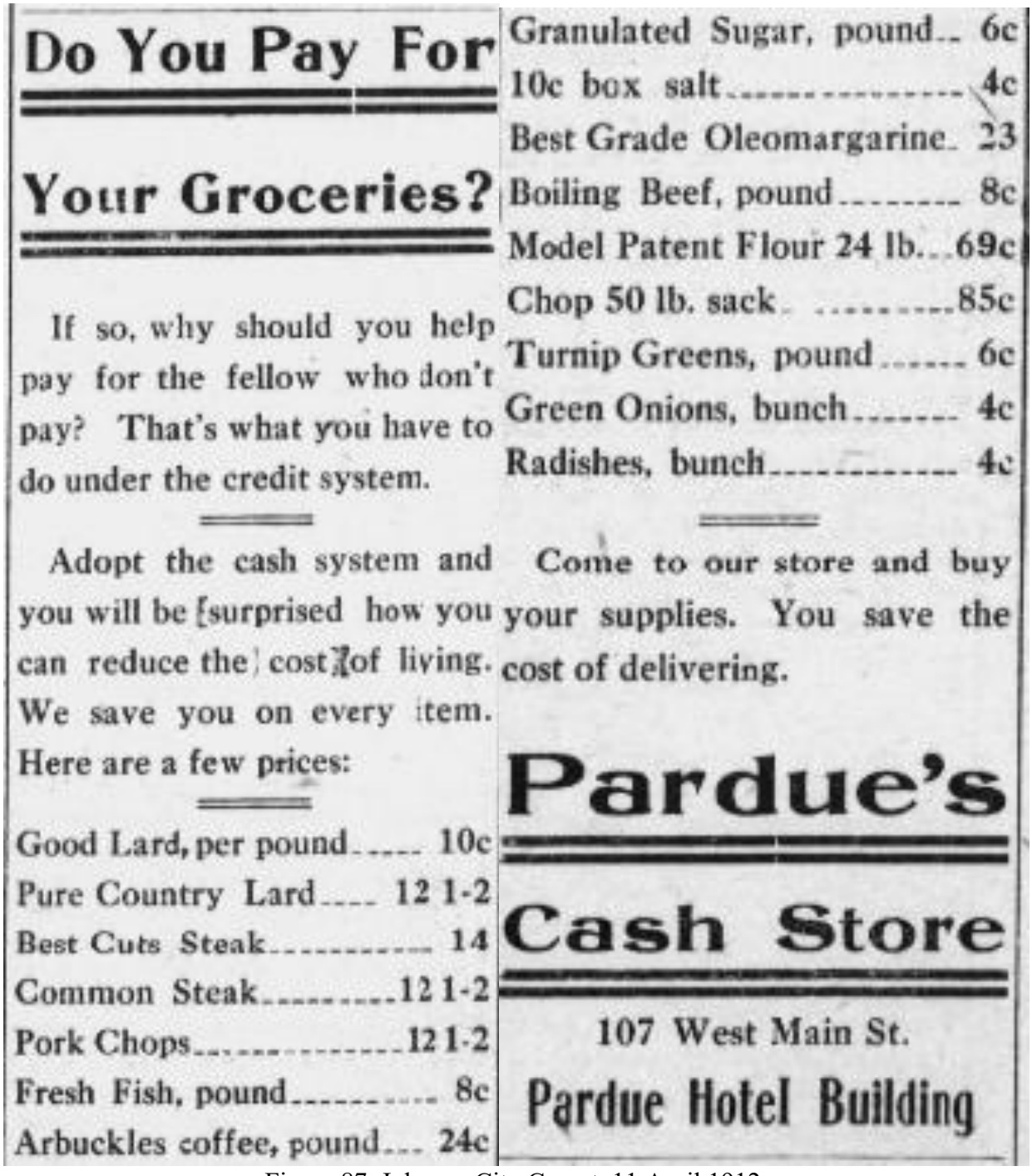
24 November 1910. Johnson City Comet.

"Thieves Get Guns in the Night – Some one more anxious for guns than particular how they were obtained, broke a plate glass window at the store of Edward Blake & Son yesterday morning and helped themselves to their shot guns and some shells, etc. No clue has yet been obtained as to the thieves."

11 January 1912. Johnson City Comet.

"A fire alarm was sent in last Monday evening from Hotel Pardue, when the hallway above the Blake hardware store caught fire. It was thought when the fire was discovered that it would require the services of the fire department, but Mr. Pardue at once turned the water on the blaze with the result that the fire was soon put out. The origin of the fire is unknown, and no damage was done except by water."

10.1.2.2. Pardue's Cash Store, 1912 to perhaps 1913[111]



Do You Pay For Your Groceries?

If so, why should you help pay for the fellow who don't pay? That's what you have to do under the credit system.

Adopt the cash system and you will be surprised how you can reduce the cost of living. We save you on every item. Here are a few prices:

Good Lard, per pound	10c
Pure Country Lard	12 1-2
Best Cuts Steak	14
Common Steak	12 1-2
Pork Chops	12 1-2
Fresh Fish, pound	8c
Arbuckles coffee, pound	24c
Granulated Sugar, pound	6c
10c box salt	4c
Best Grade Oleomargarine	23
Boiling Beef, pound	8c
Model Patent Flour 24 lb.	69c
Chop 50 lb. sack	85c
Turnip Greens, pound	6c
Green Onions, bunch	4c
Radishes, bunch	4c

Come to our store and buy your supplies. You save the cost of delivering.

Pardue's Cash Store

107 West Main St.

Pardue Hotel Building

Figure 87. Johnson City Comet, 11 April 1912.
This and similar advertisement ran until at least 11 July 1912.

8 August 1912. Johnson City Comet.

"Why stand over a hot stove and bake when you can buy good bread at three cents per loaf at Pardue's? You can also get the best cakes and pies you ever tasted. You can save money on everything you buy. Full line of groceries, teas, coffees, spices, meats, fine fruit jars, rubbers, etc., at Pardue's." This item ran until at least 26 September 1912.[112]

July 1913. The Sanborn Fire Insurance Company map for this area shows that 107 West Main Street was occupied by a grocery store "Gro.," perhaps still "Pardue's Cash Store." Of note, very few issues of the Johnson Comet for 1913 and early 1914 are available through the Library of Congress.

February 1920. The Sanborn Fire Insurance Company map for this area shows that 107 West Main Street was occupied by an unidentified "Meat" market.

1927. The Sanborn Fire Insurance Company map for this area shows that 107 West Main was occupied by an unidentified store ("S").

10.1.3. 109 West Main Street

July 1913. The Sanborn Fire Insurance Company map for this area shows that 109 West Main Street was occupied by an unidentified restaurant ("Rest'r't").

February 1920. The Sanborn Fire Insurance Company map for this area shows that 109 West Main Street was occupied by an unidentified "Billiards" hall.

1927. The Sanborn Fire Insurance Company map for this area shows that 109 West Main was occupied by an unidentified store ("S").

10.1.4. 111 West Main Street

New York Bargain House, here 1909 – 1911
Johnson City Ice Cream Company, here 1915

10.1.4.1. New York Bargain House, here 1909 – 1911

Note: The author did not include all of the advertisements that this enterprise ran.

21 October 1909. Johnson City Comet.

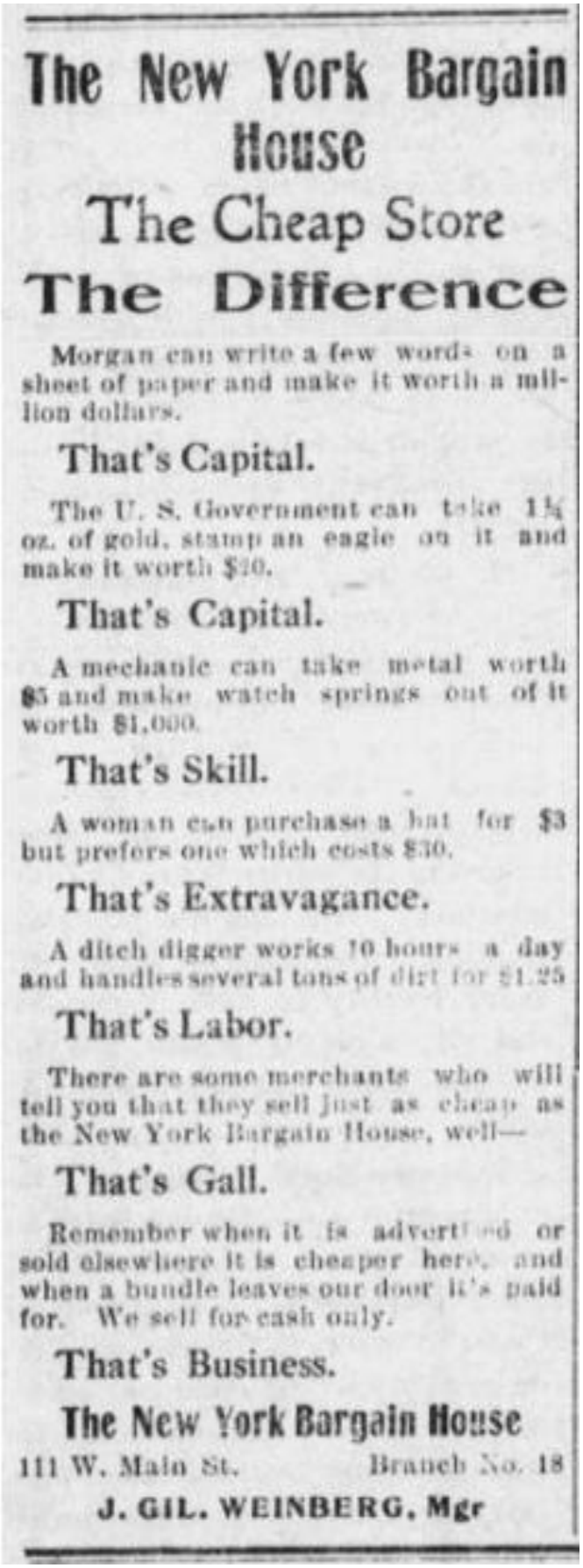
"Dispute. Let Cook and Peary dispute, but we are selling men's pawnbrokers' overcoats, regular $45 goods, at $7.24. – The New York Bargain House, 111 West Main street."



Figure 88. Johnson City Comet, 4 November 1909.

30 December 1909. Johnson City Comet.

"Mr. Bailey Wins the Graphaphone – The graphaphone that was given away at the New York Bargain House was won by J.H. Bailey, of Johnson City. There were 2,948 beans in the jar and Mr. Bailey's guess was 2,955. There were several other guesses very close to the amount in the jar. The beans were counted by Woolford Watson and Lee Star."



The New York Bargain House

The Cheap Store

The Difference

Morgan can write a few words on a sheet of paper and make it worth a million dollars.

That's Capital.

The U. S. Government can take 1½ oz. of gold, stamp an eagle on it and make it worth $20.

That's Capital.

A mechanic can take metal worth $5 and make watch springs out of it worth $1,000.

That's Skill.

A woman can purchase a hat for $3 but prefers one which costs $30.

That's Extravagance.

A ditch digger works 10 hours a day and handles several tons of dirt for $1.25

That's Labor.

There are some merchants who will tell you that they sell just as cheap as the New York Bargain House, well—

That's Gall.

Remember when it is advertised or sold elsewhere it is cheaper here, and when a bundle leaves our door it's paid for. We sell for cash only.

That's Business.

The New York Bargain House

111 W. Main St. Branch No. 18

J. GIL. WEINBERG, Mgr

Figure 89. Johnson City Comet, 10 February 1910.



Figure 90. Johnson City Comet, 10 March 1910.

Note: This is the last mention, found by the author, to this enterprise that specifies this location. By May 1911, it had relocated to 105 West Main Street, see Section 10.1.1.1., above. The author has chosen to retain the advertisement for this enterprise from August 1910 with this address as this seems most reasonable.



The
New York
Bargain House

J. Gilbert Weinberg Mgr.

Branch No. 1.

If it is Advertised or Sold Elsewhere it is Cheaper Here.

SHOE DEPARTMENT.

Men's satin calf shoes, only - .98
" Gun metal bluchers - - 1.68
" Patent colt blucher - 1.79
" Gun metal blucher worth 3.00-198
Ladies common sense shoe worth 1.50 only $1.15
Ladies Dong Blu pat tips worth $1.75 only 1.39
Ladies Pat leather Blu shoe worth 2.50 only 1.49
A very small lot left only so come early.
Little Gents Satin Bals only 79

CLOTHING DEPARTMENT

Mens odd coats, 6 vests worth $6, samples only 1.88
Mens odd coats wor,h $4 only 2.19
Mens suits in asso't colors only 2.98
Mens suits a small sample lot some worth 10.00 to 12.00 only 4.98
Childs Suits from 3 to 7 worth 2.00 only 1.19

Childs assorted sample suits, some worth 3.00, while they last only 1.69

Boys Gray suits in knickerbocker pants worth 3.00 sizes from 8 to 16 only 1.59

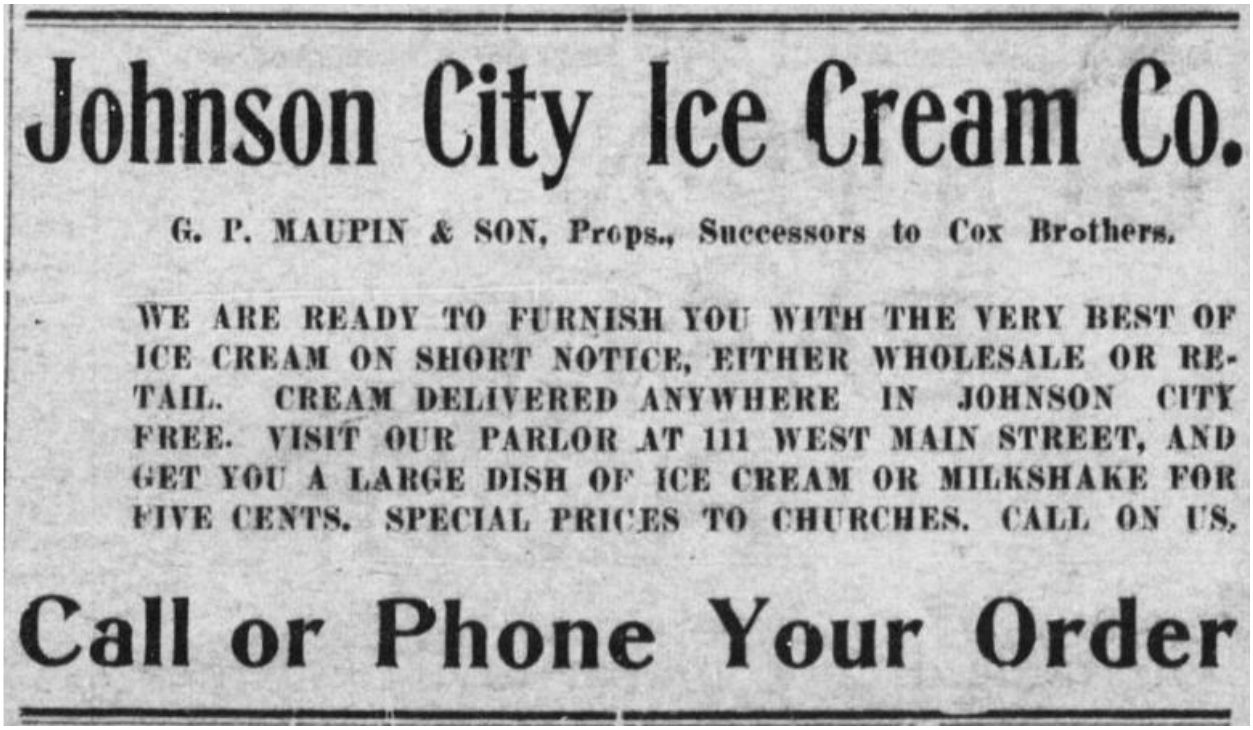
Boys knee pants only 25
Boys bloomer pants only 49
Boys black serge bloomer pants sizes from 8 to 16 worth 1.50 only 69

The
New York
Bargain House

Figure 91. Johnson City Comet, 4 August 1910.

July 1913. The Sanborn Fire Insurance Company map for this area shows that 111 West Main Street was occupied by an unidentified saloon "Sal."

10.1.4.2. Johnson City Ice Cream Company, here 1915



Johnson City Ice Cream Co.

G. P. MAUPIN & SON, Props., Successors to Cox Brothers.

WE ARE READY TO FURNISH YOU WITH THE VERY BEST OF ICE CREAM ON SHORT NOTICE, EITHER WHOLESALE OR RETAIL. CREAM DELIVERED ANYWHERE IN JOHNSON CITY FREE. VISIT OUR PARLOR AT 111 WEST MAIN STREET, AND GET YOU A LARGE DISH OF ICE CREAM OR MILKSHAKE FOR FIVE CENTS. SPECIAL PRICES TO CHURCHES. CALL ON US.

Call or Phone Your Order

Figure 92. Johnson City Comet, 27 May 1915.
This advertisement ran until at least 9 September 1915,
which was the last mention, found by the author, to this enterprise at this location.

February 1920. The Sanborn Fire Insurance Company map for this area shows that 111 West Main Street was occupied by an unidentified "Barber" shop.

1927. The Sanborn Fire Insurance Company map for this area shows that 111 West Main was occupied by an unidentified restaurant ("Rest.")

10.1.5. 113 West Main Street

July 1913. The Sanborn Fire Insurance Company map for this area shows that 113 West Main Street was occupied by an unidentified saloon "Sal."

February 1920. The Sanborn Fire Insurance Company map for this area shows that 113 West Main Street was occupied by an unidentified "Tin Shop."

1927. The Sanborn Fire Insurance Company map for this area shows that 113 West Main was occupied by an unidentified store ("S").

10.1.6. 115 West Main Street

Engert, House & Company, 1909 to perhaps 1913
Arlington Pressing Parlor, by 1913? to perhaps 1920

10.1.6.1. Engert, House & Company, 1909 to perhaps 1913
Note: The author did not include all of the advertisements that enterprise ran.



Figure 93. Johnson City Comet, 20 May 1909.
This and similar advertisements ran until at least 26 December 1912.
Note: The last mention to this enterprise, found by the author, was 26 December 1912.



Figure 94. Johnson City Comet, 25 May 1911.
This advertisement ran until at least 1 June 1911.

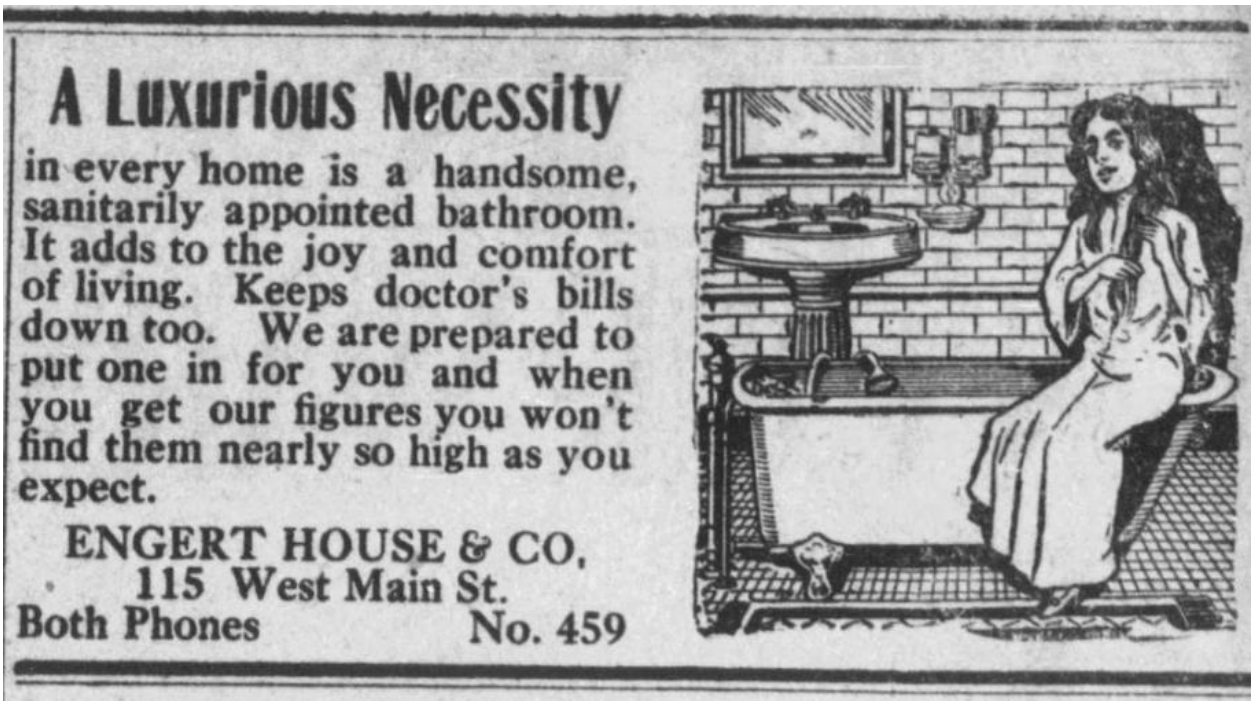


Figure 95. Johnson City Comet, 22 June 1911.
This advertisement ran until at least 27 July 1911.

July 20, 1911. Johnson City Comet.

"See Engert & House Co. before closing your contract for plumbing and heating. Engert & House, 115 Main street. Both phones 459."

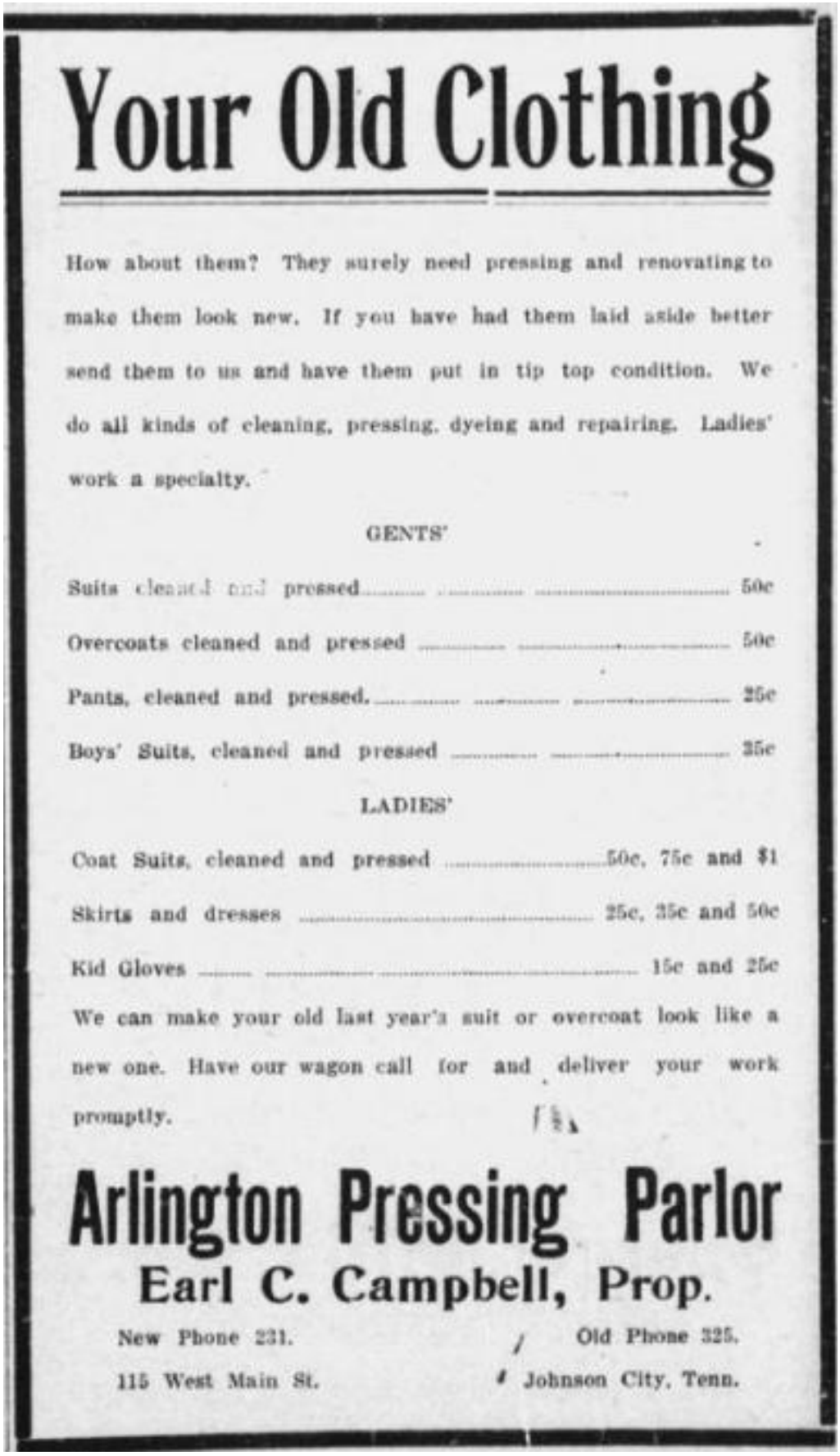
10.1.6.2. Arlington Pressing Parlor, by 1913? to perhaps 1920

Note: The author did not include all of the advertisements that enterprise ran.

July 1913. The Sanborn Fire Insurance Company map for this area shows that 115 West Main Street was occupied by an unidentified "Tailor," perhaps "Arlington Pressing Parlor – Cleaners and Dyers – Fashionable Tailoring."



Figure 96. Johnson City Comet, ran this and similar advertisements between 10 September 1914 and 23 September 1915.



Your Old Clothing

How about them? They surely need pressing and renovating to make them look new. If you have had them laid aside better send them to us and have them put in tip top condition. We do all kinds of cleaning, pressing, dyeing and repairing. Ladies' work a specialty.

GENTS'

Suits cleaned and pressed	50c
Overcoats cleaned and pressed	50c
Pants, cleaned and pressed	25c
Boys' Suits, cleaned and pressed	35c

LADIES'

Coat Suits, cleaned and pressed	50c, 75c and $1
Skirts and dresses	25c, 35c and 50c
Kid Gloves	15c and 25c

We can make your old last year's suit or overcoat look like a new one. Have our wagon call for and deliver your work promptly.

Arlington Pressing Parlor

Earl C. Campbell, Prop.

New Phone 231. Old Phone 325.

115 West Main St. Johnson City, Tenn.

Figure 97. Johnson City Comet, 21 October 1915.

6 January 1916. Johnson City Comet.

"Earl Campbell Taken to Johns Hopkins Hospital – Earl C. Campbell, one of the most prominent and successful young business men of Johnson City, was taken to Johns Hopkins hospital for treatment Monday. He was accompanied by Jesse Curtis and Geo. E. Clark. Mr. Campbell had been sick for about ten days and his condition had become so serious that it became necessary to resort to expert treatment. Mr. Campbell had established one of the best pressing parlor establishments in East Tennessee because of his courteous and obliging manner. In his absence Mrs. Campbell will continue the business without interruption in the same efficient way."



Figure 98. Johnson City Comet, 9 August 1917.
This advertisement ran until 1 November 1917.

Arlington Pressing Parlor

CLEANERS AND DYERS
FASHIONABLE TAILORING

EARL C. CAMPBELL, Proprietor.

OLD PHONE 325 — 115 West Main Street — NEW PHONE 231

START WITH US NOW

and have your old and new clothes kept in tip-top condition by being properly cleaned and pressed. It will not only keep arem looking well but make them last longer, not to speak of the satisfaction of always appearing perfectly well dressed. You will find the service rendered by Arlington Pressing Parlor, Dyers and Cleaners very efficient, prompt and reliable.



WE DO ALL KINDS OF CLEANING, PRESSING, DYING, REPAIRING

Suits Cleaned and Pressed	50c
Palm Beach Suits, Cleaned and Pressed	50c
Pants Cleaned and pressed	25c

WE CALL FOR AND DELIVER YOUR WORK PROMPTLY.

Figure 99. Johnson City Comet, 8 June 1918.
This advertisement ran until at least 3 August 1918.

February 1920. The Sanborn Fire Insurance Company map for this area shows that 115 West Main Street was occupied by an unidentified "Tailor," perhaps still the "Arlington Pressing Parlor – Cleaners and Dyers – Fashionable Tailoring."

1927. The Sanborn Fire Insurance Company map for this area shows that 115 West Main was occupied by an unidentified store ("S").

10.1.7. 117 West Main Street

Eddie's Record Shop, here by 1963 – 1970

July 1913. The Sanborn Fire Insurance Company map for this area shows that 117 West Main Street, a two-story brick structure, was occupied by an unidentified restaurant ("Rest'r't").

February 1920. The Sanborn Fire Insurance Company map for this area shows that 117 West Main Street, a two-story brick structure, was occupied by an unidentified restaurant ("Rest'r't").

1927. The Sanborn Fire Insurance Company map for this area shows that 117 West Main was occupied by an unidentified store ("S").

10.1.7.1. Eddie's Record Shop, here by 1963 – 1970

By 1963 – 1970. "Eddie's Record Shop" was located at 117 West Main Street, see Figure 80. This building was demolished in 1970, see Figure 33.

11. Demolition of the Windsor Hotel, 1971

4 July 1971. Johnson City Press.

"Windsor's walls come a 'tumblin for progress – By Steve Nelson – On Wednesday, the walls of the former social center of Johnson City will come a 'tumblin down. The Windsor Hotel will be demolished as part of the Urban Renewal project for the Central Business District in Johnson City. Also scheduled to feel the convincing nudge of progress is the old Fountain Square Hotel and Farnsworth Hotel.

At one time, the Windsor was known for its air of elegance and was widely acclaimed as the finest hotel between Knoxville and Roanoke. It's early history is a collection of conventions of social and fraternal organizations, as well as its wide use by local residents for receptions, dances, and gala parties.

The old Fountain Square Hotel was one of the first to be built in that particular section of 'expanding Johnson City' and along with the Farnsworth, all three provided a hub of hospitality

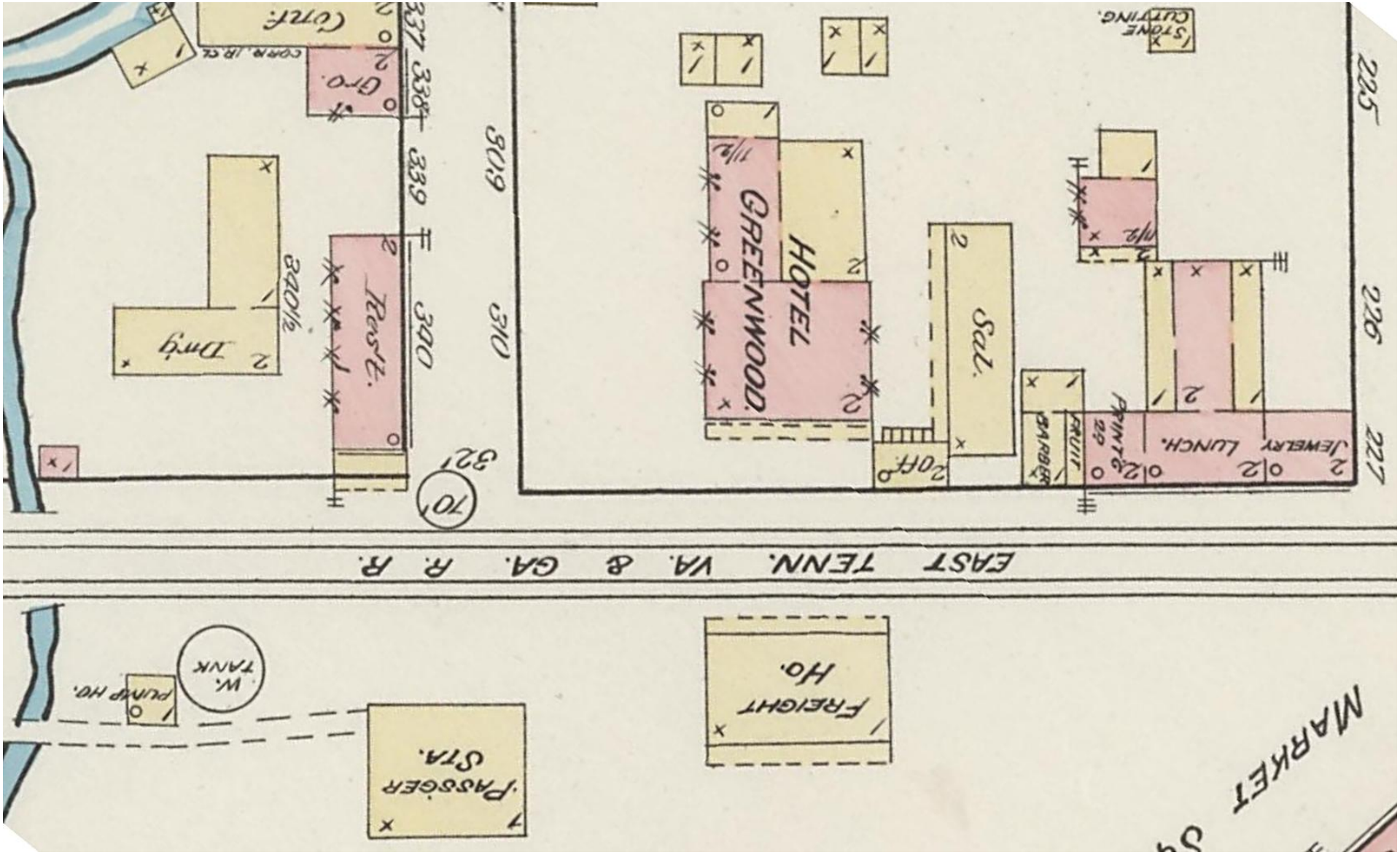
for many travelers. It soon gained a reputation as an ideal location for honeymooning couples because of its location near the train station and the downtown area.

Past registers of all three hotels reveal many distinguished guests including William Jennings Bryan, who was the dinner guest of the Rotarians at the Windsor. Many in Johnson City recall those days when some of the most glittering parties were held in the area of the three hotels and in most cases, black tie for the gentlemen and elegant gowns for the ladies were the order of the day.

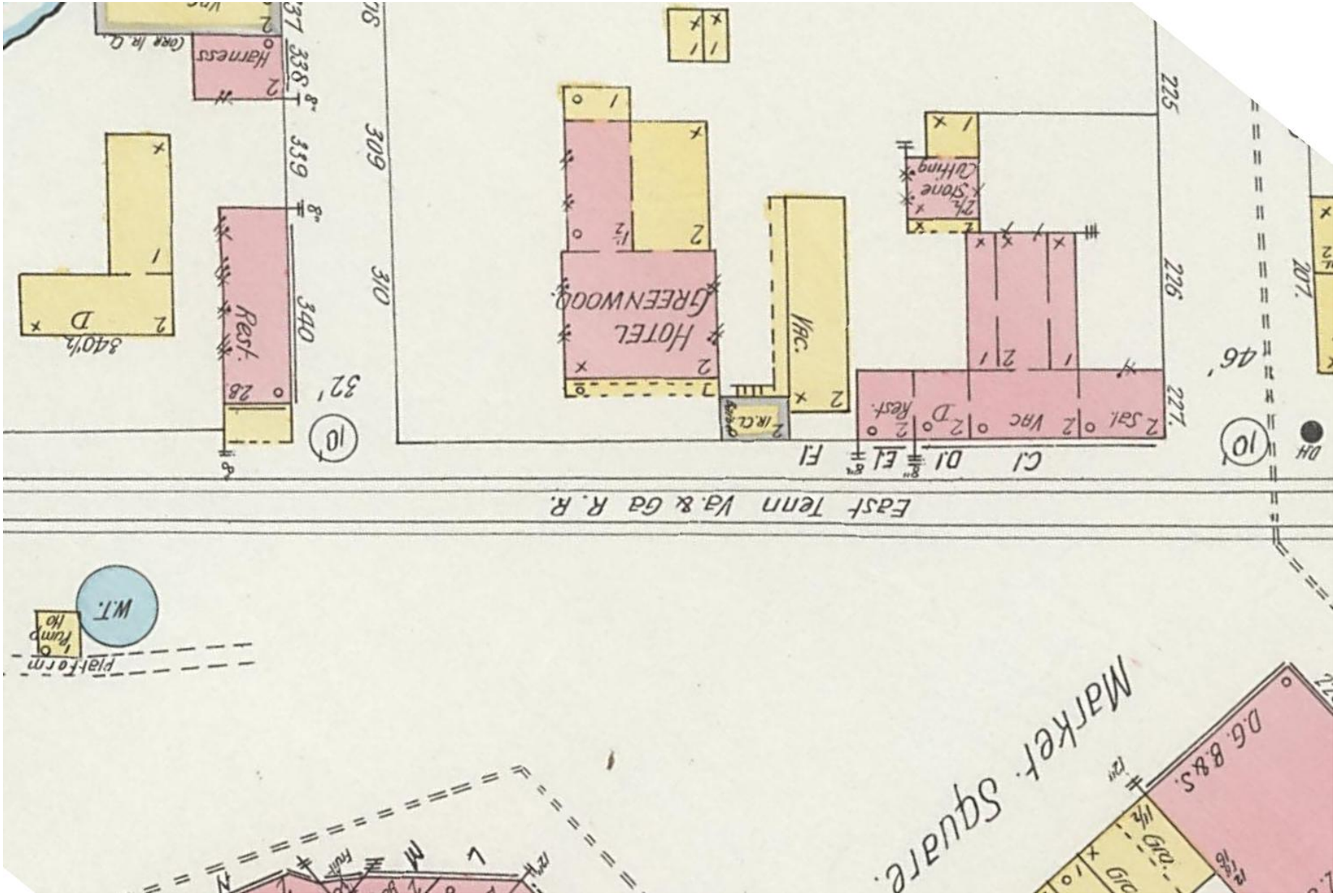
In recent years, this area has declined as guests moved with the flow of activity. In past months, activity in this area of town has been limited. The demolition of this area is part of the Urban Renewal project under the supervision of the Johnson City Housing Authority, and will be done by the Salvage Lumber Company." See figures 59 and 60, which were printed with this article.

12. Northwest Corner of West Main Street and the Railroad

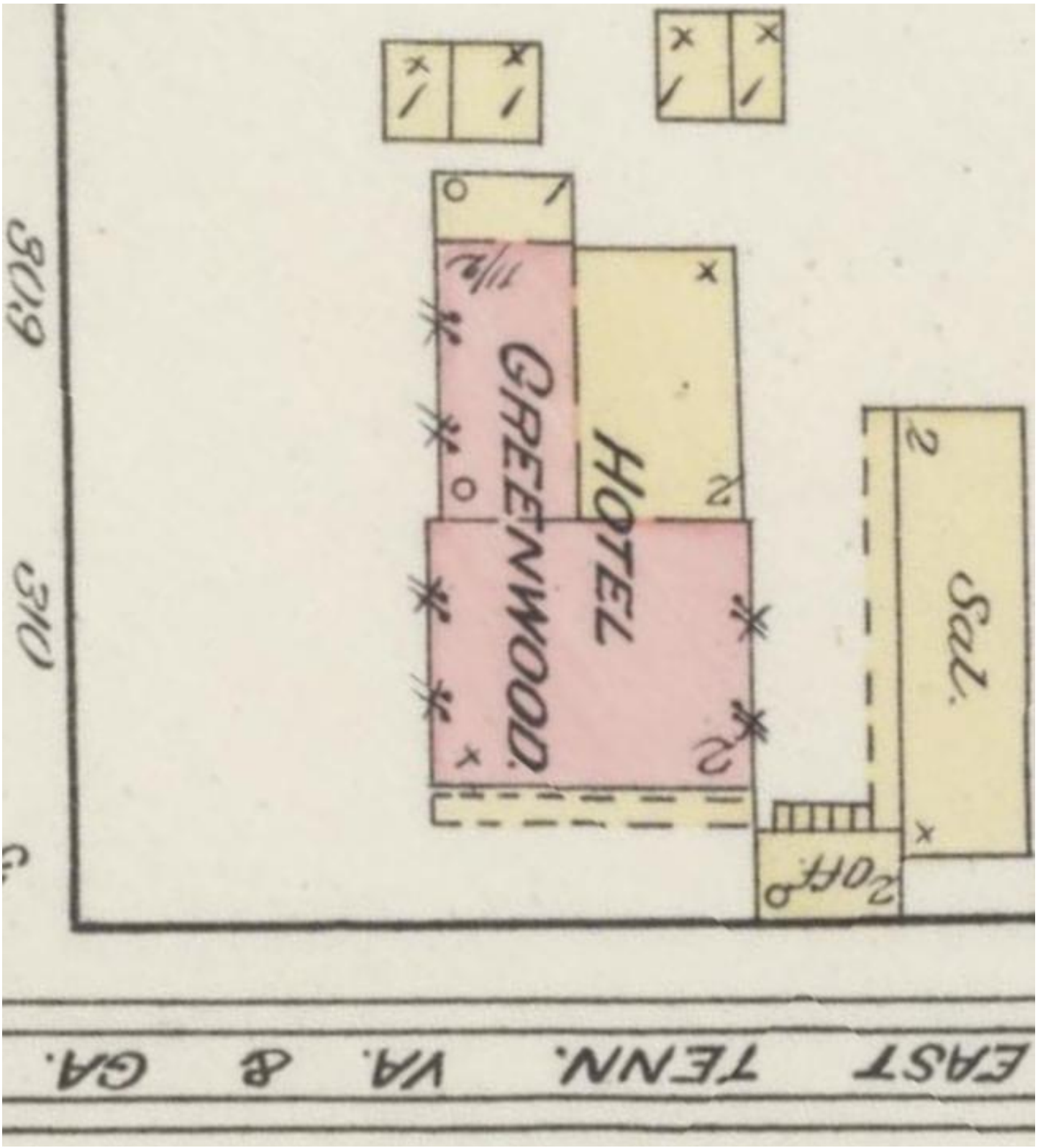
12.1. Northwest Corner of West Main Street and the Railroad (Part 1, by 1865 – 1902)



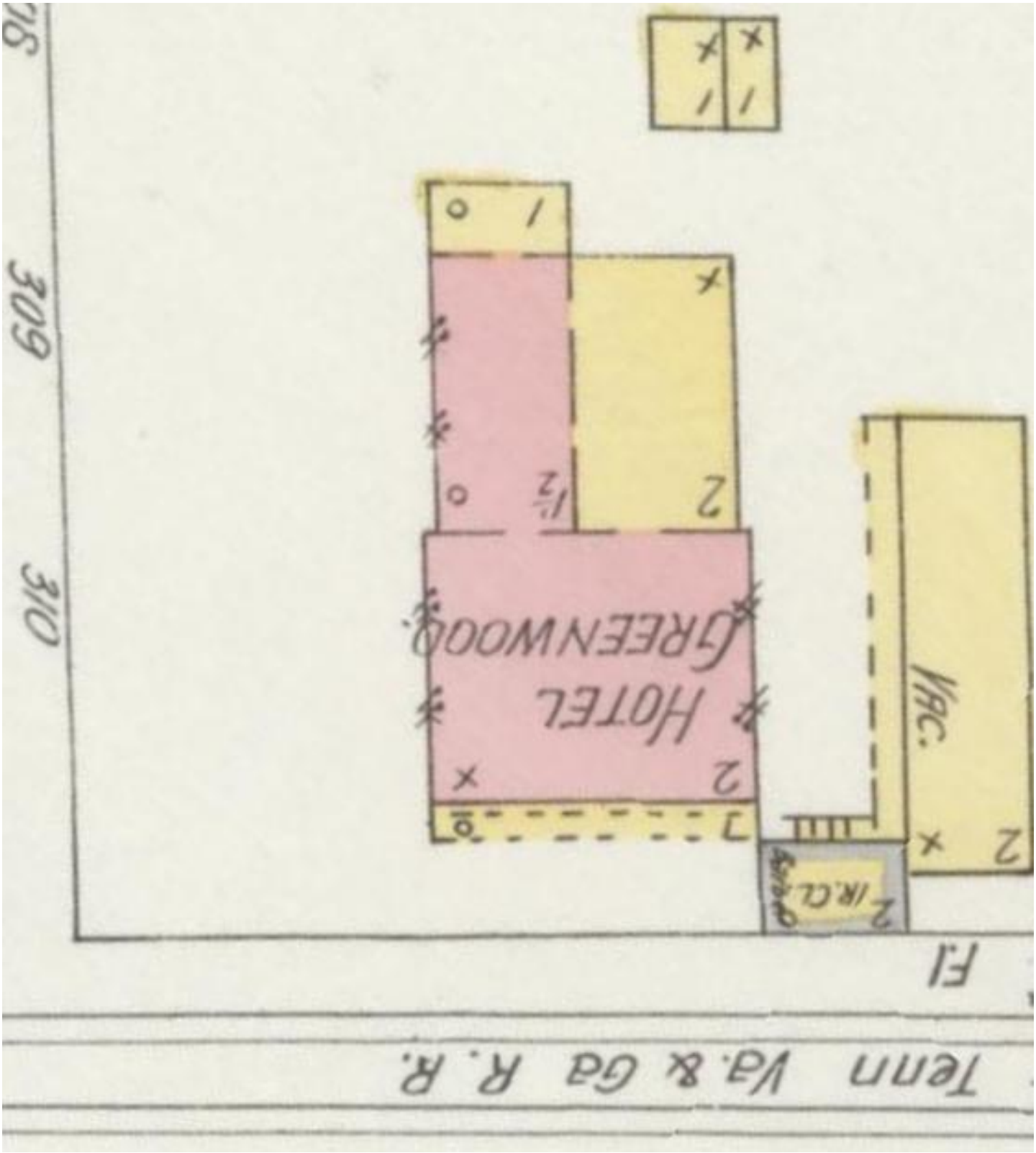
Map 1C. January 1891. Note the "Hotel Greenwood" (formerly the "Hoss House") on the northwest corner of West Main Street and the E.T.V. & G. Railroad and the "Worley/O'Boyle Building" ("Jewelry," "Lunch," "Print'g.," "Fruit," and "Barber") on the southwest corner of West Market Street and the E.T.V. & G. Railroad. Also note the E.T.V. & G. Railroad "Freight Ho.," "Pass'ger Sta.," water tank ("W. Tank" "Johnson's Tank"), and the "Pump Ho." Finally, note that the line-of-sight west along Main toward the restaurant is blocked by E.T.V. & G. Passenger Station, see Figure 37A.



Map 2C. May 1897. Note that the E.T.V. & G. Railroad "Freight Ho.," and "Pass'ger Sta." have been removed, while the water tank ("W. Tank" "Johnson's Tank"), and the "Pump Ho." remain. Also note that the line-of-sight west along Main toward the restaurant has been cleared by the removal of the E.T.V. & G. Passenger Station, see Figure 37A.



Map 1D. January 1891, the "Hotel Greenwood" (formerly the "Hoss House") on the northwest corner of West Main Street and the E.T.V. & G. Railroad. Note the small two-story wood-framed office ("Off.," "W.M. Patton's Building") and the two-story wood-framed building, occupied by an unidentified saloon ("Sal.").



Map 2D. May 1897. Note that the small two-story building has been iron clad and occupied by an unidentified "Barber" shop ("W.M. Patton's Building") and the two-story wood-framed building to its right was vacant ("Vac.").

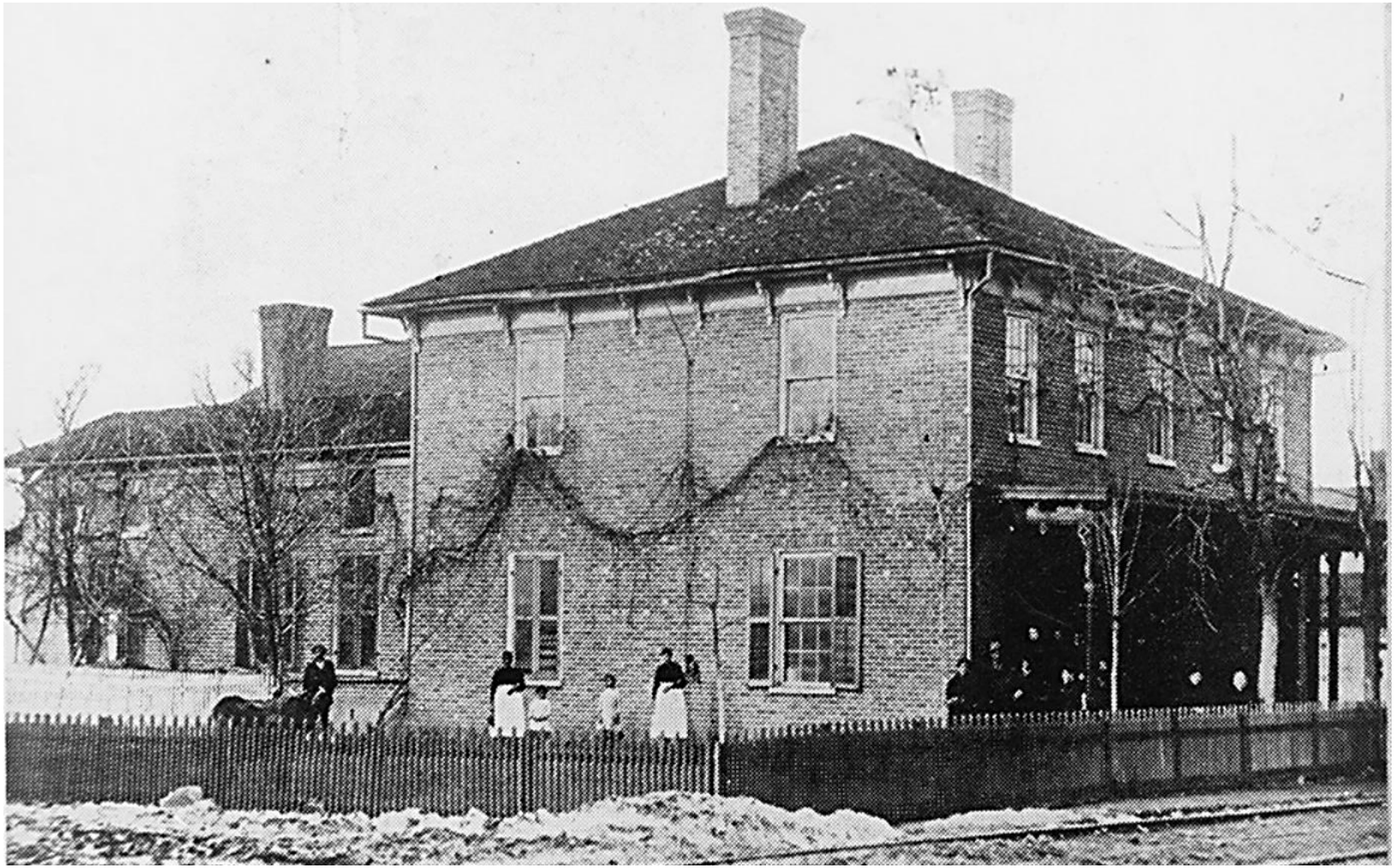


Figure 100. “Hoss House (Built 1871)”. Historian Johnny Graybeal captioned this photograph: “This is the famous Hoss House, built by Elkanah Hoss on property purchased from Henry Johnson. For many years it was claimed that this was the site of Henry Johnson’s brick depot. This building [Henry Johnson’s brick depot] was located on the corner of the railroad and West Market Street. It is not known when the depot was torn down [apparently around 1922] but deed records show it still standing years after this building [the Hoss House] was built [by 1872]. Burr Harrison Collection, Archives of Appalachia, ETSU.” Note the E.T.V. & G./Southern Railway mainline in the right foreground. Also note the interesting roofline on the left (see Map 1D) and the shingled roof, which indicates that this photograph predates that in Figure 101B. The Arlington Hotel was built on the open land to the left of this building in 1902.[113] Finally, note the wood frame structure visible on the right, which was probably the southern end of the Worley Building. If this is correct, this image dates to 1897 or earlier. Perhaps the front (right) portion of this building was originally constructed by Henry Johnson during the U.S. Civil War and used, in part, as a depot.



Figure 101. Behind the "Man with Horse and Cart," on the left is the E.T.V.&G. Railroad mainline and the S.T. Harris building (constructed in 1888), which was on West Main Street. The building on the right is the "Hoss House," now being operated under the name "Greenwood Hotel" (1890 – 1901). Note that there does not appear to be any trolley track on Main Street, indicating that this photograph was taken in 1903 or earlier.[114]



Figure 101B. A detail of the Hotel Greenwood. Note the sign on the right, which appears to read “Hotel Greenwood.” Based on the sheet metal roof, this photograph appears to post-date that in Figure 100.



Figure 102. President Benjamin Harrison speaking to the citizens of Johnson City on 14 April 1891.[115]

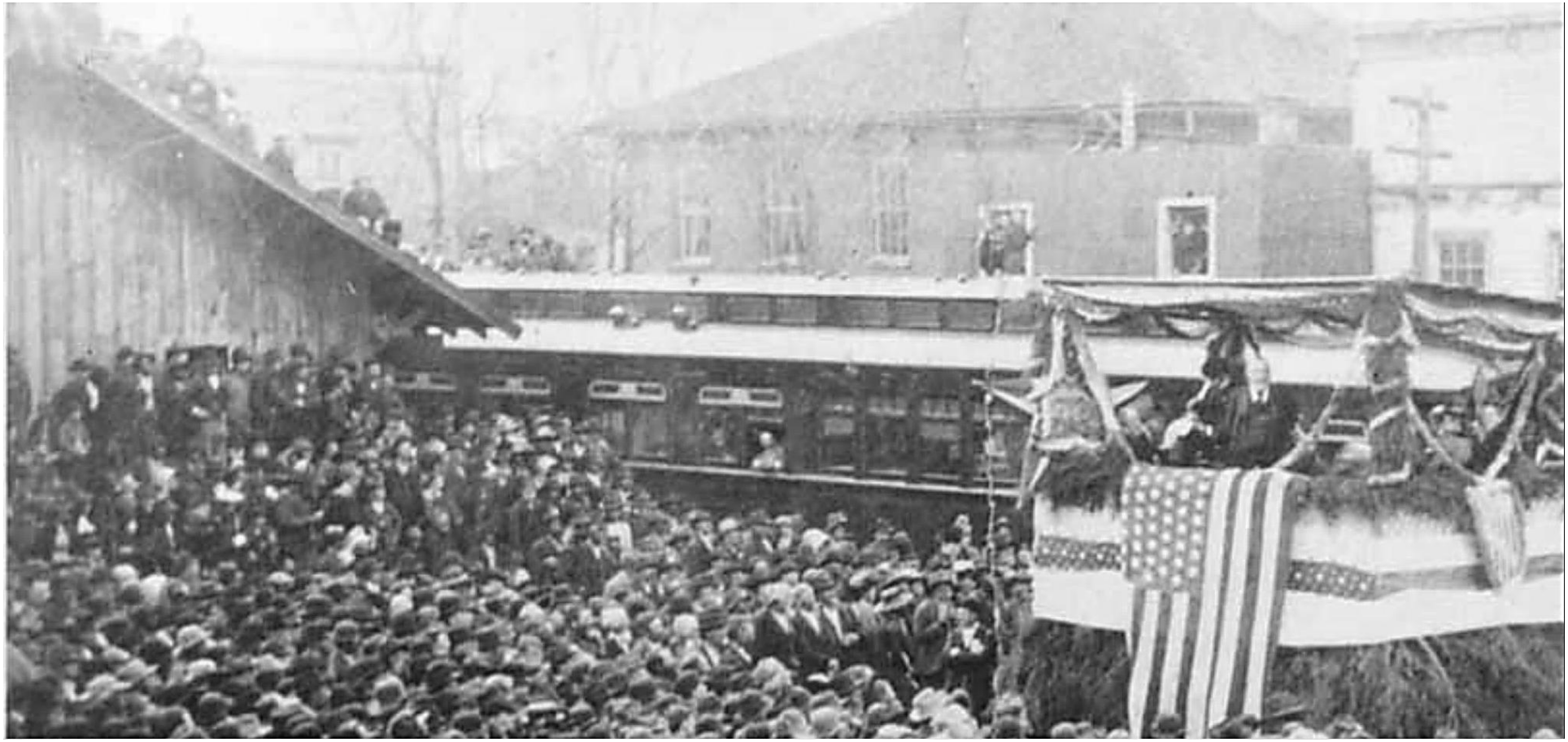


Figure 102A. A detail. From left to right (based on Map 1C, dated January 1891): the E.T.V. & G. freight depot, the S.T. Harris building (behind the depot), the Hotel Greenwood (formerly the Hoss House), an office ("W.M. Patton's Building" with people in the windows, just above the passenger car), and a saloon (the light-colored two-story wood-framed building on the right).

12. Northwest Corner of West Main Street and the Railroad

12.1. Northwest Corner of West Main Street and the Railroad (Part 1, by 1865 – 1902)

12.1.1. Hoss House Building, by 1865 to at least 1913 (Part 1, by 1865 – 1902)

Note: In 1902, construction began on the Arlington Hotel on open ground to the south of the existing Hoss House Building. The Hoss House Building stood until at least 1913.

Johnson's Second Depot, by 1865 – 1871?
Hoss House, 1871 – 1888
Watauga House, 1888 – 1890
Greenwood House/Hotel Greenwood, 1890 – 1894
Hotel Oxford, 1894 – 1895
Hotel Greenwood, 1895 – 1901
The Drummers' Home/Hotel, 1901 – 1902

12.1.1.1. Johnson's Second Depot, by 1865 – 1871?

"Later sites of railroad stations were: Henry Johnson out of his own means built a second station of brick on that part of his lot now covered by the two-story building occupied by the Arlington and Fountain Square hotels [reportedly by 1865]... The first station built by a railroad company was constructed by the E.T., Va. and Ga. company near the center of the public square on land donated by Tipton Jobe. It was a frame structure and became so inadequate for the growing town that the citizens resented its continued use, and, so much so, that it was burned to the ground – it was thought by indignant youngsters of the town… The Jobe spring was the railroad's first dependence for water; hence the tank (which stood south of west Main street and the name 'Johnson's Tank.'"[116] See Appendix C for the complete text.

Note: The author has not found any information in the Johnson City Comet on the removal of the freight depot (or the temporary passenger depot). The author suspects the freight depot, as well as the temporary passenger depot, were removed by the authorities. If both buildings had been burned down by arsonists, the author would have expected to find something in the newspaper.

"The largest and most enterprising town in Washington County is Johnson City. The site upon which it is built was originally entered by Abraham Jobe, and upon the completion to this point of the East Tennessee & Virginia Railroad [reportedly 3 July 1857], the greater part of the land was owned and farmed by Tipton Jobe, the nephew of Abraham. Franklin and Montgomery Hoss owned land on the northeast and north sides of the town. The first building erected at this

place was a dwelling and store built by Henry Johnson from which circumstance the place was called Johnson's Depot. This house now [1887] forms a portion of the brick building west of the railroad at the crossing of what was once the stage road [now Market Street, Johnson's first depot apparently forming part of the Worley Block, since the "Smith H. Hale/Archer Building" on the north side was a wooden framed building in 1891]. For a time it [Johnson's first depot] was used as a hotel and railroad [passenger] depot as well as store and dwelling. Soon after, Mr. Johnson, at his own expense, built a large brick [passenger] depot on the site of the present Hoss House [opened 1872], which was used by the company until after the war [which ended in 1865]. The second house was built in 1857, by T.A. Farr [Faw], on land lying on the north of the stage road [Market Street]. It was a frame store house... From the completion of the East Tennessee & Virginia Railroad the town increased rapidly, receiving among its accessions, Elder James Miller, John H. Bowman, James M. Wheeler, Dr. J.H. Mingle, Dr. J.W. Seehorn, S.H. Hale and James Barnes. During the war the town was named Haynesville in honor of L.C. Haynes, but it soon resumed its old name, and when incorporated it was as Johnson City. Since the war the town has steadily advanced, but its growth during the past three or four years [since 1883 or 1884] has been especially rapid..." History of Tennessee – From the Earliest Time to the Present, 1887.[117]

Table 3. A Timeline of the Early Passenger Depots at Johnson's Depot, about 1857 – 1872

~ 1857	~1865	~1872
"Johnson's Depot" #1	Storehouse	
	"Johnson's Depot" #2	Hoss House

"Johnson's Depot" #1 was on the southwest corner of West Market Street & E.T.V. & G. Railroad.
"Johnson's Depot" #2 was on the northwest corner of West Main and E.T.V & G. Railroad.

Note: The timeline presented above seems unlikely. The author has inserted clarifying information in brackets in the passage above in an attempt to better resolve what actually transpired. A straight forward reading of this earliest available source on this subject, found by the author, indicates that Henry Johnson built a depot/storehouse/home around 1857 (on the southwest corner of West Market Street and the E.T.V. & G. Railroad) and that he then built another depot by 1865, only eight years later (or sooner) and during the U.S. Civil War (on the northwest corner of West Main and the E.T.V & G. Railroad). It appears that Henry Johnson retained ownership of this first building (on West Market Street] until his death in 1874, and that his son John M. Johnson continued to operate "Hoss & Johnson," a dry goods business, out of this location on West Market Street until at least 1881. The second building would have either been demolished or incorporated into the new "Hoss House" during its construction in 1871 and 1872. Of note, the available accounts on the construction of the "Hoss House" make no mention of incorporating an existing structure, but this could simply be an oversight. Perhaps relevant, Henry Johnson "was married to Mary Ann Hoss, daughter of John Hoss, who was a grand-nephew of Daniel Boone." She was also "a sister to Elkanah, Landon C. and Matt Hoss and cousin to Montgomery Hoss and the late Bishop E.E. Hoss." Of note, the Johnson City Freight Depot was constructed by the E.T.V. & G. Railroad before the U.S. Civil War began in 1861.

"John M. Johnson, formerly a resident of Johnson City, died at the home of his sisters-in-law, the Misses Alexander, at Asheville, N.C., on the morning of the 14th inst., aged about sixty years. He was the last of the family of the late Henry Johnson, the founder of Johnson City, and for whom our town was named. Henry Johnson was a man of affairs, and just before and during a part of the civil war, did a large mercantile business at 'Johnson's Depot.' He erected the first storehouse in the village, which, a brick building, was also dwelling house, and still stands at the railroad crossing on Market street [apparently as part of the Worley Block]. He died soon after the war [on 25 February 1874], and left one daughter, Mrs. Smalling, and two sons, Edmund and John M. Mrs. Smalling died a number of years ago of rheumatism, and Edmund, a capable business man at one time, was ruined by drink, and died prematurely. John M. built the first large storehouse on the site where the Hart building now stands [at the northeast corner of Fountain Square and Market Street], and erected for his uncle, E.D. Hoss, the Greenwood Hotel [opened in 1872]. He married Miss Hattie Alexander, of North Carolina, and lived here some years after his marriage. He met reverses in business, and moved from here to South Carolina, and finally yielded to rheumatism and died, leaving a son and two daughters, all grown. The few now living in Johnson City, who were in and near this place one-third of a century ago, will be sad over the death of John M. Johnson. He was a man of genial and companionable nature, and although he has not even visited his native place for years, we remember the companion of our early years with feeling and affection, and are sorrowful over his death. E.C.R." Johnson City Comet, 19 April 1900.

12.1.1.2. Construction of the Hoss House, 1871 – 1872

11 August 1871. Bristol News.

"Special Correspondence of the News. Johnson City, July 28, 1871. This sterling little village, of sonorous name, is of recent growth. It assumed corporate dignity less than two years ago. Its situation is pleasant, on the E. Tenn Va. & Ga. R.R. some twenty-six miles from the city of Bristol. About five hundred souls constitute its population. The spirit of industry which pervades it is commendable. Its half dozen dry-goods merchants carry on a profitable business; Its two liquor-shops do, as a matter of course. A considerable trade comes across the mountains from the direction of North Carolina. This would have been lost to the merchants here, had not the Western N.C. R.R. proved a failure. Improvements of a permanent and respectable kind are being added with moderate progress. A first-class hotel of ample dimensions is looked forward to with considerable interest. It is now raised and partially weatherboarded. If completed according to original calculations, it will present a handsome appearance [this could be a reference to either the Hoss House or the City Hotel, but was apparently to the City Hotel, since the brick Hoss House does not appear to have had weatherboard]. Several brick-kiln in the vicinity promise additional buildings soon. Two churches were in process of erection. One is still receiving the attention of workmen, and will doubtless be finished within a reasonable period; the other, a good brick wall, nicely located and just ready for roofing, will not be completed. The denomination to which the latter belongs counts at least twice as many members as any other in the place, but, with a very few exceptions, they are destitute of church enterprise – will permit an excellent frame of their building to crumble to the ground, when the slight trouble of putting on a roof would, at least, preserve it. – There is a good school-building here unfinished also. Perhaps it will never present that elegant appearance which a little more work would secure for it. It is tolerably comfortable, but lacks the plastering inside, and the finishing work without. Another building of which this burg

stands very greatly in need is a first-class flour mill. It is very strange that no one has yet made an investment in this direction. There is a sufficient water-power just at hand, while many bushels of grain are constantly being shipped to a distance. – The village has not had an adequate supply of flour and meal for weeks past. Breadstuffs can be had by the citizens now only by making repeated trips to mills in the country. Will not some enterprising individual embrace, at once, the opportunity of erecting the most paying piece of property in the locality? Johnson City, although it will never be large enough to wear its large name gracefully, will yet surpass the oldest town in the state. This, perhaps, will be glory enough.

A highly respectable old gentleman, one of the best citizens of Johnson City, has recently been charged with Hoss-stealing. He has not yet been brought to trial.

A camp-meeting of the M.E. Church South will begin at Rockhold's campground, near Union Depot, on Friday, the 18th of August.

A considerable number of visitors are now at Easley's Springs, two miles from Johnson City. W."

1 September 1871. Bristol News.

"Points About Johnson's. Johnson City. Aug. 28, '71. Our parched, dusty locality has at length been relieved. The dry earth's burning thirst has been quenched by a long, steady rain. Corn, though dwarfed beyond remedy, puts on a more cheerful aspect. Complaints of the season, though too numerous still, are in a great measure banished from the lips of the agricultural brotherhood. During half the day Sunday, and a part of the preceding night, the rain fell at a gentle yet constant rate, allowing the arid fields full time to absorb an ample supply.

On Saturday, the 26th inst., began the fourth Quarterly Meeting for Jonesboro' circuit…

Our city, (?) too, professes to be looking toward her educational interests. To this end she now has a mixed school numbering sixty-six pupils. This comprises about one-half of the school population among the whites. The remainder will, for the most part, be reached only by the Free-school system, for which there is but little chance at present. – Yet this is probably about as well as the case stands at other points. Improvements seem to be the order of the day at Johnson City. Two commodious hotel are in rapid process of erection [apparently a reference to the Hoss House and the City Hotel]. S.H. Hale has erected, on his old site a very neat building, comprising store-room and dwelling combined. J.M. Johnson has made an addition to his previously large and commodious house. F.A. Faw's new brick residence begins to put on a handsome appearance, as the work approaches completion. Mr. J. Rankin has the brick-layers employed on his boot and shoe shop. N.P. Chedester's new store-house will be a commendable addition when completed. The Methodist and presbyterian churches are about in statu quo. With a little of Bristol's present liberal spirit and enterprise on the land question, Johnson City might greatly promote her growth. It is a great misfortune for many promising villages that a large number of their land-holders conclude that a few lots, simply because they seem to be in demand, should make their owners immensely rich. Still such is the case and, frequently dwarfishness is the result. W."

2 September 1871. Nashville Union and American.

"Two large hotels [apparently a reference to the Hoss House and the City Hotel] are being erected at Johnson City, and other improvements are going on at that place. The city can boast more good improvements under way than any town on the line from Bristol to Knoxville."

12.1.1.3. Hoss House, 1872 – 1888

9 March 1872. Knoxville Daily Chronicle.

"Johnson City, March 7, 1872. The snow is still about six inches deep, and mud about twelve. The snow was about fourteen inches deep, and the mud will be about twenty-five.

Business is good, considering the scarcity of money in the country. There is some talk of work being resumed on the [E.T. & W.N.C.] railroad from this place to the Carolinas. Iron is the great staple here, Some improvements are going on. A new calaboose will soon be opened for the accommodations of the drunken public.

This 'city' has recently been incorporated – a Mayor and Board of Aldermen and police force elected…

Elcanah Hoss, Esq., has about completed an elegant and commodious hotel within a few steps from where the car shed will be. He keeps a splendid 'table' and plenty of good things on it to eat. The traveling public will find this a pleasant place to stop.

'Elcanah' is a good 'ho-tel-er,'
And otherwise a 'bully' 'feller'
He'll give you a chicken, ham or beef.
He'll give you coffee, milk or tea;
Or anything you'd wish to see,
And will not bring your 'cash to grief.'

S.R.T."

2 May 1872. Jonesborough Herald and Tribune.

"Mr. Elkanah Hoss, has opened a new and splendid Hotel at Johnson City. All of its appointments are in tip-top style, and the reputation of Mr. Hoss as a man 'who knows how to keep a hotel,' will undoubtedly secure for him abundant patronage."

16 May 1872. Jonesborough Herald and Tribune.

"Johnson City. The denizens of this place are a live, enterprising, progressive people. Their industry and liberality, more fully developed under the stimulus of the bright prospects of the future, have built up an attractive, pleasant and bustling town, whose increasing business is fast making it one of the most important points on the line of road. We are informed that at the present time seven large and substantial houses are in the course of erection, and will soon be completed. The institution of learning is a handsome and commanding structure, the new hotel building is a splendid holstery, whilst the private residences are tasty and some of them built on a rich style of architecture. Johnson City has a chartered municipal government, composed of a Lord Mayor and a Board of Aldermen, whose abdominal capacities are well suited to their business. The incorporated area of the town is near two miles square, and every lot is an eligible building site. When the projected Railway to Norfolk is constructed, as it will be at no distant day, the spirit of improvement will receive a fresh impetus, and 'capital will build its massive piles and arches of grandeur.'

Mr. Henry Johnson is the pioneer – the nucleus around which this thriving community has clustered and most appropriately it bears the honor of his name. his industry, liberality, zeal and worth as a citizen are the germs from which sprang this increasing growth. To him more than any

single individual is Washington county indebted for an additional flourishing corporation, and we are sure that the citizens of Johnson City will never be so ungrateful as to forget his name, or refuse to honor the man who has done so much to secure their prosperity, and prominence as a progressive and intelligent community."

19 July 1872. Bristol News.

"Struck by Lightning. On last Thursday, the new Hotel [apparently either the Hoss House or the City Hotel] at Johnson City, was struck by lightning. Several persons were severely shocked, but no one seriously injured. The lightning struck several other points in the city and vicinity. – Jonesboro Herald."

6 November 1873. Jonesborough Herald and Tribune.

"Messrs. Editors: – Allow me a small space in your most excellent hebdomadal and I will give a concise narrative of my traveling through several districts of old Washington County. I started from Jonesboro' Monday morning, Oct. 27th, and arrived at our neighboring town of Johnson City about noon, and was very cordially received by many citizens, and particularly my old friend E.D.H. [Elkanah D. Hoss], whose pleasant smile and hearty shake of the hand will cheer any one, and his well furnished table almost invites the passer by to stop and be refreshed. I was glad to see so many improvements going on in that prosperous town. In passing over portions of the county watered by Sinking, Brush, Knob, Boon's, Cedar and Kindricks Creeks, your ear will greeted by the sounds (almost made vocal) of the mechanical implement in the different work shops, and your heart would have gladdened in looking over the broad fields of wheat, many of which have been well prepared by the plow and the different fertilizers and having been put in by the drill. I think the industrious and persevering farmers may promise themselves an abundant harvest…"

By 28 July 1874. Introduction to the Resources of Tennessee.

"Jonesborough and Johnson City are the only incorporated towns in its [Washington County's] limits, though there are several villages. Jonesborough was laid off in 1779, is the oldest town in the State, and was its first capital… Johnson City is a new and enterprising town, seven miles east of Jonesborough, on the East Tennessee, Virginia and Georgia Railway. It contains three churches, several stores, a large hotel [this could be a reference to either the Hoss House or the City Hotel], is situated in a rich agricultural region, and enjoys a high degree of prosperity. The population is 800."[118]

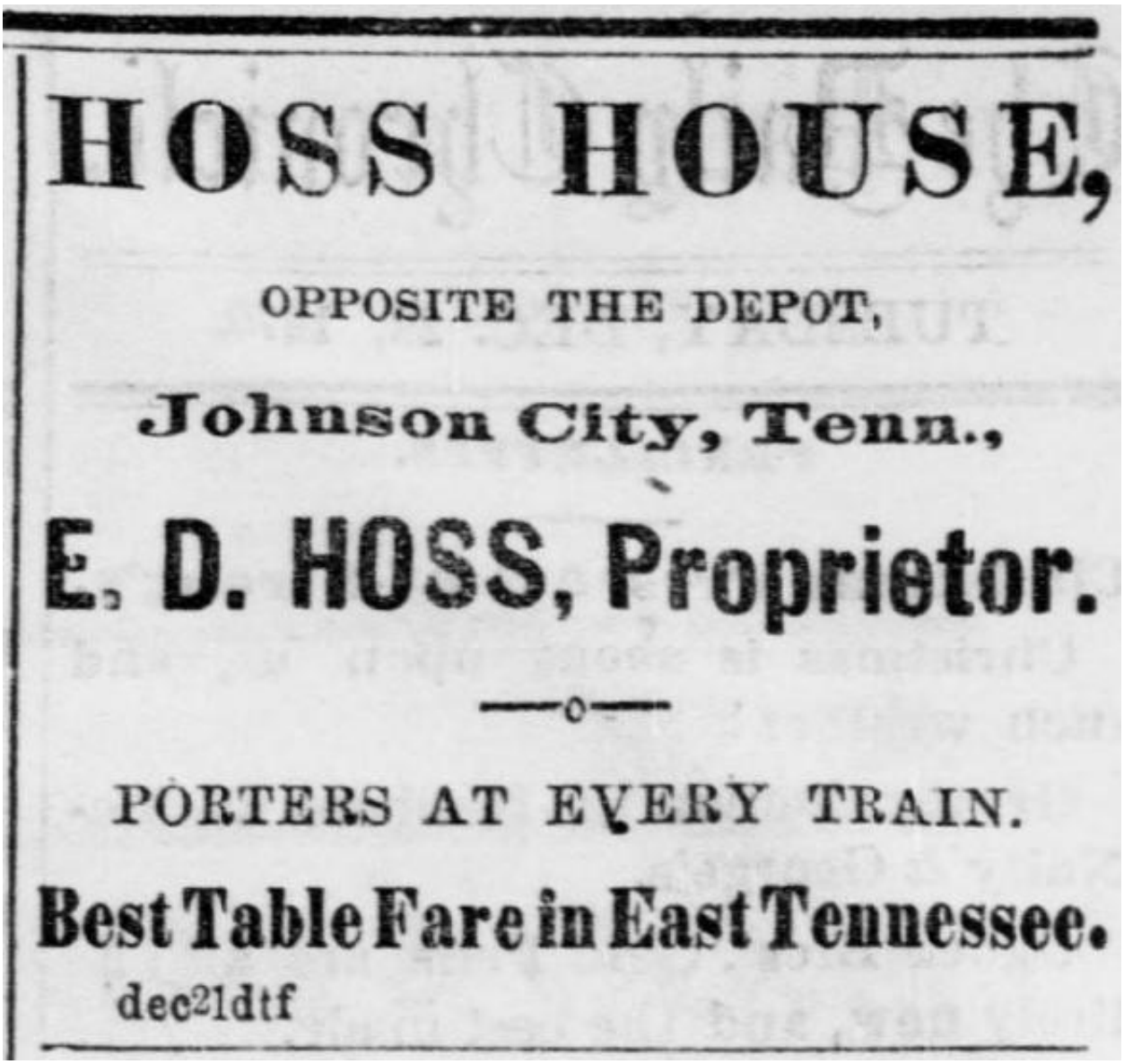


Figure 103. Knoxville Daily Chronicle, 21 December 1879.
This advertisement ran until at least 14 May 1880.

17 May 1884. Johnson City Comet.

"The New England Editors – Stop at Johnson City and Visit Cranberry. The thirty-five editors from way up North, who are making an extended trip through the South, arrived at Johnson City last Saturday on the midnight train. The special sleeping cars in which they were journeying were switched off on a side track. Sunday morning they were breakfasted at the City Hotel and Hoss House by the citizens of Johnson City. A special train had been furnished them by Col. T.E. Matson Sup't. of the E.T. & W.N.C. R.R., and at 7:30 o'clock Sunday morning they started for Cranberry…"[119]

13 December 1884. Johnson City Comet.

"Messrs. F.A. Cumley, Philadelphia, A. Pardee, Hazelton, Pa., J.R. Fell, Philadelphia, Geo. Richards, Dover, N.Y., and A. Pardee, Jr., Philadelphia, principal owners of the E.T. & W.N.C. Railroad and Cranberry Iron and Coal Co., were at the Hoss House Wednesday. They left for Cranberry Thursday morning."

16 July 1885. Johnson City Comet.

"E.D. Hoss (Nashville Christian Advocate.) E.D. Hoss was born in Washington county, Tenn., Aug. 10, 1807, and died at his residence in Johnson City, March 9, 1885, almost living out his fourscore years, by reason of strength… His second marriage was in 1850, to Miss Lucinda S. Smith, with whom he lived in conjugal peace and happiness till the day of his death, leaving four interesting daughters from this marriage union, who with their mother now feel most keenly the loss of husband and father. The writer next met Mr. Hoss at his hotel in Jonesboro, in 1867, where he had the courage and kindness to give a southern Methodist preacher room and board in his house free while that minister conducted religious service in the basement of the courthouse for nearly a whole week. Again in 1873 I was at the Hoss House in Johnson City, and while there Brother Hoss had me to baptize three of his daughters…"

25 February 1886. Johnson City Comet.

"Mrs. J.H. Lanham, wife of our new merchant, has arrived and is boarding at the Hoss House."

3 March 1887. Johnson City Comet.

"An elegant new upright piano was put in the Hoss House parlor yesterday."

31 March 1887. Johnson City Comet.

"Mr. Will Patton, late depot agent at Union depot, has resigned his position and will take charge of the Hoss House at this place the first of April."

21 July 1887. Johnson City Comet.

"The register at the Piedmont House shows that 618 persons have been accommodated at that hotel in the first 18 days of July... This is only one hotel – the Hoss House has also had a good run – but we do not believe there is any two hotels in East Tennessee that can touch this record."

18 August 1887. Johnson City Comet.

"Will Patton is handling the lightning here in the absence of Alvah Davis."

20 October 1887. Johnson City Comet.

"Melville Weiler has been acting as night telegraph operator here for the past week. Joe Wade has gone to Atlanta and Will Patton is on day work. This is Mel's first attempt to manipulate the lightning but he has proven himself equal to the occasion."

3 November 1887. Johnson City Comet.

"A Year's Progress. – Building and Improvements in Johnson City in Ten Months. – every Citizen Should be Proud of the Record. – There has been no Boom, Only a Determination to go to the Front. – the Secret of this Magic Growth Lies in the Fact that Johnson City is Backed by the Finest Beds of Iron and Coal the World Affords. The List Embraces Factories, Business Houses and Dwellings Built and Improved. Below will be found a complete list of factories, business houses and dwellings built and improved in Johnson City since January 1st, 1887… Hoss House. $600… Grand total. $134,025".

9 February 1888. Johnson City Comet.

"W.A. Dickinson has leased the Hoss House and will continue the hotel business. Mr. Dickinson is an experienced hotel man and was the proprietor of the City Hotel in this place for several years. He will take charge at once."

16 February 1888. Johnson City Comet.

"W.A. Dickinson is laying pipes to supply the Hoss House with water from the reservoir. Ike Jobe's livery stable, McFarland's drug store, post-office and the Comet office will also be supplied from the same source."

22 March 1888. Johnson City Comet.

"Mr. Dickinson has thoroughly refitted and repainted the Hoss House, and that hostelry is now one of the best in this section of the State."

12.1.1.4. Watauga House, 1888 – 1890

5 April 1888. Johnson City Comet.

"Mine host Dickinson has greatly improved the Watauga House by erecting a spacious platform in front of that popular hostelry, which now presents a more inviting appearance."

19 April 1888. Johnson City Comet.

"Johnson City Hotels. It is an index of a city's prosperity to note what kind of hotel business it does… The Hoss House and several other hotels do all the business possible, and being in the land of plenty, all set the best tables – oceans of milk, the best of butter, chickens, eggs, fish and game without end."

3 May 1888. Johnson City Comet.

"John Lindamood, an ex-Comet typo, has accepted a position as night clerk at the Watauga House."

31 January 1889. Johnson City Comet.

"We spent a day at Johnson City last week and stopped with 'mine hoste of the Hoss House,' Wm. Dickinson, a prince among good fellows, who keeps a good hotel. Try him. – Greeneville Republican."

13 March 1890. Johnson City Comet.

"Mr. W.M. Patton has purchased the lease of the Watauga House from W.A. Dickinson and will manage it in future. Mr. Patton is an experienced hotel man and will have a full corps of competent assistants. He takes charge at once and the Watauga under his management will continue to be a pleasant place to stop. It is centrally located and has convenient sample rooms for commercial travelers."

17 April 1890. Johnson City Comet.

"W.M. Patton, manager of the W.U.T. [Western Union Telegraph] Company has his office about fitted up in the Watauga House and will be ready for business in a few days."

24 April 1890. Johnson City Comet.

"Ready for Business. The Western Union company has its city office here about ready for business. Matt Dorr, lineman has been here several days cutting the wires and arranging the office. The office is located in the Watauga House on the first floor front in the room formerly used as a parlor. W.M. Patton will manipulate the lighting. He is an experienced operator and is a Johnson City boy. He has worked on the key for several years and reads the dots and dashes faster than the average operator. He is a good steady young man and will do the company good service."

21 August 1890. Johnson City Comet.

"Business Opportunity. Best business chance in city for small investment. For particulars call at office of Watauga House."

2 October 1890. Johnson City Comet.

"Manager Patton, of the Western Union Telegraph Company for this city, has been allowed a new operator, and hereafter the office will be kept open at night for the benefit of the public."

12.1.5. Greenwood House/Hotel Greenwood, 1890 – 1894

2 October 1890. Johnson City Comet.

"Prof. D.N. McLeod has returned from New York with his family. He has purchased Mr. Patton's lease of the Greenwood House and taken charge of the popular hostelry. Professor is well known in this section and among the traveling public, and being an experienced hotel man, the Greenwood will lose nothing in the change, but gain, if possible."

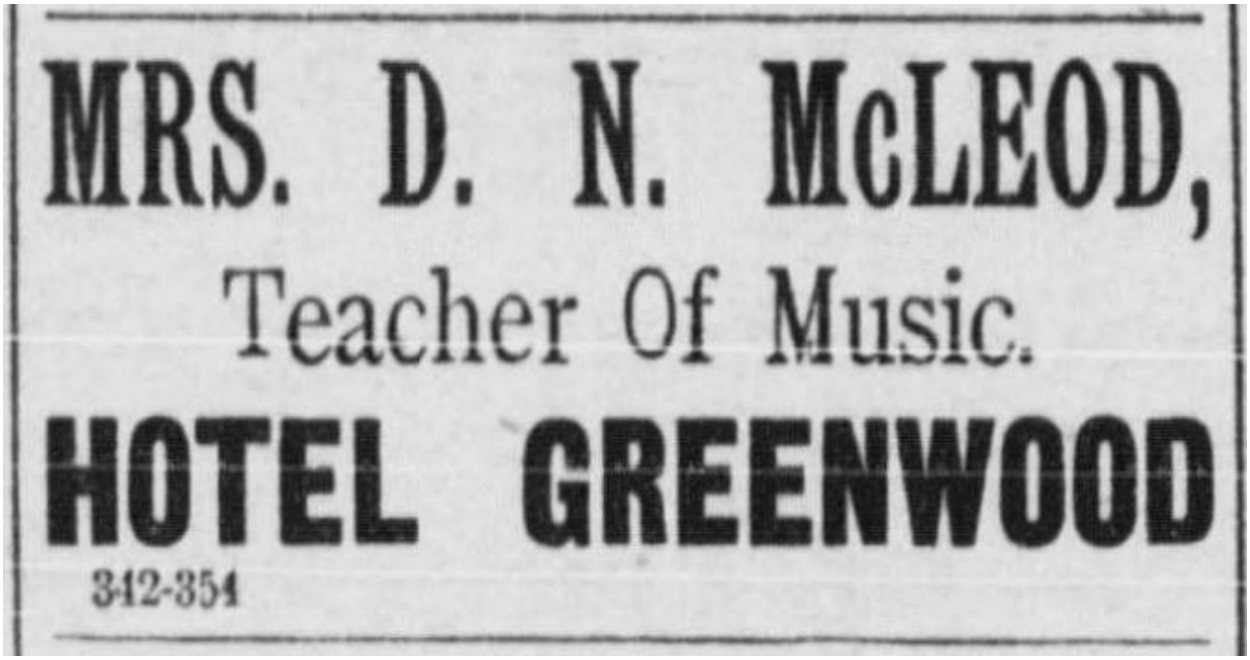


Figure 104. Johnson City Comet, 13 November 1890.

4 December 1890. Johnson City Comet.

"At the Watauga House, Thursday evening of last week about twelve couples enjoyed a quiet dance. Prof. McLeod, furnished them music, and invited them to come and see him again. The party broke up at 10:30 sharp. All expressed their appreciation of Prof. McLeod's kindness."

January 1891. The Sanborn Fire Insurance Company map for this area shows the "Hotel Greenwood." The main part of the structure was two-stories and 1½-stories tall and made of brick. There was also a portion that was composed of a 2-story wood-framed structure, as well as a couple of wooden "out" buildings.

14 April 1891. Johnson City Comet.

"Benjamin Harrison, President of the United States, en route on his southern trip, will arrive in the city today at 2;15 o'clock…

The President has accepted an invitation to address the people of Johnson City. Arrangements have been made to give the party a royal reception. The ovation will be unprecedented in the history of Johnson City…

The committee of reception will meet the President and party at Bristol and accompany them to this city. On their arrival the President will occupy the stand which is now being erected near the [freight] depot. Hon. A.A. Taylor will introduce the President Harrison, who it is certain, will address a large and enthusiastic throng of citizens and people from various parts of East Tennessee…"[120] This article (and the one below from 15 April 1891) were included with this section on the Hoss House because this building was photographed in the background during this event, see Figure 102.

15 April 1891. Johnson City Comet.

"The greatest ovation ever witnessed in Johnson City was given to President Harrison and party yesterday.

Elaborate preparations had been made. The stand was handsomely decorated. Gaudy festoons covered the timbers of support, and the stand was cozily wreathed with red, white and blue, while silk flags of the stars and stripes were let to the breeze from every side. On either side of the stand was a modest escutcheon bearing the word 'Welcome' diagonally across it. A large flag was suspended in mid air by a cord stretching from the top of Jobe's block to an uppermost window of First National Bank. The store buildings on the public square were elegantly and profusely decorated with flags and festoons. The entire surroundings were a scene of gorgeous beauty and highly pleasing to the gaze of mortal eye.

Although clouds veiled the sun more or less all day, and there were slight threats of rain, the weather remained pleasant and a refreshing breeze was astir from morning to night.

Fair delegations came in from up and down the E.T.V. & G. Railroad, and from the different terminal lines. At 1 o'clock fully 5,000 people were assembled in the public square awaiting the arrival of the distinguished party. Every window accessible to the view of the stand was crowded with anxious people. Freight cars standing in the region of the Presidential stand were covered with masses of humanity. Special stands, which had been constructed for the occasion, were overflowing with people who were favored with an invitation to occupy those places of luxury.

At 2:23 o'clock a train of six magnificent cars pulled into the city, bearing the distinguished visitors. The train was pulled by Engine No. 252, with John Patterson, the well known engineer, at the throttle. The car next to the engine was occupied by Colonel Hudson and other officials of the E.T.V. & G. Railroad, who had come from Knoxville in the morning to join the party at Bristol. The second coach from the engine was the combination baggage and smoking car, 'Aztlan,' and is inscribed, 'Presidential Special' in letters of gold. The third car was the dining car, 'Coronado.' It is a model of beauty. The President's car, 'New Zealand,' was next to the dining car. The decorations of this car are of the most cozy nature combining beauty and simplicity. Following the President's car came the sleeping car 'Ideal' which in turn was followed by the last car, 'Vienna.' This car contains a library and is especially adapted for observation purposes. Often where there has been no formal reception arranged for, the speakers address the people from the rear of this magnificent car, which is adapted to stage purposes as well as those of observation…

The G.A.R. post of this city, with Major Cantwell commander, constituted the guard of honor, in whose care the Presidential stand was confided. The guard did its duty well and kept the surging crowd from within the ropes.

When the train had pulled up fronting the rear of the stand, the President alighted, and in company with Hon. A.A. Taylor, ascended the Brussels-laid stairway to the stand, which was elevated about ten feet from the ground…

When Mr. Rusk had finished the party repaired to the car. During the speeches by Mr. Wanamaker and Mr. Rusk the President stood on the lower step to the rear of the observation car, shaking the hands of the people. Mrs. Harrison stood just back of the President viewing the crowd and surroundings. Throughout the exercises, the Johnson City band discoursed stirring music.

At 2:50 o'clock the train pulled out from the station amid the wild shouts of a great and enthusiastic throng, with an occasional strain of music rising above the yell of voices and the shrieking of whistles from the foundries and shops of the city."[121]

30 June 1892. Johnson City Comet.

"Mrs. J.P. Remine of Cranberry is at Hotel Greenwood under the treatment Dr. Peirce."

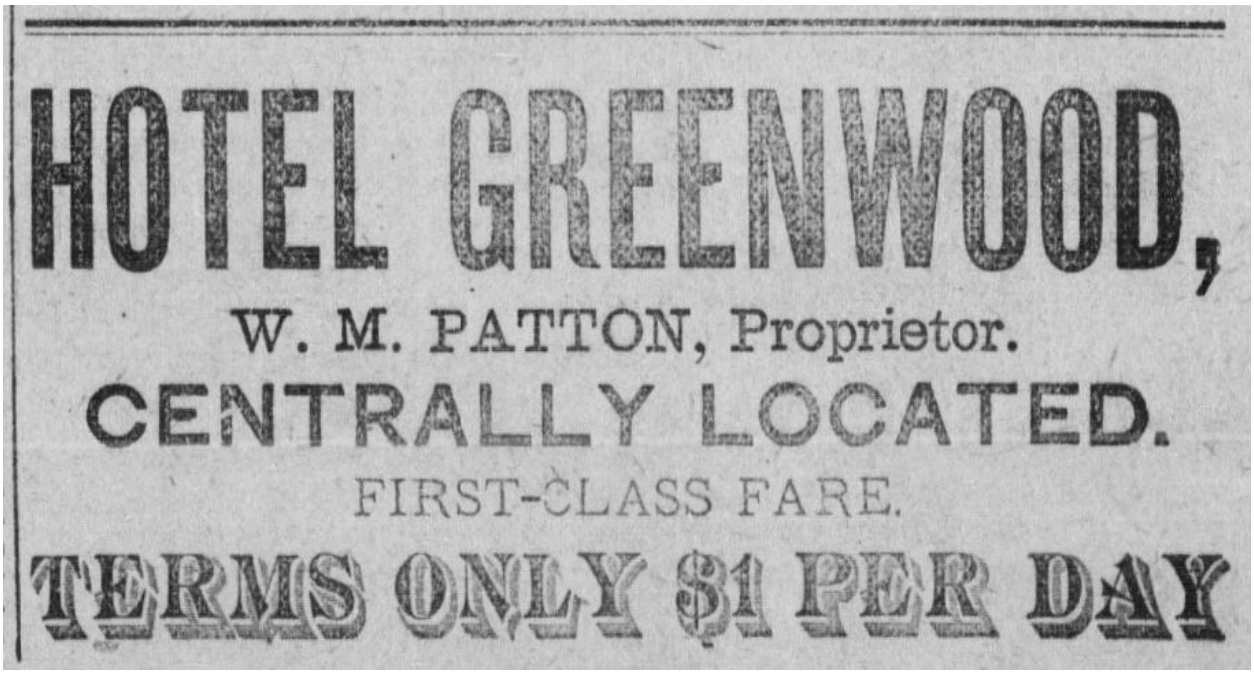


Figure 105. Johnson City Comet, 8 April 1893.



Figure 106. Jonesborough Herald and Tribune, 20 April 1893.
This advertisement ran until at least 4 April 1894.



Figure 107. Johnson City Comet, 18 May 1893.
This advertisement ran until at least 22 June 1893.

15 March 1894. Johnson City Comet.

"Trustee's Sale of Land. By virtue of a certain deed of trust, with power of sale, executed to J.W. Goldsmith, trustee, by Mrs. Lucinda Hoss, I, the said J.W. Goldsmith, trustee, will on Saturday, March 17th, 1894, in front of the court house door in Jonesboro, Tenn., proceed to sell the real estate described in said deed of trust, in accordance with the terms thereof.

Description – Said real estate is that certain tract or parcel of land situated in the town of Johnson City. Washington County, State of Tennessee, in the Ninth Civil District of said county, and on the western side of the E.T., V. & G.R.R. and adjoining the lot owned by the said Lucinda Hoss, on which row stands the brick house known as the 'Hoss House,' and being situated just north of the last aforementioned lot, and bounded as follows: Beginning at what is known as the northeast corner of the lot owned by the aforesaid Lucinda Hoss, near the aforesaid railroad track, thence northeast along said railroad track thirty feet (30 ft.) to a stake, thence running one hundred and eighty-seven feet (187 ft.) to a stake, the same to be a line parallel with the line of said Lucinda Hoss, and to be so near as to make the lot hereby conveyed thirty feet (30 ft.) wide and of the same length of the lot owned by the said Lucinda Hoss, thence thirty feet (30 ft.) to the corner of Lucinda Hoss' lot, thence with her line to the beginning.

Terms of Sale.

Said real estate will be sold to the highest bidder for cash in hand, in bar of equity of redemption, in accordance with the terms of said deed of trust. Done by order of the board of directors. This March 5th, 1894.

J.W. Goldsmith, Trustee.
By Hughes & Davis, Attorneys."

22 March 1894. Johnson City Comet.

"Hotel Greenwood is undergoing repairs and a thorough renovation, the work of Mr. H.B. Crumley, who will take charge of the house about the first of next month. He will put in new furniture from top to bottom. The 'Commodore' is known as being a man who believes in giving strict attention to the inner man, as his ponderous corporocity attests, and the public may go to him, when he takes charge, with the certainty of having their hunger appeased, provided he don't get the first whack at it; but, with the magnanimity ever characteristic of him, we are sure that he will wait until his guests have finished before laying siege himself. Seriously, he will have an abundance of the best in the market, and it gotten up in the nicest and best of style, at that."

5 April 1894. Johnson City Comet.

"Greenwood Opened. Our genial host, Mr. H.B. Crumley, will open the Greenwood Hotel today. The house has been lately remodeled, papered, painted and refurnished. It is a neat clean hotel and Bascom is a man who knows how to accommodate the public."

12 April 1894. Johnson City Comet.

"The big hotel man, 'Commodore' Crumley, moved his effects into the Greenwood Hotel Monday. He hasn't decided upon what shall be its new name, but jocularly remarked that he might have to call it 'Needmore,' We have been struggling along with that complaint for some time, but the paymaster don't believe it."

18 April 1894. Jonesborough Herald and Tribune.

"H.B. Crumley has took charge of the Greenwood Hotel. J.J. Simpson having retired to private life."

12.1.1.6. Hotel Oxford, 1894 – 1895

26 April 1894. Johnson City Comet.

"'Hotel Oxford.' Our genial host, Bascom Crumley, who is now presiding over the old Greenwood Hotel, has decided to change the name to the 'Oxford,' and it will, therefore, be known through Bascom's administration (and we hope that may be a long time) by that euphonic and popular appellation. Don't forget the Oxford when you want one of the best meals you ever set down to."



Figure 108. Johnson City Comet, 26 April 1894.
This advertisement ran until at least 3 January 1895.

10 May 1894. Johnson City Comet.

"The Oxford has been designated by the Travellers Protective Association as the T.P.A. hotel for Johnosn City."

18 October 1894. Johnson City Comet.

"Removed. Nat Brewer has again taken possession of his old stand at the Oxford Hotel. He has got him a wife, hauled his 'punkins,' and now stands prepared to eat 'punkin' pie and handle the 'razoo!'"[122] Note: The author did not find any information on when Nat Brewer actually occupied this "old stand."

18 October 1894. Johnson City Comet.

"Work done quickly and in first-class style by first-class workmen at Nat Brewer's barber shop. Oxford House…

That old and reliable barber, Nat Brewer, has moved back to his old stand at the Oxford House. You know what that means. Give him a call…

Nice, Clean and painless shaves and even haircuts at Nat Brewer's at the Oxford House. Only competent and expert barbers handle the razor and scissors in Nat's shop."



Figure 109. Johnson City Comet, 10 January 1895.
This advertisement ran until at least 23 May 1895.

12.1.1.7. Hotel Greenwood, 1895 – 1901

11 July 1895. Johnson City Comet.

"Confederate Veterans. – Preparations Being Made for Their Annual Reunion Sept. 5. The board of directors of the Confederate Veterans' Association of Upper East Tennessee met in the Greenwood Hotel on Tuesday, July 9, and was called to order by the president…"

9 January 1896. Johnson City Comet.

"N.P. Brewer has at his barber shop a shaving machine, which for nicety and deftness, can't be beat. Go try it."

23 January 1896. Johnson City Comet.

"Fount Russell as a Hypnotist. Fount's powers in this peculiar and mysterious accomplishment, if an accomplishment it can be termed, were used to the merriment and satisfaction of quite a number last Thursday night at N.P. Brewer's barber shop. His subject was a young lad of our town by the name of Jimmy Linnville, who is about fifteen or sixteen years of age. The young hypnotist would at a moment's warning convert his subject into a grave and from that into a gay state of mind, sometimes awake and then asleep, his expression changing from grave to gay, as the powers of the hypnotist were exerted. Fount, on one occasion, placed Eugene Earnest by the side of his subject, and informed the latter that it was a young lady who sat by his side. Quick as a flash the subject was converted from a sad and dejected appearance into one of ecstasy, and in an instant more lovingly embraced and saluted the young lady with a number of warm and passionate kisses. The spell was removed from Jimmie and he immediately assumed his former grave expression, evidently bemoaning the fact that his bliss of a moment before had so suddenly been intruded upon.

The boy artist then pointed out to his subject a coal black young man, Will Pierson, the bootblack and brusher at Nat's shop, and informed him that Will was another young lady, and in this, as in the other case, Jimmie lost no time in showing his love for the colored young damsel by implanting upon her cheeks a few more of those rapturous kisses he had a moment before enjoyed in showering upon the white young lady.

Fount carried his subject through various other experiences, and then removed the spell, when the youngster was allowed to depart and go home.

From a circular, which seems to be pretty thoroughly distributed, it will be seen that the 'Youthful mind-reader and hypnotist, Prof. Chas. F. Russell,' will begin a series of lectures on mindreading and hypnotism.

His manager will be E.G. Earnest, another youthful character, of this city, who has lately left the mercantile field to enter that of the mind-reader and hypnotist."

6 February 1896. Johnson City Comet.

"Hotel Greenwood, which has been managed by J.W. Scalf for the past ten months, will change hands on the 10th inst. Mr. Scalf will move his family to his property on the corner of Watauga avenue and Boone street."

23 April 1896. Johnson City Comet.

"Hotel Greenwood. We inadvertently omitted to mention in our last issue the opening of the Hotel Greenwood, under the capable management of Mr. J.W. Ball, who has had good reason to feel flattered by the gratifying success which he is already enjoying. Everything about the hotel is neat and pleasant, and guests are given every attention. His advertisement will be found elsewhere."

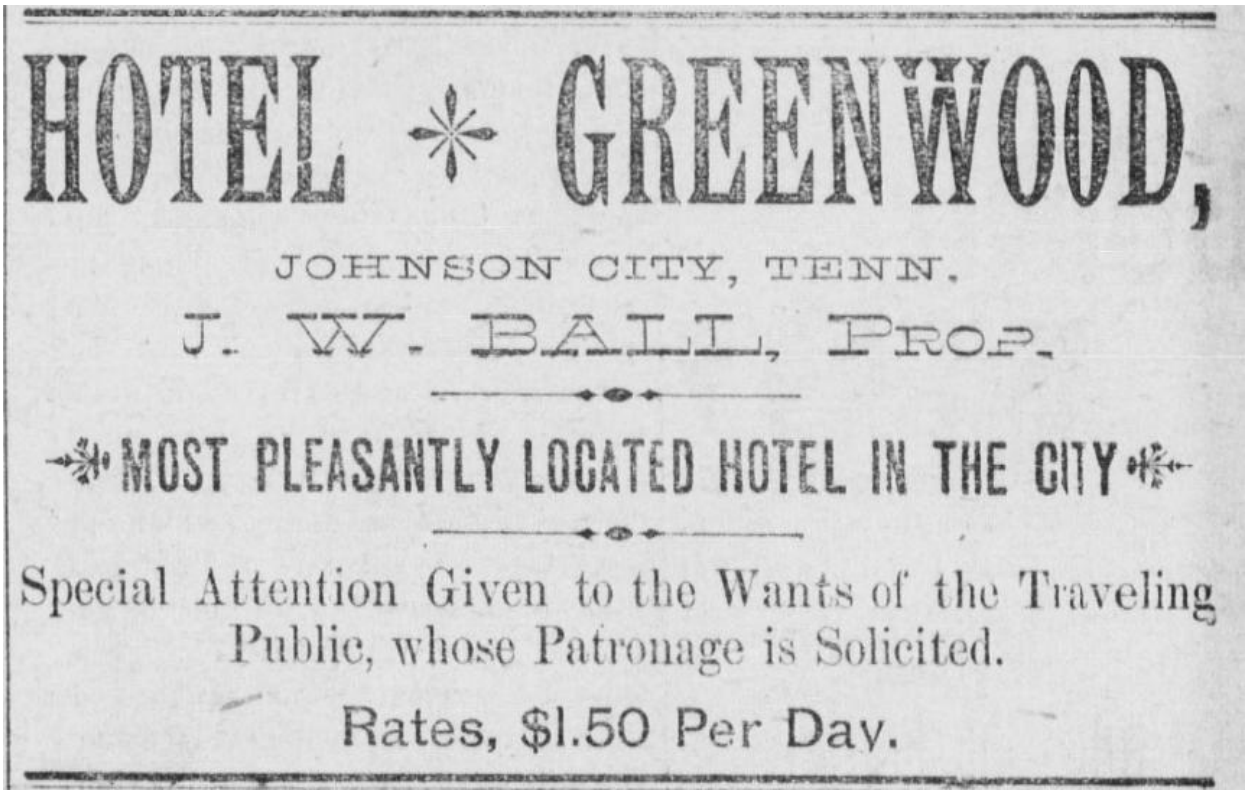


Figure 110. Johnson City Comet, 23 April 1896.
This advertisement ran until at least 2 July 1896.

4 June 1896. Johnson City Comet.

"Back Taxes… A certain tract of land in Johnson City, Tennessee, bounded on the east by Southern railway's right of way and on the west and north by the Worley property and Mrs. Lucinda Hoss, and being the property known as the 'Hotel Greenwood,' and now occupied as a hotel by JW Ball, and belonging to the Interstate Building and Loan Association, of Columbus, Georgia, Mrs Callie Artz and husband WP Artz, Mrs Bennie Artz and husband Fred Artz, Mrs Maggie Patton and husband Will M Patton and Alice Hoss, assessed to Mrs LS Hoss."

2 July 1896. Johnson City Comet.

"Nat Brewer left Tuesday morning for Blowing Rock, N.C., where he will conduct a barber shop in the Blowing Rock Hotel, for the summer. Nat is a good workman and will doubtless give satisfaction."

16 July 1896. Johnson City Comet.

"J.W. Ball, who has been proprietor of Hotel Greenwood in this city for several months, has gone to Embreville where he takes charge of the hotel there. Mr. Ball is a clever gentleman, and we regret very much to lose him and his excellent family."

23 July 1896. Johnson City Comet.

"Change of Management. E.G. Earnest has succeeded J.W. Ball in the management of the Hotel Greenwood, and since taking charge has met with most flattering and substantial encouragement. The house has been refurnished throughout and the table is unsurpassed. We wish Mr. Earnest all possible success in his new undertaking."

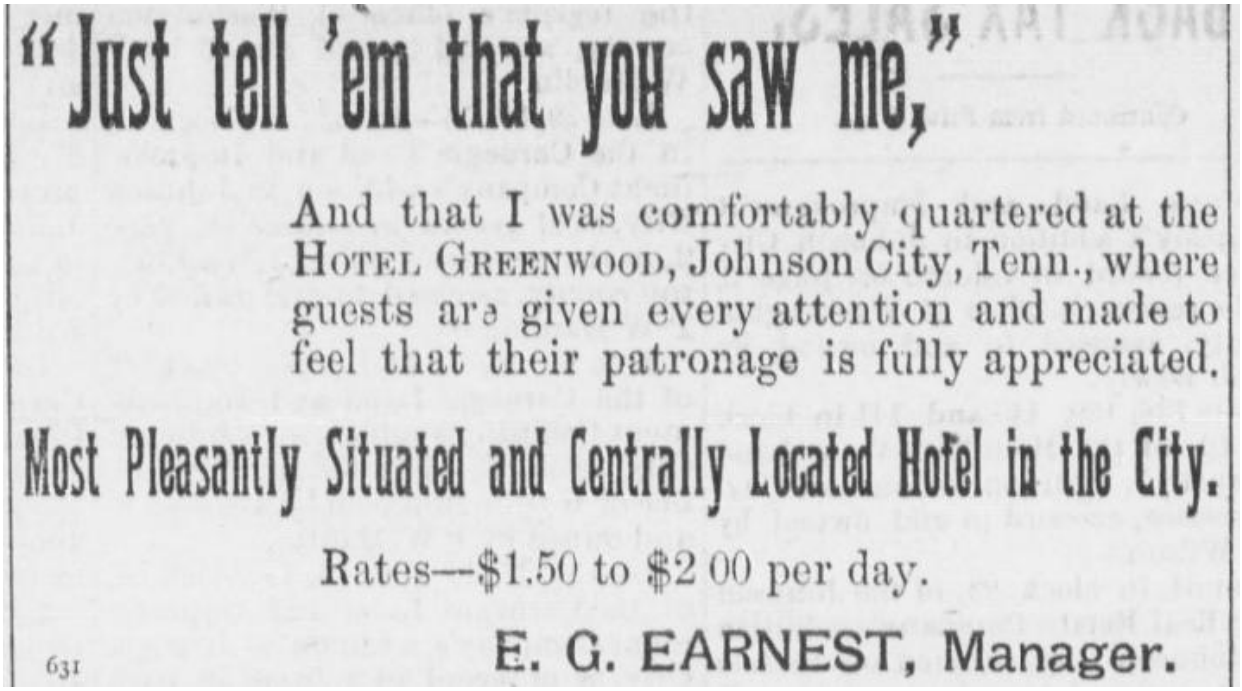


Figure 111. Johnson City Comet, 30 July 1896.

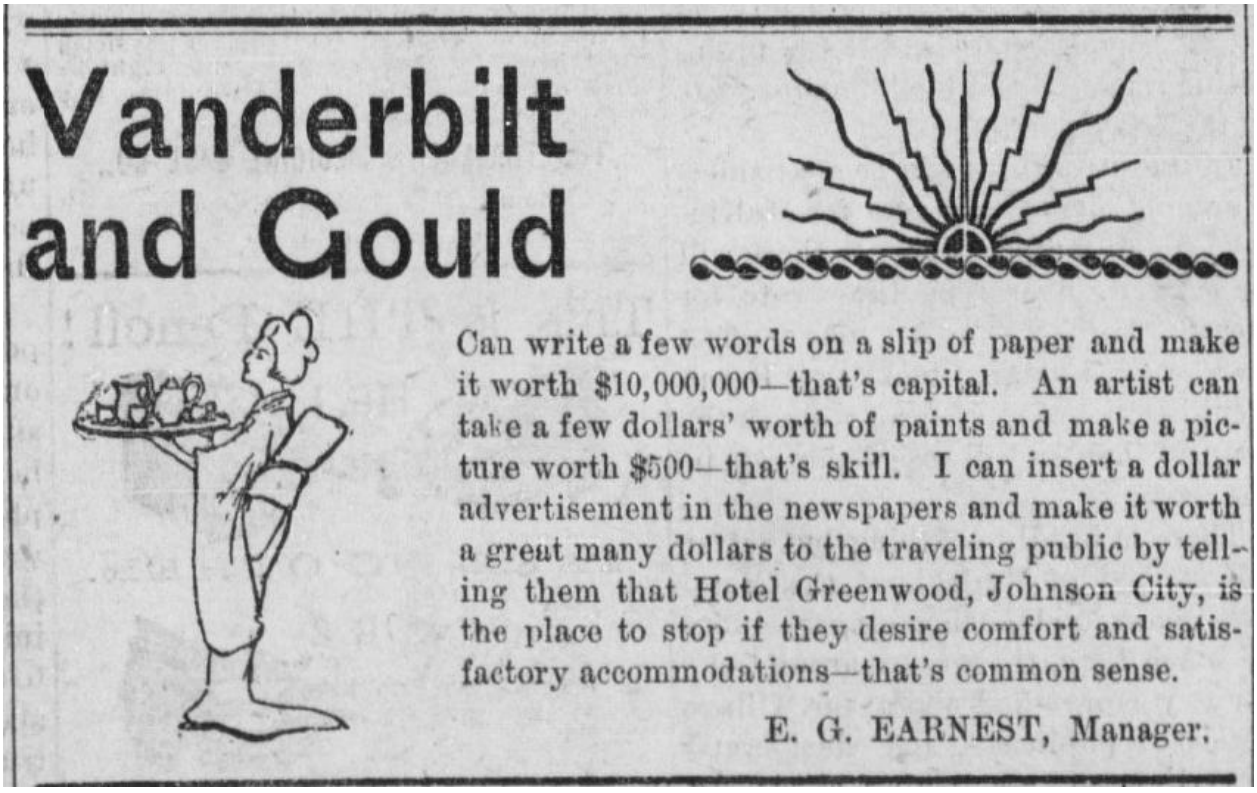


Figure 112. Johnson City Comet, 13 August 1896.

24 September 1896. Johnson City Comet.

"Changed Again. Eugene Earnest has retired from the management of the Greenwood Hotel and the duty of host has been taken up by T.J. Cox who will conduct the hotel in future. Mr. Cox took charge Tuesday afternoon and is putting the hotel in tip-top shape. He is a clever gentleman and we hope he may attain every measure of success."

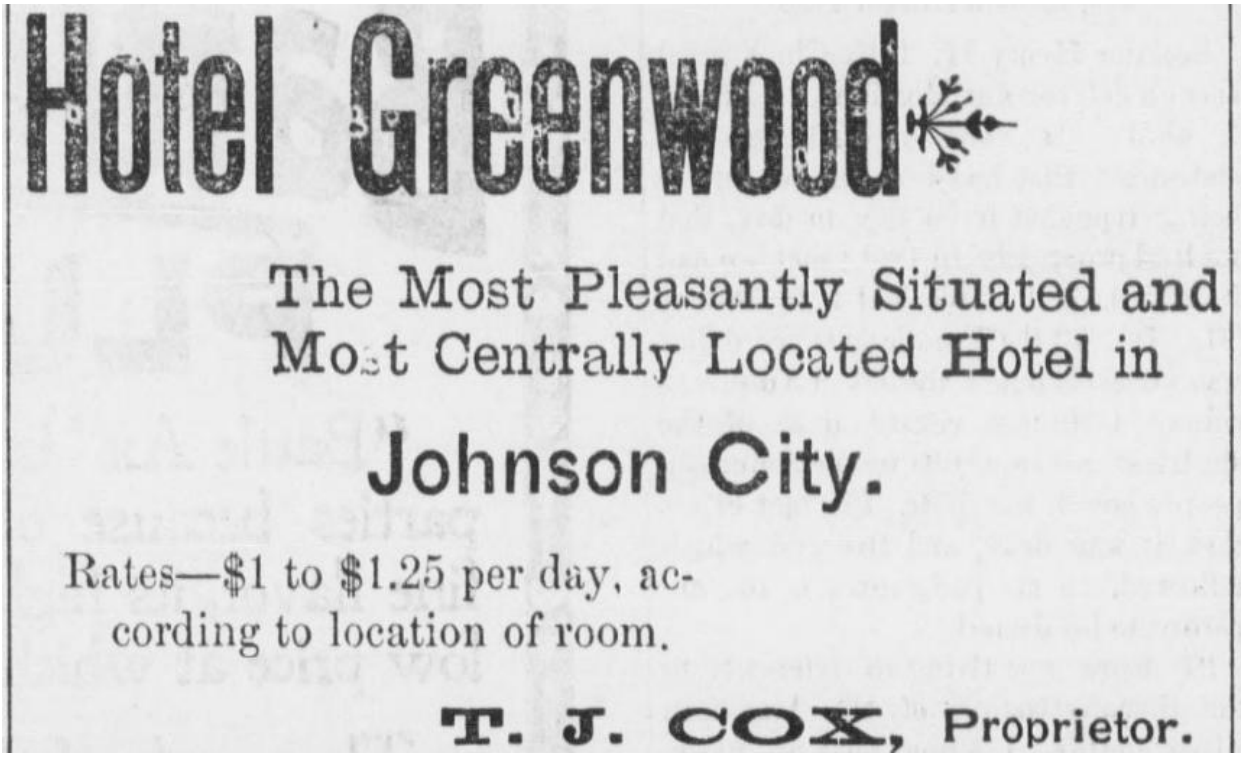


Figure 113. Johnson City Comet, 8 October 1896.

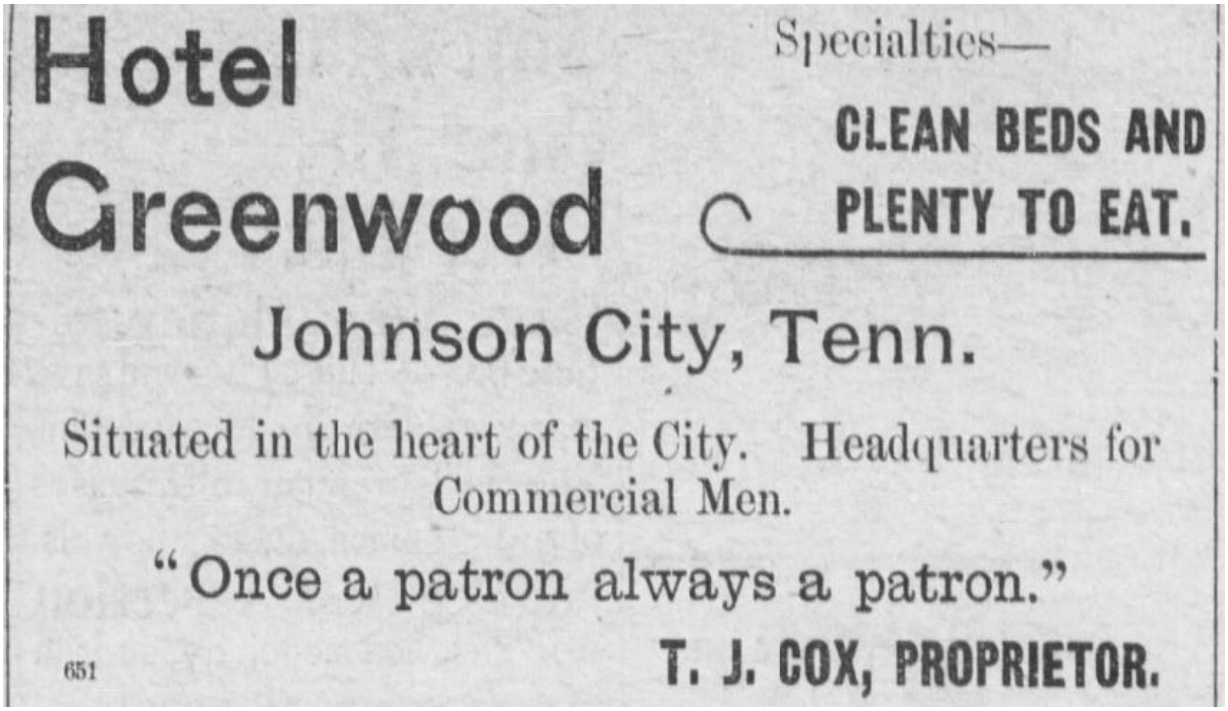


Figure 114. Johnson City Comet, 24 December 1896.
This advertisement ran until at least 8 April 1897.

7 January 1897. Johnson City Comet.

"Business men, or others, who desire to take dinner in town can make special arrangements with the Greenwood Hotel."

27 May 1897. Johnson City Comet.

"City Council After the Southern Railway… A resolution was passed enforcing the ordinance requiring the Southern Railway to erect gates at Roan, Market and Main streets crossing. This ordinance was passed some two years ago, but was never enforced. This board has offered to compromise with the company by allowing instead of gates, to take out the side track in front of the Greenwood Hotel, and limit the speed of trains passing through the city at six miles per hour.

This board is determined to enforce that ordinance and has a perfect right to do it. The railroad company has been given notice, and unless it shows up at once action will begin."

May 1897. The Sanborn Fire Insurance Company map for this area shows the "Hotel Greenwood."

24 June 1897. Johnson City Comet.

"H.D.G. Cox… is a brother of T.J. Cox, the popular host of the Greenwood hotel and grocer merchant, and came to form a co-partnership with his brother in the grocery business. Mr. Cox is a native of this section but has been in Florida ten years. His family consists of a wife and two children. At present they are living at the Greenwood but will go to housekeeping soon."

18 November 1897. Johnson City Comet.

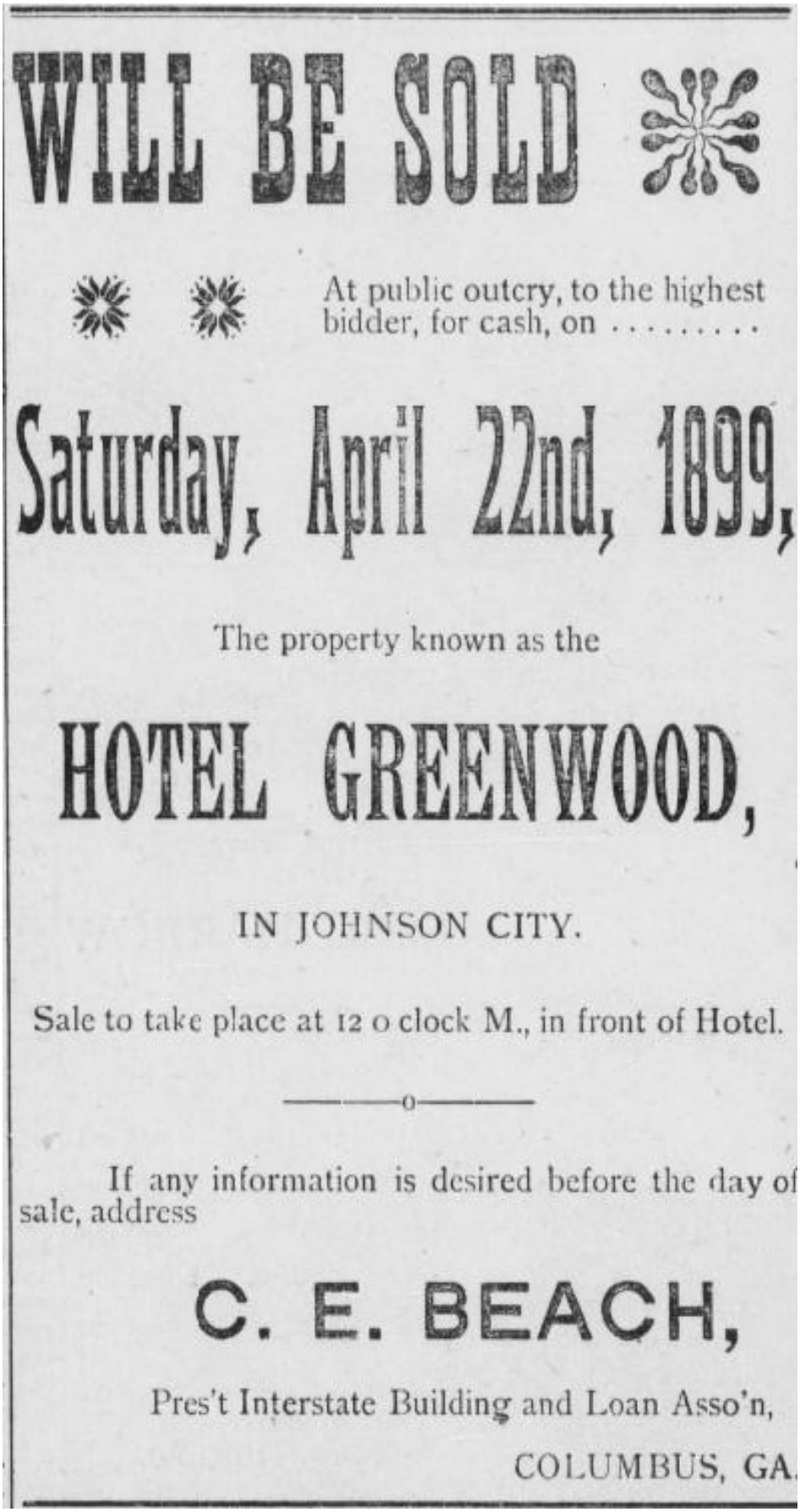
"The Southern Railway Company is putting in a new and much larger platform at the depot and rearranging the side tracks preparatory to taking out the siding in front of Hotel Greenwood. The improvements are badly needed."

2 June 1898. Johnson City Comet.

"T.J. Cox has had some needed repairing done on the front of Hotel Greenwood."

16 February 1899. Johnson City Comet.

"Notice – To Soldiers of all wars that want to file a claim of any kind, to meet me at the Greenwood Hotel, Johnson City, on the 22d day of February, 1899. Come and see me and get your claims on file. J.D. Morrell, U.S. Pension and Claim Att'y, Watauga Valley, Tenn."



WILL BE SOLD

At public outcry, to the highest bidder, for cash, on .....

Saturday, April 22nd, 1899,

The property known as the

HOTEL GREENWOOD,

IN JOHNSON CITY.

Sale to take place at 12 o clock M., in front of Hotel.

—o—

If any information is desired before the day of sale, address

C. E. BEACH,

Pres't Interstate Building and Loan Asso'n,

COLUMBUS, GA.

Figure 115. Johnson City Comet, 13 April 1899.

27 April 1899. Johnson City Comet.

"Hotel Greenwood Sold. In accordance with notice by advertisement in The Comet, the Greenwood Hotel was sold to the highest bidder last Saturday. The property, but for the litigation with which it has been barnacled for a number of years, would be a most valuable investment.

No verry great interest was manifested, as it was not known if the sale will be confirmed. The hotel was bid in by J.W. Crumley, $1,500.00 being the price paid."

11 May 1899. Johnson City Comet.

"Dr. A.C. Strickland, a prominent optician, is stopping in Johnosn City a few days, and is at the Greenwood Hotel. He offers his professional services to the people of this section suffering from eye ailments."

7 June 1900. Johnson City Comet.

"When that Morristown drummer, J. Donaldson, got through with the Greenwood Hotel the other day it looked like a Boer battle ground. He crossed the Vet river without opposition and had his face turned toward Pretoria when a Kopje, that he had not seen, appeared on the scene and he surrendered. He was tried before Squire Martin and bound over to court. In default of bond he is now in jail trying to remember what has happened."

5 September 1901. Johnson City Comet.

"Greenwood Hotel Sold. R.L. Bruner has purchased the Greenwood Hotel property from the Interstate Building and Loan Association, of Atlanta, Ga. The price paid is not given out but it was a cash transaction. Mr. Bruner will not say for what purpose he purchased the property but there is an unconfirmed rumor afloat that a modern four story hotel will be erected upon the site in a few months. The property is admirably located and is one of the most valuable hotel sites in the city."

17 October 1901. Johnson City Comet.

"Hotel Greenwood Leased. Hotel Greenwood has been leased to W.C. Lee of Sweetwater. Mr. Lee is an experienced hotel man. He will take charge in a short time and will change the name to the 'Drummer's Home.'"

12.1.1.8. The Drummers' Home/Hotel, 1901 – 1902

14 November 1901. Johnson City Comet.

"The Drummers' home. Hotel Greenwood is now a thing of the past and The Drummers' Home in doing business at the old stand with Mine Host, W.C. Lee, at the helm. Mr. Lee and family came to the city from Sweetwater Tuesday and began at once fixing up the hotel, and are now formally installed. Mr. Lee is an experienced hotel man, having successfully operated The Drummers' Home at Sweetwater for ten years. He will give Johnson City a first-class hotel and will deserve success."

20 February 1902. Johnson City Comet.

"P.S. McGuire, the optician from Knoxville, is now at the Drummers' Hotel in Johnson City, and will be here for one week. Call on him at his office at the old Greenwood Hotel and have Spectacles or Eye Glasses scientifically fitted to your eyes while he is here."

24 July 1902. Johnson City Comet.

"Johnson City has been on a regular boom all summer. I suppose that there has been at least one hundred and fifty houses erected there this year. A new hotel is being erected on the site of the old 'Greenwood.' It is to be a fifty-room house, of brick, and will cost about $12,000. It is to be named the 'Arlington,' because it is being erected by the Arlington Land Company…"

24 July 1902. Johnson City Comet.

"The material is now being put on the ground for a new modern hotel on the site of the Greenwood…"

7 August 1902. Johnson City Comet.

"Days of Prosperity Strikes Johnson City. Isaac Harr, a prominent attorney of Johnson City, was a guest of the Imperial last night. Mr. Harr is here to take some depositions in a case in which he is counsel, and will be here a day or two.

He is a firm believer in the future of his town and says that it is the best one in the country. 'We are on a substantial boom now,' says Mr. Harr, 'and there is nothing spurious about our growth. The old scars and litigation boom days are gone, and we are on a new road to prosperity. We have the Soldiers Home and the O.R. & C. trunk line to compete with the Southern, and that will be worth much to us. I have no doubt but this road or its successor will be built as fast as it is possible to build it. The town itself is building up right along. Not less than one hundred and fifty houses have been built this summer and a big hotel is now under construction on the site of the old 'Greenwood' or 'Hoss House.' I think the days of general prosperity are upon us, and that we will continue to grow and become one of the leading towns in the country.' – Knoxville Sentinel."

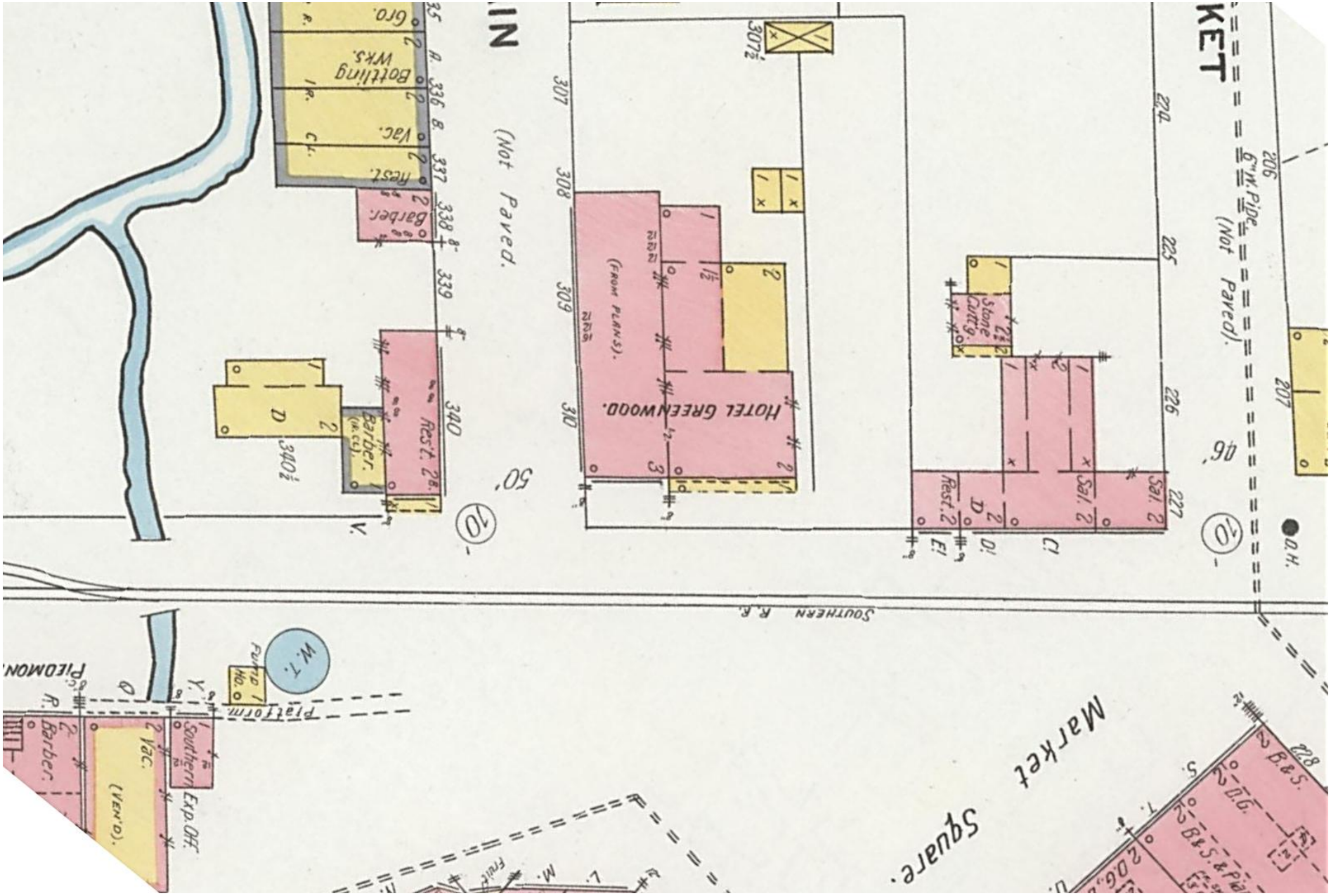
14 August 1902. Johnson City Comet.

"Worked Commenced. Contractor P.C. Hoss began work Friday upon the excavation for Hotel Arlington. Bricklaying will commence next week on that portion of the building between west Main street and the old Greenwood hotel. The work will go ahead as rapidly as possible, as it is hoped to have the new hotel ready for business before winter."

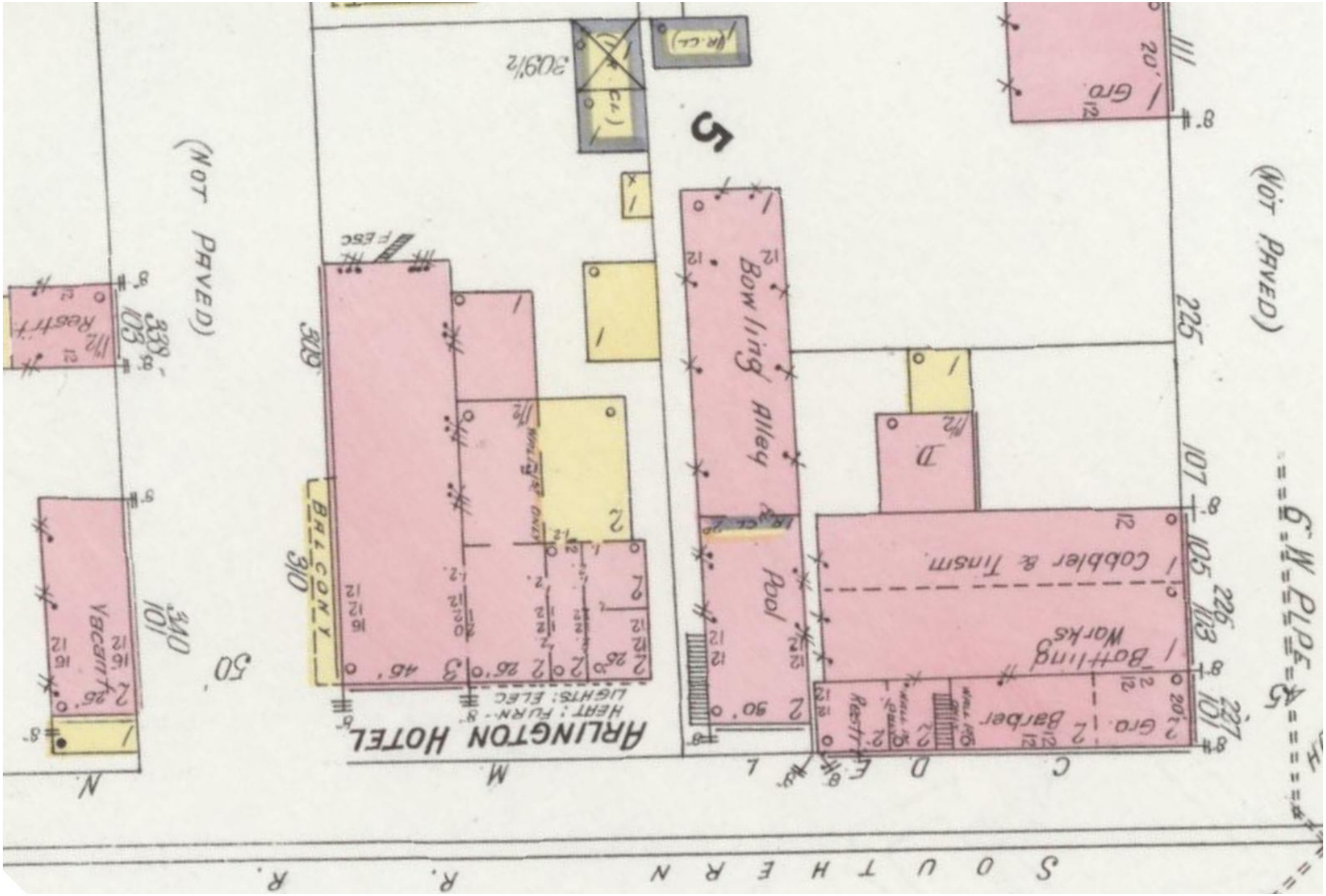
4 September 1902. Johnson City Comet.

"Moved My Business. On account of the razing of the old Drummers' Home Hotel I have moved my business to the large frame building on Market street, known as the 'White Elephant,' where we hope to have our friends and the traveling public generally call and see us, promising them for the future, as in the past, the best fare and satisfactory accommodations. The regular rate of $1.00 per day will continue, with a liberal rate for regular boarders. Come and see us; you will be treated right. Respectfully, W.C. Lee, Prop'r."

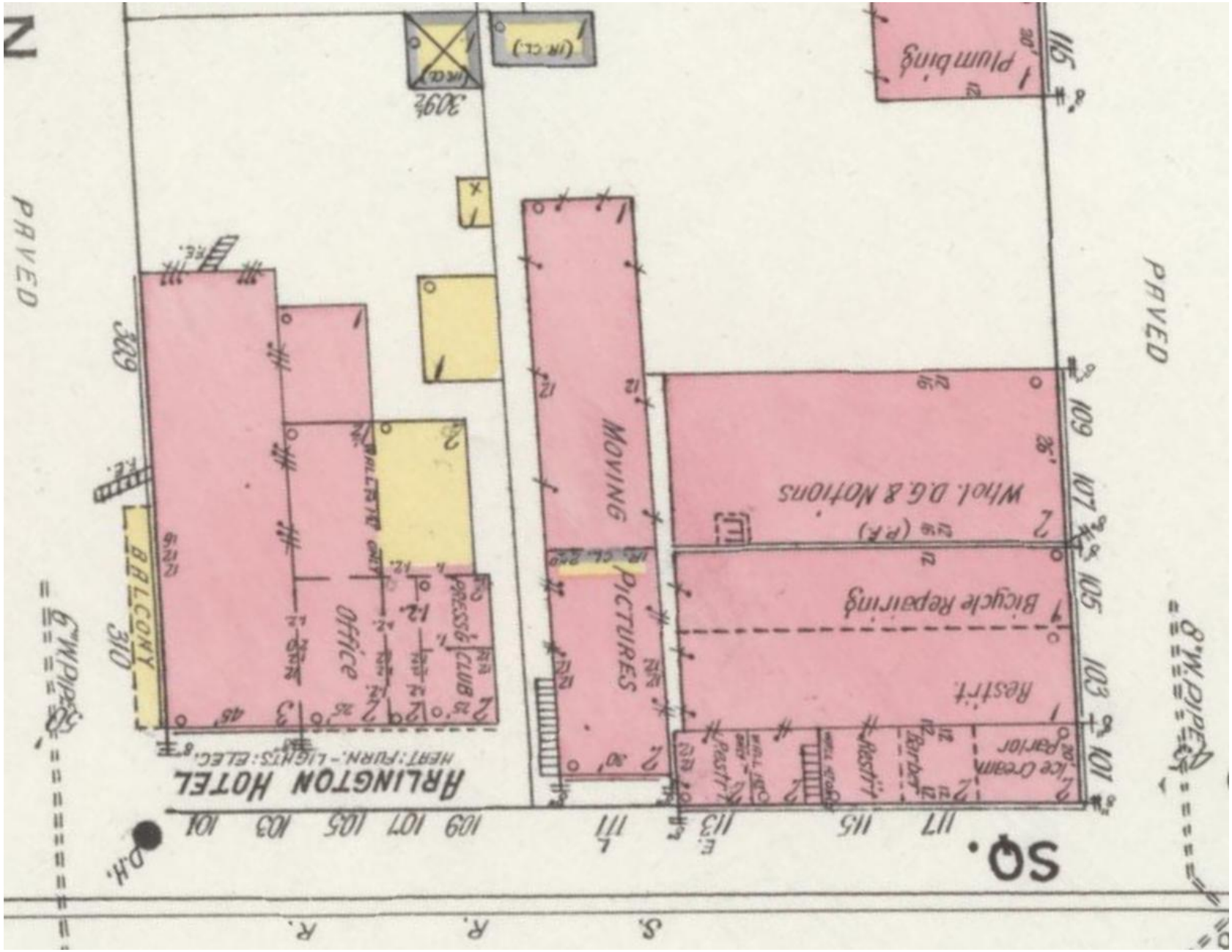
12.2. Northwest Corner of West Main Street and the Railroad (Part 2, 1902 – 1913)



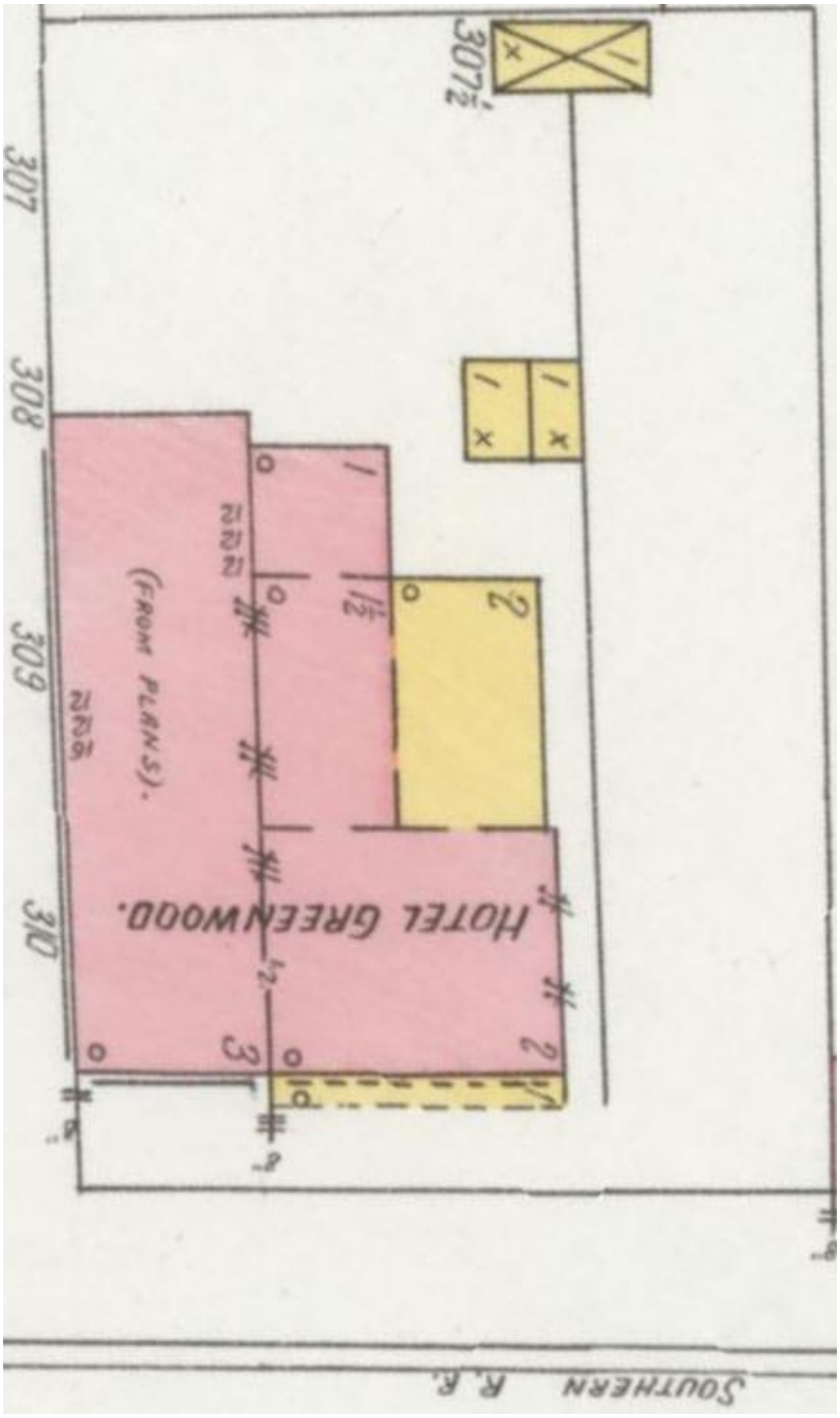
Map 3C. April 1903. Note the portion of the "Hotel Greenwood," along West Main Street, is labeled "From Plans" and would become the Arlington Hotel.



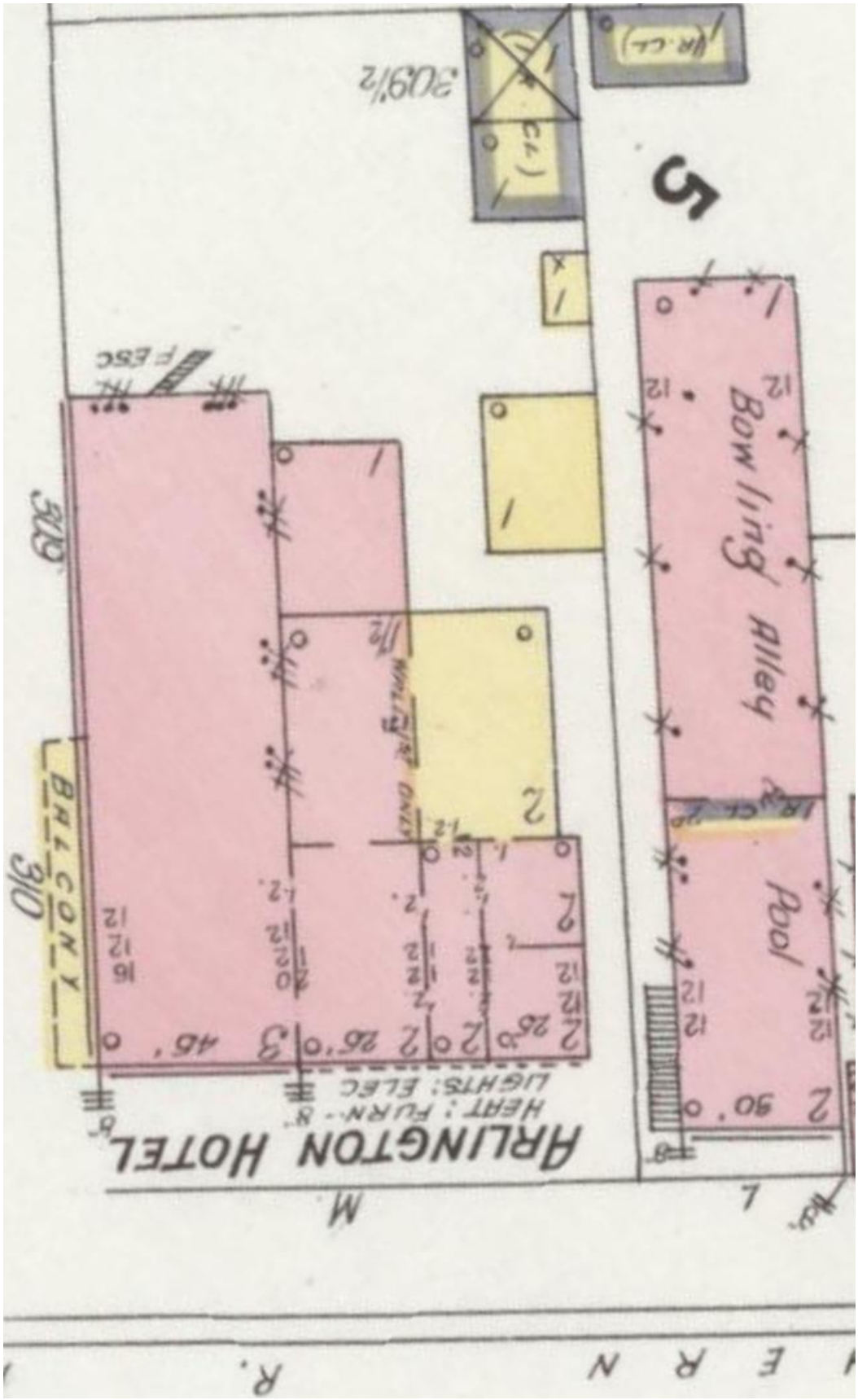
Map 4C. December 1908. Note the Arlington Hotel.



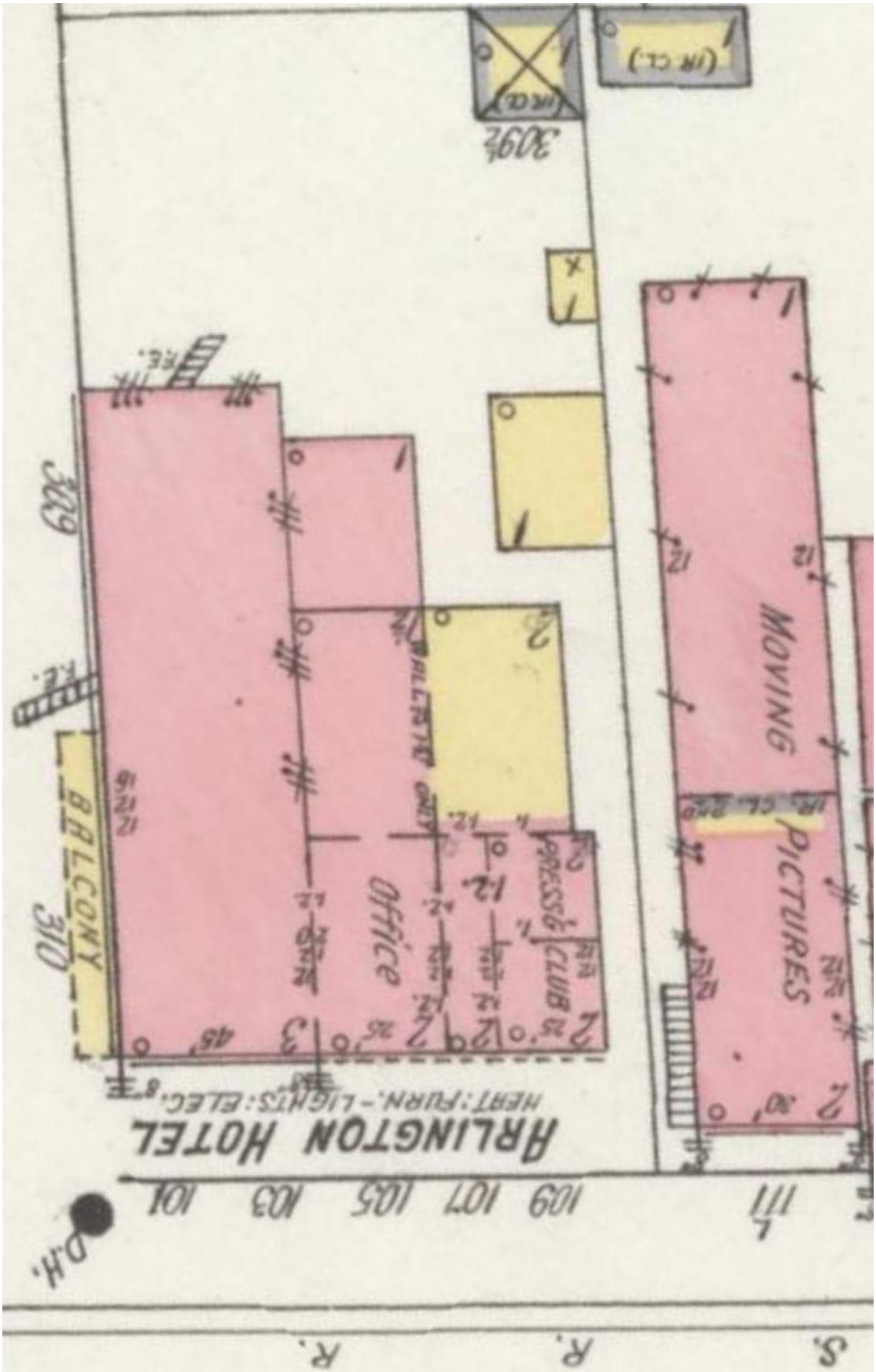
Map 5C. July 1913. Interestingly, the railroad “Signal Tower” that was constructed on Fountain Square in December 1910, is not depicted.



Map 3D. April 1903. Note the structure marked “From Plans” on the left, which will become the Arlington Hotel. Also note that the original Hotel Greenwood/Hoss House remains on the right (compare with Map 2D).



Map 4D. December 1908. Note the construction of the Mike Dyer Building on the right. This building was occupied by "The Brunswick Pool and Bowling Alleys" ("Bowling Alley & Pool") from 1906 to 1909, see figures 140, 141, and 142.



Map 5D. July 1913. Note that 105 West Fountain Square is occupied by R.S. Boyd & Company, Real Estate ("Office"), and that 109 West Fountain Square is occupied by a "Press'g Club."



Figure 116. "Arlington Hotel" post card dated 7 August 1906. This hotel opened in 1903. Note the "Arlington Hotel" sign painted on the first-floor window. On 4 July 1903, regular street car service to and from the Soldiers' Home commenced. Consequently, this image appears to date to 1903 – 1906. To the right of the Arlington Hotel is the Hoss House/Hotel Greenwood, which was apparently demolished between 1913 and 1919 (see maps 5D and 6D and figures 100, 101A, and 102A). Historian L. Thomas Roberts captioned this photograph: "Arlington Hotel. Located on Fountain Square across West Main Street from the Pardue/Windsor Hotel, the Arlington Hotel was part of the vibrant downtown during its heyday. It was built on the original property of Henry Johnson, who built the Hoss House on this same location in 1871. Johnson's brother-in-law Elkanah Hoss ran the Hoss House after Henry's death. The Arlington Hotel building was demolished in the summer of 1971, about the same time as the Windsor."[123]



Figure 116A. A detail. Note the trolley on the left, which appears to carry #4 and to be returning from the Soldiers' Home.



Figure 116B. Another detail.



Figure 45B. A detail. In the "Hoss House Building," note "R.S. Boyd Real Estate," as well as the sign on the right, which appears to read in part "Monday Apr 25," which is when the "Sun Brothers' Greater Progressive Shows" was scheduled for in 1910 (regrettably, the rest of this sign is illegible). Apparently, the Hoss House was demolished between 1913 and 1919 (see maps 5D and 6D, as well as figures 100, 101A, and 102A). Finally, note that a bench has been added in front of the Arlington Hotel (compare with Figure 46A), perhaps indicating that this image post-dates it. This photograph appears to date to 25 April or earlier in 1910.[124]

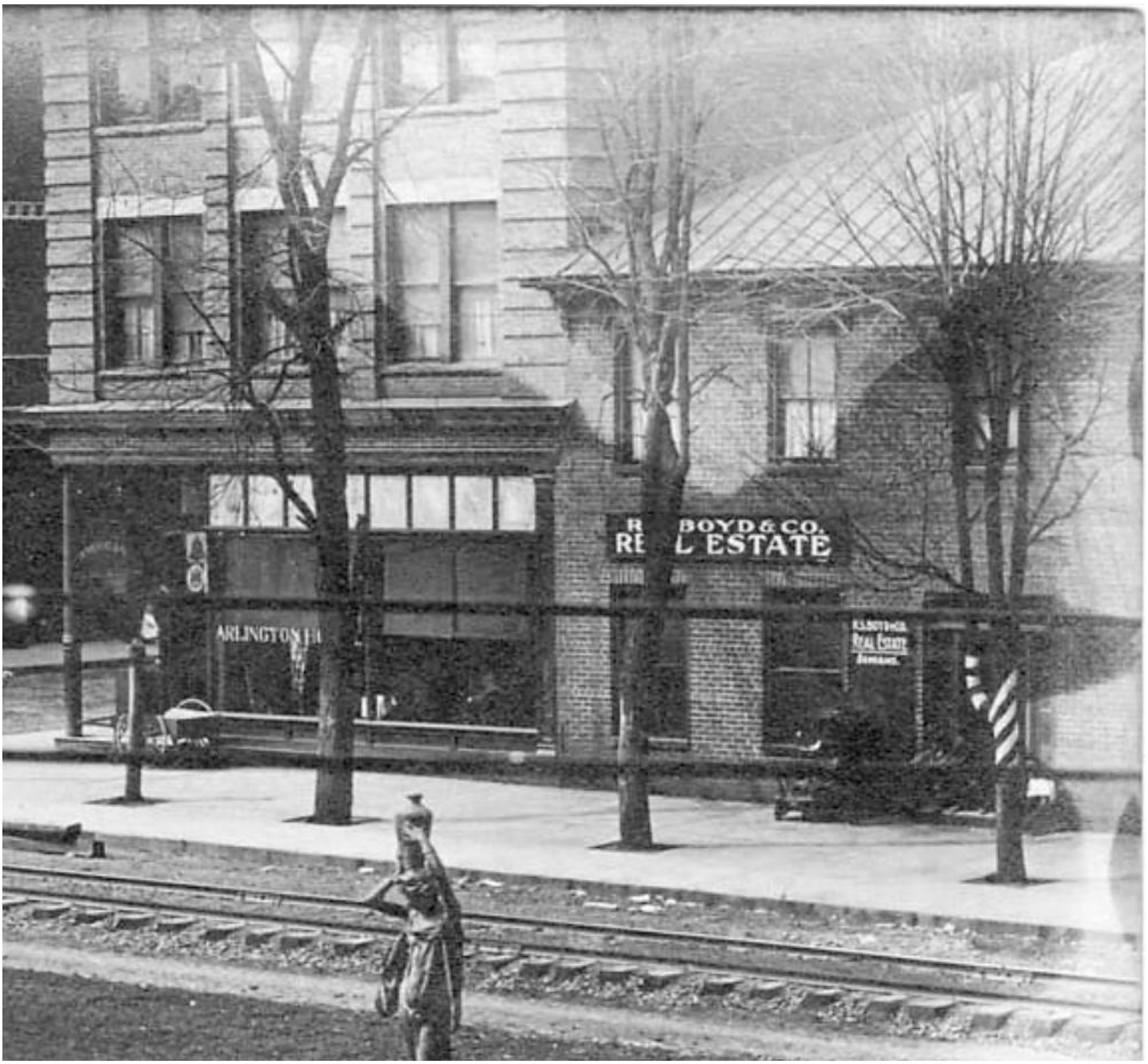


Figure 46A. Another version of Figure 47A, below, with better resolution and different cropping. Note the signs that read "Arlington Hotel" and "R [Ralph?] S. Boyd & Co. Real Estate." The Arlington Hotel is on the left, while the building on the right, occupied by "Boyd & Co. Real Estate" appears to still be the Hoss House Building, which was apparently demolished between 1913 and 1919 (see Map 5D and 6D, as well as figures 100, 101A, and 102A). Also note the striped tree. This photograph appears to date to late 1909 – 1910. Note that some detail of the north side of the Hoss House Building can be seen in Figure 140.

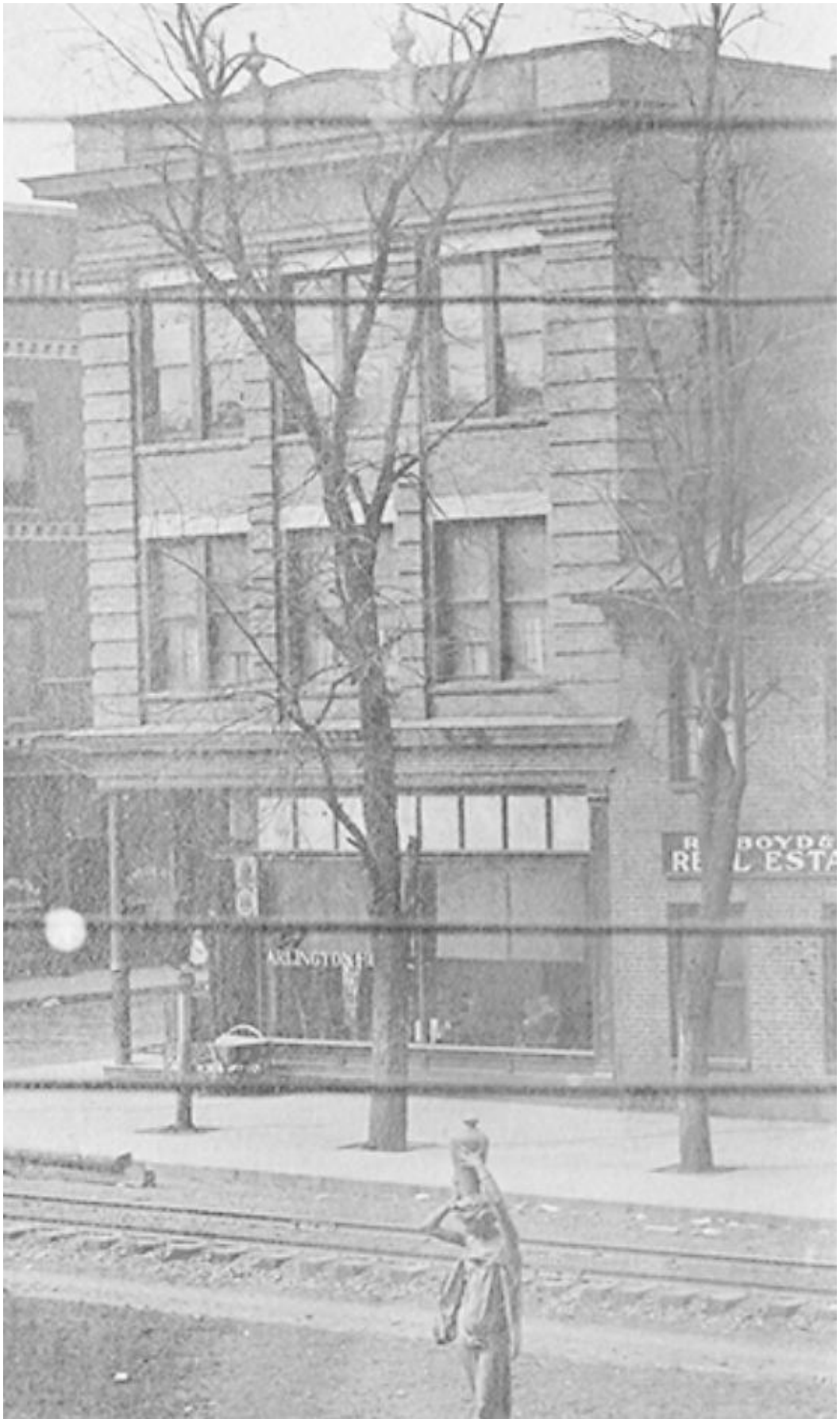


Figure 47A. A detail, this photograph appears to date to late 1909 – 1910.

12.2.1. Arlington Hotel Building (Part 1), 1902 – 1913
(Northwest Corner of West Main Street and the Railroad)

12.2.1.1. Construction of the Arlington Hotel Building, 1902

24 July 1902. Johnson City Comet.

"Johnson City has been on a regular boom all summer. I suppose that there has been at least one hundred and fifty houses erected there this year. A new hotel is being erected on the site of the old 'Greenwood.' It is to be a fifty-room house, of brick, and will cost about $12,000. It is to be named the 'Arlington,' because it is being erected by the Arlington Land Company…"

24 July 1902. Johnson City Comet.

"The material is now being put on the ground for a new modern hotel on the site of the Greenwood…"

7 August 1902. Johnson City Comet.

"Days of Prosperity Strikes Johnson City. Isaac Harr, a prominent attorney of Johnson City, was a guest of the Imperial last night. Mr. Harr is here to take some depositions in a case in which he is counsel, and will be here a day or two.

He is a firm believer in the future of his town and says that it is the best one in the country. 'We are on a substantial boom now,' says Mr. Harr, 'and there is nothing spurious about our growth. The old scars and litigation boom days are gone, and we are one a new road to prosperity. We have the Soldiers Home and the O.R. & C. trunk line to compete with the Southern, and that will be worth much to us. I have no doubt but this road or its successor will be built as fast as it is possible to build it. The town itself is building up right along. Not less than one hundred and fifty houses have been built this summer and a big hotel is now under construction on the site of the old 'Greenwood' or 'Hoss House.' I think the days of general prosperity are upon us, and that we will continue to grow and become one of the leading towns in the country.' – Knoxville Sentinel."

14 August 1902. Johnson City Comet.

"Worked Commenced. Contractor P.C. Hoss began work Friday upon the excavation for Hotel Arlington. Bricklaying will commence next week on that portion of the building between west Main street and the old Greenwood hotel. The work will go ahead as rapidly as possible, as it is hoped to have the new hotel ready for business before winter."

4 September 1902. Johnson City Comet.

"Moved My Business. On account of the razing of the old Drummers' Home Hotel I have moved my business to the large frame building on Market street, known as the 'White Elephant,' where we hope to have our friends and the traveling public generally call and see us, promising them for the future, as in the past, the best fare and satisfactory accommodations. The regular rate

of $1.00 per day will continue, with a liberal rate for regular boarders. Come and see us; you will be treated right. Respectfully, W.C. Lee, Prop'r."

13 November 1902. Johnson City Comet.

"Work on the new Arlington hotel building is progressing satisfactorily."

5 March 1903. Johnson City Comet.

"The Arlington hotel is beginning to look like a hotel and will be completed within sixty or ninety days. It will have a modern equipment. It has not yet been announced who will have charge of it."

April 1903. The Sanborn Fire Insurance Company map for this area shows the "Hotel Greenwood," with the new section that would be the new Arlington Hotel labeled "From Plans." Note, from hereon, the occupants of the former Hoss House/Hotel Greenwood will be dealt with in Section 12.2.2, below.

25 June 1903. Johnson City Comet.

"Hotel Arlington Leased. The Arlington Hotel Company has leased their property to Col. W.A. Dickinson for five years. For years Colonel Dickinson has been identified with Hotel Piedmont and he will now conduct both, and will take charge of any others that may be built. The Arlington has just been completed and will be furnished throughout with modern and elegant furniture. It is expected to have the hotel open for business by the 15th of July and then go where you may you will see the smiling face of Colonel Dickinson at the cashier's desk. A more popular and better hotel man could not have secured the Arlington and the owners are to be congratulated."

12.2.1.2. Arlington Hotel, 1903 – 1913

30 July 1903. Johnson City Comet.

"Arlington Opened. Johnson City's hotel, Arlington, was dedicated last Friday evening in a delightful and auspicious manner. During the afternoon Col. Dickinson, the genial host, invited a few friends in an informal manner to 'come over tonight.' This was sufficient. A large number were present and enjoyed the Colonel's hospitality to the limit. The spacious dining hall had been waxed for the occasion and those whom fate had endowed with dancing proclivities, and a religion that would permit the indulgence, were allowed to trip the light fantastic to music furnished by the famous McLeod orchestra. The opening ball was a success and the hotel is now in full blast. Everything is new from the building to the napkins but with an experienced man at the helm like Colonel Dickinson it is running as smoothly as a well regulated hotel should. Mrs. Dickinson is entitled to all the credit for the selection and arrangement of parlor, dining room and other furnishings, and The Comet cheerfully gives it to her."

3 December 1903. Johnson City Comet.

"John L. Davis, owner of West Park Addition, has returned to the city and will remain at the Arlington Hotel for ten days to accommodate those who want home sites or make an investment in West Park…"

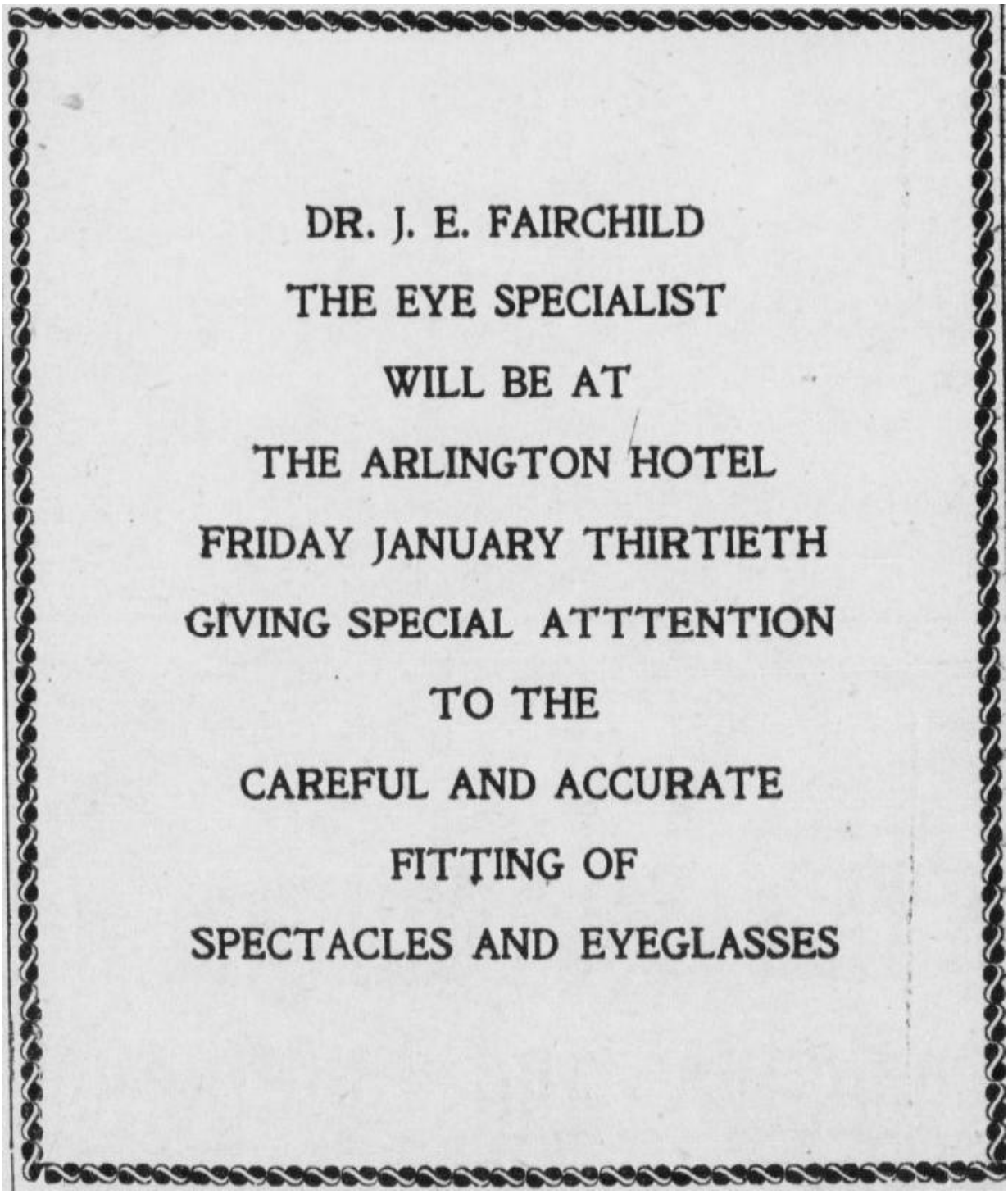


Figure 117. Johnson City Comet, 19 January 1905.

27 July 1905. Johnson City Comet.

"Capt. Thron, the old reliable clerk at Hotel Arlington, is enjoying his vacation in the suburbs."

28 December 1905. Johnson City Comet.

"Hotel Arlington May Change Hosts. For some time it has been rumored that Col. W.A. Dickinson will retire from the hotel business January 1st and that R.D. Parsons, of Stevenson, Ala., will take charge of the Arlington, but Col. Dickinson will not confirm the story."

7 June 1906. Johnson City Comet.

"Dr. J.H. Beal, dental specialist, will make a return visit to Johnson City on next Saturday, Monday and Tuesday, June 9th, 11th, 12th. He will be found at the Hotel Arlington."

6 December 1906. Johnson City Comet.

"Beginning about the 15th of December or as soon thereafter as the offices of the S. & W. are located in the Wilder block, the Johnson City Traction Company will operate street cars between the Arlington hotel and Hotel Carnegie every 15 minutes until midnight. This is done for the accommodation of the S. & W. employees and the guests of Hotel Carnegie."

25 April 1907. Johnson City Comet.

"The City Transfer Co. has moved its office to the Arlington Hotel."

7 November 1907. Johnson City Comet.

"Captain William Thorn is back at the Arlington as day clerk after an absence of a month at Kingsport."

4 June 1908. Johnson City Comet.

"The warehouse of H.W. Pardue and T.E. Hurst on the Southern road were submerged and much flour, chop and barrels of sugar dampened. The Arlington hotel was surrounded by water and the Planters had the porch covered. Buffalo street from the depot to the Square carried two feet of water and barrels and ties floated from around the express office out over the track. Almost 500 empty barrels belonging to the Standard Oil Co., passed out to the open sea. The Southern main line and Embreville branch has several wash outs and was damaged about $3,000 but trains were not delayed."

December 1908. The Sanborn Fire Insurance Company map for this area shows the completed three-story brick Arlington Hotel.

11 March 1909. Johnson City Comet.

"The Hotel Arlington Enlarged – Fifty Rooms, New Edition May Be Built at once – If lessee R.D. Parsons and the Owners can Come to Terms to Justify the Expense – It has been practically decided to build an addition to the Arlington Hotel at once and it will be done if R.D. Parsons, the lessee, agrees to the terms. The plans contemplate tearing away all of the old Hoss house on the northeast and erecting upon the entire lot, fronting about 60 feet on the Southern railway, a three story anew adjoining the hotel proper. The new addition will add fifty or more bed rooms and furnish a more commodious office and supply sufficient sample rooms to take care of the trade. The building will be modern throughout and will supply a long felt want."

Note: It appears that these changes were not made until after July 1913 (see maps 5D and 6D as well as figures 45B and 120).

14 October 1909. Johnson City Comet.

"The Arlington hotel has changed hands. R.D. Parsons, the proprietor, has sold out to Capt. W.A. Dickinson, of whom Mr. Parsons purchased it."

28 October 1909. Johnson City Comet.

"Capt. W.A. Dickinson has re-leased the Arlington Hotel and is making it modern in every way. He is glad to greet his old friends among the traveling public and is as accommodating as ever."

15 September 1910. Johnson City Comet.

"Southern is Erecting Gates – Yesterday morning the Southern Railway began erecting gates at the Roan street crossing and will also protect Main and Market street crossings in a like manner, the three being operated by compressed air from a signal tower. This will be cheerful news to Johnson Citians."

"Will Erect Tower Near Fountain – The Southern will operate the gates to be erected at Main and Market street crossings by compressed air from a watchtower to be erected on the square near the fountain. The Roan street gates will be operated separately."

15 December 1910. Johnson City Comet.

"Gates Being Put In operation – The gates that have been installed at the Market and Main street crossings of the Southern are being balanced and the compressed air connections made so they can be put in operation at once. They will be operated from the tower in the Fountain Square." Note: interestingly, this structure was not included on the Sanborn Fire Insurance Company map of this area for 1913, see Map 5A.

11 April 1912. Johnson City Comet.

"W.C. Good the genial proprietor of the Arlington hotel was a Bristol visitor Tuesday."

July 1913. The Sanborn Fire Insurance Company map for this area shows the Arlington Hotel.

12.2.2. Hoss House Building, 1902 – 1913

12.2.2.1. 105 West Fountain Square
R.S. Boyd & Company, Real Estate, by 1909 – 1922?

Note: After July 1913, the "Arlington Hotel Annex Building" was completed and the R.S. Boyd Company occupied 103 West Fountain Square.

December 1908. The Sanborn Fire Insurance Company map for this area shows spaces for three enterprises, without providing any further information.

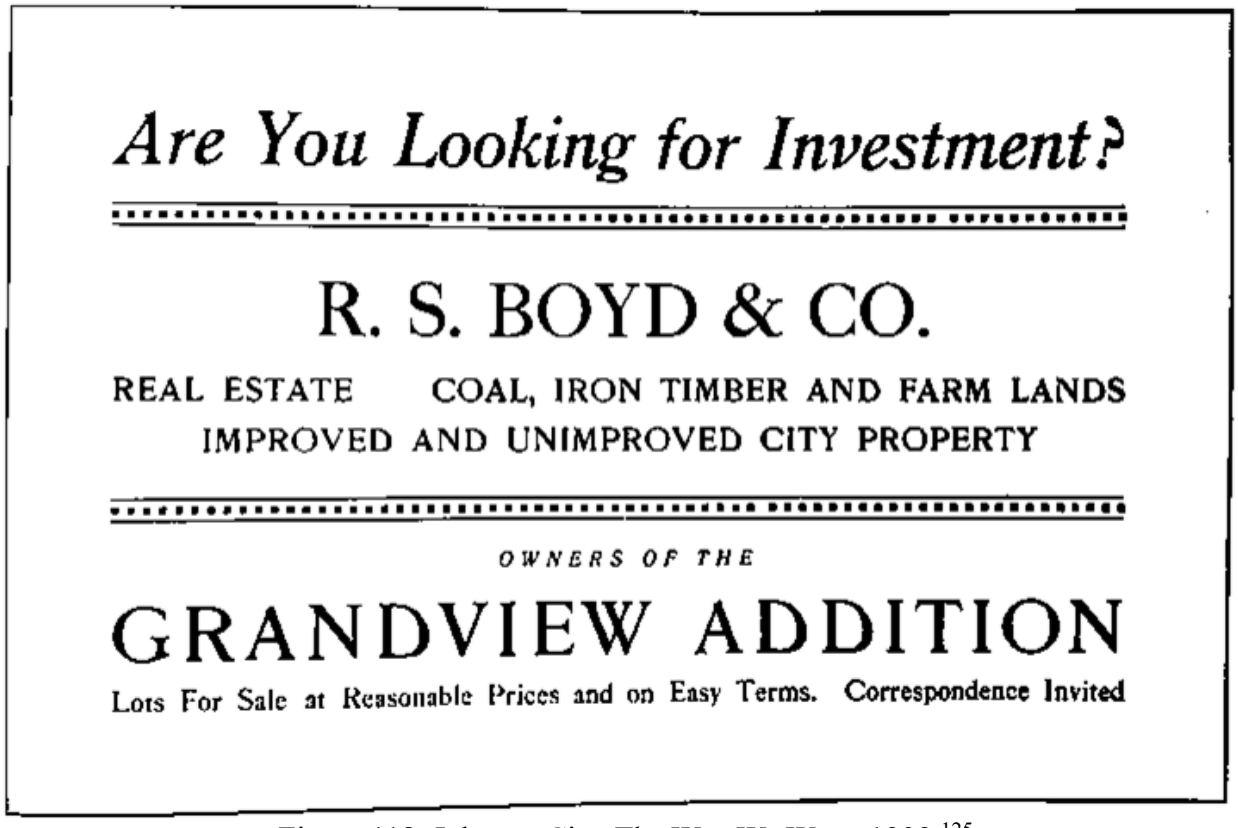


Figure 118. Johnson City, The Way We Were, 1909.[125]

1909 – 1910. R.S. Boyd & Company, Real Estate, occupies this location, see Figure 46A.

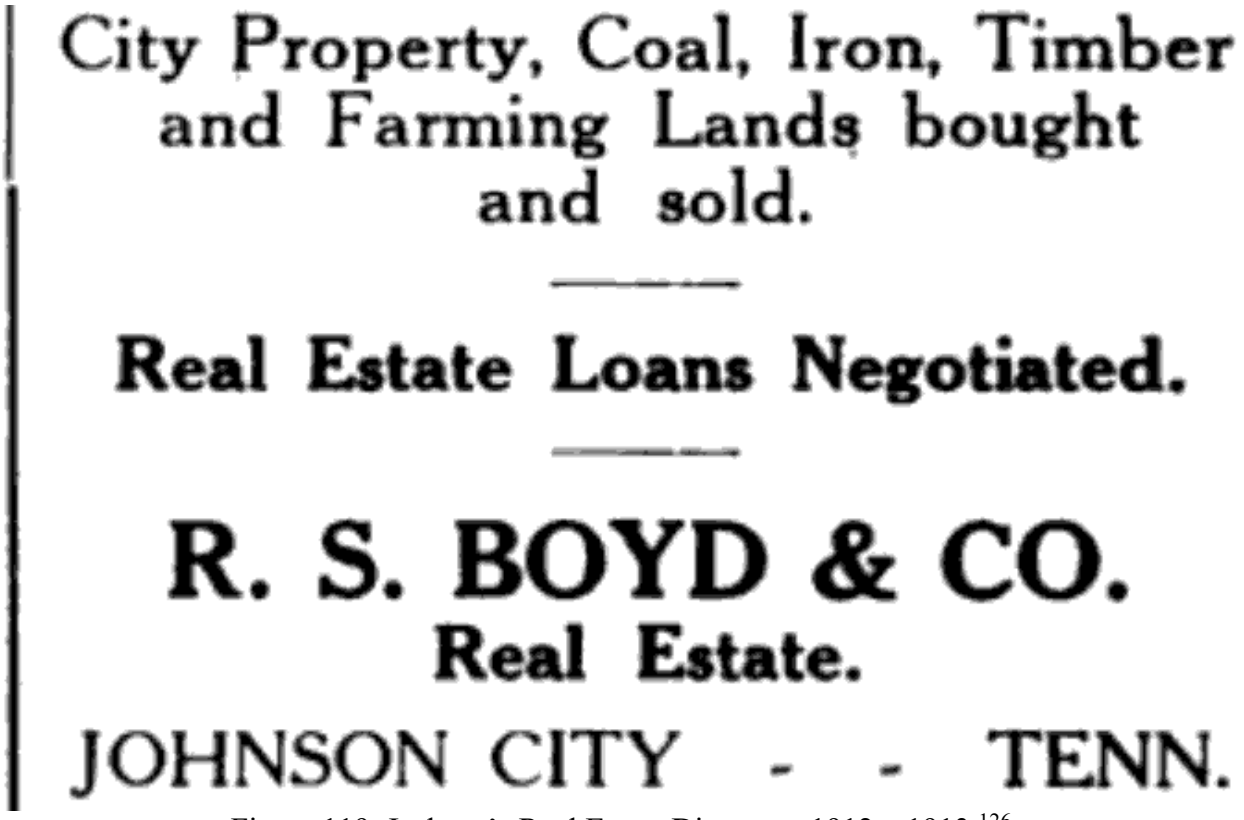


Figure 119. Jackson's Real Estate Directory, 1912 – 1913.[126]

July 1913. The Sanborn Fire Insurance Company map covering 105 West Fountain Square shows an "Office," apparently occupied by R.S. Boyd & Company (Real Estate).

12.2.2.2. 107 West Fountain Square

July 1913. The Sanborn Fire Insurance Company map for covering 107 West Fountain Square provides no additional information.

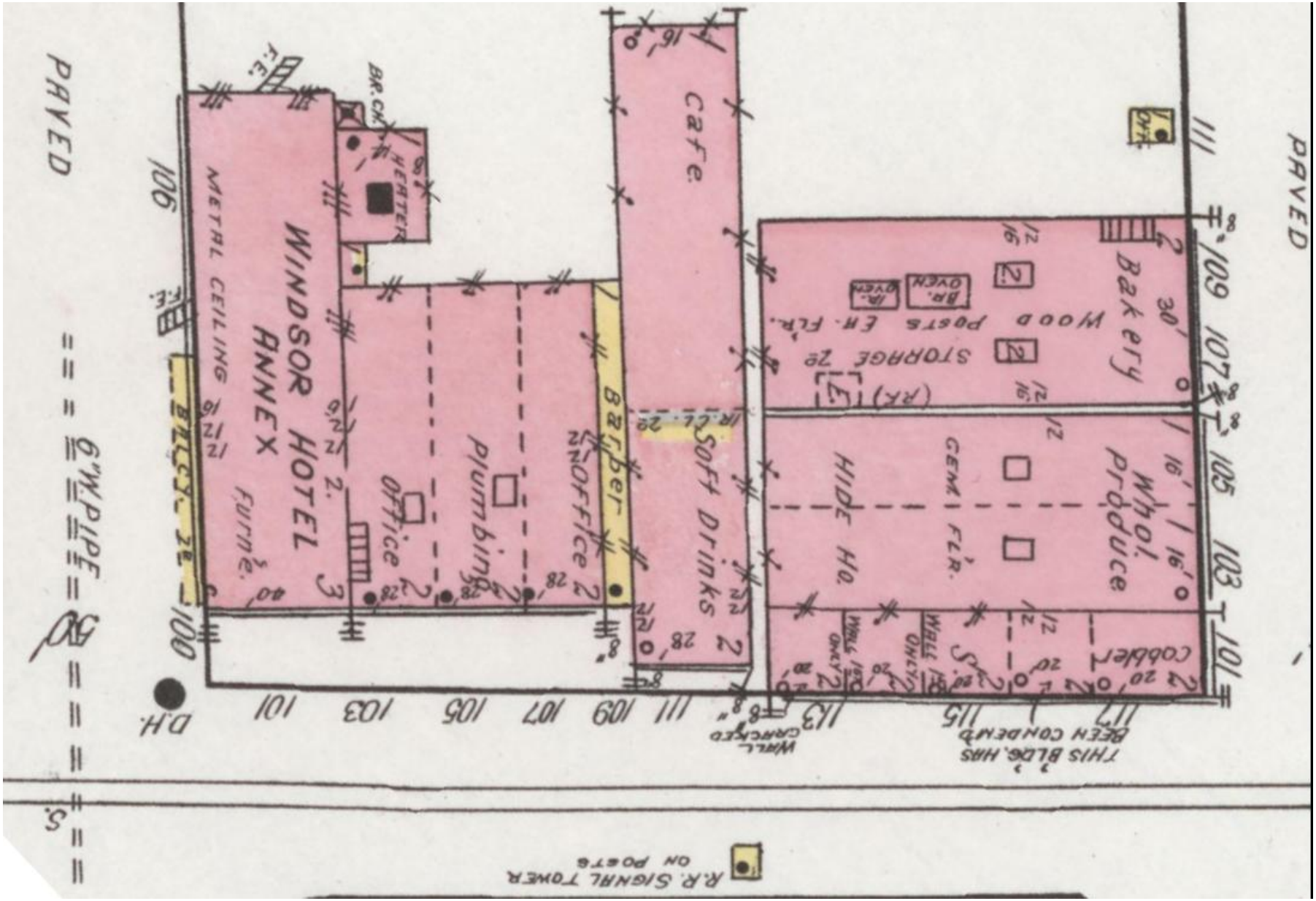
12.2.2.3. 109 West Fountain Square

July 1913. The Sanborn Fire Insurance Company map for covering 109 West Fountain Square shows an unidentified "Pressing Club."

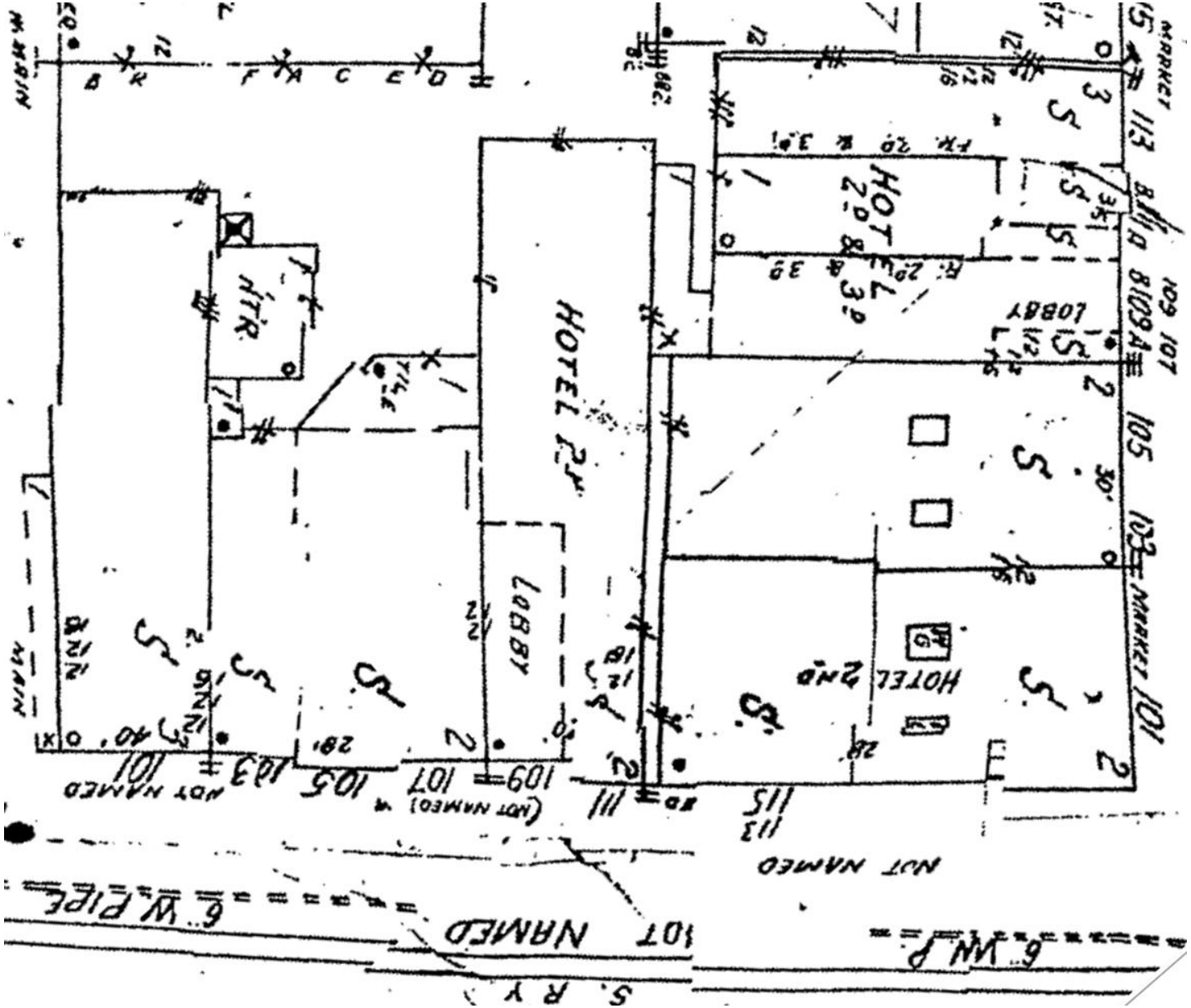
12.2.2.4. The Demolition of the Hoss House Building, between 1913 and 1919

1913 – 1919. During this period, the Hoss House Building was removed and replaced with the "Arlington Hotel Annex Building."

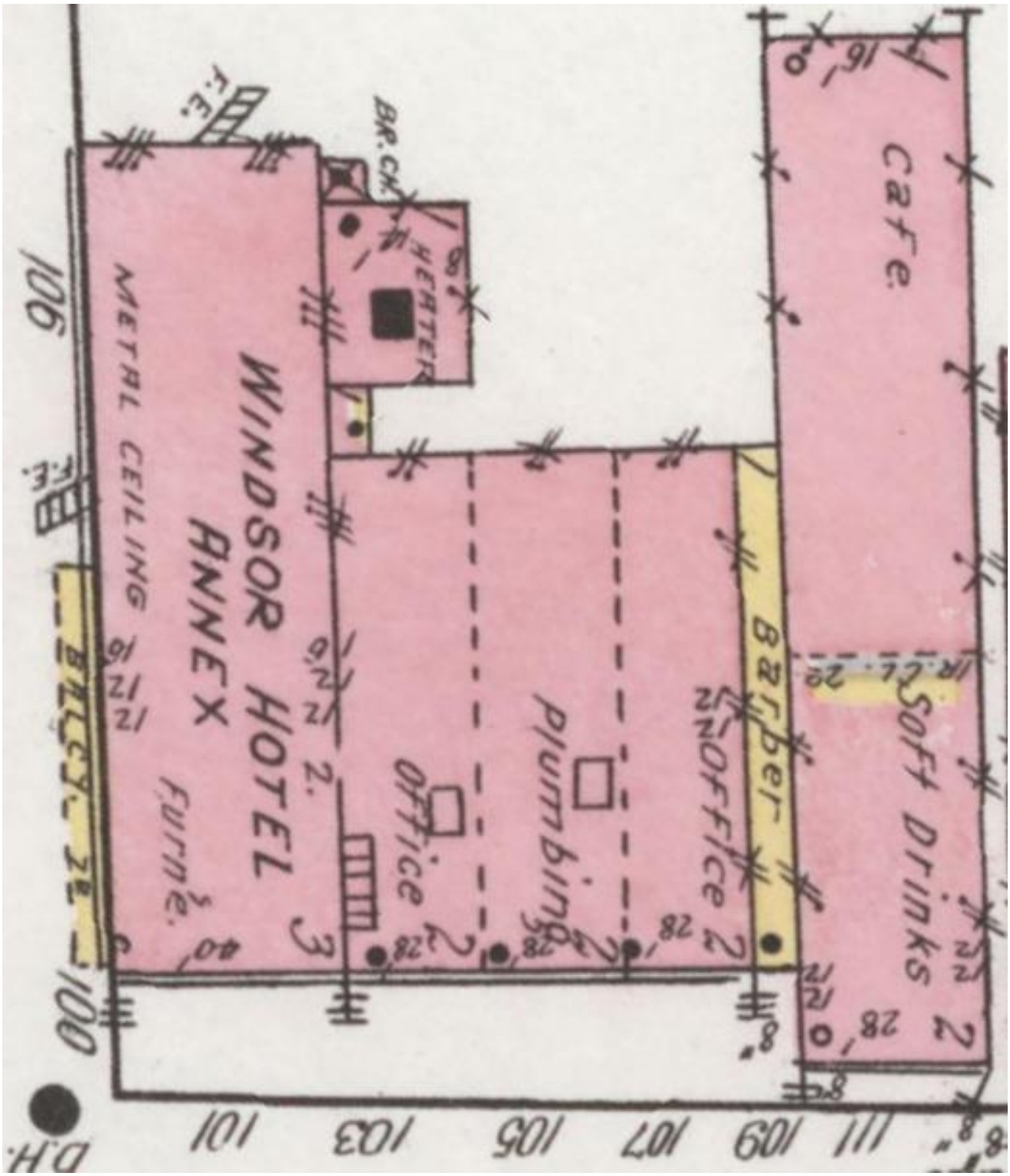
12.3. Northwest Corner of West Main Street and the Railroad (Part 3, by 1919 – 1971)



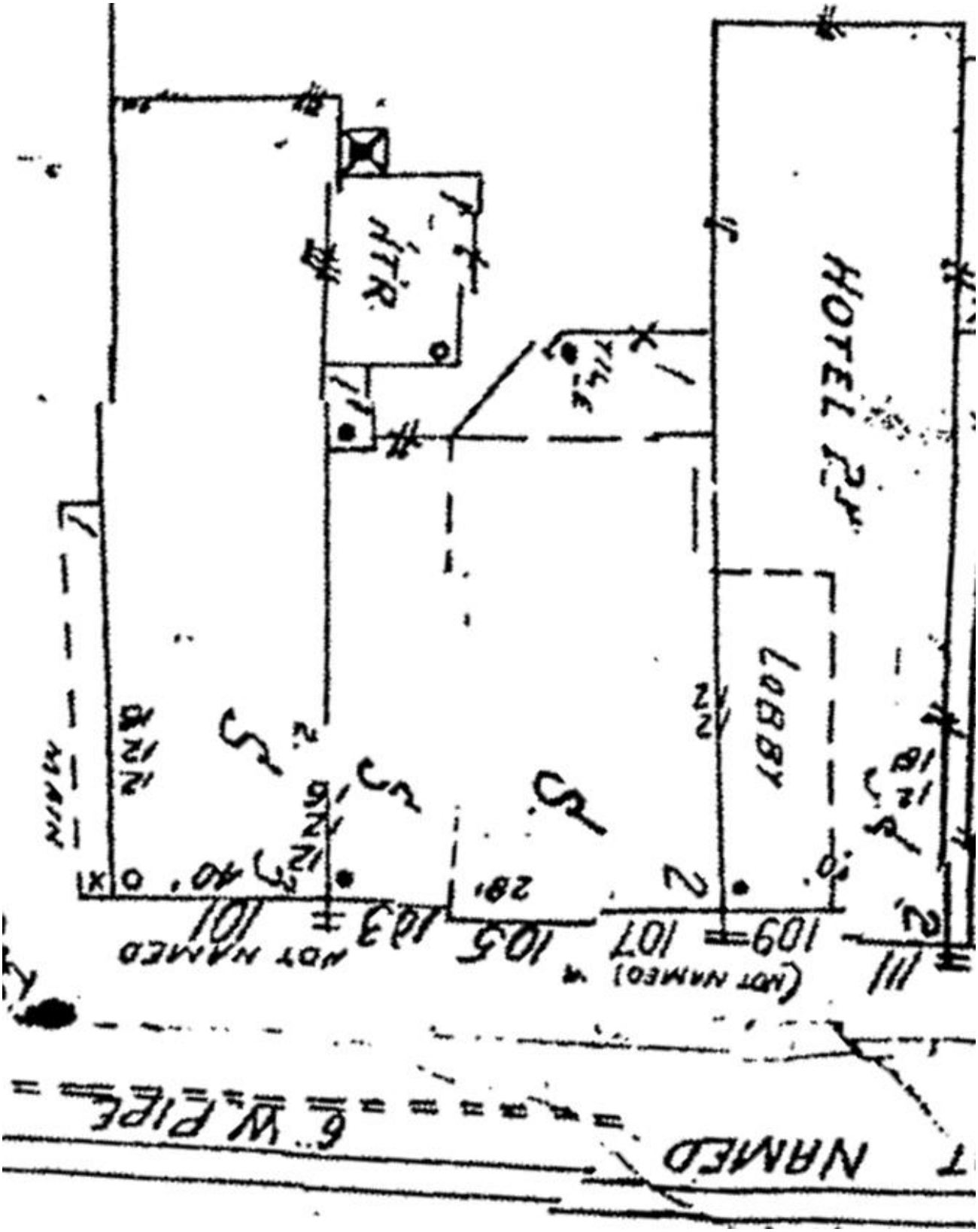
Map 6C. February 1920. Note that the Arlington Hotel is labeled the "Windsor Hotel Annex," with the Fountain Square Furniture Company ("Furn'e,") apparently occupying the first floor, and that the former "Hoss House" (to the right of the "Windsor Hotel Annex") has been removed and replaced by the "Arlington Hotel Annex Building" (103, 105 and 107 West Fountain Square). Also note the "R.R. Signal Tower on Posts," see Figure 159.



Map 7D. 1927. Note that the enterprises in the "Arlington Hotel Annex Building" on the first floor at 101, 103, 105, and 107 West Fountain Square are all simply marked "S" (Store). Also note that the "Worley/O'Boyle Building" has been replaced at the southwest corner of West Market Street and Southern Railway by the "Farnsworth Hotel Building."



Map 6D. February 1920. Note that the "Hoss House" has been replaced by the "Arlington Hotel Annex Building" at 103, 105 and 107 West Fountain Square (compare with Map 5D). Also note "Furn'e" (presumably on the first floor) in the "Windsor Hotel Annex" (formerly Arlington Hotel), which is probably a reference to the Fountain Square Furniture Company, operated by the Tranum Brothers, that was at this location by 1919 to at least 1927. In 1920, 103 West Fountain Square was occupied by R.S. Boyd & Company, Real Estate, while 107 West Fountain Square was occupied by the sales office of "The Universal Fruit Stand Co., Inc." (by 1920 – 1926). Finally, note that the Mike Dyer Building (111 West Fountain Square) is occupied by an unidentified "Soft Drinks" and "Cafe" enterprise, while 109 West Fountain Square is occupied by an unidentified "Barber" shop.



Map 7E. 1927. Note that the enterprises in the Arlington Hotel Building and the "Arlington Hotel Annex Building" on the first floor at 101, 103, 105, and 107 West Fountain Square are all simply marked "S" (Store). In 1927, 107 West Fountain Square was occupied by the "Long Brothers Candy Co." (by 1920 – 1926). Also note that the barber shop and the Mike Dyer Building (previously at 109 and 111 West Fountain Square, respectively) have been replaced by the Fountain Square Hotel ("Hotel 2d").



Figure 3I. A detail taken on 1 March 1947. From left to right, note the Hotel Windsor, the Arlington Hotel, the "Arlington Hotel Annex Building," the Fountain Square Hotel Building, the "Farnsworth Hotel Building" on the southwest corner of West Market Street and Southern Railway (this location was previously occupied by the "Worley/O'Boyle Building"), and the "Taylor – Brown (?) Building" on the northwest corner of West Market Street and Southern Railway (with the Farmers Exchange Building to its left). Also note Fountain Square on the right side of this image.



Figure 1B. A detail of the Hotel Windsor and the "West Fountain Square Block," on 14 April 1941. Across the top of this image, from left to right: the "Windsor Hotel," the Arlington Hotel, the "Arlington Hotel Annex Building," the Fountain Square Hotel Building, and the "Farnsworth Hotel Building" (built at the same location as the "Worley/O'Boyle Building"). The buildings across the bottom of this image include, from left to right: the Hamilton National Bank building, at 200 East Main Street, and the Crandall Building.[127]



Figure 7B. Another detail, this one of the "West Fountain Square Block," taken in the 1960s. From left to right: the Windsor Hotel, the Arlington Hotel (101 West Fountain Square), the "Arlington Hotel Annex Building" (103, 105, and 107 West Fountain Square), the Fountain Square Hotel Building (109 and 111 West Fountain Square), the "Farnsworth Hotel Building" (101 West Market Street, as well as 113 and 115 West Fountain Square, built at the same location as the "Worley/O'Boyle Building," with what appears to be a Pepsi Cola sign on top of the building, see Figure 187), and the "Taylor Brown (?) Building" (which was partially occupied by a Western Auto store by 1941 to at least 1968). Finally, note the Hamilton National Bank building, at 200 East Main Street, in the lower left corner of the image.



Address on West Fountain Square*	101	103	105	107	109	111	113?	115?	101 West Market Street
Other Information	Arlington Hotel/ Windsor Hotel Annex	"Arlington Hotel Annex Building"			"Fountain Square Hotel Building"		"Farnsworth Hotel Building"		

* From the 1927 Sanborn Fire Insurance Company map of this area.

Figure 1C. Another detail, this one of the "West Fountain Square Block," on 14 April 1941. From left to right: the Arlington Hotel (101 West Fountain Square), the "Arlington Hotel Annex Building" (103, 105, and 107 West Fountain Square), the Fountain Square Hotel Building (109 and 111 West Fountain Square), and the "Farnsworth Hotel Building" (101 West Market Street, as well as 113 and 115 West Fountain Square, built at the same location as the "Worley/O'Boyle Building"). Note that the sign on top of the building reads, in part "Milk…" and that the Pepsi Cola sign is absent, see figures 7C and 184.



Address on West Fountain Square*	101	103	105	107	109	111	113?	115?	101 West Market Street
Other Information	Arlington Hotel/ Windsor Hotel Annex	"Arlington Hotel Annex Building"			"Fountain Square Hotel Building"		"Farnsworth Hotel Building"		

* From the 1927 Sanborn Fire Insurance Company map of this area.

Figure 7C. Another detail of the "West Fountain Square Block," from the 1960s.



Figure 120. “Soldiers returning home after World War I, 1919”. This photograph probably dates to 16 April 1919, when the welcome home celebration occurred for the service members returning from the First World War. Note that the “Hoss House” and the trees have been removed, with the Hoss House replaced with the two-story brick “Arlington Hotel Annex Building” (which thus appears to have occurred between 1913 and 1919, see maps 5D and 6D). Regrettably, none of the signs are legible. Perhaps the sign at 101 West Fountain Square reads: “Fountain Square Furniture Co.” and the one at 103 West Fountain Square reads: “R.S. Boyd & Co.” “Real Estate.” Also note that bushes have not yet been planted around Fountain Square.[128]



Figure 121. A photograph of the Arlington Hotel building and annex. Note the partially visible sign behind the fountain, as well as the "Hotel" sign at 103 West Fountain Square. Given the presence of the fountain statue, this photograph dates to 1937 or earlier.[129]



Figure 122. “Hotel Windsor.” From left to right: the “Chevrolet Sales Company Building” at 103 Wilson Avenue (interestingly, the “Free Service Tire Company Tire Sales and Recapping Facility Building” at 100 Wilson Avenue is not visible in this photograph), the building at 118 Windsor Way (occupied by an unidentified restaurant in 1927 and the M&L Café, by 1962 to at least 1964?), and the Fountain Square Furniture Company at 116 Windsor Way (1927 – 1971), the Hotel Windsor (with a sign on top that predates 4 March 1939, see Figure 123), the Fountain Square Statue (removed about 1937), and the Arlington Hotel and its annex (on the right). Consequently, this photograph appears to date to 1927 – 1937.[130]



Figure 122F. A detail of the Arlington Hotel building. Note the "Hotel" sign on the building on the right of this photograph. Also note that a sign has been added to the left side of the Arlington Hotel that appears to read, in part: "Sales…" Regrettably, the rest of this sign is difficult to read. Also note that this vertical sign is not present in Figure 123.



Figure 123. Historian Sonya A. Haskins captioned this photograph: "A view of downtown between Market Street and Main street, taken March 4, 1939, shows the Windsor Hotel on the left, the Arlington Hotel in the middle, and the Eatmore Cafe on the right. Under the Arlington Hotel is the Johnson City Bus Company waiting room. (Courtesy of Doug Thompson."[131]



Figure 123B. A detail. Note the "new" "Arlington Hotel" sign, as well as the "Johnson city Bus Co. Waiting Room" sign at 101 West Fountain Square. Also note the signs in the windows at 103 West Fountain Square appear to read: "Arlington Hotel." Also note the "Eatmore Cafe" at 105 West Fountain Square. The signs in the windows read, in part: "Oysters 25c" and "Beef Stew." Also note that the sign that previously projected from the southeast corner of the Arlington Hotel is no longer present (compare with Figure 122F).



Figure 124. 15 September 1940, the "Community Chest campaign for $25,300 got under way Friday with a parade led by the Science Hill High School Band that ended on Fountain Square." Note the Windsor and Arlington hotels in the background.[132]



Figure 124B. A detail of the Arlington Hotel.



Figure 125. "University of Tennessee's fine band caught the eye of Saturday's crowds in Johnson City yesterday when it paraded up Main Street shortly before noon on Saturday April 2nd, 1949…"[133]



Figure 125A. A detail, note: “Cannons Gro. Willingham Mkt.” “Groceries,” “Meats,” “Frozen Foods” “Fruits,” and “Vegetables.” Also note, on the right, the “Hotel” sign, as well as the “Lecka Restaurant.” Finally, in the left background, note the “Piedmont Hotel” sign.



Figure 126. "November 1949 – A photo taken during the Armistice Day Parade on November 12th, 1949 in downtown Johnson City. The tank is going east on Main Street coming across the Southern RR Tracks, the building in the background is now a parking lot and on the opposite side of Main Street was the Windsor Hotel (now downtown pavilion)…" Johnson City Press, 12 November 1949. The tank is a late model M4 "Sherman."[134]

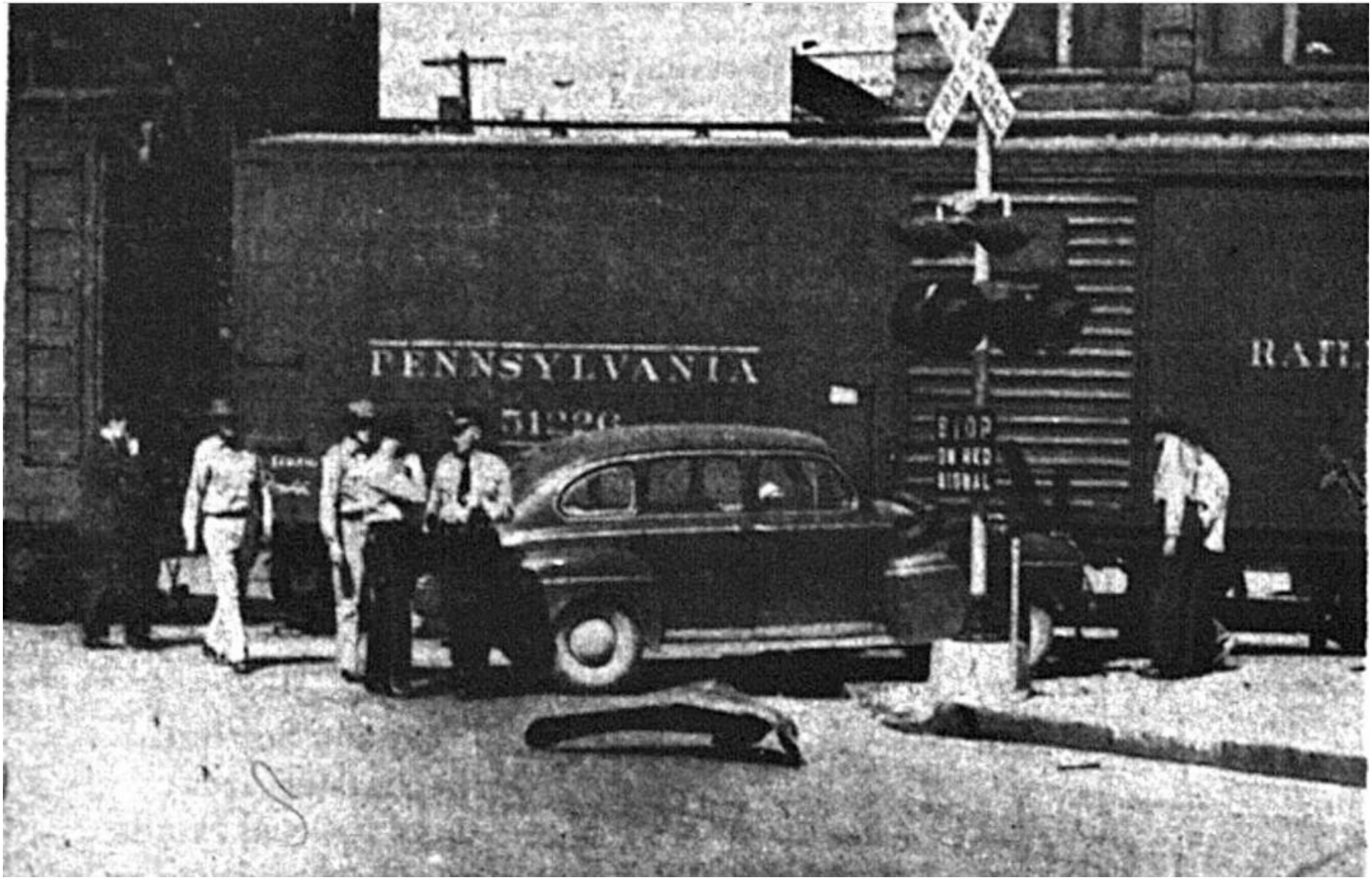


Figure 127. "Another Train Crossing Accident – One of many accidents resulting from Johnson City's 'railroad-bound" business district in this Fountain Square scene. No one was injured when the 1941 model car, driven by D.B. Isenburg was struck by a Southern freight train at Main street crossing early yesterday…" Johnson City Press, 3 May 1952." [135]



Figure 128. "The Army Marches – in celebration of Armed Forces Day, Co. C, 4th Battle Group, 81st Division, U.S. Army Reserve, marches as part of a 17-unit parade through downtown Johnson City. The parade, held yesterday morning [19 May 1962] was led by Sen. Albert Gore. It included armed forces units, scout groups and other area organizations." Note that "Nolan Farnsworth Furniture" occupies the first floor of the Arlington Hotel Building.[136]



Figure 128A. A detail “Nolan Farnsworth Furniture” store.



Figure 129. “Circus Parade…” which appears to date to 25 September 1914.[137] Note the Arlington Hotel in the background on the left side of West Main Street. Also note the Jobe Block, to the right of the Arlington Hotel, and the Hotel Windsor on the right edge of the image.

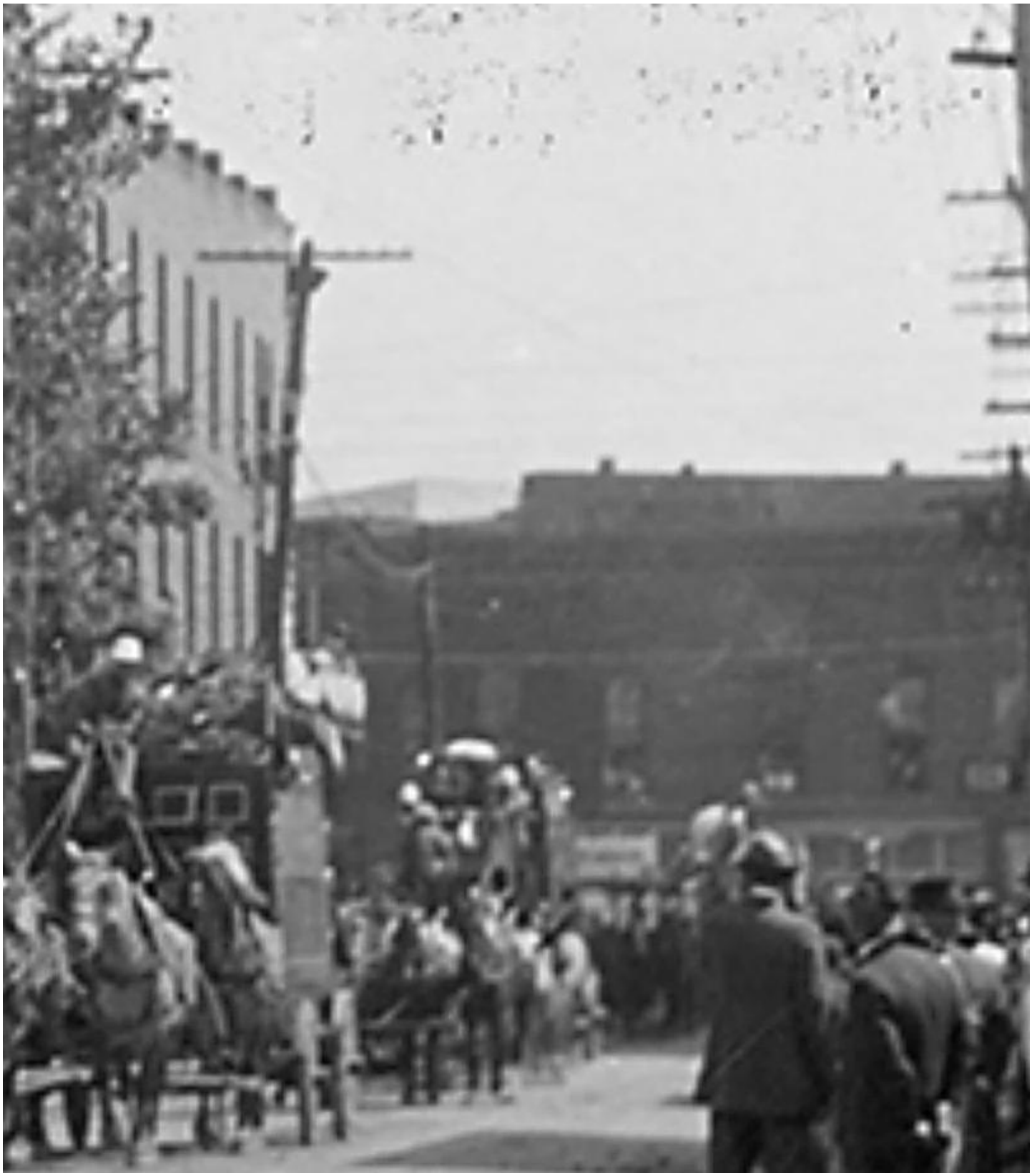


Figure 129A. A detail of the Arlington Hotel (on the left) and the Jobe Block (in the center and right background).



Figure 53C. “Main Street, looking west from Fountain Square,” “c. 1925 – 1927”.[138] This is a view of the south side of the Arlington Hotel building, along West Main Street. The “Fountain Square Furniture Company” and “Tranum Bros.” appear to have been on the first floor of this location, by 1919 to perhaps 1927. Note the trolley track on the left.



Figure 130. "April 1954 – From the ad I just posted dated April 20th, 1954 telling of the Budweiser Clydesdale Horses to be in Johnson City April the 21st through the 23rd, 1954, this is evidently when the 'Budweiser Clydesdale Horses came to the Blue Ribbon Café at 118 W. Main St. Francis Maricle, who owned the café for 46 years, was holding his son, Charles. Also pictured was the Piedmont Hotel…' This photo is looking east on the west side of W. Main just a short distance from the Southern RR tracks…"[139]



Figure 130A. A detail of the west and south sides of the Arlington Hotel. The sign on the Arlington Hotel appears to read: "We are [?] Cheaper than Cheapest – United Sales and Salvage Stores Entrance → Around the Corner," while there also appears to be a "Double Cola" sign to the rear of the wagon.

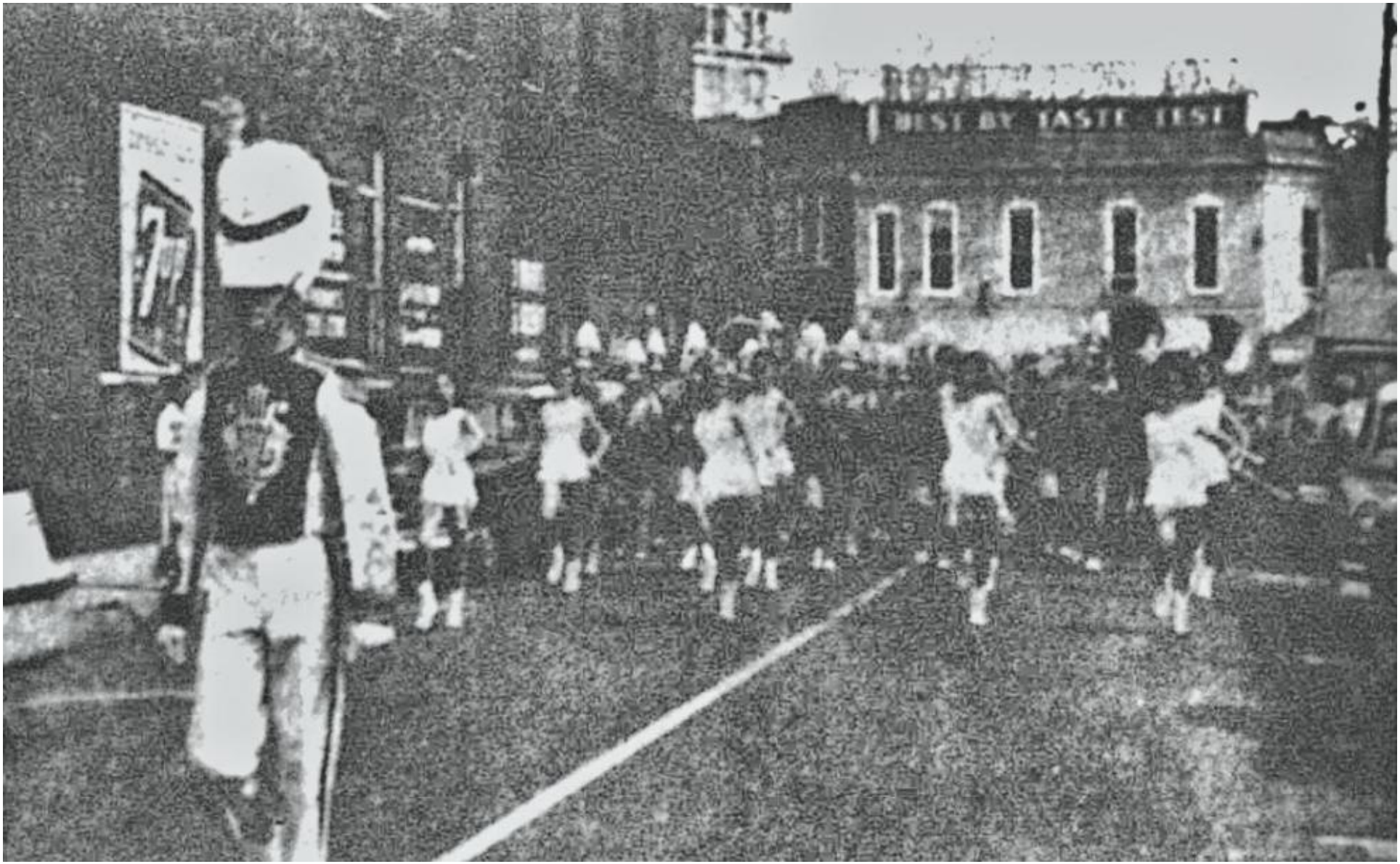


Figure 131. "September 1959 – The East Tennessee State College Marching Bucs marching west on West Main… You are looking east across the Southern Railroad Tracks and at that time the Windsor Hotel would be to the right of the picture and the Arlington Hotel to the left of the picture, both are now parking lots. The buildings across the tracks in the background are still there and you can see just a small section of the old Hamilton National Bank in the upper mid portion of the picture…" Johnson City Press, 20 September 1959." Note the "7 Up" sign on the Arlington Hotel.[140]

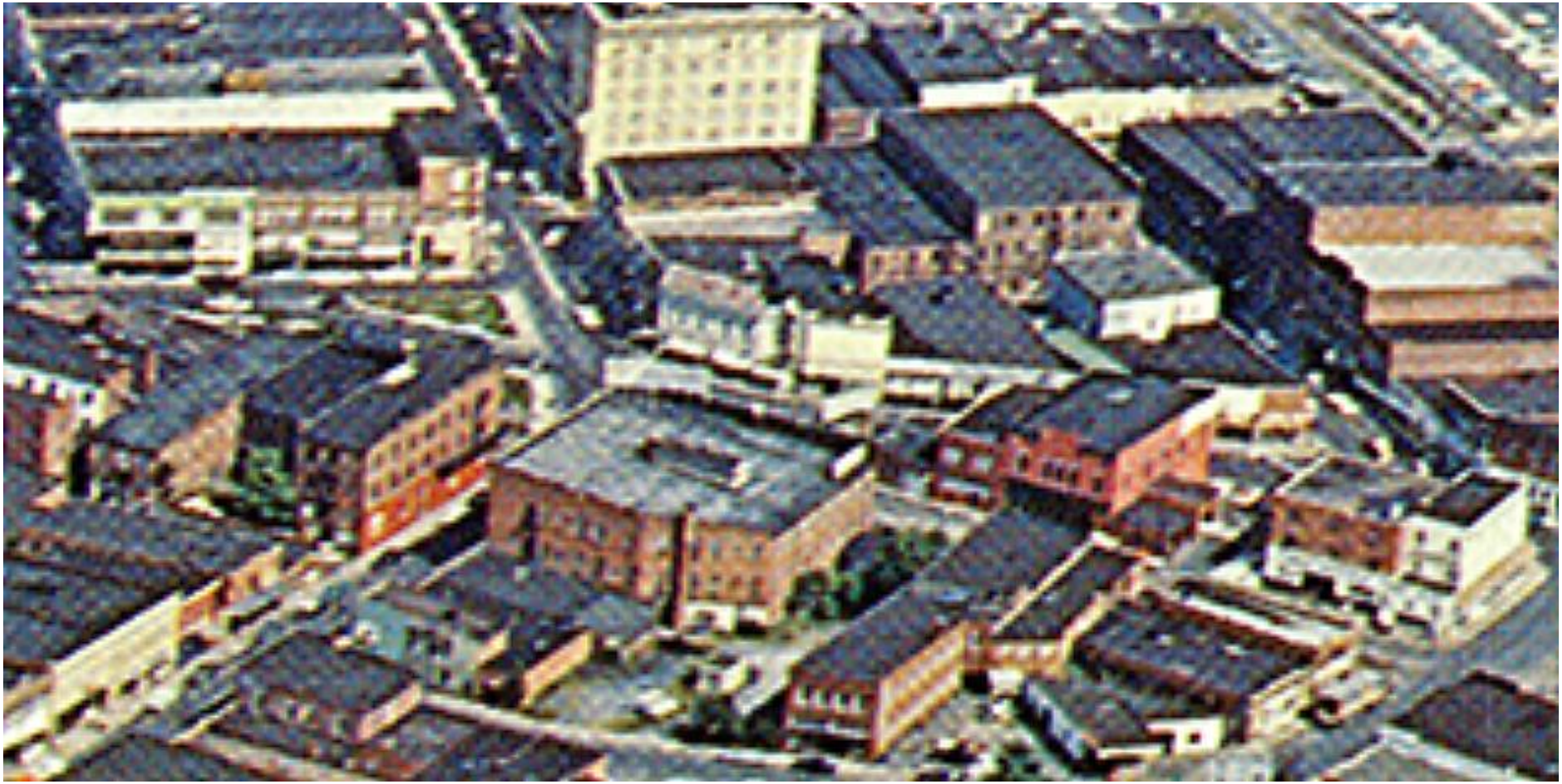


Figure 8B (reproduced here for convenience). A detail taken by 1966, note the red paint along the first floor of the Arlington Hotel (to the left of the center of the image). Also note the green paint along the top of the Parks – Belk addition.

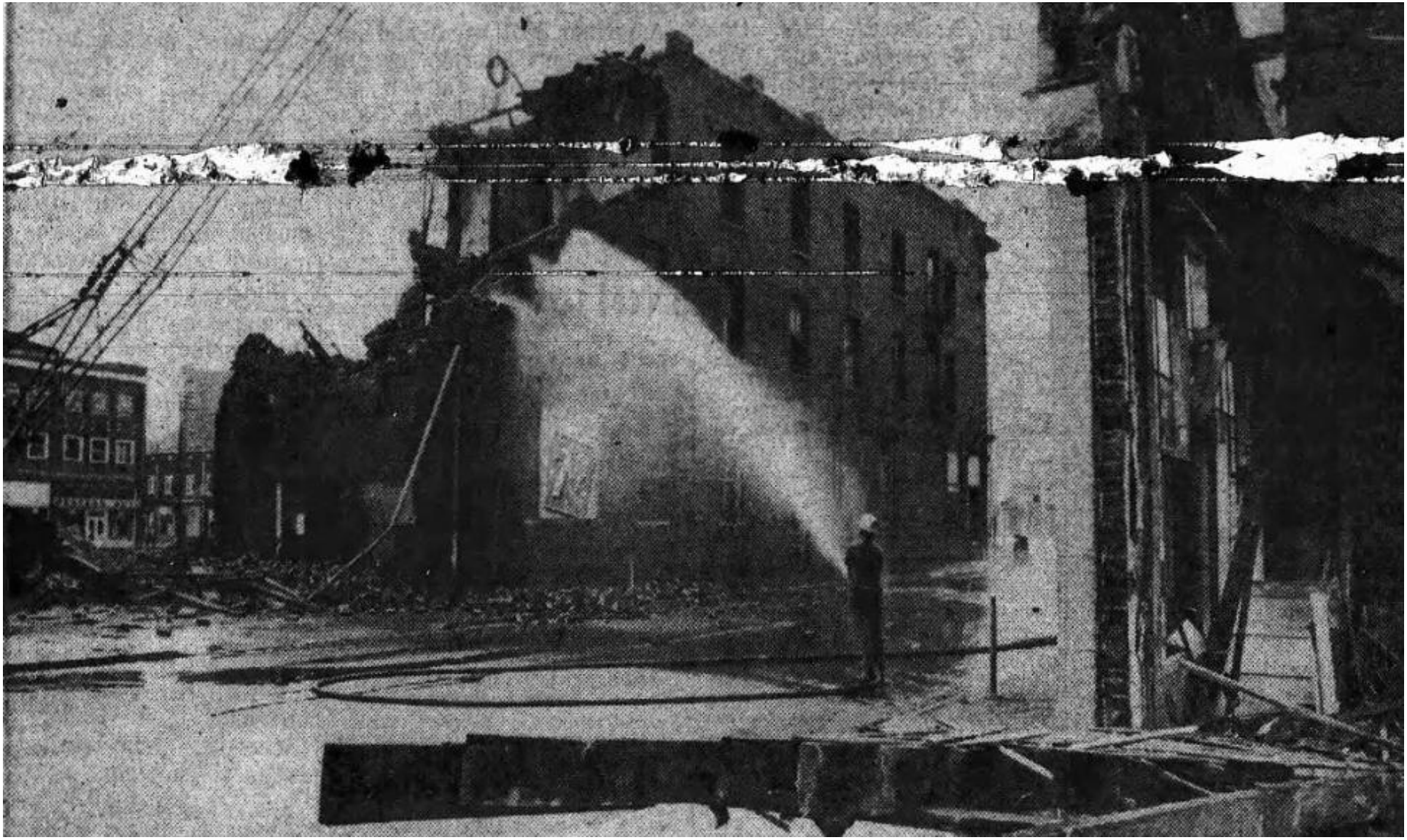


Figure 132. "Another landmark goes. The last building fronting on Fountain Square west of Southern Railway began to disappear this morning as part of the Downtown Development Project. A worker sprays water on the debris to keep down dust." Johnson City Press, 12 July 1971. This appears to be a photograph of the south and west sides of the Arlington Hotel building, looking northeast from West Main Street (note the "7 up" sign, which is visible in Figure 131). Note the "Taylor Brown (?) Building" on the left (with the Summers Building visible to the right of it). The wreckage on the right was probably once part of the Windsor Hotel building.[141]

12.3.1. Arlington Hotel Building (Part 2), 1913 – 1971
(Also known as the Windsor Hotel Annex, by 1917 – mid-1920s)

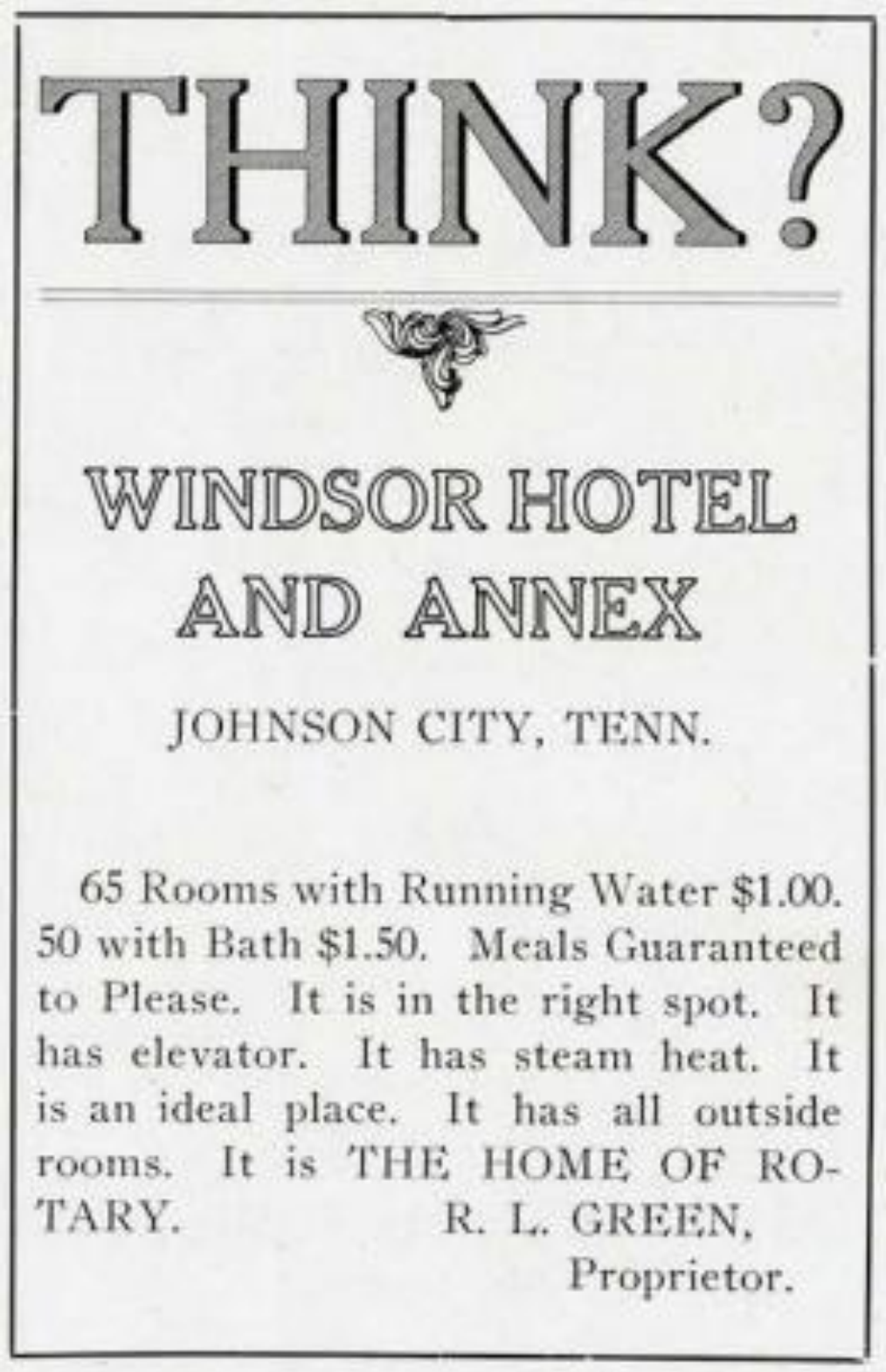


Figure 72 (reproduced here for convenience). Old Hickory, 1919.[142]

February 1920. The Sanborn Fire Insurance Company map for this area shows the "Windsor Hotel Annex," with "Furn'e" (apparently the Fountain Square Furniture Company on the first floor) at 101 and 103 West Fountain Square.

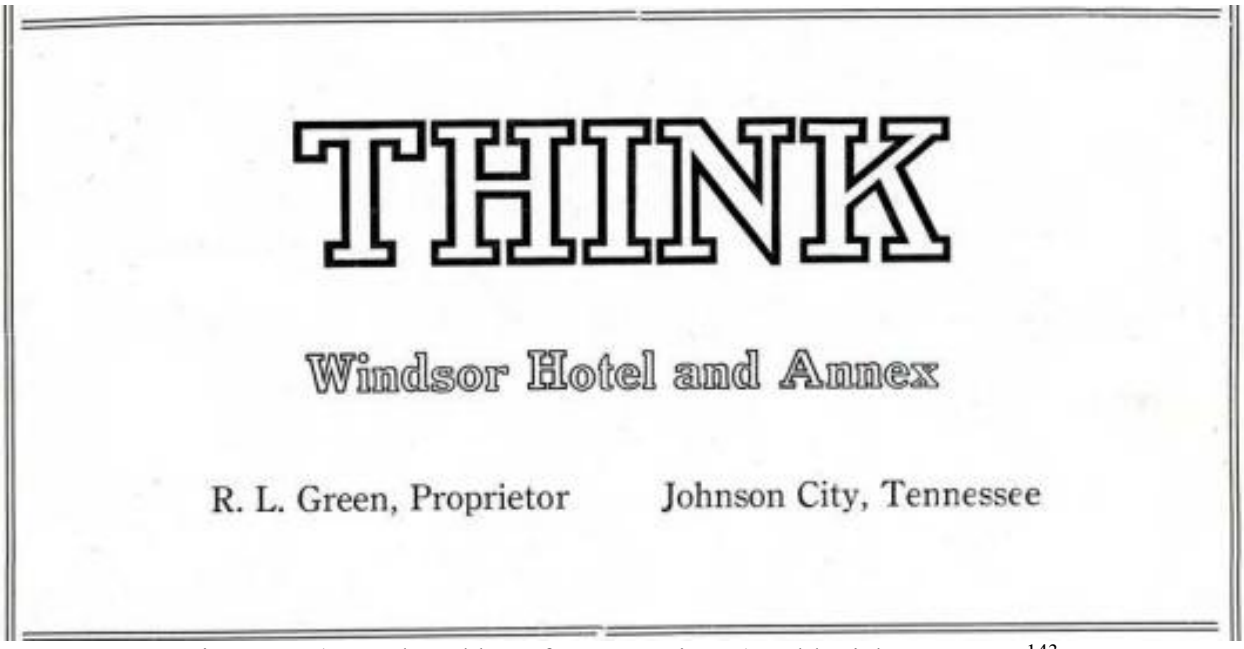


Figure 73 (reproduced here for convenience). Old Hickory, 1920. [143]

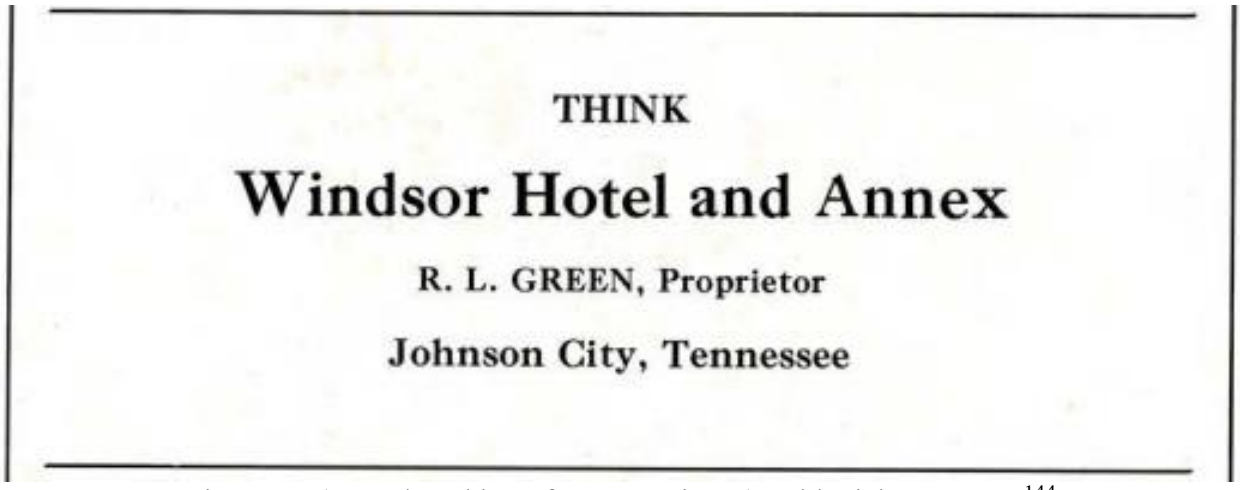


Figure 74 (reproduced here for convenience). Old Hickory, 1921.[144]

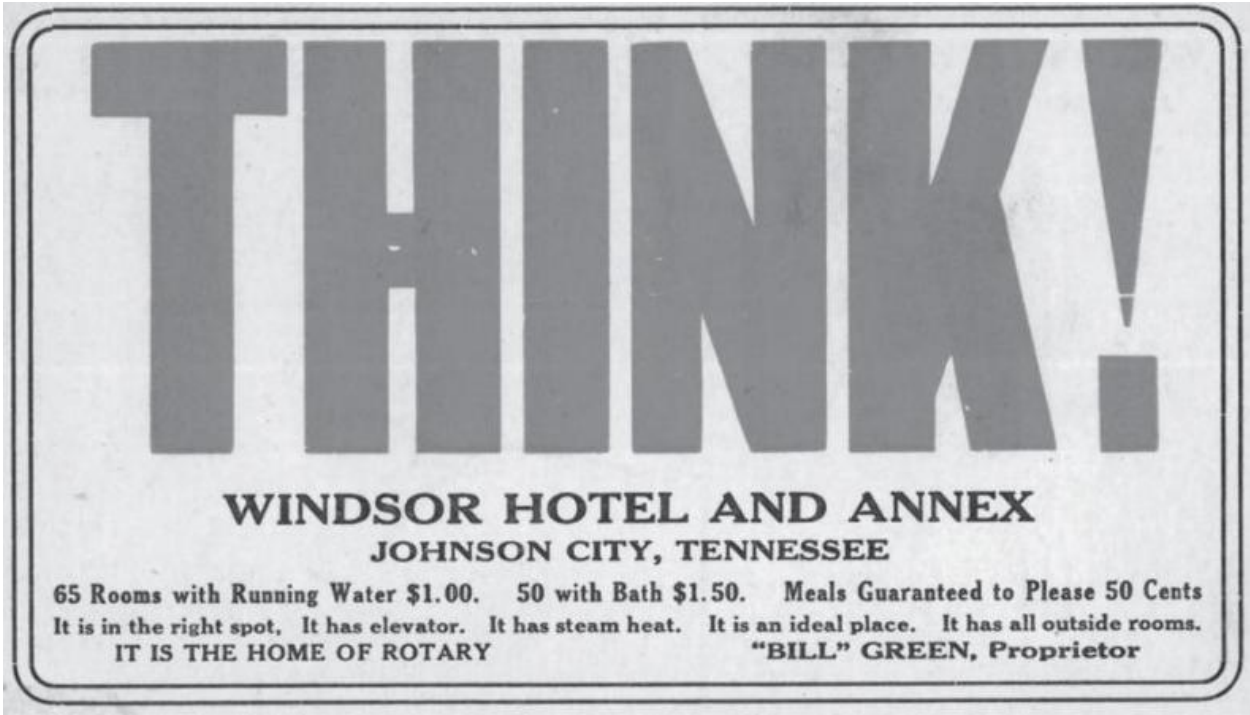


Figure 75 (reproduced here for convenience). "Think! This postcard add for the Windsor Hotel and Annex may have been provided as a courtesy to guests. The 1920 Sanborn map shows the Windsor Annex in the same location as the Arlington Hotel, and the 1919 city directory indicates Reba L. Green was the proprietor after the passing of her husband. the 65 rooms with running water were rented at $1, and there was a 50¢ upcharge if one had a bath in the room; for another half dollar, one could get a meal."[145]

Note: The Hotel Windsor operated the Arlington Hotel Building as the "Windsor Hotel Annex" by 1917 through the mid-1920s.

Table 2 (reproduced here for convenience).
An Extract from "List of Hotels in… East Tennessee" in 1926.[146]

Town	Hotel	Manager
Johnson City	Winsor	Pane Vane
Johnson City	Colonial	E.E. Effinger
Johnson City	Lee	H.S. Boning
Johnson City	Western	Burleson & Sanders
Johnson City	John Sevier	Henry E. Brumer
Johnson City	Arlington	W.H. Griffin

1927. The Sanborn Fire Insurance Company map for this area shows that 101 West Fountain Square was occupied by an unidentified store and makes no mention of a hotel.

12.3.1.1. Tenants, First Floor, Arlington Hotel Building, by 1919 – 1962

Fountain Square Furniture Company, by 1919 – 1927
Johnson City Bus Company, by 1939 to at least 1940
Cannon's Grocery Store, by 1948 to at least 1951
Nolan Farnsworth, Furniture Store, by 1962

16 April 1919 (?). The Fountain Square Furniture Company appears to have occupied this location by 16 April 1919, see Figure 120.

February 1920. The Sanborn Fire Insurance Company map for this area indicates that this location was occupied by furniture ("Furn'e") enterprise, apparently the Fountain Square Furniture Company, see Map 6D.

"c. 1925 – 1927." The Fountain Square Furniture Company occupied this location "c. 1925 – 1927," see Figure 53.

4 March 1939. The Johnson City Bus Company occupied by this location by 4 March 1939, see Figure 123.

15 September 1940. The Johnson City Bus Company occupied by this location by 15 September 1940, see Figure 124.

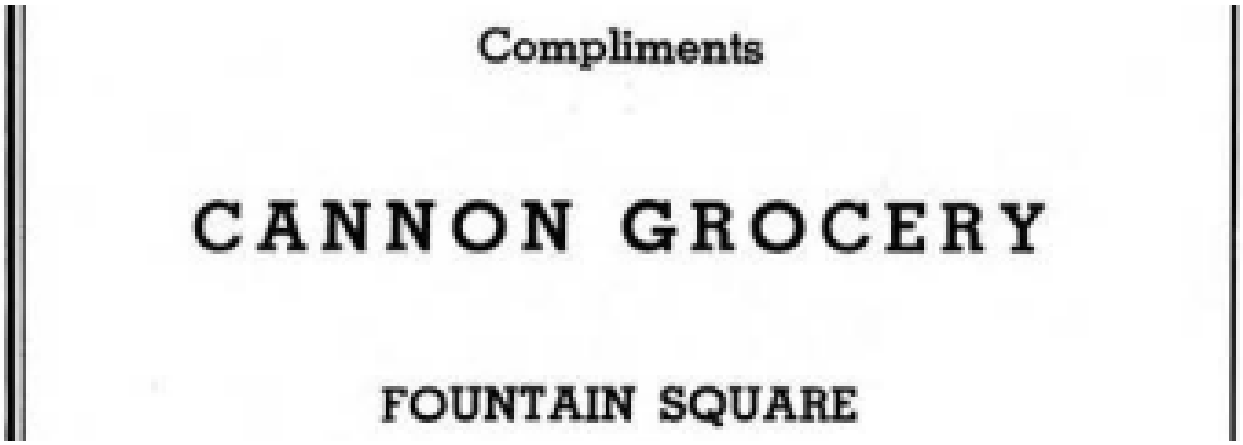
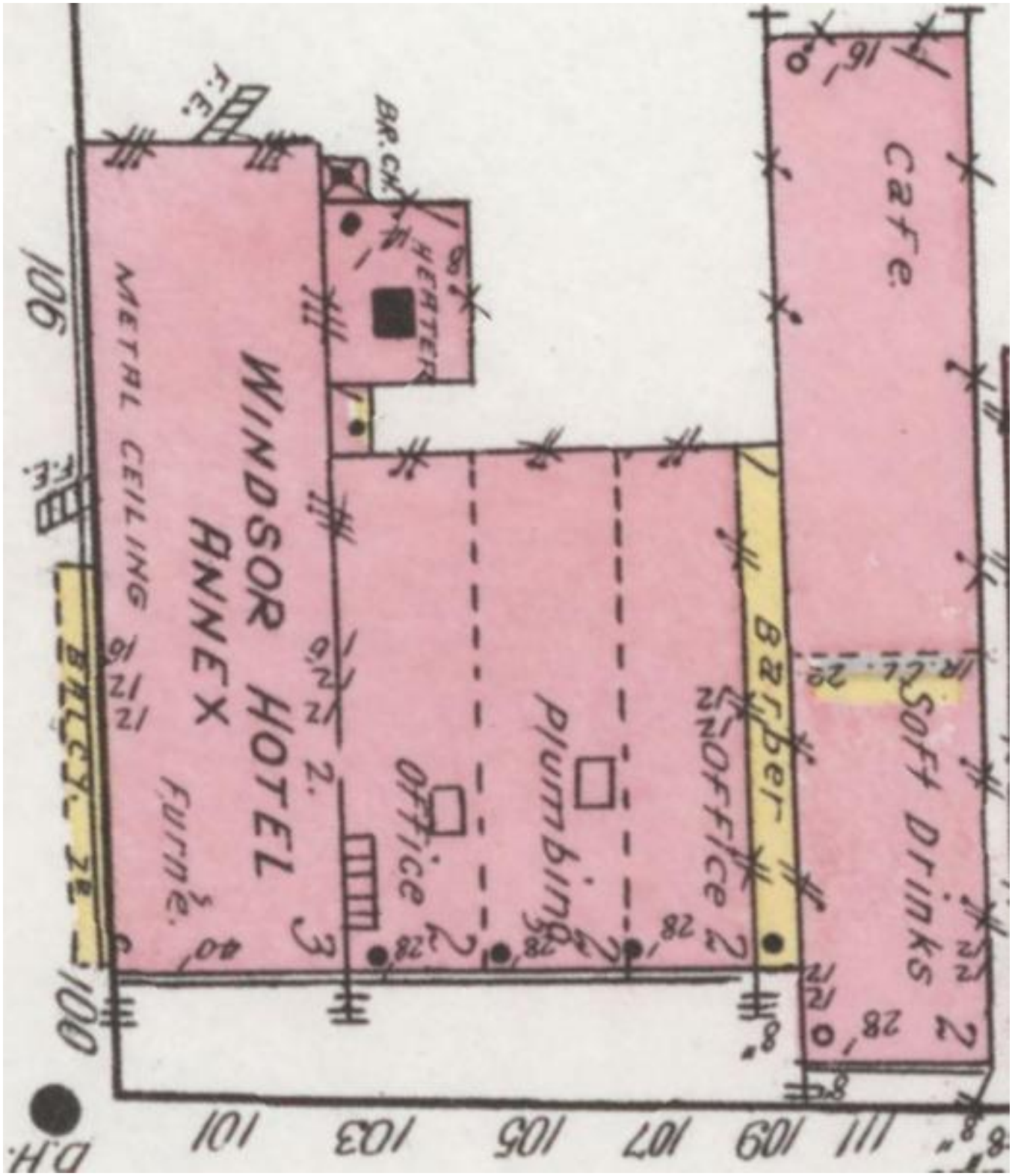


Figure 217. The Buccaneer, 1948.
This advertisement ran until at least 1951. See Figure 125.[147]

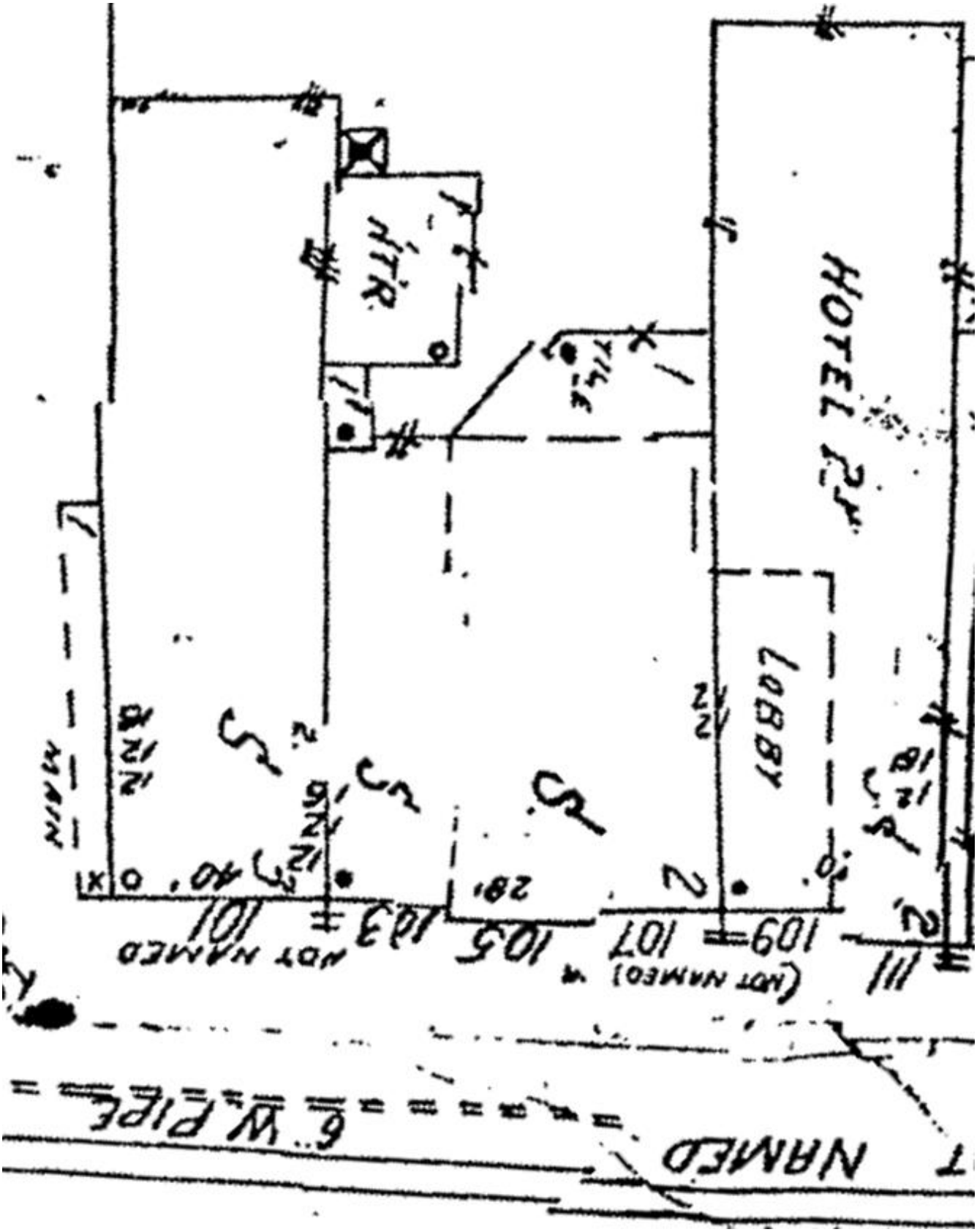
19 May 1962. Nolan Farnsworth's Furniture store occupied this location by 19 May 1962, see Figure 126.

12.3.2. “Arlington Hotel Annex Building,” by 1919 – 1971

Note: The author did not find a formal name for this building. In the interest of clarity, the author has opted to call it the “Arlington Hotel Annex Building.” However, the author has not found any historical information that supports this.



Map 6D (reproduced here for convenience). February 1920. Note that the "Hoss House" has been replaced by the "Arlington Hotel Annex Building" at 103, 105 and 107 West Fountain Square (compare with Map 5D). Also note "Furn'e" (presumably on the first floor) in the "Windsor Hotel Annex" (formerly Arlington Hotel), which is probably a reference to the Fountain Square Furniture Company, operated by the Tranum Brothers, that was at this location by 1919 to 1927. In 1920, 103 West Fountain Square was occupied by R.S. Boyd & Company, Real Estate, while 107 West Fountain Square was occupied by the sales office of "The Universal Fruit Stand Co., Inc." (by 1920 – 1926).



Map 7E (reproduced here for convenience). Note that the enterprises on the first floor of 101, 103, 105, and 107 West Fountain Square are all simply marked “S” (Store). In 1927, 107 West Fountain Square was occupied by the “Long Brothers Candy Co.” (by 1920 – 1926).



Address on West Fountain Square*	101	103	105	107	109	111	113?	115?	101 West Market Street
Other Information	Arlington Hotel/ Windsor Hotel Annex	"Arlington Hotel Annex Building"			"Fountain Square Hotel Building"		"Farnsworth Hotel Building"		

* From the 1927 Sanborn Fire Insurance Company map of this area.

Figure 1C (reproduced here for convenience). Another detail, this one of the "West Fountain Square Block," on 14 April 1941. From left to right: the Arlington Hotel (101 West Fountain Square), the "Arlington Hotel Annex Building" (103, 105, and 107 West Fountain Square), the Fountain Square Hotel building (109 and 111 West Fountain Square), and the "new" "Farnsworth Hotel Building" (101 West Market Street, as well as 113 and 115 West Fountain Square, built at the same location as the "Worley/O'Boyle Building"). Note that the sign on top of the building reads, in part "Milk…" and that the Pepsi Cola sign is absent, see figures 7C and 185.



Address on West Fountain Square*	101	103	105	107	109	111	113?	115?	101 West Market Street
Other Information	Arlington Hotel/ Windsor Hotel Annex	"Arlington Hotel Annex Building"			"Fountain Square Hotel Building"		"Farnsworth Hotel Building"		

* From the 1927 Sanborn Fire Insurance Company map of this area.

Figure 7C (reproduced here for convenience). Another detail of the "West Fountain Square Block," from the 1960s.



Figure 120A. “Soldiers returning home after World War I, 1919”. This photograph probably dates to 16 April 1919, when the welcome home celebration occurred for the service members returning from the First World War. Note that the “Hoss House” and the trees have been removed, with the Hoss House replaced with a two-story brick building (which thus appears to have occurred between 1913 and 1919, see maps 5D and 6D). Regrettably, none of the signs are legible. Perhaps the sign at 103 West Fountain Square (on the left) reads: “R.S. Boyd & Co.” “Real Estate.”[148]

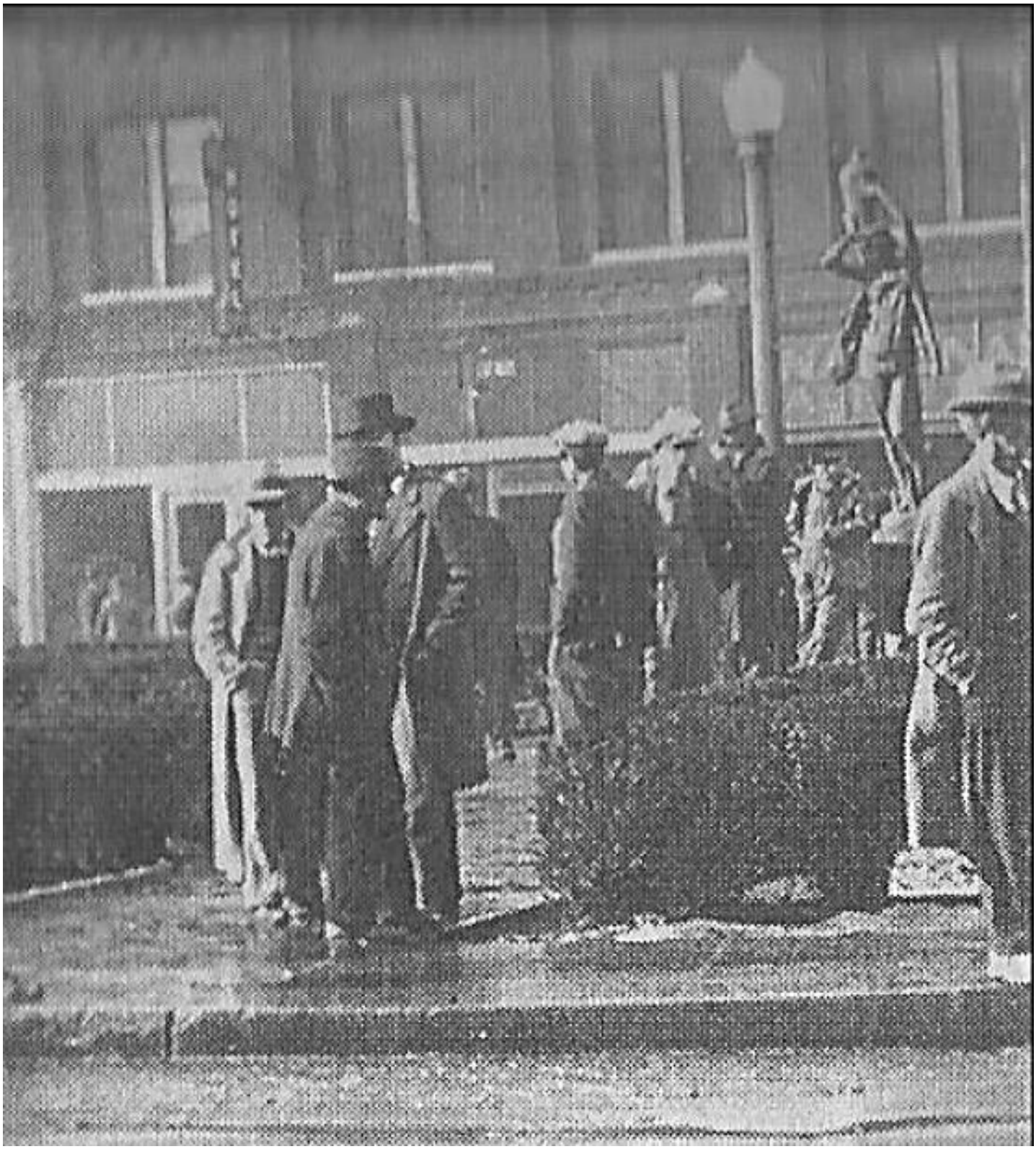


Figure 121A. A detail of the "Arlington Hotel Annex Building." Note the partially visible sign behind the fountain, as well as the "Hotel" sign at 103 West Fountain Square. Given the presence of the fountain statue, this photograph dates to 1937 or earlier.[149]



Figure 123C. A detail. Note the signs in the windows at 103 West Fountain Square appear to read: "Arlington Hotel." Also note the "Eatmore Cafe" at 105 West Fountain Square. The signs in the windows read, in part: "Oysters 25c" and "Beef Stew."



Figure 125B. A detail, note: the “Hotel” sign, as well as the “Lecka Restaurant.” Note the billboard on top of the building. This photograph dates to 2 April 1949.



Figure 133. "Putting the Heat on – The big Red Cross thermometer on Fountain Square is 'warming up,' slowly at times, but nevertheless warming." Johnson City Press, 14 March 1948." Note Cannon's Grocery Store on the left at 101 West Fountain Square, and the Lecka Restaurant, on the right, at 105 West Fountain Square. Also note the signs on top of the buildings. One of which appears to read, in part: "Tip," see Figure 125B, above.[150]

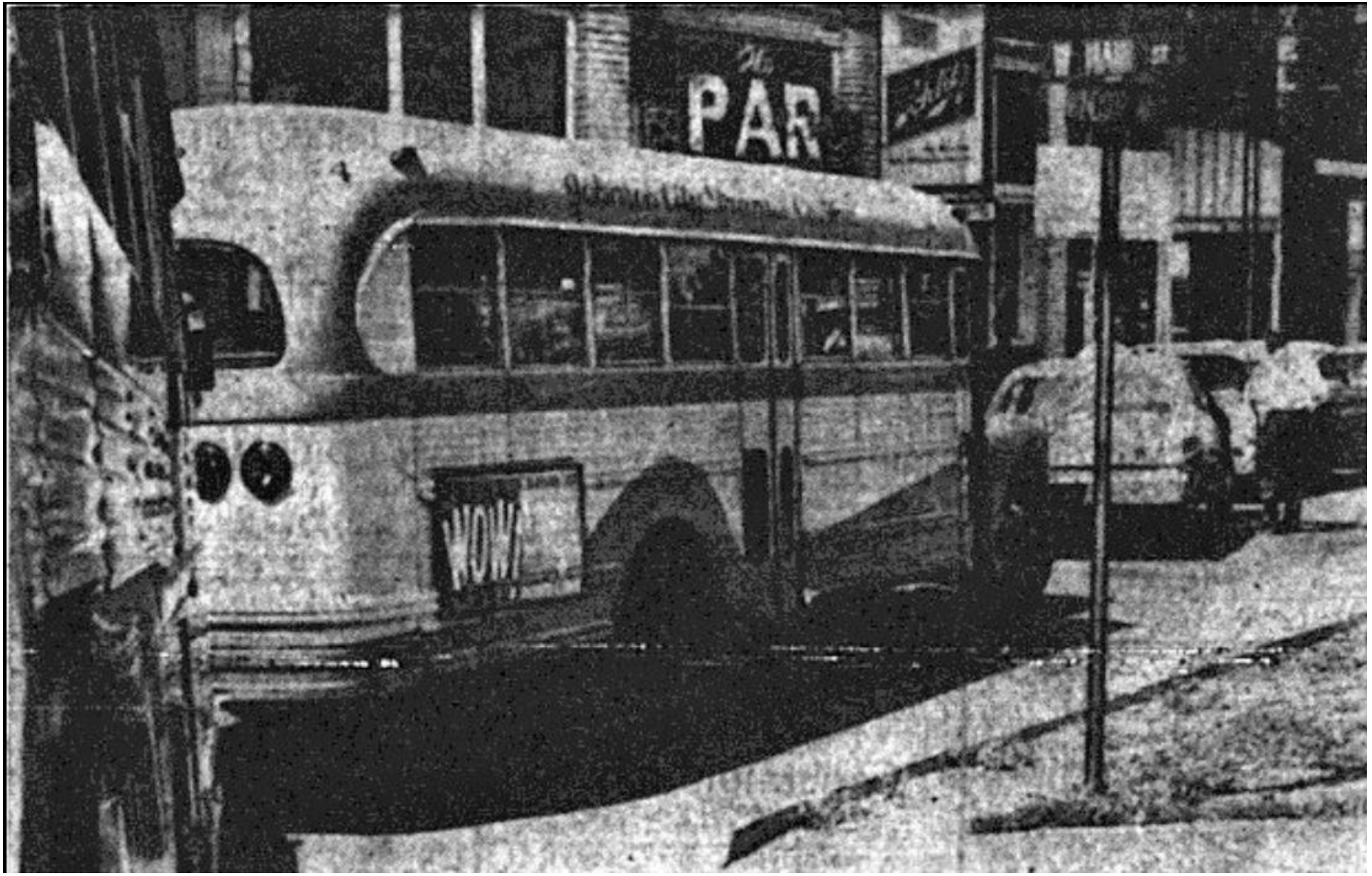


Figure 134. “Those green city buses coming out of the downtown bus station on to Windsor Way heading toward Main Street to cover their routes. This was between the Southern Railroad Tracks and where the Farmer’s Pavilion is now located...” Johnson City Press, 14 August 1965. “The Par” was located at 105 West Fountain Square, note the “Schlitz” beer sign and the street sign for “W. Main St.” (on the right).[151]

12.3.2. "Arlington Hotel Annex Building," by 1919 – 1971

Note: The author did not find a formal name for this building. In the interest of clarity, the author has opted to call it the "Arlington Hotel Annex Building." However, the author has not found any historical information that supports this.

12.3.2.1. 103 West Fountain Square

R.S. Boyd & Company, Real Estate, here by 1918? – 1922?

Note: The R.S. Boyd Company previously occupied 105 West Fountain Square in the former Hoss House Building. After the "Arlington Hotel Annex Building" was completed, this enterprise occupied 103 West Fountain Square.

1918. Jackson's Real Estate Directory.

"Johnson City (Washington [County])… Real Estate: R.S. Boyd & Co."[152] This enterprise was mentioned as late as 1922.

1919. R.S. Boyd & Company, Real Estate, appears to still be at 103 West Fountain Square, see Figure 120.

February 1920. The Sanborn Fire Insurance Company map for this area shows an "Office," apparently occupied by R.S. Boyd & Company (Real Estate).

1927. The Sanborn Fire Insurance Company map shows an unidentified store ("S") at 103 West Fountain Square.

12.3.2.2. 105 West Fountain Square

Eatmore Cafe, by 1939
Lecka Restaurant, by 1948 to at least 1952
The Par, by 1962 to at least 1965

February 1920. The Sanborn Fire Insurance Company map for this area shows an unidentified "Plumbing" enterprise at 105 West Fountain Square.

1927. The Sanborn Fire Insurance Company map shows an unidentified store ("S") at 105 West Fountain Square.

1939. Eatmore Cafe at 105 West Fountain Square, see Figure 120C.

1948 – 1952. Lecka Restaurant at 105 West Fountain Square, see figures 122B and 133.[153]

1962 – 1964. "Bob Cox's Yesteryear."

"The downtown Johnson City I fondly remember in the 1950s – 60s was a lively place especially on Saturdays. Between 1962 and 1964, I was a full-time student at ETSU... I planned my campus schedule each weekday so I could finish my classes by early afternoon and work at the store until closing time at 5:00. I drove downtown usually before 1:30, parked in the municipal lot and grabbed some lunch at one of the many downtown restaurants before reporting for work. In 1964, there were 73 cafes and restaurants in Johnson City with 17 of them within walking distance of Fountain Square. Let me name a few… The Par (105 Fountain Square)…"[154]

13 August 1965. "The Par" at 105 West Fountain Square, see Figure 134.

12.3.2.3. 107 West Fountain Square

The Universal Fruit Stand Company, by 1920 – 1926
Long Brothers Candy Company, 1926 – 1927?

February 1920. The Sanborn Fire Insurance Company map for this area shows an "Office" at 107 West Fountain Square, apparently occupied by the sales office of "The Universal Fruit Stand Company."



Figure 135. Old Hickory, 1920.[155]
Note: This enterprise appears to have been at this location by 1920 to 1926.[156]

Long Brothers Candy Company, 1926 – 1927?



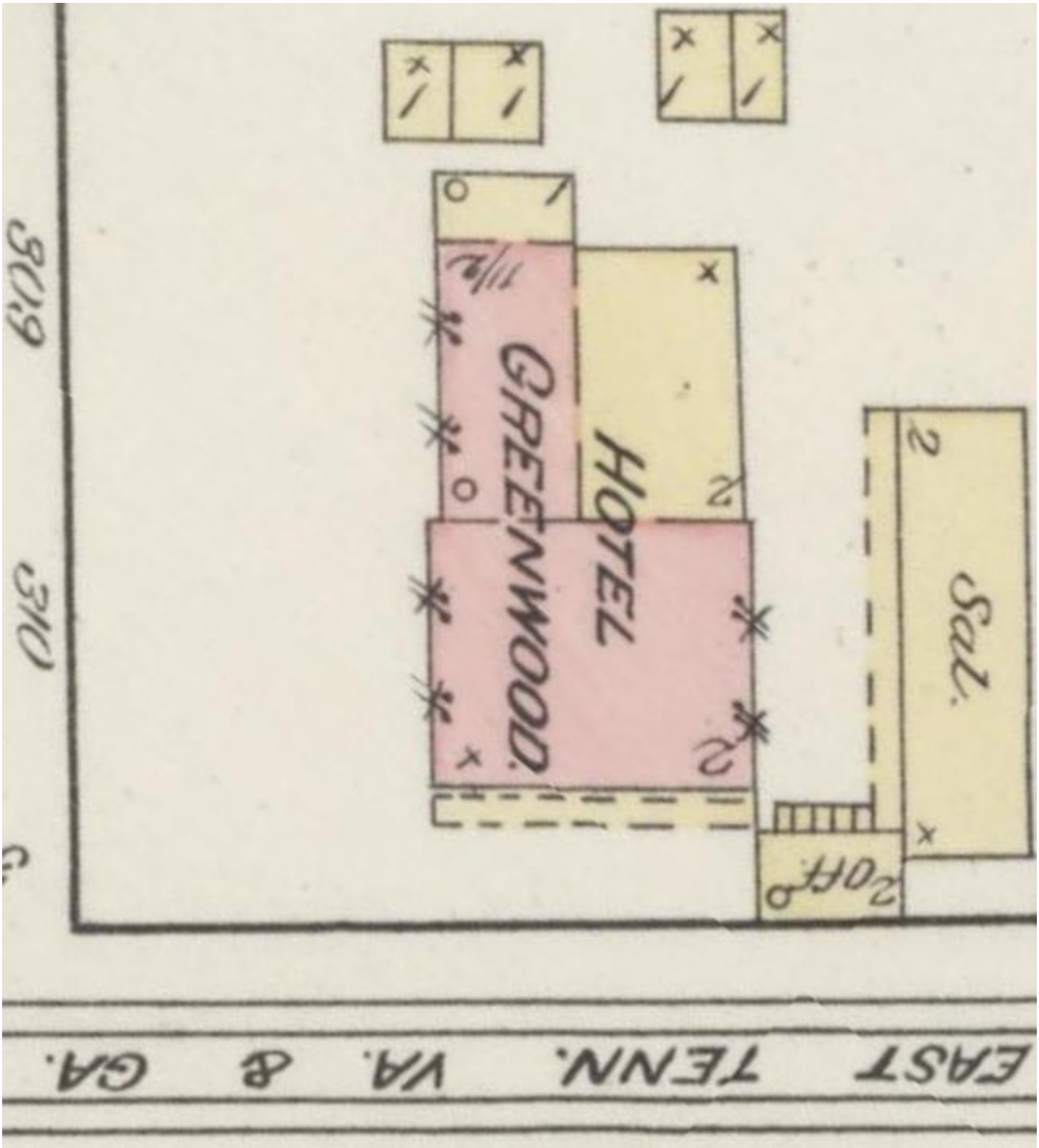
Figure 136. Old Hickory, 1926.[157]

1927. The Sanborn Fire Insurance Company map for this area shows an unidentified store ("S") at 107 West Fountain Square, perhaps still occupied by the Long Brothers Candy Company.

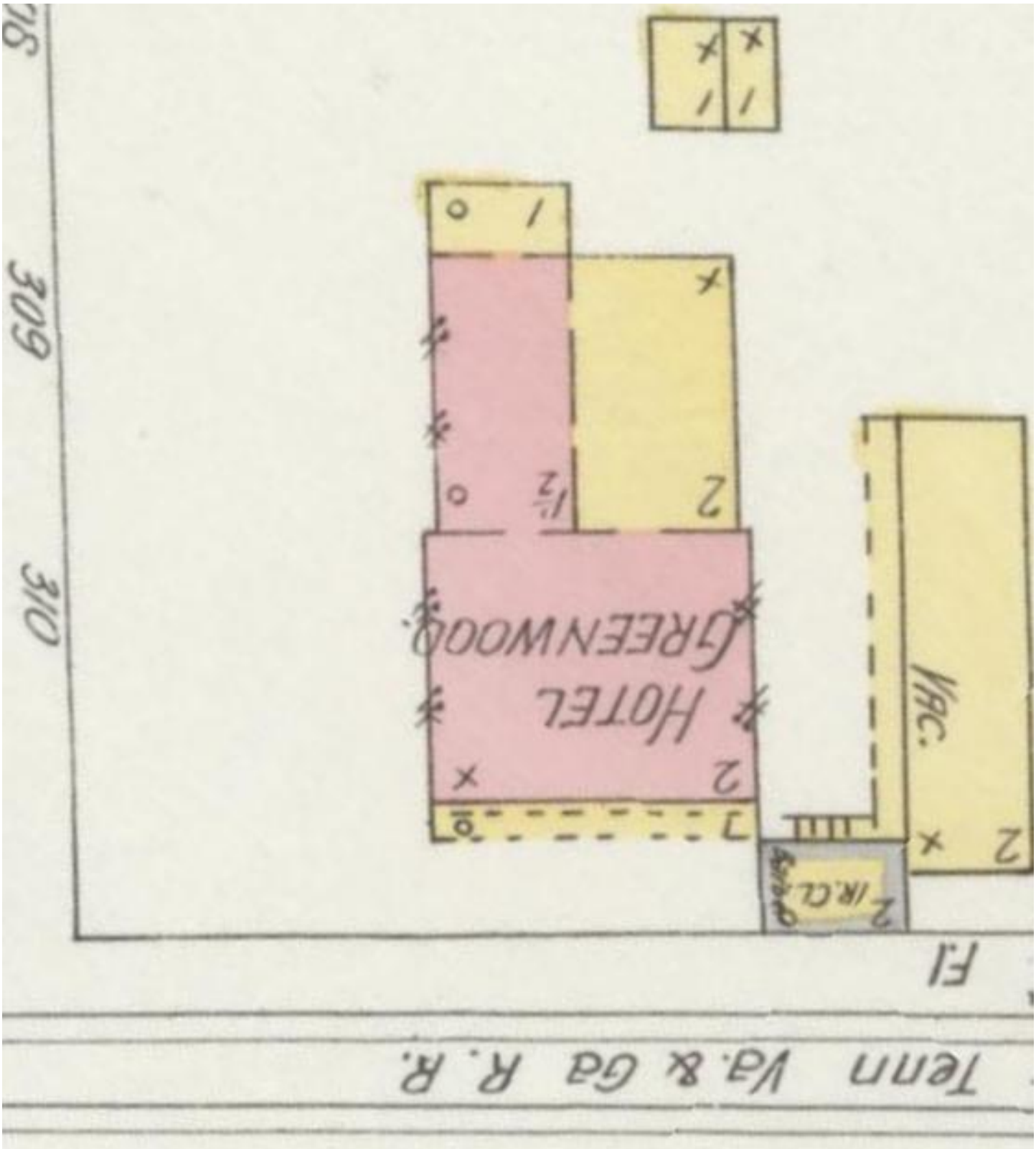
13. Buildings on the Northside of the Hoss House Building/Arlington Hotel Annex Building, 1887 – 1971

Note: This section includes the buildings that were between the Hoss House Building/Arlington Hotel Annex Building and Worley/O'Boyle Building/Farnsworth Hotel Building.

"W.M. Patton's Building," 1887 to no later than 1903
Unidentified Saloon, by 1891 to no later than 1903



Map 1D (reproduced here for convenience). January 1891. Note the office ("Off.," the "W.M. Patton Building") and saloon ("Sal."), both constructed as two-story wood-framed buildings.



Map 2D reproduced here for convenience). May 1897. Note that the "W.M. Patton Building," occupied by an unidentified "Barber" shop at this point, has received an iron-clad exterior; while the building previously occupied by an unidentified saloon is now vacant ("Vac." "F.I").



Figure 137. This image looks south from Market Square. From left to right, the buildings are the City/Piedmont Hotel, the E.T.V. & G. Railroad passenger station, and the E.T.V. & G. "Freight Ho." The building behind the boxcars on the E.T.V. & G. railroad mainline, with the two chimneys, on the right, is the Hoss House/Hotel Greenwood, while the light-colored building was a saloon in 1891. The passenger station and the freight house were apparently demolished in about 1892 (certainly no later than 1897). Also note that the "25 x 35" foot building, constructed for Will M. Patton in 1887 (and visible between the Hoss House/Hotel Greenwood and adjacent to the track in Figure 102B) does not appear to be present. indicating that this photograph predates 1887.[158]



Figure 137A. A detail, note the two chimneys of the Hoss House/Hotel Greenwood, as well as the building, on the right (which was occupied by an unidentified saloon in 1891).

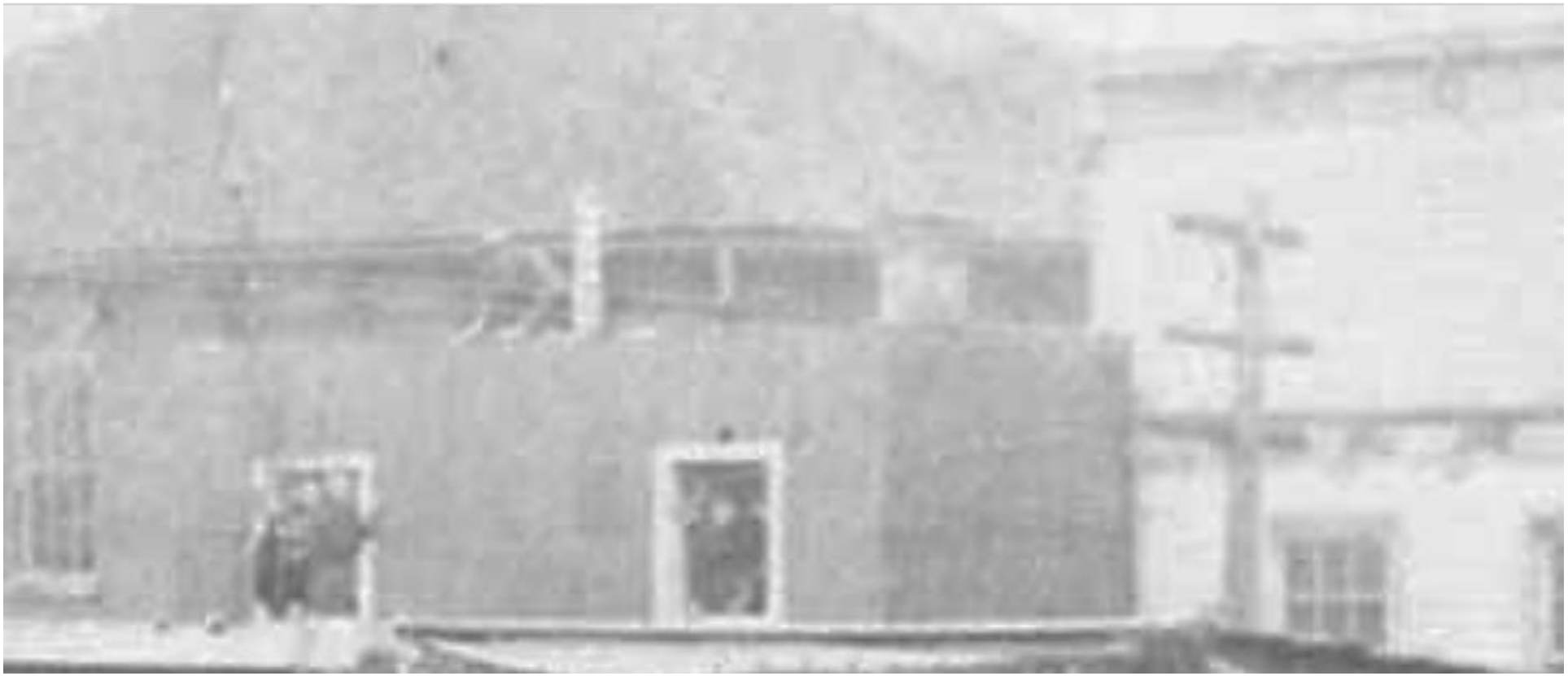


Figure 102B. A detail. From left to right (based on Map 1C, dated January 1891), the Hotel Greenwood (formerly the Hoss House), an office (with people in the windows, built for Will M. Patton in 1887), and a saloon (the light-colored building on the right). This photograph was taken while President Benjamin Harrison was speaking to the citizens of Johnson City on 14 April 1891. Note that the building constructed for Will M. Patton had been removed by 1903. [159]

13. Buildings on the Northside of the Hoss House Building/Arlington Hotel Annex Building, 1887 – 1971

"W.M. Patton's Building," 1887 to no later than 1903
Unidentified Saloon, by 1891 to no later than 1903

13.1. "W.M. Patton's Building," 1887 to no later than 1903
See maps 1C, 2C, and 3C, as well as Figure 102B.

W.M. Patton's Store, 1887 – 1888
W.A. Dickinson & Company, Auctions, 1888

Patton Building, Second Floor, 1887 – 1888
Doctor Wakefield, 1887
Barnett & Harr (?), Real Estate Agents, 1887 – 1888

13.1.1. W.M. Patton's Store, 1887 – 1888

5 May 1887. Johnson City Comet.

"Five store houses are being built in Johnson City… W.M. Patton is building a store room on Railroad street 25 x 35 feet. These buildings will all be finished in the latest modern style and will be a credit to our town."[160]

26 May 1887. Johnson City Comet.

"W.M. Patton is opening a stock of confectioneries and fruits in the store room he has just completed on Railroad street near the Hoss House."

9 June 1887. Johnson City Comet.

"You can get all the Ice Cold Lemonade you can drink for five cents at Will Pattons… A fresh lot of Bananas and oranges just received at Will Pattons."

17 November 1887. Johnson City Comet.

"Don't forget that Will Patton's fresh oysters are the best… Try Will Patton's laundry soap, one pound and six ounces for a nickel… Fine French candies 20c per lb… A large assortment of jellies and preserves cheap… Fine cigars and tobacco's… Will Patton will have the largest assortment of Holiday goods ever brought to Johnson City. They will be opened on December 1st. Everybody should call and 'look' it costs nothing." Similar items ran until at least 26 January 1888.

24 November 1887. Johnson City Comet.

"A fresh lot of figs, dates, raisons, coconuts, and oranges at Will Patton's… A Fine lot of fresh nuts cheap at Will Patton's… Cigars and tobacco… Try Will Patton's Scotch herring… A fine assortment of cakes… Go to Will Patton's for jellies and preserves…Fine large Pickles 10 cents a dozen… Over 3,000 pounds of Christmas candies received at Will Patton's to be opened Dec. 1st. Everybody come and be in time…"

1 December 1887. Johnson City Comet.

"'Stop.' Don't pass me I have the largest and finest assortment of Christmas toys and candies ever brought to Johnson City. Candy toys, dates, toy kitchens, fire engines, fancy candy, trains, toy stoves, street cars, cups and saucers, mugs, tool chests, velocipedes, express wagons, wheelbarrows, doll cradles, doll carriages, stick candy, that weights 12 pounds a stick and over a hundred different kinds of fancy candy. All kinds of fruits such as oranges, lemons, figs, dates, raisins, cocoanuts, grapes, apples, cranberries, &c., &c. Call and examine my goods and prices. They must be sold. Yours respectfully, Will M. Patton."



Figure 138. Johnson City Comet, 8 December 1887.
This advertisement ran until at least 22 December 1887.

8 December 1887. Johnson City Comet.

"Fireworks at Will Patton's… Candies, nuts and fruits – all cheap… Candy! Candy! More candy and sweet candy… Will Patton has the best, prettiest, and cheapest lot of toys and candies in the city… Come to me and I will show you some fine vases and cups and saucers. Just received them…"

22 December 1887. Johnson City Comet.

"'Another Fire.' Just received another lot of fireworks – 20 ball roman candles at Will Patton's… If you haven't bought your candy and fruits for Christmas you want to visit Will Patton's before buying. He has the largest variety of stick and French candy in the city and sells as cheap as anyone. Besides having a large stock of candy he has all kinds of imported fruits, raisins, dates, &c. He is the candy and fruit merchant and you should give him a call." Similar items ran until at least 26 January 1888.

19 January 1888. Johnson City Comet.

"Canned goods at Will Patton's… Oysters served in all styles… Will Patton is some better, but is still confined to his bed…"

2 February 1888. Johnson City Comet.

"Alf Hickey has resigned his position as depot agent at Bluff City and W.M. Patton has been appointed to the position. The change took place yesterday."[161]

13.1.2. W.A. Dickinson & Company, Auctions, 1888

7 June 1888. Johnson City Comet.

"W.A. Dickinson & Co., have moved their stock of Auction goods to the Patton house next to the Watauga House."[162]

30 August 1888. Johnson City Comet.

"Auction! Auction!! W.A. Dickinson will sell at auction during Saturday and Saturday night, at his store room on Railroad street, a large stock of dry goods, boots, shoes, hats, caps, and a general line of merchandise. Everybody is invited, and remember you can buy goods at your own prices." This was the last mention, found by the author, of this enterprise.

January 1891. The Sanborn Fire Insurance Company map for this area depicts a two-story wood-framed building at this location that was occupied by an unidentified office ("Off."). Perhaps "W.A. Dickinson" still occupied this office with his auction enterprise, or "Barnett & Harr" had moved their real estate office to the first floor after "W.A. Dickinson" had departed.

May 1897. The Sanborn Fire Insurance Company map for this area indicates that the two-story wood-framed building had received iron cladding between 1891 and 1897 and was occupied by an unidentified barber shop at this point. By April 1903, this building had been removed.

13.1.3. Patton Building, Second Floor, 1887 – 1888
Doctor Wakefield, 1887
Barnett & Harr, Real Estate Agents, here? 1887 – 1888

13.1.3.1. Doctor Wakefield, 1887

13 October 1887. Johnson City Comet.

"Dr. Wakefield, of West Virginia, has decided to locate in Johnson City. He is a graduate of a Baltimore Dental College and comes well recommended. He will fit up an office over Will Patton's store." This is the only mention the author found of a "Dr. Wakefield" in the Johnson City Comet, found by the author.

13.1.3.2. Barnett & Harr, Real Estate Agents, here? 1887 – 1888



Figure 139. Johnson City Comet, 10 November 1887.
This advertisement ran until at least 26 January 1888.

Note: This advertisement is the only mention of this enterprise, found by the author. It seems most likely that this enterprise was on the second floor of the Patton Building, however, it may also have been located in the long building that was occupied by an unidentified saloon in January 1891, see Map 1D.

13.2. 109 and 111 West Fountain Square

13.2.1. Unidentified Saloon, by 1891 to no later than 1903

(Regrettably, the author did not find any information on the occupants of this building, beyond what is provided on the Sanborn Fire Insurance Company maps, see maps 1D and 2D)

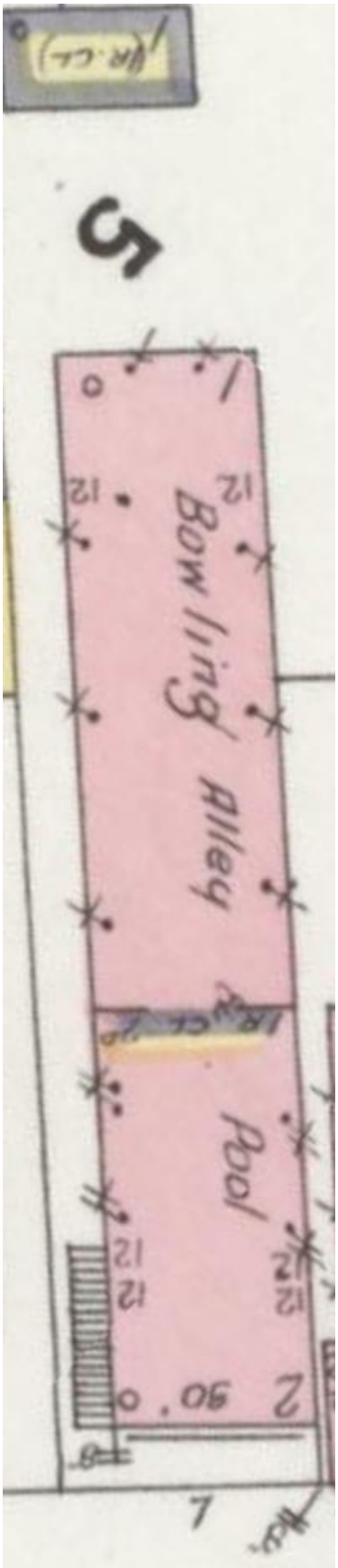
January 1891. The Sanborn Fire Insurance Company map for this area depicts a two-story wood-framed building at this location that was occupied by an unidentified saloon ("Sal.").

May 1897. The Sanborn Fire Insurance Company map for this area indicates that this two-story wood-framed building was vacant ("Vac." "F.I"). By April 1903, this building had been removed.

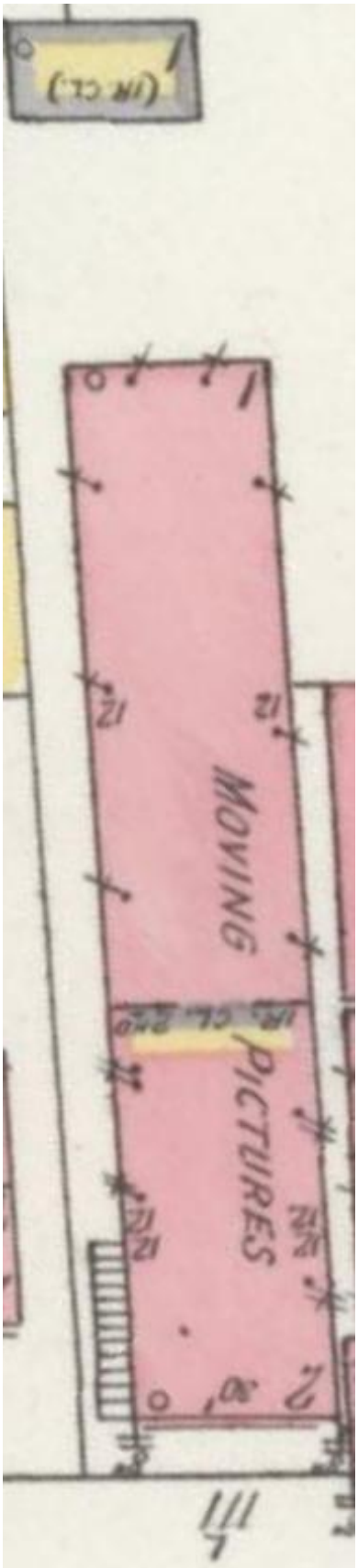
13.2.2. Mike Dyer Building, 1906 to perhaps 1922

Note: This building was constructed on the same lot that had been occupied by a two-story wood framed building (by 1891 to not later than 1903), see maps 2C and 3C

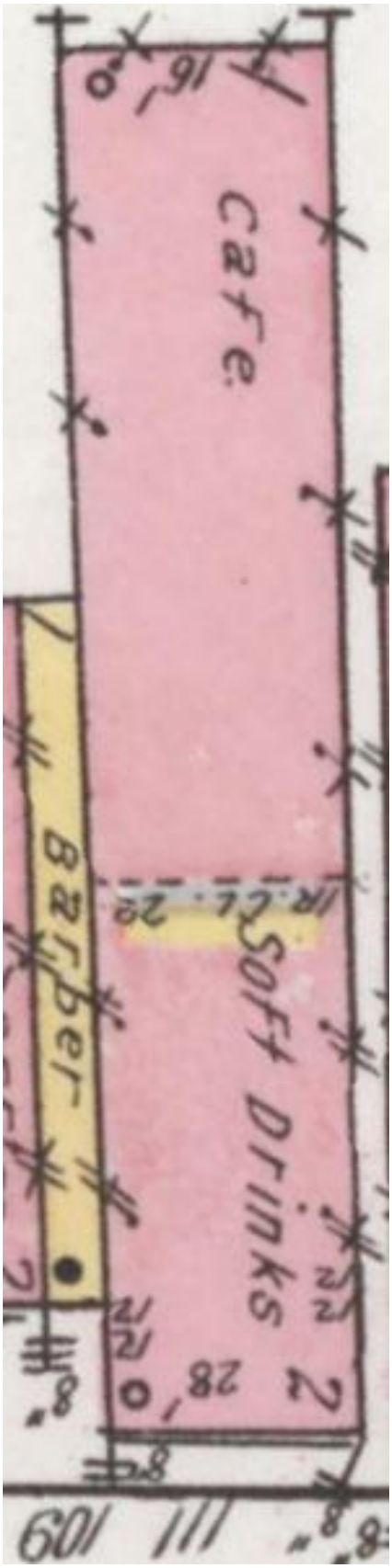
The Brunswick Pool and Bowling Alleys, 1906 – 1909
Dixie Theatre, 1909 – 1915
Odeon Theatre, 1915 to at least 1916
Unidentified “Soft Drinks” and “Cafe” enterprise, by 1920



Map 4E. December 1908. The Mike Dyer Building was occupied by a “Bowling Alley & Pool” enterprise (“The Brunswick Pool and Bowling Alleys” from 1906 to 1909). See figures 140, 141, and 142.



Map 5E. July 1913. The Mike Dyer Building (111 West Fountain Square) was occupied by a "Moving Pictures" enterprise (the Dixie Theatre, from 1909 to 1915). See figures 140, 141, and 142.



Map 6E. February 1920. The Mike Dyer Building (111 West Fountain Square) was occupied by unidentified “Soft Drinks” and “Cafe” enterprise(s?). This building was removed by 1922. Also note the unidentified barber shop in the narrow wooden structure at 109 West Fountain Square.



Figure 140. A photograph of the fountain at Fountain Square, which was installed in July 1909. Note "The Brunswick Pool Room & Bowling Alley" directly behind the fountain. This enterprise only operated from 1906 until 1909. Also note the old "Hoss House" on left (which has a sheet metal roof) and the "Worley/O'Boyle Building" on the right. Finally, note that the "Railroad Signal Tower," which was constructed by December 1910, is not present, see Figure 159 and Map 6C. Consequently, this photograph dates to the last half of 1909.[163]



Figure 140A. A detail, note the “The Brunswick Pool Room & Bowling Alley” sign on the window to the left of the statue. Also note the Southern Railway mainline in front of the building.

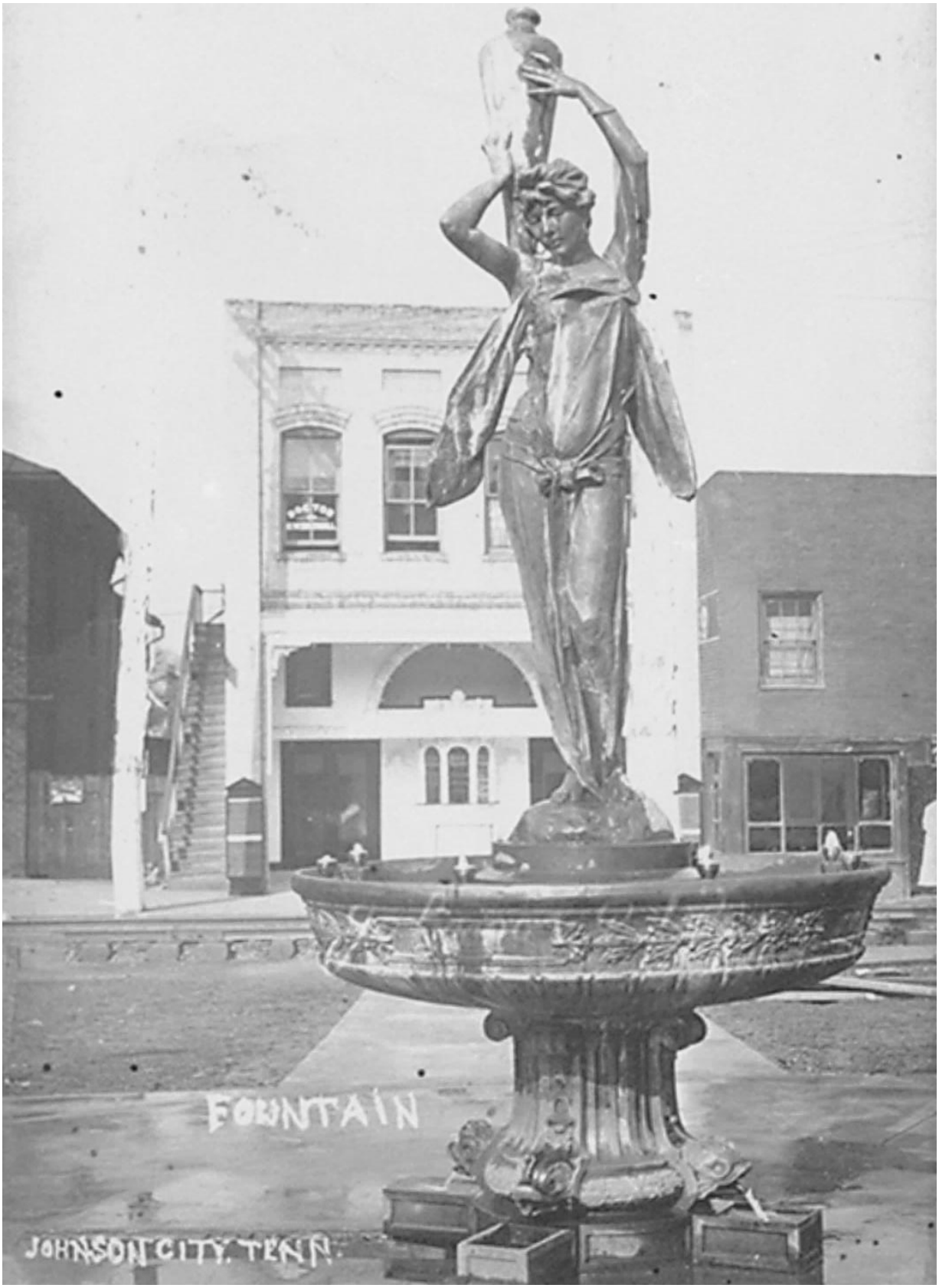


Figure 141. "Fountain Square."[164] Note what appears to be the Dixie/Odeon Theatre (note the changes to the first floor), which operated from October 1909 until at least 1916. The sign on the second story window begins "Doctor O.W…" Also note that the "Railroad Signal Tower," which was constructed in 1910, is not present, see Figure 159 and Map 6C. Consequently, this photograph appears to date to 1909 – 1910.

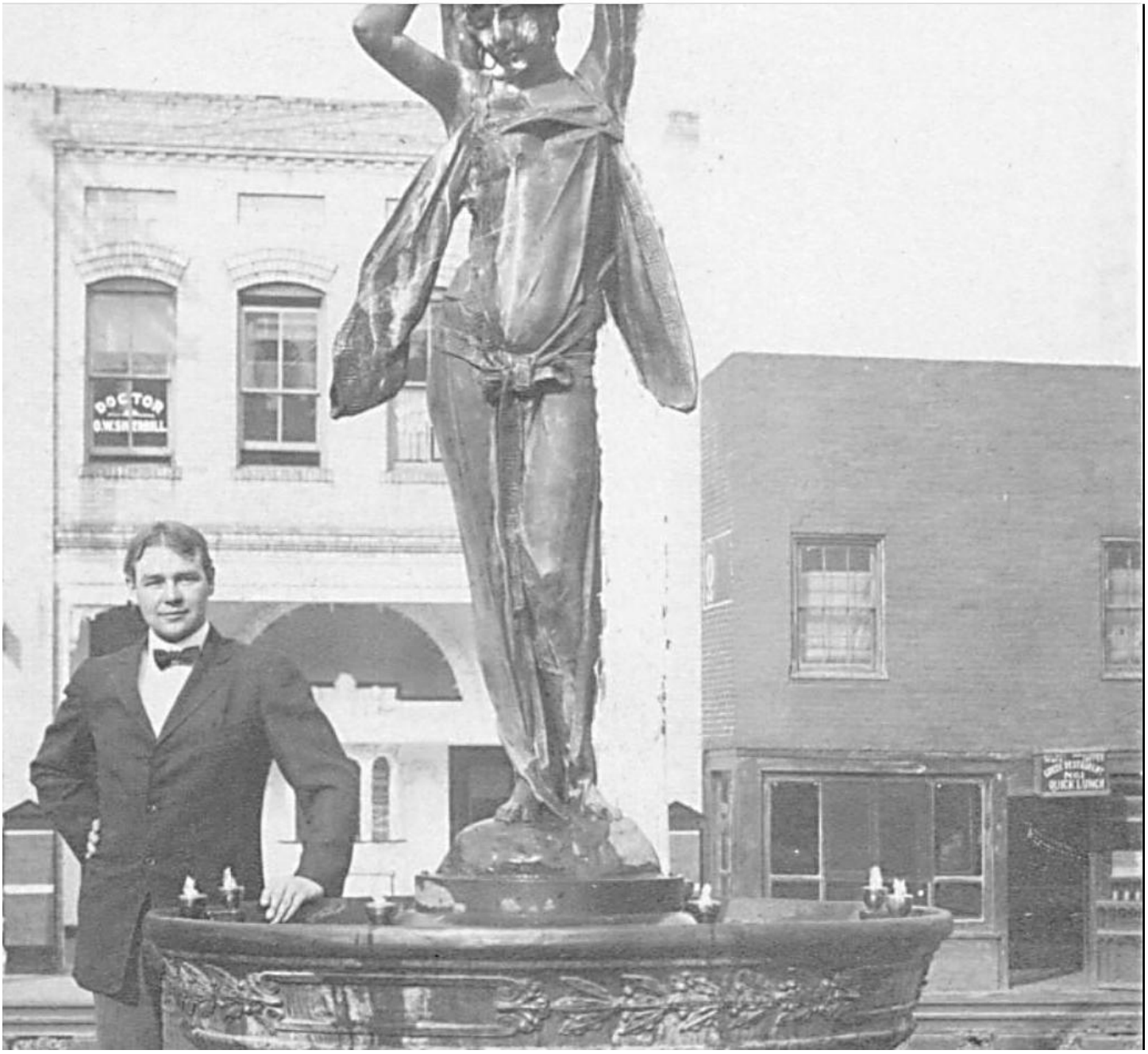


Figure 142. A similar photograph to that in Figure 141, but clearer in some respects. Note what appears to be the Dixie/Odeon Theatre, which operated from 1909 until at least 1916. The sign on the second story window begins "Doctor O.W…" The sign above the entrance to the building on the right appears to read "Greek Restaurant No. 1 Quick Lunch." The Greek Restaurant was here by 1909 to at least 1910 (by 1916, the Silver Moon Restaurant had occupied this location). Note that the "Railroad Signal Tower," which would be constructed by December 1910, is not present, see Figure 159 and Map 6C. Consequently, this photograph appears to date to between 1909 to 1910.[165]

13.2.2. Mike Dyer Building, 1906 to perhaps 1922

Note: This building was constructed on the same lot that had been occupied by a two-story wood framed building by 1891 to not later than 1903, see maps 2C and 3C.)

The Brunswick Pool and Bowling Alleys, 1906 – 1909
Dixie Theatre, 1909 – 1915
Odeon Theatre, 1915 to at least 1916
Unidentified "Soft Drinks" and "Cafe" enterprise, by 1920

13.2.2.1. The Brunswick Pool and Bowling Alleys, 1906 – 1909

5 April 1906. Johnson City Comet.

"New Buildings… Mike Dyer is building a brick business house near the Arlington Hotel 25 x 125 feet and two stories high."

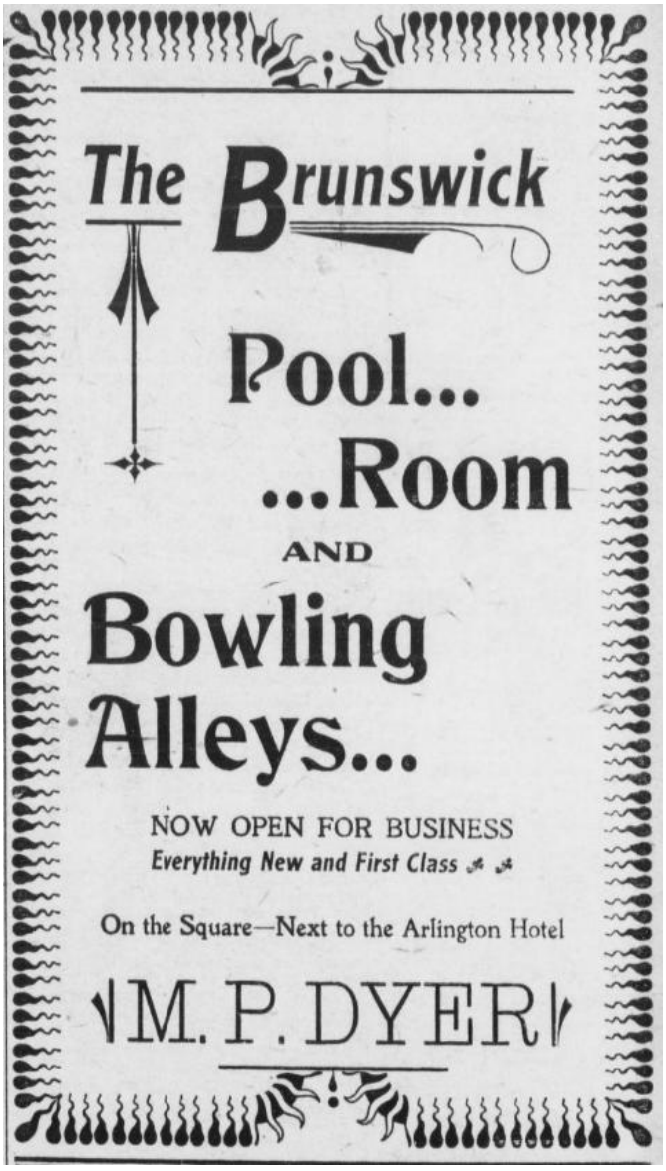


Figure 143. Johnson City Comet, 6 September 1906.

18 October 1908. Johnson City Comet.

"A Bowling Party. Monday evening a pleasant party of young people rendezvoused at Hotel Arlington and after a pleasant hour repaired to the Johnson City Bowling Alley and spent the evening exercising mind and muscle rolling ten pins. Oysters and coffee were served during the evening.

Those present were…"

December 1908. The Sanborn Fire Insurance Company map for this area shows "Bowling Alley & Pool" in a "new" two-story brick building, which was built for Mike P. Dyer in 1906 and occupied by "The Brunswick, Pool Room and Bowling Alleys" until 1909.

13.2.2.2. Dixie Theatre, 1909 – 1915

7 October 1909. Johnson City Comet.

"Wanted! – A lady to name the finest and most up-to-date Motion Picture Show in the State of Tennessee. I will give Ten Dollars in Gold to any one giving a name, but it must be one word, and there will be 3 disinterested parties to pick out the name. This will be altogether different from others, you do not put your name and address, but every ticket will have a number on it and you put the name of the Theatre on it, beginning Saturday, Oct. 9, and ending Friday, oct. 15. Every lady who has a number in must be there on Saturday night so they can see if they have the Lucky Number. It is the only Fireproof Motion Picture Show in Johnson City. It has been inspected by insurance inspectors. Any lady or child is safe in this building. I have no steps, and we have red exit lights in front and back. I will have all the Latest Films and Illustrated Songs – No Old Films. – Dave Eichengreen, Proprietor – Opposite the Fountain Square – Get the Habit! – Opening Day Friday, October 8th."

28 October 1909. Johnson City Comet.

"At Dixie Theatre. Tomorrow afternoon and night the Dixie Theatre will show Dr. Cook and the discovery of the Artic pole showing Greenland ship that took Dr. Cook to Europe, also Dr. Cook and Eskimos on board; showing reception at Copenhagen. Friday and Saturday afternoons and nights of next week the Ganns – Nelson fight will be shown, one of the best films ever shown here. The best is good enough for the Dixie."

27 January 1910. Johnson City Comet.

"The Dixie theatre, which has reopened under new management, has been pleasing good crowds this week with a bill composed of high-class vaudeville, moving pictures and illustrated songs. Its worth the money."

15 September 1910. Johnson City Comet.

"Southern is Erecting Gates – Yesterday morning the Southern Railway began erecting gates at the Roan street crossing and will also protect Main and Market street crossings in a like manner, the three being operated by compressed air from a signal tower. This will be cheerful news to Johnson Citians."

"Will Erect Tower Near Fountain – The Southern will operate the gates to be erected at Main and Market street crossings by compressed air from a watchtower to be erected on the square near the fountain. The Roan street gates will be operated separately."

15 December 1910. Johnson City Comet.

"Gates Being Put In operation – The gates that have been installed at the Market and Main street crossings of the Southern are being balanced and the compressed air connections made so they can be put in operation at once. They will be operated from the tower in the Fountain Square." Note: Interestingly, this structure was not included on the Sanborn Fire Insurance Company map of this area for 1913, see Map 5A.

July 1913. The Sanborn Fire Insurance Company map for this area shows that 111 West Fountain Square was occupied by a "Moving Pictures" enterprise at this time ("The Dixie").

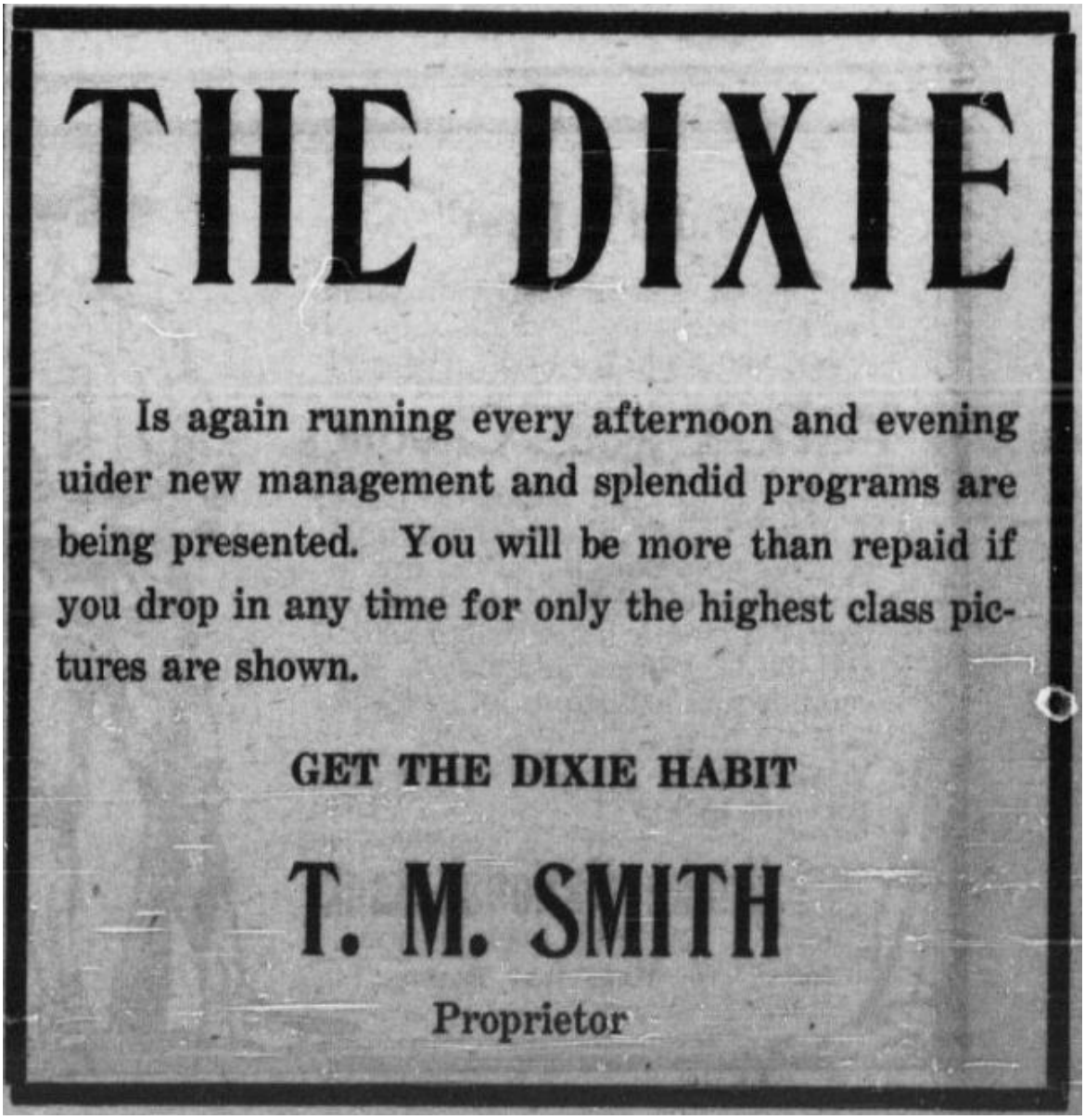


Figure 144. Johnson City Comet, 25 February 1915.

13.2.2.3. Odeon Theatre, 1915 to at least 1916

16 December 1915. Johnson City Comet.

"The Odeon Theatre, Formerly Dixie, Opened Thursday Afternoon – Mr. Alex Wall, a well-known moving picture man, has taken this theatre and remodeled it throughout, and has made a comfortable and cozy theatre out of same, and opened Thursday afternoon to a good sized audience. The opening picture was; The Lure of the Mask,' and to say it was a good picture would be expressing it mild; it was a double good picture, and if Mr. Wall keeps up this class of pictures, he will no doubt play to crowded houses every day. Mr. Wall promises good pictures all the time and with his experience and care, the Odeon should be a popular place. We wish Mr. Wall and his theatre success."

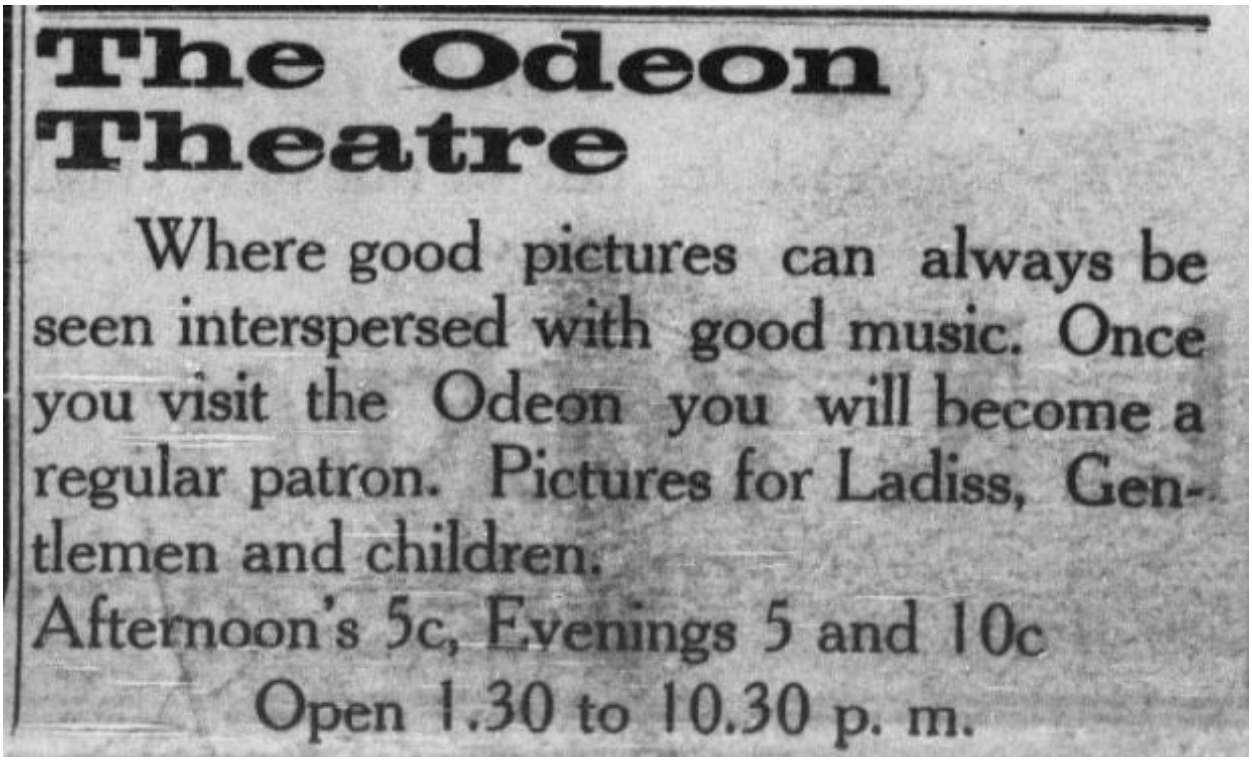


Figure 145. Johnson City Comet, 16 December 1915.



Figure 146. Johnson City Comet, 23 December 1915.

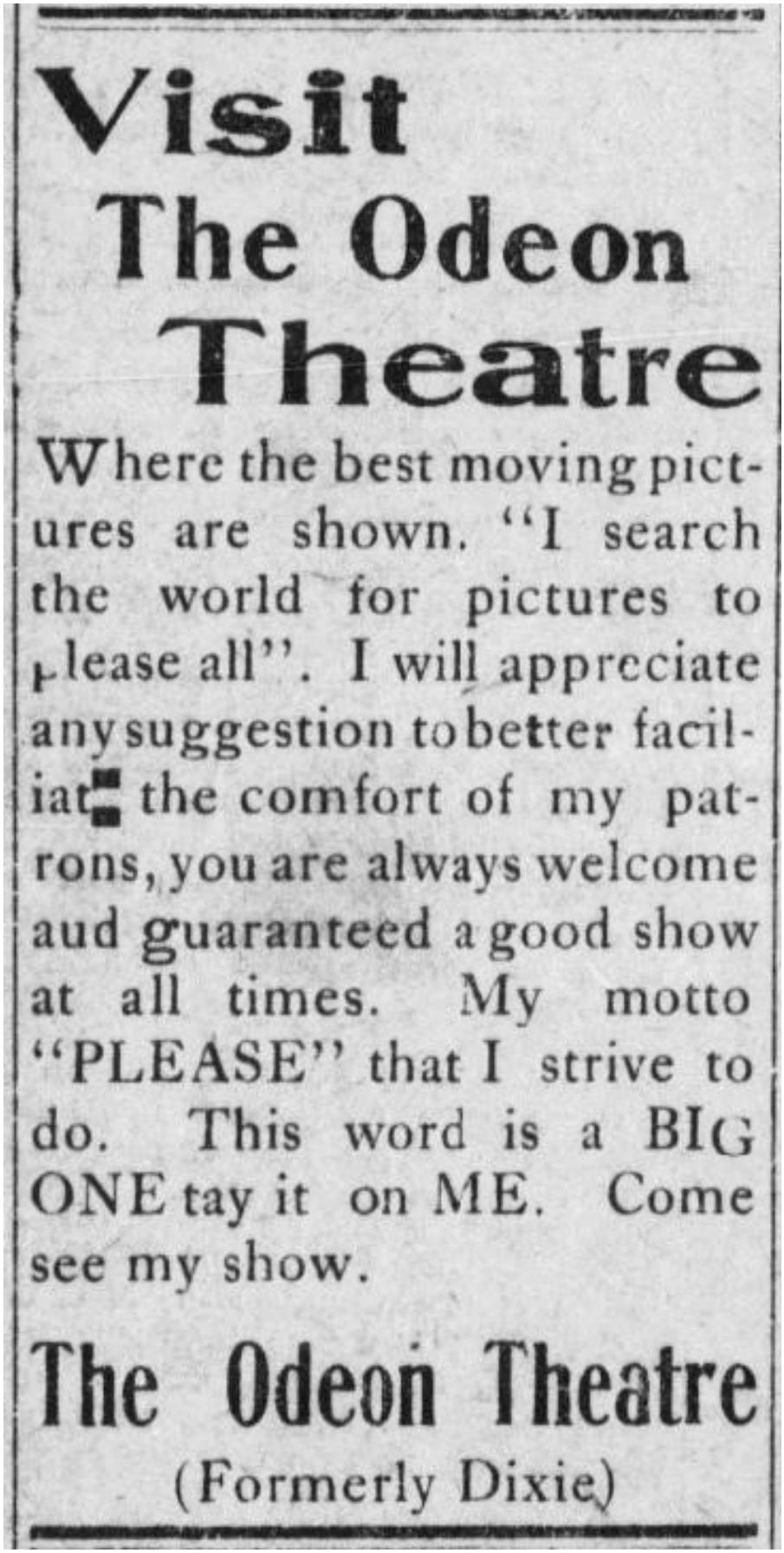


Figure 147. Johnson City Comet, 30 December 1915.



Figure 148. Johnson City Comet, 30 December 1915.

30 December 1915. Johnson City Comet.

"The Odeon Theatre A Very Popular Place – The Odeon Theatre, recently opened under the management of Alex Wall, is fast becoming a favorite place of the devotees of the fascinating moving pictures. The program for the week is extra good, as high grade pictures is the hobby of the management. Attend the matinees and take the children. Matinee 5c to all; nights, children, 5c; adults, 10c."

20 January 1916. Johnson City Comet.

"Notice to Merchants of Johnson city – I wish to inform merchants that contracted with a Mr. Pilot of the Pilot Advertising Co., that he has paid me and that I will accept your tickets for the terms and times agreed (ten weeks) good at Moving Picture Matiness on Tuesday, Wednesday and Thursday each week… our new orchestra from the Roanoke (Va.) Theatre will arrive in a few days to furnish music.

We thank you and all of our friends for the good support given us during our short time open. We are going to stay with you and give you the best at all times. Yours for amusement, The Odeon Theatre. Alex Wall."



Figure 149. Johnson City Comet, 20 January 1916.

27 January 1916. Johnson City Comet.

"The Odeon has just been remodeled throughout and new lighting arrangements have been installed, making it a delightful place with good pictures and excellent music at every performance. A visit will make you a regular patron of The Odeon."

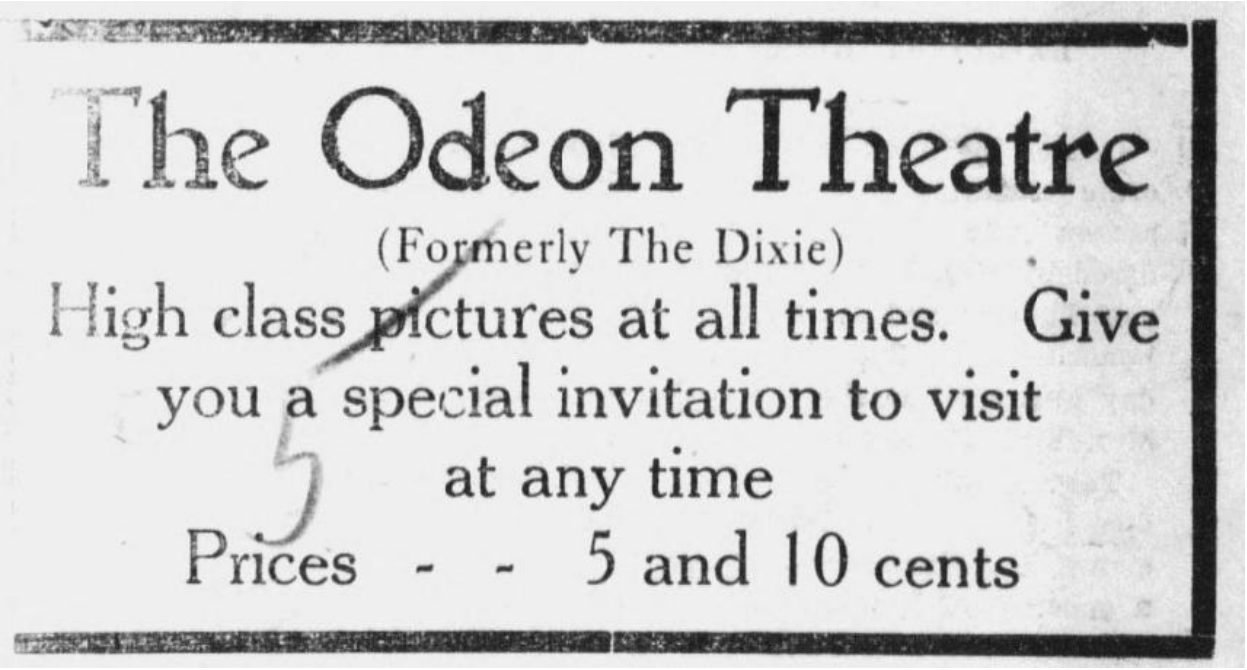


Figure 150. Johnson City Comet, 17 February 1916.



Figure 151. Johnson City Comet, 24 February 1916.

24 February 1916. Johnson City Comet.

"The Odeon Theatre opens High Class Vaudeville – Mr. Wall, of the Odeon Theatre, changes the policy of his Theatre. This week he has the Buster Doyle Vaudeville Co. for three nights and for Saturday. Next week there will be a new company of ten people, lot of pretty girls, good comedians and plenty of music and good singing, dancing and funny plays, pretty costumes; a good, clean, breezy musical comedy, changing program every day. Matinees will be given Monday, Friday and Saturday afternoons and two shows every night. Moving pictures every day, 1.30 to 10.30 p.m. Come out and patronize this good show."

2 March 1916. Johnson City Comet.

"Local Ministers and School Board to Review 'The Drug Terror' – Manager Wall of the Odeon Theatre, has secured for Monday afternoon and night and Tuesday night, the great 'dope' picture. 'The Drug Terror,' in six reels, made by the Lubin Company… The faculty of the state Normal and the city officials, with the local newspaper men, will also be invited. 'The picture is doing wonders,' declares Mrs. Hart, 'and should be seen by all, old and young, showing what our children should beware of.'

The picture has been endorsed by Rev. Geo. R. Stewart of Knoxville, Tenn."

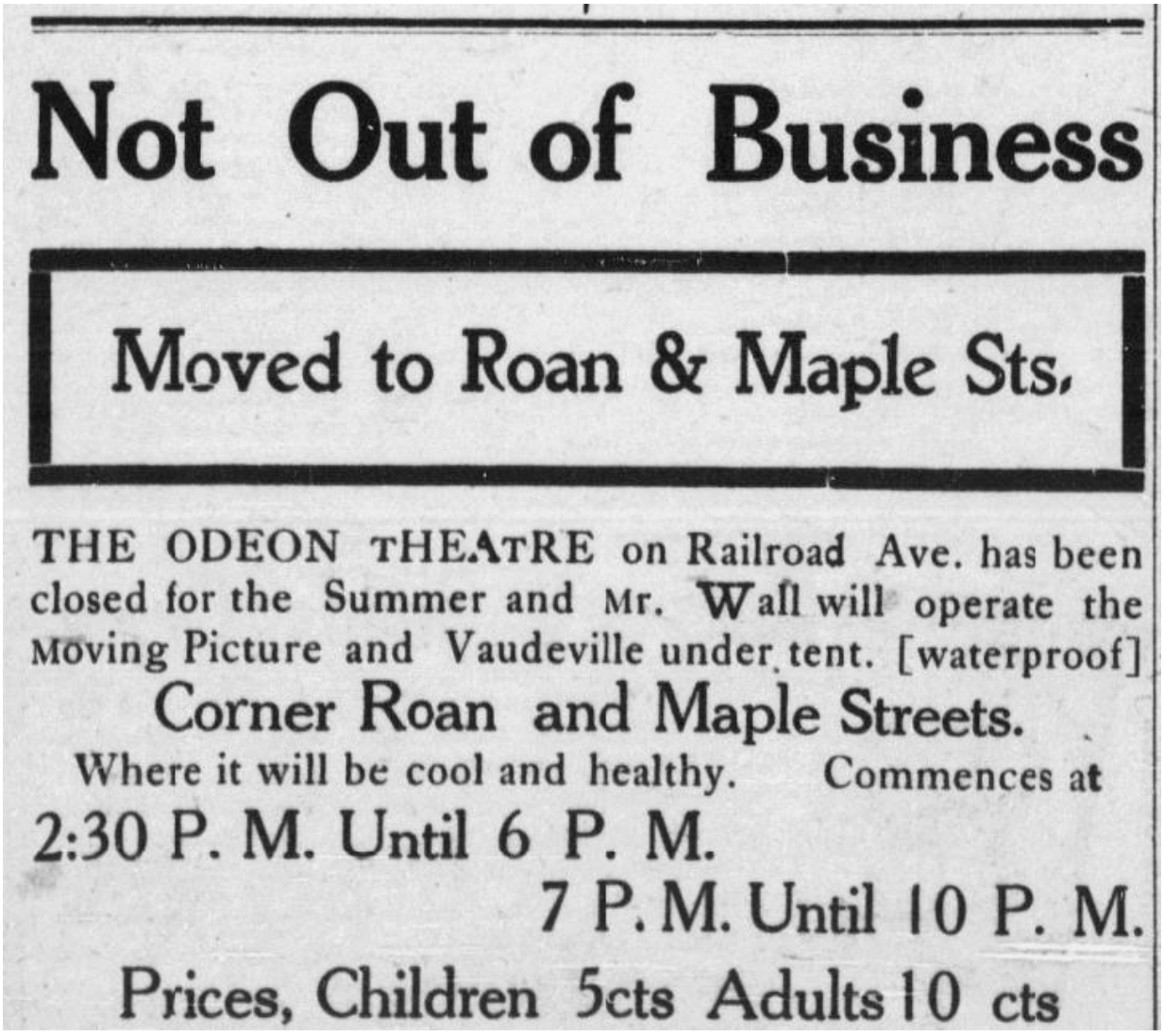


Figure 152. Johnson City Comet, 4 May 1916.

13.2.2.4. Unidentified “Cafe” and “Soft Drinks” enterprise (or enterprises?), by 1920

February 1920. The Sanborn Fire Insurance Company map for this area shows that 111 West Fountain Square was occupied by an unidentified “Cafe” and “Soft Drinks” enterprise (or enterprises?) at this time. By 1922, the Mike Dyer Building had been removed and replaced by the Fountain Square Hotel Building.

13.2.3. 109 West Fountain Square

Unidentified barber shop, by 1920

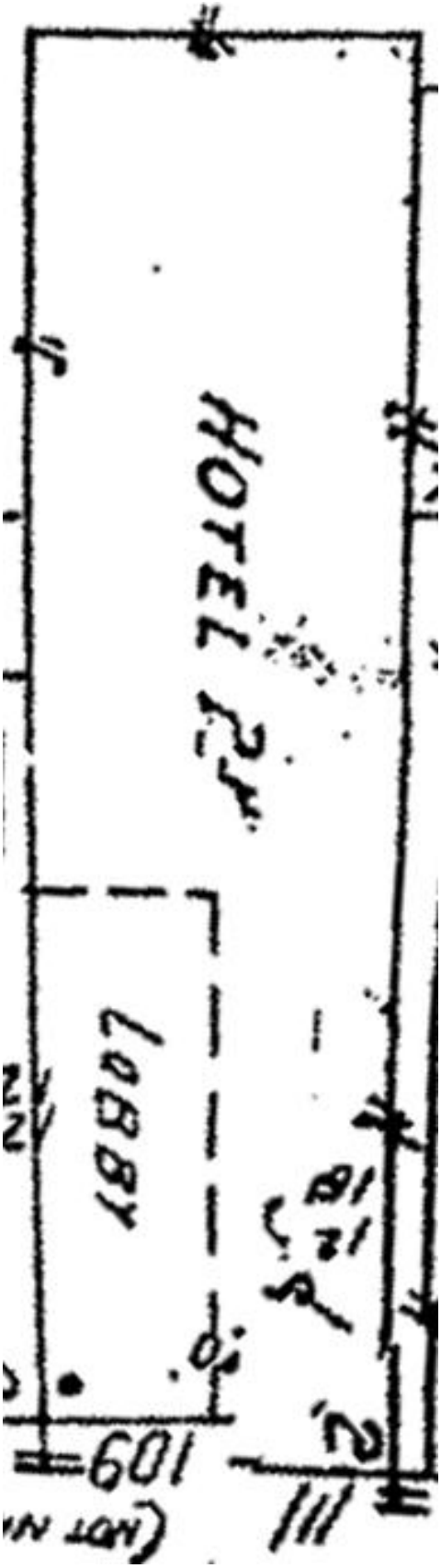
February 1920. The Sanborn Fire Insurance Company map for this area shows an unidentified “Barber” shop at 109 West Fountain Square. The 1927 Sanborn Fire Insurance Company map for this area seems to show that the new Fountain Square Hotel Building at 109 and 111 West Fountain Square had been built over the location that former barber shop had occupied.

13.3. Fountain Square Hotel Building, 1922 – 1971
(109 and 11 West Fountain Square)

Note: This building was constructed on the same lot that had been occupied by the Mike Dyer Building from 1906 to no later than 1922 (as well as the area occupied by an unidentified barber shop at 109 West Fountain Square in 1920), see maps 6D and 7E.)

Fountain Square Hotel, 1922 – 1971

Tenant:
World News Store, by 1941



Map 7F. 1927. Note that the Mike Dyer Building was removed between 1920 and 1922, with the "Fountain Square Hotel Building" built in its place in 1922, at 109 and 111 West Fountain Square.



Address on West Fountain Square*	101	103	105	107	109	111	113?	115?	101 West Market Street
Other Information	Arlington Hotel/ Windsor Hotel Annex	"Arlington Hotel Annex Building"			"Fountain Square Hotel Building"		"Farnsworth Hotel Building"		

* From the 1927 Sanborn Fire Insurance Company map of this area.

Figure 1C (reproduced here for convenience). Another detail, this one of the "West Fountain Square Block," on 14 April 1941. From left to right: the Arlington Hotel (101 West Fountain Square), the "Arlington Hotel Annex Building" (103, 105, and 107 West Fountain Square), the Fountain Square Hotel building (109 and 111 West Fountain Square), and the "Farnsworth Hotel Building" (101 West Market Street, as well as 113 and 115 West Fountain Square, built at the same location as the "Worley/O'Boyle Building"). Note that the sign on top of the building reads, in part "Milk…" and that the Pepsi Cola sign is absent, see figures 7C and 185.



Address on West Fountain Square*	101	103	105	107	109	111	113?	115?	101 West Market Street
Other Information	Arlington Hotel/ Windsor Hotel Annex	"Arlington Hotel Annex Building"			"Fountain Square Hotel Building"		"Farnsworth Hotel Building"		

* From the 1927 Sanborn Fire Insurance Company map of this area.

Figure 7C (reproduced here for convenience). Another detail of the "West Fountain Square Block," from the 1960s.

13.3. Fountain Square Hotel Building, 1922 – 1971

Note: This building was constructed on the same lot that had been occupied by the Mike Dyer Building from 1906 to no later than 1922 (as well as the area occupied by an unidentified barber shop at 109 West Fountain Square in 1920), see maps 6D and 7E.)

13.3.1. Fountain Square Hotel, 1922 – 1971

Tenant:
World News Store, by 1941

1927. The Sanborn Fire Insurance Company map for this area shows that 109 and 111 West Fountain Square was occupied by an "Hotel 2d" floor, and a lobby, apparently on the first floor. However, no information is provided on any other occupants on the first floor.

26 December 1941. Letter from Dr. J.H. Preas (Windsor Hotel) to Ruby and Ruby, Cleveland, Ohio.

"Dear Sirs; Referring to your letter of Nov. 21st., with reference to a first mortgage loan on income property, am submitting information on the Windsor Hotel and the Fountain Square Hotel located on Fountain Square, Johnson City, Tenn.

The Windsor Hotel was built in 1906 [actually 1909], and the Fountain Square Hotel was built in 1922. Both buildings are of semi proof fire construction. All outside walls are of brick construction, faced with solid color high test glazed brick and stone trim. These properties are located on Fountain Square, in the center of the wholesale and retail and theatrical section of the City. This park is the only one in the downtown business section, and affords a delightful view. These hotels are convenient to shopping, theatres, banks and are within a block of the railroad stations, bus stations, theatres.

In 1934 the Fountain Square Hotel was remodeled and eleven rooms added. It had been kept in good repair, and has a good heating plant. It has been operated as a moderate price hotel, in conjunction with the Windsor Hotel. Rates run from 75 cents up…

Enclosed find a sketch showing location of the above properties, and… relative to the properties. [See figures 153 and 154]…

Description of Properties…

Fountain Square Hotel.

Ground Floor, One store room, World News Store, one lobby, toilets and shower bath, and linen room, and eleven bed rooms.

Second floor, contains one lobby, seven rooms with connecting or private baths. The rooms on both floors contain iron beds and good mattresses. Dressers lockers and chairs are walnut finish. Rooms have running water, total rooms 18…

Fountain Square Hotel

	[sq. feet]	[cubic feet]	[Estimated cost]	[Total]
Fountain Square Hotel	2904	121,024	25 cts	$30,256.00
Approximate size of lot 32' x 150' Est. cost of lot exclusive of bldg.				$10,000.00
Furnishings				2,250.00
				$42,506.00

…

Income – Fountain Square Hotel.

World News Store	$60.00 Per month
Hotel Rooms	260.00 [Per month]
Total	$320.00 [Per month]

Gross yearly income Windsor Hotel property			$12,960.00
Expenses			
	Taxes	$2,000.00	
	Repairs and upkeep	960.00	
	Total	$2,960.00	2,960.00
		Total	$10,000.00
Gross yearly income Fountain Square Hotel			$3,840.00
Expenses			
	Taxes	$440.00	
	Repairs and upkeep	400.00	
	Total	$840.00	840.00
		Total	$3,000.00

Am desirous of securing two ten year loans on the above properties, one $50,000.00 loan on the Windsor Hotel Properties, and one $15,000.00 loan on the Fountain Square Property.

Submit herewith the above information requested in your letter of November 21st, 1941.

Very truly yours, Dr. J.H. Preas"[166] See Appendix B for the complete text of this document.

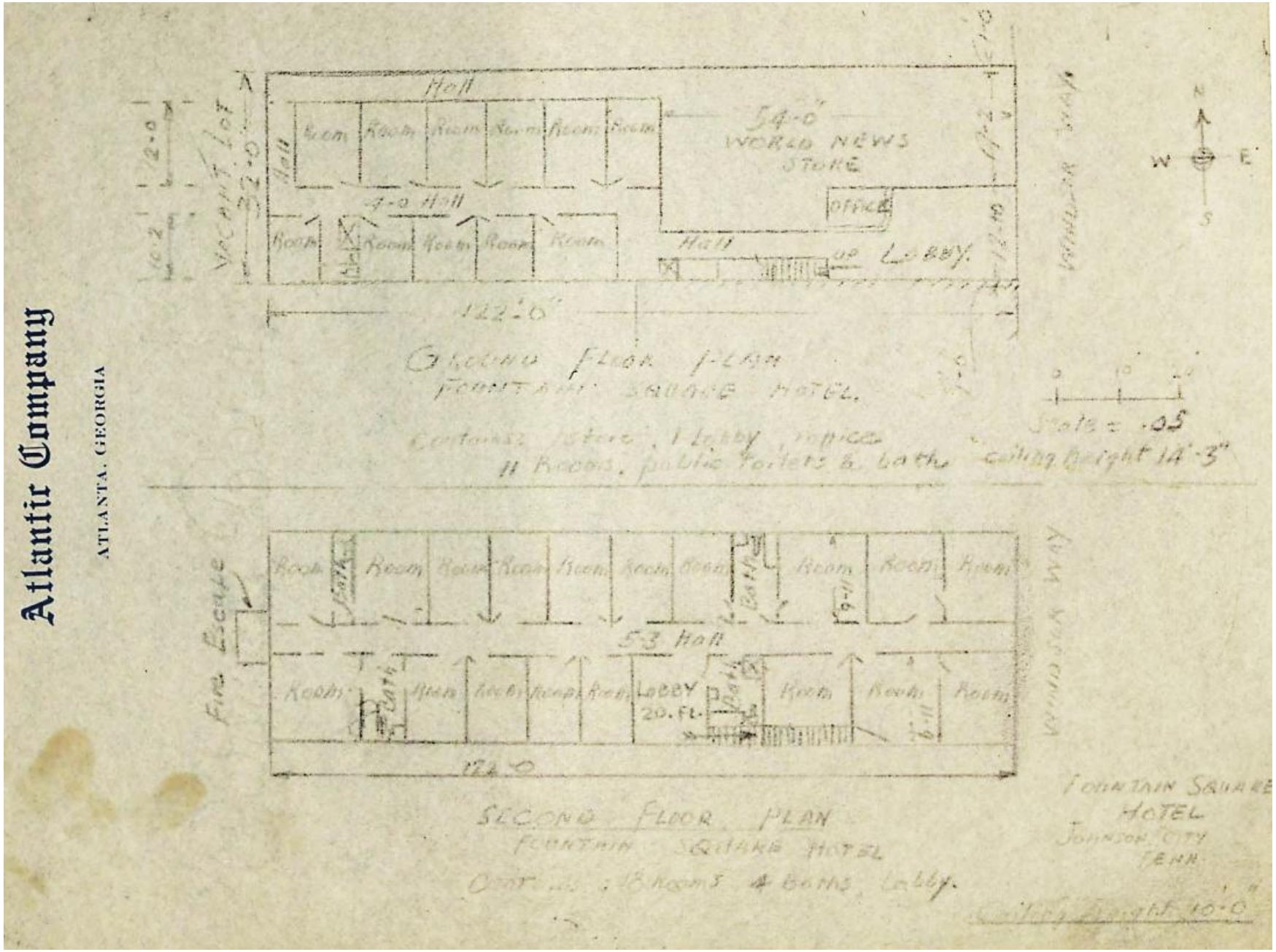


Figure 153. Plans of the Fountain Square Hotel, 26 December 1941.

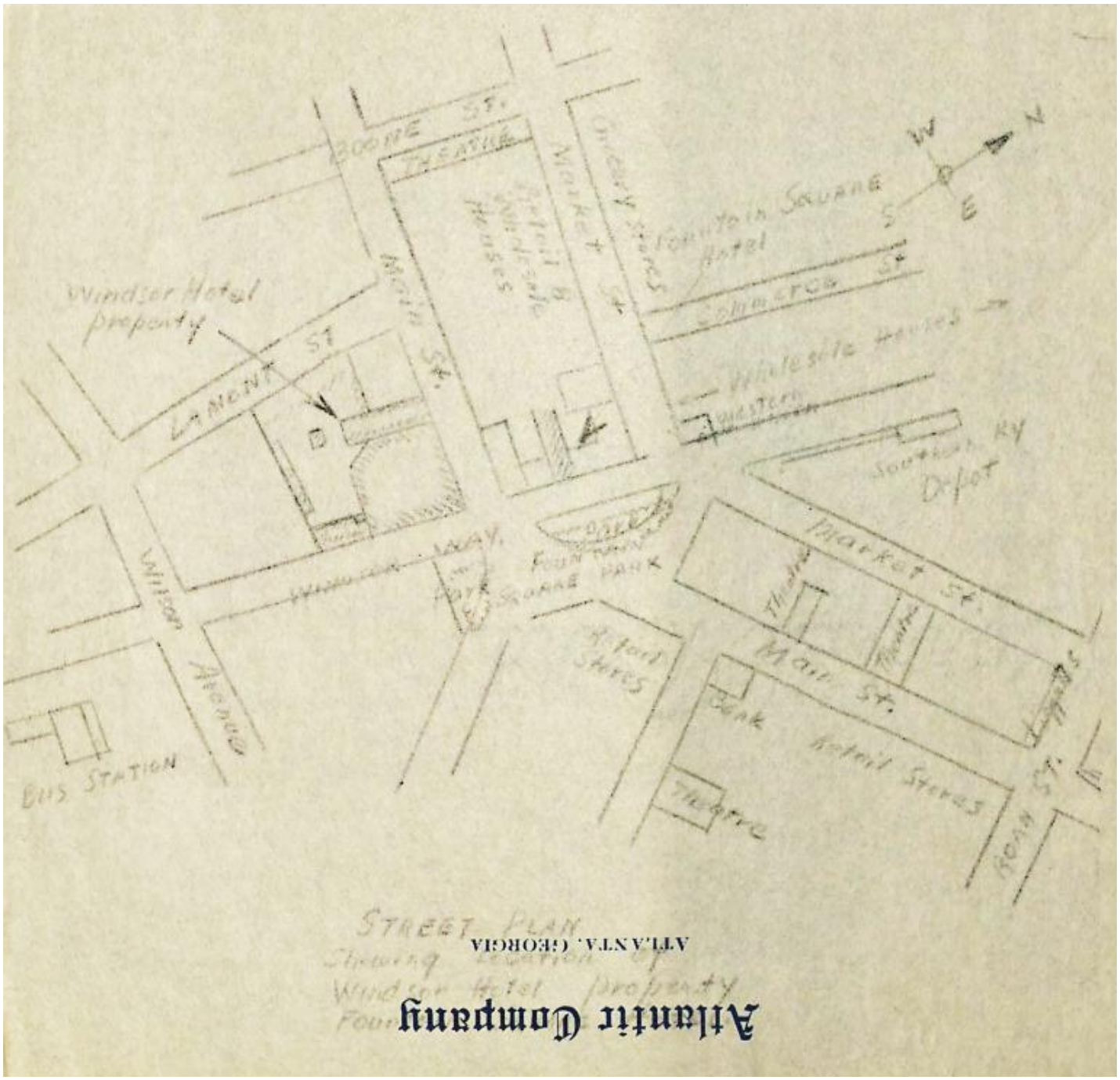


Figure 154. Downtown Johnson City, 26 December 1941.

Note: The location of the Fountain Square Hotel and the Western Auto store, opposite Fountain Square.

13.3.2. Demolition of the Fountain Square Hotel, 1971

4 July 1971. Johnson City Press.

"Windsor's walls come a 'tumblin for progress – By Steve Nelson – On Wednesday, the walls of the former social center of Johnson City will come a 'tumblin down. The Windsor Hotel will be demolished as part of the Urban Renewal project for the Central Business District in Johnson City. Also scheduled to feel the convincing nudge of progress is the old Fountain Square Hotel and Farnsworth Hotel…

The old Fountain Square Hotel was one of the first to be built in that particular section of 'expanding Johnson City' and along with the Farnsworth, all three provided a hub of hospitality for many travelers. It soon gained a reputation as an ideal location for honeymooning couples because of its location near the train station and the downtown area.

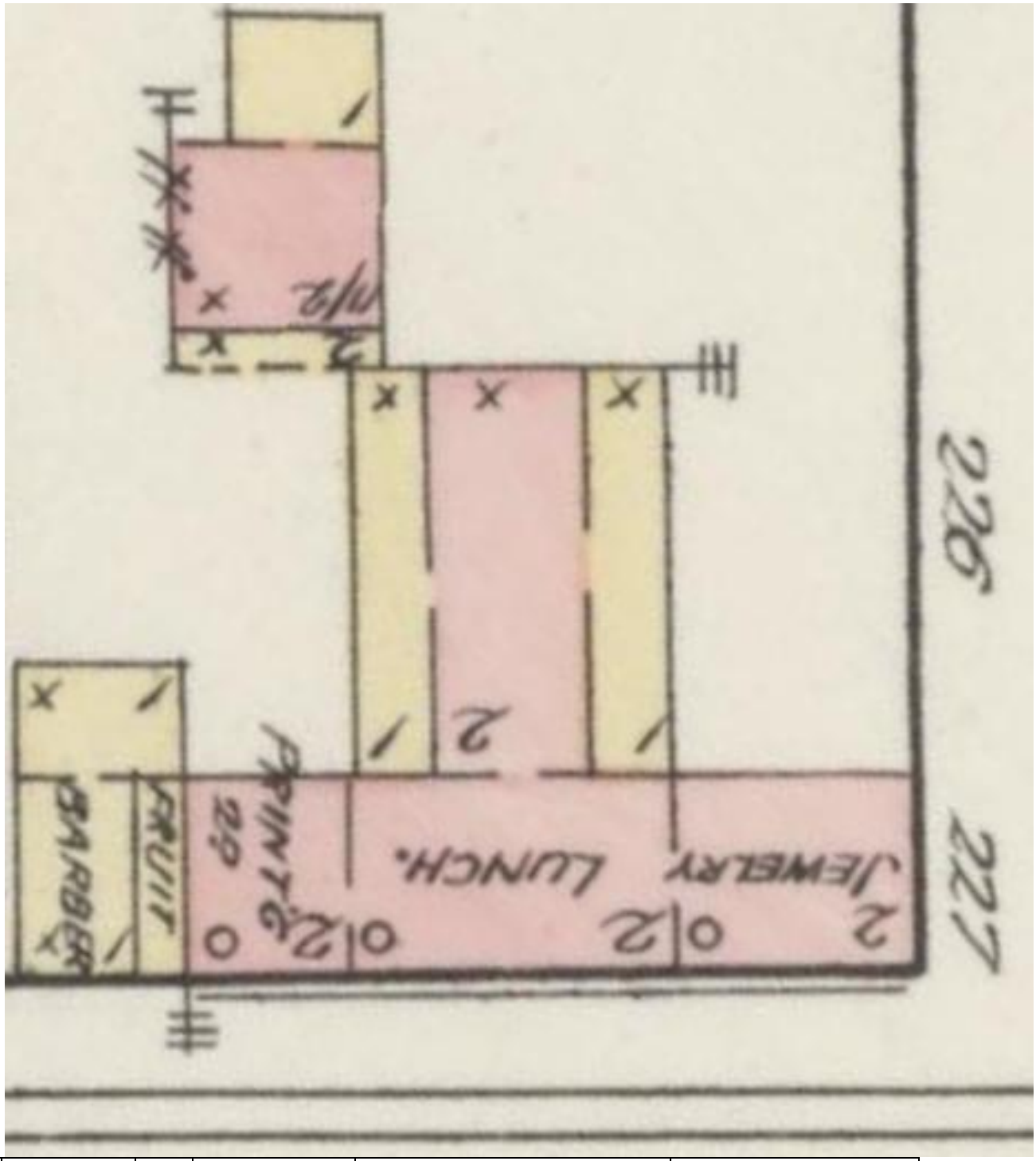
Past registers of all three hotels reveal many distinguished guests including William Jennings Bryan, who was the dinner guest of the Rotarians at the Windsor. Many in Johnson City recall those days when some of the most glittering parties were held in the area of the three hotels and in most cases, black tie for the gentlemen and elegant gowns for the ladies were the order of the day.

In recent years, this area has declined as guests moved with the flow of activity. In past months, activity in this area of town has been limited. The demolition of this area is part of the Urban Renewal project under the supervision of the Johnson City Housing Authority, and will be done by the Salvage Lumber Company."

14. “Worley/O’Boyle Building,” by 1858 to about 1923

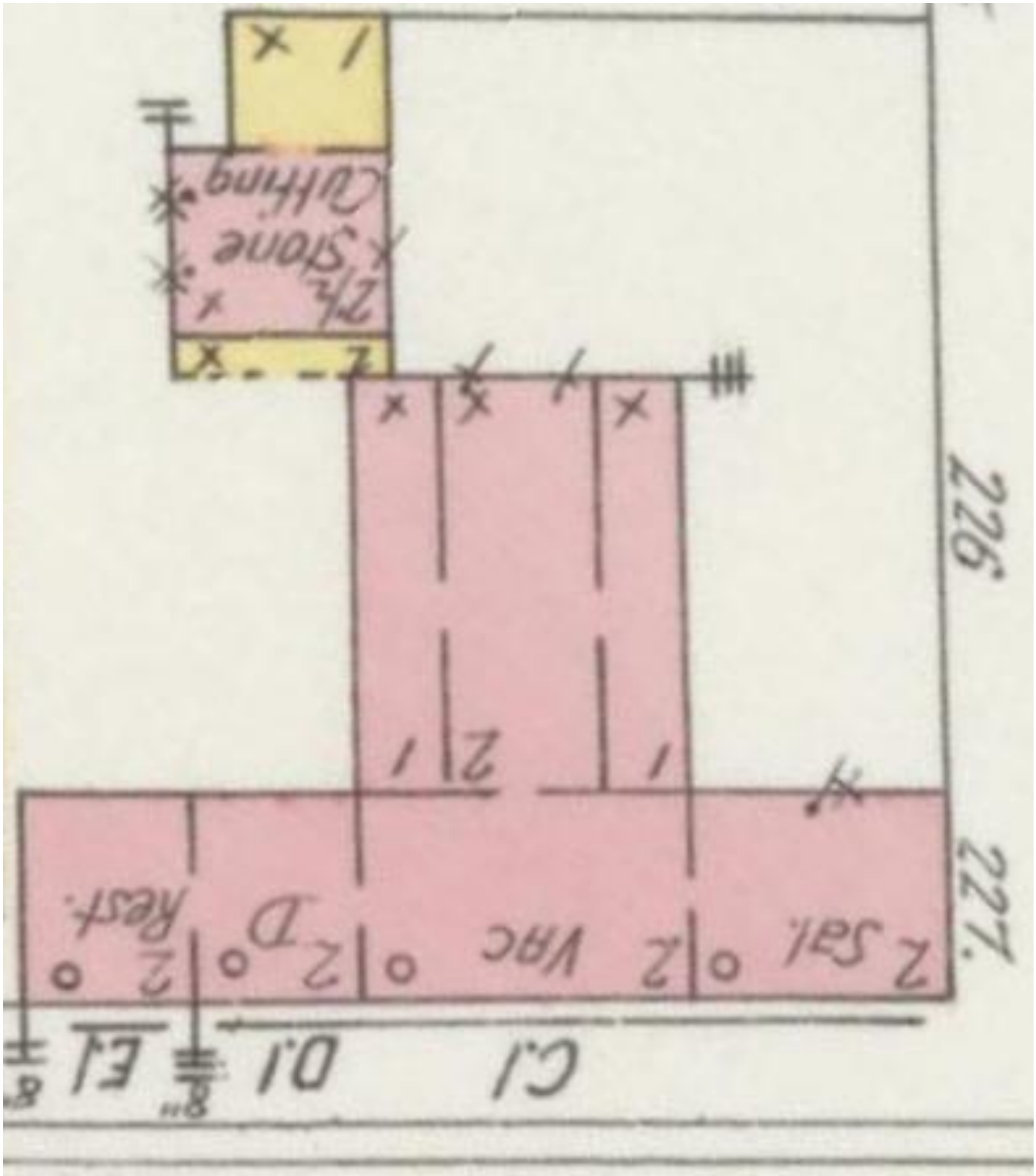
Note: This building was known as the “Worley Building” or “Worley Block” by 1884 to 1901, and as the “O’Boyle Building” or “O’Boyle Block” from 1902 to about 1923; consequently, the author has combined them. However, at least a portion of this building appears to have been the original “Johnson’s Depot,” constructed by Henry Johnson by 1858.

Henry Johnson Building, by 1858 until his death in 1874?
Worley Building, by 1884 – 1901?
O’Boyle Building, 1902 – about 1923



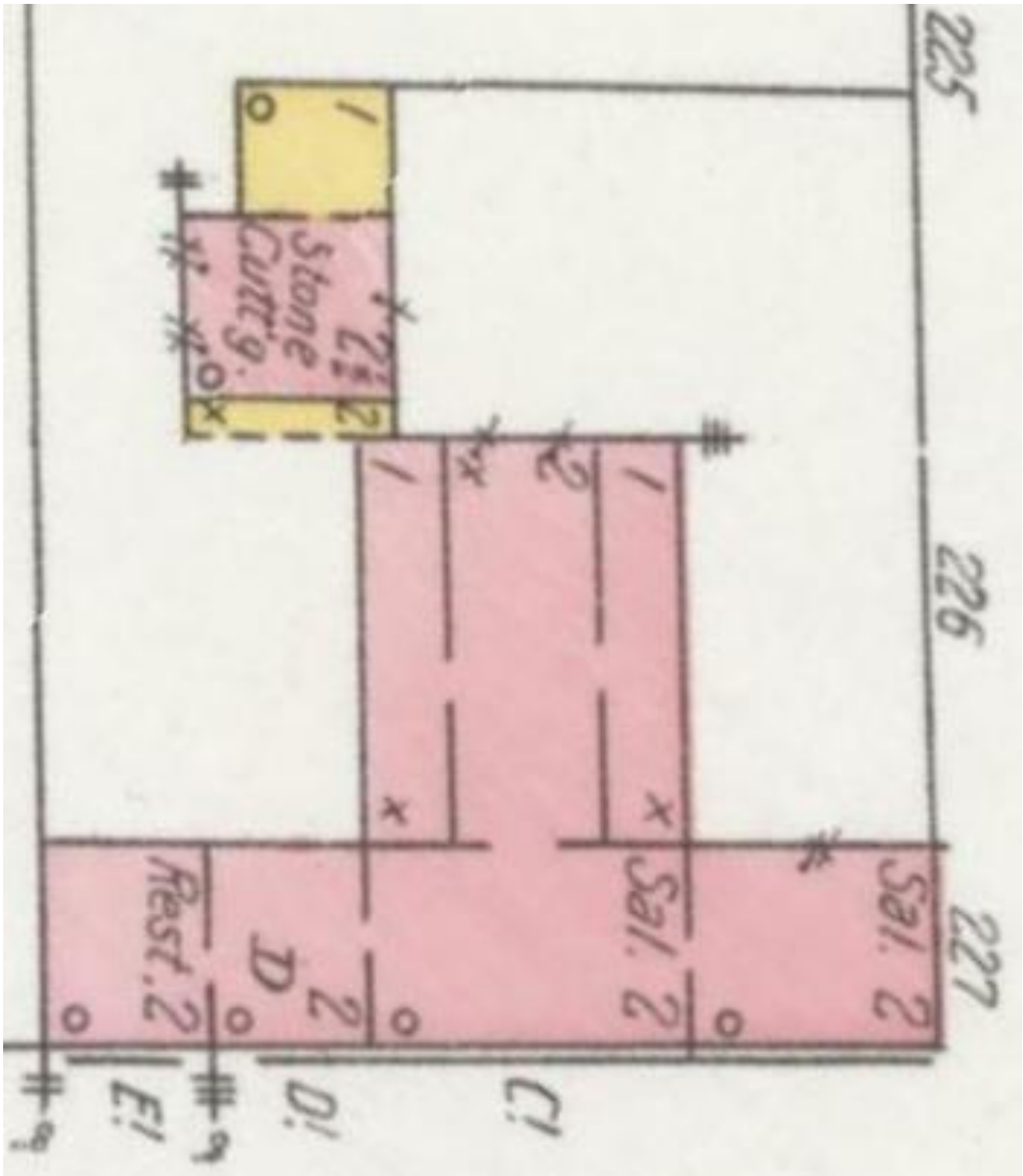
Store #	1	2	3	4	6

Map 1E. The Worley Building in January 1891. From left to right: an unidentified barber shop (Store #1, perhaps visible in the right background of Figure 100), an unidentified fruit stand (Store #2), J.J. Simpson's restaurant ("Lunch," Store #4 and perhaps Store #3), and T.M. Chritzman's "Jewelry" store (Store #6), with an unidentified printing enterprise on the second floor. Note that J.J. Simpson's restaurant appears to extend back into the "T" portion of the Worley Building (across from "226"). Note that the author has assigned store numbers in a fashion that enables a consistent identification of the location of the various enterprises, despite changes to the internal partitioning of the "Worley/O'Boyle Building." This store numbering system has no historic meaning, but has been adopted here in the interest of convenience and clarity.



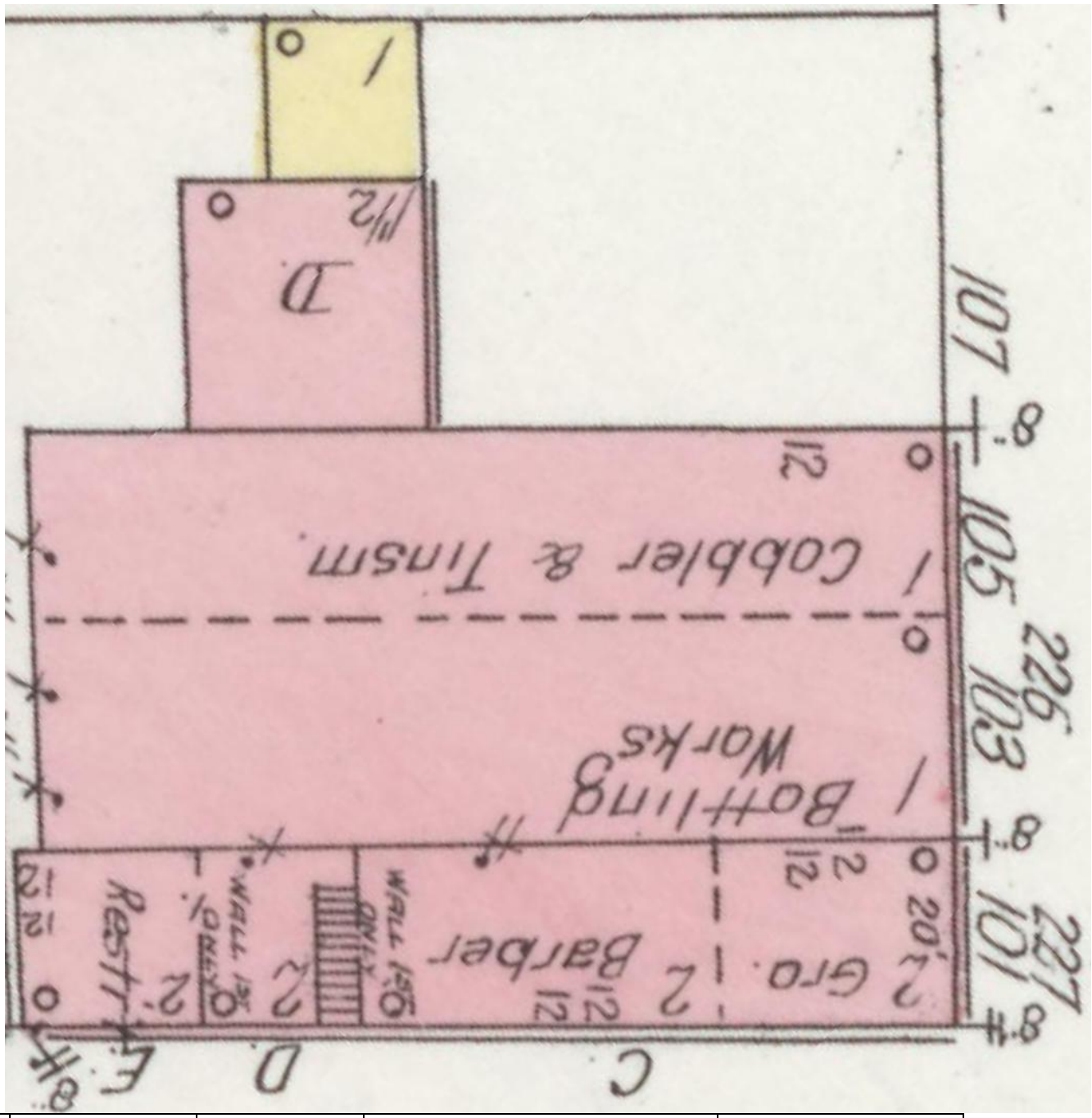
Store #	1	3	4	6

Map 2E. The Worley Building in May 1897. From left to right: an unidentified restaurant ("Rest." "E.1" Store #1), a dwelling ("D" "D.1" Store #3), a vacant store ("Vac." "C.1" Store #4), and Hugh O'Boyle's Saloon ("Sal." Store #6), with no mention of any occupants of the second floor. Notice that the wooden sections of the Worley Building have been changed to brick and that the number of stores has been reduced from five to four. For an explanation of the "Store #s," please see Map 1E.



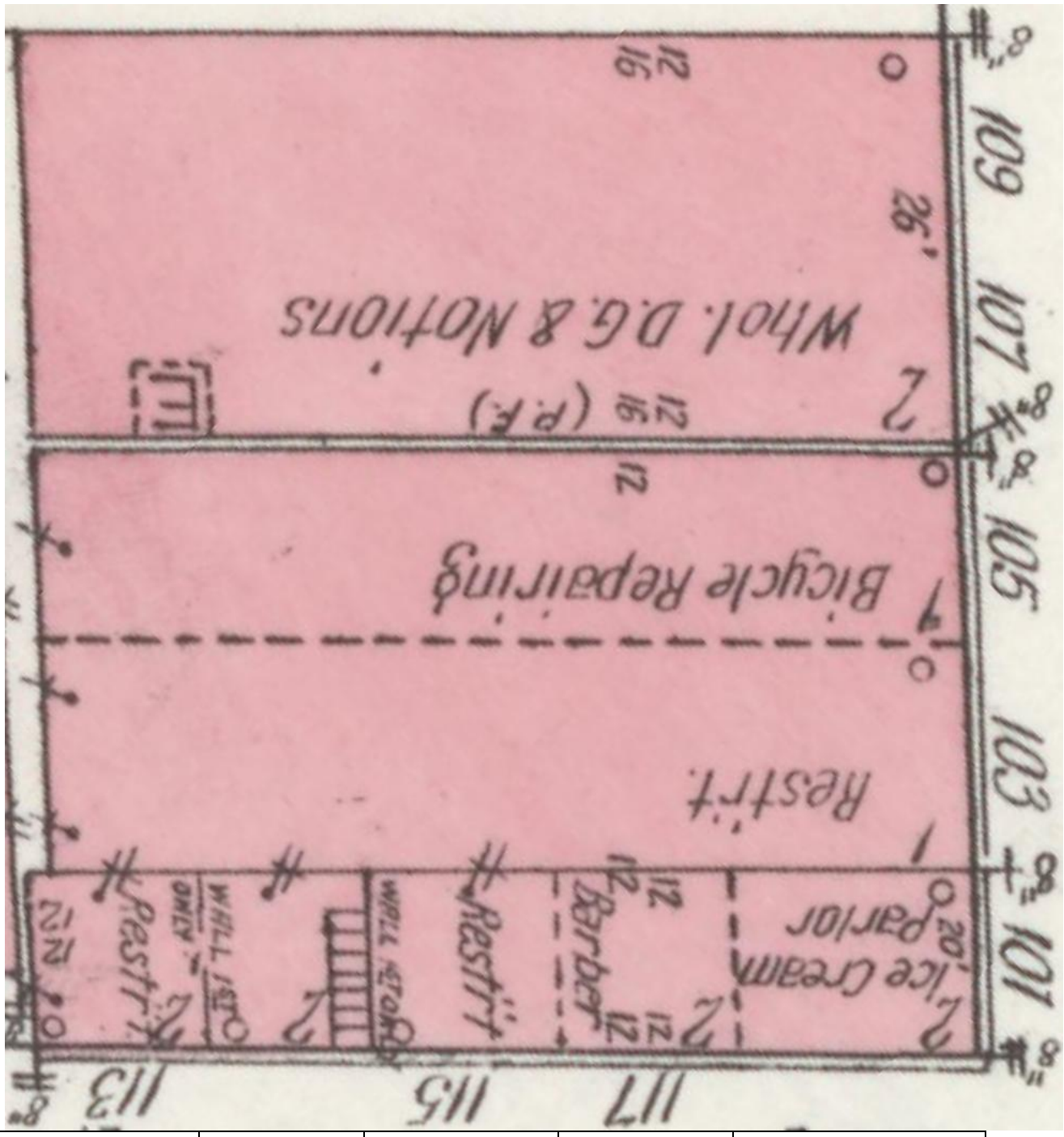
Store #	1	3	4	6

Map 3E. The Worley Building in April 1903. From left to right: an unidentified restaurant, possibly still that of Eliza Sliger ("Rest." "E!" Store #1), a dwelling ("D" "D!" Store #3), a saloon ("Sal." "C!" Store #4), and Hugh O'Boyle's Saloon ("Sal." Store # 6), with no mention of any occupants of the second floor. It seems likely that Hugh O'Boyle's saloon also included the saloon at Store #4 and extended back along the "T'" of the building.



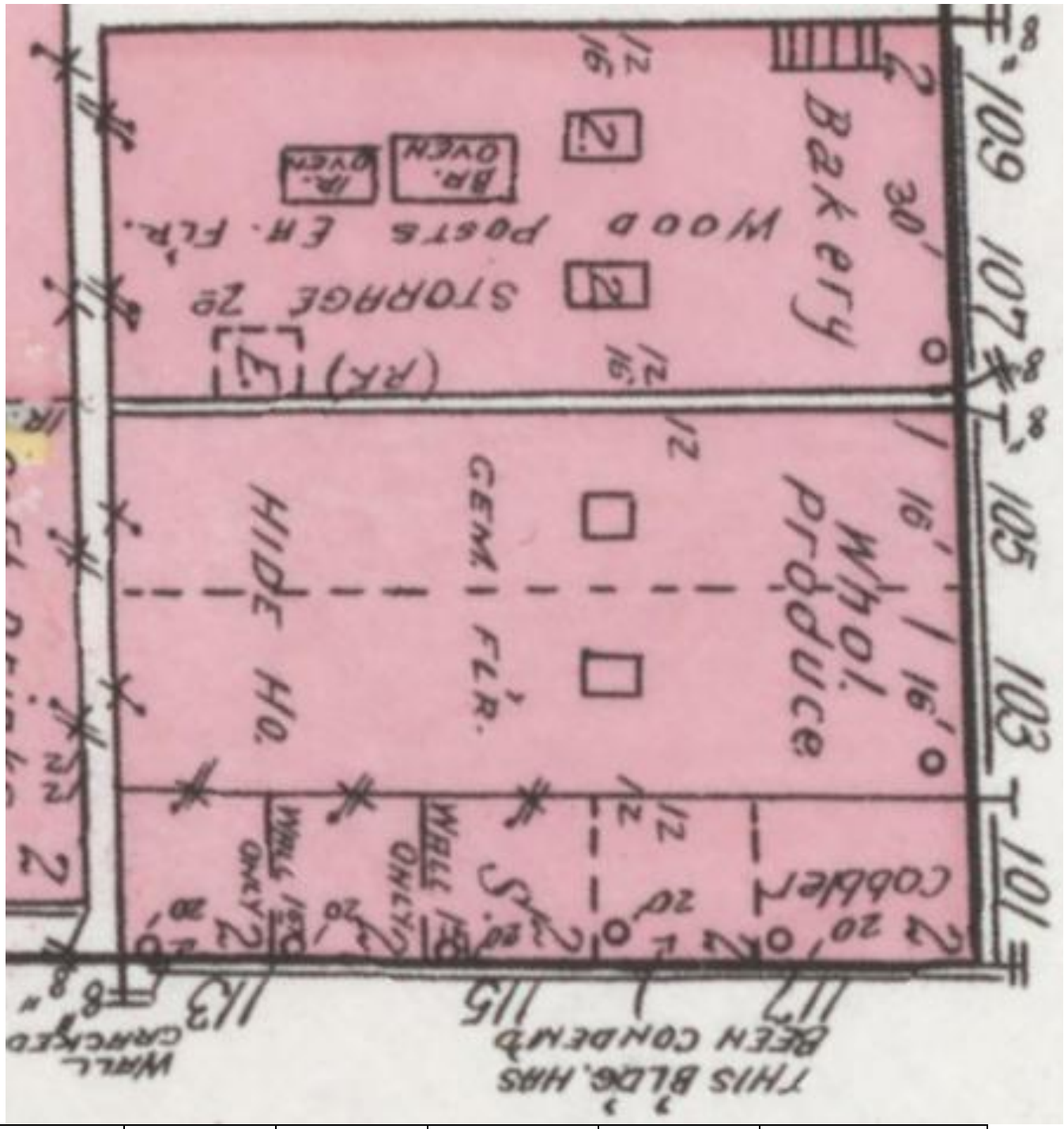
Store #	1	3	4	6

Map 4F. The O'Boyle Building (previously the Worley Building) in December 1908. From left to right: an unidentified restaurant, possibly the "Greek Restaurant" ("Restrt." "E." Store #1), an unmarked area that appears to be a stair well ("D." Store #3), Nat Hyder's Barber Shop ("C." Store #4), and an unidentified grocery store (perhaps O.E. Walters, "Gro." Store #6), with no mention of any occupants of the second floor. Notice that the stem of the "T" shaped portion of the building has been removed and replaced with two new brick buildings, which face West Market Street (compare with Map 3E). For an explanation of the "Store #s," please see Map 1E.



Store #	1	3	4	5	6

Map 5F. The O'Boyle Building in July 1913. From left to right: an unidentified restaurant, possibly still the "Greek Restaurant" or, perhaps, the "Silver Moon Restaurant" ("Restrt." "113" Store #1), an unmarked area that appears to be a stair well (Store #3), an unidentified restaurant ("Restrt" "115" Store #4), an unidentified barber shop ("117" Store #5), and T.J. Cox's "Ice Cream Parlor" ("101" Store #6), with no mention of any occupants of the second floor. Note that the barber shop, depicted on Map 4F, has been partitioned into two shops (stores #4 and #5). Also note the "new" building at 107 and 109 West Market Street ("Whol. D.G. & Notions"), which was occupied by C.G. Hannah & Company at this time, see Figure 160B.



Store #	1	3	4	5	6

Map 6F. The O'Boyle Building in February 1920. From left to right: store #1: no occupant information ("113" "Wall Cracked," see Figure 160A), Store #3 (an unmarked area that is probably still a stair well, see Map 5F), Store #4: an unidentified store ("S" "115"), Store #5: no occupant information, perhaps part of the "Cobbler" shop ("This B'ld'g has been condem'd," which, perhaps, applies only to Store #5 or may apply to the entire O'Boyle Building, however the arrow appears to point only to Store #5), and Store #6: Cobbler ("117" "101"). The "Cobbler" shop appears to be occupied by the "Boston Shoe Repair Shop" (see Figure 160B, note that this enterprise may be related to John Sallas and his "Shoe Shine Parlor," which may have expanded into the space at 101 West Market Street). It appears that this O'Boyle Building was demolished between 1920 and 1927 (most probably around 1923), see Map 7G. For an explanation of the "Store #s," please see Map 1E.



Figure 155. A detail of the First National Bank, with the Worley Block behind the boxcars in the left background. In the uncropped image, a sign for "Childress & Boyd Real Estate" can be seen on the right. Childress & Boyd "Real Estate Agents" advertised in the Johnson City Comet by 16 October 1890, until at least 24 September 1891. Consequently, this image appears to date to 1890 to 1891. At this time, the visible portion of the Worley Building was probably occupied by W.B. Balthis' grocery store and T.M. Chritzman's jewelry store.[167]



Figure 156. The "Liberty Bell Train," 6 October 1895. At this time, Hugh O'Boyle's Saloon occupied the portion of the brick building (1894 – 1903?) under the "Pure Wines and Liquors. For Medicinal Purposes." sign. The author did not identify any other occupants in the O'Boyle Building at this time (see Table 4). Note the discontinuity in the roofline on the left (above and slightly to the right of the Liberty Bell), which perhaps marks the original extent of Henry Johnson's depot at this location. Also note the color difference in the brick, near the end of the passenger car, probably marking the place where a former wooden structure has been replaced with a brick structure (a change made between January 1891 and October 1895, see maps 1C and 2C). The wooden building to the right appears to have been the one that was known at one time as the "Archer House." Finally, note the light-colored building partially visible on the left, which was occupied by an unidentified saloon in January 1891 and was vacant in May 1897. This image looks west from the square across the Southern Railway mainline, with West Market Street passing between O'Boyle's Saloon and the "Smith H. Hale/Archer Building" on the right. See Figure 156B and maps 1F and 2F.[168]

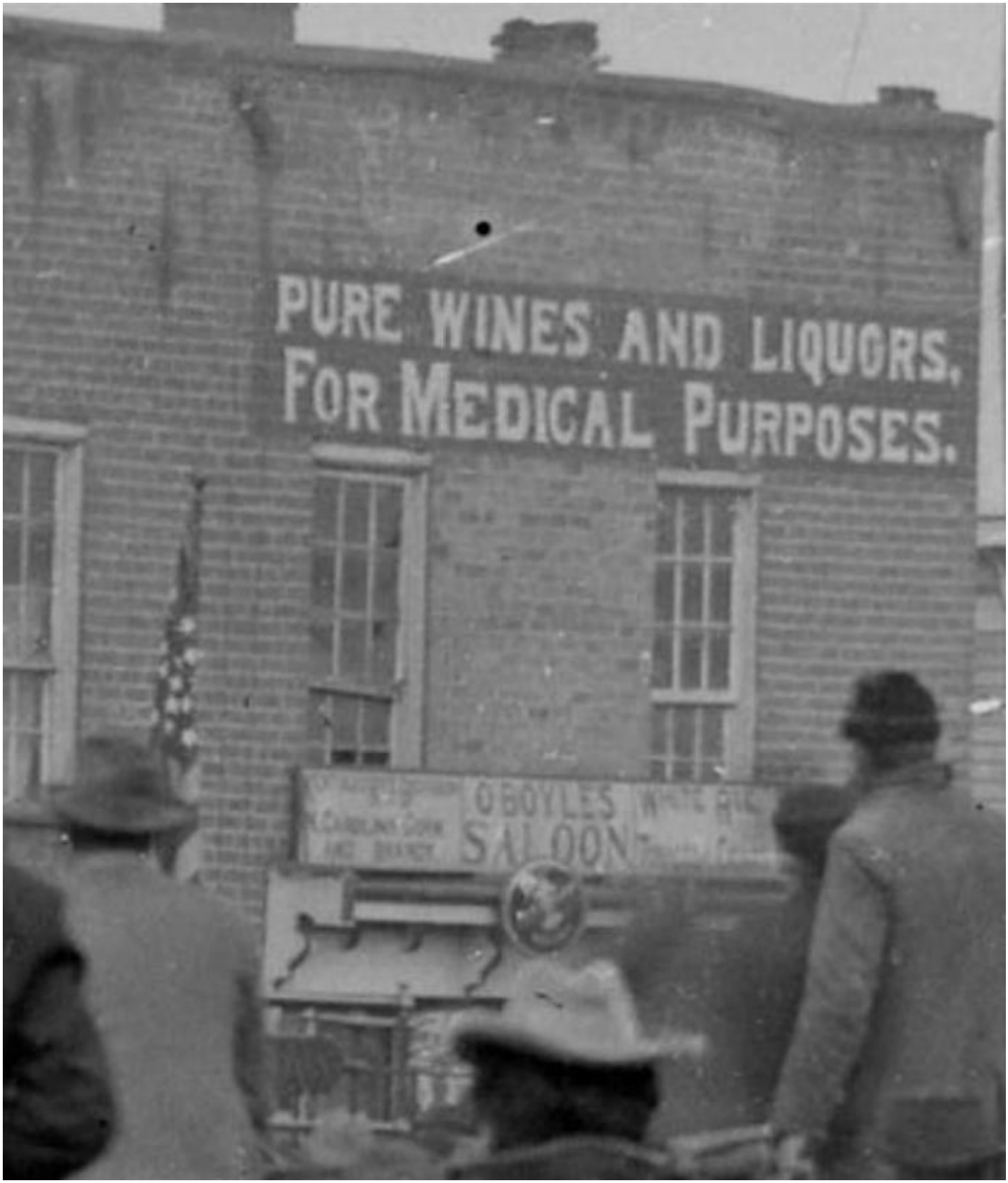


Figure 156A. A detail, the lower left part of the bottom sign appears to read, in part: "N. Carolina Corn and[?] Brandy," see also Figure 157, below.

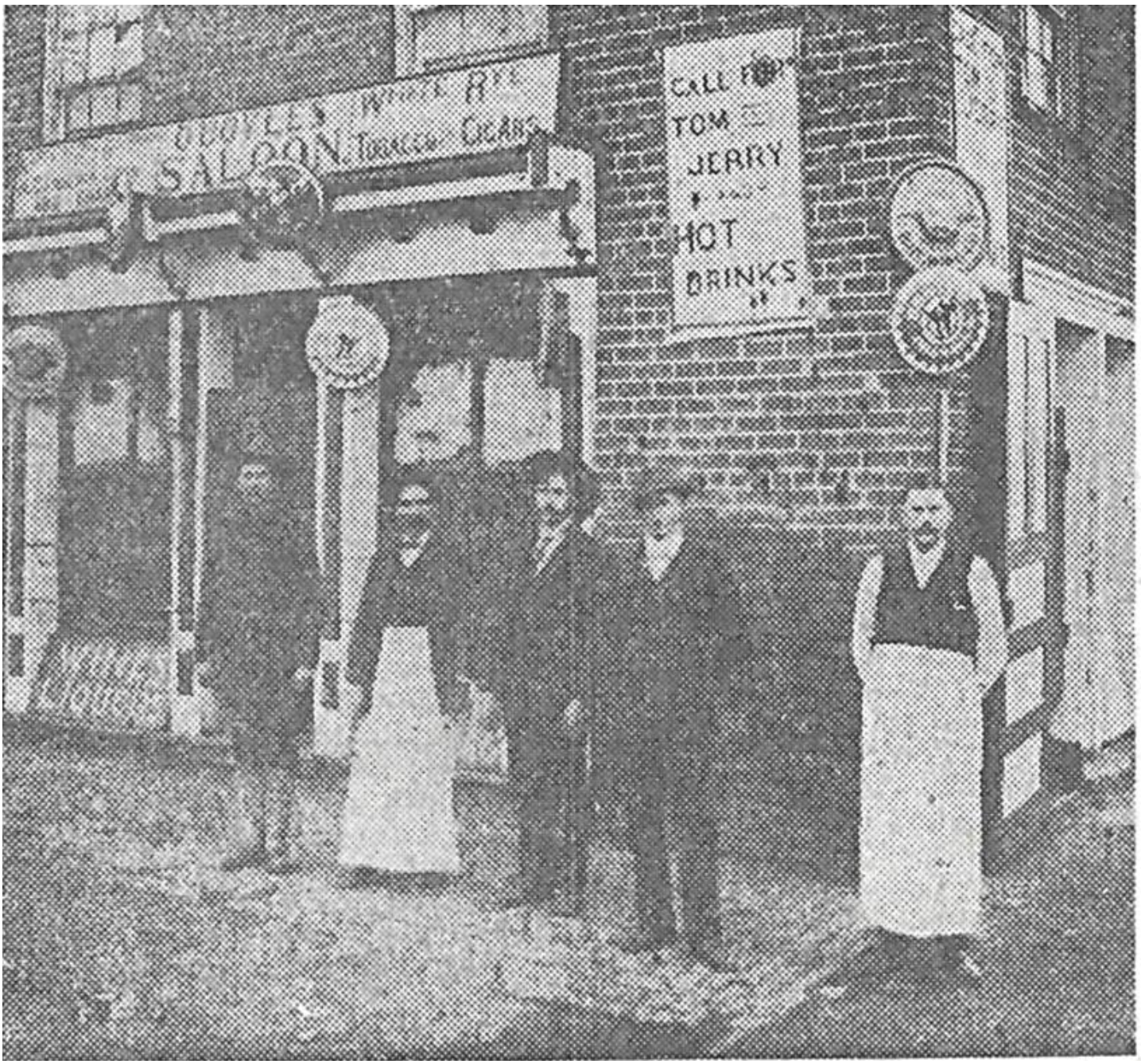


Figure 157. "Back in the 'Good Old Days' this old saloon stood… where the Southern railroad crosses Market street. A few old-timers can still remember it." Note the signs, which read in part "O'Boyle's Saloon – White Rye – Tobacco – Cigar," "Wines – Liquors" and "Call for Tom and Jerry… Hot Drinks." This image provides the only visual information on the appearance of the north (right) side of this building. The sign above the door on the left appears to be the same one that is visible in Figure 156A. Note that Hugh O'Boyle's saloon had been forced out of business by 1903 and the entire "Worley/O'Boyle Building" was demolished between 1920 and 1927.[169] It appears that this building was originally constructed by Henry Johnson in about 1958 and was part of the original "Johnson's Depot."



Figure 158. “Hugh O’Boyle Saloon (Corner of West Market and the Railroad), Interior View.”[170]



Figure 159. “World War I soldiers at Fountain Square, Johnson City, Tenn., 1917.” Note the buildings in background, from left to right: the Mike Dyer Building (perhaps still occupied by the Odeon Theatre in 1917), the Southern Railway “Signal Tower” (behind the fountain statue), and the “Worley/O’Boyle Building” (which appears to be occupied by the “Silver Moon Restaurant” and the “Market Square Pressing Club” (on the right). Also note the Farmers Exchange Building in the right background. This “Signal Tower,” constructed by December 1910, was apparently removed at some time between 1920 and 1927, see maps 6C and 7D.[171]



Figure 160. "Fountain Square looking west..." The partially-visible light-colored Dyer Building on the left was built in 1906, and housed "The Brunswick Pool Room & Bowling Alley" (1906 – 1909), followed by the Dixie/Odeon Theatre (1909 to at least 1916). Note the "C.G. Hannah & Co." sign above the "Worley/O'Boyle Building" (this C.G. Hannah building was at 107 and 109 West Market Street by 1913 to 1917 or 1918; it was occupied by Lockett Brothers by 10 August 1918) and the Farmers Exchange Building (built at 106 – 110 West Market Street between July 1913 and 1914).[172] This "Silver Moon Restaurant" was here by 1916 (perhaps as early as 1910) to no later than February 1920 (when this address appears to be vacant, see Map 6F). The "Market Square Pressing Club" occupied the second floor by 1911. Regrettably, some of the signs are illegible. It appears that the bushes were added to Fountain Square after April 1919 (see Figure 120). Consequently, it appears that this photograph was taken between April 1919 and February 1920. The "Worley/O'Boyle Building" was demolished between 1920 and 1927, see Map 7G.



Figure 160A. A detail, from left to right, beginning with 113 West Fountain Square: “Don’t Forget” “Silver Moon Restaurant” “Quick Lunch” “Ice Cold Drinks.” The door on the right appears to be associated with a stairwell that led to the second floor, also note the crack that is visible extending up from the top of the leftmost window, see Map 6F.



Figure 142A. A detail of “Greek Restaurant No. 1” “Quick Lunch,” here by 1909 to at least 1910. By 1916, this address was occupied by the Silver Moon Restaurant, see Figure 160A. Note the crack that is visible extending from the top of the leftmost window, see Figure 160A. Also note the sign painted on the left side of this building, which only shows a “g.”



Figure 160B. The sign across the top of the second floor reads in part: "Market Square Pressing Club" "Ladies Work A Specialty…" "Clothes Cleaned…" From left to right across the first floor, the sign above the door at 115 West Fountain Square appears to read in part "Quick Lunch" (Map 5F depicts an unidentified restaurant at this address in 1913, while Map 6F from 1920 depicts an unidentified store), the next (set of three?) doors appears to correspond to Store #5 (which was occupied by an unidentified barber shop in 1913 and, apparently by 1920, had been occupied by the "Boston Shoe Repair Shop," note that the sign on the middle door (?) may read "Pallas Shoe Shine Parlor," see Table 4), and finally, at Store #6 (117 West Fountain Square/101 West Market Street at the southwest corner of West Market Street and Southern Railway) the sign reads: "Boston Shoe Repair Shop" (in 1913, this address was occupied by T.J. Cox's Ice Cream Parlor; in 1920 it was occupied by a "Cobbler"). Note that this structure (117 West Fountain Square/101 West Market Street) appears to have been originally occupied by Henry Johnson's first Depot (1857) and was occupied by Hugh O'Boyle's saloon, 1894 – 1903?, see figures 156A and 157).

Table 4. Occupants of the Worley Building, by 1884 – 1901, and the O'Boyle Building, 1902 to about 1923.

	Store #1	Store #2	Store #3	Store #4	Store #5	Store #6
1884	Dr. Worley's Drug Store, by 1884			G.C. Seaver, Hardware Store, 1884 – 1885		City Bakery, 1884
1885	J.B. Jones' Drug Store, 1884 – 1885			W.R. Lewis & Son, Grocery Store, here 1885		W.R. Lewis & Son, Grocery Store, here 1885 – 1887
1886	Dickey and Anderson, "City Drug-Store," 1885 – 1888			George R. Brown, "City Restaurant," 1886 – 1890		
1887						T.M. Chritzman, Jewelry Store, 1887 – 1891
1890				W.B. Balthis, "Groceries and Provisions," 1890		
January 1891	Barber (Unidentified)	Fruit (unidentified)	Unidentified (Store #3)	Lunch (W.B. Balthis?)		Jewelry (T.M. Chritzman)
1891				J.J. Simpson, Restaurant, 1891		
1893				W.I. Burgiss, Grocery Store, Here? by 1893		
1894				City Grocery, Here? 1893 – 1894 Jim E. Leonard, Grocery Store, here? 1894		Dan McCoy, Saloon, by 1894
1895				McMillan Brothers, Grocery Store, Here? 1894 – 1895		Hugh O'Boyle, Saloon, 1894 – 1903?
May 1897	Restaurant (Store #1, unidentified)		Dwelling (Store #3)	Vacant (Store #4)		Saloon (Hugh O'Boyle)
1901	Eliza Sliger, Restaurant, 1901 – 1903?					Hugh O'Boyle, Saloon, 1894 – 1903?

Table 4 (Continued). Occupants of the Worley Building, by 1884 – 1901, and the O'Boyle Building, 1902 to about 1923.

	Store #1	Store #3	Store #4	Store #5	Store #6
April 1903	Restaurant (Eliza Sliger?)	Dwelling (Store #3)	Saloon (Hugh O'Boyle?)		Saloon (Hugh O'Boyle?)
1907			Nat Hyder, Barber Shop, 1907 – 1911		Thomas Gray, Meat Market, Here? by 1907
December 1908	Restaurant (Greek Restaurant?)	Unidentified (Store #3, stairwell?)	Barber (Nat Hyder)		Grocery Store (John F. Pierce?)
1909	Greek Restaurant, by 1909 to at least 1910		Nat Hyder, Barber Shop, 1907 – 1911		John F. Pierce, Grocery Store? Here? by 1909 O.E. Walters, Grocery Store, 1909
1910					T.J. Cox, Ice Cream, 1910
July 1913	Restaurant (Greek? Silver Moon?)	Unidentified (Store #3, stairwell?)	Restaurant (Store #4, unidentified)	Barber (Store #5, unidentified)	Ice Cream Parlor (Store #6, T.J. Cox ?)
1914				C.D. Cadieu, "Quality Shoe Repair Shop," here 1914 to perhaps 1916	Johnson City Ice Cream Company, by 1914 to perhaps 1915
1916	Silver Moon Restaurant, by 1916 to perhaps 1920			John Sallas, Shoe Shine Parlor, by 1916 – 1920?	T.J. Cox, Ice Cream Company, here? by 1916
1919					Boston Shoe Repairing Shop, by 1919 or 1920
February 1920	Vacant? (Store #1)	Unidentified (Store #3, stairwell?)	Store #4 (unidentified)	Unidentified (Store #5, perhaps part of the cobbler shop)	Cobbler (Boston Shoe Repairing Shop)

Note: For an explanation of the "Store #s," please see Map 1E.

14. "Worley/O'Boyle Building," by 1858 – about 1923

Note: This building was known as the "Worley Building" or "Worley Block" by 1884 to 1901, and as the "O'Boyle Building" or "O'Boyle Block" from 1902 to about 1923; consequently, the author has combined them. However, at least a portion of this building appears to have been the original "Johnson's Depot," constructed by Henry Johnson by 1858.

Henry Johnson Building, by 1858 until his death in 1874?
Worley Building, by 1884 – 1901?
O'Boyle Building, 1902 – about 1923

14.1. The Origins of Johnson's Depot and the Worley Building, 1825 – 1887

1825. History of Johnson City and Its Environs.

"A stage line was established from Nashville through Knoxville, Newport, Greeneville, Jonesboro, the later site of Johnson City, Elizabethton, Boone's Gap and the site of Boone, N.C., to Salem (now Winston – Salem). The route through Johnson City was down what is now our West Market street. There were no regular stops here since there were only farms on the site of the present city. Coaches of the Concord type were used. This line continued in operation until the railroad was built."[173]

1855 – 1861. History of Johnson City and Its Environs.

"The East Tennessee and Virginia railroad (now part of the Southern railway) was chartered in 1849; subscription books were opened in 1850; construction of the line began in 1855 and was completed from Bristol to Knoxville in 1858, when through train service was begun. Trains were operated from Bristol to 'Johnson's Tank' early in 1857.

1856 – Henry Johnson arrived in the summer and built a brick storehouse at the junction of the railroad and the stage road, southwest corner; fronted on the stage road and ran back two-thirds of the way towards what became West Main street. His dwelling was in the rear of the store. Johnson was made station agent and his store was at first the railroad depot; later he built a brick depot where his dwelling had stood, the railroad company not being in financial condition to do so. The place, first called Johnson's Tank, was later dubbed Johnson's Depot. The first business district was east of the stage road. Abraham Jobe owned the land on the east side, up to the point of junction of North Roan and the railroad of today, and sold lots there. But he declined to sell any west of the stage road, saying he 'could not think of having the fine field on the west side cut into town lots, spoiling a good farm for the prospect of a poor town.' (T.P. Faw's account in 1883). Henry Johnson also served as the first postmaster for the village which was named for him. Landon C. Hoss, I, was superintendent of the road for several years prior to the Civil War…

'From that time to the beginning of the Civil War [in 1861] improvements went on quite briskly. Other stores were built before the war by J.H. Bowman and J.M. Wheeler, and residences by Rev. James Miller, Drs. J.W. Seahorn and J.H. Mongle and by Smith H. Hale. With the above exceptions, the other improvements were made after the war.' (T.P. Faw's account)…

The first resident physicians were Drs. J.W. Seahorn and J.H. Mongle. Dr. Elbert S. Miller, Sr., from Jonesboro, where he was associated in practice with Dr. S.B. Cunningham, was active in

Johnson's Depot. Dr. Cunningham was the first president of the E.T. and Va. Railroad Company, headquarters of which were in Jonesboro."[174] See Appendix C for the complete text of this document.

"The largest and most enterprising town in Washington County is Johnson City. The site upon which it is built was originally entered by Abraham Jobe, and upon the completion to this point of the East Tennessee & Virginia Railroad [reportedly 3 July 1857], the greater part of the land was owned and farmed by Tipton Jobe, the nephew of Abraham. Franklin and Montgomery Hoss owned land on the northeast and north sides of the town. The first building erected at this place was a dwelling and store built by Henry Johnson from which circumstance the place was called Johnson's Depot [by 1858]. This house now [1887] forms a portion of the brick building west of the railroad at the crossing of what was once the stage road [Market Street, apparently forming part of the Worley Block, since the "Smith H. Hale/Archer Building" on the north side was a wood-framed building in 1891]. For a time it was used as a hotel and railroad depot as well as store and dwelling. Soon after, Mr. Johnson, at his own expense, built a large brick depot on the site of the present Hoss House, which was used by the company until after the war. The second house was built in 1857, by T.A. Farr [Faw], on land lying on the north of the stage road [Market Street]. It was a frame store house... From the completion of the East Tennessee & Virginia Railroad the town increased rapidly, receiving among its accessions, Elder James Miller, John H. Bowman, James M. Wheeler, Dr. J.H. Mingle, Dr. J.W. Seehorn, S.H. Hale and James Barnes. During the war the town was named Haynesville in honor of L.C. Haynes, but it soon resumed its old name, and when incorporated it was as Johnson City. Since the war the town has steadily advanced, but its growth during the past three or four years [since 1883 or 1884] has been especially rapid..." History of Tennessee – From the Earliest Time to the Present, 1887.[175]

Table 3 (reproduced here for convenience).
A Timeline of the Early Passenger Depots at Johnson's Depot, about 1857 – 1872

~ 1857	~1865	~1872
"Johnson's Depot" #1	Storehouse	
	"Johnson's Depot" #2	Hoss House

"Johnson's Depot" #1 was on the southwest corner of West Market Street & E.T.V. & G. Railroad.
"Johnson's Depot" #2 was on the northwest corner of West Main and E.T.V & G. Railroad.

"John M. Johnson, formerly a resident of Johnson City, died at the home of his sisters-in-law, the Misses Alexander, at Asheville, N.C., on the morning of the 14th inst., aged about sixty years. He was the last of the family of the late Henry Johnson, the founder of Johnson City, and for whom our town was named. Henry Johnson was a man of affairs, and just before and during a part of the civil war, did a large mercantile business at 'Johnson's Depot.' He erected the first storehouse in the village, which, a brick building, was also dwelling house, and still stands at the railroad crossing on Market street [apparently as part of the Worley Block]. He died soon after the war [on 25 February 1874], and left one daughter, Mrs. Smalling, and two sons, Edmund and John M. Mrs. Smalling died a number of years ago of rheumatism, and Edmund, a capable business man at one time, was ruined by drink, and died prematurely. John M. built the first large storehouse

on the site where the Hart building now stands [at the northeast corner of Fountain Square and Market Street], and erected for his uncle, E.D. Hoss, the Greenwood Hotel. He married Miss Hattie Alexander, of North Carolina, and lived here some years after his marriage. He met reverses in business, and moved from here to South Carolina, and finally yielded to rheumatism and died, leaving a son and two daughters, all grown. The few now living in Johnson City, who were in and near this place one-third of a century ago, will be sad over the death of John M. Johnson. He was a man of genial and companionable nature, and although he has not even visited his native place for years, we remember the companion of our early years with feeling and affection, and are sorrowful over his death. E.C.R." Johnson City Comet, 19 April 1900.

John Smalling "noted that he was 74 years of age. His mother, Sarah Jane Johnson was the only daughter of Henry and Mary Ann Johnson. His mother was married in 1856 to Abram G. Smalling and to this union was born eight children. John's grandmother, before her marriage to Henry Johnson, was Mary Ann Hoss, a sister to Elkanah, Landon C. and Matt Hoss and cousin to Montgomery Hoss and the late Bishop E.E. Hoss. In John's boyhood days, when he was from 7 to 14 years old, he spent much of his summer months at his grandfather's home and there learned a good deal about the early settlers of the little village that became Johnson City. When Henry Johnson came to what was first called Johnson's Tank, there was no railroad present. However, it had been surveyed and the track laid to a location near Carter's Depot (Elizabethton), which later became Watauga Station near the Watauga River. Henry Johnson bought a parcel of land on the north side of the railroad survey and built a large house which later was used as his residence. It also housed his general merchandise store and the post office, for which he was later named postmaster. Furthermore, he kept a boarding house and rooms for lodging. The entrance to this building was from what is now Market Street. There was another entrance on the southwest side of the building leading in from the railroad track, which led to the dining room and was used significantly more than the Market Street entrances… After the East Tennessee, Virginia and Georgia (ETV&G) Railroad was completed [in 1858], Henry Johnson built a depot on the site naming it Johnson's Depot. Through the influence of Major Goforth, who was then supervisor of the railroad from Bristol to Bulls Gap, Henry was appointed depot agent. In a short time it became a regular stop for all trains."[176] See Appendix D for the complete text of this document.

1 September 1871. Bristol News.

"Points About Johnson's. Johnson City. Aug. 28, '71… J.M. Johnson has made an addition to his previously large and commodious house." This might be a reference to "Johnson's depot."

1873. History of Johnson City and Its Environs.

"A wide epidemic of cholera prevailed in Tennessee and the local community did not escape its ravages."[177]

26 March 1874. Jonesborough Herald and Tribune.

"Obituary.

'Oh, when affliction's friendly screen,
Shuts out life's vain, illusive scene,
When thus she seals our weary eyes,
To all earth's glittering vanities,
A gleam of Heavenly light will pour,
Our dark, despairing, spirits o'er.'

Departed this life on the evening of the 25th February, 1874, in the sixty-fifth year of his age, Henry Johnson, after a long and painful illness. He was born in North Carolina, came to Tennessee, became acquainted with and married Mary Ann Hoss, in the 25th year of his age. Eighteen years ago he located at Johnson City, where he has since remained a prominent and highly respected citizen. He was the first citizen of this place and to his influence, untiring energy and undaunted courage does Johnson City owe its origin, ascribing to him the honor so justly inherited of proudly bearing his name. The respect, universal regret and sorrow manifested on his burial day, was unlike any that we have here witnessed previously and told plainly that he was beloved and respected by all who knew him.

The remains were taken to the Presbyterian Church, attended by a large concourse of people, who had assembled to pay the last sad rites, and after the funeral services were concluded by Rev. Mr. Durham, were interred in the old family burying ground, where sleeps many of his wife's relatives and two beloved children- one an infant daughter and the other an estimable, noble young man, who had fallen a victim to deadly missiles of death in the late war.

He leaves a widow, two sons, one daughter, with many relatives, friends and acquaintances to mourn his departure. He was benevolent, hospitable, sociable and kind; ever willing to alleviate the sufferings of the distressed, assist the poor, a friend to the widow and orphan. His door was ever open to all ministers of the gospel, delighting to entertain them. No sufferer went away from him unrelieved when it was within his power to relieve them, and we know that he has gone to reap his reward. On the fortieth anniversary of his marriage he took the hand of her who had so long walked beside him adown the declivity of life, who had shared his joys and soothed his sorrows, pressed it gently, and perfectly conscious that it was the last, told her he was 'going home,' and in a short time breathed his last. But we have the blessed assurance that his ransomed spirit is now enjoying the elysian joys and rapturous delights of the 'Golden City,' of which he often so beautifully spoke. Not many days previous to his death he sang one of his favorite hymns,

'My latest sun is sinking fast.
My race is nearly run,
My strongest trials now are past,
My triumph is begun,'

And after he had become quite deaf and his voice was so weak and tremulous that he could scarcely speak, he would greet his friends with 'almost home,' 'almost home.' Thus has passed away from earth forever a kind and affectionate husband, an indulgent father, a useful citizen, a warm-hearted friend and a devoted Christian. Long, long will he be sadly missed. Around the old homestead there hangs a gloom, a loneliness; there sits a vacant chair, and hangs an unworn hat, with many,

many remembrances clustering around them that will long speak forcibly of the departed. The once happy family circle is broken. The little affectionate grand-daughter, Minnie, to whom he was so devotedly attached – who loved him with all the ardor and fondness of a pure and childish love, in whose little heart there is a void and has learned its first bitter grief – wanders around lonely and sad. The once happy home is sadly changed, though beautiful flowers are budding around it, yet the hand that reared them lies cold and pulseless in the embrace of death; but where flowers are blooming whose beauties never fade, but bloom in one perpetual summer; where sorrow can never come. Where all is bright and beautiful in the golden streets of the 'New Jerusalem,' across the 'Icy River,' that hand is becoming to those dear ones left behind to come, where the happy band can be re-united and never be broken again by the unrelenting hand of Death.

'How blest the righteous when he dies,
When sinks the weary sun to rest,
How mildly beams the closing eye,
How gently heaves the expiring breath.

So fades the summer clouds away,
So sinks the gale when storms are o'er,
So gently shuts the eye of day,
So dies the wave along the shore.'

Rena.

Greenville papers please copy."

5 March 1874. Jonesborough Herald and Tribune.

"Supreme Court Sale. Pursuant to decree of the Supreme Court of Tennessee, at its September term 1873 at Knoxville in the suit, H.M. Robinson vs. Henry Johnson, I will offer at public sale, on the premises, on the 10th day of March 1874, two houses and lots situated at Johnson's Depot in Washington County, Tennessee, to-wit; A Store House and lot occupied when attached in this cause, Dec. 10, 1867, by 'Hoss & Johnson,' and the dwelling house of said Henry Johnson, now occupied by him, bounded on the North-East by the Jonesboro' and Elizabethton road, and on the South by the premises of the East Tennessee, Virginia & Georgia Railroad Company, or so much thereof as may be necessary to satisfy debt and cost.

This valuable property will be sold in parcels or all together as may be found expedient on the day of sale. Terms of sale, cash in hand. J.F. Deaderick, Clerk. Jan. 1874."

1 October 1874. Jonesborough Herald and Tribune.

"J.M. Hoss having sold out his interest in the firm Faw, Devault & Co., to the other members of said firm, will hereafter be associated in business with J.M. Johnson, under the firm and name of Hoss & Johnson, at the stand formerly occupied by said J.M. Johnson…

Hoss & Johnson are receiving new goods. Give them a call before buying elsewhere."

29 January 1880. Jonesborough Herald and Tribune.

"Mr. Worley Osborne, who for several months been connected with Hoss & Johnson, in the Dry Goods business, at this place, left last Monday for Fall Branch, to take charge of their business at that place. Worley leaves many warm friends here, and although he goes to another part of the county to labor, he carries with him the best wishes of our entire community, and we commend him to the people of Fall Branch as a straight forward, reliable business young man."

15 September 1881. Jonesborough Herald and Tribune.

"Mr. J.H. Peoples is now with Hoss & Johnson, where he invites his friends to call and see him, and promises to sell them goods cheaper than whatever [?] sold before."

14.1.1. Stores #1 and #2

Note: The author has assigned store numbers in a fashion that enables a consistent identification of the location of the various enterprises, despite changes to the internal partitioning of the "Worley/O'Boyle Building." This store numbering system has no historic meaning, but has been adopted here in the interest of convenience and clarity, see Table 4 and Map 1E.

Note: The one-story wood-framed building that held stores #1 and #2 was removed between January 1891 and May 1897. During that same interval, it was replaced with a two-story brick structure that appears to have been an addition to the existing Worley Building.

Dr. W.W. Worley's Drug Store, by 1884
J.B. Jones' Drug Store, 1884 – 1885
J.A. Dickey and I.C. Anderson, "City Drug-Store," 1885 – 1888
Eliza Sliger, Restaurant, 1901 to at least 1902, perhaps at least to 1903
Mike Ticcio Company, Greek Restaurant, by 1908? to at least 1910 and perhaps 1913
Silver Moon Restaurant, by 1916 to perhaps 1920

14.1.1.1. Dr. W.W. Worley's Drug Store, by 1884
J.B. Jones' Drug Store, 1884 – 1885

Note: Dr. Worley's Drug Store was placed at this location by a process of elimination, see Table 4 and Map 1E.

15 March 1884. Johnson City Comet.

"J.B. Jones and family, and W.A. Jones and lady have arrived in the city. They have bought out Dr. Worley's drug store, and will open out a new business soon. Mr. Jones is an excellent gentleman and will make a good citizen here as he does everywhere he goes. We give him a hearty welcome."

5 April 1884. Johnson City Comet.

"We say to our readers that J.B. Jones has one of the nicest neatest stores we ever saw in this town. Mr. Jones has a brand new stock of the very finest french candies, all sorts of fancy canned goods, nuts, toys, oranges and lemons. He has also on hand a large stock of drugs, and is ready to fill prescriptions at all hours.

Ladies, go and look at this beautiful store. Take your children. You will find everything the heart can wish in the way of fancy groceries and tooth sweeteners. Go to the Worley block, and take a glance, if you love the beautiful and the good. Call on Mr. Jones, he will meet you with a smile. If you go once, you'll twice, thrice, and never quit."

14 June 1884. Johnson City Comet.

"Dr. J.A. Dickey, of Bristol, long known and long loved by The Comet gang, was in our city on Wednesday last on professional business. He and Dr. Emmert are helping Dr. W.W. Worley out of a 'pinch.'"

28 June 1884. Johnson City Comet.

"S.H. Toy M.D., Physician and Surgeon, graduate of Kentucky School of medicine. (Formerly Transylvania University.) Office at J.B. Jones' City Drug Store, Johnson City, Tenn."

29 November 1884. Johnson City Comet.

"Go to J.B. Jones' for drugs, patent medicines, &c."

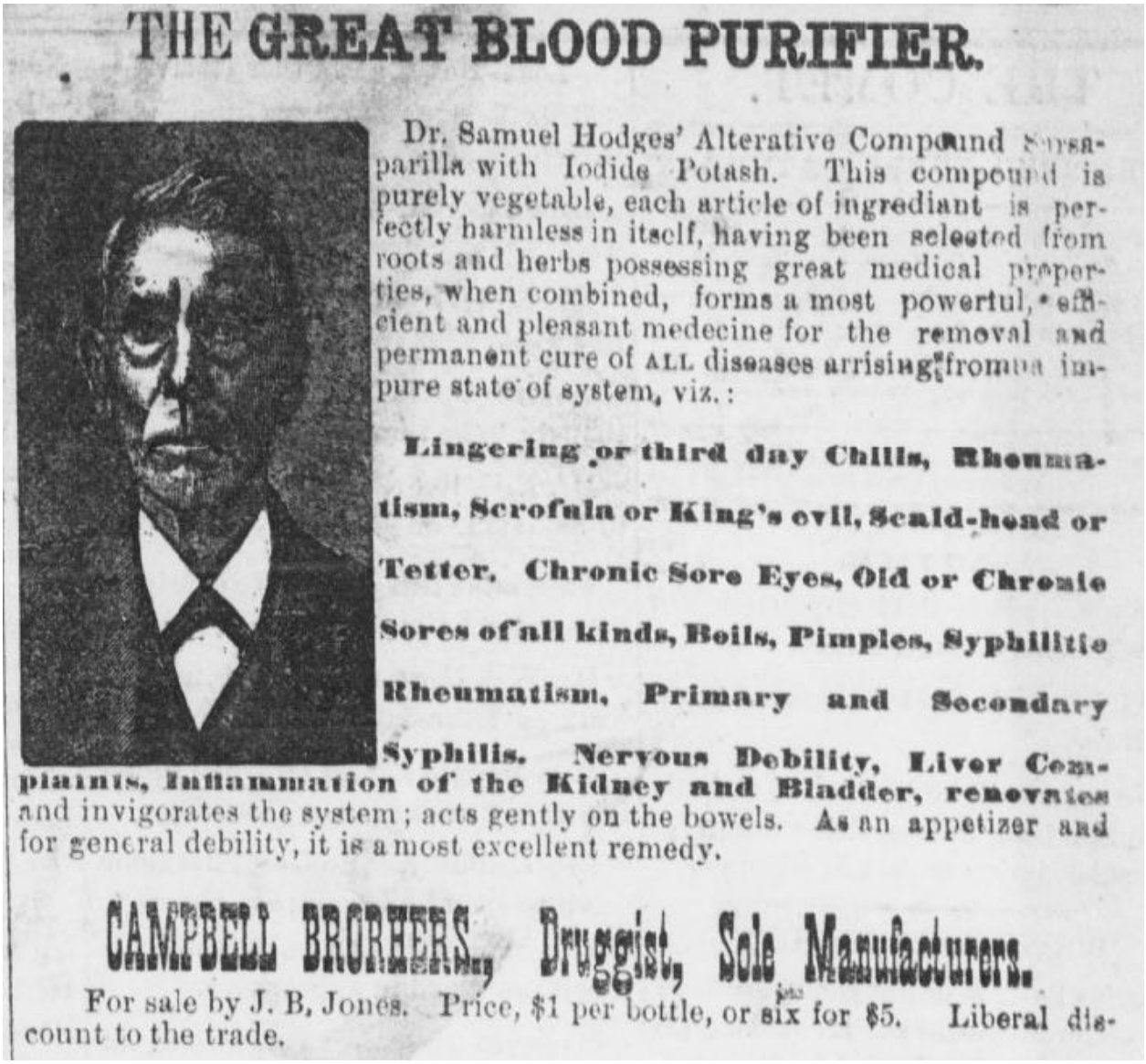


Figure 161. Johnson City Comet, 13 December 1884.
This advertisement ran until at least 14 January 1886.

Note: On 13 August 1885, the Johnson City Comet included "Dr. J.B. Jones, of this place, has sold out his drug store to Messrs. Dickey & Anderson, of Bristol…" Apparently, Doctor S.H. Toy continued at the same location until at least 14 January 1886, without updating his advertisement. On 13 June 1889, the Johnson City Comet included: "S.H. Toy, M.D. Physician and Surgeon. Office over 1st National Bank, cor. Main St. and Public square (Rooms 5 and 6). Residence upper Market St."

10 January 1885. Johnson City Comet.

"Mr. J.B. Jones starts out with the New Year with a larger stock of Drugs than ever. He says he intends to keep a first class line of medicines, and such things as are kept in Drug Stores at all times and to offer them at reasonable prices. Mr. Jones tells us that his trade is increasing and better now than heretofore. If you want anything in his line we believe you would do well to call and see him. He will speak further through our columns soon by a liberal 'ad.'"


THE GREAT BLOOD PURIFIER.

Dr. Samuel Hodges' Alterative Compound Sarsaparilla with Iodide Potash. This compound is purely vegetable, each article of ingrediant is perfectly harmless in itself, having been selected from roots and herbs possessing great medical properties, when combined, forms a most powertul, efficient and pleasant medecine for the removal and permanent cure of ALL diseases arrising from a impure state of system, viz.:

Lingering or third day Chills, Rheumatism, Scrofula or King's evil, Scald-head or Tetter, Chronic Sore Eyes, Old or Chronic Sores of all kinds, Boils, Pimples, Syphilitic Rheumatism, Primary and Secondary Syphilis. Nervous Debility, Liver Complaints, Inflammation of the Kidney and Bladder, renovates and invigorates the system; acts gently on the bowels. As an appetizer and for general debility, it is a most excellent remedy.

CAMPBELL BROTHERS, Druggist, Sole Manufacturers.

For sale by J. B. Jones. Price, $1 per bottle, or six for $5. Liberal discount to the trade.

Figure 162. Johnson City Comet, 7 March 1885.
This advertisement ran until at least 13 August 1885.



Figure 163. Johnson City Comet, 11 April 1885.

13 August 1885. Johnson City Comet.

"Messrs. Dickey & Anderson, druggists of this place, have bought the drug store of J.B. Jones at Johnson City, and will continue the business. They propose giving Johnson City a first-class drug store."

14.1.1.2. J.A. Dickey and I.C. Anderson, "City Drug-Store," 1885 – 1886

13 August 1885. Johnson City Comet.

"Dr. J.B. Jones, of this place, has sold out his drug store to Messrs. Dickey & Anderson, of Bristol. Mr. I.C. Anderson, of the firm will remain here and attend to business for the present. We have known Messrs. Dickey & Anderson for a long time, and known them to be reliable, clever gentlemen. They will keep a full stock of drugs and fancy goods, equal to their stock in Bristol, and will sell as cheap as the cheapest."

20 August 1885. Johnson City Comet.

"Try Queen Baltimore, best 5c cigar, at Dickey & Anderson's… Try bottle 'Painless Eye Water'…"

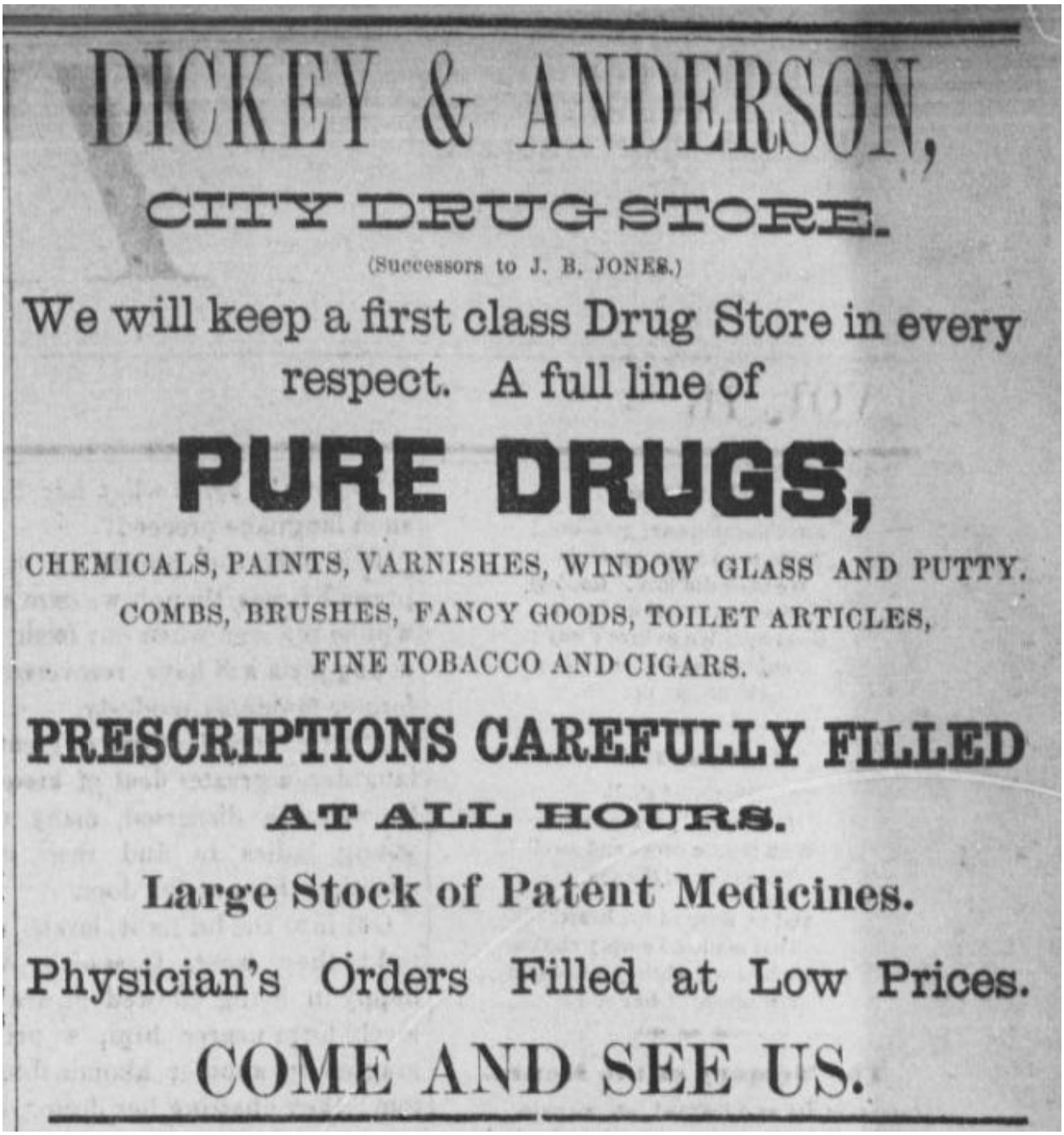


Figure 164. Johnson City Comet, 20 August 1885.
This advertisement ran until at least 15 April 1886.[178]

27 August 1885. Johnson City Comet.

"Attention is directed to the large advertisement in another column of Dickey & Anderson, who have purchased of J.B. Jones his entire stock of drugs and medicines, and will in the future, carry the largest stock of drugs and fancy articles to be found between Bristol and Knoxville. Dr. I Cam. Anderson, an experienced druggist from Bristol has taken charge and will be pleased to wait upon the public and fill prescriptions at all hours day and night."

27 August 1885. Johnson City Comet.

"Full line Stationary at Dickey & Anderson's… Choice Triple Handkerchief Extracts… Shiloh's Cough and Consumption Cure is sold by us on a guarantee – It cures Consumption… Shiloh's Vitalizer is what you need for Constipation, Loss of Appetite, Dizziness, and all symptoms of Dyspepsia. Price 10 and 75 cents per bottle… Catarrh Cured, health and sweet breath secured by Shiloh's Catarrh Remedy. Price 50 cents. Nasal Injector free… For lame back, side or chest, use Shiloh's Porous Plaster. Price 25 cents… Croup, Whooping Cough and Bronchitis immediately cured by Shiloh's Cure… Will you with Dyspepsia and Liver Complaint? Shiloh's Vitalizer is guaranteed to cure you… That hacking cough can be so quickly cured by Shiloh's cure. We guarantee it… Sleepless Nights, made miserable by that terrible cough. Shiloh's Cure is the remedy for you." Similar items ran until at least 14 January 1886.

3 September 1885. Johnson City Comet.

"'Hackmetack,' a lasting and fragrant perfume. Price 25 and 50 cents. Dickey & Anderson… Shiloh's Catarrh Remedy – a positive cure for Catarhh, Diptheria and Canker Mouth… "

18 February 1886. Johnson City Comet.

"Mr. I.C. Anderson came down yesterday from Bristol to see after the moving of Dickey & Anderson's drug store…

Messrs. Dickey & Anderson are moving their drug store to one of the large rooms in the Range building. When they get everything in order their store-room will be one of the handsomest in town."

18 February 1886. Johnson City Comet.

"Go to the new drug store for all kinds of medicines. Dickey & Anderson."

28 October 1886. Johnson City Comet.

"R.S. Hicks, of Sullivan has moved his family to this place and is living in the Worley property lately vacated by Dr. J.B. Jones."

January 1891. The Sanborn Fire Insurance Company map for this area shows that stores #1 and #2 were in a one-story wood-framed building, which was occupied by an unidentified barber shop and an unidentified fruit stand, respectively, at this time.

May 1897. The Sanborn Fire Insurance Company map for this area shows that the one-story wood-framed building that held stores #1 and #2 was removed between January 1891 and May 1897. After its removal and before May 1897, it was replaced with a two-story brick structure that appears to have been an addition to the existing Worley Building, and which was occupied by a single unidentified restaurant.

14.1.1.3. Eliza Sliger, Restaurant, 1901 to at least 1902, perhaps at least to 1903

28 February 1901. Johnson City Comet.

"Mrs. Eliza Sliger has returned from the West and is running a restaurant in the old Worley block."

Note: This was the only mention, found by the author, of this enterprise.

21 August 1902. Johnson City Comet.

"A guest at the restaurant [apparently of Eliza Sliger] in the O'Boyle block opened a door on the second floor and stepped out. The pavement received him about 12 feet below. He was jarred, of course, but the most expensive feature was it sobered him and he has to start over again."

April 1903. The Sanborn Fire Insurance Company map for this area shows that Store #1 was occupied by an unidentified restaurant, perhaps still that operated by Eliza Sliger.

14.1.1.4. Mike Ticcio Company, Greek Restaurant, by 1908? to at least 1910 and perhaps 1913

December 1908. The Sanborn Fire Insurance Company map for this area shows that Store #1 was occupied by an unidentified restaurant, probably the "Greek Restaurant."

11 March 1909. Johnson City Comet.

"Greek Restaurant Being Improved. The Greek restaurant in the O'Boyle building on the Southern railway is being remodeled. The front is being torn out and a glass front will be put in on the first floor and the wall above rebuilt. The interior will also be enlarged by taking out a partition."



Figure 165. Johnson City Comet, 6 January 1910.
This advertisement ran until at least 27 January 1910.

July 1913. The Sanborn Fire Insurance Company map for this area shows that Store #1 was occupied by an unidentified restaurant, perhaps still the "Greek Restaurant" or the "Silver Moon Restaurant."[179]

14.1.1.5. Silver Moon Restaurant, by 1916 to perhaps 1920

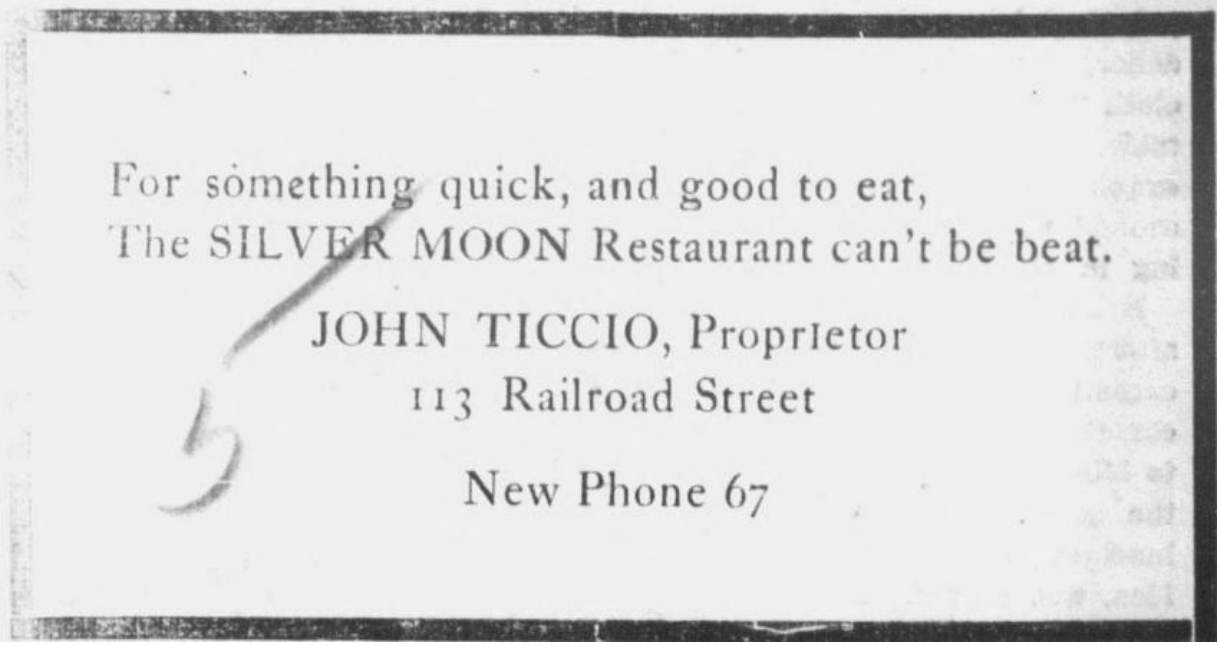


Figure 166. Johnson City Comet, 17 February 1916.

1 March 1917. Johnson City Comet.

"John Ticcio of the Silver Moon Restaurant has taken advantage of the past few days of sunshine and started in to raise a crop of – mustach and they're not Charlie Chaplin style either."

February 1920. The Sanborn Fire Insurance Company map for this area shows no occupant information for Store #1 (117 West Fountain Square).

14.1.2. Stores #4 and #5

Note: The author has assigned store numbers in a fashion that enables a consistent identification of the location of the various enterprises, despite changes to the internal partitioning of the "Worley/O'Boyle Building." This store numbering system has no historic meaning, but has been adopted here in the interest of convenience and clarity, see Table 4 and Map 1E. Store #4 was portioned into two separate storerooms between December 1908 and July 1913, see maps 4F and 5F.

Note: Store #3 will not be addressed in detail in this documentary history. The Sanborn Fire Insurance Company maps identified it as a dwelling (1897, 1903), and a stairwell (1908 and 1913, and was probably still one in 1920), see maps 1E, etc. The 1891 map provided no information on the occupant of the first floor.

Store #4

G.C. Seaver, by 1884 – 1885
W.R. Lewis & Son, Grocery Store, here 1885
George R. Brown, "City Restaurant," 1886 – 1890
W.B. Balthis, "Groceries and Provisions," 1890 to perhaps 1891
J.J. Simpson, Restaurant, 1891
T.J. Amburn, Davis Sewing Machine Agent, here? 1892
W.I. Burgiss/Burgess, Grocery Store, here? by 1893
Walter M. Belton and James B. Worley, City Grocery, here? 1893 – 1894
Jim E. Leonard, Grocery Store, 1894
McMillan Brothers, Grocery Store, 1894 – 1895
Vacant, 1897
Part of Hugh O'Boyle's Saloon?, by 1903
Nat Hyder, Barber Shop, 1907 – 1911

Store #5

C.D. Cadieu, "Quality Shoe Repair Shop," here 1914 to no later than 1916
John Sallas, Shoe Shine Parlor, by 1916 – 1920?

14.1.2.1. G.C. Seaver, by 1884 – 1885

15 March 1884. Johnson City Comet.

"Geo. C. Seaver is a good man. He sells hardware and cutlery in the Worley block. We like George because he sells cheap, and advertises."

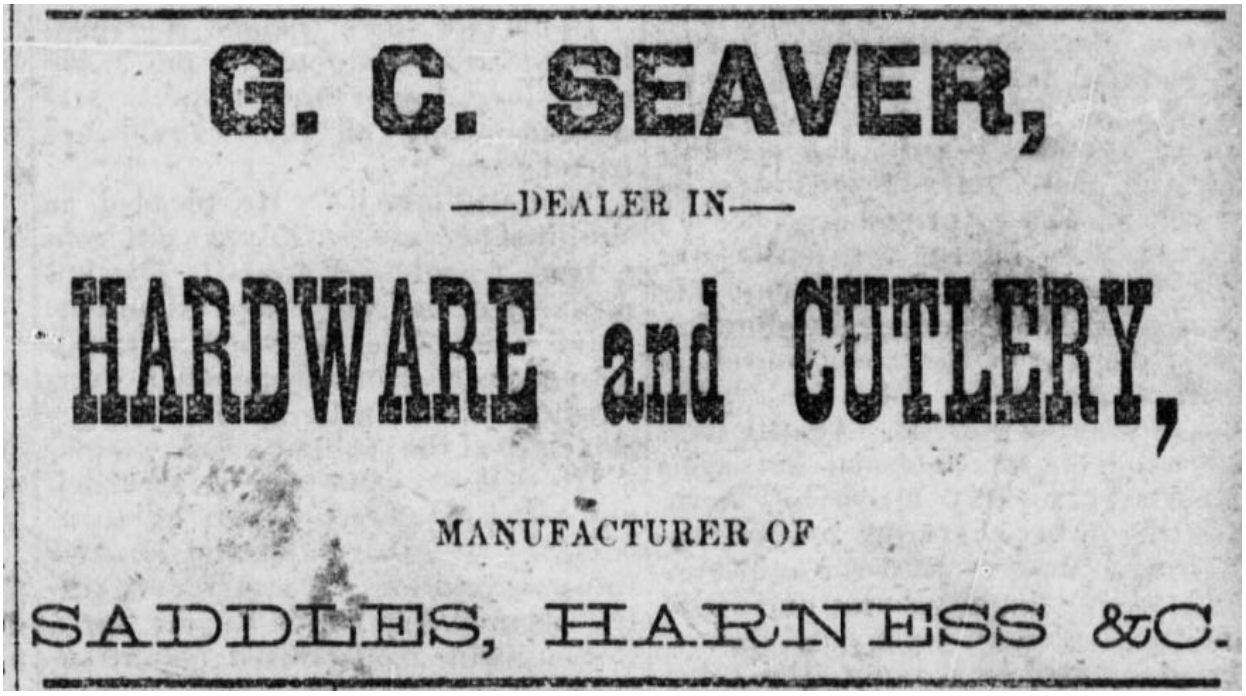


Figure 177. Johnson City Comet, 15 March 1884.

31 May 1884. Johnson City Comet.

"G.C. Seaver keeps everything in the hardware line. We are not in the habit of puffing widowers but George is an exception. He is really a clever man and sells cheap…"

7 March 1885. Johnson City Comet.

"Mr. G.C. Seaver will move his stock of hardware into the building occupied by McNeil & Wolfe."

4 April 1885. Johnson City Comet.

"Moved! Moved!! G.C. Seaver has moved to the Harris block next door to J.M. & H.P. Kings, where he will be found with a Large New Stock of Hardware."

14.1.2.2. W.R. Lewis & Son, Grocery Store, here 1885

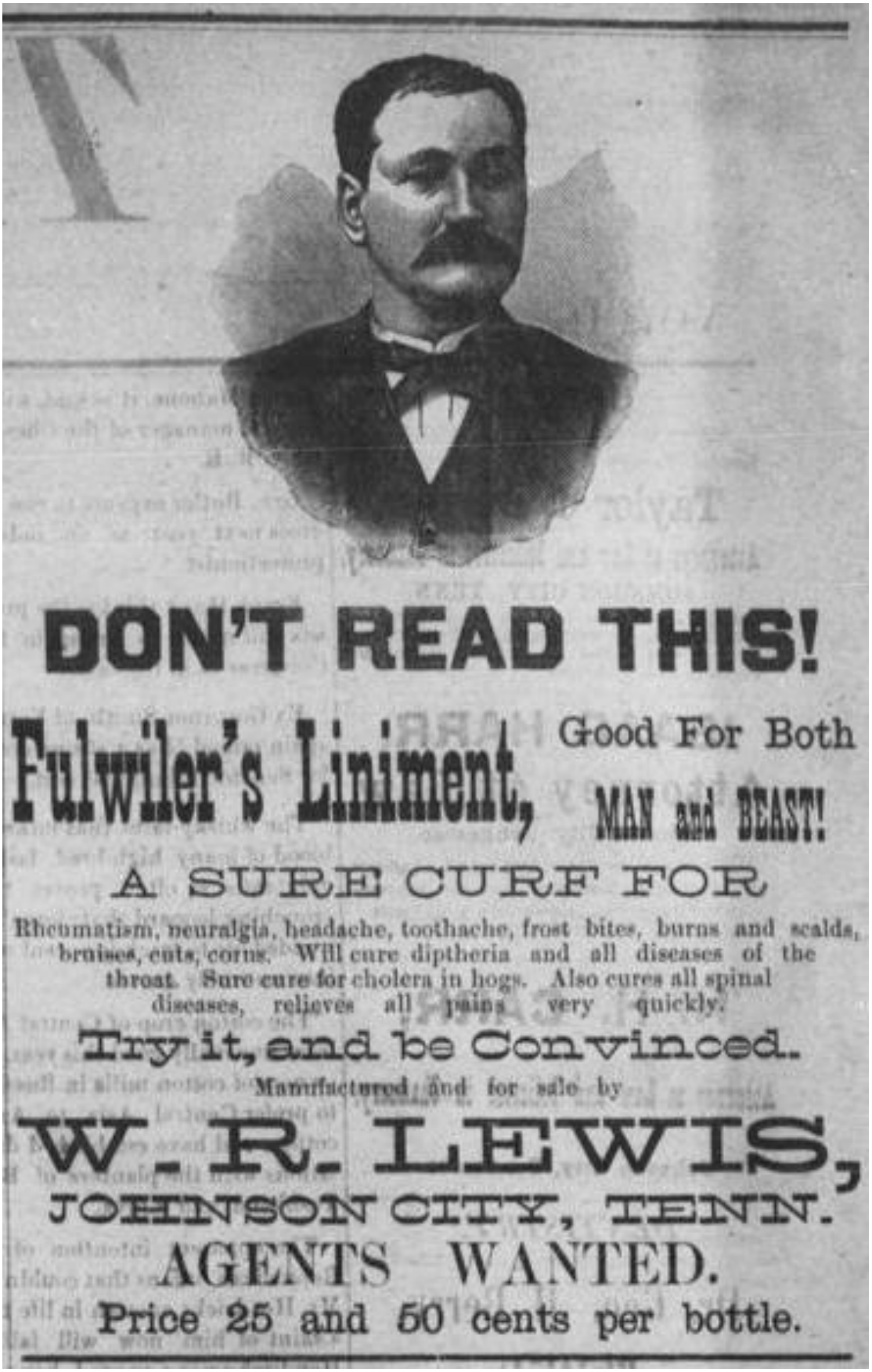


Figure 178. Johnson City Comet, 3 December 1885.
This advertisement ran until at least 3 June 1886.

3 December 1885. Johnson City Comet.

"Lewis & Son have moved their stock of groceries and provisions to the room in the Worley Block lately occupied by G.C. Seaver. They have fitted up the second floor for an oyster saloon and will always be prepared to furnish fresh oysters in any style at a moments notice." The author did not find any information on where this enterprise was previously located.

3 December 1885. Johnson City Comet.

"Salt $1.20 per sack at Lewis & Son's…. 14 pounds of nice brown sugar for $1… Lewis & Son keep fresh oysters on hand, and serve them at all hours. Keep a full line of fancy groceries on hand to sell cheap… All kinds of family groceries as cheap as the cheapest…" Similar items ran until at least 10 December 1885.

10 December 1885. Johnson City Comet.

"Bacon 7½ cents a pound at Lewis & Son's… Immense stock of flour from $2.75 to $3.00…"

17 December 1885. Johnson City Comet.

"W.R. Lewis & Son have moved their grocery store to the corner room in the Worley block, nearly opposite C.K. Lide's [in the Hart Building]. They now have a larger room and are better prepared to accommodate their customers. The firm has energy and enterprise and we are glad to see them succeeding." See Section 14.1.3.2. for the subsequent history of this enterprise.

14.1.2.3. George R. Brown, "City Restaurant," 1886 – 1890

6 May 1886. Johnson City Comet.

"Mr. Chas. N. Estes, with Geo. Brown, of Knoxville, moved his family to Johnson City Monday night and will spend the summer in our city."

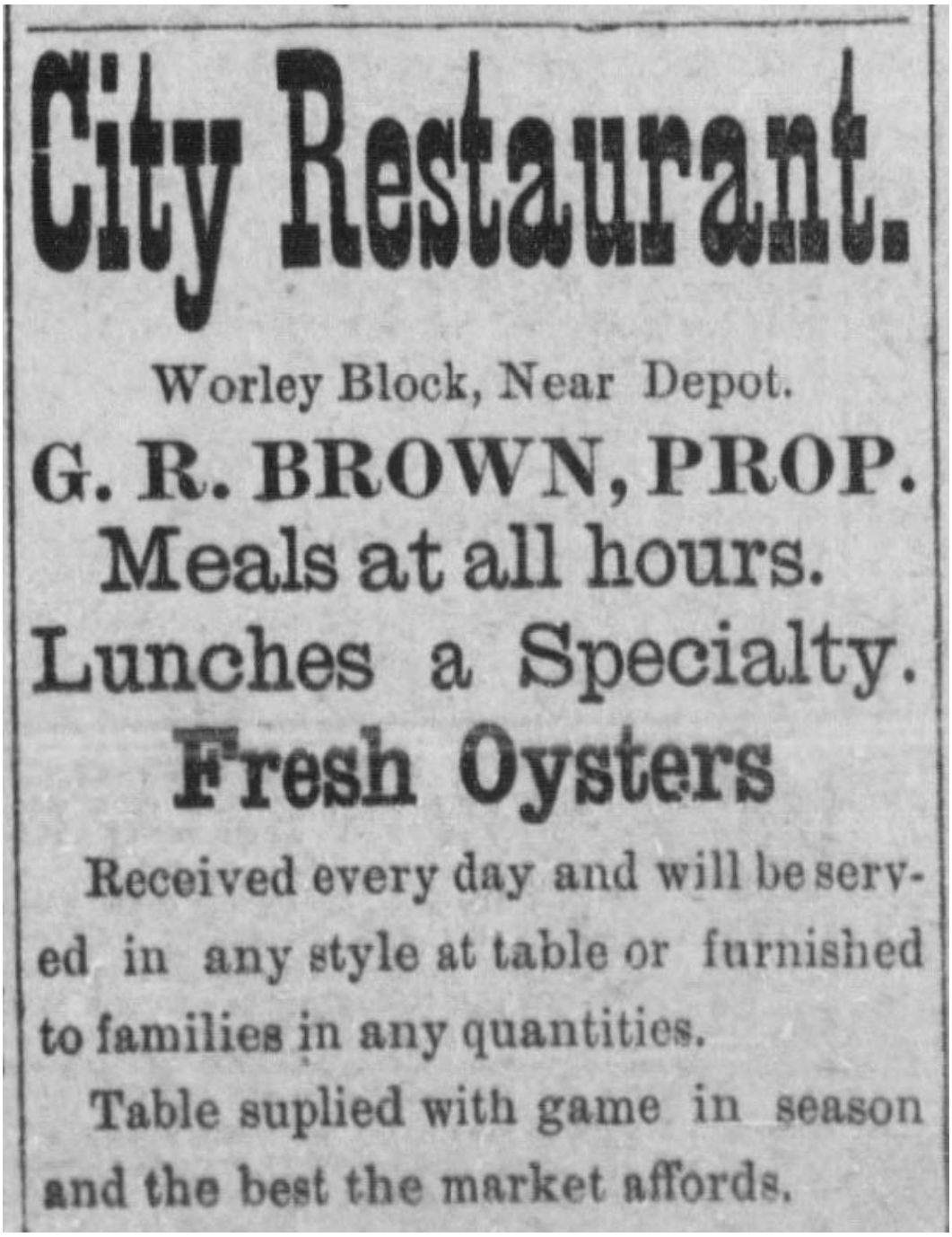


Figure 167. Johnson City Comet, 21 October 1886.

10 February 1887. Johnson City Comet.

"Geo. R. Brown. But a few steps from the depot is to be found the restaurant of Mr. Geo. R. Brown. The proprietor and his excellent lady have tried to introduce metropolitan methods here – the restaurant will serve oysters any style – will prepare general or special meals at the briefest possible notice and at rates that are far below those usually charged. In other words, Brown's restaurant is one that should be well supported – it is the only interest of its kind here, and it deserves support.

Fruits, bread, pies, cakes, etc., are served promptly. Confectionary is a specialty, also; the business is among the recognized interests of the city, and in maintaining it Mr. Brown is showing his faith in the advancement of the city."

28 April 1887. Johnson City Comet.

"Ice Cream Parlor. – Mr. George R. Brown has opened his ice cream parlors. He has fitted up the room just back of Chritzman's jewelry store handsomely and tastefully to be used as the ladies parlor. The entrance to this parlor is on Main [should read "Market"] street, and no gentlemen are allowed in this parlor unless accompanied by ladies. Entrance to Gent's parlor is on Railroad street. Ice cream on hand at all times and furnished to families in any quantities/ He respectfully solicits a share of the public patronage and guarantees satisfaction."

8 September 1887. Johnson City Comet.

"Geo. R. Brown receives fresh oysters every day, served in best style."

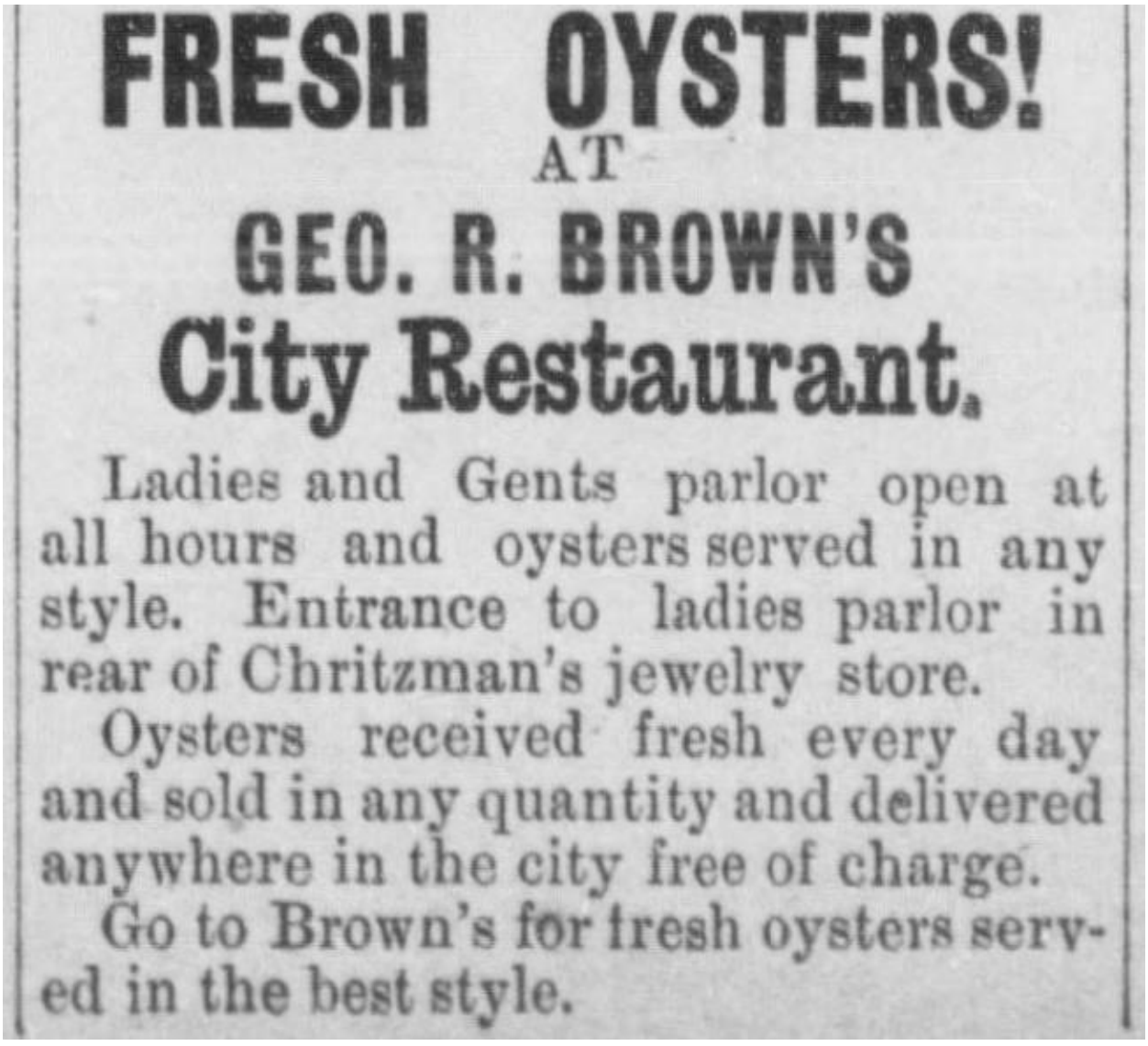


Figure 168. Johnson City Comet, 8 September 1887.
This advertisement ran until at least 29 March 1888.

20 October 1887. Johnson City Comet.

"G.R. Brown, the wide awake grocer, has just received a new peanut roaster and keeps fresh roasted peanuts and chestnuts on hand at all times."

5 January 1888. Johnson City Comet.

"Messrs. Henderson & Pierce gave their employees a dinner at Brown's restaurant on Saturday evening before Christmas. It was a pleasant occasion."

26 April 1888. Johnson City Comet.

"Ice Cream Parlor. I have re-opened my ice cream parlors and am now prepared to serve ice cream at all times in the parlors or to deliver it in any quantities at your dwellings. Ice cream in large quantities for parties and receptions at reduced prices.

I have just added new machinery and am better prepared to make cream than any one in the city and only make the best.

Entrance to gent's parlor through store on railroad street.

Entrance to ladies parlor on Main [should read "Market"] street in rear of Chritzman's jewelry store. No gentlemen admitted unless accompanied by a lady.

I have also just received a 'shaker' and am now prepared to make milk shakes and 'shake' lemonades equal to any city made.

My stock of fruits and confections is always full and fresh and I invite the public to call and be convinced. Respectfully G.R. Brown."

3 May 1888. Johnson City Comet.

"George Brown is keeping up with the times. He is now serving ice cream and wraps to parties who are determined to indulge in the luxury."

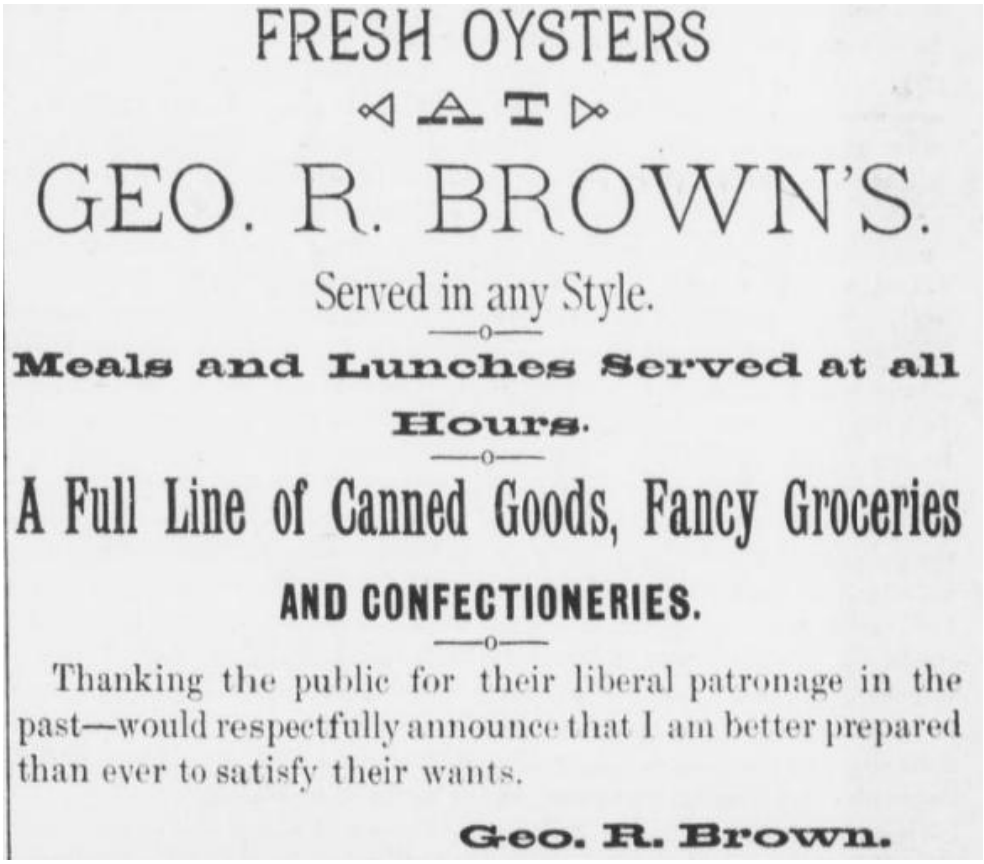


Figure 169. Johnson City Comet, 27 September 1888.
This and similar advertisements are until at least 22 November 1888.

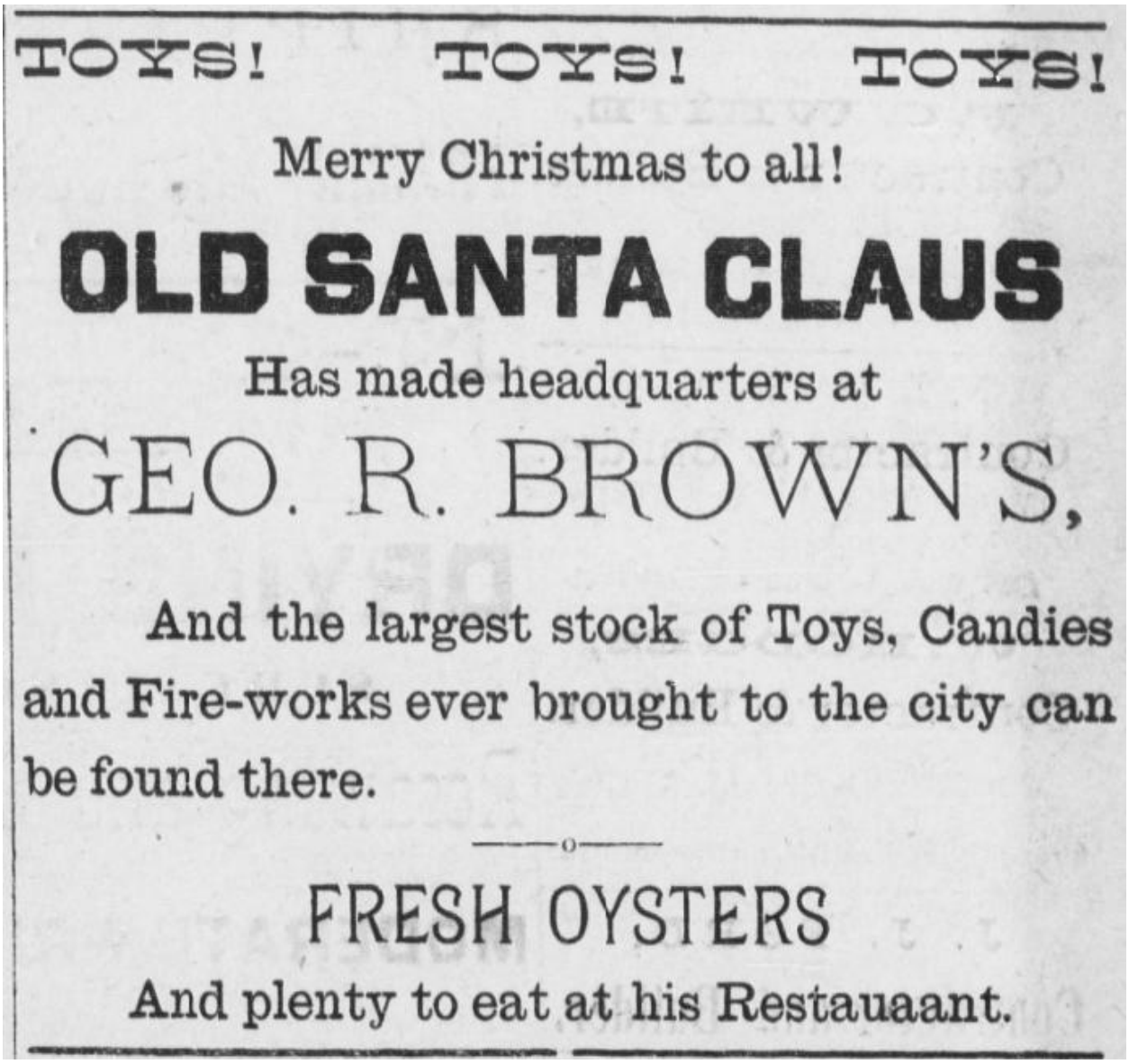


Figure 170. Johnson City Comet, 29 November 1888.
This advertisement ran until at least 20 December 1888.

13 December 1888. Johnson City Comet.

"Parties desiring to buy candies, oranges, &c., for Christmas will find it to their interest to call on George R. Brown before purchasing elsewhere."

31 January 1889. Johnson City Comet.

"Fresh oysters at Geo. R. Brown's… Bread, cakes and pies baked every day… Grapes, apples, bananas and oranges, fresh…" Similar items ran until at least 30 January 1890.

21 February 1889. Johnson City Comet.

"Fresh bananas at Geo. R. Brown's… Sweet potatoes… Fancy northern apples…"

5 April 1889. Johnson City Comet.

"Cod fish at Geo. R. Brown's… Milk shakes all the go at Geo. R. Brown's…"

11 April 1889. Johnson City Comet.

"Ice Cream at Geo. R. Brown's; parlor back of Chritzman's jewelry store. Open and in first class style. Call and see us… Fine lemons… Fancy groceries… Fresh Florida oranges… The best Milk Shake in town at Geo. R. Brown's, and lemonade the best made…"

25 April 1889. Johnson City Comet.

"George R. Brown has been remodeling his store room, and has his place fixed up in first-class style, and will be pleased to see all of his old customers and all who are in want of anything in the grocery line. He has a full stock of the most popular brands of cigars and tobacco, snuff, &c. Also the largest assortment and best fancy candies in town. Give him a call."

25 April 1889. Johnson City Comet.

"Anyone desiring a dish of first-class ice cream can be furnished with the same by calling at Geo. R. Brown's parlor, entrance back of Chritzman's jewelry store. Ice cream furnished in large or small quantity as desired. Give us a call and try for yourselves, and be convinced that we keep nothing but a first-class article."

2 May 1889. Johnson City Comet.

"Irish potatoes at Geo. R. Brown's… Strawberries and ice cream furnished in the first class style. Parlor back of Chritzmans jewelry store…"

30 May 1889. Johnson City Comet.

"Boned herring, mackerel and a barrel of salmon just received at Geo. R. Brown's… Farmers or any one shopping in town and desiring a meal or a place to stay, can be accommodated by calling at Geo. R. Brown's. Meals, 25 cents; lodging 25 cents… Best ice cream at Geo. R. Brown's served in the parlor at any time of the day or night. Entrance to parlor back of Chritzman's jewelry store. Cream also furnished to families or parties in small or large quantity on short notice…"

4 July 1889. Johnson City Comet.

"Egg crackers and ginger snapps at Geo. R. Brown's… watermelons and peaches fresh… Oranges and lemons fresh every day… Lemon and lime tablets… Geo. R. Brown keeps the freshest and best groceries and confectioneries in the city… Fresh cakes, jumbles and lady fingers… Fresh lot of candy just received…"

11 July 1889. Johnson City Comet.

"Country bacon at 9 cents per pound at Geo. R. Brown's… Fresh tomatoes… Corn meal…

Geo. R. Brown is agent for an improved mowing machine and scythe grinder. The mowing machine is warranted to give satisfaction and is the best on the market. The scythe grinder is the only one manufactured for grinding mowing machine knives. Go and see the machines when you are in the city."

18 July 1889. Johnson City Comet.

"Fine cakes and crackers at Geo. R. Brown's… General groceries, meat and flour… Fruit jars…"

25 July 1889. Johnson City Comet.

"Iced watermelons at Geo. R. Brown's… Mixed nuts and fresh roasted peanuts…"

15 August 1889. Johnson City Comet.

"The purest cigars in town at Geo. R. Brown's… Fresh country melons… You can get macaroni at Geo. R. Brown's…"

22 August 1889. Johnson City Comet.

"A fresh lot of stick candy just received at Geo. R. Brown's… Imported macaroni… A barrel of fine new salmon just received… A barrel of new genuine mackerel just received… Cod fish bricks fresh… Don't forget that Geo. R. Brown can furnish you with a bed for 25 cents or a square meal for 25 cents…"

29 August 1889. Johnson City Comet.

"As one season goes we must prepare for another; so as the ice cream season goes we must prepare for the oyster season, and this is what I am doing. I am making changes to have a private room for parties to partake of refreshments, and am fixing up my Ladies; and Gent's oyster parlor in first class style, and shall be pleased to see all of my old customers and as many new ones as will favor me with their patronage. I will assure you all that I will do my best to please you. I expect to be ready to furnish in any quantity desired and deliver free of charge any where in town, or wills serve them in my parlors in any style. I also intend to furnish them on the half shell. Thanking all for past patronage, and soliciting a fair share of your trade in the future, I am, yours with respect, Geo. R. Brown."

29 August 1889. Johnson City Comet.

"Fine Syrup at 50 cts. A galon at Geo. R. Brown's… Flour, meal, bacon, lard and all kinds of family groceries…

Remember that with very dollar's worth of goods you buy at Geo. R. Brown you receive a ticket on the handsome decorated dinner set which contains 96 pieces, and I will sell you goods at regular market price. Give me a trial and be convinced…"

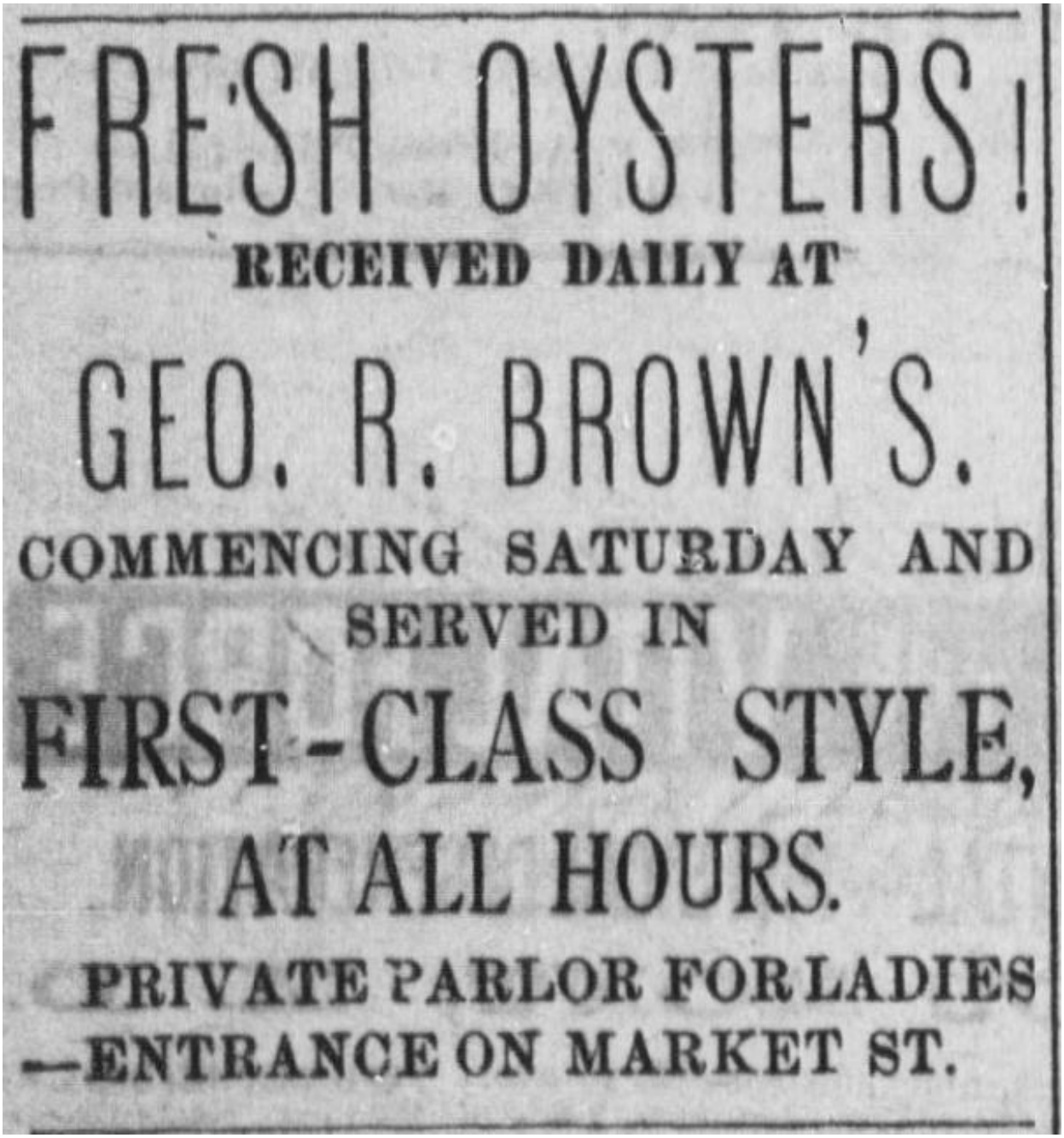


Figure 171. Johnson City Comet, 29 August 1889.
This advertisement ran until at least 6 February 1890.
This appears to be the last reference to this operation.

10 October 1889. Johnson City Comet.

"Go to Brown's restaurant for oysters and meals." This item ran until at least 28 November 1889.

5 December 1889. Johnson City Comet.

"Music Box. The largest and finest music box ever displayed in Johnson City – playing 10 tunes. Call and see it, at Geo. R. Brown's."

5 December 1889. Johnson City Comet.

"Leave your orders for produce at Geo. R. Brown's… Buckwheat flour and maple syrup on hot cakes… Fresh prunes and apricots… Saur Kraut…"

12 December 1889. Johnson City Comet.

"All kinds of musical instruments for boys, at Geo. R. Brown's – cheap… An endless variety of toys for the holidays… Mince meat, fresh and pure… Go to Brown's and buy a bag of candy and get a ticket in the first music box in the city… For fiddles, harps and banjo's…"[180] This was the last mention of this enterprise at this location, found by the author.

14.1.2.4. W.B. Balthis, "Groceries and Provisions," 1890 to perhaps 1891

8 May 1890. Johnson City Comet.

"W.B. Balthis will tell the people next week where to buy groceries and provisions. He was anxious to do so this week but there was not room in the Comet when he called."

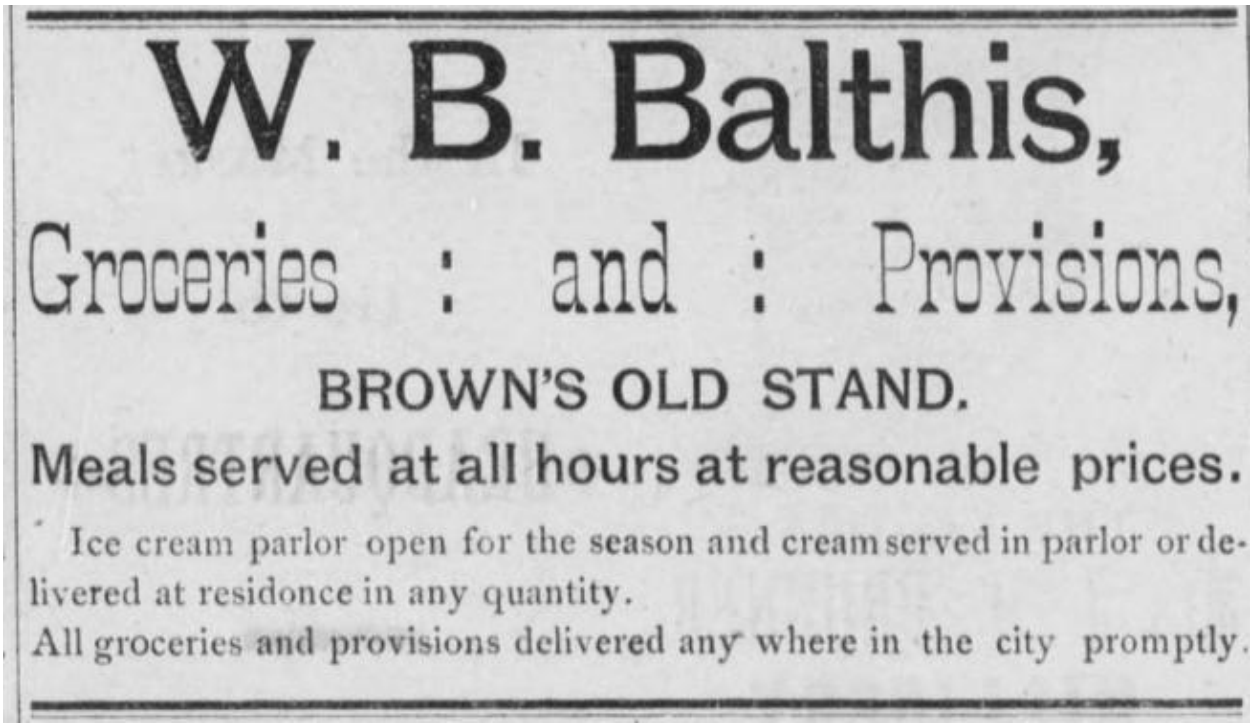


Figure 172. Johnson City Comet, 15 May 1890.
This advertisement ran until at 19 June 1890,
which was the last mention of this enterprise, found by the author.

January 1891. The Sanborn Fire Insurance Company map for this area shows that Store #4 was occupied by "Lunch," perhaps a reference to "W.B. Balthis," "Groceries and Provisions" "Meals served at all hours…"

14.1.2.5. J.J. Simpson, Restaurant, 1891

5 March 1891. Johnson City Comet.

"J.J. Simpson has rented his farm near this place to John Roller. Mr. Simpson will engage in the hotel business at Johnson City. – Limestone Cor. in Herald and Tribune."

26 March 1891. Johnson City Comet.

"J.J. Simpson, of Limestone, has moved to Johnson City, and opened up a neat restaurant in Geo. R. Brown's old stand."

22 October 1891. Johnson City Comet.

"J.J. Simpson keeps the best grade of oysters…" This was the last mention, found by the author, of this enterprise.[181]

14.1.2.6. T.J. Amburn, Davis Sewing Machine Agent, here? 1892

Note: The case for placing this enterprise at Store #4 is very weak. It is placed here only as a matter of convenience.

3 March 1892. Johnson City Comet.

"T.J. Amburn. The old reliable Davis Sewing Machine Agent is in the city again. Mr. Amburn is a hustler. Headquarters in Worley Block, Johnson City, Tenn." This item also ran on 10 March 1892. These were the only mentions, found by the author, of this enterprise at this location.

14.1.2.7. W.I. Burgiss/Burgess, Grocery Store, here? by 1893

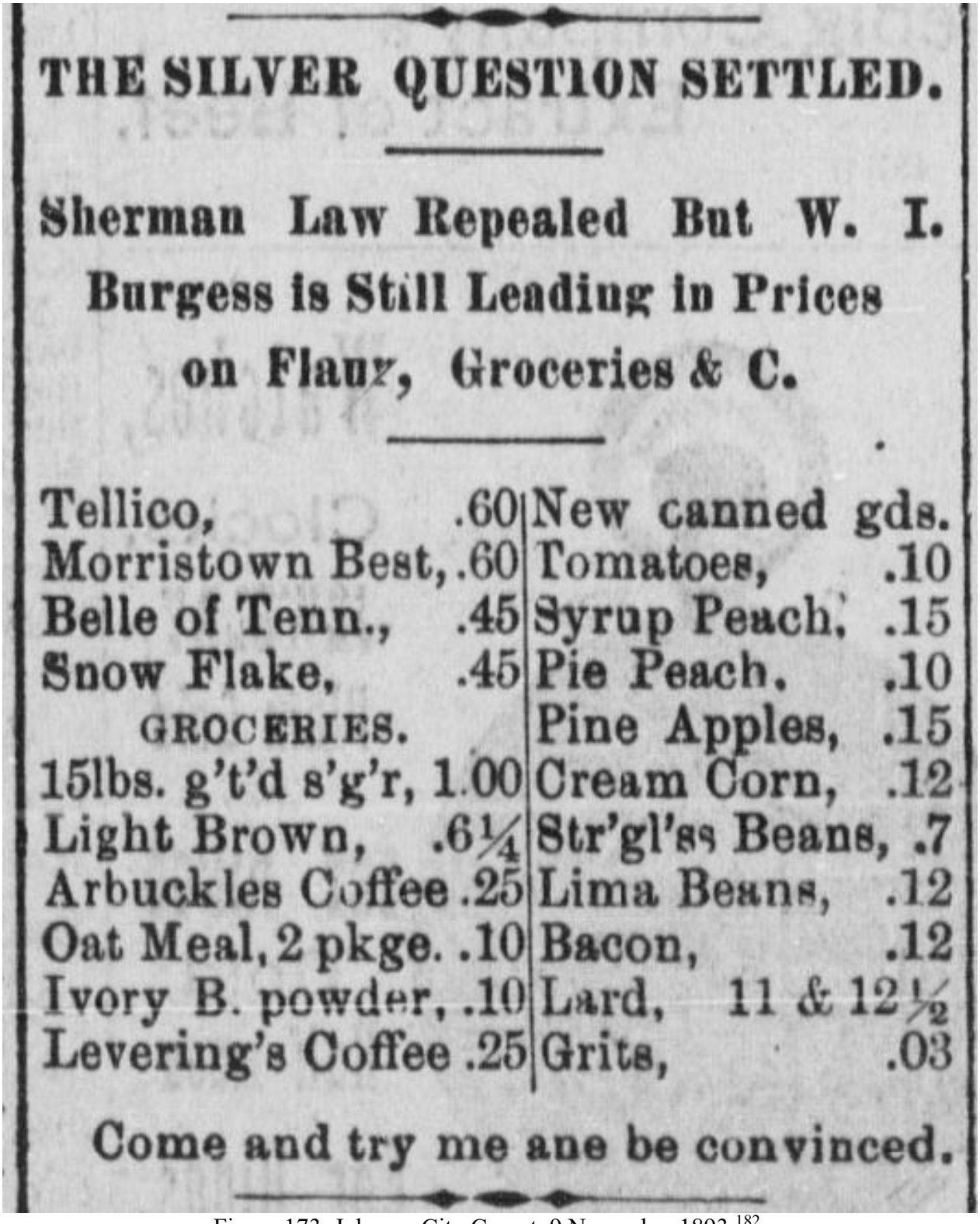
Note: The case for placing the following four successive grocery stores at Store #4 is weak. It is possible that all four grocery stores were successively at Store #3, see Table 4.

27 July 1893. Johnson City Comet.

"Free Trade. A big line of fresh groceries to be sold at the following prices: Tellico flour, 60c; Belle of Tennessee, 55c; Ivory, 55c; Watauga Family, 50c; Arbuckles coffee, 25c; bacon, 12½c; brown sugar, 14 pounds for $1.00; granulated sugar, 13 pounds for $1.00, at W.I. Burgiss'."

17 August 1893. Johnson City Comet.

"Congress has nothing to do with these prices. They are strictly business. Flour, Telico fancy, 60c.; Morristown Best 60c.; Bell of Tenn. 50c.; Granulated Sugar 14 lbs. $1.00; Light brown 15 lbs. $1.00; Brown 16 lbs. $1.00; Bacon 11c.; Lard 11c. to 12½c. Country Meal 60c. per bushel, at W.I. Burgiss'." A similar item appeared on 23 August 1893.



THE SILVER QUESTION SETTLED.

Sherman Law Repealed But W. I. Burgess is Still Leading in Prices on Flaur, Groceries & C.

Tellico,	.60	New canned gds.	
Morristown Best,	.60	Tomatoes,	.10
Belle of Tenn.,	.45	Syrup Peach,	.15
Snow Flake,	.45	Pie Peach,	.10
GROCERIES.		Pine Apples,	.15
15lbs. g't'd s'g'r,	1.00	Cream Corn,	.12
Light Brown,	.6¼	Str'gl'ss Beans,	.7
Arbuckles Coffee	.25	Lima Beans,	.12
Oat Meal, 2 pkge.	.10	Bacon,	.12
Ivory B. powder,	.10	Lard,	11 & 12½
Levering's Coffee	.25	Grits,	.03

Come and try me ane be convinced.

Figure 173. Johnson City Comet, 9 November 1893.[182]

14.1.2.8. Walter M. Belton and James B. Worley, City Grocery, here? 1893 – 1894

23 November 1893. Johnson City Comet.

"Jas. Worley and Walter Belton went down to Knoxville on the vestibule Wednesday to purchase a supply of groceries. They contemplate opening a grocery store in the building formerly occupied by the Citizens Bank [on the southeast corner of East Main and Spring streets]."

14 December 1893. Johnson City Comet.

"For fresh groceries go to the City Grocery. [Walter M.] Belton & [James B.] Worley, Props… Leave your orders for coal – the best in town – at the City Grocery, Citizens Bank building. L.C. Cartright Co."

28 December 1893. Johnson City Comet.

"The City Grocery. Has removed to the Worley Building, formerly occupied by W.I. Burgiss, and have opened a fresh meat market in connection with their stock of fancy groceries. We now invite the public to call and see us. Prices to suit the times…"

15 March 1894. Johnson City Comet.

"Staple and fancy groceries at W.M. Belton's… W.M. Belton knocks out prices on groceries… Cash paid for produce at W.M. Belton's…"

4 October 1894. Johnson City Comet.

"A Coal Yard. The ice season has about played out and cold weather will soon be knocking at the door with icy knuckles. Along with others, Jim Worley, our enterprising young merchant, has handled ice during the summer and furnished it to a great number of our citizens. We understand it is his intention to now run a coal yard. That's right, Jim; you can't begin it too soon. We want some ourself, and if we can trade our jack knife to advantage we'll give you a call, because every time we look at our summer pants and hear the knock of old winter at the door, we have an inkling of what the frigid zone is."

18 October 1894. Johnson City Comet.

"Removed. The City Grocery has moved from the Worley block to where W.I. Burgiss formerly kept, just east of Snapp & Englesing's livery stable and right at the head of Buffalo street."

14.1.2.9. Jim E. Leonard, Grocery Store, 1894

25 October 1894. Johnson City Comet.

"'Cheap Jim, the widow's son,' has moved into the old Worley stand from the one between Preas and the Staff office entrance."[183]

14.1.2.10. McMillan Brothers, Grocery Store, 1894 – 1895

20 December 1894. Johnson City Comet.

"The McMillan brothers have purchased the J.E. Leonard stock of groceries and are continuing the business at the Worley block."

21 November 1895. Johnson City Comet.

"The McMillan Bros. have bought out the active W.H. Stone, the latter going to Virginia. The McMillan Bros. have opened up on West Market street, opposite McNees's blacksmith shop."

May 1897. The Sanborn Fire Insurance Company map for this area shows that Stores #4 was vacant at this time.

14.1.2.11. Part of Hugh O'Boyle's Saloon?, by 1903

April 1903. The Sanborn Fire Insurance Company map for this area shows that Store #4 was occupied by a saloon, probably that of Hugh O'Boyle, see Section 14.1.3.5.

14.1.2.12. The Demolition of a Portion of the Worley Building along Market Street, 1904

Note: This section was placed here because it appears that the section of this building that was demolished was part of Store #4, see maps 3C and 4C.

7 April 1904. Johnson City Comet.

"The portion of the old Worley building on Market is being torn away to give place to a new building."

14.1.2.13. Nat Hyder, Barber Shop, 1907 – 1911

23 May 1907. Johnson City Comet,

"Barber Shop Moved. Nat Hyder has moved his barber shop to the O'Boyle building on the Southern railway. He is nicely fitted up with modern equipment and would be glad to have his old customers and many new ones call for business."[184]

25 July 1907. Johnson City Comet.

"Third Ward Barber Shop is located on Claiborne Street near Maple and is being run by Nat Hyder, first class in every respect."

Note: This is the only mention found, by the author, of this enterprise operating "on Claiborne Street near Maple." Perhaps Nat Hyder operated both simultaneously or he only operated the barber shop on Claiborne Street for a couple of months or so before returning to the O'Boyle Building.

19 September 1907. Johnson City Comet.

"Nat Hyder, the barber, is now located on the public square, west side of Southern railway. He will appreciate a share of your patronage."

26 September 1907. Johnson City Comet.

"Nat Hyder, the old reliable, has purchased the barber shop in the O'Boyle block, on the square, and is giving patrons and friends his customary attention." This item ran until at least 24 October 1907.

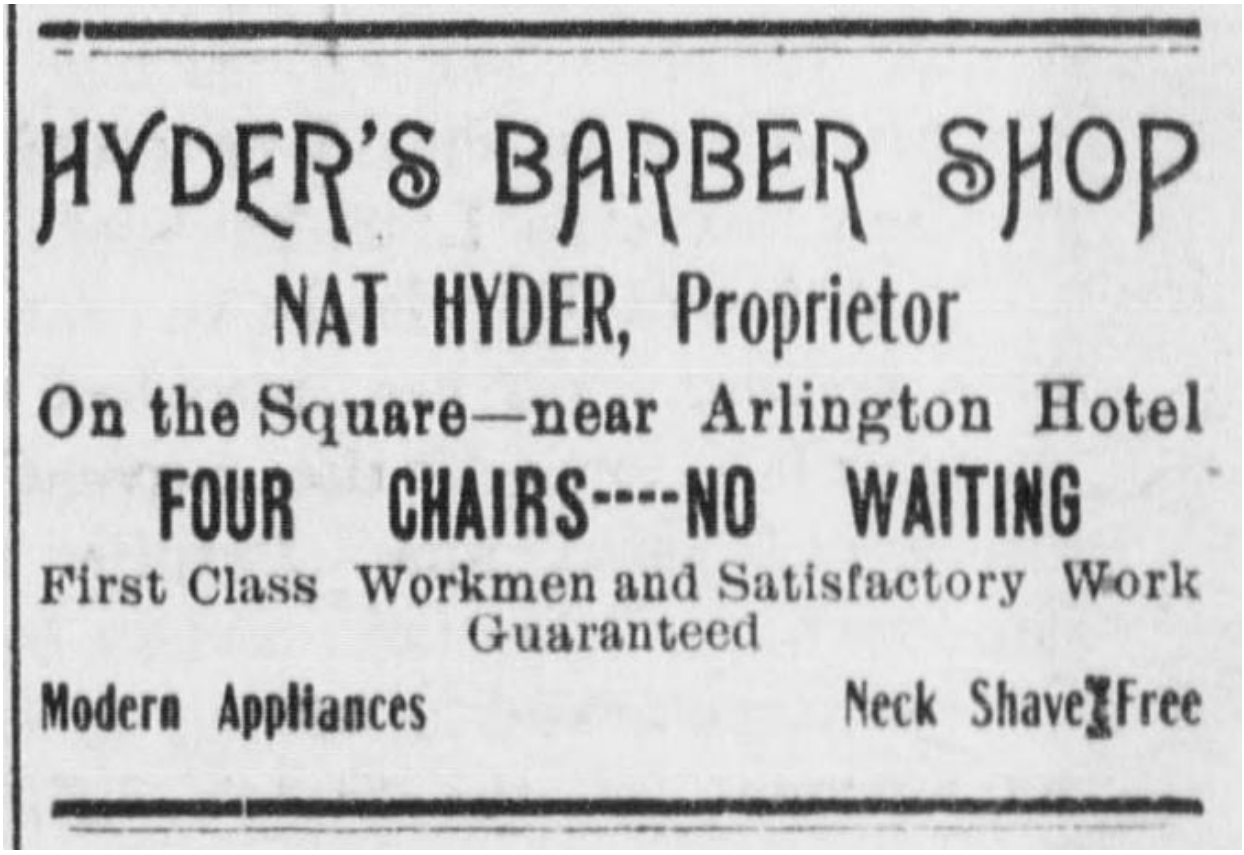


Figure 174. Johnson City Comet, 23 January 1908.
This and similar advertisements ran until at least 27 July 1911.

December 1908. The Sanborn Fire Insurance Company map for this area shows that Store #4 was occupied by a "Barber" shop, "Hyder's Barber Shop."

20 July 1911. Johnson City Comet.

"Nat Hyder Will Go to California – Nat Hyder, the barber, will leave this week with his wife for California to make their future home on the Pacific coast. Nat is not only one of the oldest but is one of the best barbers in the city. He has been here all his life and is one of our most respectable negro citizens. He has been successful in his profession, and has energy and intelligence sufficient to succeed in his new home and has many friends here, both white and colored, who wish him well."

14 December 1911. Johnson City Comet.

"At It Again. I will be located in the Planters hotel on or before Saturday, the 16th instant, ready to serve the public in tonsorial work. Respectfully, Nat Hyder, Barber."

July 1913. The Sanborn Fire Insurance Company map for this area shows that Store #4 had been partitioned into Store #4 and Store #5, occupied by an unidentified restaurant and an unidentified barber shop, respectively, by this time.

14.1.2.14. C.D. Cadieu, "Quality Shoe Repair Shop," here 1914 to no later than 1916 (Store #5)

Note: The author has assigned store numbers in a fashion that enables a consistent identification of the location of the various enterprises, despite changes to the internal partitioning of the "Worley/O'Boyle Building." This store numbering system has no historic meaning, but has been adopted here in the interest of convenience and clarity, see Table 4 and Map 1E.

July 1913. The Sanborn Fire Insurance Company map for this area shows that Store #4 had been partitioned into Store #4 and Store #5, occupied by an unidentified restaurant and an unidentified barber shop, respectively, by this time, see Maps 4F and 5F.

19 November 1914. Johnson City Comet.

"C.T. Cadieu has removed his 'Quality Shoe Repair Shop' to Fountain Square, three doors north of the Dixie Theatre. See his ad."

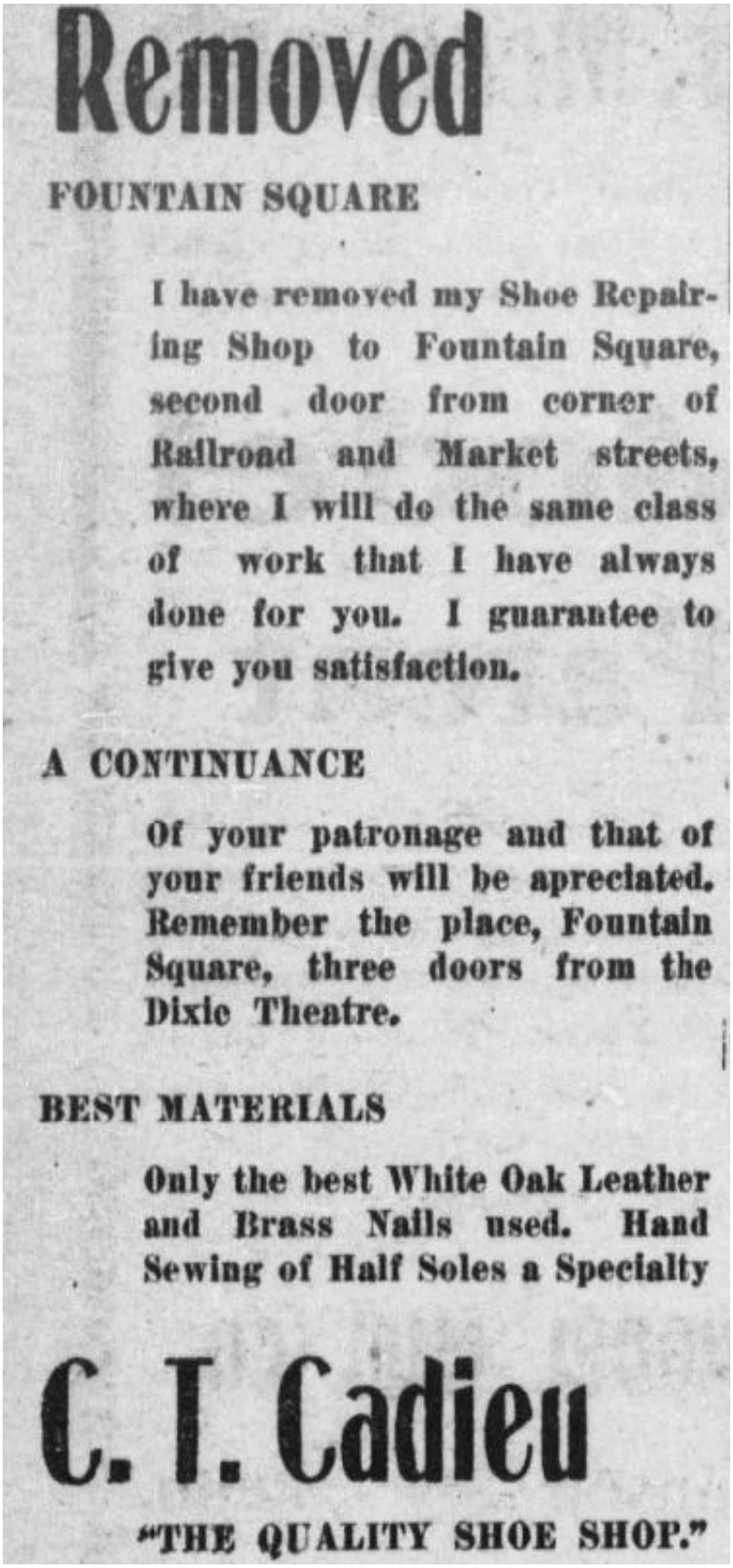


Figure 175. Johnson City Comet, 19 November 1914.
This advertisement ran until at least 26 November 1914.
Note: These were the only mentions of this enterprise at this location, found by the author.[185]

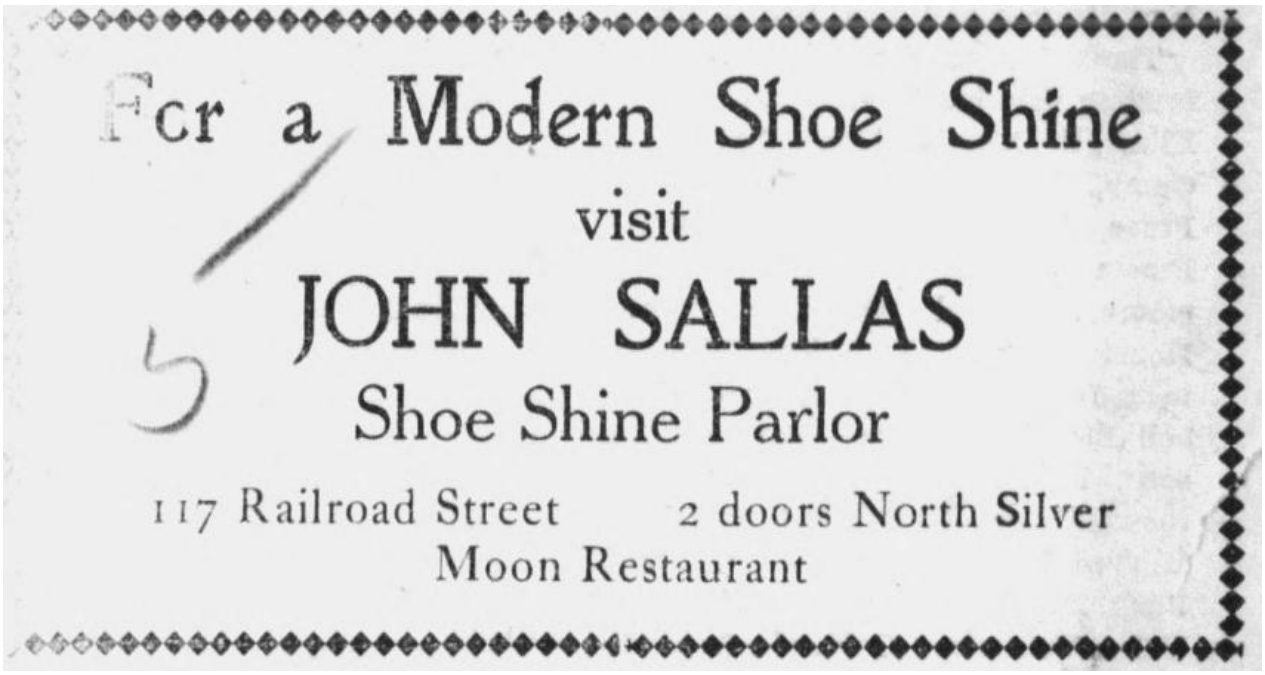


Figure 176. Johnson City Comet, 17 February 1916.
This was the only mention, found by the author, of this enterprise.

About 1919 or 1920. John Sallas and his "Shoe Shine Parlor" may have expanded into Store #6 at 101 West Market Street and which had "Boston Shoe Repair Shop" sign painted on this portion of the building, see Figure 160B.

February 1920. The Sanborn Fire Insurance Company map for this area shows no occupant information for store #5, perhaps it formed part of the "Cobbler" shop at Store #6. Note, Store #5 may have been specifically annotated "This B'ld'g has been condem'd," or this condemnation may apply to the entire "Worley/O'Boyle Building," however the arrow appears to point only to store #5. Nevertheless, the entire "Worley/O'Boyle Building" was removed about 1923; so perhaps, the entire building was condemned at this time.

14.1.3. Store #6
(Southwest corner of West Market Street and the railroad)

City Bakery, 1884
W.R. Lewis & Son, Grocery Store, here 1885 – 1887
T.M. Chritzman, Jewelry Store, 1887 – 1891
Dan McCoy, Saloon, by 1894
Hugh O'Boyle, Saloon, 1894 to perhaps 1903
Thomas Gray, Meat Market (?), by 1907
John F. Pierce, Grocery Store, 1908? – 1909
O.E. Walters, Grocery Store, 1909
Johnson City Ice Cream Company, 1910 to perhaps 1915
T.J. Cox, Ice Cream Company, here? by 1916
Boston Shoe Repair Shop, about 1919 or 1920

Note: The author has assigned store numbers in a fashion that enables a consistent identification of the location of the various enterprises, despite changes to the internal partitioning of the "Worley/O'Boyle Building." This store numbering system has no historic meaning, but has been adopted here in the interest of convenience and clarity, see Table 4 and Maps 1E.

14.1.3.1. City Bakery, 1884

3 May 1884. Johnson City Comet.

"The new Bakery has been removed from the old Hyder stand to Dr. Worleys property. A new oven has been built and the bakery is now ready to feed the hungry. Dr. Worley will soon have everything in splendid shape. He will keep on hand a constant supply of Ice cream and lemonade, and all kinds of cakes and confectioneries. Go to the bakery and see and taste for your selves."[186] The author did not locate any information on the location of the "old Hyder stand."

24 May 1884. Johnson City Comet.

"Dr. Worley has quit the drug business, and is now feeding the hungry. Who ever wants a sandwich or a wich without the sand; who ever wants a pie or a slice of cake, a glass of lemonade, a loaf of bread; who ever wants a pound cake or a fruit cake, a jelly cake or a lemon cake or any other kind of cake, can have their wants satisfied at the City Bakery, on Church street, west of the E.T.V. & G.R.R. The City Bakery will supply you with bread, cake, pies and all sort of tooth sweetness."

7 June 1884. Johnson City Comet.

"For Sale. – The city Bakery is offered for sale by Dr. Worley, owing to the condition of the Dr.'s health, he is not able to attend to the business and will give a good bargain on good terms." Doctor W.W. Worley "Died Mar. 10th 1885."[187]

5 July 1884. Johnson City Comet.

"Bloomer the baker feasted The Comet gang on cake yesterday; this accounts for the sweetness of the Comet this week. If any body wants a delicious cake or anything in the pastry line he cannot want long if he will only go to the city bakery. We hope Bloomer will continue to bloom and bake cakes among us."

2 August 1884. Johnson City Comet.

"The City Bakery, prepared for the ice cream supper seven cakes… pies… Bread and cakes can be made at the City Bakery on short notices. Prices reasonable…" Similar items ran until at least 13 September 1884. 13 September 1884 was the last mention, found by the author, that appears to relate to this enterprise at this location.[188]

14.1.3.2. W.R. Lewis & Son, Grocery Store, here 1885 – 1887
Previously in Store #4 of the Worley Building, see Section 14.1.2.2.

17 December 1885. Johnson City Comet.

"W.R. Lewis & Son have moved their grocery store to the corner room in the Worley block, nearly opposite C.K. Lide's [in the Hart Building]. They now have a larger room and are better prepared to accommodate their customers. The firm has energy and enterprise and we are glad to see them succeeding."

25 March 1886. Johnson City Comet.

"See change in Sim Hyder's ad. He has moved down over W.R. Lewis' store."[189]

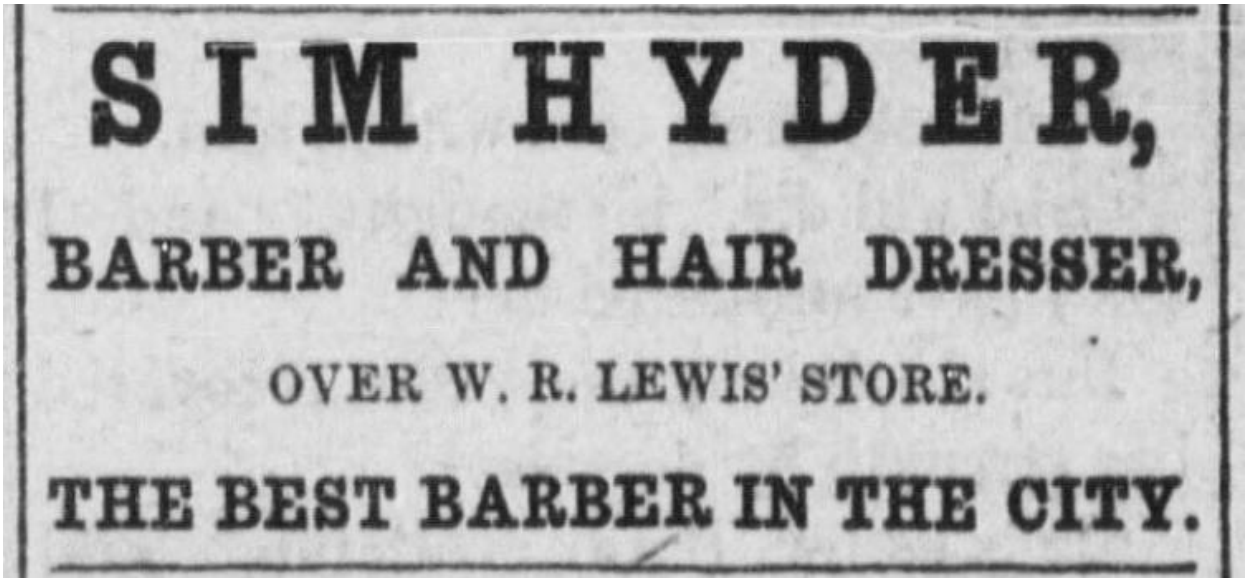


Figure 179. Johnson City Comet, 25 March 1886.

Note: This advertisement ran until 1 April 1886, and was the last mention found, by the author, of this enterprise.

17 February 1887. Johnson City Comet.

"Mr. W.R. Lewis has moved his stock of groceries and produce into the Hale Block."

14.1.3.3. T.M. Chritzman, Jewelry Store, 1887 – 1891

3 March 1887. Johnson City Comet.

"Mr. F.M. Chritzman, of Gettysburg, Pa., arrived last Tuesday morning and is now fitting up the room in the Worley Block, lately occupied by W.R. Lewis, for a jewelry store. He expects to have everything in order and will open his doors for business by Saturday. Mr. Chritzman comes well recommended as an experienced jeweler and practical watchmaker. He will carry a large stock of everything usually found in a first-class jewelry store, and will guarantee everything he sells, or all work done, to give satisfaction and to be just as represented. Mr. Chritzman will move his family to Johnson City about the first of May."

17 March 1887. Johnson City Comet.

"Go to Chritzman's new jewelry store for anything in the jewelry line. Everything first-class and guaranteed."

7 April 1887. Johnson City Comet.

"Chritzman has a fine stock of clocks at low prices come and see…

Chritzman is selling watches, clocks and jewelry at prices that will open your eyes, come and see. No trouble to show goods…

Repairing of all kinds done at short notice, satisfaction given or money refunded at Chritzman's…

Chritzman will open next week the finest line of silverware ever brought to Johnson City. Let everybody come and see it from the oldest to the youngest."

11 August 1887. Johnson City Comet.

"Any thing wanted in the jewelry or watch and clock line go to Chritzman under the sign of the big ring."

8 September 1887. Johnson City Comet.

"Chritzman, the jeweler, is putting a new front in his building on corner of Main [should read "Market"] and Railroad streets. When completed he will have one of the nicest store rooms in the city and will display the largest stock of jewelry and silverware ever brought to Johnson City."

26 January 1888. Johnson City Comet.

"It may be new to many of your readers to known that there is a first-class taxidermist in Johnson City. I refer to F.M. Chritzman, specimens of whose taxidermy occupy prominent place, in the Smithsonian Institute, Washington. In the gentleman's elegant jewelry establishment display is also given to his skill in maintaining the beauty and life like appearance of birds and animals.

Mr. Chritzman is also an expert in the intricacies of watchmaking and jewelry and has been engaged severally in the celebrated works of the Elgin, Waltham and Springfield companies. His establishment is a little palace, with its cabinets and glass cases stored with rich and rare jewelry, silverware and articles of virtu and the holiday trade proved the good taste of the citizens. The stock is very complete for such a region of country and includes diamonds and gold to precious stones of lesser value and plated wares.

In repairing Mr. Chritzman has patrons from North Carolina and since his coming to Johnson City in Marcj 1887 has gained a grand business and a grand reputation.

The gentleman was born at Gettysburg, Pa., in 1857 and since fourteen years of age has been connected with his present line of business, He is a stockholder in the tobacco works and is interested in every public advancement in fact he is a live, active and progressive gentleman. Carswell."

1 January 1891. Johnson City Comet.

"F.M. Chritzman made an assignment last Saturday for the benefit of his creditors. C.L. Seehorn is the assignee. The liabilities are about $2,500 and the assets slightly over $2,600. Inability to make collections is given as the reason for the assignment, and it is probable that the trouble will only be temporary."

January 1891. The Sanborn Fire Insurance Company map for this area shows that Store #6 was occupied by a "Jewelry" store, that of F.M. Chritzman.

14.1.3.4. Dan McCoy, Saloon, by 1894

20 September 1894. Johnson City Comet.

"Dan McCoy has become tired and disgusted with selling liquor, and disposed of the contents of his saloon (the whole thing) to John Gregg. Dan will now go into the banking business."

Note: This was the first mention, found by the author, of Dan McCoy operating a saloon at this location. Additionally, this deal appears to have fallen through, as it appears that Hugh O'Boyle actually moved into this property at Market Street and Southern Railway, see 11 October 1894, below. See also figures 156A and 157.

14.1.3.5. Hugh O'Boyle, Saloon, 1894 to perhaps 1903

11 October 1894. Johnson City Comet.

"We don't know whether it is considered a revival of business or not, but it is a fact that two new barrooms have been established recently. [John] Gregg has withstood the roasting which the traveling evangelist, the Rev. Mr. Boyd, inflicted upon the barkeepers of this town and established a bar on West Main; and [Hugh] O'Boyle has done likewise at the old stand recently vacated by Dan McCoy."

3 October 1895. Johnson City Comet.

"Old Liberty Bell – Not the Columbia Bell, But the Genuine article, Will be in Johnson City October 6, On its way to the Atlanta Exposition. The old liberty bell, the bell that first announced by its peal the declaration of independence, will be in Johnson City for twenty-two minutes on Sunday, October 6…

The special train bearing this bell will arrive at 3:40 p.m., and remain 22 minutes, thus affording all an opportunity to see this, America's greatest relic.

The car containing the bell will stop on the public square, and in order that all may see, the committee on arrangement have adopted the following plan:

All school children are requested to meet at 3:25 on the corner of Roan and Main streets…" See Figure 156.

23 July 1896. Johnson City Comet.

"Shot in the Thigh. Lately several white boys, who could have found better employment had they so desired, came to the conclusion that they had control of the town and proceeded to disport themselves in a manner not calculated to secure for them even the slightest respect of the well-behaved, peaceably-inclined citizens of the community. Among other weighty matters that engaged their attention was the fact that the colored population was conducting itself in a too orderly and peaceable manner, and that something should be done to break the monotony of this good behavior. They accordingly decided upon a plan of action which resulted in the serious wounding of an innocent party and the narrow escape of several others.

Their plan of attack (for such it was) was to fill their pockets with stones and loiter about the depot until the 8:30 train had passed up, after which they would saunter down the street, demeaning themselves pretty much as they pleased. If one or more negroes came in sight they also came in for a shower of stones, without having offered the slightest provocation other than that furnished by their presence. The negroes submitted to this very uncalled-for treatment for two or three nights, and when 'longer forbearance had ceased to be a virtue' they naturally prepared to resent these assaults.

Saturday night the colored people gave a supper in the old 'Fishback Hall,' and the would-be regulators concluded that it would be a good time to 'get in their work,' as they termed their foolhardy conduct. About 9:30 a young white man, John Davis, and two or three friends were passing through the public square when John Hale, a tough negro, brushed against young Davis and applied to him very uncomplimentary epithets which were indignantly repelled. The wrangle resulted in the negro pulling his gun and firing at young Davis. The first shot went wide of its mark, the second struck a beer sign on the front of O'Boyle's saloon, and glancing off passed unpleasantly close to the heads of two passers-by. The third shot took effect in Davis's right thigh, and he has been confined to his bed ever since. He is getting along exceedingly well, however, notwithstanding the ball has not yet been located. The negro escaped and is still at large."

19 August 1896. Jonesborough Herald and Tribune.

"Circuit Court. The following cases were tried and disposed of at the last term of Circuit Court, which adjourned last Thursday…

Hugh O'Boyle – Selling cigarettes and giving liquor to minor; not guilty…"

May 1897. The Sanborn Fire Insurance Company map for this area shows that Store #6 was occupied by a saloon ("Sal."), apparently that of Hugh O'Boyle. It also appears that this saloon included Store #5, which was also labeled a saloon ("Sal.") at this time.

26 May 1898. Johnson City Comet.

"The Great Battle Fought! Tuesday evening, shortly after dusk, the combatants – Chas. Jones, Will Owens, Will Correll and Jefferson Davis, who represented 'Jeffersonian Democracy,' and who also received the worst of the encounter – met in front of Hugh O'Boyle's saloon in old time style and proceeded to 'mix up' matters. After a fierce struggle between the 'Burly Pugilists,' the 'engagement' was brought to a close by their seconds who threw up the sponge, and declared the 'mill off.' But little damage was done to our fleet."

21 September 1899. Johnson City Comet.

"Hugh O'Boyle is back in harness, having bought the stock, fixtures and good-will of Thos. O'Donnell last Monday. Hugh looked a long time for a better town than Johnson City, but could not find it, and decided to re-enter business here." Note that the location is not specified.[190]

April 1903. The Sanborn Fire Insurance Company map for this area shows that Store #6 was occupied by a saloon ("Sal."), apparently that of Hugh O'Boyle. It also appears that this saloon included Store #5, which was also labeled a saloon ("Sal.") at this time.

14.1.3.6. Thomas Gray, Meat Market (?), by 1907

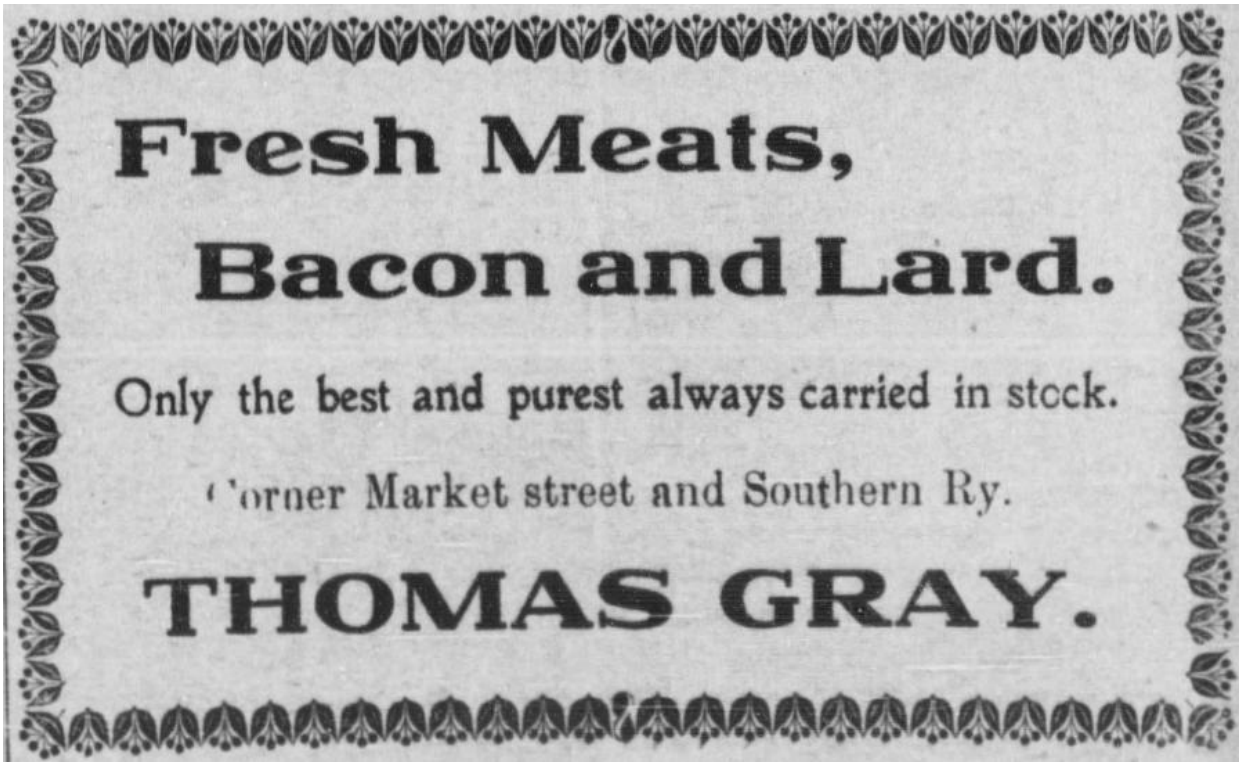


Figure 180. Johnson City Comet, 3 January 1907.
This advertisement ran until at least 21 February 1907.
This advertisement was the only mention to this enterprise, found by the author.

December 1908. The Sanborn Fire Insurance Company map for this area shows that Store #6, at 101 West Market Street, was occupied by a grocery store ("Gro."), probably that of John F. Pierce.

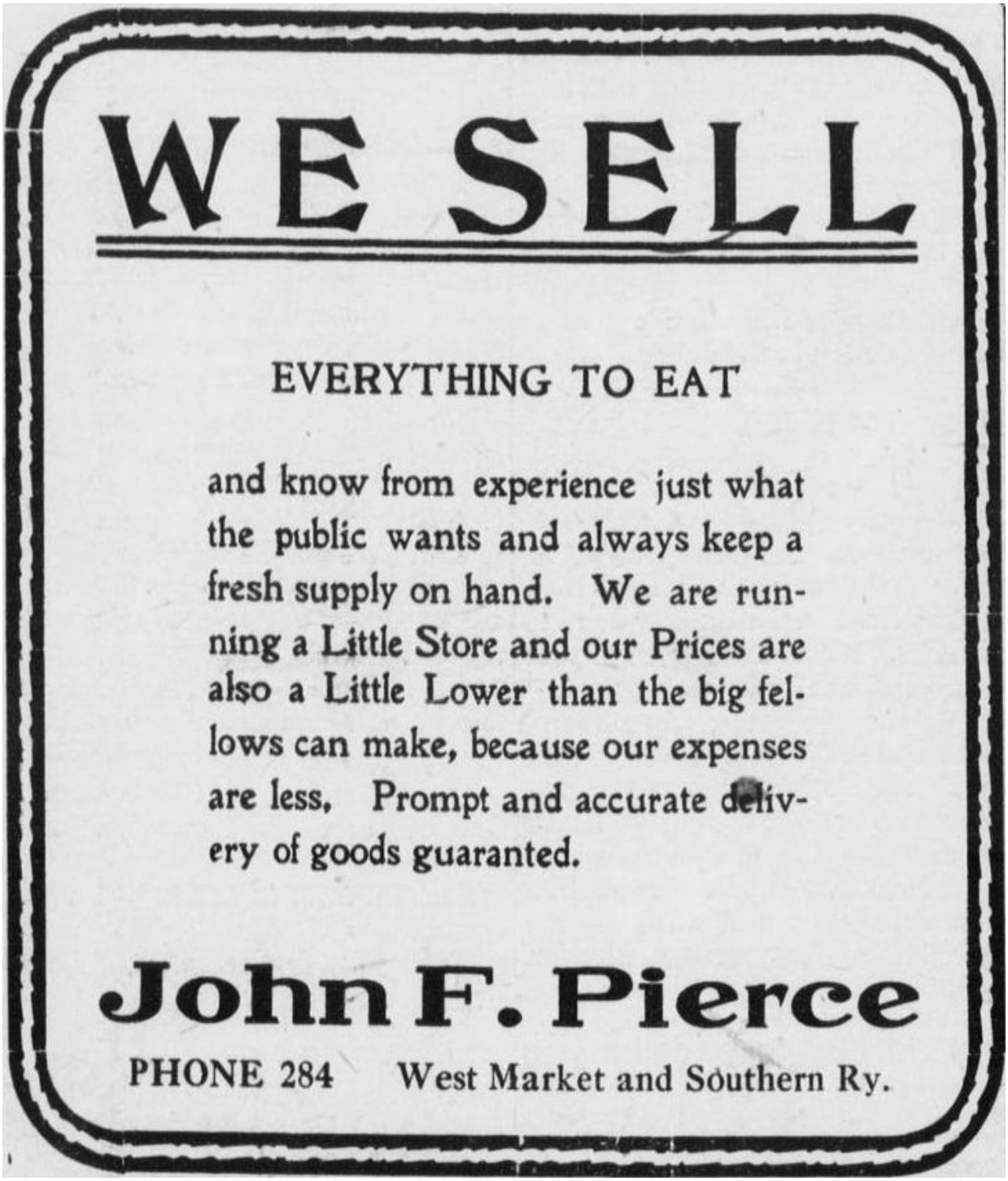


Figure 181. Johnson City Comet, 14 January 1909.
This advertisement ran until at least 4 February 1909.
This advertisement was the only mention to this enterprise, found by the author.

14.1.3.8. O.E. Walters, Grocery Store, 1909

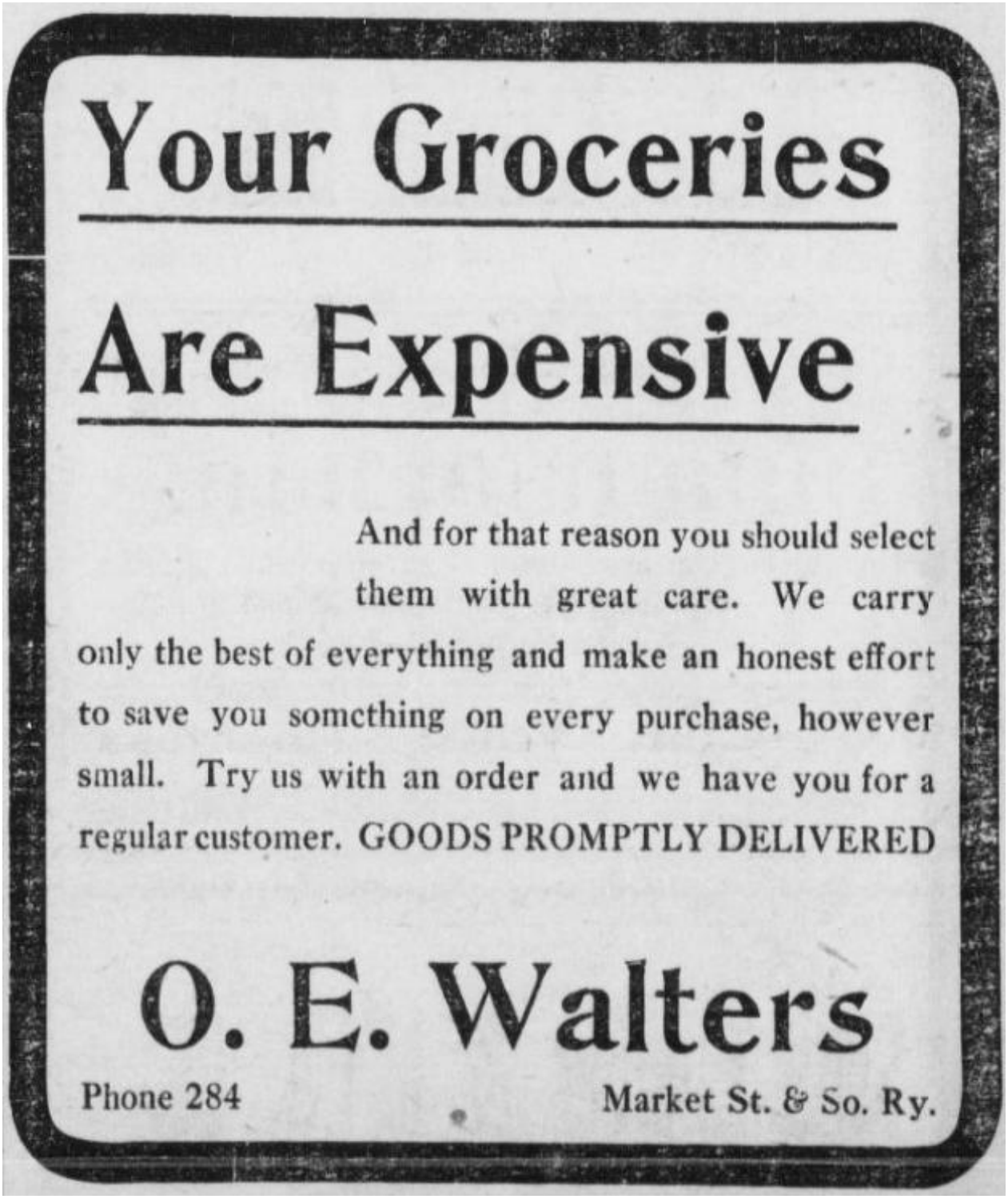


Figure 182. Johnson City Comet, 6 May 1909.
This advertisement ran until at least 27 May 1909.
This advertisement was the only mention to this enterprise, found by the author.

14.1.3.9. Johnson City Ice Cream Company, 1910 to perhaps 1915
T.J. Cox, Ice Cream Company, here? by 1916

31 March 1910. Johnson City Comet.

"Something About Ice Cream – On April 1st, I will get my herd of Jersey milk cows back home. After which time I want to furnish the good people of Johnson City and surrounding towns and country their ice cream. My cows are all Jerseys and ¾ of my herd are three years old and the direct off springs of the thoroughbreds from the Soldiers' Home which were bred by Mr. W. Gettys, of Athens, Tenn., who is the finest Jersey stock raiser in the South, thus insuring good stock and good milck. I will buy the remainder of my cream from Jas. F. Martin who has been furnishing many of the best citizens of this town their butter for 20 years. No milk shipped from a distance or picked up promiscuously. I have 142 pounds of vanilla beans no in soak from which I will make my extract. I also have many fine peaches canned in Pasadena Los Angeles Co., Cal., and many strawberries with which I will make cream flavored with the pure fruit. I use no corn starch, consequently the Jersey color of the cream will not be taken out with corn starch. The care of the milk will be under the supervision of Mrs. T.J. Cox. The manufacturing of the cream will be under my own supervision. Therefore I Guarantee nothing common or unclean to… my motto is to never disappoint you and guarantee satisfaction. My phone number is 25 instead of 255 as found in your phone book. Please mark out the last 5 in your… book. My place of business is in the Isaac Harr brick building first across the railroad on West Market Street. Hoping to get many of your orders during the coming season. I am Yours Truly T.J. Cox. March 24, 1910."

Note: This is the only reference, found by the author, to the "brick building first across the railroad on West Market Street" being associated with Isaac Harr.[191]

15 September 1910. Johnson City Comet.

"Southern is Erecting Gates – Yesterday morning the Southern Railway began erecting gates at the Roan street crossing and will also protect Main and Market street crossings in a like manner, the three being operated by compressed air from a signal tower. This will be cheerful news to Johnson Citians."

"Will Erect Tower Near Fountain – The Southern will operate the gates to be erected at Main and Market street crossings by compressed air from a watchtower to be erected on the square near the fountain. The Roan street gates will be operated separately."

15 December 1910. Johnson City Comet.

"Gates Being Put In operation – The gates that have been installed at the Market and Main street crossings of the Southern are being balanced and the compressed air connections made so they can be put in operation at once. They will be operated from the tower in the Fountain Square." Note: interestingly, this structure was not included on the Sanborn Fire Insurance Company map of this area for 1913, see Map 5A.

July 1913. The Sanborn Fire Insurance Company map for this area shows that Store #6, at 101 West Market, was occupied by an "Ice Cream Parlor" that was operated by either T.J. Cox or the "Johnson City Ice Cream Company."

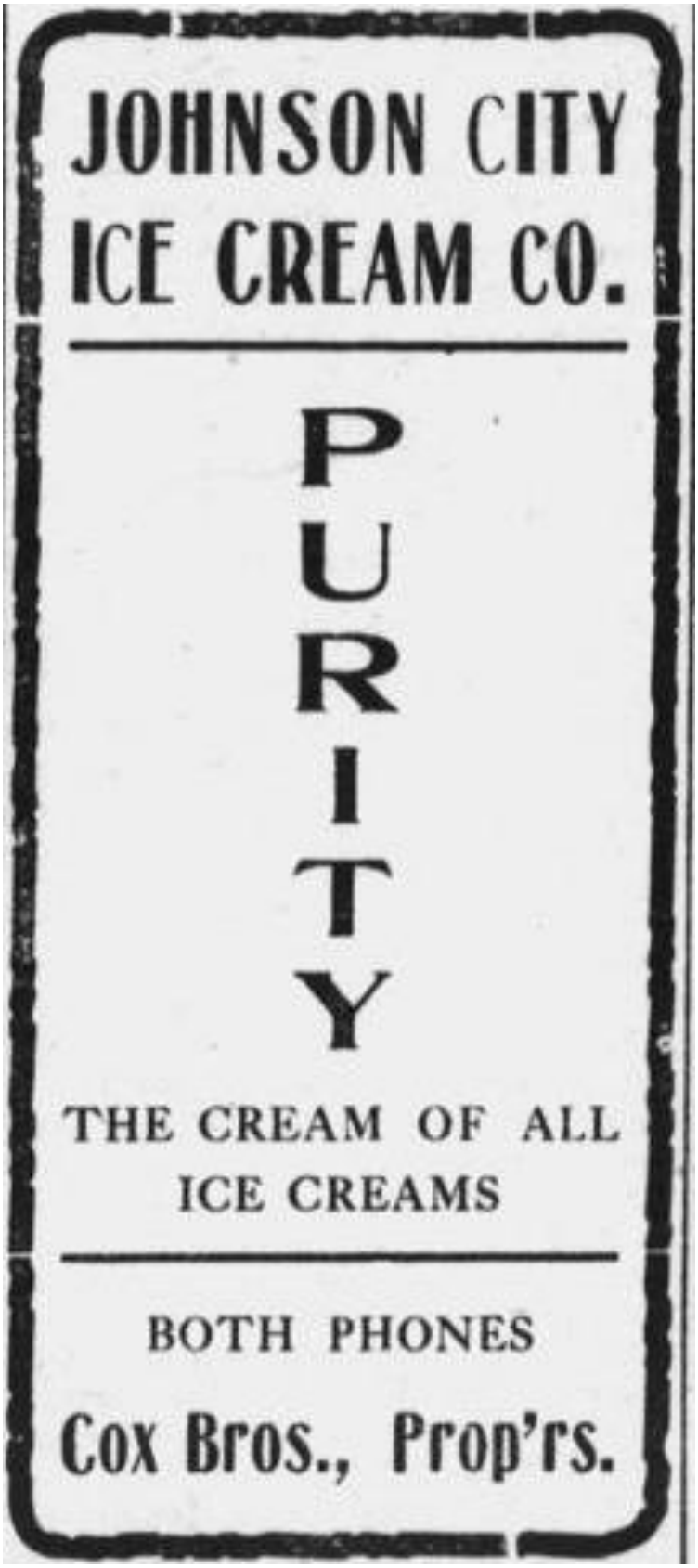


Figure 183. Johnson City Comet, 2 July 1914.
This advertisement ran until at least 29 October 1914.[192]
This advertisement was the only mention to this enterprise, found by the author.



Figure 184. Johnson City Comet, 6 April 1916.
This advertisement ran until at least 25 May 1916.
This advertisement was the only mention to this enterprise, found by the author.

Note: The placement of this ice cream factory at this location is tentative. By February 1920, there was an ice cream factory in the "Warehouse Block," across the Southern Railway mainline from the Southern Railway Passenger Station.

14.1.3.10. Boston Shoe Repair Shop, about 1919 or 1920

February 1920. The Sanborn Fire Insurance Company map for this area shows that Store #6, at 101 West Market Street, was occupied by a "Cobbler." This store had a sign reading: "Boston Shoe Repair Shop" on its exterior, see Figure 160B. It is possible that John Sallas and his "Shoe Shine Parlor" may have expanded into the space at 101 West Market Street (Store #6). The author did not find any information on a "Boston Shoe Repair Shop" in the Johnson City Comet.

14.1.4. Market Square Pressing Club, 2nd Floor of the O'Boyle Building, by 1911 – 1920?

2 March 1911. Johnson City Comet.

"Who is Who No Longer a Secret – Here They are with the Goods – Prominent Business Men – They are the Real Thin, a Bunch of Pushing and Progressive Business People… Market Square Pressing Club…"

2 May 1912. Johnson City Comet.

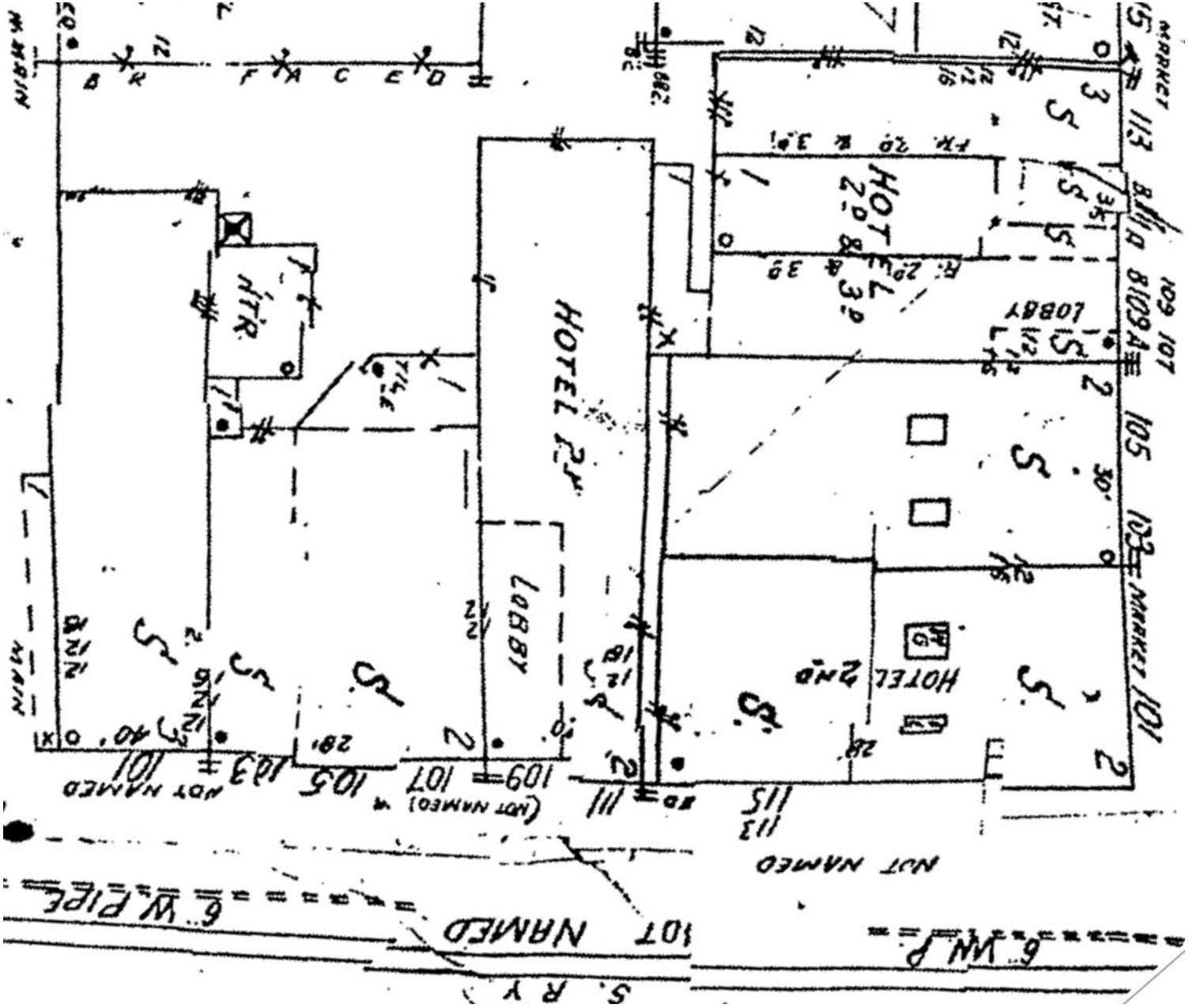
"John A. Dyer Dies Suddenly – Friday afternoon about 10 o'clock the city was shocked with the announcement that John Dyer had fallen down a stairway [apparently in "Store #3," see Map 5F] at the Market Square pressing club and killed himself. The lifeless form was found on the pavement at the foot the of the stairway and as no one had seen him fall an inquest was held. There were no marks of violence on the body and no bruises except where his head struck the pavement. It was the opinion of Dr. Preas that he died of heart failure and that he could not have fallen down more than two or three steps. Dyer had been up in the pressing club run by Ed and Will Rhea, colored boys, on the corner of West Market street and the Southern railroad, after a suit of clothing and in coming away met his death in the manner indicated. Pending the verdict of the jury of inquest Will and Ed Rhea were held as a precautionary measure, but as there was found nothing to connect them with the death in the slightest manner they were released.

John Dyer was the oldest child of Mr. and Mrs. M.P. Dyer, of this city and was a big-hearted boy honest, friendly and courteous and had many friends who regret his death. Funeral service was held at the residence Monday morning at ten o'clock by Father Callahan and a large number of friends of the family were present. The remains were laid to rest in Oak Hill cemetery."

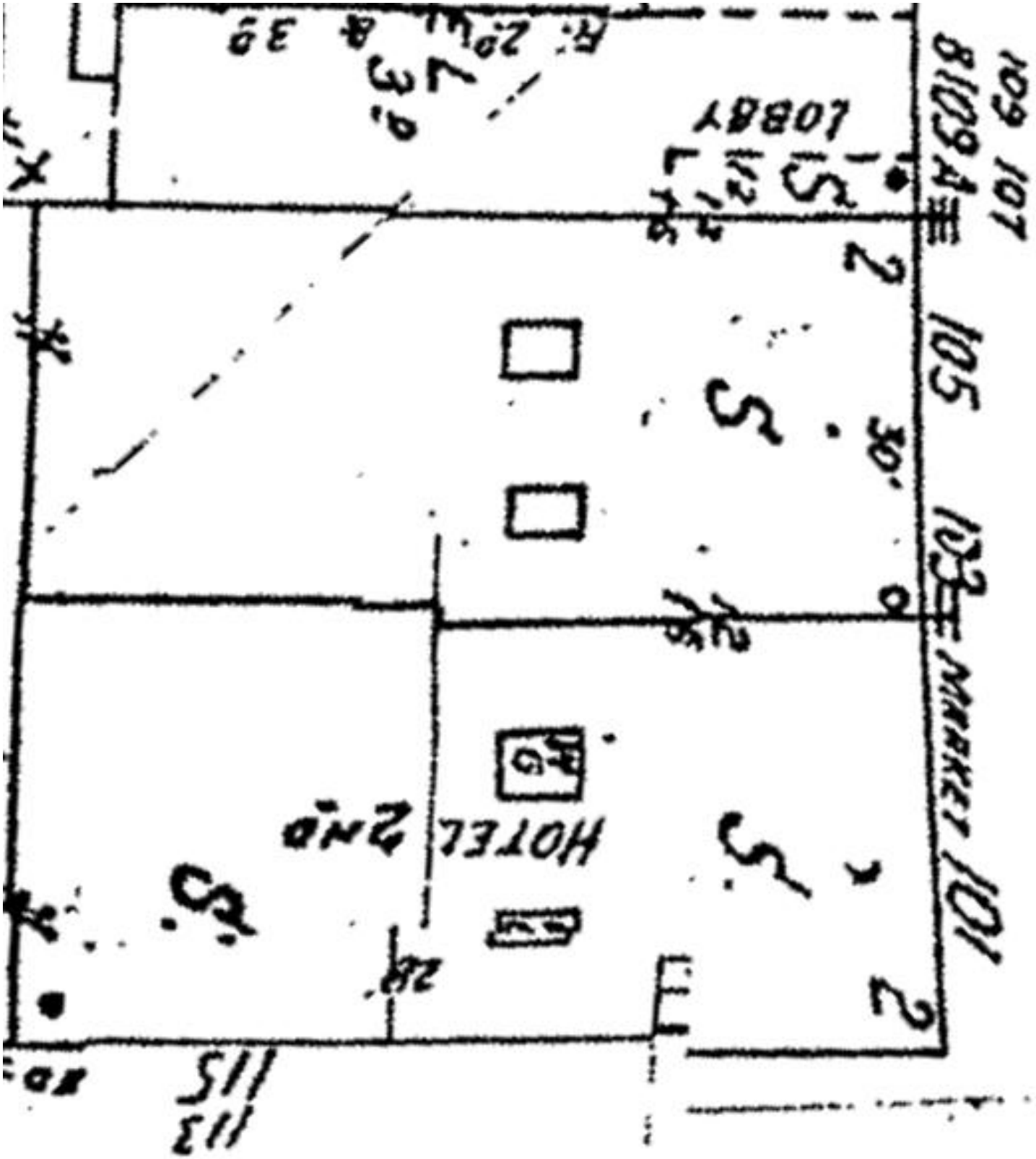
15. The “Farnsworth Hotel Building,” by 1927 – 1971

Note: This building was constructed in place of the “Worley/O’Boyle Building” between 1920 and 1927, with 1923 appearing most likely.

Note: The author did not find a formal name for this building. In the interest of clarity, the author has opted to call it the “Farnsworth Hotel Building.” However, the author has not found any historical information that supports this.



Map 7D. (reproduced here for convenience). The “West Fountain Square Block” in 1927. Note that the “Worley/O’Boyle Building” has been removed and replaced with the “Farnsworth Hotel Building.”



Map 7H. The “Farnsworth Hotel Building” on the southwest corner of Market Street and Southern Railway in 1927. Note that the ground floor is occupied by two unidentified stores. See figures 185, 186A, 188, 189A, 190, 191A and 192.



Figure 3I (reproduced here for convenience). A detail, 1 March 1947. From left to right, note the Hotel Windsor, the Arlington Hotel, the "Arlington Hotel Annex Building," the Fountain Square Hotel Building, the "Farnsworth Hotel Building" on the southwest corner of West Market Street and Southern Railway (this location was previously occupied by the "Worley/O'Boyle Building"), and the "Taylor – Brown (?) Building" on the northwest corner of West Market Street and Southern Railway (with the Farmers Exchange Building to its left). Also note Fountain Square on the right side of this image.



Figure 1B (reproduced here for convenience). A detail of the Hotel Windsor and the "West Fountain Square Block," on 14 April 1941. Across the top of this image, from left to right: the "Windsor Hotel," the Arlington Hotel, the "Arlington Hotel Annex Building," the Fountain Square Hotel Building, and the "Farnsworth Hotel Building" (built at the same location as the "Worley/O'Boyle Building"). The buildings across the bottom of this image include, from left to right: the Hamilton National Bank building, at 200 East Main Street, and the Crandall Building, at East Main Street and Fountain Square.[193]



Figure 7B (reproduced here for convenience). Another detail, this one of the "West Fountain Square Block," from the 1960s. From left to right: the Windsor Hotel, the Arlington Hotel (101 West Fountain Square), the "Arlington Hotel Annex Building" (103, 105, and 107 West Fountain Square), the Fountain Square Hotel building (109 and 111 West Fountain Square), the "Farnsworth Hotel Building" (101 West Market Street, as well as 113 and 115 West Fountain Square, built at the same location as the "Worley/O'Boyle Building," with what appears to be a Pepsi Cola sign on top of the building, see Figure 188), and the "Taylor Brown (?) Building" (which was partially occupied by a Western Auto store by 1941 to at least 1968). Finally, note the Hamilton National Bank building, at 200 East Main Street, in the lower left corner of the image.



Address on West Fountain Square*	101	103	105	107	109	111	113?	115?	101 West Market Street
Other Information	Arlington Hotel/ Windsor Hotel Annex	"Arlington Hotel Annex Building"			"Fountain Square Hotel Building"		"Farnsworth Hotel Building"		

* From the 1927 Sanborn Fire Insurance Company map of this area.

Figure 1C (reproduced here for convenience). Another detail, this one of the "West Fountain Square Block," on 14 April 1941. From left to right: the Arlington Hotel (101 West Fountain Square), the "Arlington Hotel Annex Building" (103, 105, and 107 West Fountain Square), the Fountain Square Hotel building (109 and 111 West Fountain Square), and the "Farnsworth Hotel Building" (101 West Market Street, as well as 113 and 115 West Fountain Square, built at the same location as the "Worley/O'Boyle Building"). Note that the sign on top of the building reads, in part "Milk…" and that the Pepsi Cola sign is absent, see figures 7C and 185.



Address on West Fountain Square*	101	103	105	107	109	111	113?	115?	101 West Market Street
Other Information	Arlington Hotel/ Windsor Hotel Annex	"Arlington Hotel Annex Building"			"Fountain Square Hotel Building"		"Farnsworth Hotel Building"		

* From the 1927 Sanborn Fire Insurance Company map of this area.

Figure 7C (reproduced here for convenience). Another detail of the "West Fountain Square Block," from the 1960s.

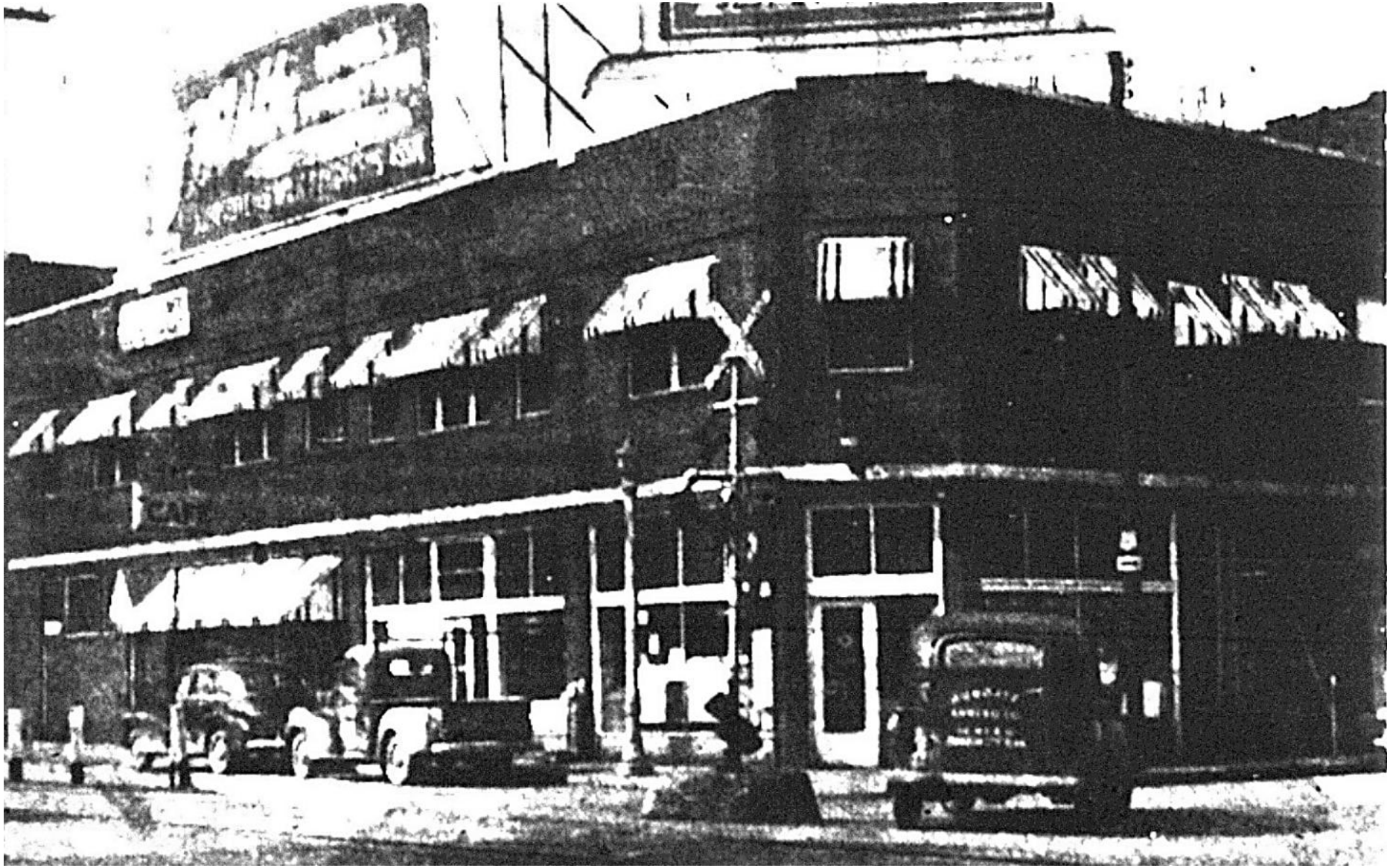


Figure 185. “May 1949 – Looking west across the Southern RR tracks on West Market Street in downtown Johnson City. The building you see was razed in 1971 and is now a parking lot between Main and Market [see Figure 194] and at that time [1 May 1949] this end was the Sevier Cafe and Grand Hotel [which apparently occupied the second floor of the building on West Market Street, behind the “Farnsworth Hotel Building”]. This picture was taken to show the addition of awnings on the windows...” Johnson City Press, 1 May 1949. Note the sign on top of the building, which appears to read, in part: “Milk,” see Figure 1C.[194]

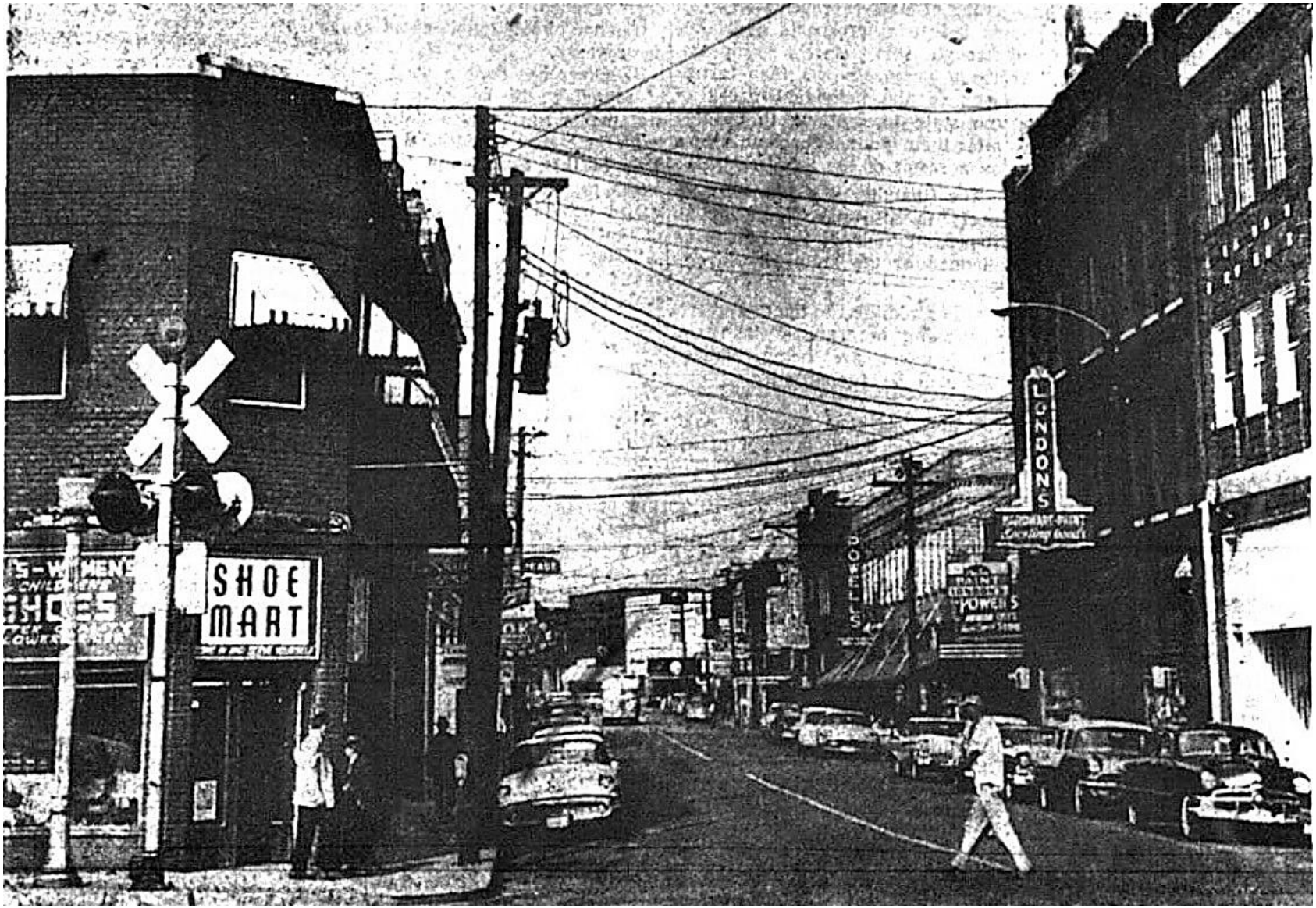


Figure 186. "October 1958 – Picture looking west up Market Street from the Southern Railway tracks in 1958 in an article about power lines. The building on the left has been a parking lot since 1969 [actually 1971, see Figure 194], the building on the right was London's Hardware [in the old "Farmers Exchange"] and across Commerce St. was the original Little Stores and became Powell's in 1956, (presently Campbell's Morrell Music), and far in the background on the right across Boone was the white brick Jones Ear, Nose and Throat Hospital that has been demolished…" Johnson City Press, 16 October 1958. Also note the "Taylor Brown (?) Building" on the right.[195]



Figure 186A. A detail of the “Shoe Mart” on the southwest corner of West Market Street and Southern Railway.



Figure 187. A detail. Note the "Loans" "G.A.C. Finance" sign on the right. This view looks across Fountain Square toward the Jobe Block. This photograph appears to date to between 1961 and 1965.[196]



Figure 188. “Downtown Johnson City, Market Street, Early 1960s”. Note, from left to right: across the Southern Railway mainline, the Windsor Hotel, the Arlington Hotel, the “Arlington Hotel Annex Building,” the Fountain Square Hotel Building, and the “Farnsworth Hotel Building” on the southwest corner of West Market Street and Southern Railway (with the “Pepsi-Cola” sign on top, and the “Loans” “G.A.C. Finance” sign below it). Also note what appears to be a “Schlitz” sign, which apparently belonged to “The Par.” “The Par” was at 105 West Fountain Square by 1962 to at least 1965, see Figure 134. Finally, note the “Western Auto…” sign on the “Taylor Brown (?) Building” on the right.[197]



Figure 189. "Downtown Johnson City, Corner of Commerce and Market, Early 1960s." From left to right: the Farmer's Exchange Building, the Parks – Belk addition, the Crouch Building (with the Hamilton Bank behind it), and the "Farnsworth Hotel Building" (with the "Loans" sign), as well as other buildings along West Market Street. Note the "Commerce St." sign on the left, as well as the Mecca Restaurant on the right.[198]



Figure 189A. A detail of the north side (facing West Market Street) of the "Farnsworth Hotel Building" (with the awnings).

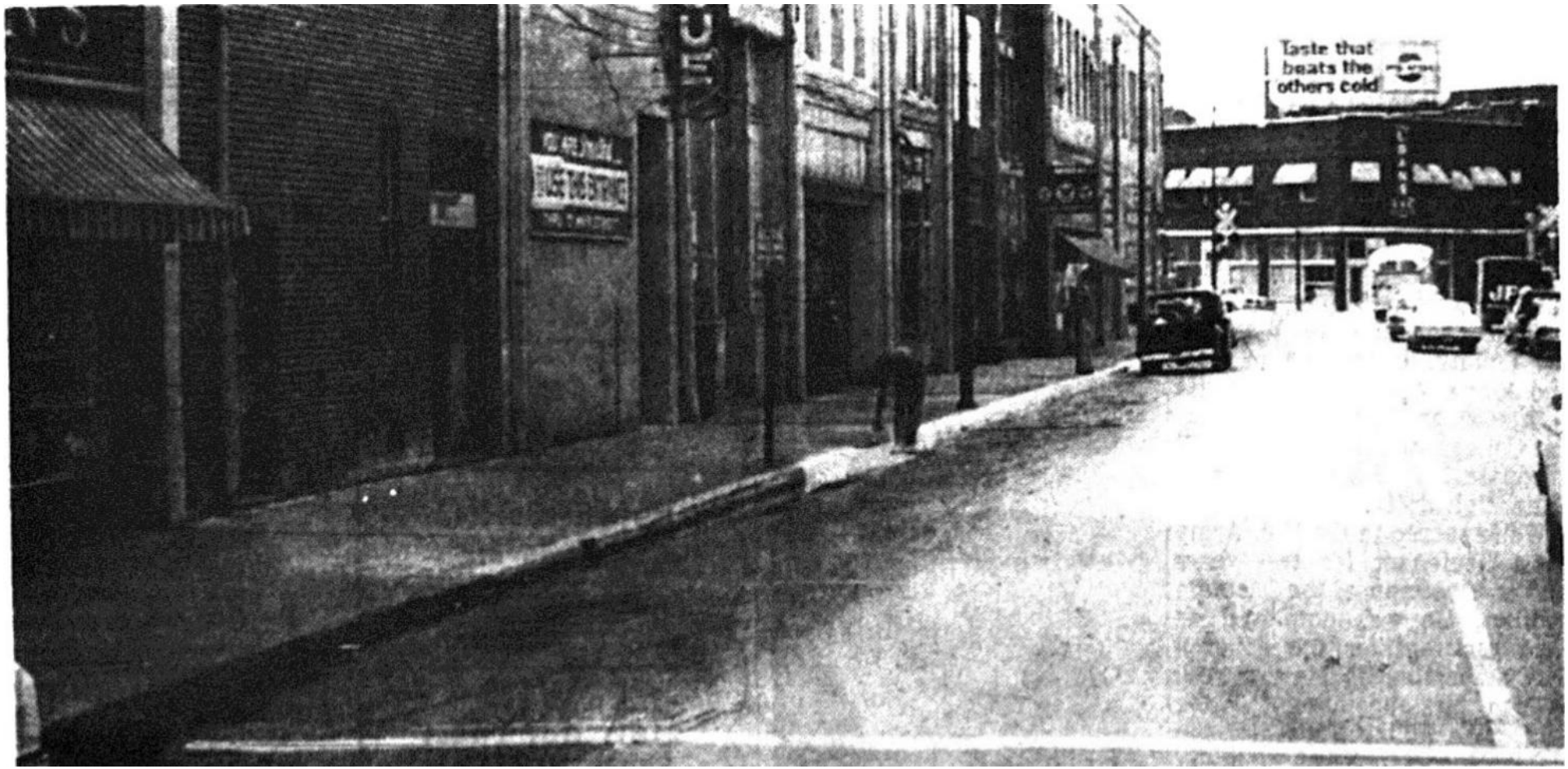


Figure 190. "In this photo in downtown Johnson City about a change in parking, you are looking west on Market from McLellan's five and dime (now Numans) across the Southern RR Tracks where all those buildings were demolished in 1969 [actually 1971] and the area is presently occupied by parking lots." Johnson City Press, 20 September 1967. Note the "Farnsworth Hotel Building" in the right background. Also note that the "Pepsi-Cola" sign on the "Farnsworth Hotel Building" has been changed, see Figure 188. [199]



Figure 191. A view of Fountain Square, looking north, around September 1968. Note the "Farnsworth Hotel Building" in the left background and the "Taylor Brown (?) Building" (partially occupied at this time by a Western Auto store) in the center (with the Farmers Exchange Building to its left), and the "East Fountain Square Block" on the right.[200]



Figure 191A. A detail, note the Pepsi Cola sign on the top of the "Farnsworth Hotel Building" (which reads: "Taste that beats the others cold – Pepsi") and the "loans" "G.A.C. Finance" sign on the right, as well as the Farmers Exchange Building and the "Taylor Brown (?) Building" in the right background.

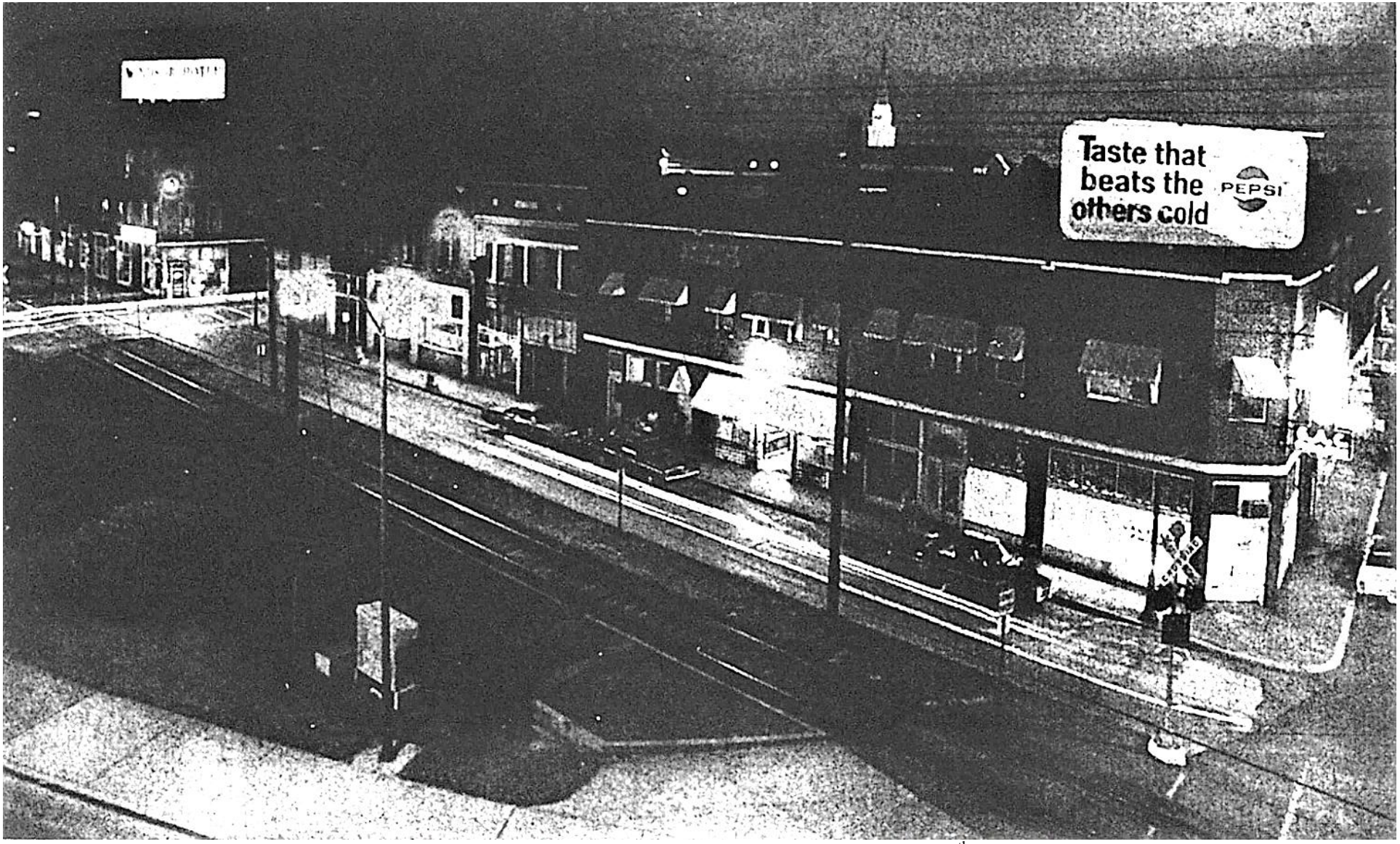


Figure 192. "Looking southwest across the Southern RR Tracks from Fountain Square dated August 30th, 1969 just before they were about to demolish those buildings between Main and Market and put in a parking lot. You can see the Windsor Hotel to the far left…" Johnson City Press, 30 August 1969.[201] Note that the "G.A.C. Loans" appears to still be present on the "Farnsworth Hotel Building."

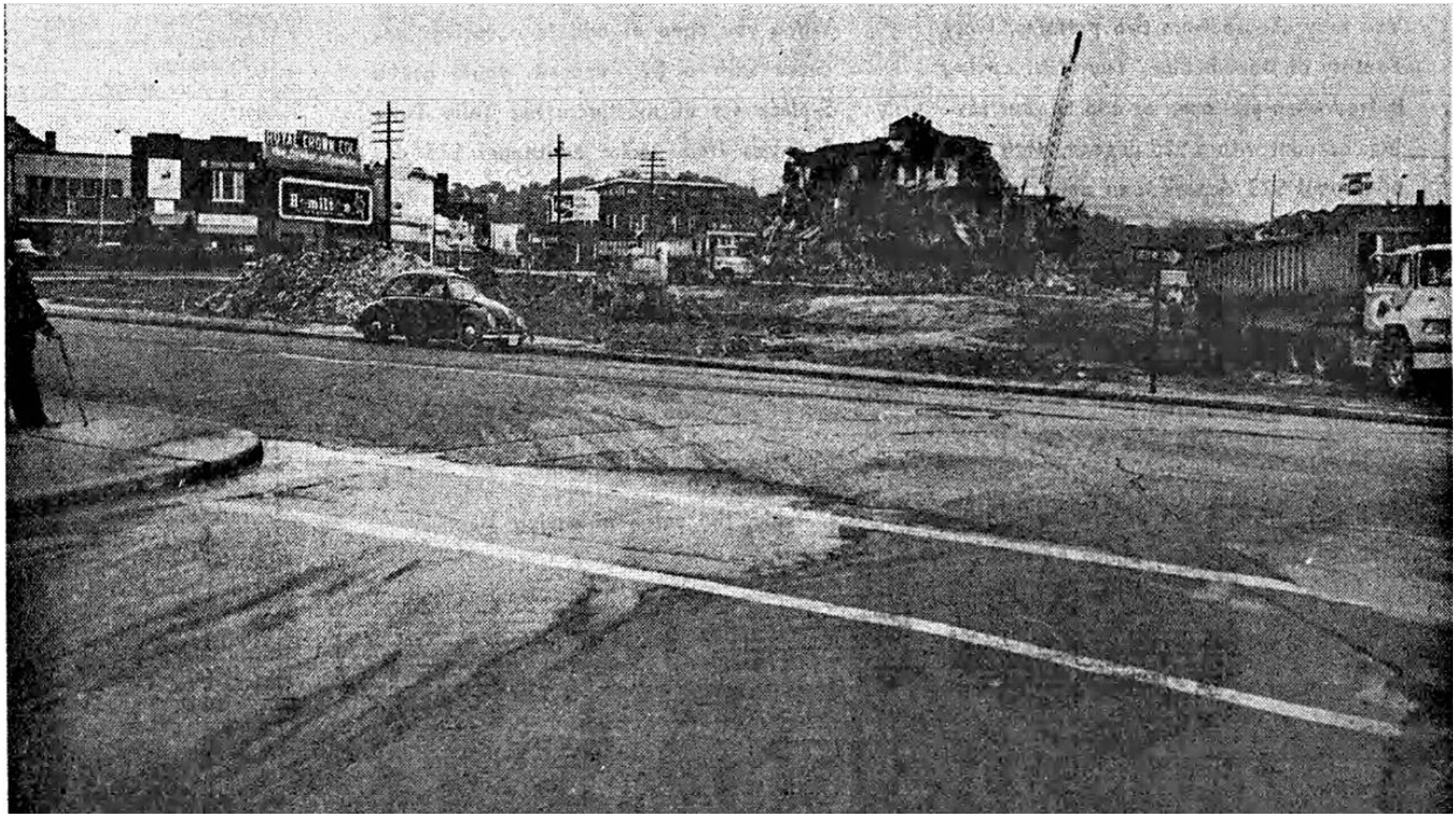


Figure 193. “Adieu to the Windsor – It’s about gone now, that grand old lady called the Windsor. The transition from stately architecture to rubble is complete. The photo here was made shortly before 7 a.m. today as one man, shown at left, watches as he remembers another era.” Looking “south across West Market from Commerce with what is left of the Windsor Hotel in the far background where you can see the crane rising up from the debris (present location of the Farmer’s Pavilion). The area between West Market and West Main in the foreground was also buildings that were razed (presently a parking lot).” Johnson City Press, 15 July 1971.[202] Also note the Jobe Block in the left background, as well as the north end of the Hotel Piedmont Block (and adjacent buildings) in the middle background, to the left of the wreckage of the Hotel Windsor.



Figure 194. “December 1971 – The new parking lot between Main and Market where the buildings were recently razed. The buildings in the background at the intersection of West Market and Commerce Streets are still there…” Johnson City Press, 10 December 1971. This photograph was captioned: “Filled to the brim” “A stitch in time – or maybe some other time-honored saying could well apply to the parking area now in use at Fountain Square. The section was recently cleared in the urban renewal effort and just in time to help Christmas City shoppers find that hard-to-get parking place. Today the lot was completely filled as shoppers remembered that there are only 12 shopping days left until Christmas.”[203]

15. The "Farnsworth Hotel Building," by 1927 – 1971

Note: This building was constructed in place of the "Worley/O'Boyle Building" between 1920 and 1927, with 1923 appearing most likely.

Note: The author did not find a formal name for this building. In the interest of clarity, the author has opted to call it the "Farnsworth Hotel Building." However, the author has not found any historical information that supports this.

15.1. 115 West Fountain Square

Silver Moon Restaurant, by 1923
Sevier Cafe, by 1948 to at least 1962 or 1964
Melody Lane, Restaurant, by 1964?

15.1.1. Silver Moon Restaurant, by 1923

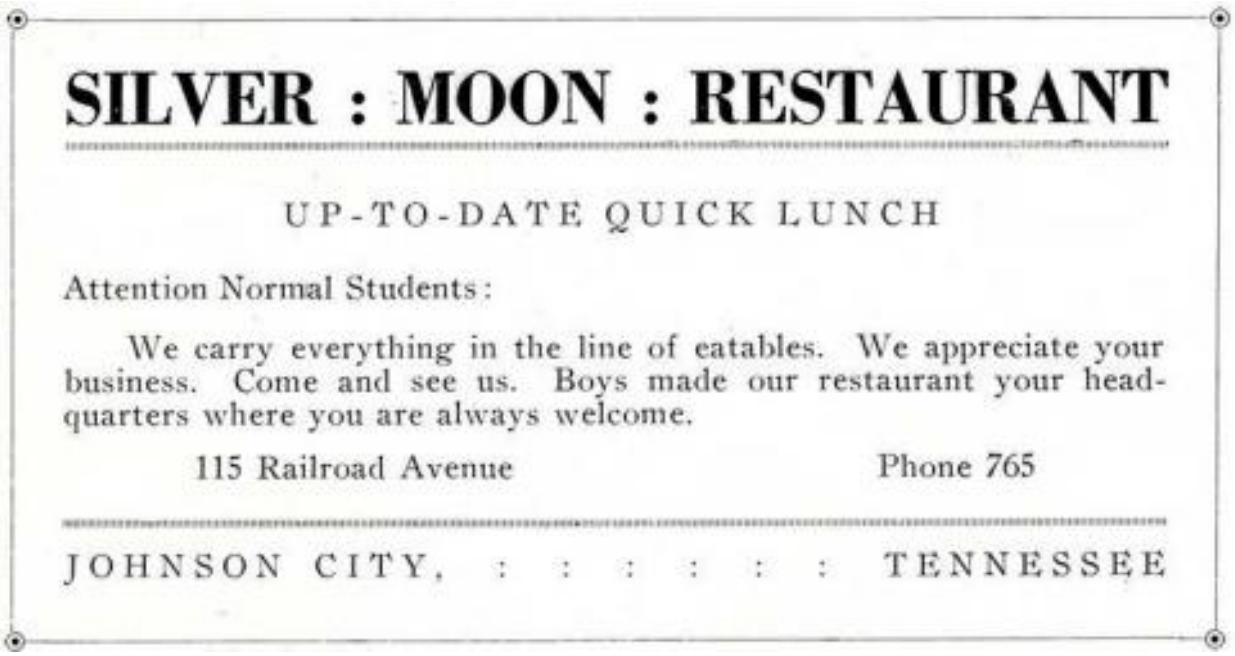


Figure 195. Old Hickory, 1923.[204]

Note: The address is listed as 115 Railroad Avenue, rather than 113 Railroad Street, see Map 6F and Figure 160A, above, perhaps indicating that this enterprise now occupied the new "Farnsworth Hotel Building," rather than the previous "Worley/O'Boyle Building" at this time.

1927. The Sanborn Fire Insurance Company map for this area shows that the "Farnsworth Hotel Building" had been constructed on the southwest corner of Market Street and Southern Railway between 1920 and 1927. The ground floor was occupied by two stores (an unidentified one at 113 and 115 West Fountain Square and "Square Drug Store" at 101 West Market Street), while the 2nd floor is occupied by a hotel, presumably the Farnsworth Hotel.



Figure 196. Johnson City Press, 21 November 1948.[205]

15.1.3. Melody Lane, Restaurant, by 1964?

1962 – 1964. "Bob Cox's Yesteryear."

"The downtown Johnson City I fondly remember in the 1950s – 60s was a lively place especially on Saturdays. Between 1962 and 1964, I was a full-time student at ETSU... I planned my campus schedule each weekday so I could finish my classes by early afternoon and work at the store until closing time at 5:00. I drove downtown usually before 1:30, parked in the municipal lot and grabbed some lunch at one of the many downtown restaurants before reporting for work. In 1964, there were 73 cafes and restaurants in Johnson City with 17 of them within walking distance of Fountain Square. Let me name a few… Melody Lane (115 Fountain Square)… Sevier Café (115 Fountain Square)…"[206]

15.2. 101 West Market Street

Square Drug Store, by 1922 to at least 1937
"Shoe Mart," by 1958
"G.A.C. Loans," by the early 1960s to at least 1968

15.2.1. Square Drug Store, by 1922 to at least 1937

19 July 1922. Johnson City Chronicle.

"Dainty women will always select their Cream, Soap and Powder with care…. Square Drug Co."[207]

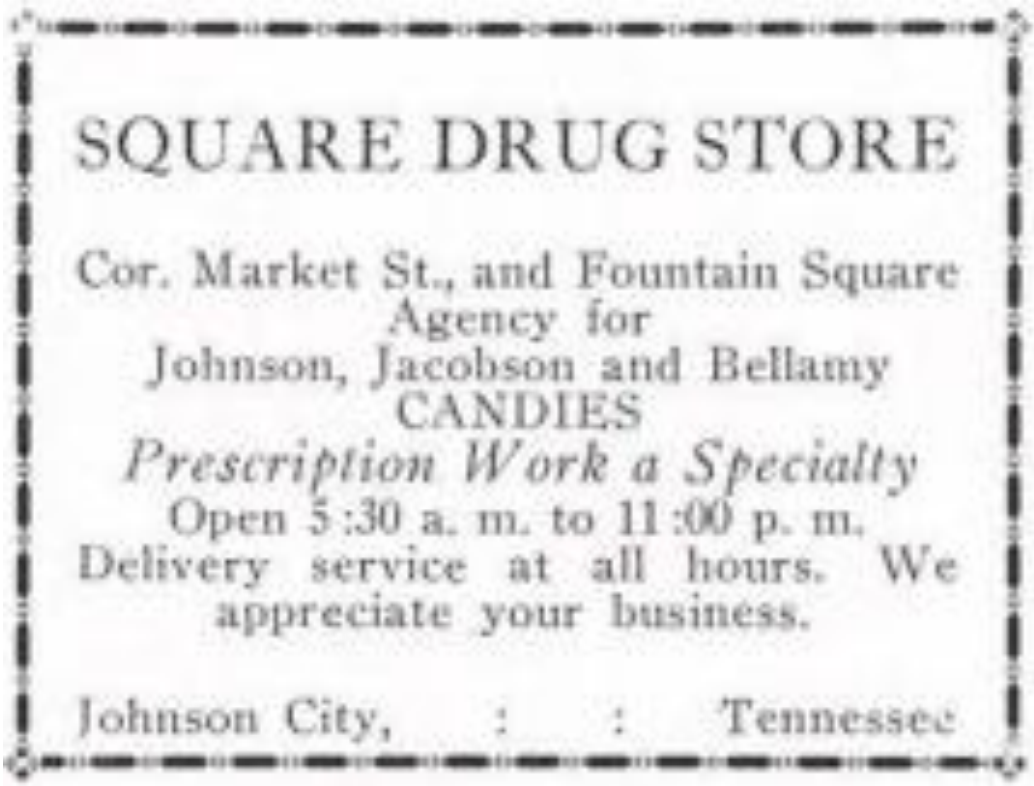


Figure 197. Old Hickory, 1924.[208]
This advertisement ran until at least 1925.

22 May 1926. The Pharmaceutical Era.

"Johnson City – Herbert J. Green has purchased the Square drug store and taken over the management."[209]

1927. The Sanborn Fire Insurance Company map for this area shows that the "Farnsworth Hotel Building" had been constructed on the southwest corner of Market Street and Southern Railway between 1920 and 1927. The ground floor was occupied by two stores (an unidentified one at 113 and 115 West Fountain Square and "Square Drug Store" at 101 West Market Street), while the 2nd floor is occupied by a hotel, presumably the Farnsworth Hotel.

20 April 1930. Johnson City Chronicle.

"45 Years of Johnson City as a City Recalls Earlier History of Community Which Henry Johnson Started… Some recent older residents have recalled the period just before the Civil War when the community boasted five homes – Jobe, on the present Tipton street; Hoss, on the present East Myrtle near New. street; Bowman, near the end of the present East Maple street… a small house near what is now West King street, and Henry Johnson who built his home on the present corner of West Market street, and Fountain Square, a site now occupied by the Square Drug Company. It was the coming of Johnson, who drove through from North Carolina, that started Johnson City. He married Mary Hoss, a granddaughter of Jacob Hoss. With the building of his home, he also opened a general store on the same site."[210]

1937. "Bob Cox's Yesteryear."

"The dirt Stage Road [now Market Street] became a popular travel route of covered wagons, horsemen and even troupes and artillery that passed through the diminutive Johnson City... City founder, Henry Johnson, built a store on the old Stage Road. In 1937, the Square Drug Company (101 W. Market) occupied the site. Older residents will remember that location as being on the east side of the Skippers Shop [presumably at 103 West Market Street]…"[211]

15.2.2. "Shoe Mart," by 1958

1958. A "Shoe Mart" occupied by this location, see Figure 186A.

15.2.3. "G.A.C. Loans," by the early 1960s to at least 1968

Early 1960s to at least 1968. A "G.A.C. Loans" enterprise occupied this location, see figures 187, 188, 189A, 190, 191, and 192.

15.3. Demolition of the "Farnsworth Hotel Building," 1971

4 July 1971. Johnson City Press.

"Windsor's walls come a 'tumblin for progress – By Steve Nelson – On Wednesday, the walls of the former social center of Johnson City will come a 'tumblin down. The Windsor Hotel will be demolished as part of the Urban Renewal project for the Central Business District in Johnson City. Also scheduled to feel the convincing nudge of progress is the old Fountain Square Hotel and Farnsworth Hotel…

The old Fountain Square Hotel was one of the first to be built in that particular section of 'expanding Johnson City' and along with the Farnsworth, all three provided a hub of hospitality for many travelers. It soon gained a reputation as an ideal location for honeymooning couples because of its location near the train station and the downtown area.

Past registers of all three hotels reveal many distinguished guests including William Jennings Bryan, who was the dinner guest of the Rotarians at the Windsor. Many in Johnson City recall those days when some of the most glittering parties were held in the area of the three hotels and in most cases, black tie for the gentlemen and elegant gowns for the ladies were the order of the day.

In recent years, this area has declined as guests moved with the flow of activity. In past months, activity in this area of town has been limited. The demolition of this area is part of the Urban Renewal project under the supervision of the Johnson City Housing Authority, and will be done by the Salvage Lumber Company."

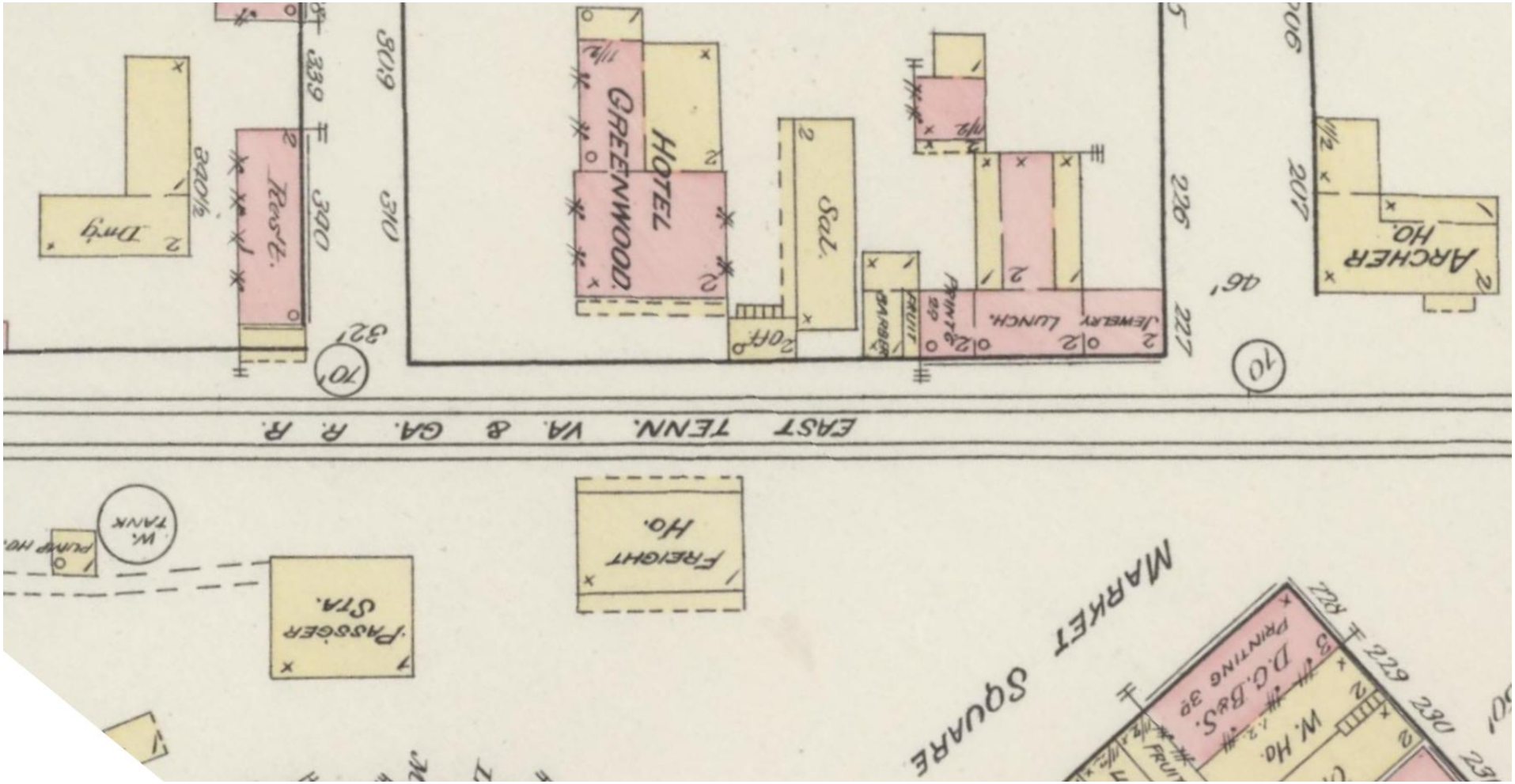
16. Northwest Corner of West Market Street and E.T.V. & G./Southern Railway Mainline
(100, 102, and 104 West Market Street)

"Smith H. Hale/Archer Building," here by 1871, removed between 1913 and 1920

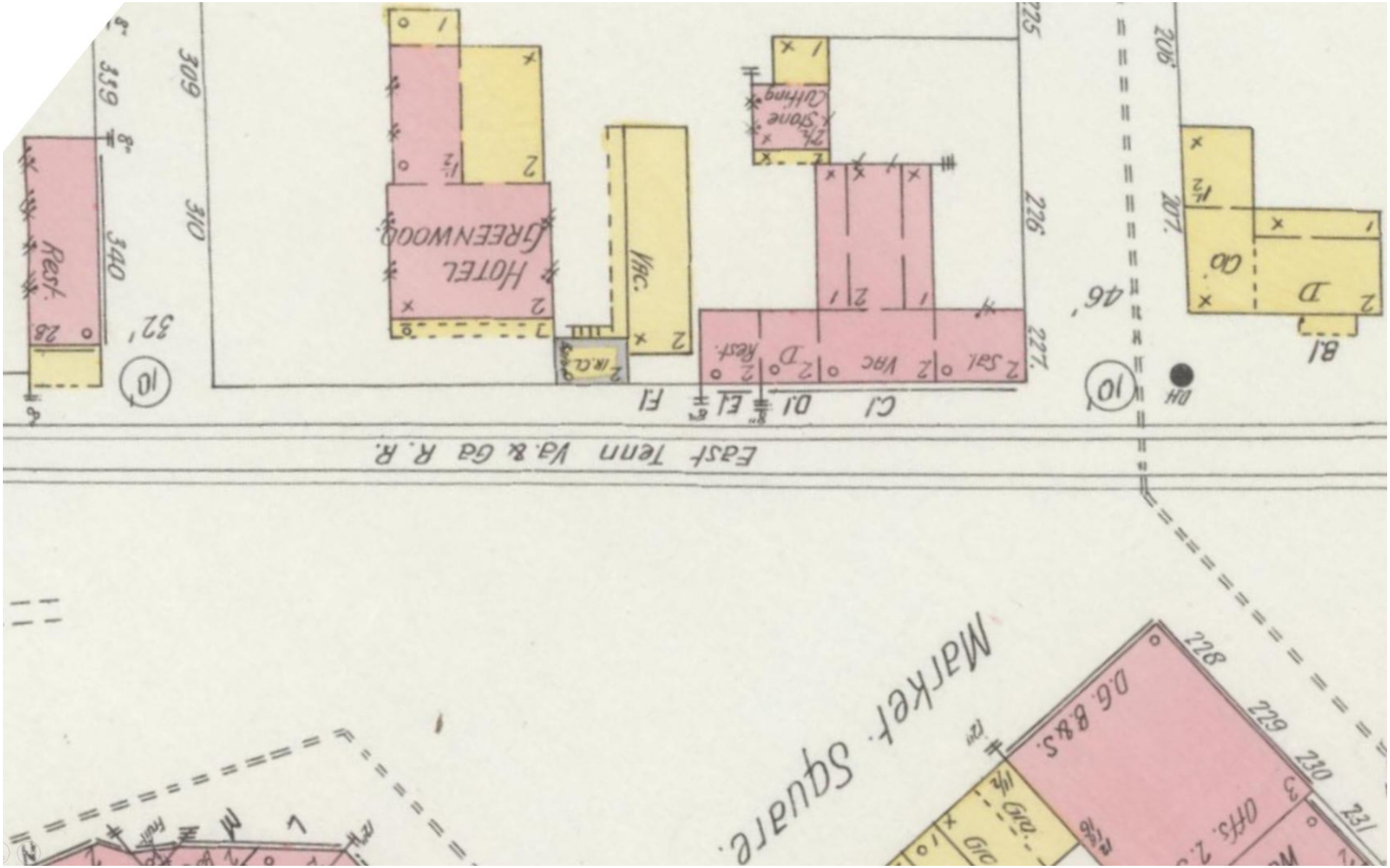
Note: The author did not find a formal name for this building. In the interest of clarity, the author has opted to call it the "Smith H. Hale/Archer Building." However, the author has not found any historical information that supports this.

Smith H. Hale, Dwelling, here? by 1871 to at least 1894
Leased (?) for use as "Archer's House" around 1891?
F.R. McCourry, "Fine Wines and Liquors," by 1899
John M. Barlow, "Fine Wines and Liquors," 1899 to perhaps 1903
Hotel Blevins, 1907

"Taylor Brown (?) Building," by 1927 – Present



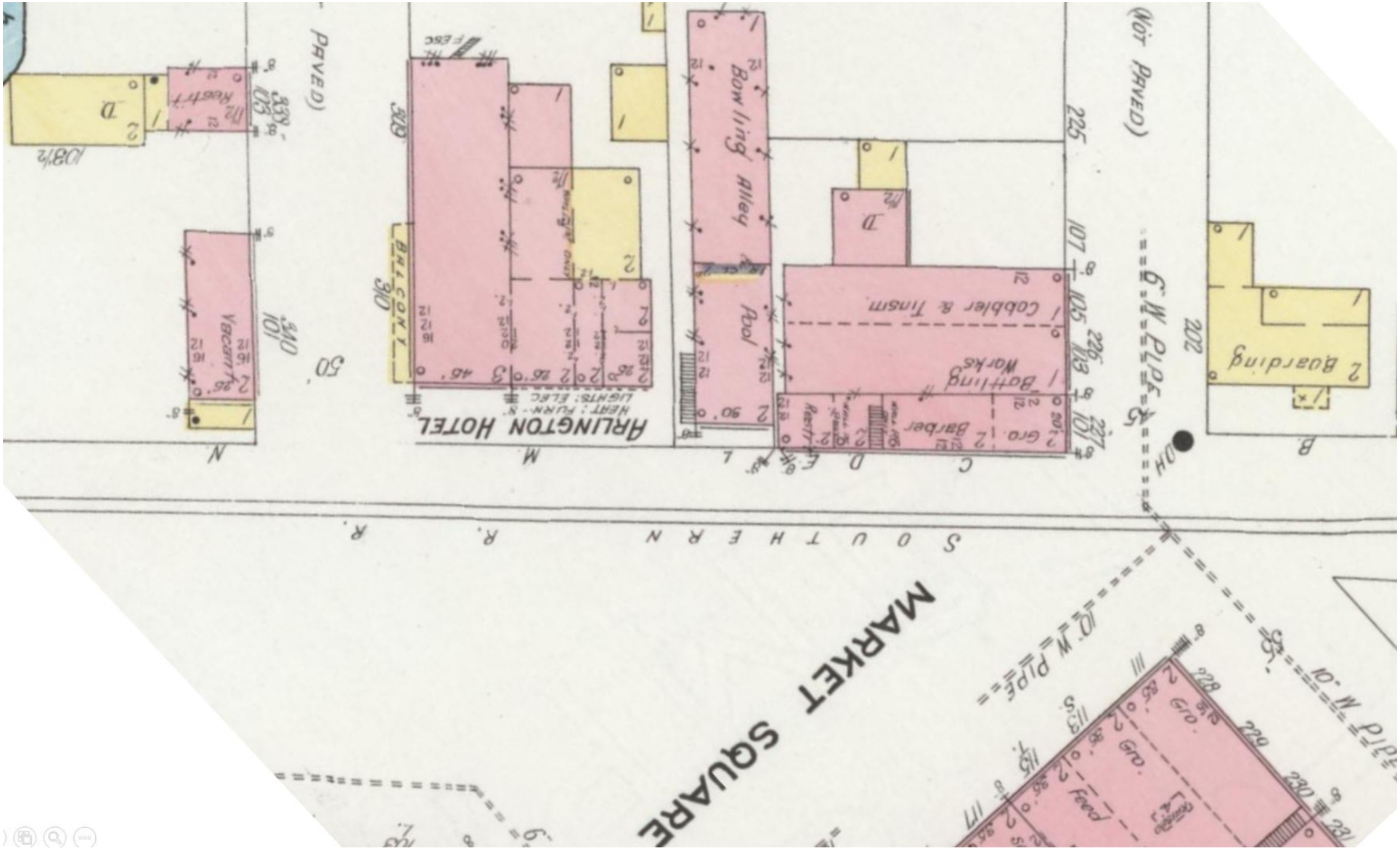
Map 1F. January 1891. The "Smith H. Hale/Archer Building" ("Archer Ho.") is in the top right. The buildings across the top, from left to right, include: the S.T. Harris Building ("Res't." on the southwest corner of West Main Street and Southern Railway), the "Hotel Greenwood" (formerly "Hoss House," on the northwest corner of West Main Street and Southern Railway), and the "Worley/O'Boyle Building" (southwest corner of West Market and Southern Railway). Also note the water tank ("W. Tank") and "Pump Ho.," passenger "Sta.," "Freight Ho." and the "Market Square."



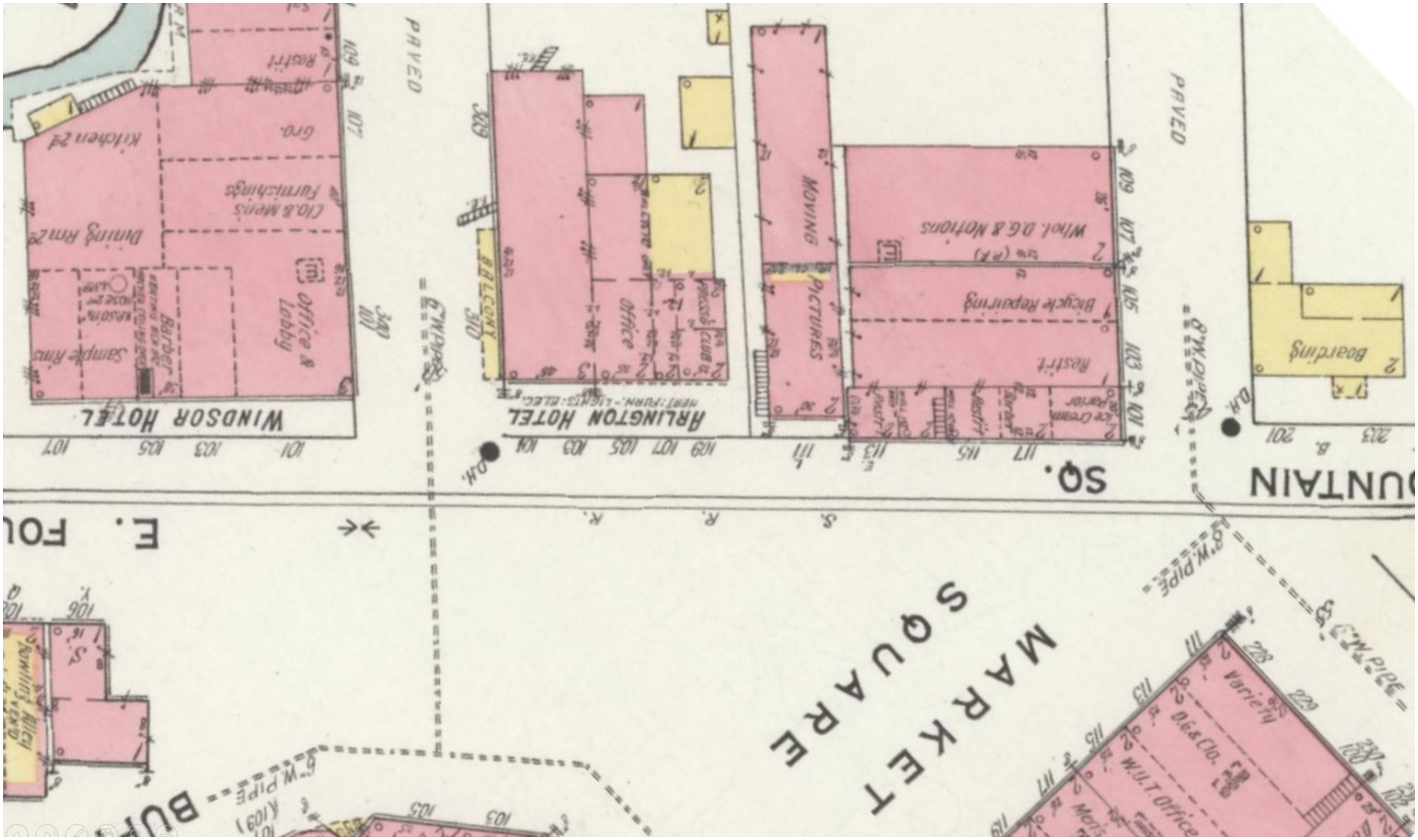
Map 2F. May 1897. The “Smith H. Hale/Archer Building” (“Clo.” and “D”) is in the top right. The buildings across the top, from left to right, include: the S.T. Harris Building (“Rest.” on the southwest corner of West Main Street and Southern Railway), the “Hotel Greenwood” (on the northwest corner of West Main Street and Southern Railway), and the “Worley/O’Boyle Building” (southwest corner of West Market and Southern Railway). Also note the “Market Square.” Finally, note that the passenger “Sta.,” “Freight Ho.” have been removed.



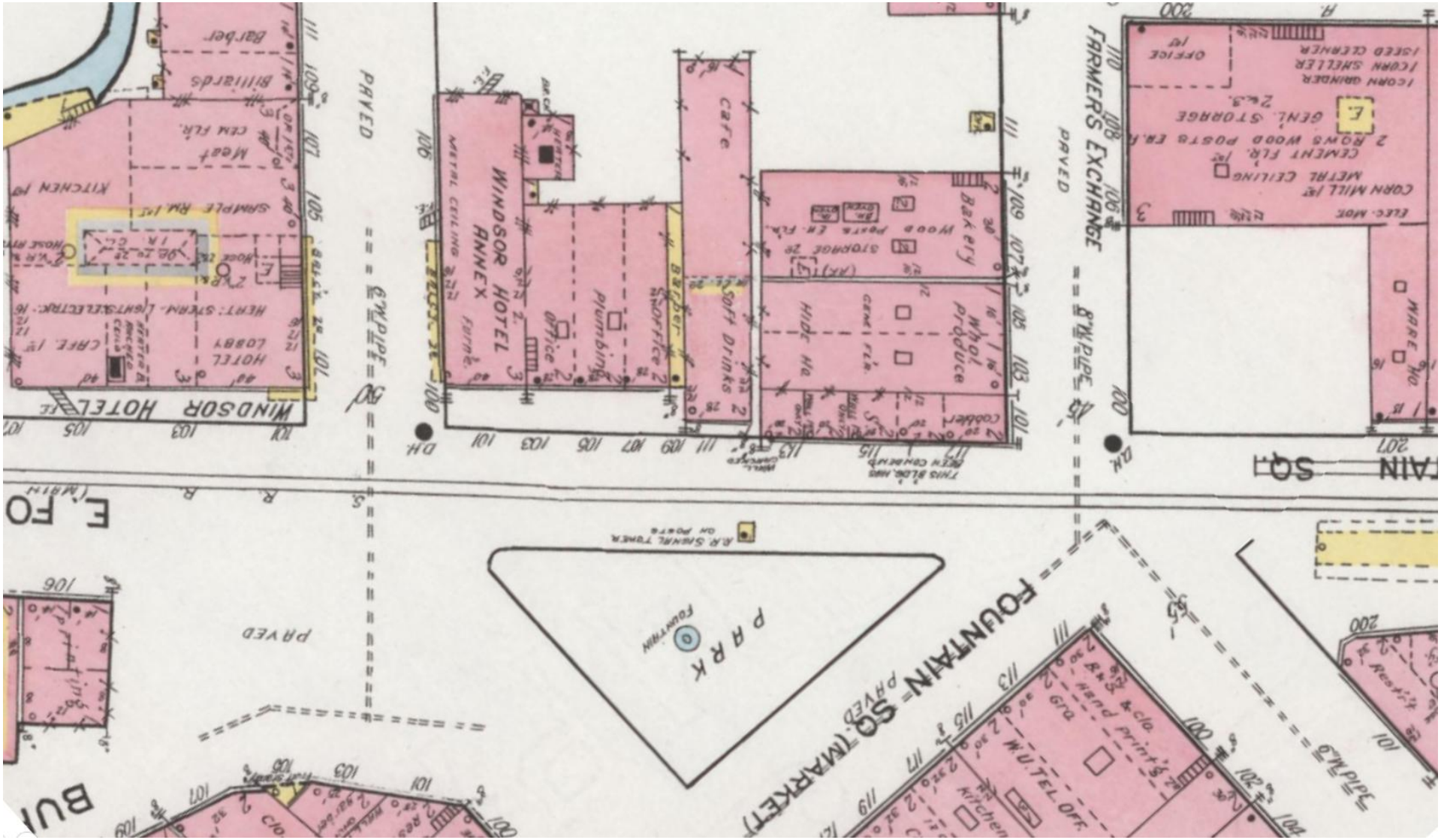
Map 3F. April 1903. The "Smith H. Hale/Archer Building" ("Sal." And "D") is in the top right. The buildings across the top, from left to right, include: the S.T. Harris Building ("Rest." on the southwest corner of West Main Street and Southern Railway), the "Hotel Greenwood" (on the northwest corner of West Main Street and Southern Railway), and the "Worley/O'Boyle Building" (southwest corner of West Market and Southern Railway). Also note the "Market Square."



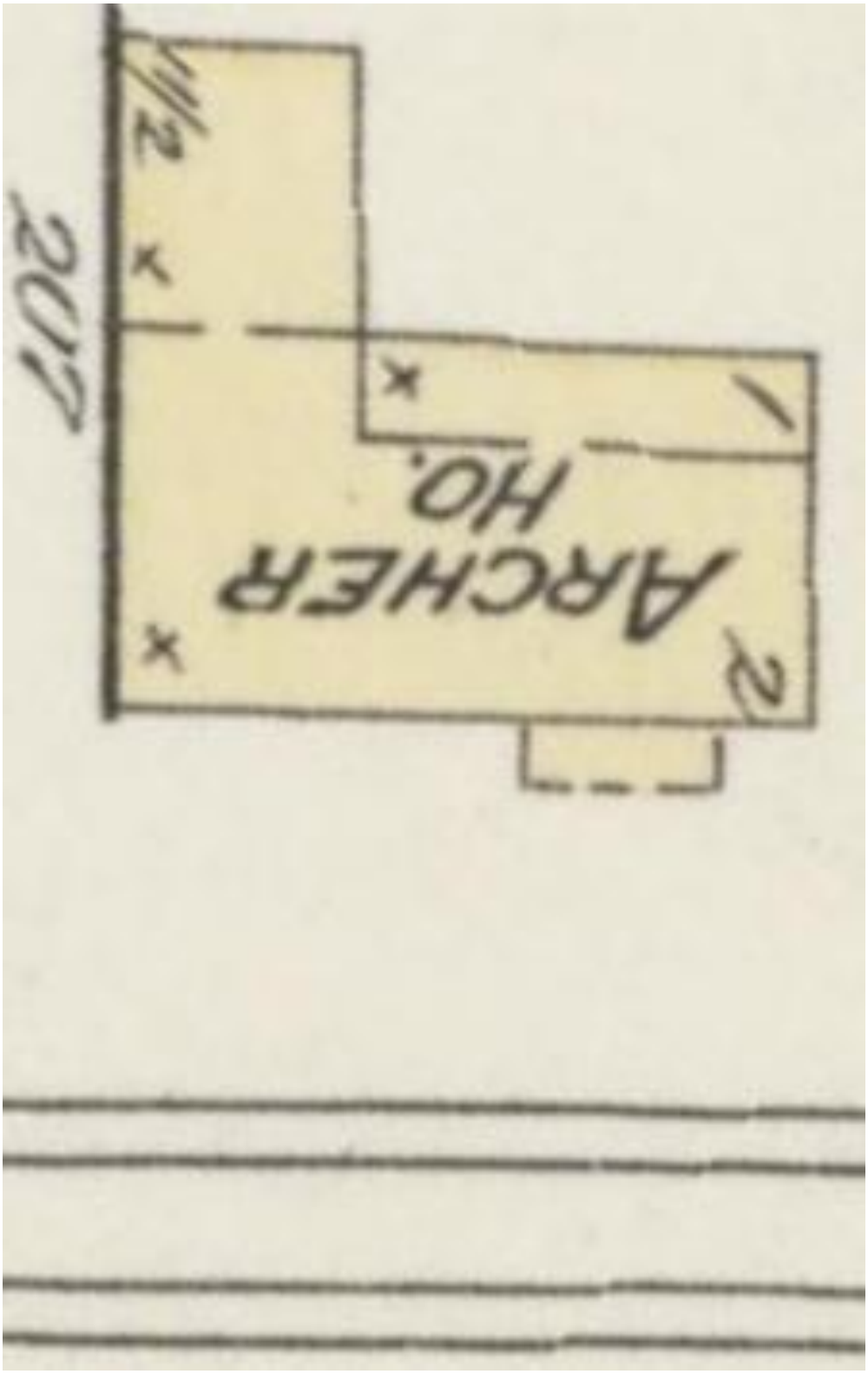
Map 4G. December 1908. The "Smith H. Hale/Archer Building" ("Boarding") is in the top right. The buildings across the top, from left to right, include: the S.T. Harris Building ("Vacant" on the southwest corner of West Main Street and Southern Railway), the "Arlington Hotel" (on the northwest corner of West Main Street and Southern Railway), and the "Worley/O'Boyle Building" (southwest corner of West Market and Southern Railway). Also note the "Market Square." Finally, note that "Johnson's Tank" has been removed.



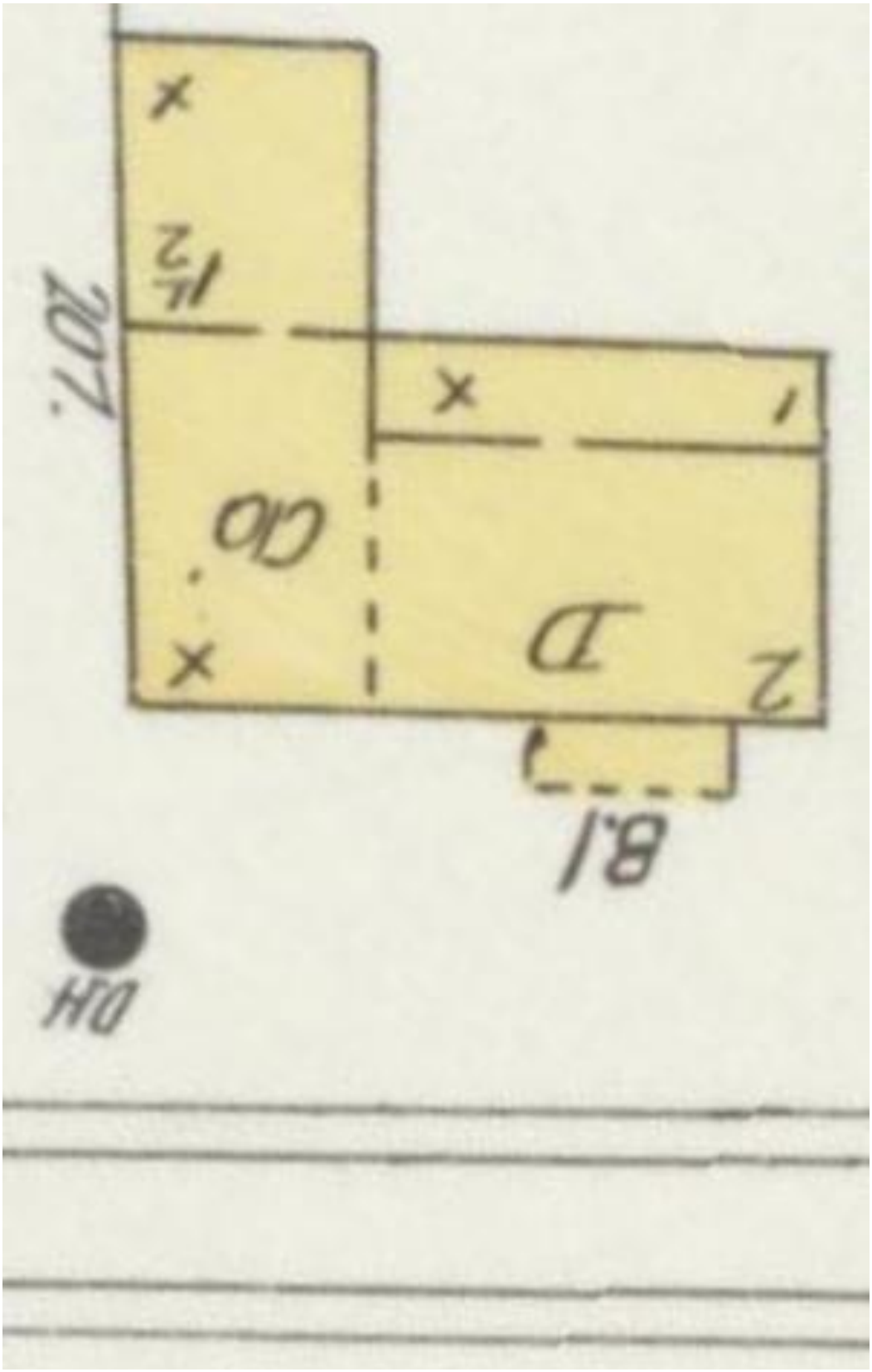
Map 5G. July 1913. The "Smith H. Hale/Archer Building" ("Boarding") is in the top right. The buildings across the top, from left to right, include: the Windsor Hotel (on the southwest corner of West Main Street and Southern Railway), the "Arlington Hotel" (on the northwest corner of West Main Street and Southern Railway), and the "Worley/O'Boyle Building" (southwest corner of West Market and Southern Railway). Also note the "Market Square."



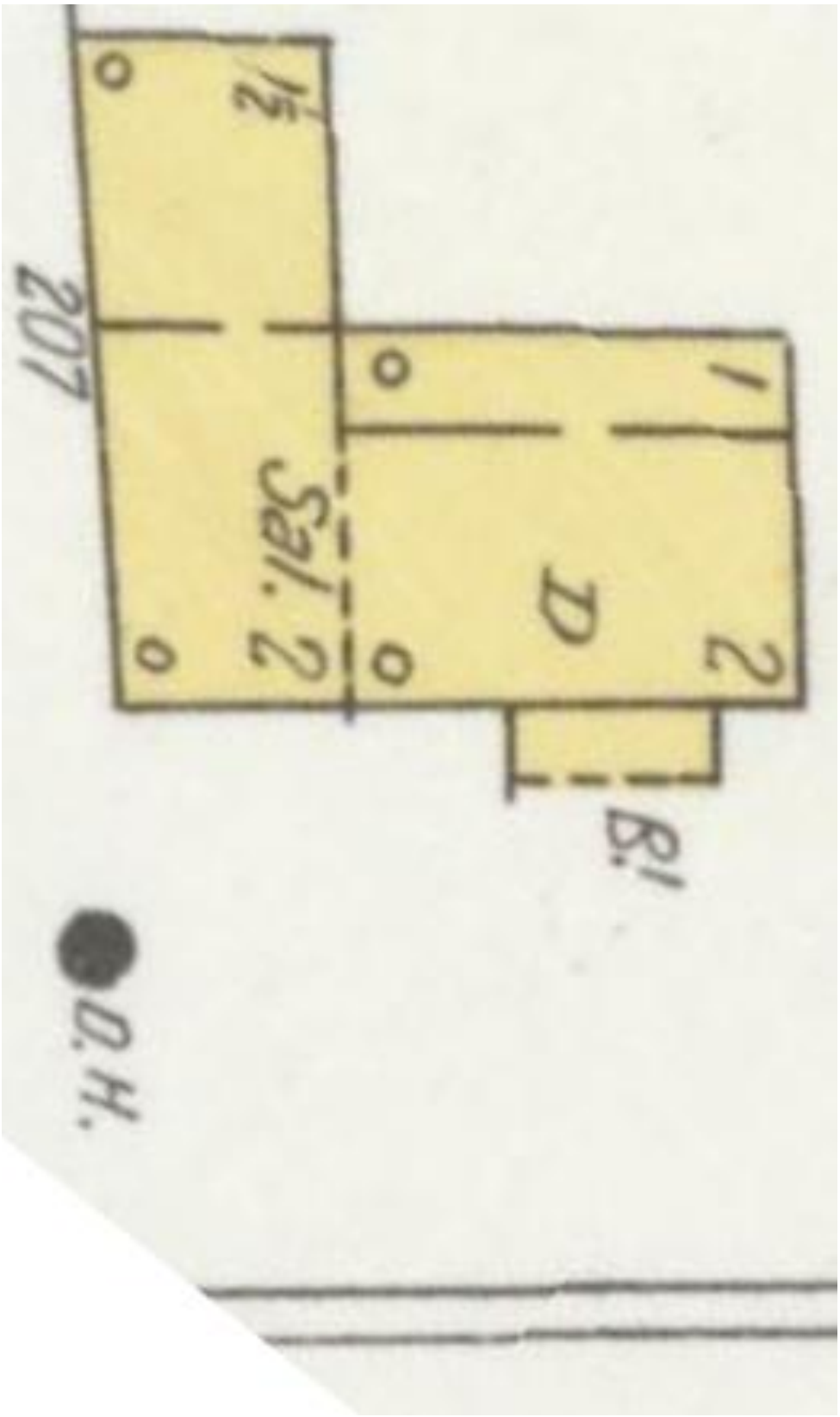
Map 6G. February 1920. The "Smith H. Hale/Archer Building" has been removed from the northwest corner of West Market Street and Southern Railway. The buildings across the top, from left to right, include: the Windsor Hotel (on the southwest corner of West Main Street and Southern Railway), the "Arlington Hotel" (on the northwest corner of West Main Street and Southern Railway), and the "Worley/O'Boyle Building" (southwest corner of West Market and Southern Railway). Also note the "Fountain Sq. (Market)."



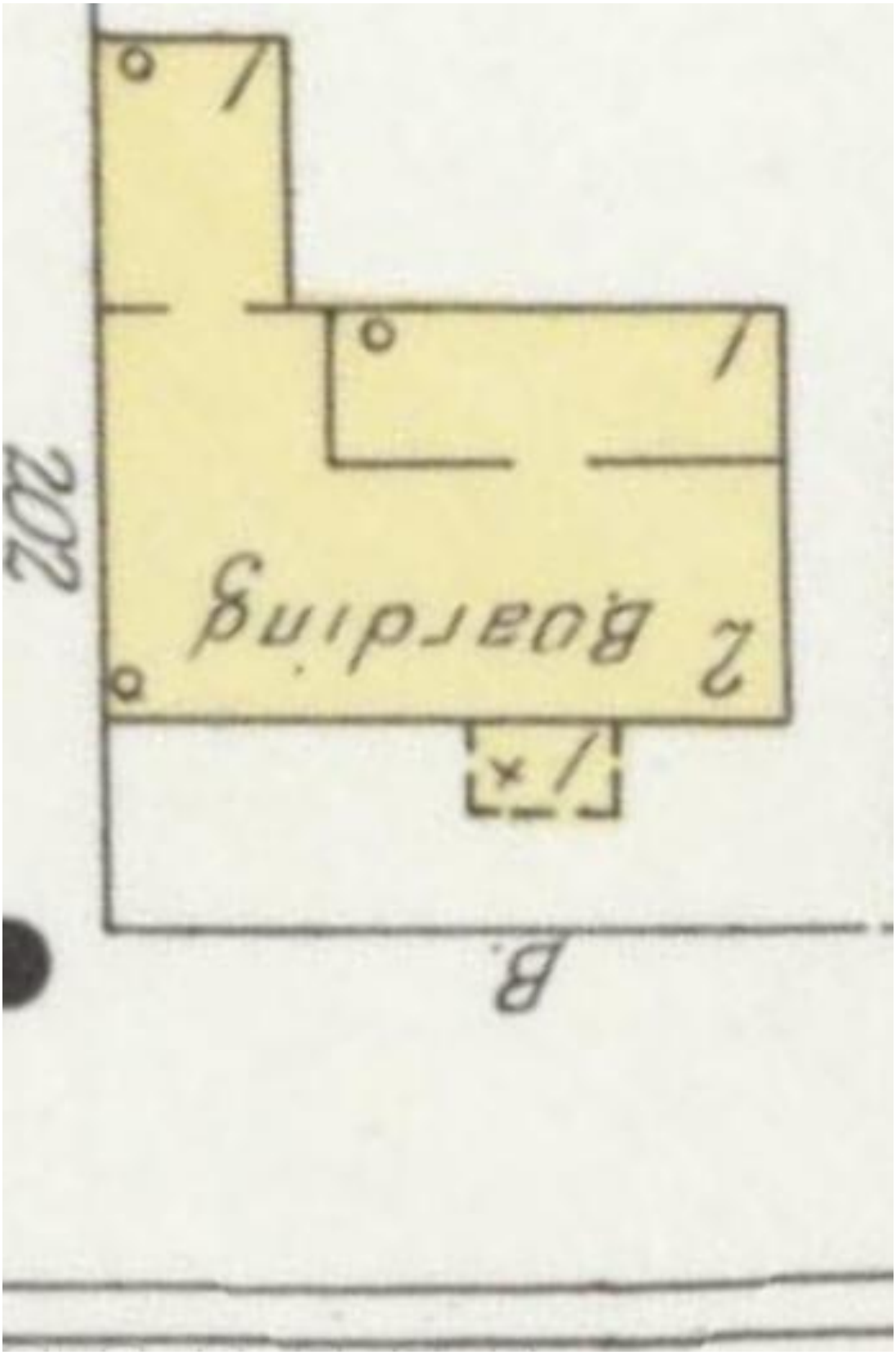
Map 1G. “Archer Ho.” On the northwest corner of West Market Street and Southern Railway, in January 1891. Note that the building in Figure 156B appears to be a single story or perhaps a 1½ story building, as opposed to the 2-story building indicated on this and subsequent Sanborn Fire Insurance Company maps.



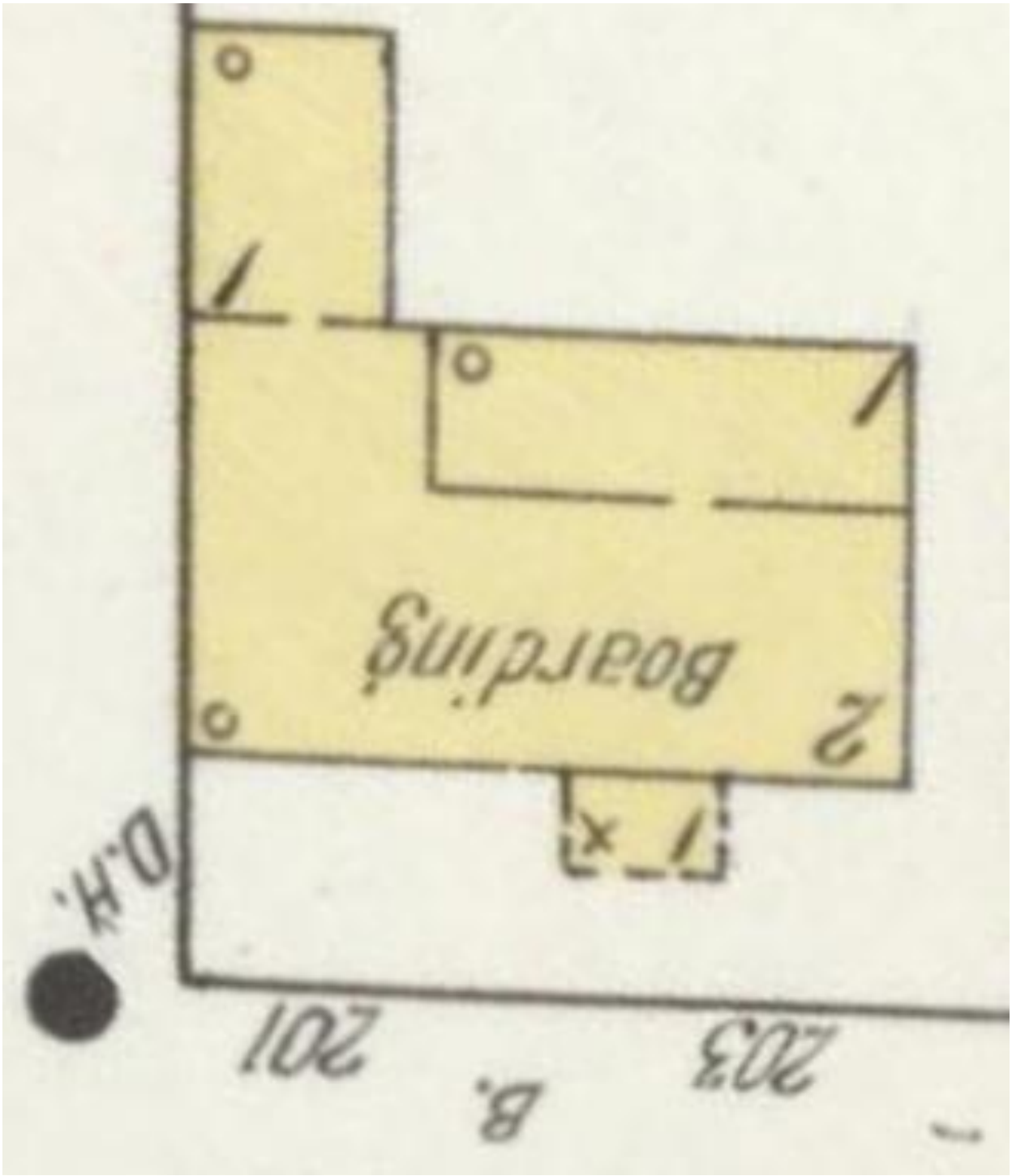
Map 2G. The “Smith H. Hale/Archer Building” in May 1897. Note that the corner of the building is occupied by an unidentified clothes store (“Clo.”).



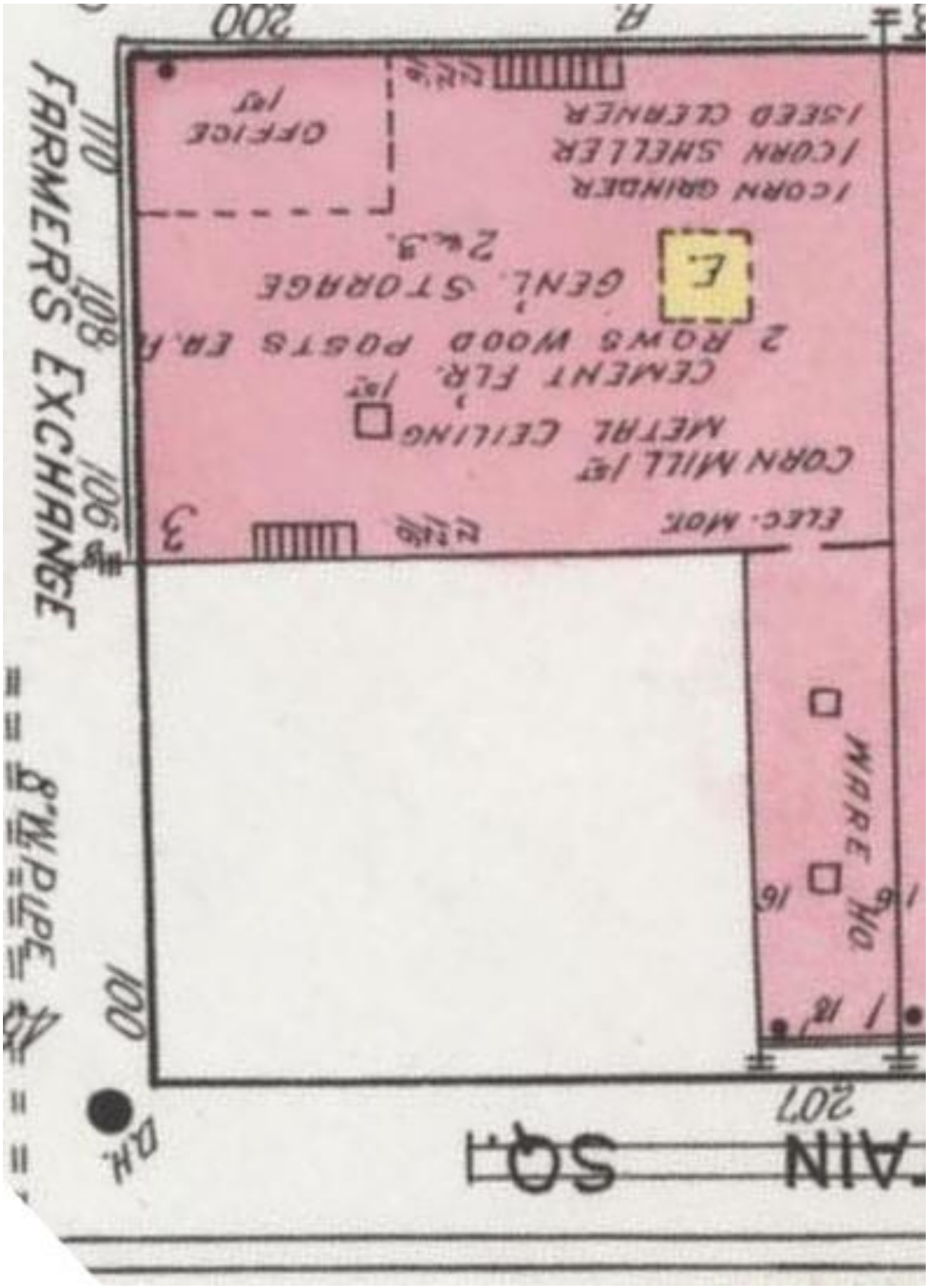
Map 3G. The “Smith H. Hale/Archer Building” in April 1903. Note that the corner of the building is occupied by saloon (“Sal.”), apparently John M. Barlow’s “Fine Wines and Liquors.”



Map 4H. The “Smith H. Hale/Archer Building” in December 1908. Note that the entire building is occupied by an unidentified “Boarding” house.



Map 5H. The “Smith H. Hale/Archer Building” in July 1913. Note that the entire building is occupied by an unidentified “Boarding” house.



Map 6H. Note that the "Smith H. Hale/Archer Building" has been removed according to this map from February 1920. Apparently, the "Taylor – Brown (?) Building" would be built on this site by 1927.



Figure 156B. A detail of the “Smith H. Hale/Archer Building;” on 6 October 1895, the day the liberty bell came to Johnson City.

16.1. “Smith H. Hale/Archer Building,” here by 1871, removed between 1913 and 1920

Note: The author did not find a formal name for this building. In the interest of clarity, the author has opted to call it the “Smith H. Hale/Archer Building.” However, the author has not found any historical information that supports this.

Smith H. Hale, Dwelling, here? by 1871 to at least 1894
Leased (?) for use as “Archer’s House” around 1891?
F.R. McCourry, “Fine Wines and Liquors,” by 1899
John M. Barlow, “Fine Wines and Liquors,” 1899 to perhaps 1903
Hotel Blevins, 1907

16.1.1. Smith H. Hale, Dwelling, here? by 1871 to at least 1894
(Tentatively placed here, the evidence is rather thin and confusing, see 15 May 1890, below.)

1 September 1871. Bristol News.

“Points About Johnson’s. Johnson City. Aug. 28, ‘71… S.H. Hale has erected, on his old site a very neat building, comprising store-room and dwelling combined...” This appears to be a reasonable description of the building on the northwest corner of West Market Street and Southern Railway.

15 May 1890. Johnson City Comet.

“A Big Scheme. A company of local capitalists have bought all the property along West Market street for quite a distance and are going to improve it. The creek will be straightened and moved and the stables and shops along the street will give way to business houses. The Hale building near the railroad will be torn down at once and a large block erected in its stead. The street will be made 80 feet wide.” Note that, assuming that this is a reference to the building on the northwest corner of the intersection of West Market Street and the Southern Railway mainline, this building appears to have remained until sometime between 1913 and 1920.

16 October 1890. Johnson City Comet.

“Stabbed to Death. Shortly after noon Sherman Lewis stabbed John Dow to death. The fight occurred in the rear of the Hale property on Railroad street. The combatants were alone and after Dow had been stabbed he walked through the house onto the railroad and died. Lewis attempted to escape but was captured on the Tannery knob by officer Remine and brought to the city. He had a preliminary trial before Esquire Hart yesterday and to-day and was bound over to Court. He will go to jail at Jonesboro to await trial.”

January 1891. The Sanborn Fire Insurance Company map for this area shows that the northwest corner of West Market Street and the E.T.V. & G. railroad was occupied by the “Archer Ho.” (Archer House? Archer Hotel?). This is the only reference, found by the author, to this enterprise.[212]

21 June 1894. Johnson City Comet.

"Smith Hale Dead. Smith H. Hale, one of our oldest and best known citizens died at his home on Railroad street, last Thursday the 14th and was buried Friday in the old cemetery. He was about sixty-eight years old and had lived in the city since long before the war. A host of friends and relatives mourn his death. His good wife preceded him to the spirit world about a year since. He leaves one son and three daughters, all grown, and considerable property which he accumulated in his younger days of health and strength."[213]

May 1897. The Sanborn Fire Insurance Company map for this area shows that the "Smith H. Hale/Archer Building" had been partitioned and was occupied by an unidentified clothing ("Clo.") enterprise and a dwelling ("D").

16.1.2. F.R. McCourry, "Fine Wines and Liquors," by 1899



Figure 198. Johnson City Comet, 16 February 1899. This advertisement ran until at least 1 June 1899.

16.1.3. "John M. Barlow, "Fine Wines and Liquors," 1899 to perhaps 1903

29 June 1899. Johnson City Comet.

"F.R. McCourry has sold his bar fixtures and stock to W.B. NcNabb, who will continue the business at the same stand."

6 July 1899. Johnson City Comet.

"In last week's issue of The Comet it was stated that W.B. McNabb had purchased the saloon of F.R. McCoury. We were misinformed. John M. Barlow has bought the stock, and will continue the business at the same stand."

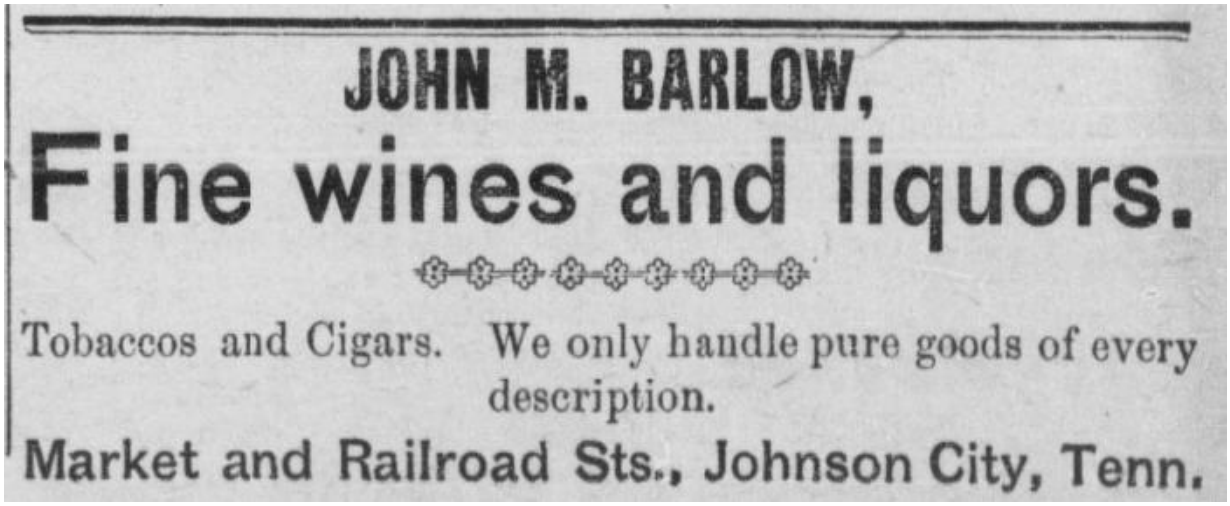


Figure 199. Johnson City Comet, 6 July 1899.
This advertisement ran until at least 12 October 1899.

Note: A similar advertisement with an address of only "West Main Street" appeared on 26 October 1899. However, it seems unlikely that this enterprise had actually moved from its original location. This 26 October 1899 advertisement was also the last mention, found by the author, of this enterprise.

April 1903. The Sanborn Fire Insurance Company map for this area shows that the "Smith H. Hale/Archer Building" had been partitioned and was occupied by a dwelling ("D") and a saloon ("Sal."), perhaps still that of "John M. Barlow" "Fine Wines and Liquors."

16.1.4. Smith H. Hale Building, 1906

30 August 1906. Johnson City Comet.

"Straws – Parties interested in the S. & W. are buying considerable real estate in the city. They have purchased the old Smith Hale building on the corner of West Market street and the Southern right of way, bought the Mary McKinney house, and have taken options on several other pieces of property on West Market street. It is believed they acquired the old Carr stable, and they now seem to want the old McNees lot opposite. It is evident that a great deal of the property under option by the officials of this road is for speculation purposes, as it is so widely separated it could not all be used for railroad purposes. This shows they have faith in their work and know what they intend to do for this town."

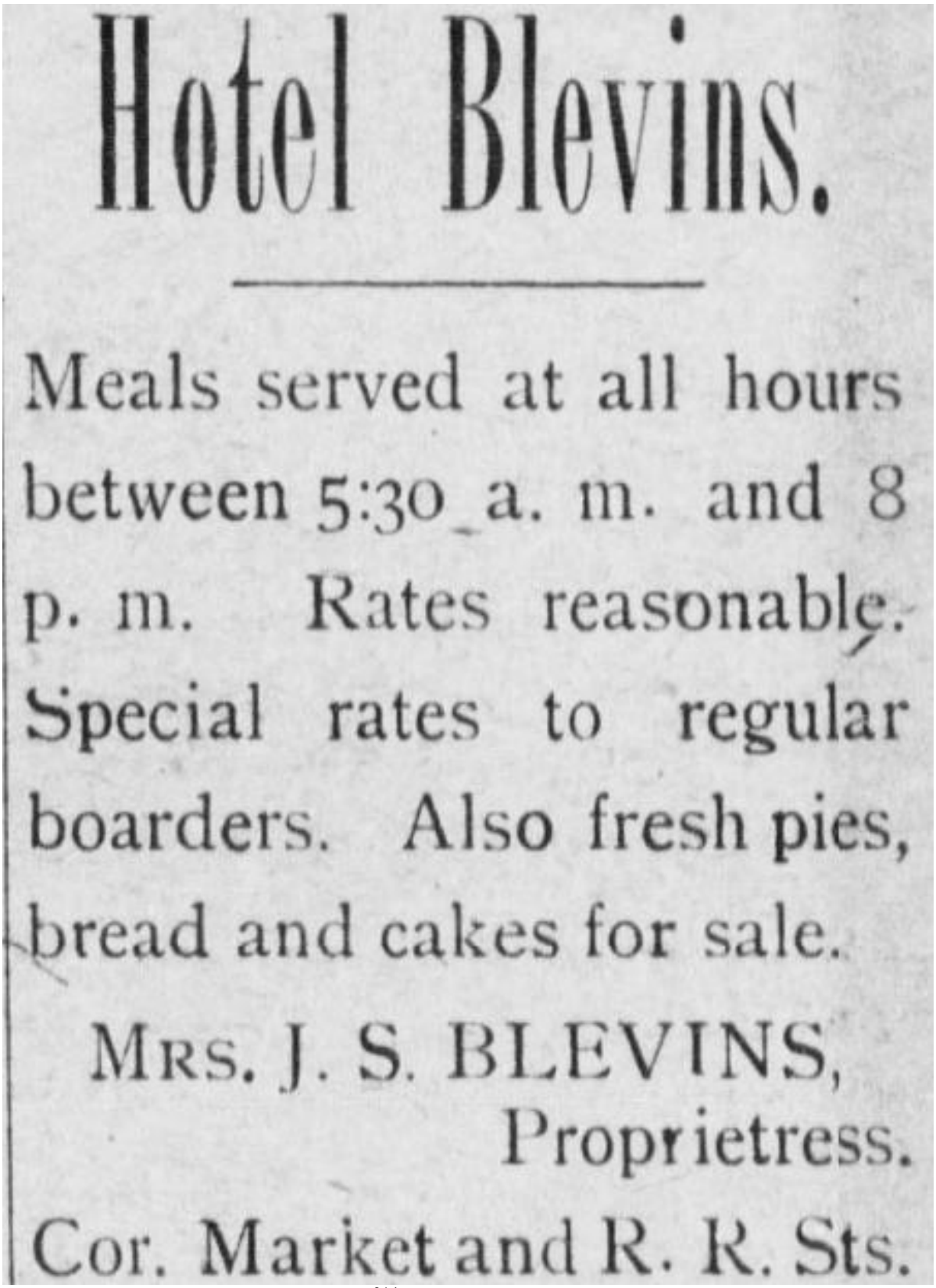


Figure 200. Johnson City Comet, 18 July 1907.[214] This enterprise is tentatively placed here since the Sanborn Fire Insurance Company map of this area from December 1908 indicates a boarding house occupied this site. However, by 21 November 1907, Mrs. J.S. Blevins had moved her enterprise to the "White Elephant."

21 November 1907. Johnson City Comet.

"Mrs. J.S. Blevins has moved to the 'White Elephant' and has enlarged her facilities for keeping boarders. She is running a first class boarding house at moderate cost."

December 1908. The Sanborn Fire Insurance Company map for this area shows that the "Smith H. Hale/Archer Building" was occupied by an unidentified "Boarding" house.

15 September 1910. Johnson City Comet.

"Southern is Erecting Gates – Yesterday morning the Southern Railway began erecting gates at the Roan street crossing and will also protect Main and Market street crossings in a like manner, the three being operated by compressed air from a signal tower. This will be cheerful news to Johnson Citians."

"Will Erect Tower Near Fountain – The Southern will operate the gates to be erected at Main and Market street crossings by compressed air from a watchtower to be erected on the square near the fountain. The Roan street gates will be operated separately."

15 December 1910. Johnson City Comet.

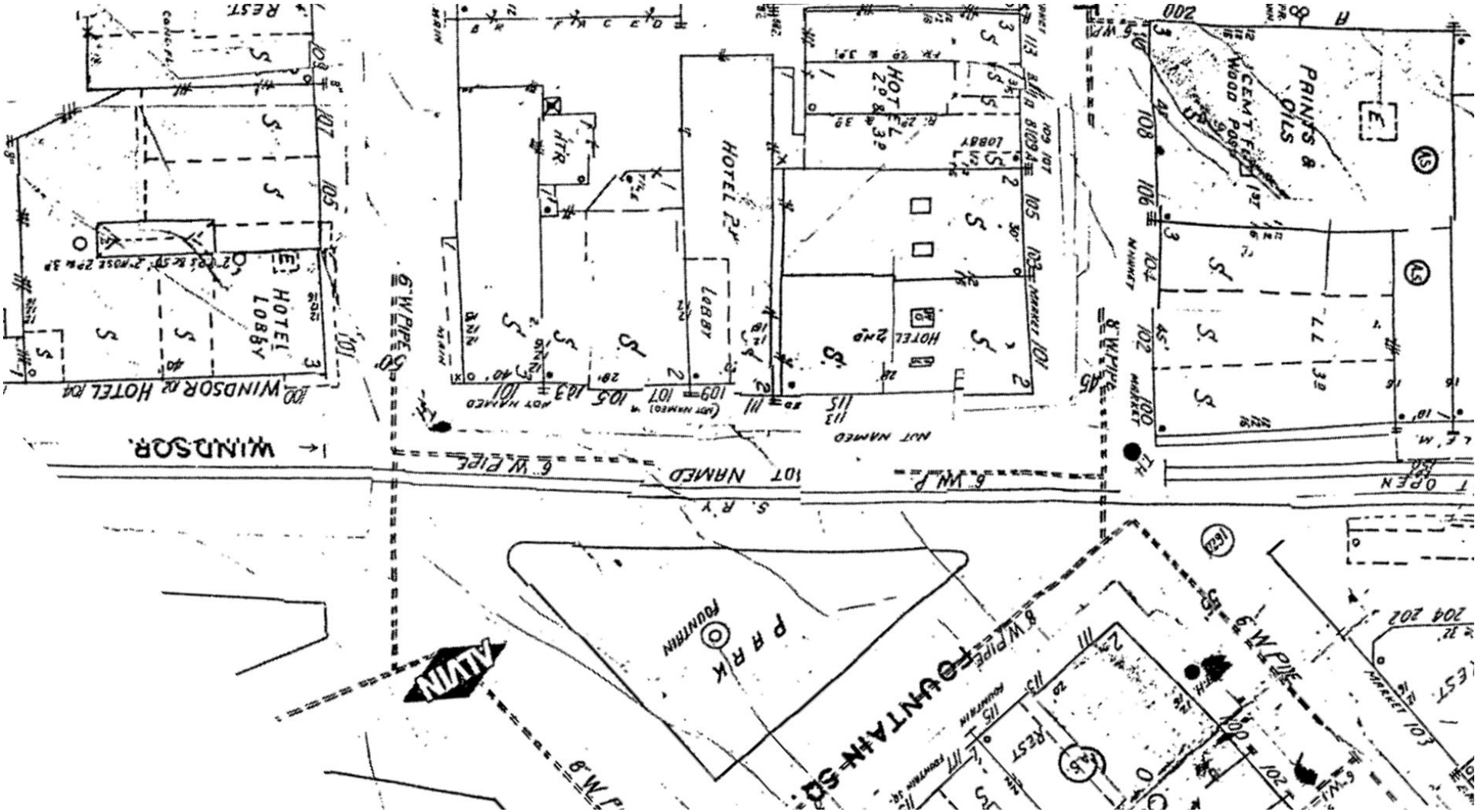
"Gates Being Put In operation – The gates that have been installed at the Market and Main street crossings of the Southern are being balanced and the compressed air connections made so they can be put in operation at once. They will be operated from the tower in the Fountain Square." Note: interestingly, this structure was not included on the Sanborn Fire Insurance Company map of this area for 1913, see Map 5A.

July 1913. The Sanborn Fire Insurance Company map for this area shows that the "Smith H. Hale/Archer Building" was occupied by an unidentified "Boarding" house.

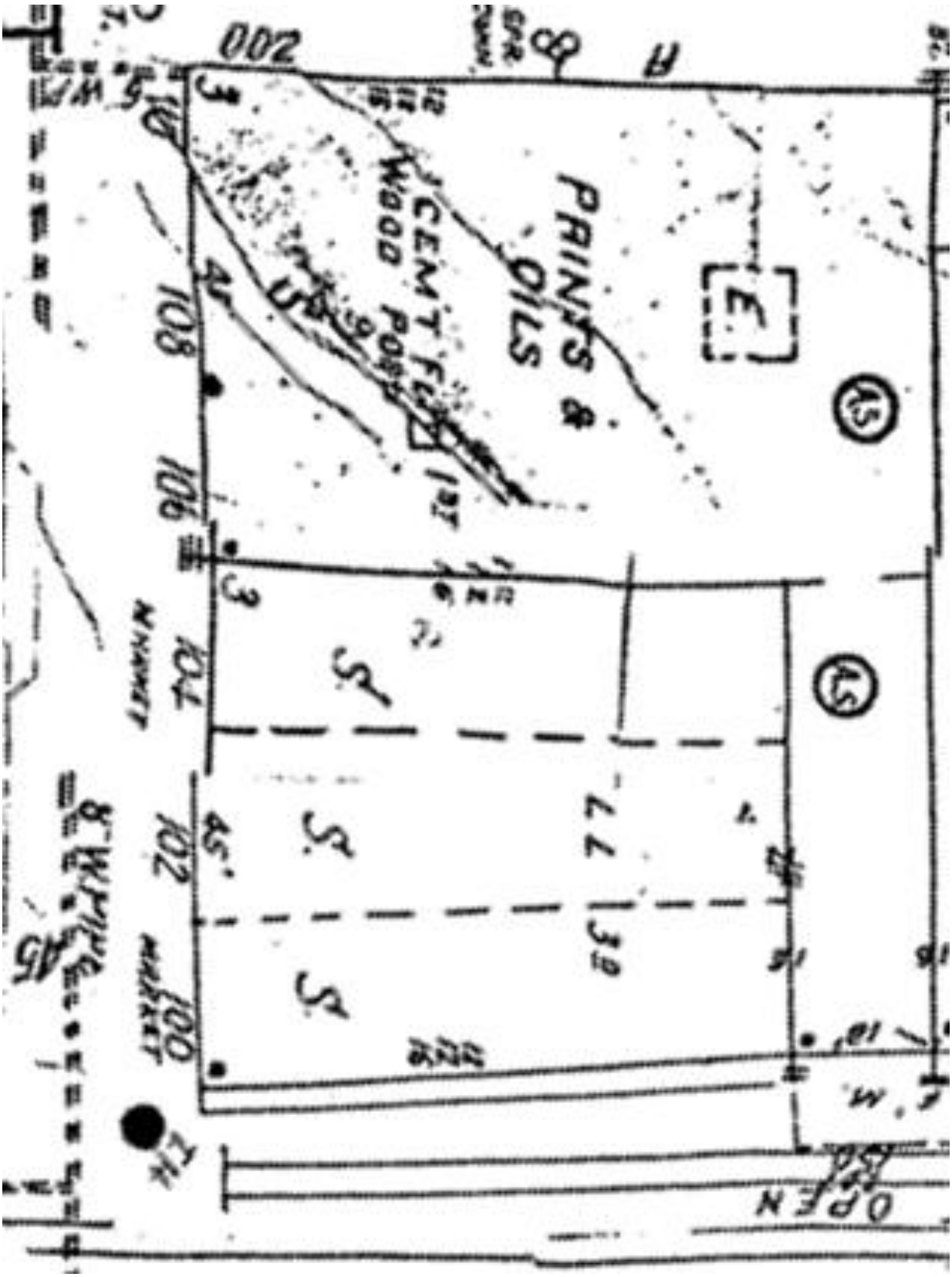
February 1920. The Sanborn Fire Insurance Company map for this area shows that "Smith H. Hale/Archer Building" had been removed and that the lot on the northwest corner of West Market Street and the Southern Railway was vacant.

16.2. “Taylor Brown (?) Building,” by 1927 – Present

Note: The sign naming this building has been damaged and become incomplete, see Figure 207. In the interest of clarity, the author has opted to call it the “Taylor Brown (?) Building.” This building was constructed on the lot previously occupied by the “Smith H. Hale/Archer Building.”



Map 7I. February 1920. The "Taylor Brown (?) Building" has been constructed on the northwest corner of West Market Street and Southern Railway (right of image). The buildings across the top, from left to right, include: the Windsor Hotel (on the southwest corner of West Main Street and Southern Railway), the "Arlington Hotel" (on the northwest corner of West Main Street and Southern Railway), and the "Farnsworth Hotel Building" (southwest corner of West Market and Southern Railway). Also note the "Fountain Sq."



Map 7J. Note that the "Taylor – Brown (?) Building" (100, 102 and 104 West Market Street) has been built on the site of the "Smith H. Hale/Archer Building," by 1927.



Figure 1D. A detail taken on 19 April 1941. Across the top, from left to right, the Windsor Hotel, the Arlington Hotel, the "Arlington Hotel Annex Building," the "Fountain Square Hotel Building," the "Farnsworth Hotel Building," the "Taylor Brown (?) Building," and the "Warehouse Block." Also visible are the Hamilton National Bank Building, the Crandall Building, the Summers Building (the triangular building across the Southern Railway mainline from the "Taylor Brown (?) Building"), and the Southern Railway Passenger Station.



Figure 3J. A detail taken on 1 March 1947. From the bottom left corner, along the westside of the Southern Railway mainline: the Windsor Hotel, the Arlington Hotel, the "Arlington Hotel Annex Building," the "Fountain Square Hotel Building," the "Farnsworth Hotel Building," the "Taylor Brown (?) Building," the "Warehouse Block," and the Inter-Mountain Telephone Exchange Building. Also visible are the Hamilton National Bank Building, the Crandall Building, the Crouch Building, the Parks – Belk addition, the Summers Building (the triangular building across the Southern Railway mainline from the "Taylor Brown (?) Building"), and the Southern Railway Passenger Station. Fountain Square is also visible.



Figure 7D. A detail of "Aerial View, 'Downtown Johnson City 1960s'," looking west along East Main Street, with the Hamilton National Bank building visible near the top the of the image and the Sevier Hotel visible in the right foreground. From left to right across the top of the image on the west side of the Southern Railway mainline: the "Free Service Tire Company Tire Sales and Recapping Facility Building" on Wilson Avenue, the block of buildings on Windsor Way, the Windsor Hotel, the Arlington Hotel, the "Arlington Hotel Annex Building," the "Fountain Square Hotel Building," the "Farnsworth Hotel Building," the "Taylor Brown (?) Building," and the "Warehouse Block."[215]



Figure 8C. A color aerial view of downtown Johnson City, taken by 1966. This view looks east. From left to right along the west side of the Southern Railway mainline: the Inter-Mountain Telephone Company Exchange Building, the "Warehouse Block," the "Taylor – Brown (?) Building" (with the Farmers Exchange Building to its left), the Arlington Hotel, the Windsor Hotel, the "Free Service Tire Company Tire Sales and Recapping Facility Building" on Wilson Avenue, the Auto Sales and Service Company, and "Young's Warehouse" (lower right corner). Also visible along the east side of the Southern Railway mainline, from left to right: the Southern Railway Passenger Station, the Summers Building, the Parks – Belk addition, the Crouch Building, the Crandall Building, Jobe's Block, the Phillips Building, and the light-colored Free Service Tire Company Building, as well as the E.T. & W.N.C. and Clinchfield depots (lower right). The light-colored Hamilton National Bank building is visible near the center of this image, while the Sevier Hotel is visible toward the top left.[216]



Figure 9B. A detail of downtown Johnson City taken in 2006. Along the west side of the Southern Railway (now Norfolk Southern), from lower left toward top right: "Young's Warehouse" (partially visible), the "Chevrolet Sales Company Building," the "Free Service Tire Company Tire Sales and Recapping Facility Building" (100 and 102 Wilson Avenue), the parking lot which was previously occupied by a number of buildings (including the Hotel Windsor, the Arlington Hotel, and the "Worley/O'Boyle Building"), the "Taylor – Brown (?) Building" (partially occupied by a Western Auto store (by 1941 to at least 1968), with the Farmers Exchange to its left), and the "Warehouse Block" (which was across the tracks from the Southern Railway Passenger Station (now a parking deck). Along the east side of the former Southern Railway mainline, from bottom left toward top right: the former E.T. & W.N.C. depot, the white Free Service Tire Company building, the back of the Jobe Block, the "East Fountain Square Block," a parking deck (where the Southern Railway Passenger Station stood from 1913 to 1973), and the Sevier Hotel. From the bottom left corner, along State of Franklin Road, to the middle right: the Summers Hardware and Supply Company, the Clinchfield depot, and the buildings once occupied by the Taylor Feed Company store, McCown – Mahoney, and Hannah Brothers (along Tipton Street).[217]



Figure 201. A view looking northwest across Fountain Square from near the Crandall Building. From left to right: the "Farnsworth Hotel Building" (with the Farmers Exchange Building behind it), the "Taylor Brown (?) Building" (with Calfee & Swann at 102 West Market Street (previously at 102 East Main Street from 1949 to perhaps 1962) and the "Western Auto" store at 100 West Market Street (here by 1941) and the Crouch Building. This photograph was taken "Circa September 1968."[218]



Figure 201A. A detail. The “Taylor – Brown (?) Building” appears to have been constructed between 1920 and 1927, see maps 6H and 7J. Note the Calfee & Swann photography store at 102 West Market Street (previously at 102 East Main Street from 1949 to perhaps 1962) and the “Western Auto” store at 100 West Market Street (here by 1941).



Figure 202. "Circa September 1968 – Another photo of Chris's Twirlettes parading through Fountain Square in downtown Johnson City. Looking in a northwest direction from Main across Fountain Square toward Market Street. The building on the far left was razed in 1969 [actually in 1971] and is presently a parking lot..."[219] Note the "Taylor Brown (?) Building" in the middle background and the "East Fountain Square Block" on the right.



Figure 202A. A detail of the "Taylor Brown (?) Building" on the northwest corner of West Market Street and the Southern Railway. This Western Auto store was at 100 West Market Street. Note that the sign of the store to the left of the "Western Auto" sign (102 West Market Street), appears to read: "Calfee and Swann Inc." "Everything Photographic." The Calfee and Swann store was previously at 102 East Main Street (1949 to perhaps 1962).



Figure 203. “Southern Railway Depot,” just prior to demolition in 1973.[220] Note the “Taylor Brown (?) Building” (which was partially occupied by a Western Auto store by 1941 to at least 1968) to the left of the station. Also note the presence of what appears to be a loading platform adjacent to the Southern Railway mainline at the lower right of the “Taylor Brown (?) Building.” Note: the author plans to address the Southern Railway Passenger Station in detail in a later documentary history.



Figure 204. A detail of the portion of the "Taylor Brown (?) Building" that was occupied by a Western Auto store, at 100 West Market Street. Note the presence of the Parks – Belk addition in the right background. This photograph appears to date to between 1961 and 1965.[221]



Figure 188A. A detail. Note that the signs on the "Taylor Brown (?) Building," on the right, which appears to read: "Western Auto Association" and "Home Owned." This photograph was dated to the "early 1960s."[222]



Figure 205. “Circa late 70’s – The Dandelion Fountain on Fountain Square in downtown Johnson City...” This view looks from the Crandall Building, across Fountain Square, toward the “Taylor Brown (?)” and Farmers Exchange buildings on West Market Street.[223]



Figure 205A. A detail. Note that the Western Auto store is no longer present in the "Taylor Brown (?) Building" (the sign on the right appears to read in part: "Stamps & Coins… Driving School"). Also note the Farmers Exchange Building on the left, which has a sign that appears to read: "Mary."



Figure 206. A Google Maps image of the "Taylor Brown (?) Building" and the Farmers' Exchange Building in November 2023. Note the former Southern Railway mainline in the right foreground. Also note the "Albert's Pawn" sign, which reads: "Albert's Pawn – Guns – Guitars – Jewelry & More" "Licensed & Trusted Pawnbrokers Since 1927." Perhaps this enterprise is related to "Albert's Loans," which was located at 117 East Fountain Square, by 1955 to at least 1968. A previous, heavily weathered sign (in the same place in 2012) read: "Albert's Loan – We Rent Money – Around Corner – Licensed Pawnbroker."



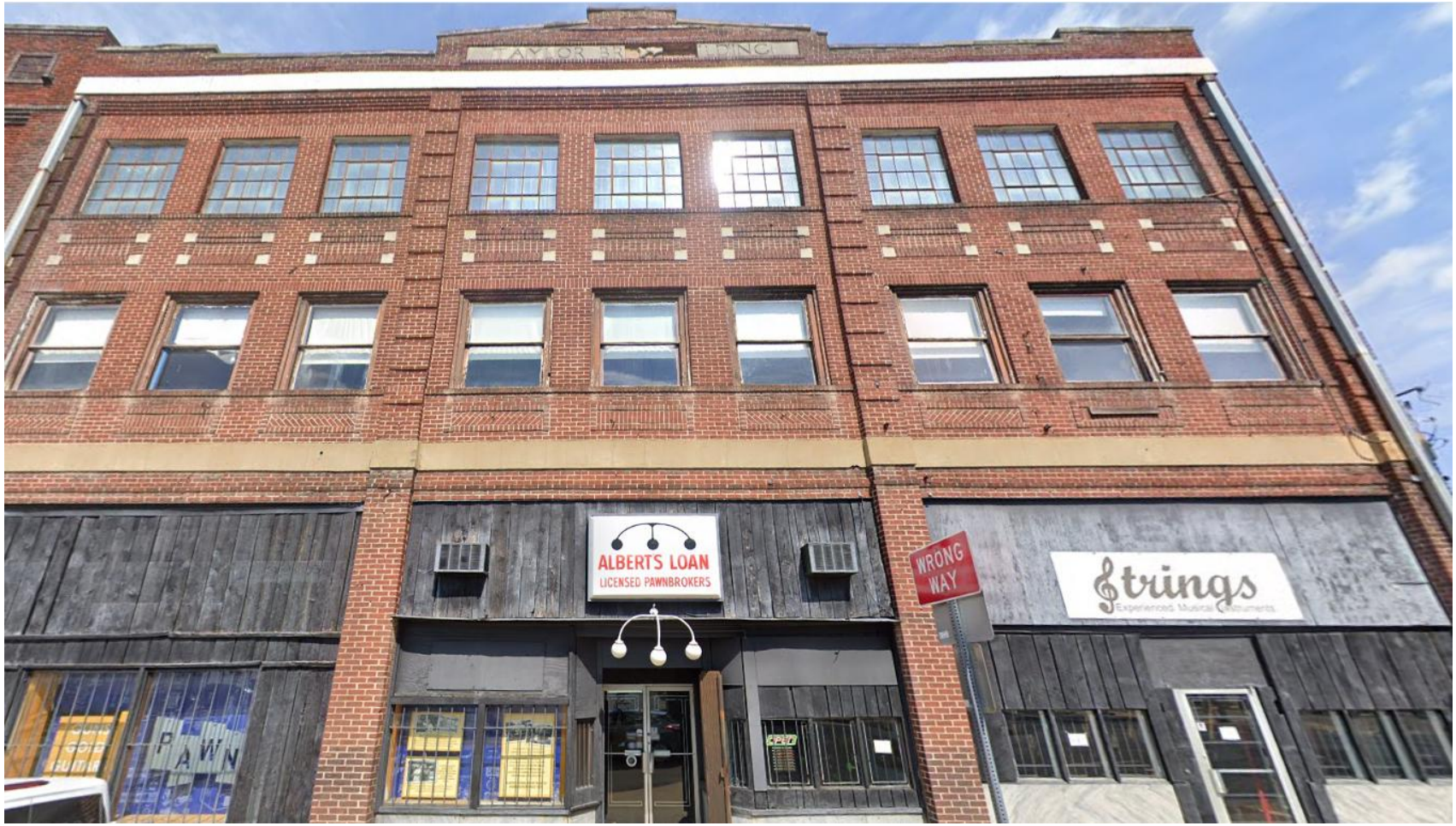


Figure 207. A Google Maps image of the south side of the "Taylor Brown (?) Building" (as it faces West Market Street) in September 2021. Note that the sign at the top of the building appears to read: "Taylor Br… lding." "Strings" occupies 100 West Market Street (on the right), and "Albert's Loan" "Licensed Pawnbrokers" occupies 102 West Market Street.



Figure 208. A Google Maps image of the east side of the "Taylor Brown (?) Building" (as it faces the former Southern Railways mainline) in November 2023. Note that the red-bricked single-story structure with double doors on the right once housed a warehouse (see Map 7J), while the one-story yellow brick building on the right of this image was built as an "Armour Packing Co." facility after 1920. Also note that the loading door, once located under the fire escape, has been bricked up, as have several other openings on the ground floor of the "Taylor Brown (?) Building."

16.2 The "Taylor Brown (?) Building," by 1927 – Present

Note: The sign naming this building has been damaged and become incomplete, see Figure 207. In the interest of clarity, the author has opted to call it the "Taylor Brown (?) Building."

1927. The Sanborn Fire Insurance Company map for this area shows that the "Taylor – Brown (?) Building" had been constructed at 100, 102, and 104 West Market Street, on the site formerly occupied by the "Smith H. Hale/Archer Building." Each of the addresses were occupied by an unidentified store ("S").

Note: Unless otherwise specified, the information in sections 16.2.1. and 16.2.2. was derived from Google Maps.

16.2.1. 100 West Market Street

Western Auto Store, by 1941 to at least 1968
"Stamps & Coins… Driving School," late 1970s
"Albert's Music," by 2012
Strings," by 2018 to at least 2023

By 1941, a Western Auto store occupied 100 West Market Street, see Figure 154.

"Circa September 1968." The Western Auto store was still at 100 West Market Street, see Figure 201.

By "Circa late 70's," the Western Auto store was no longer present at 100 West Market Street, and its place was occupied by a "Stamps & Coins… Driving School" enterprise, see Figure 205A.

By April 2012, 100 West Market Street was occupied by "Albert's Music."

By September 2018 to at least November 2023, 100 West Market Street was occupied by "Strings," see Figure 207.

16.2.2. 102 West Market Street

"Calfee and Swann Inc.," Photography Store, by 1968
"Albert's Loan – Licensed Pawnbrokers," by 2012 to at least 2023

By 1968, "Calfee and Swann Inc." "Everything Photographic," occupied 102 West Market Street, see figures 201A and 202A.

By April 2012 to at least November 2023. "Albert's Loan – Licensed Pawnbrokers" occupied 102 (and apparently 104) West Market Street, see Figure 207.



Figure 209. Map Legend for January 1891.[224]



Figure 210. Map Legend for May 1897.[225]

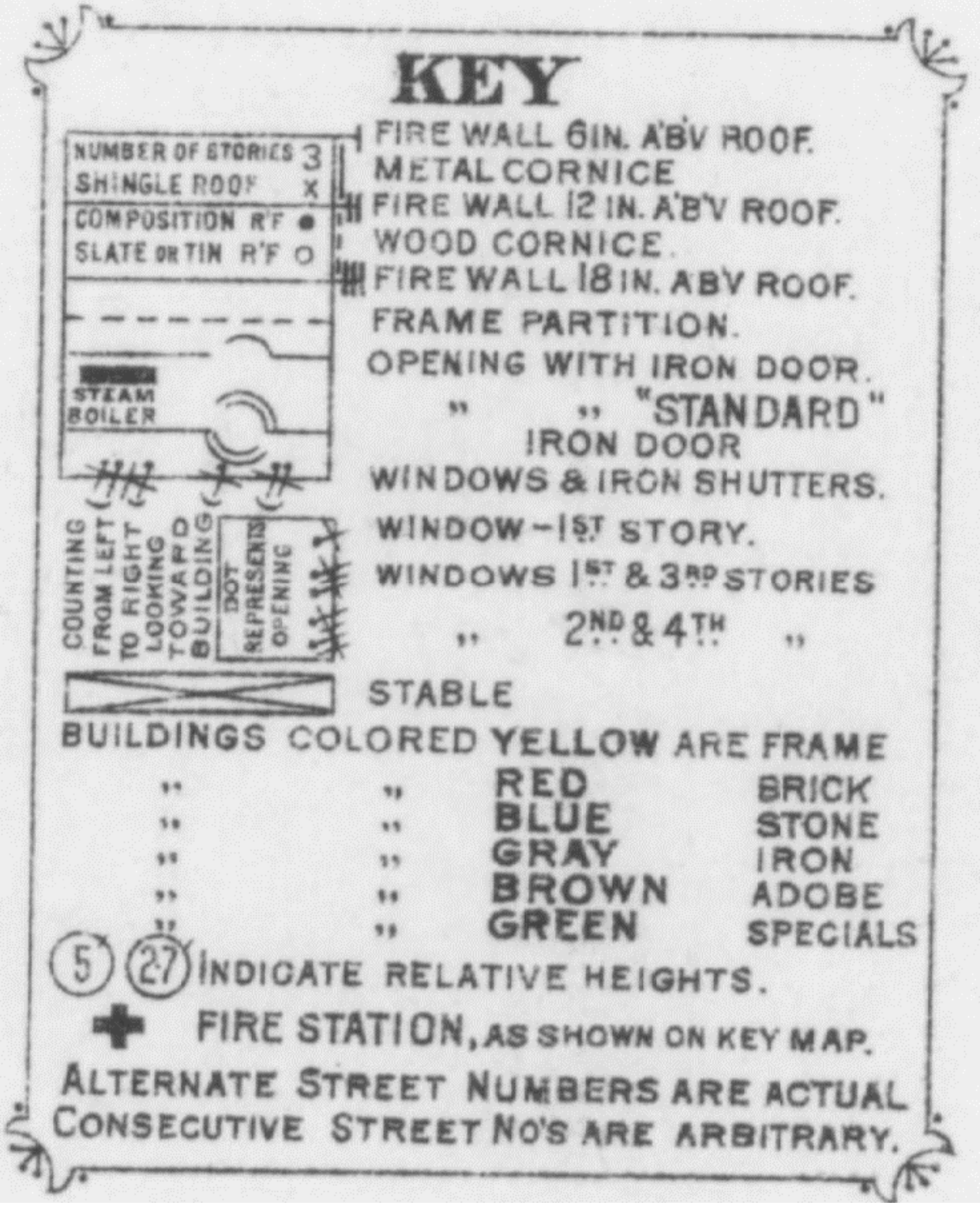


Figure 211. Map Legend for April 1903.[226]

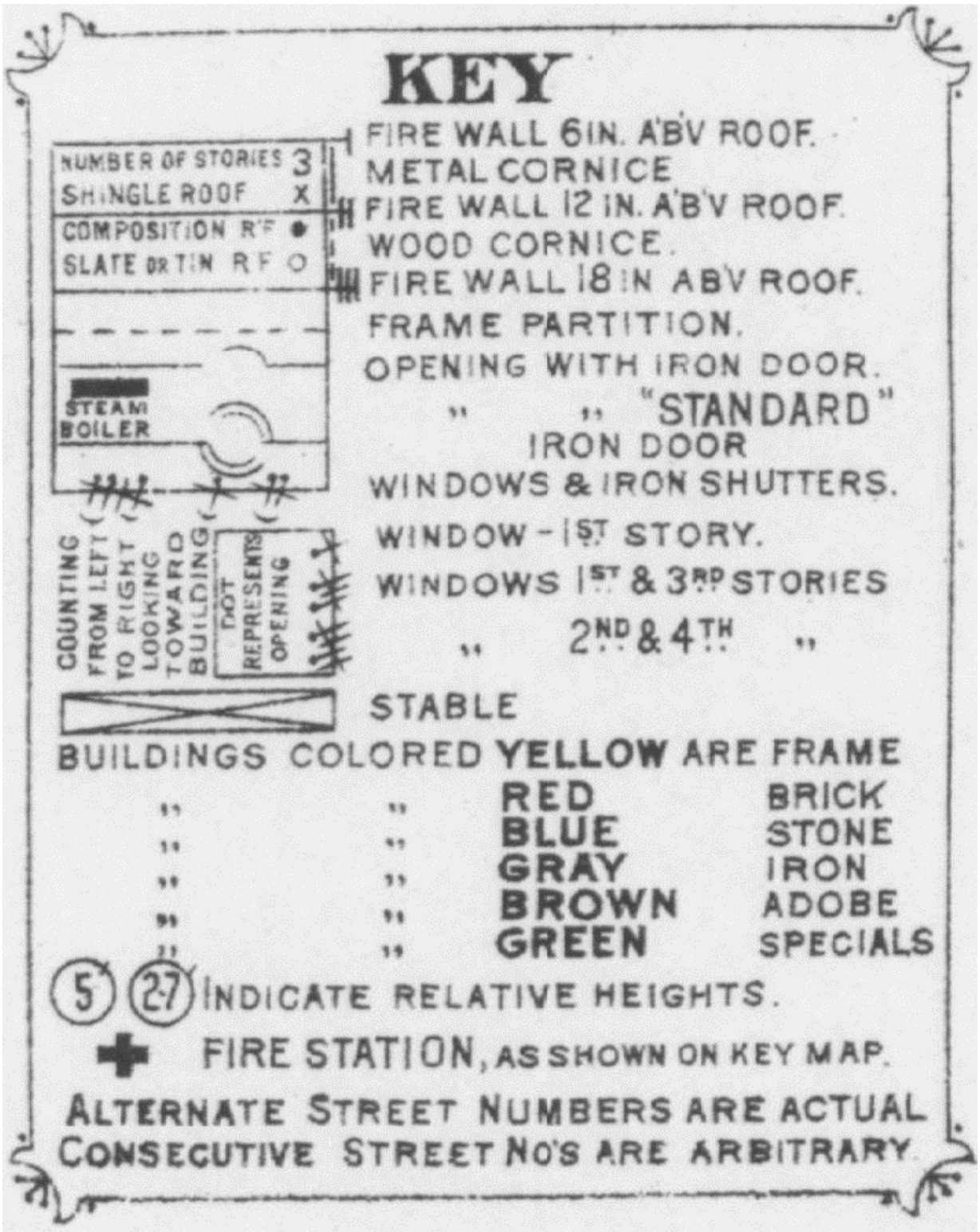


Figure 212. Map Legend for December 1908.[227]

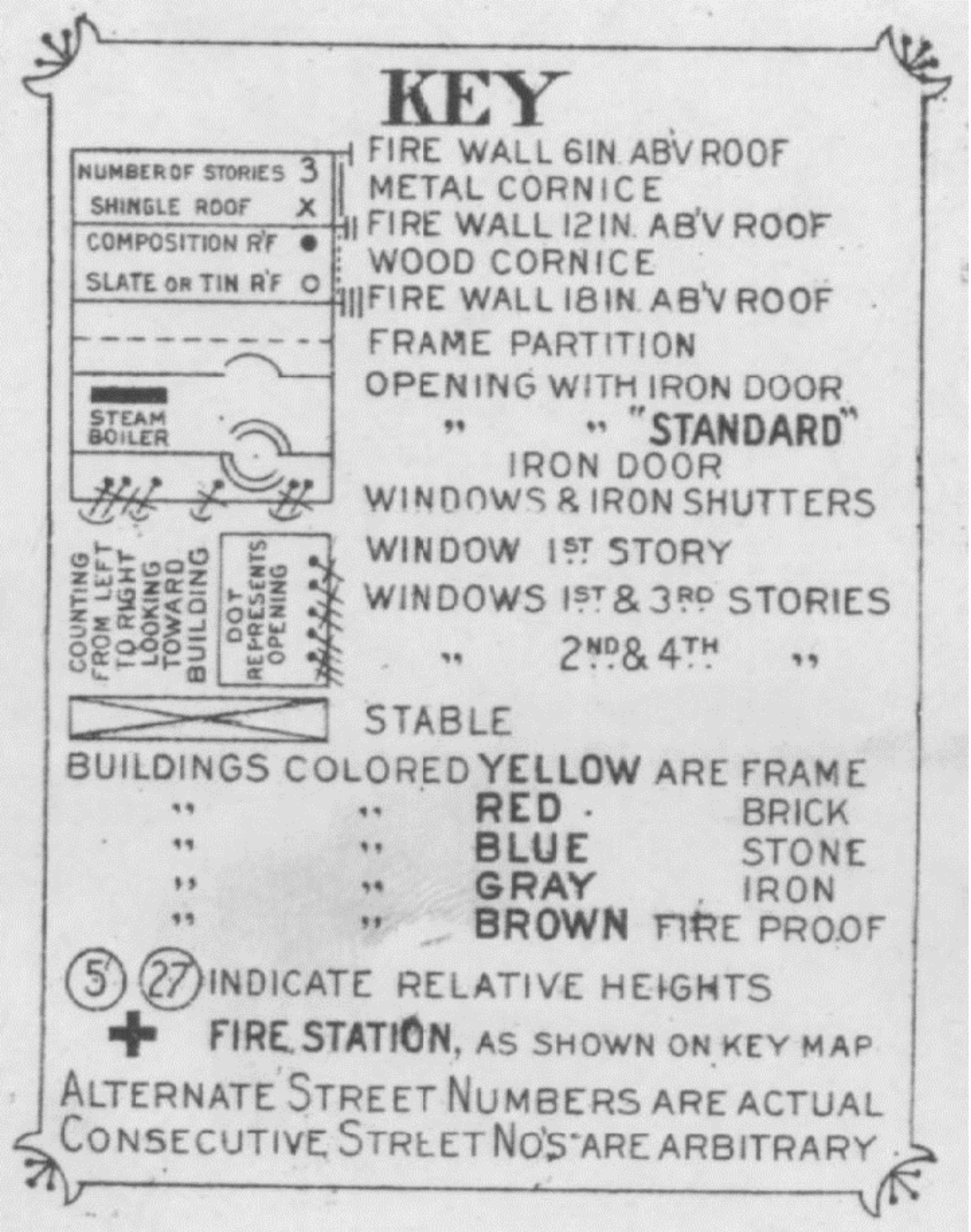


Figure 213. Map Legend for July 1913.[228]



Figure 214. Map Legend for February 1920.[229]

Table 5. “Sanborn Map Abbreviations”[230]

Abbrev.	Meaning
A	Automobile (usually designates the location of a garage)
A in B	Automobile located in basement
A S	Automatic sprinkler
Abv	Above
ACS	Automatic chemical sprinkler
AFA	Automatic fire alarm
Agr	Agricultural
Appts	Apparatus
Apts	Apartments
Asb Cl	Asbestos clad
Att’d	Attended
Aud’it’m	Auditorium
Auto Ho	Automobile house, or garage
B	Basement, boiler or occasionally brick
B & S	Boots and shoes
BPOE	Benevolent & Protective Order of Elks
B Sm	Blacksmith
B’ld’g	Building
B’lr	Boiler
B’s’t	Basement
Bak’y	Bakery
Balc	Balcony
Bap	Baptist
Bbl	Barrel
Bbls	Barrels
BE	Brick enclosed elevator
Bill’ds	Billiards
Bl Sm	Blacksmith
Blk Sm	Blacksmith
Bst	Basement
C B	Cement brick or concrete block construction
C Br	Concrete brick or cement block construction
Cap’cy	Capacity
Carptr	Carpenter
CBET	Concrete enclosed elevator with traps
Chem	Chemical
Chinaw	Chinaware or porcelain
Chine	Chinese
Cl	Clad
Clo	Clothing

Abbrev.	Meaning
Co	Company
Comp	Composition construction (i.e. stucco) or compressor
Conc	Concrete
Conf’y	Confectionary (candy store)
Confec’y	Confectionary (candy store)
Constr’n	Construction
Corp’n	Corporation
D	Dwelling
DH	Double (fire) hydrant
DG	Dry goods
Drs	Doctor’s office
Dwg	Dwelling
E	Open elevator
E Fl	Each Floor
El	Electric
Elec	Electrician
Eng	Engine
Ent	Entertainment
Episc’l	Episcopal
ESC	Elevator with self-closing traps
ET	Elevator with traps
Exch	Telephone exchange
Expr	Express (as used to designate a delivery service)
F	Flat (as used to designate a delivery service)
FA	Fire alarm
FE	Fire escape
FP	Fire pump
Fill’g Sta	Filling station, or gas station
Fl	Floor
Fr Attic	Frame constructed attic
Frat	Fraternity
Fur	Furnishings
Furn’g	Furnishings
Furne	Furniture
GAR	Grand Army of the Republic
GT	Gasoline tank
Gal	Gallery
Gall	Gallery
Gall’y	Gallery
Gen’l	General (as used to designate a general store)

Table 5. “Sanborn Map Abbreviations” (Continued)

Abbrev.	Meaning
Gents	Gentlemen’s
Greas’g	Greasing
Gro	Grocery or groceries
HPFS	High pressure fire service
H’dw	Hardware
Hack	Hackney or delivery service
Hardw	Hardware
Ho	Hotel or house (as used to designate a warehouse)
Htr	Heater
Hyd	Hydrant
ICRR	Illinois Central Railroad
Imp	Implements
Ins	Insurance
Insts	Instruments
Ir Cl	Iron clad
K of C	Knights of Columbus
Lab	Laboratory
Lodg’g	Lodging
Luth	Lutheran
Luth’n	Lutheran
ME	Methodist Episcopal
Mach’y	Machinery
Mak’r	Maker
Manf’y	Manufactory or factory
Mdse	Merchandise
Mfy	Manufactory or factory
Mill’y	Millinery
Mkg	Making
Mo	Motor
NS	Not sprinklered
OU	Open under
Off	Office
PO	Post office

Abbrev.	Meaning
Paint’g	Painting
Pat Med	Patent medicines
Plumb’g	Plumbing
Print’g	Printing
QH	Quadruple (fire) hydrant
RC	Roman Catholic
R’f	Roof
R’m	Room
Rep	Repair
Rep’g	Repairing
Repos’ry	Repository
Restr’t	Restaurant
Rf	Roof
Rm	Room
S	Store
SA	Spark arrestor
S Vac	Store portion of building is vacant
Sal	Saloon
Sky’ts	Skylights
Sm	Smith, as in gunsmith or blacksmith
Sm Ho	Smokehouse
Sp’k’l’rs	Sprinklers
St’ge	Storage
St’y	Story
Sta	Station
Stat’y	Stationery
TH	Triple (fire) hydrant
Tel	Telephone
Tenem’ts	Tenements
TESC	Tile enclosed elevator with self-closing traps
Tinw	Tinware
Trimm’g	Trimming
U	Upright
Up	Upright

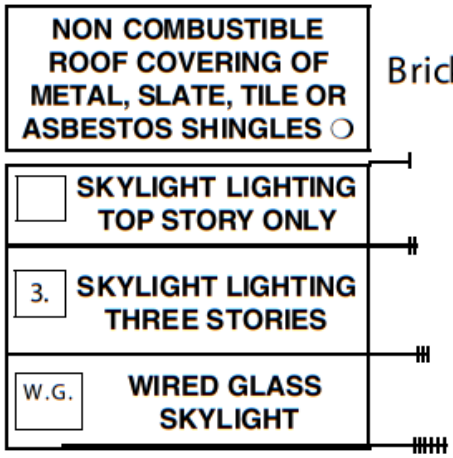
Table 5. “Sanborn Map Abbreviations” (Continued)

Abbrev.	Meaning
Vac	Vacant
Ven’d	Veneered
Ven’r’d	Veneered
VP	Vertical pipe
W	Ware, as in warehouse or wareroom
WC	Water closet or toilet
WG	Wire glass skylights

Abbrev.	Meaning
W Ho	Warehouse
WPA	Works Progress Administration
W’ks	Works
Whol	Wholesale
Wkg	Working
Woodwkg	Woodworking

Consolidated Sanborn Map Legend[231]

TILE 1st BRICK 1st PYROBAR 1st	Fire proof construction (OR FIRE RESISTIVE CONST'N)
ADOBE	Adobe building
HEIGHT OF BUILDING IN FEET FROM GROUND TO ROOF LINE 57	Stone building
(C.BR.)	Concrete, lime cinder or cement brick
(C.B.)	Hollow concrete or cement block const'n
(CONC.)	Concrete or reinforced concrete const'n
(TILE)	Tile building
NUMBER OF STORIES 4	Brick building with frame cornice
TWO STORIES AND BSMT COMPOSITION ROOF 2B ●	Brick building with stone front
SHINGLE ROOF X	Brick building with frame side (DIVIDED BY FRAME PARTITION)
(VEND)	Brick veneered building
BRICK 1ST	Brick and frame building
FRAME, BRICK LINED	Frame building, brick lined
F = FLAT S = STORE	Frame building, metal clad
D = DWELLING	Frame building
A in B =AUTO. IN BSMT	Iron building
LOFT	Tenant building occupied by various manufacturing or occupancies
(ASB.CL.)	Frame building covered with asbestos



Brick building with brick or metal cornice

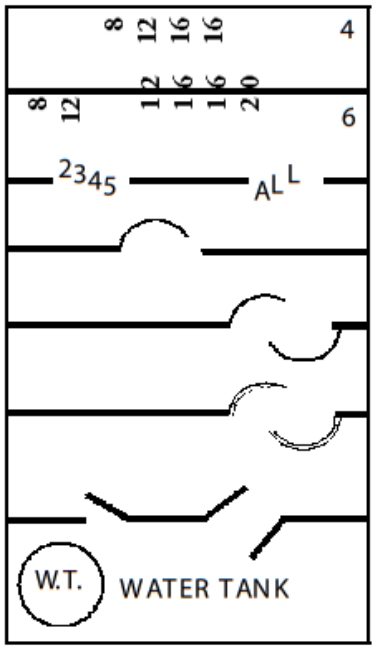
Fire wall 6 inches above roof

Fire wall 12 inches above roof

Fire wall 18 inches above roof

Fire wall 36 inches above roof





Figures 8,12,16 indicate thickness of wall in inches

Wall without opening and size in inches

Wall with openings on floors as designated

Opening with single iron or tin clad door

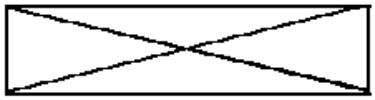
Opening with double iron or tin clad doors

Opening with standard fire doors

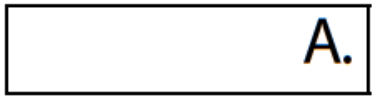
Openings with wired glass doors



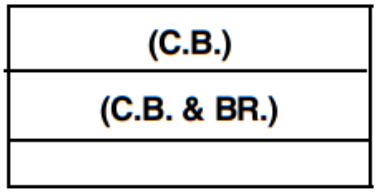
Drive or passage way



Stable



Auto. (House or private garage)



Solid brick with interior walls of C.B. or C.B. and brick mixed



Mixed construction of C.B. and brick with one wall of solid brick.



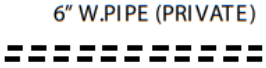
Mixed construction of C.B. and brick with one wall faced with 4" brick.



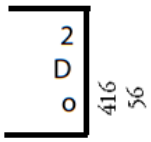
Mixed construction of C.B. and brick throughout.



Water pipes and size in inches.

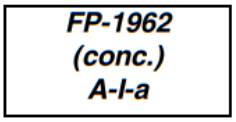


Water pipes of private supply

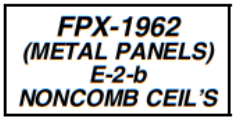


House numbers shown nearest to buildings are official or actually up on buildings.

Old house numbers shown furthest from buildings.



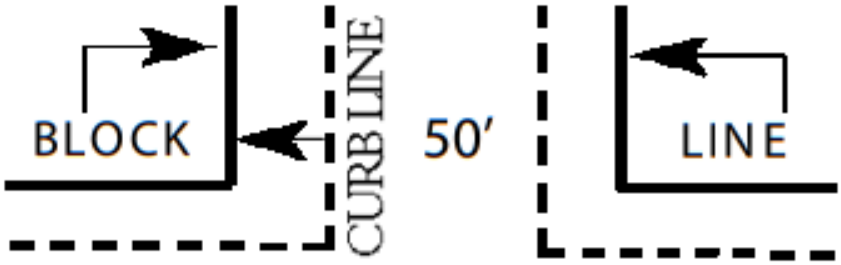
A fire-resistive building built in 1962 with concrete walls and reinforced concrete frame, floors and roof.



A fire-resistive building built in 1962 with metal panel walls, indirectly protected steel frame, concrete floors and roof on metal lath, noncombustible ceilings.



A noncombustible building built in 1962 with concrete block walls; unprotected steel columns and beams; concrete floors on metal lath and steel deck roof.



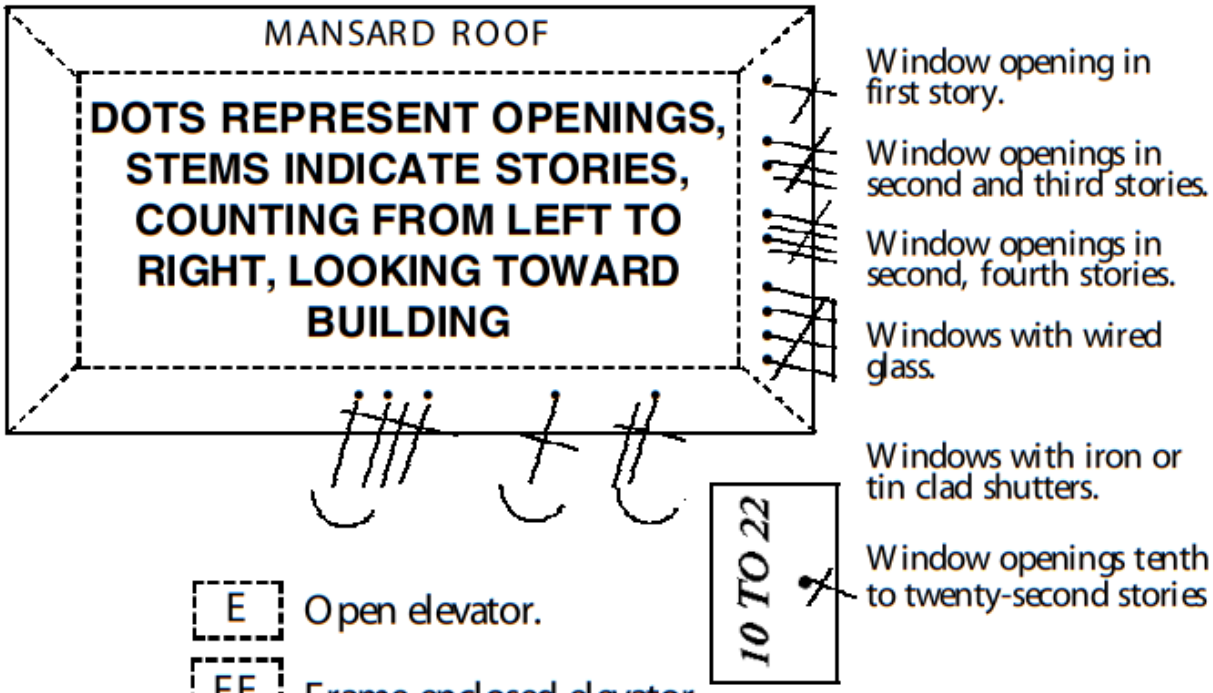
Width of street
(BETWEEN BLOCK LINES, NOT CURB LINES.)

24 Reference to adjoining page.

+ Fire engine house, as shown on key map.

 Fire pump.

(36) Under page number refers to corresponding page of previous edition.



E Open elevator.

FE Frame enclosed elevator.

ET Frame enclosed elevator with traps.

ESC Frame enclosed elevator with self closing traps.

CBET Concrete block enclosed elevator with traps.

TESC Tile enclosed elevator with self closing traps.

BE Brick enclosed elevator with wired glass door.

5 Block number.

V.P. Vertical pipe or stand pipe.

AFA Automatic fire alarm.

IEP Independent electric plant.

AS Automatic sprinklers.

ACS Automtc. chemical sprinklers.

AS 1ST ONLY Automatic sprinklers in part of building only. (NOTE UNDER SYMBOL INDICATES PROTECTED PORTION OF BUILDING)

NS Not sprinklered.

P.E. Outside vertical pipe on fire escape.

FA Fire alarm box.

Single hydrant.

D.H. Double hydrant.

T.H. Triple hydrant.

Q.H. Quadruple hydrant of the "High Pressure Fire Service."
H.P.F.S.

FA Fire alarm box of the "High Pressure Fire Service"
H.P.F.S.

20"W.Pipe (H.P.F.S.) Water pipes of the "High Pressure Fire Service"

+ + 12" + + Water pipes and hydrants of the "High Pressure Fire Service" as shown on key map.

IR. CH. Iron chimney

Iron chimney (WITH SPARK ARRESTOR)
IR. CH.S.A.

Brck. chmny.

15 Ground elevation

U.P.B. Vertical steam boiler

G.T. Gasoline tank

(O.U.) Open under

Siamese fire dept. connection

Single fire dept. connection.

FRAMING

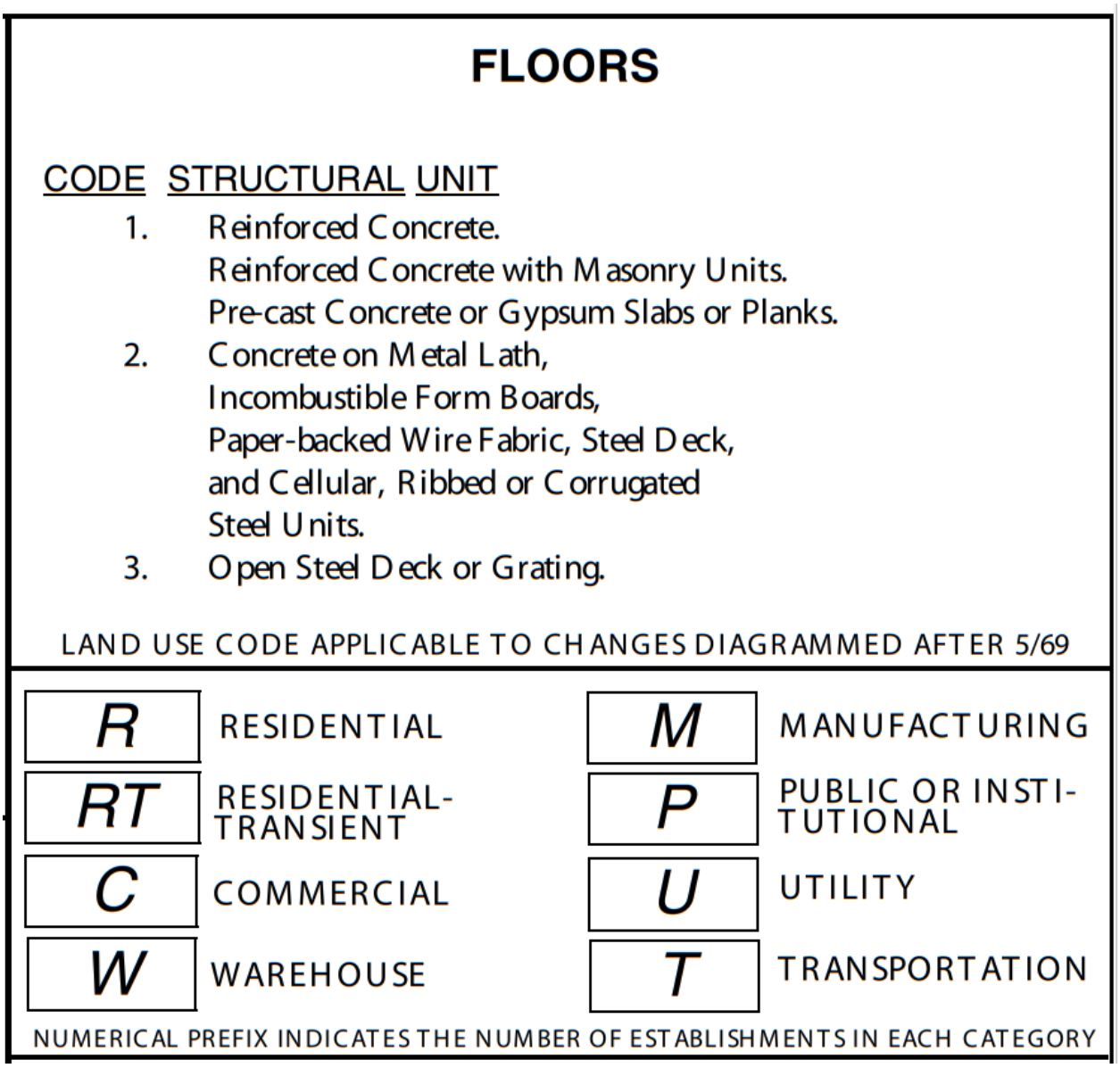
CODE	STRUCTURAL UNIT
A.	Reinforced Concrete Frame.
B.	Reinforced Concrete Joists, Columns, Beams, Trusses, Arches, Masonry Piers.
C.	Protected Steel Frame.
D.	Individually Protected Steel Joists, Columns, Beams, Trusses, Arches.
E.	Indirectly Protected Steel Frame.
F.	Indirectly Protected Steel Joists, Columns, Beams, Trusses, Arches.
G.	Unprotected Steel Frame.
H.	Unprotected Steel Joists, Columns, Beams, Trusses, Arches.
O.	Masonry Bearing Walls.

The coding for framing, floor and roof structural units as shown above is used in describing the construction of fire-resistive buildings. In addition, reports for fire-resistive buildings will show the date built and wall construction when other than brick.

FP buildings have masonry floors and roof; concrete and/or directly or indirectly protected steel framing; and clay brick, stone or poured concrete walls.

FPX buildings are FP buildings with inferior walls such as concrete block, cement brick, metal or glass panels, etc.

NC buildings have unprotected steel framing and fire-resistive but non-masonry floors and roof.


FLOORS
CODE STRUCTURAL UNIT
1. Reinforced Concrete.
Reinforced Concrete with Masonry Units.
Pre-cast Concrete or Gypsum Slabs or Planks.
2. Concrete on Metal Lath,
Incombustible Form Boards,
Paper-backed Wire Fabric, Steel Deck,
and Cellular, Ribbed or Corrugated
Steel Units.
3. Open Steel Deck or Grating.
LAND USE CODE APPLICABLE TO CHANGES DIAGRAMMED AFTER 5/69
R RESIDENTIAL
RT RESIDENTIAL-TRANSIENT
C COMMERCIAL
W WAREHOUSE
M MANUFACTURING
P PUBLIC OR INSTITUTIONAL
U UTILITY
T TRANSPORTATION
NUMERICAL PREFIX INDICATES THE NUMBER OF ESTABLISHMENTS IN EACH CATEGORY

ROOF

CODE	STRUCTURAL UNIT
a.	Reinforced Concrete. Reinforced Concrete with Masonry Units. Reinforced Gypsum Concrete. Pre-cast Concrete or Gypsum Slabs or Planks.
b.	Concrete or Gypsum on Metal Lath, Incombustible Form Boards, Paper-backed Wire Fabric, Steel Deck, and Cellular, Ribbed or Corrugated Steel Units.
c.	Incombustible Composition Boards with or without Insulation. Masonry or Metal Tiles.
d.	Steel Deck, Corrugated Metal or Asbestos Protected Metal with or without Insulation.

Appendix B.
Letter from Dr. J.H. Preas (Windsor Hotel) to
Ruby and Ruby, Cleveland, Ohio,
26 December 1941

"Dear Sirs; Referring to your letter of Nov. 21st., with reference to a first mortgage loan on income property, am submitting information on the Windsor Hotel and the Fountain Square Hotel located on Fountain Square, Johnson City, Tenn.

The Windsor Hotel was built in 1906 [actually 1909], and the Fountain Square Hotel was built in 1922. Both buildings are of semi proof fire construction. All outside walls are of brick construction, faced with solid color high test glazed brick and stone trim. These properties are located on Fountain Square, in the center of the wholesale and retail and theatrical section of the City. This park is the only one in the downtown business section, and affords a delightful view. These hotels are convenient to shopping, theatres, banks and are within a block of the railroad stations, bus stations, theatres.

In 1934 the Fountain Square Hotel was remodeled and eleven rooms added. It had been kept in good repair, and has a good heating plant. It has been operated as a moderate price hotel, in conjunction with the Windsor Hotel. Rates run from 75 cents up.

Since 1934 the Windsor Hotel has been remodeled and modernized throughout to meet the demands of business. Rates are $1.25 to $2.00 without bath and $1.50 to $5.00 with bath. Approximately four thousand dollars have been invested in billboards, and barn signs covering the seven main highways leading into Johnson City. These extend out as far as 32 miles.

Enclosed find a sketch showing location of the above properties, and… relative to the properties [See figures 153 and 154].

Johnson City has a population of 25,060 [?], is located 25 miles from the Va. Line and 32 miles from the N.C. line. Many salesmen make this their headquarters while calling on Bristol Va (25 mi) Kingsport Tenn (21 mi) Elizabethton Tenn (6½ mi) Jonesboro Tenn (7 mi), Erwin Tenn (14 mi).

Johnson City has a commission form of government. A Veterans Hospital is located here (Mountain Branch Home), one rayon, silk and hosiery mills, three hardwood flooring plants, Feldspar plant, within six miles of Johnson City are two of the largest rayon plants in the United States employing six thousand people. There are seven burley tobacco ware houses located here, two iron foundries and steel fabricating plants, two tire retreading plants and numerous small industries. One State Teacher College and Milligan College are located here. Three railroads, Southern, Carolina Clinchfield and Ohio, and the ET and WNC Ry, serve this city and county. Seven highways lead into the City. Wholesale houses here serve East Tenn SW Virginia, Western NC. The City has two large reservoirs which are supplied by mountain spring water piped in by gravity from the mountains fourteen miles away, Johnson City's merchants have a quarter of a million potential customers in a 70 mile radius of the City.

Work has just started on two $25,000,000.00 dams located within thirty miles of Johnson City. One is located at Cardens Bluff Tenn, and the other at Big Creek Tenn. Those dams on Watauga and Holston rivers are government projects. They are part of the Federal Defence power Program and will tie in as a unit of the Tenn Valley Program of flood control and hydro electric power. The above expenditure was approved by the last session of Congress.

Johnson City is served by two coast to coast airlines the Delta Airlines and the American Airlines. These lines make scheduled stops at the Tri City Airport.

Description of Properties:

Windsor Hotel Property

Brick walls, semi proof construction, basement 50' x 50' x 7'6" height. Size 107 – 2 x 108 – 2, three stories in height. Ceiling heights, ground floor 12 – 8, second floor 12 – 0, third floor 10 – 4. Height from parapet wall top to the sidewalk 54 – 0.

Ground Floor, Pool rooms A and B, Barber Shop, office, Hotel Lobby, toilets and service, Hotel repair shop, writing room, vault, one store (merchandise), one elevator serving the upper floors.

2nd floor, 17 rooms with private or connecting bath, total rooms 25, shower bath, two public toilets, one store room, one service room.

3rd floor, 14 rooms with private or connecting bath, total rooms 33, shower bath two public toilets, store room, one service room.

There is a total of 58 bed rooms, all of which have hot and cold running water. Total number of rooms is 58.

Roof has large ventilator, glass cash [?], metal roof, 11 – 8 x 35 – 8. The main roof is a Johns Manville built up roof. On the roof are one 10' x 45' and one 8' x 23' signs operated by a speller machine. This machine also operated a 125 bulb speller sign at the second floor level of the East side of the bldg.. These signs are readable from the bus station, Southern and Clinchfield Railroads, and Youngs tobacco warehouse.

On the second floor there is a 50' x 50' room used as sample and storage room.

Basement, 50' x 50' x 7½' concrete floor is capable of storing a car and half of coal. Contains main heating plant of the whole building, and one hot water heater and 500 gallon storage tank.

Cab size 4' – 6" x 5' – 9", Moffatt Mach Co Charlotte NC mfr. Elevator hoist and room on the ground floor. Special built cab, oak panel cab with indirect overhead lights, and aluminum trim.

Balcony, on the outside second floor level, extend on both sides of the lobby.

Entrance, storm door with two inside doors and two outside doors.

Office, circular counter, oak top, connecting to 0ne 6' x 6' steel and concrete vault with a combination door.

Writing room, Back Office, panelled with mahogany finish panels.

Lobby, tile floor, walnut finish panels 4' – 6" height. All special design light fixtures, columns cast from iron covered with walnut finish wood, modern design.

Public toilets, marble floor, special (cast stone 4' – 6" height) walls, 3 toilets, 2 urinals, and lavatory, steel partitions.

Furniture, iron beds with heavy coil springs and mattresses, Dressers, chifforobes, suit case racks, chairs and rockers, are solid wood with walnut finish, Inner spring mattresses are placed in eight rooms.

Fountain Square Hotel.

Ground Floor, One store room, World News Store, one lobby, toilets and shower bath, and linen room, and eleven bed rooms.

Second floor, contains one lobby, seven rooms with connecting or private baths. The rooms on both floors contain iron beds and good mattresses. Dressers lockers and chairs are walnut finish. Rooms have running water, total rooms 18.

Windsor Hotel Property

Cafe, 25’ x 51’ 2” [?] is one story with cathedral type ceiling and trusses. Contains kitchen lockers counter, and kitchen, toilet.

Pressing Club, Garage, and store, semi fireproof bldg.., brick walls, built up roof, toilets.

12’ x 16’ bldg.., small office bldg.., brick and stucco const.

Parking Sheds, total 13 sheds, galvanized roof…

Hotel Windsor Property

	sq. feet	cubic feet	Estimated cost	Total
Hotel Windsor	10592	57868	30 cts	$178,484.00
Store Bldg one story	2619	42291	12 cts	5,075.00
Cafe	1278	15330	12 cts	1,340.00
Office	192	1920	12 cts	230.00
13 parking sheds	1903		$20.00	260.00
Estimated				$135,889.00
Cost of lot exclusive of buildings				50,000
Furnishings etc.				5,600.00
Total				$241,489.00

Fountain Square Hotel

	[sq. feet]	[cubic feet]	[Estimated cost]	[Total]
Fountain Square Hotel	2904	121,024	25 cts	$30,256.00
Approximate size of lot 32’ x 150’ Est. cost of lot exclusive of bldg.				$10,000.00
Furnishings				2,250.00
				$42,506.00

Income – Windsor Hotel Property.

Café	$50.00 per month
Pool Room A	80.00 [per month]
Office Windsor Way	20.00 [per month]
Barber Shop	40.00 [per month]
Store	50.00 [per month]
Pool Room B	50.00 [per month]
Pressing Clb	40.00 [per month]
Shoe Shop	40.00 [per month]
Garage	30.00 [per month]
Parking Lot	30.00 [per month]
Hotel Rooms	650.00 [per month]
Total	$1080.00 per month

Income – Fountain Square Hotel.

World News Store	$60.00 Per month
Hotel Rooms	260.00 [Per month]
Total	$320.00 [Per month]

Gross yearly income Windsor Hotel property			$12,960.00
Expenses			
	Taxes	$2,000.00	
	Repairs and upkeep	960.00	
	Total	$2,960.00	2,960.00
		Total	$10,000.00
Gross yearly income Fountain Square Hotel			$3,840.00
Expenses			
	Taxes	$440.00	
	Repairs and upkeep	400.00	
	Total	$840.00	840.00
		Total	$3,000.00

Am desirous of securing two ten year loans on the above properties, one $50,000.00 loan on the Windsor Hotel Properties, and one $15,000.00 loan on the Fountain Square Property.

Submit herewith the above information requested in your letter of November 21st, 1941.

Very truly yours, Dr. J.H. Preas"[232]

Appendix C.

History of Johnson City and Its Environs

By Samuel C. Williams[233]

"By way of a bare outline the following data is given at the request of the editor. It may serve a useful purpose when the time comes for the writing a 'History of Johnson City and Its Environs,' in which the several topics or subjects could well be developed more fully.

1673 – The first white people of the English-speaking race to see the Tennessee river valley were James Needham and a youth by the name of Gabriel Arthur, who journeyed from Fort Wood (Petersburg, Va.) to the towns of the Cherokee Indians on the Little Tennessee river, below the site of Knoxville. They came through the gap of the Alleghany mountains between Zionville, N.C., and Trade (in Johnson county, Tenn.) and passed by the great buffalo trail up Buffalo creek and around Buffalo mountain, these two natural objects taking their names from the fact. Passing the bold spring on the Tipton-Haynes tract, just out of Johnson City, their route was down the stream first called Indian creek, later called Cherokee creek, to the Nolachucky, thence on to the Indian towns.

Daniel Boone Visited Section in 1760 – '69

1760-69 – Daniel Boone visited this section as a hunter, camping on a creek named for him. He came from North Carolina through the gap above mentioned and followed the same buffalo trail. By a tradition handed down from the Taylor family, (Andrew, the first of the family in our environs, his son, General Nathaniel, Nathaniel G., and, on to General John T. Wilder, and by the latter to this writer) Boone had one of his camps at the bold spring above referred to. The buffalo by instinct was a civil engineer and his trails were along the lines of least resistance and became trails, then roads of hunters and then of the pioneers. The Boone tree, on which the great hunter in 1760 cut his name and achievement in killing a bear, stood until about 20 years ago when it was blown down in a storm. The remains of the tree belong to the John Sevier chapter of the Daughters of the American Revolution.

1768-69 – William Bean in 1768 came from Pittsylvania county, Va., to the Watauga and planted corn. The next year he brought his family, their home being at the mouth of Boones creek. Bean thus became the first permanent settler in the Tennessee country. His sons settled near him and soon several of his friends in Pittsylvania county came out and settled near Bean. A son of Bean, Russell Bean, was the first white child born to permanent settlers in Tennessee.

Robertsons Settled Near Here In 1771

1771 – James Robertson, his family, four brothers and a sister, came from near where Raleigh, N.C. stands, traveling through the same Boone Gap, and settled a short distance above Elizabethton, on the Watauga. His brother, Charles, settled just outside Johnson City, his tract covering parts of the Sinking and Buffalo creek valleys. Another Charles, cousin of James, settled on Sinking creek lower down. To distinguish the two Charleses, the brother was called 'Buffalo' Charles and the cousin, 'Black' Charles.

1772 – The above and other settlers formed the celebrated Watauga Association, so much lauded by the late President Theodore Roosevelt, and other American historians.

Valentine Sevier II, brother of the more celebrated John Sevier, was its sheriff; his home then or somewhat later was near the site of Johnson City, he being a brother-in-law of Robert Young, mentioned below.

Acquired Vast Lands from Cherokee Indians

1775 – At Sycamore Shoals, in March, a treaty was held with the Cherokee Indians. Richard Henderson and his associates, all of North Carolina, acquired the Indians' title to the vast domain between the Kentucky river on the north and the ridge between the Cumberland and the Tennessee on the south.

The Wataugans also then acquired from the Cherokees the lands on which they had settled, and Jacob Brown purchased a veritable principality on the Nolachucky and its waters. Charles Robertson of Sinking Creek took title from the Indians as trustee for the Wataugans. A land office was opened, surveys made and deeds executed by the trustee.

1775-76 – Among those taking such deeds to lands on Brush and Sinking creeks were Robert Young, (part of the Soldiers Home reservation), James Denton, Christopher Cunningham, Jonathan (not John) Tipton, Joseph Tipton and the two Charles Robertsons mentioned above. By far the largest grantee of lands in our environs was Robert Lucas, a Virginian, whose holdings were on Knob creek and the Watauga. He took deeds from Robertson, trustee, four conveyances of tracts aggregating 1,860 acres. He removed with James Robertson and all the latter's brothers, to form the Cumberland colony, (Nashville), and became a major of militia (1780-82); was there killed by the Indians. The grantees took title to lands on which they had already settled.

1776 – This was a year in which much local history was made. The Cherokee Indians in July attacked and then besieged Fort Caswell (Watauga fort) near Gap creek, site of the monument on the old state highway. There 75 men and their slaves withstood the Indians in a two-weeks' siege. In the fall the same men joined the forces of Col. William Christian in a retaliatory campaign against the Cherokees.

The first settlers on the site of Johnson City and its environs (on Brush and Sinking creeks) were predominantly from Shenandoah county, Va., such as the Dentons, Tiptons, the Jobes and others. In Bean's settlement a large majority came from Virginia, but from 'Virginia South Side' chiefly from Pittsylvania county, (Danville.) There was a decided tendency for relatives and friends in the old homes to settle near one another.

In 1775 the people had formed a committee of safety, as Whigs or Patriots in the Revolution. Application was first made (May) by them to Virginia to take jurisdiction over them, which not being granted them, they on July 5, 1776, asked North Carolina to do so, as 'Washington District.' That district was recognized as a part of North Carolina in November and a court was organized, 1777, for the district, in succession to the court of the Watauga association. Washington District was the first territorial or civil division in America to receive the name of General Washington.

Englishman Penned Petition to Carolina

The petition to North Carolina was in the handwriting of a young Englishman then on the Watauga, Wm. Tatham, scion of the noble house of England headed by the Earls of Lonsdale. Tatham on his return to England was made engineer in charge of the great Wapping Docks in the Thames river at London, and became the author of several books which give much in relation to our early local history. He was a visitor in the homes of our Sinking and Brush creek settlers, along with those on the Watauga and Nolachucky. He was a defender of the Watauga fort in July.

1776 – The North Carolina Constitution of 1776 named the following justices of the peace for this immediate area: John Carter, John Sevier, Charles Robertson, Valentine Sevier II, Robert Lucas, George Russell and William Bean. They were members of the court of Washington District (which preceded Washington county); organized in 1777. John Sevier then lived in Turkeytown.

Association Clerk Helped Defeat British

In May, Felix Walker, clerk of the Watauga Association court, led a platoon to the seaboard and aided in defeating the British in their attack on Charleston, S.C. Walker lived on Sinking creek, married a daughter of Charles Robertson, and became some time later a member of Congress from Buncombe district of western North Carolina.

1777-78 – A company of 45 men from our region in the summer of 1777 went, under Capt. William B. Smith, to steady Daniel Boone and other settlers at Boonesborough, in Kentucky, then hard pressed by hostile Indians.

Washington District was in 1777 made Washington county and commissioners were named by the North Carolina General Assembly to locate its countyseat. A hot rivalry resulted between the residents on the Watauga and those on the Nolachucky for the location. The latter won out, though the site chosen was at the base of the ridge that divided the waters of the two rivers, the present Jonesboro. The early courts of Washington county had by order of the legislature to be held at the home of 'Buffalo' Charles Robertson, just beyond our corporation line on the old highway to Elizabethton, and the first sessions were held there (1778).

The members of the first court from our environs were John McMahon, William Cobb, Charles Robertson and John McNabb. Valentine Sevier was the first sheriff.

First Meeting Held in Jonesboro in 1778

In February, 1778, the court first met at Jonesboro. The settlers were compelled by North Carolina to take new grants for their lands. Some of the grantees from Robertson, trustee, had sold their holdings. About 1778-80, new entries for such grants for lands covering the site of Johnson City and its environs were made by J. Denton, David Jobe, Robert Young and others.

1779 – Men went from all neighborhoods to fight the Chickamauga Indians near present Chattanooga. Major Charles Robertson of Sinking Creek led the Washington county force of 200 men. Captains of companies from our environs were William Bean, and his brother-in-law, George Russell. The Indians were given a severe blow.

The first county road ordered was what we know as the Cherokee road into Johnson City, the second one from Robert Young's 'to the courthouse' – Jonesborough not yet named or in existence.

Grants Included State College Site

1777 – North Carolina opened an entry-taker's office west of the mountains, John Carter being the entry-taker. Grants based on entries in his office, and on entries made under later legislative acts, were made by the State of North Carolina on Brush and Sinking creeks as follows:

Robert Young, 640 acres, including part of the Soldiers Home, Teachers college and part of the Southwest addition; Darling Jones, a Revolutionary soldier, 259 acres, covering the Judge S.E. Miller addition; Joseph Tipton, 240 acres, covering Johnson City Real Estate company addition, the W.S. Campbell addition and Montgomery Hoss lands; David Jobe, two grants, aggregating 500 acres, covering the major portion of the business district; Joseph Young , the Jacob Hoss lands, 647 acres, east of Boone street to near Carnegie furnace site, and from Southern railway (approximately) to Holston avenue; Joseph Denton, 335 acres, divided from Jobe lands by 'Division' street, and covering lands east of that street, and Caleb Odell, 100 acres, including the Keystone addition and Roosevelt stadium. There were smaller grants not here mentioned.

Deer Abundant in Creek Valley

There is preserved this description of the Brush Creek valley of about 1777, given by Abraham Jobe, in old age, to Thomas P. Faw, in 1857: Covered with a forest and dense brush undergrowth (hence Brush Creek) in which deers were abundant. 'You could look over the brush on horseback and see the deer standing erect to look out for your coming.'

1777 – The North Carolina legislature directed the survey of a road from the home of Charles Robertson on Buffalo to Burke county in North Carolina, seemingly through Carver's Gap – the first 'road order' for an interstate highway in Tennessee.

During the year, 'mounted scouts' ranged the country for Indians. Lt. James Stewart (or Stuart) headed the scouts who rode from Greasy Cove to Dungan's mill, Watauga station or John's farm. Stuart settled later just east of Jonesboro and became a man of note.

Brush Creek Made Tax Dividing Line

1778 – Brush Creek was made the dividing line between the two tax assessor's districts. All east of it to the mountains constituted one, and all west of it the other. The site of Johnson City was near the center of a triangle – Bean's neighborhood, the settlers on the Watauga to the east and Brown's settlement on the Nolichucky. For this reason, the site of the court was fixed in our outskirts.

1778 – Rev. Tidence Lane, a Baptist, organized the first church congregation in the Tennessee country and became Tennessee's first pastor. The old structure stood on Buffalo ridge, but it no longer exists. A memorial church at Gray's Station succeeded it. Ramsey, the historian, gives 1779 as the date of the founding, but subsequent investigation proved 1778 to be the correct date. Original site is marked.

British Routed by Pioneer Leaders

1780 – Early in the year Maj. Charles Robertson led his battalion across the mountains and fought the adherents of Britain in South Carolina, Valentine Sevier II, being a captain. In the fall the men of the region met and marched from Sycamore Shoals through Carver's Gap of Roan Mountain to fight and defeat Ferguson at King's Mountain (Oct. 7, 1780). Local captains under John Sevier included Jesse Bean, Valentine Sevier II, and Samuel Williams. Jonathan Tipton was a major. Other companies from the lower part of the county had as captains Jacob Brown and Christopher Taylor.

About the same time the people of the Watauga and the Nolachucky were opening their homes to Col. McDowell's North Carolinians who fled west to escape meeting Ferguson single handed, and also to four hundred women and children driven out of Georgia by the British and their Indians. This horde of wanderers was led to this region by Maj. Wm. Candler and Col. Elijah Clarke whose own families were the guests of Mrs. John Sevier while her husband was away at King's Mountain. These helpless Georgians remained many months as refugee – guests of our people without charge and without stint. The people of Washington county at the same time took over the burden of keeping among them a large number of prisoners of war sent over the mountains by the Whigs.

Washington College Founded by Doak

Washington College was found- ed in this year by the Rev. Samuel Doak.

1781 – Almost on their return from King's Mountain, Sevier and his men were off to battle the Cherokees, who, while the white men had been east of the Alleghenies, had perpetrated atrocities on the border neighborhoods. Col. Elijah Clarke accompanied Sevier as a member of his

staff. On his return to Georgia, Clarke took with him a group of Watauga young blades and in a skirmish with the British. Robert Bean killing the enemy's commanding officer.

Major Charles Robertson again took the saddle and crossed the mountains with 100 men to fight under General Greene against Lord Cornwallis in the battle of Guilford Courthouse, near Greensboro, N.C.

Truly the men of this immediate region had valiantly aided in earning for Tennessee the appellation 'Volunteer State' long years before it was belatedly bestowed in the Mexican War of 1845-46.

Sinking Creek Church Organized In 1782

1782 (approximate date). Sinking Creek Baptist church was organized and its church house erected where the creek is crossed today by the new highway from Johnson City to Elizabethton. The church was of logs and stands today as the oldest church building in Tennessee. The organization followed that of Buffalo Ridge church by about five years. In recent years the log corners have been encased in bricks; the site should be suitably identified by a marker at the side of the highway.

1784-88 – These years mark the rise and fall of the state of Franklin. In the first convention at Jonesborough, August 23, 1784, the following delegates were elected from this neighborhood: John Bean, Samuel Williams and Hugh Henry, along with Landon Carter from the present-day site of Elizabethton. In the first constitutional convention on December 14, 1784, there sat John Tipton, Thomas Talbot, Andrew Taylor, William Davis, Joseph Tipton and Valentine Sevier, II. The vote was 28 to 15 in favor of forming the new state. The Tiptons were the only ones among those listed to vote 'nay.' John Tipton was soon in open opposition and carried not a few of his neighbors along with him. The 'old state' men rallied around him and the 'new state' men around John Sevier.

'Carolina Courts' Held at Davis Home

When Jonesborough was in the hands of the Franklinites courts under North Carolina authority were held at the William Davis home on Buffalo creek. Tipton tried without success to get the North Carolina legislature to remove the county seat to a point near his home – near the site of Johnson City.

William Nelson was one of the delegates to wait on congress in behalf of the new state. Bitterness grew until it flamed into civil war. A battle was fought at Tipton's home on Sinking creek in February, 1778, two men being killed and eight wounded. It is said that marks left by rifle balls could yet be seen in the walls of Tipton's house except for the fact that they have been covered by weather boarding. When troops arrived from Sullivan county to succor the Tiptonites, the Franklinites fell back toward Jonesborough.

1788 – In May Bishop Francis Asbury delivered the first sermon in the Tennessee country preached by a bishop of any church. He organized a Methodist congregation which erected Nelson's Chapel where were held the annual conferences of all the western country in 1793, 1796 and 1797. A marker stands on the public road nearby.

1790 – The seat of government of the Southwest Territory was fixed at the home of William Cobb and that remained such until Knoxville was laid out and a home built for Gov. William Blount. Cobb was a wealthy man with many slaves and lived in a style far above the average resident. The house of Cobb, 'Rocky Mount,' yet stands about one mile beyond Watauga river near the Bristol highway and is designated by a marker beside the highway. Gov. Blount named the following officials from this neighborhood: Nathaniel Taylor, Edmund Williams, William Nelson and William Cobb, justices of the peace; George Williams and Russell Bean deputy sheriffs; James

Denton, constable; George Williams, captain of militia; Jonathan Tipton, Jr., Solomon Massengill and George Davis, ensigns; Samuel Williams, Jr., lieutenant of cavalry.

Tipton County Named for Fallen Soldier

1791 – On November 14 the command of Gen. St. Clair was routed by Northwestern Indians in the Ohio country. Captain Jacob Tipton, son of Col. John Tipton, leading a company of volunteers from this section, was killed. In honor of this man Tipton county was named. Two of his descendants became brigadier generals in West Tennessee – Jacob Tipton, Jr., and Edmund Williams Tipton. A grandson of Col. John Tipton (also named John) was senator in congress for Indiana.

1795-1800 – Jacob Hoss, who from 1788 owned the farm east of North Roan street towards Watauga river, and was originally from near Lancaster, Pa., seemingly in the last decade of the century originated the 'Hoss apple' which spread throughout the Southwest and into North Carolina and other adjacent states. The name in some localities was corrupted into the 'horse apple.' It was described in Downing's 'Fruit Trees of America' (1858) as 'yellow Hoss; origin supposed to be in North Carolina; abundant bearer, valuable for drying and cooking purposes; tender, pleasant, sub-acid. In some parts its name was corrupted to the 'horse apple.'' That Jacob Hoss was a man of parts was shown by the fact that his younger son, Henry, was an early president of Greeneville (now Tusculum) College, and was followed in the presidency by his son, Alfred. Bishop E.E. Hoss descended from another son, Isaac (who was a soldier of the war of 1812) and was the greatest of the tribe.

1791 – The Washington race course was established and maintained for several years. It was a straight-away course, running from Cox's Lake westward along a small valley, which is crossed by the Kingsport-Bristol highway beyond the Carr woods. Owners of horses came from distant points to enter their animals in the races. John Tipton of Sinking Creek and Henry Massengill were competitors and the latter sued the former for damages due to the forfeiture of a race agreed upon. Tipton owned a number of blooded horses – one, Diomede, was descended from the celebrated Diomede imported to Virginia from England. At one time there seemed to be a good chance of this section becoming a breeding center.

Carter County Cut from Washington in '96

1796 – The first legislature of the new state of Tennessee established Carter county, cut from Washington. Western boundary line ran near the site of Johnson City; 'from the high knob of Buffalo mountain, a direct line to the house where Jonathan Tipton, Jr., now lives, leaving the house in Washington county; thence a direct line to the south bank of the Watauga river at Jeremiah Dungan's ford.' What is Johnson county was then made a part of Carter county and so remained until 1836. Carter county took the valley of Buffalo creek up to the house of George Haynes, great-grandfather of the Governors Taylor.

1796 – Justices of the peace, first to serve in the immediate region under the state of Tennessee were: John Tipton, William Nelson, Joseph Crouch, Joseph Young and Samuel Williams.

1795 – May 14 the French botanist Andre Michaux slept at the house of Col. John Tipton in the environs of what is now Johnson City. He was, in fact, on a mission for the government of France to Gen. George Rogers Clark in Kentucky to interest that famous soldier in France's plan to take New Orleans from Spain. His journal shows his interest in the flora of the region, particularly the rhododendron and azalea. Michaux stopped at Col. Tipton's 'ten miles from Jonesborough'; he passed to North Carolina through Limestone Cove gap, 1796.

Elizabeth Lengthened to Elizabethton

1797 – A town by the name of 'Tipton,' seat of the newly-created county of Carter, was proposed in the General Assembly. It was by a senator friend of Col. John Tipton. 'Elizabeth,' for the wife of Landon Carter, instead was provided in the 1798 session. The name was soon lengthened to Elizabethton. It is apparent from the records that there was quite a contest over the name, extending through two sessions of the legislature.

1805 (approximate date). This neighborhood became a great religious center when a camp meeting was established by the Methodists on land donated by James Nelson, son of William Nelson, mentioned previously. The site of the camp ground was where the Boxwood Terrace apartment house stands, running along Watauga avenue, westward towards or quite to West Market street. There stood around a bold spring a magnificent oak grove; a permanent 'tent' for worship was constructed and family 'camps' were ranged around it. Literally thousands came from far and near during generations. With the coming of the railroad in 1857-58 it was felt that the camp meeting was being commercialized too much and 'Brush Creek Campground' began to decline. The Civil War gave the last blow; 'The war left stumps for the grove and vacancy for most of the camps and Brush Creek Camp was no more.' (Faw).

Munsey Memorial Named for Great Orator

The camp meeting was an outgrowth of Nelson's Chapel, from both of which Munsey Memorial church was the lineal descendant. Munsey Memorial was named in honor of the truly great pulpit orator, Rev. Dr. William E. Munsey, of Jonesboro.

1802 – Francois A. Michaux, son of Andre, who accompanied the father on his trips in 1795 and 1796, came to America and traveled through Tennessee. September 21, 1802, he set out from Jonesborough to cross the Alleghenies for North Carolina. 'About nine miles from Jonesborough (site of Johnson City) the road divides into two branches which unite again fifty-six miles beyond the mountains.' He took the right through Limestone Cove and Iron Mountain gap. He 'put up at Cayerd's in the Limestone Cove.' He, too, was struck with the 'forests of rhododendron.'

1803 – Troops (mounted) from this section marched toward New Orleans under Maj. Nathaniel Taylor, called out by Gov. Sevier on request of President Thomas Jefferson to compel the surrender of New Orleans by the Spaniards; on reaching Natchez it was learned that the surrender had already been made, whereupon the troops rode back home.

1811 – Nathaniel Taylor was brigadier general of the militia in this region.

Andy Jackson Leads March Against Indians

1813 – A company of volunteers was organized by Capt. Jacob Hartsell of Cherokee creek and marched to fight the Creek Indians in Alabama under the command of Gen. Andrew Jackson.

1814 – Brigadier General Nathaniel Taylor led his brigade to fight the British who were active on the shore of the Gulf of Mexico; the command was held at a fort near the present Montgomery, Ala., to go to Mobile or New Orleans on call.

1825 – A stage line was established from Nashville through Knoxville, Newport, Greeneville, Jonesboro, the later site of Johnson City, Elizabethton, Boone's Gap and the site of Boone, N.C., to Salem (now Winston – Salem). The route through Johnson City was down what is now our West Market street. There were no regular stops here since there were only farms on the site of the present city. Coaches of the Concord type were used. This line continued in operation until the railroad was built.

First Brick Home Erected in 1827

1827 – First brick residence in the county was built by David A. Deaderick near the head of Knob creek – a one-story structure and 'a considerable oddity in this country.' John McMahon had his home on the farm in 1774, when he was the westernmost settler excepting those in Brown's settlement on the Nolachucky. McMahon's family 'were twice driven off by the Cherokee Indians. His house was the first to have a stone chimney in the Tennessee country.' (Deaderick's Journal).

1831 – Early in the year a cotton spinning factory on a small scale (84 spindles) was put in operation by Charles Cox on Boone's Creek, nine or ten miles from Jonesboro, being the 'first factory of the kind erected in this part of East Tennessee.' (Deaderick's Journal). About 1832 David A. and Franklin Deaderick erected a similar factory near the Deaderick home on Knob creek but it was later converted into a grist mill.

Rural Conditions Recorded by Author

1842 – The first description of rural conditions was that by the English author and traveler, John Silk Buckingham, who in passing down Boone's creek thus observed and recorded: 'There were also some fine poplars, exceeding 100 feet in height, saw mills and flour mills, moved by water power, were more thickly seen than before. Brick kilns were also met with; and the signs of increasing population and increasing comfort were everywhere abundant. Good farm houses and pleasant gardens give indication of progressive improvement and the whole aspect of the country was as fine as the best parts of Yorkshire in England, to many agricultural portions of which it bore a striking resemblance.' The valley of near-by Brush creek answered to the same description.

1830-50 – The civil district was known as 'Brush Creek District;' the first polling place is no longer known, but from 1850-56 it was probably at the postoffice, 'Blue Plum;' after 1856 it undoubtedly was at Johnson's Depot. In politics, the civil district is believed to have been predominantly Democratic and not Whig. It is said that the first speech ever made by Andrew Johnson as candidate for an office where the electorate was wider than residents of his own county of Greene was delivered on nearby Boones creek in 1836 when he ran for a seat in the legislature and was elected.

Landon Haynes First Lawyer of Community

1842 (approximate date) – Landon C. Haynes lived at the old John Tipton place, and became the first lawyer of the community. On the lawn of the home he built a law office. He traveled the circuit, attending courts in Johnson, Carter, Sullivan and Washington counties. The law reports show that from 1846 to 1861 he was of counsel in many of the leading cases appealed from the courts of those counties. He was a fine orator and advocate, effective before juries but not strong 'on the equity side,' that is, in chancery suits. He was the uncle of Governors Alf and Bob Taylor who displayed many of his speaking qualities. The second lawyer was Col. Robert Love, for whom Gov. R.L. Taylor was named (about 1870) and he was followed by Henry H. Carr and E.C. Reeves.

1853 – (approximate date) – The first postoffice was named 'Blue Plum,' the home of the postmaster, John H. Bowman, father of Adam B. Bowman, Sr., and grandfather of Adam B. Bowman, II, attorney of the Johnson City bar of the present day. The firm of Bowman and Bayless conducted its business at the same place – near the narrow gauge trestle over Sinking creek.

Tannery Business Operated Near Here

1854 – A considerable industry – tannery and shoe and harness making – was operated by Henry Swadley just outside the present city limits, in the woods in front of Princeton school. Its trade expanded into adjoining counties.

1855 – The celebrated American historian, George Bancroft, who had been a member of President Polk's cabinet, visited the immediate region coming by horseback through Southwest Virginia. He was on his way to deliver the historical address at King's Mountain, S.C., as chief speaker at the celebration of the battle fought there October 7, 1780. He was charmed by the region of the 'over-mountain men' who fought in that battle.

1855-58 – The East Tennessee and Virginia railroad (now part of the Southern railway) was chartered in 1849; subscription books were opened in 1850; construction of the line began in 1855 and was completed from Bristol to Knoxville in 1858, when through train service was begun. Trains were operated from Bristol to 'Johnson's Tank' early in 1857.

1856 – Henry Johnson arrived in the summer and built a brick storehouse at the junction of the railroad and the stage road, southwest corner; fronted on the stage road and ran back two-thirds of the way towards what became West Main street. His dwelling was in the rear of the store. Johnson was made station agent and his store was at first the railroad depot; later he built a brick depot where his dwelling had stood, the railroad company not being in financial condition to do so. The place, first called Johnson's Tank, was later dubbed Johnson's Depot. The first business district was east of the stage road. Abraham Jobe owned the land on the east side, up to the point of junction of North Roan and the railroad of today, and sold lots there. But he declined to sell any west of the stage road, saying he 'could not think of having the fine field on the west side cut into town lots, spoiling a good farm for the prospect of a poor town.' (T.P. Faw's account in 1883). Henry Johnson also served as the first postmaster for the village which was named for him. Landon C. Hoss, I, was superintendent of the road for several years prior to the Civil War.

Later sites of railroad stations were: Henry Johnson out of his own means built a second station of brick on that part of his lot now covered by the two-story building occupied by the Arlington and Fountain Square hotels; the present bus station is on the site of an early Western Union Telegraph company office. The first station built by a railroad company was constructed by the E.T., Va. and Ga. company near the center of the public square on land donated by Tipton Jobe. It was a frame structure and became so inadequate for the growing town that the citizens resented its continued use, and, so much so, that it was burned to the ground – it was thought by indignant youngsters of the town. The first station of the 'narrow gauge' was frame and stood where the freight station of that company now is located. On the destruction of its frame station, the Southern (successor to the E.T., Va. & Ga.) and the narrow gauge used as a joint station a brick building now the bus station, fronting on Wilson avenue. This joint use continued until the Southern, almost under compulsion, built its present passenger and freight stations. The station, passenger and freight, of the 'Three C's,' and the O.R. & C. was of brick in the Carnegie section; a few years ago it was demolished. The only regular station of the Clinchfield railway was the present one.

1857 – In the spring Thomas P. Faw arrived from North Carolina and purchased from Tipton Jobe an acre on the east side of the stage road, running back to include the Knob spring – North Roan street – paying for it $175. That summer he built a frame store building near the stage road, and the following summer he built his home on the site now occupied by the John Sevier hotel and John Sevier garage, his garden running back to the railroad right of way. In 1860-61 he began building another store of brick on the north side of what is now East Main street about midway the block, but it was not completed until 1867 because of the war. Building lots went up in 1858 to $200 per quarter acre.

Improvements Made at Rapid Pace

'From that time to the beginning of the Civil War improvements went on quite briskly. Other stores were built before the war by J.H. Bowman and J.M. Wheeler, and residences by Rev. James Miller, Drs. J.W. Seahorn and J.H. Mongle and by Smith H. Hale. With the above exceptions, the other improvements were made after the war.' (T.P. Faw's account).

1858-60 – The first resident physicians were Drs. J.W. Seahorn and J.H. Mongle. Dr. Elbert S. Miller, Sr., from Jonesboro, where he was associated in practice with Dr. S.B. Cunningham, was active in Johnson's Depot. Dr. Cunningham was the first president of the E.T. and Va. Railroad Company, headquarters of which were in Jonesboro.

Majority Favored Cause of Union

1861-65 – In the Civil War the majority favored the cause of the Union. Most of the Whigs so inclined and not a few of the Democrats followed Andrew Johnson in his potent advocacy of the Union cause. However, an influential minority followed Landon C. Haynes and adhered to the Confederacy. Many men fought under the Stars and Bars. No military officer of note was produced by the community. Two sons of Henry Johnson, John and Edward, were in the Union army.

1862 – On December 30 the battle of Watauga bridge was fought – the first of several engagements at Carter's (Watauga) station. On January 8, 1863, the Knob Creek skirmish occurred.

Confederates Drilled on Lamont Street

1861-62 – The village was the training place for Confederate troops from Tennessee and other states on their way to Virginia to join Gen. Lee; the drill ground was on Lamont street and the slope between it and W. Main (marker on Lamont street erected by Landon C. Haynes chapter, U.D.C.)

1862 (about) -The name of the village was changed to 'Haynesville,' which it retained during the Civil War; bestowed in honor of Landon C. Haynes, who had become a senator in the congress of the Confederate states – the first citizen of the community of that day.

1863 – September 20-22 a running battle was fought between Jonesboro and Carter's Depot on the Watauga through Johnson's Depot to keep open the road to Saltville, Va. Federal forces of Gen. Burnsides (including Col. James P.T. Carter's regiment) attacked the Confederates, including the command of Gen. Alfred E. (Mudwall) Jackson of Jonesboro. The skirmishing was active and hot from Johnson's to Carter's Depot.

Skirmish Occurred Near Johnson's Depot

1864 – In September another running battle between the Union forces under Gen. Gillem and the Confederates under Gen. Vaughn, was fought between Jonesboro and Carter's Depot – almost a duplicate of the battle in September, 1863; a skirmish occurred just out of Johnson's Depot. The bridge at Carter's Depot was a strategic point. When the Union forces turned back towards Knoxville, there was another engagement on the 28th at Jonesboro.

E.T. and W.N.C. Got Charter in 1866

1866 – May 24 the East Tennessee and Western North Carolina Railroad was chartered by the Tennessee legislature, the road to be constructed as a broad gauge from either Carter's Depot or Johnson's Depot to Cranberry, N.C.; subscriptions to be opened at latter place by Henry Johnson, John W. Cameron and M.D.L. Boren. T.H.H. Lusk and Robert Love were directors. Grading work began from Johnson's Depot and Hampton at the same time in 1866 or 1867, and was completed some distance from the former and track laid into Carter county; abandoned about

1870. The Mineral Home Railroad was chartered in 1867 to run from Hampton to Taylorsville, now Mountain City. It seems that bonds on the latter were sold but the money never reached the treasury; a scandal resulted.

1867 – The only speaker of the state senate, potential successor to the governorship, was P.P.C. Nelson, father-in-law of the late John C. Campbell. The Nelson home fronted on King street with side on North Roan, running back to Millard street.

First School Building Erected in 1867

1867-68 – The first school building was erected on Science Hill land donated by Tipton Jobe; labor and materials were furnished by individual citizens. Prior to that a school had been taught by Miss Fanny Smith of Jonesboro, sister of Captain Ross Smith, veteran railroad conductor, in a small school house on Roan Hill, Buffalo street. The first session in Science Hill building began August 24, 1868. Rev John B. Pence was principal.

1869 – December 1 the town was granted a charter of incorporation under the name of Johnson City, in honor of Henry Johnson; limits: one-half mile from the depot on public square in a circle. Henry Johnson was elected first mayor. The village was too small to run long as a corporation and the charter was abolished formally in 1879 by the legislature, 'all corporation books and records to be turned over to the county court clerk at Jonesboro.' A close search of the records at Jonesboro might reveal the names of mayors, aldermen, et cetera.

First Hotel Built by Syndicate in '71

1871 – A syndicate, formed and headed by Colonel Robert Love and composed of E. Simerly, W.M. Taylor and others built a hotel for the town, the first real hostelry. It was a three-story frame building with 40 rooms, described by Killebrew in his 'Resources of Tennessee,' written in 1872, as a 'fine hotel.' Indeed, it was the finest between Knoxville and Lynchburg at that time, thus setting a pace for the John Sevier hotel of 1924. The hotel stood on the south side of the railroad between the public square and Wilson avenue, one lot removed from that avenue. Across the railroad and creek was the home of Col. Love, on a small hill which has been cut down to street level. The contractor who built the hotel was Henry Hoss Crouch. Its first name was 'City Hotel'; soon changed to Piedmont Hotel.

1870-72 – Three churches were erected. Killebrew, writing in 1872, says that the village had three. The first was the Presbyterian church on the site of the present edifice on West Main street, on land donated by Col. Robert Love (1870); the second was the Southern Methodist church which stood on East Market street on the lot now occupied by the Colonial Hotel (1871-1872); the third was the Christian church which stood on the south side of East Main street where the stores of H.E. Hart and Goldstein now stand (1872.) The lot was devised by the will of the Rev. James Miller, a distinguished minister of the Christian church whose home stood where Watson's store now is.

1873 – A wide epidemic of cholera prevailed in Tennessee and the local community did not escape its ravages. It will not escape observation that the decade of 1870-1880 was an uneventful one as compared with the preceding and succeeding decades.

1880 – On January 20 the first purely Johnson City private corporation came into being, a charter being granted the Science Hill Male and Female Institute.

1880-82 – The E.T. and W.N.C. Railroad with a narrow-gauge track was begun in 1880 and completed in 1882. Thomas E. Matson was chief engineer and first superintendent. The prime purpose was to reach Cranberry, N.C., where there were vast deposits of magnetic iron ore. The completion of this line gave a decided impetus to the growth of Johnson City.

1882 – Milligan College succeeded Buffalo Academy, it was established by Josephus Hopwood, as president. He was an experienced educator. The institution under him grew consistently, drawing a student body from a wide area. The physical plant was also developed. At the outset the institution was under the control of the Christian church; some years ago it became non-denominational. It is located on Buffalo creek, a charming spot.

Later presidents were W.G. Garrett, F.D. Kerchner, T.E. Utterback, J.T. McKissick and H. J. Derthick.

In this year Horton and Yoakum established their tannery – the first large industry the town ever had. A water supply was carried from Jobe's spring. The pipes crossed the public square (then depot grounds) and ran down the right-of-way of the railroad to the tannery in the first gap of Tannery Knobs. S.H. Yoakum is believed to have been the last mayor under the city charter of 1869. Henry Gildersleeve, first manager of the tannery, December, 1882, served to the end.

1883 – September 14 there was chartered the first real estate corporation, the Johnson City Real Estate Company. It sub-divided an addition and sold lots. The moving spirit was Col. Columbus Powell of Knoxville, for whom one of the public school buildings was later named.

Johnson City Enterprise Was First Newspaper

1883 – The first newspaper, a weekly, was the Johnson City Enterprise, owned and published by Winfield S. Mitchell. Second in time was the Comet, founded by Robert L. Taylor, Charles J. St. John and Nat C. Love; began publication March 15, 1884, as a weekly. It was acquired, edited and long continued by Cy H. Lyle. It was issued as the town's first daily newspaper in April, 1891. The Daily Staff was the second daily, established by the late E. Munsey Slack.

In the same year Jobe's Opera House (first for public entertainments) was built by Tipton Jobe on ground later occupied by the Tennessee National Bank. In this opera house Bob Taylor delivered for the first time his lectures, 'trying them out' on a home audience.

1884 – The Johnson City Foundry and Machine Works was chartered in April and its plant was soon constructed – the city's first foundry. Active leaders: Thomas E. Matson and Columbus Powell.

1885 The town was re-incorporated with the same boundaries and name. Elbert S. Reeves was first mayor under it. Before 1885 the town functioned for a year or so as a 'taxing district.'

1886 – The 'War of the Roses' was fought by the brothers Alfred A. and Robert L. Taylor, the latter winning the governorship of Tennessee.

First Waterworks Established 1887

1887 – The first waterworks was established, known as McCollum Water company, promoted by McCollum and J.E. Crandall. The supply was from a spring at the base of Roan Hill at the end of 'Spring' street. Pipes were laid and about 40 consumers served by gravity flow. This inadequate system was supplanted when in 1890-91 Henry Clay of New Bedford, Mass., and W.E. Burbage of Brunswick, Ga., organized the Watauga Water company and drew by gravity a supply from upper Sinking creek and the springs that fed it; reservoirs on the creek and on the hill above the present residence of Hon. B. Carroll Reece – Jenny's Hill. The first pumping of water was in 1905 by the same company into the Jenny Hill reservoir, the water coming from Sinking creek just below the Bowman springs. The company sold out to the city in 1909-10 when the present system and supply was inaugurated. The pioneer water supply came from springs, one at the camp ground (on Watauga avenue), one from Knob spring on the Faw residential lot, but the boldest by far was the Jobe spring across the Clinchfield depot, Buffalo street. There were numerous other springs, large and small, notably the Kitty Caruthers spring and the Little spring, each originating branches

that fed Brush creek. Later wells and cisterns came into use. The Jobe spring was the railroad's first dependence for water; hence the tank (which stood south of west Main street and the name 'Johnson's Tank.'

Original Electric Plant Set Up in '88

1888 – The first electric plant was built and operated by James F. Crumley and associates. It was succeeded by the Watauga Lighting and Power Company in 1891.

1889 – '91 – The line of the Charleston, Cincinnati and Chicago (Three C's) Railroad was constructed through upper East Tennessee, the contractor being the Massachusetts and Southern Construction Company. Sub-contractors were McDonald, Shea and Company: sub-sub-contractors William Kenefick, John Hasson and others. The principal contractor received $200,000 in bonds and the same amount in the capital stock of the railroad. William P. Harris was the first general superintendent, succeeded by Harry Englesing; Henry H. Carr. counsel, and A.N. Molesworth, chief engineer. The line was entirely graded through Tennessee and most of the track laid, but the panic of 1891 stopped further work and the affairs of the company were wound up in insolvency proceedings. Trains were operated from Johnson City to Unaka Springs, south, and for a short time to Allison Mills, north.

Carnegie Land Company Formed in 1890

1890-'91 – While the above railroad was under construction General John T. Wilder, its vice-president, organized the Carnegie Land and Improvement Company, the Carnegie Furnace Company and the Carnegie hotel, a fine three-story brick hotel, elegantly furnished and appointed. The Carnegie addition and the entire town boomed, the population in the decade 1880-'90 increasing by 507 per cent, most of this being in 1888-'89, due largely to the railroad and the development that followed in its train, such as the Carnegie furnace. In these years a group of New England capitalists purchased and laid out its Connecticut addition, built a light and power plant and constructed the Johnson City Street Railway from the public square to Lake Watausee (now Cox's Lake). Francis A. Stratton was the promoter.

1891 – The legislature of this year established separate law and chancery courts in Johnson City. The first sessions were held in Jobe's Opera House, the law court by Judge A.J. Brown, the chancery court by Judge John R. Smith.

For many years the courts were held in a two-story frame building on West Market and Boone streets, where now is the Jones hospital. The building was a large one and was painted white. Hence, it was dubbed the 'white elephant.' The law court has never had jurisdiction of criminal cases; the territorial jurisdiction of civil included the ninth and adjacent civil districts. The bar of Johnson City grew rapidly in numbers as a result of the establishment of these two courts.

British Corporation Gets Embreeville Estate

1891-92 – A British corporation, the Embreeville Freehold Land and Iron company, Ltd., acquired the large Embreeville estate of about 40,000 acres of timber and mineral lands. At its head was the son of Lord Hampden, former speaker of the British House of Commons. The son succeeded to the title of Viscount Hampden and served as the first governor-general of the Commonwealth of Australia. The company utilized the iron deposits in Bumpass Cove; a large modern furnace was built. In later years it was found that a mineral much more valuable than iron had been overlooked. Zinc was discovered and mined for several years. The failure of the English banking house of Baring Brothers in 1891 and the panic that followed brought the Embreeville company to insolvency.

1892 – Johnson City Southern Railroad (Embreeville branch of the Southern) was built. Rights of way were purchased and donated by Johnson Citians, headed by T.E. Matson and Ike T. Jobe. Jonesboro tried to get the branch line, and much feeling resulted when Johnson City was chosen as terminus. Its purpose was to reach the industries at Embreeville.

1889-'99 – This was a period of pronounced depression. Great enterprises failed, such as the C.C. and C. Railroad, the Carnegie Land Company, the Carnegie Furnace Company, the Embreeville Freehold Company, and others. The pinch came in the lack of money, not food or goods. Foodstuffs were very low in price and there was little suffering or cause for affording relief. The writer as a lawyer found it difficult at times to find money for the purchase of postage stamps, while he was at the same time booking large fees for services in winding up those corporations named above. Failures among local merchants were few.

Mitchell and Yancey Linked to Johnson City

1900 – The Ohio River and Charleston Railroad Company, successor to the property of the Charleston, Cincinnati and Chicago Railroad Company, constructed an extension through the Unaka Mountain gorge from Unaka Springs to Huntdale, N.C., thus opening up the counties of Mitchell and Yancey to Johnson City as a trade territory. It was promoted by a syndicate composed of Samuel Hunt, president of the road, A.N. Molesworth, chief engineer, S.C. Williams, general counsel, and W.J. Sproles.

1901 – The O.R. and C. Railroad Company sold its properties to George L. Carter's South and Western Railway Company, under an agreement that the latter company would extend the road five miles farther up Toe river, which was done in 1902. This led to the still further extensions until Marion, N.C. and Spartanburg, S.C., were reached.

1901 – Congress was induced by Walter P. Brownlow, M.C., to establish at Johnson City the Mountain Branch of the National Home for Volunteer Soldiers. The board of managers visited Johnson City and chose as the site of the institution land to the west, then owned by members of the Lyle families and others – about 475 acres were in the reservation. The work of construction was under General John T. Richards, of Maine. The cost of the land and the original plant was about three million dollars. Additional lands, buildings, etc., have increased the government's investment to a sum above $5,000,000. The general treasurer of all the National Soldiers Homes described it as 'the finest institution of the kind in the world.' John P. Smith was the first, and for many years, its governor. He was followed by Robert B. Cooke. The institution is now known as the Veterans Facility, at the head of which is Colonel Lee B. Harr. The honor for the location of such an institution in the South goes to Col. Brownlow whose idea it was; he worked single-handed save for a small sum raised in Johnson City for promotional publicity. The home was opened in 1903.

Williams and Brownlow Get Franchise Rights

1902-'03 – The plant of the Watauga Light and Power Company and franchises of the defunct Johnson City Street Railway Company were acquired by Congressman Brownlow and S.C. Williams. The track of the latter company had been pulled up and the rails sold. Under the name of the Johnson City Traction Company the line was rebuilt – at first from Watauga avenue at Roan to the Soldiers' Home, then extended to the Carnegie furnace and yet later to the State Normal School. All the properties were sold to a New England company in 1912 and by it to an affiliate of the Tennessee Eastern Electric Company.

1906 (approximate) – The first hospital was opened in the former residence of the Elmendorffs on Fairview (Second) avenue, Carnegie. Somewhat later the Cy H. Lyle residence in

Carnegie was also used as a hospital. In 1921 the first real hospital building was constructed on Boone street – the Appalachian hospital. Funds were raised by the citizens by way of subscriptions for stock in a corporation organized to purchase real estate and build the hospital.

1907 – The 'Theodore Roosevelt panic' was a money panic, but a short one. Local banks fought successfully against the issuance to depositors of 'script.' In order to do so, one bank (Unaka National) purchased gold and greenbacks at a premium – $1.04 for $1.00 – and paid depositors in legal tender on demand. Bankruptcies among business men were comparatively few, the lumber business suffering the keenest.

Normal School Established in 1911

1910-11 – The East Tennessee State Normal School was located, constructed and opened on September 5, 1911. Washington county and Johnson City issued bonds in aid, each in sum of $75,000. The locating commission, accompanied by Governor Malcolm R. Patterson, visited Johnson City in 1910 and viewed several local sites. Several other cities in East Tennessee competed for the location of this institution. The argument in behalf of Johnson City was made on the veranda of the former hotel of the Mountain Branch Soldiers' Home. The first president was Sidney J. Gilbreath, the second Charles C. Sherrod (1926). About the last named date the institution was made a Teachers College with full college rank and accredited standing. The attendance has grown from 90 to above 700. The institution has proved a great asset of the city, especially a cultural one. George L. Carter donated 120 acres for its campus, which by landscaping has been made a thing of beauty. In the same year the U.S. post office building was erected in the Southwest (Carter) addition – the first public-owned.

Johnson City Wins in Highway Issue

1911 – The state legislature provided for the appointment by the governor of a good roads committee for the state to recommend routes of through highways. In the summer of 1911 the committee visited Upper East Tennessee to determine the route of the Bristol-to-Memphis highway. W.F. Carter was the local member. A 'field-day' session was held at Bristol in which advocates of competing routes were heard. The decision was in favor of the eastern route through Morristown, Greeneville, Jonesboro and Johnson City. The argument in behalf of Johnson City was made by S.C. Williams.

1917 – The local company enlisted for service in the World War left Johnson City; a sendoff celebration was held before the company entrained. The company was embodied in regiment and brigade which became parts of the 30th (Old Hickory) division, which participated in breaking the Hindenburg line of the German army September 29, 1918. This was the major feat of the war.

'Breaking through the strongest defense on the western front of the Germans is a great honor. The fact the break-through was actually made on that division's front is ample evidence of its fighting efficiency.' (General E.M. Lewis)

'The splendid gallantry of the troops of the 30th division has won the admiration of their comrades.' (General Monash of Australia).

'All ranks of the 30th division displayed an energy, courage and determination in attack which proved irresistible. You have earned the lasting esteem and admiration of your British comrades in arms.' (British Field Marshal Haig).

'The smashing of the great defensive system, claimed to be impregnable, is a feat of which we are justly proud.' (Premier Lloyd George).

The company participated in numerous other important battles.

Library Constructed Here in 1923

1923 – The Mayne Williams library building was constructed. Several years before the ladies of the Monday Club had begun a library service in rooms rented for the storage and display of books and magazines. Their collection became the nucleus of the library which was built next to Munsey Memorial church, fronting on North Roan street. The management of the library initiated the plan of gifts of memorial volumes (given by friends in memory of deceased citizens). In instances memorial funds have been given for the purchase of books, notably the J.J. Hunt, Mary Mayne Williams, Judge John P. Smith, Frances P. West and Mrs. William Pond Harris collections. The building houses about 16,000 volumes. A small measure of support is given by the municipality.

1923-24 – John Sevier Hotel was constructed and opened. In 1929 a wing was added, making the hotel one of 225 rooms, one of the largest and best-equipped hostelries between Chattanooga and Roanoke.

1926 – The Bemberg plant was built in Happy Valley. Later the Glanzstoff plant was constructed near it. The first was located by the joint efforts and contributions of the Chambers of Commerce of Elizabethton and Johnson City. Many houses along the two highways connecting Johnson City and Elizabethton were built following the plants' construction.

1928 – The King building, finest mercantile building, between Knoxville and Roanoke, was constructed by its owner, Sam R. Sells, who was from 1907 to 1937 a civic and industrial leader of Johnson City.

1935 – The Johnson City Press, a daily evening newspaper, was established by Charles Harkrader and Carl A. Jones, Sr., later to absorb the Staff-News and assume publication of the Chronicle, a morning paper.

Representatives in public life: U.S. senator, Robert Love Taylor; Confederate States senator, Landon C. Haynes.

Congressmen: Nathaniel G. Taylor, Robert Love Taylor, Alfred A. Taylor, Sam R. Sells, and the present representative, B. Carroll Reece. A native of Johnson City, Vincent Boreing, represents a Kentucky district in the national House of Representatives.

Governors: Robert Love Taylor and his brother, Alfred A. Taylor. State senators: John Tipton, Jonathan Tipton, John Tipton, Jr., Landon C. Haynes, P.P.C. Nelson, Sam R. Sells, J.R. Gardner, and Hubert C. Brooks.

State representatives: John Tipton, Edmond Bean, Henry Hoss, John Tipton, Jr., Nathaniel Taylor, Landon C. Haynes, H.H. Carr, E.D. Duncan, John A. Mathes, J.M. Martin, S.E. Miller, J.T. Browning, W.J. Carter, William R. Reeves, George N. Barnes, W.M. Monaghan, James A. Vines, I.N. Humphreys, LeRoy Bible, Hubert C. Brooks and M.E. Tipton.

State supreme court justice: Samuel C. Williams.

Chancellors: John P. Smith and S.E. Miller.

Circuit court judge: David A. Vines.

District attorneys: James P. Taylor (1814-18) and David A. Vines.

Taylor Served as Indian Commissioner

U.S. Indian commissioner: N.G. Taylor (under President Andrew Johnson).

Most distinguished native son: Walter W. Faw, presiding judge of Tennessee Court of Appeals.

Members of the State Board of Education: C.L. Marshall, J.E. Brading and Mrs. Ferdinand Powell.

Mayors, after 1885: E.C. Reeves, Thomas E. Matson, Henry C. Hart, W.A. Dickenson, Walter W. Faw, W.J. Exum, James A. Summers, J.W. Crumley, W.J. Barton, D.A. Vines, Guy L. Smith, Sr., S.E. Miller, Charles P. Faw, W.B. Ellison, B.B. Snipes, Marion Sell and Sam H. Sells.

City manager, since June, 1939: M.U. Snoderly.

Superintendent of schools: J.H. Freeland, S.C. Brown, J.R. Lowery, J.E. Crouch, T.E. Utterback, J.L. Brooks, D.R. Haworth, C.E. Rogers, Roy G. Bigelow and C.E. Rogers, now serving in his second administration.

Postmasters: Henry Johnson, Adam B. Bowman, Sr., George W. Hickey, William R. Rhea, J.M Martin, Cy H. Lyle, J.C. Campbell, James A. Vines, Sr., F.K. Mountcastle, Mrs. Lulu M. Divine and S. Houston Chase.

Two Counties Named for Local Men

Two Tennessee counties were given names of residents of the immediate section: Tipton county in honor of Captain Jacob Tipton, and Hardeman county, for Thomas Hardeman of the William Bean settlement, who went to the Cumberland country around Nashville to join Robertson in founding a colony there. Tipton county, north-central Indiana, was named for Senator John Tipton of Indiana, a descendant of a brother of Col. John Tipton. Robertson county bears the name of James Robertson, and Sevier county that of John Sevier, first governor of the state. 'Robertson Colony' of 1820's in the far-away Texas country (then a part of Mexico) also bore the name of James Robertson, whose descendants founded it.

It is submitted that in this outline there is to be found a challenge to the citizenship of today to carry on, in something of the same spirit of enterprise and vision, in building here in the valleys, amidst the encircling hills and mountains, a city to which the whole commonwealth of Tennessee may look with pride and acclaim.

It would be remiss in the writer were he to fail to acknowledge valuable aid afforded him in the assembling of data by J.E. Crouch, Walter B. Hodges, Harry D. Gump and J.E. Brading. Questionnaires sent to other 'old- timers' have gone without timely response. They, at least, are estopped to point out errors or omissions in the above outline."

Appendix D.
"Henry Johnson's Grandson Recalls His Famous City Founder Grandfather"

John Smalling, the "family member noted that he was 74 years of age. His mother, Sarah Jane Johnson was the only daughter of Henry and Mary Ann Johnson. His mother was married in 1856 to Abram G. Smalling and to this union was born eight children. John's grandmother, before her marriage to Henry Johnson, was Mary Ann Hoss, a sister to Elkanah, Landon C. and Matt Hoss and cousin to Montgomery Hoss and the late Bishop E.E. Hoss.

In John's boyhood days, when he was from 7 to 14 years old, he spent much of his summer months at his grandfather's home and there learned a good deal about the early settlers of the little village that became Johnson City. When Henry Johnson came to what was first called Johnson's Tank, there was no railroad present. However, it had been surveyed and the track laid to a location near Carter's Depot (Elizabethton), which later became Watauga Station near the Watauga River. Henry Johnson bought a parcel of land on the north side of the railroad survey and built a large house which later was used as his residence. It also housed his general merchandise store and the post office, for which he was later named postmaster. Furthermore, he kept a boarding house and rooms for lodging. The entrance to this building was from what is now Market Street. There was another entrance on the southwest side of the building leading in from the railroad track, which led to the dining room and was used significantly more than the Market Street entrances.

'Tip' Jobe, as he became known, arrived soon after Johnson and purchased the tract of land on which a large spring was located. However, he did not build a home on it until later where he reared a large and influential family. Among his boys was Ike T. Jobe, about six years older than John Smalling. They played together on property which we now refer to as Fountain Square.

After the East Tennessee, Virginia and Georgia (ETV&G) Railroad was completed, Henry Johnson built a depot on the site naming it Johnson's Depot. Through the influence of Major Goforth, who was then supervisor of the railroad from Bristol to Bulls Gap, Henry was appointed depot agent. In a short time it became a regular stop for all trains.

The little village began to grow over time, including some familiar family names: Hoss, Miller, Patton, Reeves, Yeager, Pouder, Carr, Toppin, Jones and Swingle. According to John, these folks were of that hardy pioneer stock that knew nothing but honesty and fair dealings. The Henry and Mary Ann Johnson family consisted of three sons and two daughters (one died in infancy). Edmond, the eldest, married Ann Swingle; John was wed to Hattie Alexander; and Harrison, the youngest, died during the Civil War. Other progressive merchants soon followed: John W. Hunter; King, Hoss & Hodge, succeeded by Christina; Hoss & Hodge; and Johnson and Bowman, who erected a modern building on the corner of Market street facing what is now Fountain Square. This building was later used by a Mr. Bruner, who operated the first 'racket (five and ten cent variety) store' available in all the adjacent countryside. The Hodge mentioned in the firm of King, Hoss & Hodge, who was more affectionately known to his associates as 'Wis,' was still living in Johnson City when John penned his article. The first man to operate a then-modern hotel was Elkanah Hoss, who numbered among his guests many notable characters, one of them being Mrs. Fred Artz. Smalling concluded his informative work by noting that he had Henry Johnson's diary, which also contained references about Andrew Johnson, the 17th president of the United States). A question begs to be asked; does anyone know the whereabouts of this actual diary or a copy of it? That would be a historian's dream."[234]

Appendix E.
Some Enterprises On or Near Fountain Square that could not be Precisely Located

E.1. Nat Worley House, 1896

8 October 1896. Johnson City Comet.

"A New House. The public square began to show signs of life early Tuesday morning. A new house was begun just across the railroad. It is a small affair, 18 x 18, two stories high, but everybody went around to see it start up. It is being erected by Nat Worley and adjoins the Johnson property. C.G. Mitchell has the contract."

E.2. Johnson City Bowling Alley, 1901 – 1903

Note: It appears that this enterprise was near the square, but not on the square.

5 December 1901. Johnson City Comet.

"Bowling Alley. Two young men from Columbia, Tenn., have rented the storeroom on Market street, recently vacated by W.T. Hart, and will put in a first-class bowling alley.

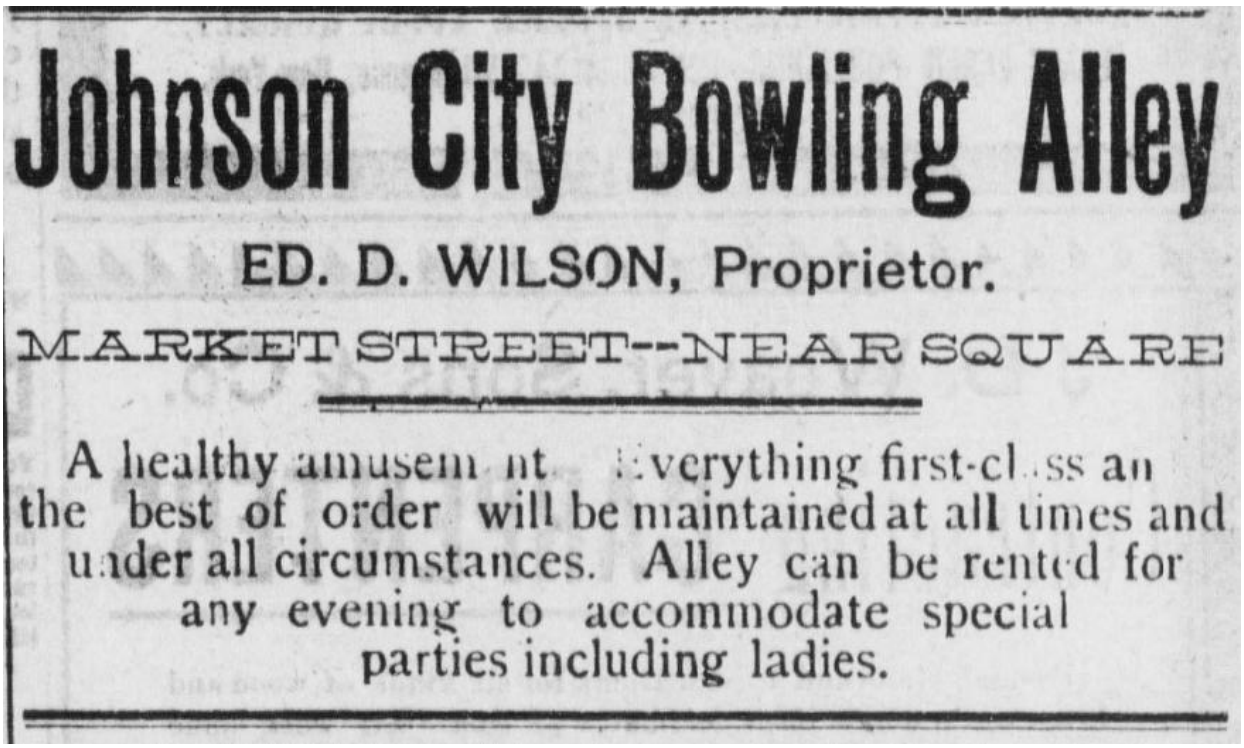


Figure 215. Johnson City Comet, 9 January 1902.
This advertisement ran until at least 24 April 1902

9 January 1902. Johnson City Comet.

"Mr. Ed. D. Wilson, Miss Wilson and two little sons have arrived in the city from Columbia, Tenn. Mr. Wilson is the proprietor of the Johnson City Bowling alleys and has been in the city for some weeks. Mr. Wilson was county court clerk of Maury county, one of the best counties in the state, for 23 years and is a gentleman of means and culture. His excellent family will be heartily welcomed to Johnson City. They are at present boarding with Prof. J.T. Browning."

8 January 1903. Johnson City Comet.

"Armbrust & Smith have leased the storeroom on Market street now occupied by the bowling alley and will use it as an undertaking department and warehouse."

E.3. Johnson City Pressing Club, 1904

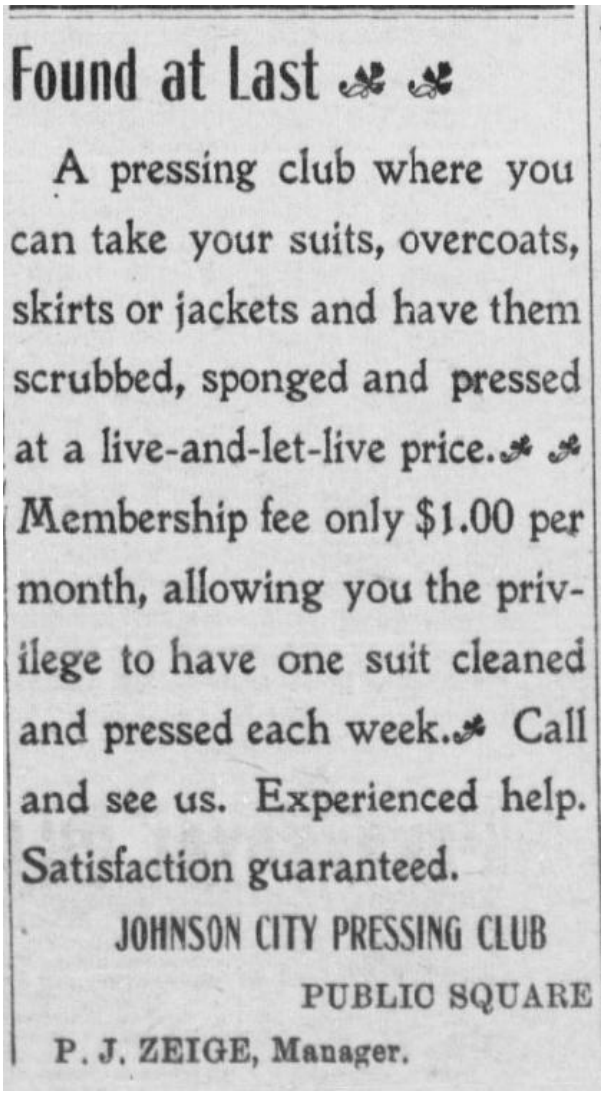


Figure 216. Johnson City Comet, 20 October 1904.[235]
Note: This was the only mention of this enterprise, bound by the author.

E.4. Goldstein's Ladies Shop, 1962? to at least 1965



Figure 218. The Buccaneer, 1964.
This advertisement ran until at least 1965.[236]

1962. Fairchild's Directory of Women's Wear Retailers.

"Johnson City Goldstein's Ladies Shop 212 E. Main St. President – Mrs. M.L. Goldstein Coats & Suits… Dresses… Sportswear..."[237] Apparently, this enterprise was not exactly on the square.

Endnotes

[1] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," January 1891, image 2, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891. For map legend and abbreviations, see Appendix A. For map scale, please refer to the link above.

[2] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," May 1897, image 2, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897. For map legend and abbreviations, see Appendix A. For map scale, please refer to the link above.

[3] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," April 1903, image 3, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903. For map legend and abbreviations, see Appendix A. For map scale, please refer to the link above.

[4] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," December 1908, image 5, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908. For map legend and abbreviations, see Appendix A. For map scale, please refer to the link above.

[5] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," July 1913, image 5, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913. For map legend and abbreviations, see Appendix A. For map scale, please refer to the link above.

[6] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," February 1920, image 19, U.S. Library of Congress, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920. For map legend and abbreviations, see Appendix A. For map scale, please refer to the link above.

[7] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/maps/jcfire1927.pdf.

[8] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 86, ID# 15549, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5108/rec/3. Also at "Johnson City Aerial – 1940," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/maps/jcaerial1940.jpg.

[9] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 88, ID# 15551, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5429/rec/2.

[10] "An aerial view of Johnson City, Tennessee," 1 March 1947, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 135, ID# 15598, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/1039/rec/20.

[11] "Downtown Johnson City (Aerial View)," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19003.

[12] "1958 Aerial Photo – Downtown," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/maps/jcaerial2a.pdf.

[13] "Downtown Aerial 1950s – John Sevier Hotel in left middle of photo," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos6/jcaerearly60s1.jpg.

[14] "Aerial View, 'Downtown Johnson City 1960s'," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15673. Also at "Aerial Photo – 1960," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/aerial1.jpg.

[15] "Aerial View of the Business District," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6348, which included: "Aerial Photo by C.H. Ruth." Also at: "Johnson City Tennessee Aerial View," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2296, postmarked 7 November 1966.

[16] "Downtown Johnson City – 2006," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos7/downtown06.jpg.

[17] "Downtown Johnson City (Aerial View)," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19003.

[18] "1958 Aerial Photo – Downtown," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/maps/jcaerial2a.pdf. Also at The Buccaneer, 1960, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/43.

[19] "Ted's Johnson City Time Warp," posted 17 November 2012, available online at: https://www.facebook.com/photo/?fbid=412482100420928&set=a.110335527302255, which included: ""November 1954 – Young's Warehouse on Lamont Street. This warehouse was located where Founder's Park is now located along Lamont Street. If you were traveling in the direction this picture was taken, you would be coming up on the intersection of Lamont and Wilson where the old Chevrolet Dealership was located on the opposite side of Lamont from the warehouse and the present location of Wild Wing Cafe. During the 50's and early 60's, Roy Faircloth of Faircloth Chevrolet would have Roy Acuff and his Band, Johnny Cash and June Carter to perform free to the public on occasions in this warehouse. Source: Retrieved and formatted from microfilm of the Johnson City Press dated November 17th, 1954."

[20] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos7/bufftnsof.jpg.

[21] "Chris Ford Photo Album," "Johnson's Depot," available online at: http://cfordart.com/photoalbum/photopages/fullsizepages/1995octfullsize/5fullsize.html.

[22] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos7/downtown06.jpg.

[23] The Railroads of Johnson City, by Johnny Graybeal, 2007, page 192, which included: "These two photos show the south side of the ET&WNC passenger depot in 1932. Note that a large wooden addition has been added to the building since the Valuation shot of 1916. The wooden platforms have been removed and replaced with concrete. Note the fuel pump located beside the building. Buses now park in front of the building, even as a SR passenger train stops to drop off express and perhaps passengers. The first photo was taken in January, and the second in March. ICC Valuation Update photos, National Archives, College Park, MD." Image from? Available online at: https://www.facebook.com/LittleChicagoJC.TN/photos/pb.100067645382163.-2207520000/1626328370959281/?type=3.

[24] "Engine #12 at Johnson City with view of Coca-Cola sign," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17347.

[25] Along the ET&WNC, Volume II: The Ten Wheelers, by Johnny Graybeal, 2001, page 87.

[26] "An Excursion of the ET&WNC," by P.D. Patterson, in The Blue Ridge Stemwinder, East Tennessee and Western North Carolina R.R. Co., April – May – June 1997 (Volume 9, Number 4), page 5.

[27] "Clinchfield Engine with ET&WNC Depot in the Background, Johnson City, TN," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17891.

[28] The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 219, 222. The Railroads of Johnson City, by Johnny Graybeal, 2007, page 192.

[29] "Roller (¾ rear view) at Johnson City – making street repairs to Buffalo Street after 3rd rail removal," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17447.

[30] The Blue Ridge Stemwinder, by John R. Waite and Chris H. Ford, 2003, pages 219, 222.

[31] "Hotel Windsor," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11820.

[32] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos6/freeservice1.jpg. Also at: The Buccaneer, 1967, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/52. Perhaps also of interest, "Free Service Tire Co." advertisement, Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12179, and "General Office – Free Service Tire, Johnson City, Tenn. 1924," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12178, presumably, this last photograph was taken in the building at Buffalo and Tipton streets, not the former E.T. & W.N.C. depot, which was not occupied by the Fire Service Tire Company until the 1950s or at least by 1966.

[33] Manufacturers Record, 14 October 1926 (Volume XC, No. 15), page 110, available online at: https://books.google.com/books?id=_aDYg9wrFDcC.

[34] Tennessee: A History, 1673 – 1932, Volume 4, by Philip May Hamer, 1933, page 409.

[35] "Bob Cox's Yesteryear," available online at: https://bcyesteryear.com/local-news-from-the-pages-of-the-jan-3-1934-johnson-city-staff-news/.

[36] The Chalk Line, 1934, available online at: Archives of Appalachia, East Tennessee State University, https://dc.etsu.edu/yearbooks/14. Similar in: The Chalk Line, 1935, page 48.

[37] The Chalk Line, 1936, page 48, available online at: Archives of Appalachia, East Tennessee State University, https://dc.etsu.edu/yearbooks/12. Similar in 1938 and 1939 editions of The Buccaneer, pages 44 and 65, respectively.

[38] "Ted's Johnson City Time Warp," posted 30 November 2022, available online at: https://www.facebook.com/photo/?fbid=1023054021975481&set=a.954154172198800, which included: "November 1937 – Desoto and Plymouth Dealers Auto Sales Corp. 103 Wilson Ave. in Johnson City. Source: Retrieved and formatted from microfilm of the Johnson City Press dated November 30th, 1937."

[39] "Auto Sales Inc., 103 Wilson Ave., advertised the '51' DeSoto." "No other car is more fun to drive", 14 March 1951, available online at: https://www.johnsoncitypress.com/living/features/today-in-johnson-city-history-march-14/article_3b7a4e84-d9f0-5b0d-9683-48b654803a1d.html.

[40] "Ted's Johnson City Time Warp," posted 17 November 2022, available online at: https://www.facebook.com/photo/?fbid=183671553301985&set=a.110335527302255, included: "November 1954 – On Display Tomorrow 1955 De Soto at Auto Sales, Inc. 103 Wilson Ave. in Johnson City. Source: Retrieved and formatted from microfilm of the Johnson City Press dated November 16th, 1954 by Ted Bowers."

[41] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos6/freeservice1.jpg. Also at: The Buccaneer, 1967, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/52. Perhaps also of interest, "Free Service Tire Co." advertisement, Clifford A. Maxwell Photographs, 1940 – 1986,

Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12179, and "General Office – Free Service Tire, Johnson City, Tenn. 1924," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12178, presumably, this last photograph was taken in the building at Buffalo and Tipton streets, not the former E.T. & W.N.C. depot, which was not occupied by the Fire Service Tire Company until the 1950s or at least by 1966.

[42] "Roller (¾ rear view) at Johnson City – making street repairs to Buffalo Street after 3rd rail removal," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/17447.

[43] "Looking toward downtown from Buffalo, Recapping Plant on left," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/18145.

[44] "Tractor Trailer Front View Johnson City, Free Service Tire Store in Background," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16628.

[45] "Hotel Windsor," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11820.

[46] "Ted's Johnson City Time Warp," posted 6 May 2022, available online at: https://www.facebook.com/photo?fbid=515509623451508&set=a.110335527302255, which included: "May 1962 – Commander John Exum is honored by Johnson City with a parade up Main Street in this picture looking southwest from Fountain Square from Main and Buffalo across the Southern RR Tracks. The building in the far background is Fountain Square Furniture and you can see a small portion of the Windsor Hotel to the far right. That area is presently the location of the Johnson City Farmer's Market Pavilion. You can see one of the city transit buses coming out from the city bus station onto a street named Windsor Way (presently a grassy area). The city bus station has the Sprite Sign on top and this was also around the time Sprite was introduced in the U.S. and bottled by the Coca-Cola Bottling Company. The area of the bus station is presently a grassy area with trees and benches. Source: Retrieved and formatted from microfilm of the Johnson City Press dated May 6th, 1962." Caption: "Climax to John Exum Day – Cmdr. John Exum, honored with a fast-moving schedule of activities Friday on John Exum Day, saw the climax come Friday afternoon with a parade up Main Street in his honor. Cmdr. Exum, skipper of the USS Noa, the destroyer which picked up John Glenn from the ocean after his tri-orbital flight, rides in the back of the seat of a convertible. His family rode with him."

[47] "Ted's Johnson City Time Warp," posted 27 December 2020, available online at: https://www.facebook.com/tmb1963ted/photos/pb.100028126792298.-2207520000/211171963885277/?type=3, "December 1970 – With the downtown urban renewal program under way in downtown Johnson City, what was Eddie's Record Shop is now a vacant lot at the corner of West Main and Lamont Streets. You are looking south and the building in the background toward the left is the old Sherwood Chevrolet Building, presently Wild Wing Cafe. Source: Retrieved and formatted from the Johnson City Press dated December 27th, 1970 by Ted Bowers."

[48] "Ed's Town House Was a Refreshing Lunch Break for Columnist," 29 December 2008, Bob Cox's Yesteryear, available online at: https://bcyesteryear.com/eds-town-house-was-a-refreshing-lunch-break-for-columnist/.

[49] Manufacturers Record, 16 June 1927 (Volume XCI, No. 24), page 117, available online at: https://books.google.com/books?id=VuFlbdgybQMC,

[50] "Ted's Johnson City Time Warp," posted 7 May 2023, available online at: https://www.facebook.com/photo?fbid=1139153070365575&set=a.954154172198800, which included: "May 1947 – Fountain Square Furniture Company – 116 Windsor Place (current location of the Farmer's Pavilion on the Wilson Ave. end). Source: Retrieved and formatted from microfilm of the Johnson City Press dated May 7th, 1947."

[51] "Ted's Johnson City Time Warp," posted 24 July 2025, available online at:

https://www.facebook.com/photo?fbid=1746974199583456&set=a.954154172198800, which included: "Fountain Square Furniture Company at 116 Windsor Way in downtown Johnson City. Windsor Way ran parallel with the Southern RR Tracks between the tracks and the Windsor Hotel where the Farmers Pavilion is now located. Source: Retrieved and formatted from microfilm of the Johnson City Press dated July 24, 1951 by Ted Bowers, Courtesy of the Sherrod Library at ETSU for the use of their film and equipment."

[52] "Johnson's Depot," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20456. "'Old Jobe Home' Johnson's Depot," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20446, which was annotated "Old Jobe Home (Dudley) then R.R. Station." On 13 December 1884, Johnson City Comet included: "The [freight] depot in Johnson City is positively a shame to the town. When it was new it was a very shabby building, and after standing a quarter of a century and bearing everywhere marks of dilapidation it is a stretch of courtesy to the railroad authorities to call it a depot... There is no reception room of any kind in the building, and people who wait for trains have to shiver in the cold…" On 30 May 1885, Johnson City Comet included: "The ejectment bill filed by the E.T.V. & Ga. R.R. Co., against certain property owners in Johnson City has been compromised… The company relinquish all claims they may have to the land on which buildings have been places by the citizens, and further agree to tear down the old depot and the building now occupied by J.W. Eakin and T.J. Jobe, and deed the land on which these buildings are situated together with the land heretofore known as the public square, to the public, with the express understanding that no buildings are ever to be erected thereon…" "The old depot and the old railroad house now occupied by Jno. W. Eakin are soon to be torn down and cleared away…" On 6 October 1887, the Johnson City Comet included: "I will try and visit Johnson City at an early date, and see if we cannot so modify the building occupied by Eaken, so as to make it answer our purpose temporarily at least. As soon as the new depot is built, it is my purpose to recommend that the Eaken building be dedicated to the flames… I am Yours truly, F.K. Huger, Sup't." On 15 December 1887, the Johnson City Comet included: "Mr. Platt, road master of the E.T.V. & G.R.R., was in the city last week making arrangements to have the old Aiken house turned into a ticket office and waiting room. It is intended to be used only temporarily but will be fixed up comfortably and separate waiting rooms arranged for ladies, gentlemen and colored people. This will be a convenience long needed here. Heretofore passengers have been at the mercy of the hotels as there is no waiting room in the depot. The carpenters have arrived to do the work." On 19 April 1888, the Johnson City Comet included: "The new waiting rooms at the E.T.V. & G.R.R., are now fitted up for occupancy but passengers seem loth to desert the platform at the [freight] depot." On 29 August 1889, the Johnson City Comet included: "Depot agent J.E. Wade has moved the telegraph office and express office to the old Aiken house. He is occupying the room that was used as a waiting room for the colored people. Mel Weiler and Bert Crawford, day and night lightning slingers, have a room to themselves and have it nicely fitted up. The new quarters are a decided improvement on the old and the change was badly needed." On 29 January 1891, the Johnson City Comet included: "General Manager Strain seems determined to make one go into the waiting room. By the new arrangement you get your freight bill, ticket and all information through a window that opens into this room, and it is appropriately named, whether from the fact that it is waiting to be cleaned or whether it is where one must go at train time to wait until it arrives. The window mentioned is on the French plan, and reaches to the floor, while on the south side of the building a Dutch window, called so because it is so high that only the light can rays it, has been put in the hall used as a sleeping room by the operators while on duty. The 'Virginia creeper' that so gracefully clings to the north end of the building will not be disturbed, Mr. Strain states, neither will the other creepers who cling to the upper rooms of the building. These rooms, four in number, are occupied as 'apartments; by several ebony-hued gentlemen. We have not had the pleasure of visiting this portion of the house, but have some idea of the elegant surroundings from an occasional glimpse we get of the handsome coffee-sacque-window drapery which protrudes from a pane less aperture. No doubt a trip through these quarters would remind one of Dante's Inferno…" On 19 May 1892, the Johnson City Comet included: "City Fathers have been Doing Some Faithful Work this Week… The committee which had been appointed to inspect the old [freight] depot [and the temporary passenger building?] reported it to be a nuisance, and recommended that immediate steps be taken to abate the nuisance…" This appears to be a reference to the old freight depot, rather than the passenger station. In either case, based on the Johnson City Comet and the Sanborn Fire Insurance Company maps (see maps 1B and 2B), both buildings were removed between 1892 and 1897. On 15 April 1909, the Johnson City Comet included: "The First Railroad Station Ever Erected in Johnson City [the freight depot] – It was built by the East Tennessee and Virginia railroad before the war and stood in the Square, opposite the old Hoss House, now the Arlington Hotel, until about 1892, when it was torn down after the completion of the present union depot for the Southern and E.T. & W.N.C. railroads…"

[53] Image from: "Main Street," Archives of Appalachia, Mildred S. Kozsuch Papers, 1867 – 2007, available online at: https://archivesofappalachia.omeka.net/items/show/6386. Also at: "Johnson City Main Street," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11993, "Main Street," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6397, postmarked in 1908; and "Johnson's depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos1/main1902.jpg, captioned: "Main street 1902". However, a date of 1902 is not supportable. The trolley track on East Main Street was not in place during that year. On 13 September 1906, the Johnson City Comet included: "New Firm. Robt. D. DeVault and Geo. S. Hannah have formed a co-partnership under the style of DeVaul & Hannah, and will conduct a general store in the Adams building on Main street. They will carry a complete line of dry goods, notions and shoes… In order to get the building they purchased the stock of clothing, etc. of J.E. Hayes and will dispose of it at very low prices in order to make room for the new stock." On 22 April 1909, the Johnson City Comet included: "By mutual consent Devault & Hannah have dissolved partnership…"

[54] "Main Street John Robinson Show," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6379.

[55] "A Ghost Sign Brought Back to Life," available online at: https://amandamarkel.com/tag/selz-shoes/.

[56] "High Water in Johnson City, 1908," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11717. "High water at Johnson City May 29th 08, from Public Square towards depot". Also at: "High Water in Johnson City, 1908," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11718. Harrison, Burr (1894-1978), "Flood, Johnson City, May 29, 1908, from Public Square looking toward depot," Burr Harrison Photographs, c. 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/232.

[57] Unless otherwise noted, all newspaper articles in this documentary history were accessed from "Chronicling America, Historic American Newspapers," U.S. Library of Congress, available online at: https://chroniclingamerica.loc.gov/. On 23 January 1890, the Johnson City Comet included: "In speaking of the personnel of the new State National Bank at Knoxville the Sentinel refers to the vice president as follows: 'Capt. S.T. Harris, familiarly known as 'Shade,' needs hardly to be introduced to anybody in East Tennessee. He is so well known to the people of Knoxville, especially, that an introduction would be in the nature of a burlesque. He is one of the wealthiest land owners in upper East Tennessee, and has moneyed interests both here and elsewhere. His character and reputation for strict integrity will not be questioned."

[58] On 10 June 1886, the Johnson City Comet included: "Live and Let Live. Why don't the barbers of Johnosn City have fine patent chairs, hair-clippers, fine mirrors and other fixtures? Because 'bad pay' prevents it. A shave costs 10 cents, hair-cut 25 cents, shampoo 25 cents, mustache dye 25 cents and boots blacked 10 cents. Gentlemen, we cannot afford to have these things and do business upon a credit. I am a poor man and want to make an honest living, and I cannot afford to do a credit business any more, for I have to live. I mean to deal honestly with every one. Gentlemen, you know who you are that are owing me for work; please come and pay me, for I need it; and don't ask for credit. By so doing you will greatly oblige your friend. N.P. Brewer, Barber and hair-dresser." On 14 September 1893, the Johnson City Comet included: "Some scamp entered N.P. Brewer's barber shop last Saturday night at a late hour, and went back into Nat's sleeping apartment, where he was asleep, and rifled his pockets of $2,35 in money besides papers, etc. Nat is crippled with rheumatism and has a hard way to make money, and the thief does certainly deserve apprehension."

[59] "Fountain Square," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6241.

[60] "Fountain Square Show Day," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6242. "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/showday.JPG. For more on this show, see Johnson City Comet, 30 September 1909.

[61] "Fountain Square Train," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6245.
Also at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/fsquare3.jpg.

[62] Caption from: The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 158. Image from: "Fountain Square Tram," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6244. Also at "State of Franklin," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/fsquare5.jpg. An image of a menu from the Pardue Hotel is available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/pardue_lunch1.jpg.

[63] Caption from: The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 158. Image from: "Johnson City's Fountain Square, 1904 – 1938, A Pictorial Album," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare.htm. Also at "Fountain Square," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12194.

[64] "Main Street with Cameo," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6392.

[65] Image from: "Hotel Pardue," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12199. Caption from: Johnson City, by L. Thomas Roberts, 2019, page 84. This image was used for a picture postcard, see "Hotel Pardue," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2206. Similar at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/hotelpardue1.jpg, postmarked 6 July 1911.

[66] "Lady of the Fountain Johnson City," posted 21 February 2019, available online at: https://www.facebook.com/jcfountainlady/photos/pb.100064872363248.-2207520000/986023728261376/?type=3.

[67] "Crowd Gathering (End of World War I), 1918," James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/21151.

[68] "Hotel Windsor," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2208. "Windsor Hotel Advertising Signs Once Adorned the East Tennessee Countryside," Bob Cox's Yesteryear, 6 May 2013, available online at: https://bcyesteryear.com/windsor-hotel-advertising-signs-once-adorned-the-east-tennessee-countryside/. The reverse side of this card stated that it required "one cent" for domestic postage. In 1919, U.S. domestic postcards had a postage rate of 1 cent. This rate was in effect from July 1, 1919, and remained so until April 14, 1925, see "History of United States postage rates," available online at: https://en.wikipedia.org/wiki/History_of_United_States_postage_rates.

[69] https://www.flickr.com/photos/archivesofappalachia/4453773941. Also at: "Hotel Windsor (formerly Hotel Pardue), 103 West Main Street," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/102, and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos3/windsor.jpg.

[70] "Little Chicago – Johnson City, TN during Prohibition," posted 2 March 2014, available online at: https://www.facebook.com/photo/?fbid=1409467869312000&set=pcb.1409470282645092.

[71] "Main Street, looking west from Fountain Square," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/103. Also at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos4/market2.jpg and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos3/market.jpg.

[72] "Follow the signs to Hotel Windsor in Johnson City, Tennessee," Archives of Appalachia, East Tennessee State University, available online at:

https://archivesofappalachia.wordpress.com/2016/09/13/follow-the-signs-to-windsor-hotel-in-johnson-city-tennessee/.

[73] "Ted's Johnson City Time Warp," posted 15 September 2023, available online at: https://www.facebook.com/photo?fbid=1228689164745298&set=a.954154172198800, which included: "The 1940 Community Chest campaign for $25,300 got under way Friday with a parade led by the Science Hill High School Band that ended on Fountain Square. The picture is looking in a southwest direction across the Southern RR Tracks from Fountain Square, you can see the Windsor Hotel where presently is the location of the Farmer's Market Pavilion and the buildings across Main from the Windsor is presently a parking lot since around 1969 [actually 1971]. Source: Retrieved and formatted from microfilm of the Johnson City Press dated September 15, 1940 by Ted Bowers."

[74] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos6/windsor1.jpg.

[75] "Little Chicago – Johnson City, TN during Prohibition," posted 22 October 2016, available online at: https://www.facebook.com/LittleChicagoJC.TN/photos/pb.100067645382163.-2207520000/1806817209577062/?type=3.

[76] "Windsor Hotel," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12111.

[77] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/windsordemo1.jpg.

[78] "Ted's Johnson City Time Warp," posted 4 July 2021, available online at: https://www.facebook.com/photo?fbid=326699402332532&set=a.110335527302255, which included: "July 1971 – On Wednesday, July 7th, 1971, the walls of the former social center of Johnson City (The Windsor Hotel) will come a-'tumblin down. Source: Retrieved and formatted from microfilm of the Johnson City Press dated July 4th, 1971."

[79] "Ted's Johnson City Time Warp," posted 4 July 2021, available online at: https://www.facebook.com/photo?fbid=326699402332532&set=a.110335527302255, which included: "July 1971 – On Wednesday, July 7th, 1971, the walls of the former social center of Johnson City (The Windsor Hotel) will come a-'tumblin down. Source: Retrieved and formatted from microfilm of the Johnson City Press dated July 4th, 1971."

[80] "Hotel Pardue Demolition," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12110.

[81] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/windsor_demise1.jpg.
Also at "Ted's Johnson City Time Warp," posted 16 July 2024, available online at: https://www.facebook.com/photo/?fbid=1440848016862744&set=a.954154172198800, which included: "July 1971 – Photos of the demolition of the Windsor Hotel (present location of the Farmers Pavillion). You are looking in a southwest direction across the Southern RR tracks from Fountain Square. Source: Retrieved and formatted from microfilm of the Johnson City Press dated July 14th, 1971."

[82] "Ted's Johnson City Time Warp," posted 14 July 2024, available online at: https://www.facebook.com/photo/?fbid=1439206193693593&set=a.954154172198800, which included: "July 1971 – Looking east on W. Main across the Southern RR tracks, demolition of the Windsor Hotel on the right, present location of the Farmers Pavillion. Source: Retrieved and formatted from microfilm of the Johnson City Press dated July 14th, 1971."

[83] For additional information on the plans for this proposed building, see Manufacturers Record, 8 April 1909 (Volume LV, No. 13), pages 59, 61 and 65, available online at: https://books.google.com/books?id=VxAhxD6eK0AC.

[84] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/photos3.htm.

[85] Manufacturers Record, 27 May 1909 (Volume LV, No. 20), page 67, available online at: https://books.google.com/books?id=VxAhxD6eK0AC.

[86] Manufacturers Record, 3 June 1909 (Volume LV, No. 21), page 70, available online at: https://books.google.com/books?id=VxAhxD6eK0AC.

[87] On 20 May 1915, the Johnson City Comet included: "Palace Barber Shop, 112 Buffalo Street. Sam E. Cassida, Proprietor…"

[88] The Tradesman, 15 May 1913 (Volume LXIX, No. 20), page 54, available online at: https://books.google.com/books?id=20NONTCDcFwC. Similar in The Hotel Monthly, July 1913 (Volume 21, No. 244), page 5, available online at: https://books.google.com/books?id=cVtGAQAAMAAJ.

[89] The Hotel World, The Hotel and Travelers Journal, 9 March 1918 (Volume 86, No. 10), page 25, available online at: https://books.google.com/books?id=RuBLAQAAMAAJ.

[90] Old Hickory, 1919, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/1.

[91] Old Hickory, 1920, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/2.

[92] Old Hickory, 1921, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/3.

[93] Johnson City, by L. Thomas Roberts, 2019, page 84

[94] Bureau of Workshop and Factory Inspection, Ninth Annual Report, January 1st, 1921 to December 31st, 1921, State of Tennessee, page 47, available online at: https://hdl.handle.net/2027/uc1.b3030570.

[95] Refrigerating World, August 1922 (Volume 57, No. 8), page 42, available online at: https://books.google.com/books?id=cecyAQAAMAAJ.

[96] Ice and Refrigeration, September 1922 (Volume LXIII, No. 3), page 173, available online at: https://books.google.com/books?id=zdBLAAAAYAAJ.

[97] Manufacturers Record, 18 November 1926 (Volume XC, No. 20), page 116, available online at: https://books.google.com/books?id=_aDYg9wrFDcC.

[98] Tennessee Department of Labor, Annual Report, 1926, page 127, available online at: https://books.google.com/books?id=-IlKAQAAMAAJ.

[99] Legends & Lore of East Tennessee, by Shane S. Simmons, 2016, pages 65 and 66. For additional information see "Little Chicago," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/chicago/chicago.htm.

[100] "One of the Vintage Windsor Hotel Signs Along old U.S. 23 in Unicoi County," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/chicago/windsor_barn1.jpg.

[101] "Little Chicago – Johnson City, TN during Prohibition," posted 28 February 2014, available online at: https://www.facebook.com/LittleChicagoJC.TN/photos/pb.100067645382163.-2207520000/1408910516034402/?type=3.

[102] "Windsor," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/chicago/3ywh-sign.jpg.

[103] The Southern Hotel Journal, December 1938 (Volume 18), page 58.

[104] The Hotel Monthly, 1938, page 46.

[105] "Folder 2: Correspondence, a hand-drawn street map of downtown Johnson City, and a door card from a hotel room," Windsor Hotel Records, 1934 – 1956, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/5966.

[106] "Ted's Johnson City Time Warp," posted 23 May 2012, available online at: https://www.facebook.com/photo/?fbid=1217038826631914&set=a.110335527302255, which included: "May 1971 – Windsor Hotel Lobby – Original ceramic tile of the Windsor Hotel, and the old-time electrical fixtures, are shown in the hostelry. The place will soon be razed. The Windsor Hotel sat on West Main Street and Windsor Way just before you crossed the Southern RR Tracks, it is presently the location of the Farmers Market at 105 West Main Street. Source: Retrieved and formatted from microfilm of the Johnson City Press dated May 23rd, 1971."

[107] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos6/windsor1.jpg.

[108] "Ted's Johnson City Time Warp," posted 5 January 2025, available online at https://www.facebook.com/photo?fbid=1578201863127358&set=a.954154172198800. The image of the "Eddie's Record Shop" sign is at "Ted's Johnson City Time Warp," posted 18 August 2020, available online at: https://www.facebook.com/photo?fbid=1016606646675134&set=a.110335527302255.

[109] Boot and Shoe Recorder, 10 July 1915 (Volume LXVII, No. 15), page 37, available online at: https://www.google.com/books/edition/Boot_and_Shoe_Recorder/D2Q2AQAAMAAJ.

[110] At some point between 1913 and 1920, the "New York Bargain House" removed to a different, but unidentified, location in Johnson City, see Manufacturers Record, 4 August 1927 (Volume XCII, No. 5), page 110, available online at: https://www.google.com/books/edition/Manufacturers_Record/rjGDIvhx-jgC, which included: "Fire Damage… Tenn., Johnson City – New York Bargain House, loss $15,000."

[111] From 26 March 1908 to 21 January 1909, the Johnson City Comet ran an advertisement that included: "Restaurant and Groceries! – A First-class Grocery: Fresh Meats, Flour, Candies, Nuts, Fresh Fruits, Cigars, Tobacco and all kinds of Soft Drinks. Meals 25c, Lodging 25c. Board by Day or Week. W.G. Day, 107 West Mains Street." Although it is possible that the portion of the building containing 107 West Main Street was finished before the actual hotel portion was, this seems unlikely. The Hotel Pardue was not opened for business until October 1909.

[112] On 2 September 1912, the Johnson City Comet included: "H.W. Pardue Buys Todd – Brown Bakery – H.W. Pardue has purchased the Todd – Brown bakery and is consolidating it with his plant on W. Main St. The plant is now being moved and the bread wagons are being continued without interruption. Chas. Cooter, an experienced baker, is in charge of the new plant."

[113] Image from: "Hoss House (Built 1871)," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20448. Also at: "T.A. Faw Home, corner of Market and Roan Streets (current site of Hotel John Sevier)," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/192, however, note that this is not the "T.A. Faw Home, corner of Market and Roan Streets (current site of Hotel John Sevier)". Caption from: The Railroads of Johnson City, by Johnny Graybeal, 2007, Tarheel Press, page 36.

[114] "Man With Horse and Cart," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20480. "Lightning Express" has been scratched onto the log in the foreground of this photograph.

[115] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos1/presjc.jpg. "Johnson's Depot," available online at:http://www.stateoffranklin.net/johnsons/southern/bharrisontrip.pdf. Johnson City Comet, Tuesday Morning, April 14, 1891.

[116] History of Johnson City and Its Environs, by Samuel C. Williams, 1940, pages 20 and 25, available online at:

https://hdl.handle.net/2027/uva.x030227825, which continued: "The first station of the 'narrow gauge' was frame and stood where the freight station of that company now is located. On the destruction of its frame station, the Southern (successor to the E.T., Va. & Ga.) and the narrow gauge used as a joint station a brick building now the bus station, fronting on Wilson avenue. This joint use continued until the Southern, almost under compulsion, built its present passenger and freight stations. The station, passenger and freight, of the 'Three C's,' and the O.R. & C. was of brick in the Carnegie section; a few years ago it was demolished. The only regular station of the Clinchfield railway was the present one." The statement that "On the destruction of its frame station, the Southern (successor to the E.T., Va. & Ga.) and the narrow gauge used as a joint station a brick building now the bus station, fronting on Wilson avenue." is not supported by the reporting in the Johnson City Comet, which indicates that the Southern Railway was intimately involved in the design and construction of the union station.

[117] History of Tennessee – From the Earliest Time to the Present; Together with an Historical and a Biographical Sketch of from Twenty-Five to Thirty Counites of East Tennessee, Besides a Valuable Fund of Notes, Original Observations, Reminiscences, Etc., Etc…, 1887 (Volume 2), Goodspeed Publishing Company, pages 902 – 903, available online at: https://books.google.com/books?id=tCEH94v1HToC.

[118] Introduction to the Resources of Tennessee, Volume 1, by J.B. Killibrew, 1874, page 616, available online at: https://books.google.com/books?id=tAYoAAAAYAAJ.

[119] At least some of the photographs taken during this excursion are available, see: "New England Press Association, Photograph Album Ms91-024, Special Collections, Virginia Polytechnic Institute and State University."

[120] "The President Coming," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/southern/bharrisontrip.pdf. Note: this article appears to have been transcribed from The Daily Johnson City Comet. Regrettably, this publication is not available online through the Library of Congress.

[121] "The President Coming," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/southern/bharrisontrip.pdf. Note: this article appears to have been transcribed from The Daily Johnson City Comet. Regrettably, this publication is not available online through the Library of Congress.

[122] On 10 June 1886, the Johnson City Comet included: "Live and Let Live. Why don't the barbers of Johnosn City have fine patent chairs, hair-clippers, fine mirrors and other fixtures? Because 'bad pay' prevents it. A shave costs 10 cents, hair-cut 25 cents, shampoo 25 cents, mustache dye 25 cents and boots blacked 10 cents. Gentlemen, we cannot afford to have these things and do business upon a credit. I am a poor man and want to make an honest living, and I cannot afford to do a credit business any more, for I have to live. I mean to deal honestly with every one. Gentlemen, you know who you are that are owing me for work; please come and pay me, for I need it; and don't ask for credit. By so doing you will greatly oblige your friend. N.P. Brewer, Barber and hair-dresser."

[123] "Arlington Hotel," Archives of Appalachia, Mildred S. Kozsuch Papers, 1867 – 2007, available online at: https://archivesofappalachia.omeka.net/items/show/6304. Johnson City, by L. Thomas Roberts, 2019, page 85. "State of Franklin," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/arlinghoteljc.jpg. "Arlington Hotel" Post Card dated 7 August 1906.

[124] "Fountain Square Tram," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6244. Also at "State of Franklin," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/postcards/post1/fsquare5.jpg. The advertisement for the "Sun Brothers" appeared in the Johnson City Comet on 21 April 1910.

[125] Johnson City, The Way We Were, by J.O. Lewis, 1909, page 57.

[126] Jackson's Real Estate Directory, 1912 – 1913 (Ninth Edition), page 880, available online at: https://books.google.com/books?id=zEhCAQAAMAAJ.

[127] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 86, ID# 15549, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5108/rec/3.

[128] "Soldiers returning home after World War I, 1919," James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/1000. On the absence of bushes around Fountain Square see also Figure 160 and "Welcome Home Parade for Soldiers of World War I," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11670.

[129] "Lady of the Fountain Johnson City," posted 21 August 2014, available online at: https://www.facebook.com/jcfountainlady/photos/pb.100064872363248.-2207520000/259242360939520/?type=3, which included: "Fountain Square during many yesteryears. Notice The Lady of the Fountain to the right of the picture and the lamppost that has made a comeback all over Johnson City. This photo is looking west and The Southern Railway Tracks would be between The Lady of the Fountain and the building in the background which is a parking lot now and was the Arlington Hotel and Eatmore Café and under the Arlington Hotel was the Johnson City Bus Company waiting room. This building ran between West Main and West Market Street. The building to the far left across Main Street was The Windsor Hotel. Quote from The Johnson City Press: 'Kathy Meade and her husband Evan acquired this photo during an estate sale for the late William McDonald, a local architect.' The photo was then given to the Johnson City Press. – Credit goes to Ted Bowers for this awesome find!" Also at "Ted's Johnson City Time Warp," posted 1 July 2022, available online at: https://www.facebook.com/photo/?fbid=552479153087888&set=a.110335527302255.

[130] "Hotel Windsor," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11820. "History Under the Blue Ridge: The Lady of the Fountain," Johnson City Public Library, available online at: https://www.jcpl.org/news/2024/04/history-under-the-blue-ridge-lady-of-the-fountain/, included: "The Lady of the Fountain stood for around 33 years [probably 29 years] atop the original pedestal erected for Congressman Brownlow. However, in 1937 the City discarded the statue's base and relocated her to the now demolished Roosevelt Stadium. The statue stood outside the stadium for about six years before being replaced by a statue of a World War I Doughboy. Our Lady was then reportedly left in a city dump, only to be picked up by a concerned citizen and briefly stored in a private barn somewhere near Watauga Avenue. How the statue traveled next is uncertain, but by 1951 she was living in a private garden in Henderson, North Carolina. Some accounts attribute the Lady's move to North Carolina to Alice Summers, the wife of Mayor James Summers, who may have sent it to family there. However she got there, she fell into disrepair over the next three decades. It's uncertain how Johnson City eventually re-acquired the statue, but we do know that when she got back to town, a Carter County high school teacher and sculptor repaired the Lady with the help of his students. They carefully stripped paint, removed concrete, and filled cracks, restoring her to her former glory. We know from a Johnson City Press-Chronicle article from Sept. 21, 1983 that the City installed the Lady as an art piece in Johnson City Public Library's Reading Room in 1983, where she lived for many years. The Lady eventually came to rest once more in her original location in Fountain Square, coming full circle over 100 years later. According to Johnson City Press, the 2014 Blue Plum Festival kicked off with the statue's unveiling. She can still be found in Fountain Square today, quietly watching life go by in Johnson City's bustling downtown. My hope is that next time you're in downtown, you'll stop by the square and contemplate our Lady's long and mysterious life." "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/bobcox/lady1.pdf, which included: "Just when things couldn't get much better, they got worse. Fate struck the unpretentious lady about 1937 when the city needed to alter parking and traffic flow around Fountain Square, necessitating the use of the site where the stature stood. Workmen came and abruptly separated her from the fountain she had always known. While the base was summarily discarded, she was spared the same destiny, instead being relocated to the north entrance of Roosevelt Stadium (now Memorial Stadium)."

[131] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos3/windsor3.jpg. Caption from Johnson City, by Sonya A. Haskins, 2005, page 12.

[132] "Ted's Johnson City Time Warp," posted 15 September 2023, available online at:

https://www.facebook.com/photo?fbid=1228689164745298&set=a.954154172198800, which included: "The 1940 Community Chest campaign for $25,300 got under way Friday with a parade led by the Science Hill High School Band that ended on Fountain Square. The picture is looking in a southwest direction across the Southern RR Tracks from Fountain Square, you can see the Windsor Hotel where presently is the location of the Farmer's Market Pavilion and the buildings across Main from the Windsor is presently a parking lot since around 1969. Source: Retrieved and formatted from microfilm of the Johnson City Press dated September 15, 1940 by Ted Bowers." Caption: "The 1940 Community Chest for $25,300 got under way Friday with a parade that ended on Fountain Square at a platform upon which rested a chest symbolic of the one the organization hopes to fill in the drive, which ends next Friday with a Victory inner in John Sevier hotel. The parade, led by Science Hill high school band, included more than 200 persons, including leaders, solicitors and other workers. T.W. Roland is campaign chairman, and George Speed is president of the Chest. The picture above shows Chest leaders and well-wishers at the conclusion of the parade and at the beginning of the campaign for funds to tide Johnson City's needy through the winter months."

[133] "Ted's Johnson City Time Warp," posted 3 April 2023, available online at: https://www.facebook.com/photo/?fbid=1651529529127924&set=a.954154172198800, which included: "April 1949 – 'University of Tennessee's fine band caught the eye of Saturday's crowds in Johnson City yesterday when it paraded up Main Street shortly before noon on Saturday April 2nd, 1949. The band stopped here en route to Bristol to play for an intra-squad football game.' The band is headed east coming across the Southern Railroad Tracks on to Fountain Square. Source: Published in the Johnson City Press dated April 3rd, 1949, I will attach the original publication I retrieved and formatted from microfilm of the Johnson City Press in the comments." A similar photograph is at: "Ted's Johnson City Time Warp," posted 13 November 2023, available online at: https://www.facebook.com/photo/?fbid=1268047137476167&set=a.954154172198800, which included: "November 1949 – The Science Hill Topper Band in the Armistice Day Parade on Saturday, November 12th, 1949 in downtown Johnson City. They are traveling east on Main St. coming across the Southern RR tracks on to Fountain Square. 'In 1954, President Dwight D. Eisenhower officially changed the name of the holiday from Armistice Day to Veterans Day.' Source of photo: Retrieved and formatted from microfilm of the Johnson City Press dated November 13th, 1949."

[134] "Ted's Johnson City Time Warp," posted 13 November 2022, available online at: https://www.facebook.com/photo/?fbid=1008442340103316&set=a.954154172198800, which included: "November 1949 – A photo taken during the Armistice Day Parade on November 12th, 1949 in downtown Johnson City. The tank is going east on Main Street coming across the Southern RR Tracks, the building in the background is now a parking lot and on the opposite side of Main Street was the Windsor Hotel (now downtown pavilion). Source: Retrieved and formatted from microfilm of the Johnson City Press dated November 12th, 1949."

[135] "Ted's Johnson City Time Warp," posted 4 May 2022, available online at: https://www.facebook.com/tmb1963ted/photos/pb.100028126792298.-2207520000/514247586911045/?type=3, which included: "May 1952 – Train Crossing Accident at the crossing on Main Street at Fountain Square. You are looking west before you cross the tracks. After you would cross the tracks, the Windsor Hotel would be on the immediate left (presently, the Farmer's Pavilion). Source: Retrieved and formatted from microfilm of the Johnson City Press dated May 3rd, 1952." Captioned: "Another Train Crossing Accident – One of many accidents resulting from Johnson City's 'railroad-bound" business district in this Fountain Square scene. No one was injured when the 1941 model car, driven by D.B. Isenburg was struck by a Southern freight train at Main street crossing early yesterday. Rammed between freight car and crossing signal, the car, owned by Robert Keefauver, Jonesboro, route 4, sustained heavy damage to the front. Sergeant Frank Hicks, left and Patrolman Lewis Auer, investigate collision details left of the car's extracted hood."

[136] "Ted's Johnson City Time Warp," posted 20 May 2023, available online at: https://www.facebook.com/photo/?fbid=1147580082856207&set=a.954154172198800, which included: "May 1962 – In celebration of Armed Forces Day, Company C, 4th Battle Group, 81st Division, U.S. Army Reserve, marches as part of a 17 unit parade through downtown Johnson City on Saturday, May 19th, 1962. The parade is headed east coming across the Southern RR Tracks entering Fountain Square. The building on the right is presently a parking lot. Source: Retrieved and formatted from microfilm of the Johnson City Press dated May 20th, 1962." Caption: "The Army Marches – in celebration of Armed Forces Day, Co. C, 4th Battle Group, 81st Division, U.S. Army Reserve, marches as part of a 17-unit parade through downtown Johnson City. The parade, held yesterday morning was led by Sen. Albert Gore. It included armed forces units, scout groups and other area organizations."

[137] "Circus Parade, Undated," James T. Dowdy, Sr. Photographs, 1890 – 1950, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/21148. This photograph is remarkably similar to other photographs form the same collection that have been dated to 25 September 1914 and thus probably shares the same date.

[138] "Main Street, looking west from Fountain Square," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/103. Also at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos4/market2.jpg and "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos3/market.jpg.

[139] Image from "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/attic/images/clydesdale_JC.jpg. "Ted's Johnson City Time Warp," posted 20 April 2024, available online at: https://www.facebook.com/photo/?fbid=1377770576503822&set=a.954154172198800, which included: "April 1954 – From the ad I just posted dated April 20th, 1954 telling of the Budweiser Clydesdale Horses to be in Johnson City April the 21st through the 23rd, 1954, this is evidently when the 'Budweiser Clydesdale Horses came to the Blue Ribbon Café at 118 W. Main St. Francis Maricle, who owned the café for 46 years, was holding his son, Charles. Also pictured was the Piedmont Hotel.' There is another photo posted on this page of the Clydesdale Horses on Buffalo sent to me by Chris Ledford whose family owned a business on Buffalo. There is also a photo on this page of an automobile wreck that crashed into the Piedmont Hotel being the only photo I came across of the Piedmont Hotel. This photo is looking east on the west side of W. Main just a short distance from the Southern RR tracks. Photo Courtesy of Charles Maricle of Johnson City taken from the pictorial book Johnson City and the People of Northeast Tennessee Volume I, Published by Johnson City Press Copyright 2006."

[140] "Ted's Johnson City Time Warp," posted 20 September 2024, available online at: https://www.facebook.com/photo?fbid=1491052121842333&set=a.954154172198800, which included: "September 1959 - The East Tennessee State College Marching Bucs marching west on West Main. Jerry Cole is the Drum Major who later became the band director in Elizabethton and then at Science Hill in the fall of 1967 and later became the Principal at Henry Johnson Elementary School. You are looking east across the Southern Railroad Tracks and at that time the Windsor Hotel would be to the right of the picture and the Arlington Hotel to the left of the picture, both are now parking lots. The buildings across the tracks in the background are still there and you can see just a small section of the old Hamilton National Bank in the upper mid portion of the picture. Source: Retrieved and formatted from microfilm of the Johnson City Press dated September 20th, 1959."

[141] "Ted's Johnson City Time Warp," posted 14 July 2022, available online at: https://www.facebook.com/photo/?fbid=332936005042205&set=a.110335527302255, which included: "July 1971 – The last building fronting on Fountain Square west of Southern Railway began to disappear this morning as part of the Downtown Development Project. Source: Retrieved and formatted from microfilm of the Johnson City Press dated July 12th, 1971."

[142] Old Hickory, 1919, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/1.

[143] Old Hickory, 1920, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/2.

[144] Old Hickory, 1921, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/3.

[145] Johnson City, by L. Thomas Roberts, 2019, page 84

[146] Tennessee Department of Labor, Annual Report, 1926, page 127, available online at: https://books.google.com/books?id=-IlKAQAAMAAJ.

[147] The Buccaneer, 1948, Archives of Appalachia, East Tennessee State University, available online at:

https://dc.etsu.edu/yearbooks/31.

[148] "Soldiers returning home after World War I, 1919," James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/1000. On the absence of bushes around Fountain Square see also Figure 160 and "Welcome Home Parade for Soldiers of World War I," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11670.

[149] "Lady of the Fountain Johnson City," posted 21 August 20914, available online at: https://www.facebook.com/jcfountainlady/photos/pb.100064872363248.-2207520000/259242360939520/?type=3, which included: "Fountain Square during many yesteryears. Notice The Lady of the Fountain to the right of the picture and the lamppost that has made a comeback all over Johnson City. This photo is looking west and The Southern Railway Tracks would be between The Lady of the Fountain and the building in the background which is a parking lot now and was the Arlington Hotel and Eatmore Café and under the Arlington Hotel was the Johnson City Bus Company waiting room. This building ran between West Main and West Market Street. The building to the far left across Main Street was The Windsor Hotel. Quote from The Johnson City Press: 'Kathy Meade and her husband Evan acquired this photo during an estate sale for the late William McDonald, a local architect.' The photo was then given to the Johnson City Press. – Credit goes to Ted Bowers for this awesome find!" "Ted's Johnson City Time Warp," posted 1 July 2022, available online at: https://www.facebook.com/photo/?fbid=552479153087888&set=a.110335527302255.

[150] "Ted's Johnson City Time Warp," posted 14 March 2022, available online at: https://www.facebook.com/tmb1963ted/photos/pb.100028126792298.-2207520000/482384016764069/?type=3, which included: "March 1948 – The big Red Cross thermometer on Fountain Square is 'Warming Up'. Stuart Cannon, a 1945 SHHS graduate, and later became Judge Stuart Cannon in Johnson City, is the man on the ladder. Source: Retrieved and formatted from microfilm of the Johnson City Press dated March 14th, 1948." Caption: "Putting the Heat on – The big Red Cross thermometer on Fountain Square is 'warming up,' slowly at times, but nevertheless warming. Stewart Cannon is the man on the ladder. He's pushing the mercury up to the $2,120 mark. Red Cross Chairman Guy R. Wilson and a worker, Ernest Lacy, are at the ladder's base. (Staff photo by Jim Ellis)"

[151] "Ted's Johnson City Time Warp," posted 14 August 2020, available online at: https://www.facebook.com/photo?fbid=158464872489320&set=a.110335527302255, which included: "August 1965 – Those green city buses coming out of the downtown bus station on to Windsor Way heading toward Main Street to cover their routes. This was between the Southern Railroad Tracks and where the Farmer's Pavilion is now located (then the Windsor Hotel, the building to the left of the buses). Source: Retrieved and formatted from microfilm of the Johnson City Press dated August 14th, 1965 by Ted Bowers."

[152] Jackson's Real Estate Directory, 1918 (Twelfth Edition), page 1060, available online at: https://books.google.com/books?id=geksAAAAYAAJ.

[153] "Ed's Town House Was a Refreshing Lunch Break for Columnist," 29 December 2008, Bob Cox's Yesteryear, available online at: https://bcyesteryear.com/eds-town-house-was-a-refreshing-lunch-break-for-columnist/, which included: "The downtown Johnson City I fondly remember in the 1950s – 60s was a lively place especially on Saturdays. Between 1962 and 1964, I was a full-time student at ETSU... I planned my campus schedule each weekday so I could finish my classes by early afternoon and work at the store until closing time at 5:00. I drove downtown usually before 1:30, parked in the municipal lot and grabbed some lunch at one of the many downtown restaurants before reporting for work. In 1964, there were 73 cafes and restaurants in Johnson City with 17 of them within walking distance of Fountain Square. Let me name a few… Lecka Restaurant (119 Buffalo)…"

[154] "Ed's Town House Was a Refreshing Lunch Break for Columnist," 29 December 2008, Bob Cox's Yesteryear, available online at: https://bcyesteryear.com/eds-town-house-was-a-refreshing-lunch-break-for-columnist/.

[155] Old Hickory, 1920, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/2.

[156] MacRae's Blue Book and Hendricks' Commercial Register, Consolidated, 1927 (Volume XVII), page 235, available online at: https://books.google.com/books?id=Dwc9AQAAIAAJ. See also Official Gazette of the United States Patent Office, December 1919 (Volume XXLXIX), page xxxiii, available online at: https://books.google.com/books?id=eIixlMmsanQC, which included: "Lowe, William J., and J.H. Long, Kingsport, assignors to Universal Fruit Stand Company, Johnson City, Tenn. Display – stand. No. 1,326,755; Dec. 30; v. 269; p. 823."

[157] Old Hickory, 1926, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/11.

[158] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos1/hendepot1.jpg. Also at: "Early Johnson City View: Note Boxcars," East Tennessee and Western North Carolina Railroad Historical Society Collection, 1883 – 2005, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/16650.

[159] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos1/presjc.jpg. "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/southern/bharrisontrip.pdf. Johnson City Comet, Tuesday Morning, April 14, 1891.

[160] On 31 March 1887, the Johnson City Comet included: "Mr. Will Patton, late depot agent at Union depot, has resigned his position and will take charge of the Hoss House at this place the first of April."

[161] On 7 June 1888, the Johnson City Comet included: "Carter's… G.A. Reese, of this place, who has lately been agent at Midway, has been sent to Bluff City to take the place of Will Patton, resigned." On 27 September 1888, the Johnson City Comet included: "Will Patton has opened a confectionery and fruit stand in the Crouch House, on Public Square. He is also putting up an oyster parlor, and will serve fresh oysters in any style."

[162] On 12 January 1888, the Johnson City Comet included: "Messrs. Dickinson, Estes & Co. have rented the Clark store house lately occupied by Staples & Strain, and have opened a regular auction house…"

[163] "Fountain Square," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6249.

[164] "Fountain Square," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12201.

[165] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/ladypose.jpg.

[166] "Folder 2: Correspondence, a hand-drawn street map of downtown Johnson City, and a door card from a hotel room," Windsor Hotel Records, 1934 – 1956, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/5966.

[167] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos1/firstnatbank1.jpg.

[168] "Liberty Bell Train," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/20479.

[169] "Little Chicago – Johnson City, TN during Prohibition," posted 11 February 2019, available online at: https://www.facebook.com/LittleChicagoJC.TN/photos/oboyles-saloon-photo-from-the-march-24-1940-sunday-press-chronicle-hugh-o-oboyle/2276973895894722/?__rdr, which read in full: "Back in the 'Good Old Days' this old saloon stood on the present-day [1940] site of the Western Union telegraph office, where the Southern railroad crosses Market street. A few old-timers can still remember it." This link also included: "O'Boyle's Saloon photo from the March 24, 1940 Sunday Press-Chronicle. Hugh O. O'Boyle is listed as the owner in the 1902 R.G. Dun Mercantile Agency Reference Book." Note, the author did not find any information to support the claim that a Western Union office ever occupied this location. However, this could be a mistaken reference to the telegraph office that operated

out of the Hoss House/Watauga House around 1887 – 1890, see 18 August and 28 October 1887 in Section 12.1.1.3., as well as 17 April and 2 October 1890 in Section 12.1.1.4.

[170] "Hugh O'Boyle Saloon (Corner of West Market and the Railroad), Interior View," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/12337.

[171] "World War I soldiers at Fountain Square, Johnson City, Tenn., 1917," James Agee Film Project Photographs, 1875 – 1956, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/653. Also at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/ftnsquare/ww1_lady.jpg. For another photograph that includes the railroad "Signal Tower," see: "Welcome Home Parade for Soldiers of World War I," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11670.

[172] "Silver Moon Restaurant," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11684. Also at: "Fountain Square looking west, Railroad Avenue, Silver Moon Restaurant, Market Square Pressing Club," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/155. "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos4/marketfountainsq.jpg. The Clifford Maxwell photograph was used in this figure because it better shows Mike Dyer Building, on the left side of the photograph. Another photograph of the "Farmers Exchange" is available at: "Farmers Exchange, 115 East Market Street, corner of Commerce Street," Burr Harrison Photographs, circa 1881 – 1958, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/196. "Farmers Exchange Building," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/11677. On 10 August 1918, the Johnson City Comet included: "One of the most destructive fires of recent years occurred in the downtown district last Monday morning [5 August 1918] when the large wholesale stock of groceries and building were completely destroyed. The origin of the fire is yet unknown. The stock of goods amounting to over $100,000 was covered by insurance, and the greatest loss to Lockett Bros. will be from loss of business, and having to replace the stock at greatly increased prices. This enterprising firm have opened up for business in the building on West Market street, recently occupied by C.G. Hannah, and until a new stock can be laid in all orders are being filled by their Bristol house. The building was owned by Mr. W.G. Mathes and Mrs. John PO. Smith, and was only partly covered by insurance." See also "109 W. Market Street Once Site of Three Hotels, Two Hospitals, Other Businesses," Bob Cox's Yesteryear, 26 January 2015, available online at: https://bcyesteryear.com/2015/01/. In reference to the construction of the Farmers Exchange Building, it is not depicted on the Sanborn Fire insurance Company map of this area for July 1913 (see Map 5G); however, on 10 September 1914, the Johnson City Comet included an advertisement that read: "Best Fancy Seed Wheat, Seed Rye and Seed Oats Recleaned – can be bought of us at reasonable prices, if bought early. Market advancing on account o war. Only the best sold by us. Farmers Exchange. Market St., Johnson City, Tenn."

[173] History of Johnson City and Its Environs, by Samuel C. Williams, 1940, page 18, available online at: https://hdl.handle.net/2027/uva.x030227825.

[174] History of Johnson City and Its Environs, by Samuel C. Williams, 1940, pages 19 – 20, available online at: https://hdl.handle.net/2027/uva.x030227825.

[175] History of Tennessee – From the Earliest Time to the Present; Together with an Historical and a Biographical Sketch of from Twenty-Five to Thirty Counites of East Tennessee, Besides a Valuable Fund of Notes, Original Observations, Reminiscences, Etc., Etc…, 1887 (Volume 2), Goodspeed Publishing Company, pages 902 – 903, available online at: https://books.google.com/books?id=tCEH94v1HToC.

[176] "Henry Johnson's Grandson Recalls His Famous City Founder Grandfather," Bob Cox's Yesteryear, 14 April 2014, available online at: https://bcyesteryear.com/henry-johnsons-grandson-recalls-his-famous-city-founder-grandfather/, which included: "The East Tennessee State University's Archives of Appalachia is a gold mine of area history. Case in point is a newspaper clipping from the Lester Moore Collection containing a reprint of an undated Johnson City Chronicle article written by John Smalling, a grandson of city founder, Henry Johnson (1809 – 1874)."

[177] History of Johnson City and Its Environs, by Samuel C. Williams, 1940, page 23, available online at: https://hdl.handle.net/2027/uva.x030227825.

[178] On 26 January 1888, the Johnson City Comet included: "From the Reporter. Mr. I. Cam Anderson succeeds the firm of Dickey & Anderson. Mr. Anderson is a young man of fine business qualifications and is bound to succeed. Dr. Dickey will devote his whole time to the practice of medicine. He is a fine physician."

[179] On 17 February 1916, the Johnson City Comet included: "The Greek Restaurant 117 W. Main Street" but did not mention one on Fountain Square, probably indicating that the one on Fountain Square was no longer in business.

[180] On 18 September 1890, the Johnson City Comet included: "Bottling Works. Geo. R. Brown has ordered an outfit for bottling works and hopes to be ready for business in 60 days. A strong company has been formed and no pains will be spared to make it a success. In the beginning only Soda Pop, Ginger Ale and Champaign Cider will be manufactured, but the business will be enlarged as necessity demands. Arrangements are being made to connect an ice factory in the early spring." On 2 October 1890, the Johnson City Comet included: "The public will be glad to learn that Geo. R. Brown has purchased the Johnson City Steam Laundry. He has taken charge and will run it in the present building until he can get a new house built on West Market street…" On 16 October 1890, the Johnson City Comet included: "The Comet will not attempt to make an itemized statement of the 42 store houses and 167 dwellings that are int eh course of construction, but will confine its comparison [to Bristol] to the buildings that have been commenced this week as follows… Geo. R. Brown, Steam Laundry and Bottling Works, on West Market st."

[181] On 20 April 1893, the Jonesborough Herald and Tribune included: "Hotel Greenwood has Changed Hands… J.J. Simpson, Prop." See Section 12.1.5.

[182] The Sherman Silver Purchase Act was repealed on 1 November 1893. For more information see: "Sherman Silver Purchase Act," available online at: https://en.wikipedia.org/wiki/Sherman_Silver_Purchase_Act.

[183] On 20 September 1894, the Johnson City Comet included: "A new store has been opened on Market street, one door east of Preas & Co. Upon inquiring of Jim Leonard who the proprietor was, he replied that he was himself, and that it would be known as being run by 'Cheap Jim, the widower's son.'"

[184] On 7 March 1907, the Johnson City Comet included: "Fire Burns Two Shops. Last Monday night the barber shop of Nat Hyder, near the Planters Hotel ["Central Barber Shop – Located in W.O. Phillips' new building, three doors south of water tank and fronting Southern Ry."], was discovered to be on fire about 10 o'clock. The flames were extinguished and the building [at 110 and 112 East Fountain Square and 112 and 114 Buffalo Street was] left for safe, but fire again broke out about 3 o'clock and the shop was destroyed. The ["Allright"] barber shop of J.A. Ankrom, adjoining [apparently in the former "Sample R'm" of the Hotel Piedmont], was also destroyed and the Planters Hotel was badly damaged. The contents of the hotel were so badly damaged by fire and water that the hotel is temporarily closed until it can be repaired. This will be done at once. The buildings burned belonged to Mike Dyer. Ankrom's loss is complete, as he had no insurance. Hyder was insured sufficiently to make his loss small."

[185] On 23 November 1916, the Johnson City Comet included: "Read the ad of C.T. Cadieu, proprietor of the quality shoe shop, at 105 Roan street, King building, who has re-opened for business and solicits your repair work."

[186] On 22 March 1884, the Johnson City Comet included: "Worley and Bloomer have received large orders for bread. The bakery is a success."

[187] On 21 March 1885, the Johnson City Comet included: "Memorial. Tribute to Brother W.W. Worley... The Committee which was appointed to prepare and report an obituary, notice and resolutions suitable to the occasion of the death of Bro. Worley…" On 28 March 1885, the Johnson City Comet included: "Dr. W.W. Worley was born near Rockholds Campground in Sullivan County Tenn., Sept. 19th, 1840. Died Mar. 10th 1885. Age, 44 years 3 months and 22 days. He leaves a devoted wife, a family of children… He studied medicine under Dr. Wm. Dulaney of Blountville… and commenced practice while very young, was successful and popular in the practice of his profession. Emigrated to Arkansas in 1859 or 1860, and remained in that State until 1878 when with his family he returned to his native State. He also studied dentistry and surgery, in the latter, he was very proficient, had an extensive practice and

acted as Surgeon through the war between the states… Oct. 1884 he was stricken with paralisis which ended his labors as Minister and Physician and confined him almost entirely to his room… S.H. Millard…"

[188] On 21 March 1885, the Johnson City Comet included: "City Bakery adjoining Rankin's Store. Bread and Cakes. Orders filled on short notice. Conducted by an experienced baker."

[189] On 30 July 1885, the Johnson City Comet included: "Sim Hyder has moved his barber shop into the room lately occupied by Taylor & Burrow as a law office." On 11 March 1886, the Johnson City Comet included: "Sim Hyder has moved back to Johnson City. Sim is a good barber and will do well here. See his ad. which appears in another column." "Sim Hyder, barber and hair dresser, next door to E.B. Clark & Co., Main St. The best barber in the city."

[190] On 19 December 1901, the Johnson City Comet included: "T.A. O'Donnell, Dealer in Wines, Liquors, Cigars and Tobacco. Spring Street (Old P.O. Building)…"

[191] However, perhaps relevant to this matter, on 5 March 1903, the Johnson City Comet included: "Isaac Harr is remodeling his store room on Public Square. A new floor has been laid and a new plate glass front put in. the floor was lowered to the pavement."

[192] On 27 May 1915, the Johnson City Comet included: "Johnson City Ice Cream Co. – G.P. Maupin & Son, Props., Successors to Cox Brothers… parlor at 111 West Main Street…" This advertisement ran until at least 9 September 1915.

[193] "An aerial view of Johnson City, Tennessee," 19 April 1941, Tennessee Department of Conservation, Photograph Collection, 1937 – 1976, RG82, Box 15, File 86, ID# 15549, Available online at: https://teva.contentdm.oclc.org/digital/collection/p15138coll28/id/5108/rec/3.

[194] "Ted's Johnson City Time Warp," posted 1 May 2021, available online at: https://www.facebook.com/photo/?fbid=287085189627287&set=a.110335527302255.

[195] "Ted's Johnson City Time Warp," posted 16 October 2021, available online at: https://www.facebook.com/photo/?fbid=392935905708881&set=a.110335527302255.

[196] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/mktftnplace.jpg. See also "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/yellowcab.jpg.

[197] "Downtown Johnson City, Market Street, Early 1960s", City of Johnson City Records, 1890-1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15844. Also at "Downtown Johnson City, Market Street, Early 1960s," City of Johnson city Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15844. Similar at "Market Street," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15860.

[198] "Downtown Johnson City, Corner of Commerce and Market, Early 1960s," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15842.

[199] "Ted's Johnson City Time Warp," posted 20 September 2020, available online at: https://www.facebook.com/tmb1963ted/photos/pb.100028126792298.-2207520000/168517154817425/?type=3, which included: "In this photo in downtown Johnson City about a change in parking, you are looking west on Market from McLellan's five and dime (now Numans) across the Southern RR Tracks where all those buildings were demolished in 1969 [actually 1971] and the area is presently occupied by parking lots. Source: Retrieved and formatted from microfilm of the Johnson City Press dated September 20, 1967 by Ted Bowers." Captioned: "Adios, parking spaces – City painting crews exchanged eight parking meters for 'Loading and Unloading Only' yesterday on Market Street from McLellan's store to Fountain Square. The space is provided for trucks only to unload their wares into stores backing on Market Street." "Staff Photo"

[200] "Ted's Johnson City Time Warp," posted 13 September 2022, available online at: https://www.facebook.com/photo?fbid=957051435242407&set=a.954154172198800, which included: "Circa September 1968 – Photo looking from Main Street toward Market Street in a northwest direction across Fountain Square in downtown Johnson City. My guess is this is part of the Children's Day Parade in downtown Johnson City during September 1968. Source: Photo by Eddie LeSueur, retrieved from negative by Ted Bowers, negative courtesy of Tony Morton and Ron Burns." Related photographs are available at: "Ted's Johnson City Time Warp," posted 11 September 2012, available online at: https://www.facebook.com/photo/?fbid=820150639654070&set=a.110335527302255, and "Ted's Johnson City Time Warp," posted 11 September 2021, available online at: https://www.facebook.com/photo/?fbid=370274754641663&set=a.110335527302255.

[201] "Ted's Johnson City Time Warp," posted 31 August 2020, available online at: https://www.facebook.com/photo?fbid=162926075376533&set=a.110335527302255.

[202] "Ted's Johnson City Time Warp," posted 15 July 2023, available online at: https://www.facebook.com/photo/?fbid=1186287148985500&set=a.954154172198800.

[203] "Ted's Johnson City Time Warp," posted 10 December 2020, available online at: https://www.facebook.com/photo/?fbid=200381311631009&set=a.110335527302255.

[204] Old Hickory, 1923, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/5.

[205] "Ted's Johnson City Time Warp," posted 21 November 2024, available online at: https://www.facebook.com/photo/?fbid=1082460680089730&set=a.110335527302255, which included: "November 1948 – The New Sevier Cafe – 115 Fountain Square. Source: Retrieved and formatted from microfilm of the Johnson City Press dated November 21st, 1948."

[206] "Ed's Town House Was a Refreshing Lunch Break for Columnist," 29 December 2008, Bob Cox's Yesteryear, available online at: https://bcyesteryear.com/eds-town-house-was-a-refreshing-lunch-break-for-columnist/.

[207] Johnson City Chronicle, 19 July 1922, available online at: https://www.newspapers.com/newspage/585545590/.

[208] Old Hickory, 1924, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/6.

[209] The Pharmaceutical Era, 22 May 1926 (Volume LXII, No. 21), page 36, available online at: https://www.google.com/books/edition/The_Pharmaceutical_Era/RNG0waQ1LzgC.

[210] Johnson City Chronicle, 20 April 1930, available online at: https://www.newspapers.com/newspage/586410553/.

[211] "No Buildings Exist Today Linking the City with Its Stage-Road Days," 10 November 2007, "Bob Cox's Yesteryear, available online at: https://bcyesteryear.com/no-buildings-exist-today-linking-the-city-with-its-stage-road-days/.

[212] Perhaps relevant to this building, on 15 September 1881, Jonesborough Herald and Tribune included: "Mr. W.G. Archer, of the firm Archer & Harris, Johnson City, paid us a call last Tuesday. These gentlemen, from our own observation are doing the largest business of any firm at Johnson City, and the reason they have such a large trade is because they keep the best selected, and cheapest stock of goods in that place. We can with pleasure, advise our friends to patronize them, and we feel assured that they can realize more for their money by trading with them than any firm in Washington County. They also pay the very highest market price for all kinds of good produce. We earnestly hope that those of our subscribers wishing to encourage two deserving young men, and also wishing the cheapest and best goods, to patronize Archer & Harris, Johnson City, East Tenn." On 4 May 1899, the Johnson City Comet included: "Mrs. Joseph Archer died at the home of her husband, 'Uncle Joe' Archer, on West Market street…"

[213] On 12 October 1893, the Johnson City Comet included: "Mrs. Caroline Hale, wife of S.H. Hale, died at her home in this city Tuesday afternoon after a long illness of consumption. The burial occurred yesterday in the old cemetery." And "Mrs. Salts, an old lady living in the rear of the Smith Hale property died Tuesday afternoon after a long illness. Interment in in old cemetery yesterday."

[214] "Hotel Blevins. – Meals served at all hours between 5:30 a.m. and 8 p.m. Rates reasonable. Special rates to regular boarders. Also fresh pies, bread and caked for sale. Mrs. J.S. Blevins, Proprietress. Cor. Market and R.R. Sts."

[215] "Aerial View, 'Downtown Johnson City 1960s'," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15673. Also at "Aerial Photo – 1960," "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/aerial1.jpg.

[216] "Aerial View of the Business District," Mildred S. Kozsuch Papers, 1867 – 2007, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/6348, which included: "Aerial Photo by C.H. Ruth." Also at: "Johnson City Tennessee Aerial View," Ridley Wills East Tennessee Postcard Collection, 1906 – 1996 and undated, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/2296, postmarked 7 November 1966.

[217] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos7/downtown06.jpg.

[218] "Ted's Johnson City Time Warp," posted 14 September 2012, available online at: https://www.facebook.com/photo?fbid=372142391121566&set=a.110335527302255, which included: "Circa September 1968 – Similar photo I previously posted with a closer up view of the Color Guard and band. I enlarged a portion of the photo of the band and am going to post it in the comments. Photo looking in a northwest direction from Main across Fountain Square toward Market. The building on the left was razed in 1969 and is presently a parking lot. Source of photo: Eddie LeSueur, Retrieved from the negative by Ted Bowers, Negative courtesy of Tony Morton and Ron Burns."

[219] "Ted's Johnson City Time Warp," posted 11 September 2021, available online at: https://www.facebook.com/photo/?fbid=370274754641663&set=a.110335527302255. A related photograph is at: "Ted's Johnson City Time Warp," posted 11 September 2012, available online at: https://www.facebook.com/photo/?fbid=820150639654070&set=a.110335527302255.

[220] "Southern Railway Depot," Clifford A. Maxwell Photographs, 1940 – 1986, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/19095.

[221] "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/mktftnplace.jpg. Also at "Johnson's Depot," available online at: http://www.stateoffranklin.net/johnsons/images/photos/photos5/yellowcab.jpg; and "Market and Spring St.," City of Johnson City Records, 1890 – 1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15852. However, note that this photograph was taken at the intersection of West Market Street and Southern Railway (not Spring Street).

[222] "Downtown Johnson City, Market Street, Early 1960s", City of Johnson City Records, 1890-1980, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/15844.

[223] Available online at: https://www.flickr.com/photos/archivesofappalachia/4460432672/in/album-72157623680003012, also at: "Ted's Johnson City Time Warp," posted 1 July 2022, available online at: https://www.facebook.com/tmb1963ted/photos/pb.100028126792298.-2207520000/552619826407154/?type=3.

[224] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," U.S. Library of Congress, January 1891, image 1, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261891.

[225] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," U.S. Library of Congress, May 1897, image 1, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261897.

[226] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," U.S. Library of Congress, April 1903, image 1, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261903.

[227] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," U.S. Library of Congress, December 1908, image 1, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261908.

[228] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," U.S. Library of Congress, July 1913, image 1, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261913.

[229] "Sanborn Fire Insurance Map from Johnson City, Washington County, Tennessee," U.S. Library of Congress, February 1920, image 1, available online at: http://hdl.loc.gov/loc.gmd/g3964jm.g3964jm_g083261920.

[230] Adapted from: "Sanborn Map Abbreviations," available online at: https://web.mit.edu/thecity/resources/abbreviations_for_sanborn_maps.pdf.

[231] Adapted from: "Sanborn Map Abbreviations," available online at: https://web.mit.edu/thecity/resources/abbreviations_for_sanborn_maps.pdf.

[232] "Folder 2: Correspondence, a hand-drawn street map of downtown Johnson City, and a door card from a hotel room," Windsor Hotel Records, 1934 – 1956, Archives of Appalachia, available online at: https://archivesofappalachia.omeka.net/items/show/5966.

[233] History of Johnson City and Its Environs, by Samuel C. Williams, 1940, available online at: https://hdl.handle.net/2027/uva.x030227825.

[234] "Henry Johnson's Grandson Recalls His Famous City Founder Grandfather," Bob Cox's Yesteryear, 14 April 2014, available online at: https://bcyesteryear.com/henry-johnsons-grandson-recalls-his-famous-city-founder-grandfather/, which included: "The East Tennessee State University's Archives of Appalachia is a gold mine of area history. Case in point is a newspaper clipping from the Lester Moore Collection containing a reprint of an undated Johnson City Chronicle article written by John Smalling, a grandson of city founder, Henry Johnson (1809 – 1874)."

[235] "Found at Last – A pressing club where you can take your suits, overcoats, skirts or jackets and have them scrubbed, sponged and pressed at a live-and-let-live price. Membership fee only $1.00 per month, allowing you the privilege to have one suit cleaned and pressed each week. Call and see us. Experienced help. Satisfaction guaranteed. Johnson City Pressing Club – Public Square – P.J. Zeige, Manager."

[236] The Buccaneer, 1964, Archives of Appalachia, East Tennessee State University, available online at: https://dc.etsu.edu/yearbooks/47.

[237] Fairchild's Directory of Women's Wear Retailers, 1962 (Volume I), page 507.