United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name Lexington and Cane Run Historic District

other names/site number Multiple

2. Location

street & number East Lexington and Cane Run Streets NA not for publication

city or town Harrodsburg NA Vicinity

state Kentucky code KY county Mercer code 167 zip code 40330

3. State/Federal Agency Certification

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

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

In my opinion, the property _x_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ **national** ___ **statewide** _x_ **local**

Signature of certifying official/Title **Mark Dennen/SHPO** Date

Kentucky Heritage Council/State Historic Preservation Office
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

X	private
X	public - Local
	public - State
	public - Federal

Category of Property

X	building(s)
	district
	site
	structure
	object

Number of Resources within Property

Contributing	Noncontributing	
70	4	buildings
0	0	district
0	0	site
0	0	structure
0	0	object
70	4	**Total**

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

NA

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions
(Enter categories from instructions.)

DOMESTIC/single dwelling
DOMESTIC/secondary structure
COMMERCE/TRADE/business
EDUCATION/school

Current Functions
(Enter categories from instructions.)

DOMESTIC/single dwelling
DOMESTIC/secondary structure
COMMERCE/TRADE/business
EDUCATION/school

7. Description

Narrative Description

Description

The Lexington and Cane Run Historic District (Photos 1-23), is located in Harrodsburg, the county seat of Mercer County, which was the first permanent English settlement west of the Allegheny Mountains. The nominated district extends east along two of the earliest and most important transportation routes in the town: the Lexington, Harrodsburg and Perryville Turnpike (Lexington Road, also US 68), and the Lexington to Cane Run Turnpike (Cane Run Street). The nominated property is a primarily residential district covering some 64 acres. It and contains 75 resources, 71 of which are considered contributing. The district contains one previously listed resource, the Isaac Hipple House, also known as the Elms (MEH-18, Resource 18).

Development of the District

Mercer County, the sixth county formed in Kentucky, is located in the Bluegrass Region of the state, and covers some 250 square miles. The Lexington and Cane Run Historic District is located almost entirely outside of the original town plat of Harrodsburg, except for the two blocks of East Lexington between Greenville, East Street and the middle of the current 300 block of East Lexington Street, which consisted of inlots 70, 71 (north side of Lexington, between Greenville and East), 73 and 76 (south side of Lexington, between Greenville and East), and outlots 47 (south side of Lexington) and 48 (north side of Lexington). Outlot 47 encompasses what is currently the parcels of Resources 8, 11, 12, 15 and 16 (excluding the last two houses in that block, Resources 18 and 19) while outlot 48 includes Resources 7, 9 10, 12, 13, 14 and 17. Based on the 1818 plat of Harrodsburg (Figure 1) and current parcel maps, only 24% of the Lexington and Cane Run District was originally included within the town proper of Harrodsburg.[1] In 1890, the Board of Councilman of Harrodsburg requested a survey of the city limits and set them at one mile in all directions from the courthouse, which then put the entire proposed district within the city limits.[2]

Until the turn of the twentieth century, the lots were irregular and much larger than any parcels on other historical residential streets in Harrodsburg – seven to 10 acres was normal. In 1877, the same year that rail service finally was realized in the county, the portion of the district that extends from the intersection of Lexington and Cane Run Streets (54 of the district's 75 resources) was described as the "suburbs of the town on the Cane Run Turnpike."[3] The combination of two blocks of inlots and outlots with parcels developed outside of the town plat does not impact the cohesiveness of the district, which has developed over time as a unified whole despite the differences some properties' relation to the late-eighteenth-century town plan. Unlike a traditional definition of suburb, this district was neither planned nor platted, but grew organically over almost 140 years. The development in the district followed consistent patterns with respect to land use, architecture and building siting through three distinct building periods.

[1] Only the inlots and outlots were subjected to any deed stipulations, from the 1785"An Act for Establishing a Town in the county of Lincoln," *A Collection of the Laws of Virginia*. (Richmond, Virginia: George Cochran, 1823), 223.
[2] Mercer County Deed Book 58, pages 143-145, July 8, 1890.
3 Mercer County Will Book 18 Pages 274-279, October 1, 1877.

Physical Character of the District

The Lexington and Cane Run District lies along East Lexington and Cane Run Streets, with a small segment of the district situated along Woodland Avenue, the one cross street between the two streets after the diverge at Sycamore Point (MEH-303). East Lexington Street, between Greenville Street and Harrodsburg High School (MEH-260) is the broadest thoroughfare in the district, measuring approximately 36 feet across. East Lexington, which turns into US 68, is classified as a primary state route by the Kentucky Transportation Cabinet.[4] East Lexington narrows as it moves out of town and past the last eight historic resources on its south side (MEH-302 through MEH-308 and MEH-20). Cane Run Street is narrower than East Lexington Street, and measures around 28 feet across. Cane Run is classified as a secondary state route by the Kentucky Transportation Cabinet.[5]

The nominated area is primarily residential in character. One historic institutional building, Harrodsburg High School (MEH-260, Resource 28, Photo 6), and a historic filling station (MEH-248, Resource 2) are found within the district, a common occurrence within small towns. Both of these resources contribute to the district. Woven in with the domestic architecture is an array of freestanding domestic outbuildings, the majority being carriage houses or garages located beside or to the rear of the dwellings. Most of the garages date to the Period of Significance (POS), and are constructed of frame or concrete block. Cladding materials include weatherboard, synthetic siding or brick veneer. Additional contributing outbuildings include root cellars, meathouses, smokehouses, workshops, sheds and small barns.

The topography of the district is mainly flat, with some of the rear yards on the south side of the first two blocks of East Lexington Street and the first block of Cane Run sloping toward Office Street. Cane Run Street goes up and down a small rise as it runs east toward the edge of the district. The railroad crosses through the district at East Street.

All of the streets in the district are paved, and have sidewalks and curbs, with the exception of the south side of Cane Run east of Mac Court, and East Lexington Street from 476 East Lexington (MEH-303, Resource 303) moving northeast. The setback varies depending upon the period of construction. Earlier houses from the POS have a deeper setback and larger lots; for instance the transitional Federal/Greek Revival dwelling at 506 East Lexington Street (MEH-20, Resource 23) and the Greek Revival W.T. Curry House at 115 Woodland Avenue (MEH-22, Resource 44), have more expansive setbacks. Additionally, despite subdividing their acreage in the late-nineteenth and early-twentieth centuries, these two resources and several others in the district (MEH-17, MEH-262, MEH-282, MEH-23, MEH-301) have retained large lots. Examples from the twentieth century have smaller lots and setback from the street. Many of the houses built on Cane Run by local builder J.W. “Red” McClellan during between 1933 and 1951 (MEH-274, MEH-275, MEH-287, MEH-289, MEH-293, MEH-294, MEH-295, MEH-310) illustrate this last period of development in the district and the smaller parcels and siting of the houses closer to the street.

The landscaping in the district varies depending on the age of the house and size of the lot. There are only a handful of street trees (between the road and sidewalk) in the district; they are confined, like the reproduction street lights, to the two blocks of East Lexington between Greenville and Marimon Streets. Most of the front lawns in the district contain deciduous trees and shrubs, and many of the side and rear yards have mature trees.

[4] State primary routes are those routes determined to be long-distance, high-volume intrastate routes of state wide significance.
[5] State secondary routes are classified as shorter distance routes of regional significance with both land use access and mobility as their functions.

There is little fencing in the district, with only a handful of homes having either picket or wrought iron fences bordering the front yard. A stone retaining wall is located in front of Harrodsburg High School (MEH-260, Resource 28) and a drylaid stone wall, a remnant from the antebellum period when the land was still a single farm, stretches in front of the last three houses on the east end of East Lexington (MEH-306, MEH-307, MEH-308).

The contributing resources of the district, built over a period of 139 years, comprise a number of high-style buildings as well as many vernacular styles popularized during the late nineteenth and early twentieth centuries. Buildings in the district employ a variety of construction materials and types. Frame and brick construction are most common, with stone and poured concrete foundations, while cladding materials change depending on the building's architectural style. A more thorough look at the architectural styles in the district is found below.

Alterations

The most common changes in the district, with the exception of the subdivision of large parcels of land over the period of significance, would be material changes to the buildings. Cladding, both of walls and roof, has changed with the availability of new materials. For the most part, the application of aluminum or vinyl siding to a historic frame dwelling does not completely obscure its significance. Windows are another common alteration observed in the district; historic sash from the mid-nineteenth century was updated in the late-nineteenth century or early twentieth, and the trend continues today, with the replacement of double-hung wood sash windows with metal or aluminum sash. The addition of porches, the removal of porches and the enclosure of porches, is another common change in the district. Ell additions or shed roof additions, usually containing a kitchen, is another typical alteration (usually in keeping with the scale and materials of the original house) in the district. These alterations, do not, however, eradicate the Lexington and Cane Run District's architectural significance nor its ability to help us understand important aspects of Harrodsburg's and Mercer County's development. As a whole, the district has excellent integrity of setting, location, design, materials, workmanship and association.

Architectural Styles in the District

Federal

The Federal style, academically classified as ranging from 1780 to 1820 nationally, is the earliest period style most commonly encountered in Kentucky.[6] Characterized by restraint, elegant, thin and straight lines on moldings and woodwork, and typically symmetrical, Federal-style buildings in the Commonwealth are typically rectangular or square in plan. Floor plans employed include hall-parlor, side-passage and central passage. Many Federal-style dwellings are brick, laid in Flemish bond, with a side-gable roof. Windows typically boasted double-hung sash in six-over-six, nine-over-nine, or twelve-over-twelve configurations. Muntins are typically thin, and lintels and sills are plain and restrained.

The earliest documented dwelling in the district is the "Old Tavern" located at 222 East Lexington Street (MEH-16, Resource 5, Photo 1).[7] This Federal-style dwelling originally faced East Street and dates from 1814. The resource operated as a tavern during much of the antebellum period. The original core of the house, which retains some six-over-nine double-hung sash windows, has been surrounded by later additions and reoriented toward East Lexington Street.

[6] Cyril M. Harris. *American Architecture An Illustrated Encyclopedia* (New York: W.W. Norton and Company, 1998), 123.
[7] Clay Lancaster survey form, MEH-16, December 1981.

During the 1830s, the Greek Revival style began to edge out the Federal in popularity, though across Central Kentucky, a common trend is that of the Transitional Federal/Greek Revival dwelling. This melding of styles resulted in a dwelling with a Federal-style façade, with either a one-story portico or porch, simple lines, and very little ornament. The interior, however, contains woodwork with Greek Revival proportions and (often) detailing; but occasionally, the woodwork might equal that of the Greek Revival style in scale, but will combine Federal-era motifs with Greek orders.

The Muscoe Garnett House located at 506 East Lexington (MEH-20, Resource 23, Photo 9), which dates from the 1830s, illustrates this combination of the Federal and Greek Revival styles. The Marimon-Mallon House at 366 East Lexington (MEH-19, Resource 19, Photo 7) was built in the late 1840s and is another example of this transitional style.

Greek Revival

Chronologically, the Greek Revival style typically follows the Federal style, though many non-academic builders combined details of both in their dwellings. The Greek Revival style is commonly thought to span the years from 1820 to 1860, but the style continued to include local builders into the last three decades of the nineteenth century. The main elements of the Greek Revival style in Kentucky include heavy and bold moldings and motifs; use of the Greek orders (often in porticos or porches with large columns), windows accented with entablature lintels and larger panes of glass than Federal style windows. Several houses in the district utilize the Greek Revival style. The W.T. Curry House at 115 Woodland Avenue (MEH-22, Resource 44, Photo 15) dates to 1862; its Greek Revival entryway on the façade combines some of the best elements of the style. The Elms, a brick house built in 1845 by Isaac Hipple (354 East Lexington, MEH-18, Resource 18, Photo 7) has the same basic proportions as its neighbor MEH-19, but the façade is more monumental, with a sense of movement conveyed through the Doric pilasters that separate the bays and the pedimeted lintels with an incised motif. The Meredith House (518 East Lexington, MEH-305, Resource 24), built between 1854 and 1856, is a one-and-one-half story frame example of the Greek Revival style in the district.

At the eve of the Civil War, the vocabulary of simple houses in Mercer County centered on the ubiquitous I-house, which became the symbol of economic attainment for local farmers and merchants. Although the Civil War serves as a dividing line in the development of Harrodsburg, stylistic influences blur the lines over the decades. From the late 1850s through the last quarter of the nineteenth century, the "builders have been divided in their following between of the handsome brick houses of the Isaac Pearson [Italianate T-plan, MEH-5, North Main Street Historic District] and Thomas Marimon [MEH-262, Resource 30] kind, and the frame cottage ones that so brighten and beautify Lexington and Danville end of Main Street." [8]

Italianate

The Italianate style, along with the Gothic Revival style, first appeared in the United States in the 1830s and the 1840s. These two architectural styles fit within a general growth within European and American fine arts termed "Romanticism." The designers of Italianate style took their inspiration from the rural and rambling country estate houses of Italy. The buildings are generally cubic or rectangular and have a shallow hipped roof. Characteristics of the style include brackets at the cornice line or on porches, long, narrow windows with

[8] Maria T. Daviess. *History of Mercer and Boyle Counties*.(Harrodsburg, Kentucky: The Harrodsburg Herald, 1924), 114.

molding and ornamental lintels or hood molds, and an overall emphasis on verticality. The pattern books of Andrew Jackson Downing greatly popularized this style in the 1840s and 1850s.[9]

Farm journals and pattern books disseminated the style, the advent of balloon framing helped erect it, and the growth of rail lines also helped spread it after the Civil War. The technique of balloon framing made the construction of houses asymmetrical forms much more feasible than had the rigidity inherent in heavy timber frame construction. Local builders utilized national pattern books, tailoring a house to the owner's specific tastes and pocketbook, and ornamenting traditional house forms with machine-produced architectural elements, like brackets and spindles.

By the 1860s and 1870s, the Italianate style was firmly entrenched in America, and would continue to influence architecture in Kentucky until the turn of the century. At least one architectural style book divides Italianate buildings into six subtypes defined by a prominent feature of the building's massing: the hipped roof, the centered gable, asymmetrical, towered, and front-gabled and town houses.[10] The Italianate style found favor in Harrodsburg, and is a mainstay in most of the residential neighborhoods, and across the county is found on the most simple of buildings.

The influence of Italianate and other Victorian-era styles started late and lingered for over 40 years in Mercer County, which seems to be the case in other Bluegrass counties as well. William Macintire observed that in Kentucky, "the tall and narrow window proportion becomes particularly pervasive, showing up even on extremely modest dwellings of the early twentieth century."[11]

The Italianate style is one of the more prevalent styles in the Lexington and Cane Run District. The style shows up on more than a dozen houses in the district, many of them T-plans in form, with details like brackets and bay windows. The Nancy J. Chenoweth House (MEH-254, Resource 11, Photo 3) is one such example of a two-story frame T-plan with an Italianate influence apparent in the bracketed cornice, bay window, and narrow, elongated windows. The porch on this house, like several others of the same time period in the district, was updated in the twentieth century in favor of the classically-influenced revival styles popular in the 1920s and 1930s. The George Bohon house, (MEH-256, Resource 13, Photo 5) also a T-plan, combines elements of the Italianate and Queen Anne styles, a common pairing within the district. A two-story polygonal bay on the façade and pediment hood molds suggest the influence of the Italianate, while elaborate corner brackets with drop finials and the imbrication in the gables owes more to the Queen Anne style.

The Philip B. Thompson House (MEH-17, Resource 16, Photo 4), built in 1887, is a more high-style interpretation of the Italianate style, fitting into the towered subtype. The square tower dominates the façade of the two-and-one-half-story brick house. The tower features key decorative features of the style: arched, elongated paired windows, brackets and a steep roof that would be mansard if not for the steeply pitched front gables that cut into its mass.

There are also earlier houses in the district, originally built in the Federal or Greek Revival styles, which were remodeled with Italianate-style elements. The Thomas S. Marimon House at 410 Cane Run (MEH-262, Resource 30) is a Transitional Federal/Greek Revival dwelling from the 1850s, with a very plain five-bay wide

[9] Virginia and Lee McAlester. *A Field Guide to American Houses*. (New York: Alfred A. Knopf, 1998), 211.
[10] Ibid.
[11] William Macintire, *A Survey of Historic Sites in Rural Marion and Washington Counties, Kentucky*. (Frankfort: The Kentucky Heritage Council, 2009), 74.

façade and a central entryway with Greek ear detailing. The brick central passage house has Greek Revival woodwork, but on the exterior, simple single and paired brackets line the cornice, and the paired central bay on the second story of the façade is arched. It is unclear whether this dwelling received updates after the Civil War, or whether the local builder picked up on national trends and combined elements of the Italianate and Gothic into a traditional form.

Gothic Revival

The Gothic Revival style, like the Italianate, spread easily because of balloon frame technology. The logic behind picturesque houses romanticizes the bucolic nature of the country and the building is supposed to fit harmoniously within nature. The first "fully-developed domestic example in America was designed by Alexander Jackson Davis in 1832."[12] Davis and Andrew Jackson Downing popularized the style, which was promoted as a rural style.

The Gothic Revival style house coincides with the Second Great Awakening religious movement. The buildings had steeply pitched roofs, lancet arched windows, detailed verge boards, all which hearken back to the architecture of Gothic churches. Additionally, small details such as pendants, finials, and the asymmetrical nature of the building also appeal to the emotionality and irrationality of the dwelling.

Many Gothic Revival houses in Kentucky whisper the style with steeply-peaked cross gables on the façade. The plan of the house can be very basic, "one to two stories tall, a single room deep, and two or more rooms wide with one, two or three steeply-peaked cross gables or dormers. More often than not, the main part of the house is augmented with shed or ell appendages stretching behind them. Minus the front gables they have the same basic forms as many of the non-Gothic contemporary examples nearby, whatever their style might be." [13]

Around 1860, Christopher Jones had two large brick homes built "east of Harrodsburg."[14] These dwellings, located at 606 and 630 Cane Run (MEH-23 and MEH-301, Resources 71 and 75, Photos 22, 23) combine elements of the Greek Revival and Gothic Revival. The central cross gables, trim, particularly the bargeboard on MEH-301, the massing and the chimneys, all point to a Gothic Revival influence. The doors, door surrounds and windows are all Greek Revival elements. Jones, a physician, was recorded in the 1860 census as having $8,000 in real estate while his personal estate was also valued at $8,000.[15]

The two adjacent frame dwellings at 513 and 521 Cane Run (MEH-279 and MEH-280, Resources 52 and 54, Photo 17) are another example of the Gothic Revival style in the district. These relatively unadorned dwellings feature a melding of two pervasive styles: the double cross gables draw inspiration from the Gothic Revival, while the bay window is a nod to the influence of the Italianate style.

Queen Anne

Queen Anne, one of the later style subsets of the Victorian period, ranged in popularity nationally from 1880 to 1910. Its emphasis on shape and decorative detailing, often with machine-made stylistic elements such as brackets, window hoods, spindlework, and textured shingles, all of which were applied to plain exteriors, made it particularly appealing to the expanding middle class. The Queen Anne style was popularized through pattern

[12] McAlester, 200.
[13] Macintire, 57.
[14] Survey form for MEH-23
[15] 1860 United States Federal Census.

books and by the expanding railroad network, which was "making pre-cut architectural details conveniently available through much of the nation."[16]

Like the Italianate style, the Queen Anne style is very common in the Lexington and Cane Run District. Around a dozen homes in this district illustrate elements of the Queen Anne style. The asymmetrical shape is expressed well in the one-story frame house at 331 Lexington Street (MEH-257, Resource 14, Photo 5) whose wrap-around porch enhances the shape of the house, as well as the Marimon-Bauer House (MEH-258, Resource 15). The fanciful one-and-one-half story dwelling at 422 Cane Run (MEH-263, Resource 31, Photo 11) demonstrates one of the most common Queen Anne features – a tower. The conical shaped tower on the façade is referred to locally as the "witch's hat." Another interpretation of the tower is found on the northwest corner of MEH-267 (Resource 36, Photo 12).

The Free Classic style is a transitional style between the Queen Anne and the revival styles, including Colonial Revival and Neoclassical. Many Free Classical dwellings have a form and massing similar to that of an American Foursquare, but with the addition of two-story polygonal bays, towers and other decorative details that are clearly Victorian. Details such as block modillions, dentils, Palladian windows and classical columns are common on Free Classic dwellings. The Geffinger-Donovan House at 101 Woodland (MEH-272, Resource 41, Photo 14) combines delicates turned and chamfered porch posts of the Queen Anne style with a distinctive three-part window on the façade with thick molding and a flared skirt on the second story.

Craftsman

Though Bungalows were very popular across Central Kentucky in the 1920s and 1930s, the district contains only three. The departure from the perceived excesses of the Victorian era and the growing middle class helped spread the Craftsman style. The low lines of the bungalow gave the building a solidity which offered comfort and security.

The inside of a Bungalow is as simple and efficient as its exterior. It has an open floor plan, which has no delineation between public and private space. The bungalow was an unpretentious design which helped increase the appearance of an average size lot through its horizontal lines and low height.[17] This style also became popularized through the use of plan books and illustrations in such magazines as *Ladies Home Journal* .[18]

The earliest example of a Craftsman-style house in the Lexington and Cane Run District is the brick and frame bungalow at 436 Cane Run (MEH-265, Resource 34, Photo 12). Thomas Henry Carter bought this parcel, then a little more than two acres, from Judge John I. Vanarsdall (the latter owned many parcels along Cane Run) in 1898 for $1, 400. According to the Sanborn maps, this dwelling was built between 1908 and 1914. A slightly later (1926-1928) frame bungalow at 476 East Lexington (MEH-313, Resource 21, Photo 8) is classified by McAlester as a cross-gable type – essentially a side-gable form with a large projecting front gable centered on the façade. The third and final Craftsman style dwelling in the district is located at 603 Cane Run (MEH-298, Resource 72, Photo 21) and is a brick-veneered front-gable southern bungalow.

[16] McAlester, 268.
[17] Kenneth T. Jackson. *Crabgrass Frontier: The Suburbanization of the United States*. (New York: Oxford University Press, 1985), 186.
[18] Clifford Edward Clark. *The American Family Home, 1800-1960*. (Chapel Hill: The University of North Carolina Press, 1986), 179.

Colonial Revival

The Free Classic style was a transitional style, and was nationally supplanted by the Colonial Revival style. According to McAlester, the period of influence for Colonial Revival is 1880 to 1950, and the style's rise was fueled by an interest in the dwellings associated with the colonial period, particularly English and Dutch houses on the Atlantic seaboard. The first proponents of this style, which was seen as simplified and classically motivated response to the Victorian era, were professional architects. Richard Morris Hunt's house, Sunnyside, in Newport, Rhode Island, dating from 1870, has been identified by architectural historian Vincent Scully as the "first built evidence of colonial revivalism to exist anywhere."[19]

As the name implies, the style draws on colonial styles, including Georgian and Adam, for inspiration in detailing entrances, cornices and windows. Most windows are double hung, typically with six, eight, nine or twelve lights in both sashes. Elaborate door surrounds, with broken pediments, dentils and pilasters, are common. The style became simplified nationally during the 1940s and 1950s, and was adopted wide-scale in the suburbs. The Dutch Colonial variant on the style often features a gambrel roof, perhaps a second story overhang and long shed dormers. Only one example of the Dutch Colonial style is found in the district.

The Wilkerson-Sutherland House at 466 East Lexington (MEH-302, Resource 20, Photo 8) was built between 1927-1929 for Sarah Vivion Wilkerson and her husband, Thomas C. Wilkerson. The brick house has the distinctive gambrel roof of the Dutch Colonial style, clad in tile and featuring flared eaves. Shed roof dormers provide light to the second story on both the façade and rear elevations.

The Colonial Revival style was slower to catch on the south, especially in rural areas of Kentucky, where late-Victorian-era style persisted into the second decade of the twentieth century. The Lexington and Cane Run District has one of the larger collections of Colonial Revival dwellings in a residential neighborhood in Harrodsburg; most of the examples are the work of local builder J.W. "Red" McClellan. His contributions to the district are discussed in Section 8.

In addition to the seven Colonial Revival houses in the district, McClellan also built the former Standard Oil Station (MEH-248, Resource 2) at 203 East Lexington. Brick quoins detail the corners of the brick filling station, while keystones pierce the brick jackarches above the windows, and the gables feature cornice returns and circular vents detailed with voussoirs. McClellan's own house at 550 Cane Run (MEH-287, Resource 60, Photo), built in 1936, features eight-over-eight double-hung sash windows with brick sills and a central entryway with a classic panel door topped with a fanlight and framed by four-light sidelights. Other Colonial Revival dwellings in the district include: 482 East Lexington (MEH-304, Resource 22), 536 East Lexington (MEH-306, Resource 25, Photo 10), 554 East Lexington (MEH-307, Resource 26, Photo 10), 566 East Lexington (MEH-308, Resource 27), 582 Cane Run (MEH-294, Resource 67, Photo 20) and 616 Cane Run (MEH-300, Resource 74, Photo 22).

Tudor Revival

The development of new materials such as concrete block, asphalt shingles and metal siding in the first three decades of the twentieth century influenced the style of dwellings and emphasized the building's design and construction flexibility. The inexpensive nature of designs like the Tudor Revival also appealed to young

[19] Cynthia Johnson. "Weehawken." *Nomination to the National Register of Historic Places*. Copy on file at the Kentucky Heritage Council. Listed 2007.

couples and middle class families.[20] Elements of the Tudor Revival style include a steeply pitched roof, cross gables on the façade, large chimneys (often on the façade) and details such as rounded arched entryways.

J.W. "Red" McClellan, in addition to the Colonial Revival style, built houses in the Tudor Revival style. Two adjacent dwellings, at 479 Cane Run (MEH-274, Resource 47, Photo 16) and 483 Cane Run (MEH-275, Resource 48, Photo 16), were built by McClellan between 1933 and 1936. The brick dwelling at 479 Cane Run features a one-and-one-half story front gable on the façade (with cornice returns) as well as a distinctive tapered brick chimney. Its frame neighbor is another regional interpretation of the Tudor Revival style, with the façade dominated by two front gables; a projecting central front gable contains the arched wood entry door. The final example of the style in the Lexington and Cane Run District is a house at 531 Cane Run (MEH-283, Resource 56) which McClellan built in the early 1930s for Haldon Durr. The house has the steeply pitched roof and brick chimney on the façade, both trademarks of the style.

Resource Inventory

The Resource Inventory which follows describes the properties found within the Lexington and Cane Run Historic District. Properties considered to be contributing to the character of the district are marked with a "C," while those evaluated as non-contributing are marked with an "NC" either because they post-date the c. 1814-1951 Period of Significance (POS) of the district or because their integrity has been compromised by insensitive alterations. Vacant lots, including parking lots, which formerly contained buildings, are classified as non-contributing sites.

The contributing resources are those which date from within the POS of the District and retain integrity, evaluated according to National Register Bulletin No. 15, *How to Apply the National Register Criteria for Evaluation*.

The inventory table that follows contains a number of abbreviations. The National Register Numbers (NR #) are the resource numbers referred to in Sections 7 and 8, and are keyed to the map accompanying the nomination. The Survey Number (KHC #) is the number assigned to the property by the Kentucky Heritage Council.

The Date is the approximate date of construction, using the codes utilized by the Kentucky Heritage Council. If an exact date of construction is known, it is included in parentheses.

Style refers to the predominant architectural style of the resource. If no particular style is evident, the area is left blank. The following abbreviations are used in the Style column:

FD: Federal	GR: Greek Revival
IT: Italianate	QA: Queen Anne
GoRe: Gothic Revival	EC: Eclectic, a blend of Victorian styles
FV: Folk Victorian	NeoC: Neo-Classical Revival
CR: Colonial Revival	TR: Tudor Revival
DCR: Dutch Colonial Revival	R: Ranch
CRFT: Craftsman	MT: Minimal Traditional

[20] Clark, 185.

The next column, HT, refers to the height of the resource in question. The "MAT" column stands for exterior material cladding of the resource, with the following abbreviations:

BO: solid brick
BV: Brick veneer
PC: Poured concrete
FR: Wood
CB: Concrete Block

The "Type-plan" column refers to the interior floor plan or type of resource. If the plan is not known or is not applicable, then the entry is left blank. The following abbreviations are used:

CP: Central Passage
AS: Asymmetrical
U: Unknown
TP: T-plan
SP: Side-passage
BG: Bungalow

The "Changes" column provides a key to alterations to the contributing resource, as follows:

S: non-historic siding installed, building integrity slightly compromised
RW: replacement windows installed, building integrity slightly compromised
SA i/POS: Sympathetic addition within the Period of Significance for the district
SA o/POS: Sympathetic addition outside of the Period of Significance for the district
AD: Adaptive reuse of a building that while changing a portion of the appearance, is a reversible change, and the building form remains recognizable
NH: non-historic building
NSA: No significant alterations. While minor changes may have occurred, none significantly affects the overall integrity of the property within the context of the district as a whole

The column labeled "OB" refers to outbuildings, if any, associated with the main resource. If there are not any outbuildings, then the entry is blank. The following abbreviations are used and if the outbuilding is contributing, it is followed by a "C" for contributing. Likewise, if the outbuilding does not contribute to the significance of the district, a "NC" follows the initial code.

G: Garage
MH: Meathouse
RC: Root cellar
CRH: Carriage House
CH: Chicken House
OBU: Outbuilding, function unknown

The "S" column refers to the status of the resource within the district. A "C" means it is contributing; a "NC" is non-contributing. If the resource is previously listed in the National Register, a "NR" will follow the initial code.

NR#	KHC #	Address	Property Name	Date	Style	HT	MAT	T/P	Changes	OB	S
1	MEH-309	Corner S. Greenville & Lexington	Regency Townhouses	1974-2000	N/A	2	BV	N/A	NH		NC
2	MEH-248	203 E. Lexington	Gabhart Auto sales	1933-1942	CR	1	BV	N/A	NSA		C
3	MEH-247	212 E. Lexington	Edward Rosser House	1875-1899	IT/QA	2 1/2	FR	TP	S	G/C	C
4	MEH-249	217 E. Lexington		1875-1899	IT, GoRe	2	FR	TP	S, RW	G/C	C
5	MEH-16	222 E. Lexington	The Old Tavern	1813, 1875-1899	FD, QA	2	FR	TP	S, RW		C
6	MEH-250	225 E. Lexington		1875-1899	N/A	1 1/2	FR	U	S, RW		C
7	MEH-15	301 E. Lexington	John Figg Office	1875-1899	IT	1	FR	SH	NSA		C
8	MEH-251	304 E. Lexington	Jesse & Lucy Newton Cogar House	1878	EC	2	FR	AS	SA i/POS		C
9	MEH-252	305 E. Lexington	Figg House	1875-1899	IT	2	FR	TP	S		C
10	MEH-253	315 E. Lexington	Davis Bohon House	1875-1899	DC	2 1/2	FR	AS	S, RW		C
11	MEH-254	316 E. Lexington	Nancy J. Chenowth House	1878-84	IT	2	FR	TP	S		C
12	MEH-256	323E. Lexington	George Bohon House	1875-1899	IT/QA	2	FR	TP	S, RW		C
13	MEH-255	324 E. Lexington	William Hutchinson House	1850-1874	GR	2	FR	CP	S, SA i/POS		C
14	MEH-257	331 E. Lexington		1875-1899	QA	1 1/2	FR	TP	S, RW		C
15	MEH-258	332 E. Lexington	Marimon-Bauer House	1875-1899	QA	2	FR	TP	S, RW		C
16	MEH-17	344 E. Lexington	Philip B. Thompson Sr. House	1887	IT		BO	TP	NSA		C
17	MEH-259	345 E. Lexington	Ransdell Funeral Home	1950-1974	N/A	1	BV	N/A	NH		NC
18	MEH-18	354 E. Lexington	Isaac Hipple House or “The Elms”	1825-1849	GR	2	BO	CP	NSA		C/NR
19	MEH-19	366 E. Lexington	Mallon House	1825-1849	FD, GR	2	BO	CP	NSA		C
20	MEH-260	441 E Lexington	Harrodsburg High School	1925-1949	NeoC	2	BO	N/A	NSA		C
21	MEH-302	466 E Lexington	Wilkerson-Sutherland House	1925-1949	DC	2	BO	U	NSA	G/C	C
22	MEH-303	476 E Lexington	Herman & Rena Scobee Allen	1925-1949	CRFT	1 1/2	FR	BG	RW		C
23	MEH-304	482 E Lexington		1925-1949	CR	1 1/2	BO	CC	NSA	OB/C	C
24	MEH-20	506 E Lexington	Muscoe Garnett House	1825-1849	FD, GR	2	BO	CP	NSA	RC/C	C
25	MEH-305	518 E Lexington	Meredith House	1850-1874	GR	1 1/2	FR	U	S, RW	G/C	C
26	MEH-306	536 E Lexington	Riker House	1925-1949	CR	1 1/2	BO	U	RW		C
27	MEH-307	554 E Lexington	W.H. Philips House	1925-1949	CR	2	BO	U	RW	G/C	C
28	MEH-308	566 E Lexington	Royalty House	1925-1949	CR	2 1/2	BO	U	NSA		C
29	MEH-261	402 Cane Run	Eliza Marimon Ewing House	1875-1899	FV	2	FR	SP	S, SA o/POS		C
30	MEH-262	410 Cane Run	T.S. Marimon House	1850-1874	GR, IT	2	BO	CP	NSA	G/C, CH/C	C

NR#	KHC #	Address	Property Name	Date	Style	HT	MAT	T/P	Changes	OB	S
31	MEH-263	422 Cane Run		1875-1899	FV	1 1/2	FR	TP	NSA		C
32	MEH-264	428 Cane Run		1875-1899	QA	2	FR	TP	S	G/NC	C
33	MEH-303	429 Cane Run	Sycamore Point	1892-94	QA	2	FR	AS	S	G/C	C
34	MEH-265	436 Cane Run	Thomas Henry Carter House	1908-14	CRFT	1 1/2	BO	BG	NSA	G/NC	C
35	MEH-266	443 Cane Run	Witherspoon Warehouse	1893-94	IT, CRFT	1 1/2	BO, FR	U	SA in POS		C
36	MEH-267	444 Cane Run	Mrs. M. J. Foster House	1875-1899	QA	2	FR	TP	S, RW	G/NC	C
37	MEH-268	453 Cane Run		1875-1899	N/A	1 1/2	FR	TP	S, RW		C
38	MEH-269	454 Cane Run	Lewis & Eliz. Lancaster House	1850-1874	GR	2	FR	SP	S, RW		C
39	MEH-270	460 Cane Run	J.A. Thompson House	1875-1899	GR	2	FR	CP	S		C
40	MEH-271	468 Cane Run		1850-74, 1875-99	IT/QA	2	FR	CP	S		C
41	MEH-272	101 Woodland	Geffinger-Donovan House	1897-98	FC	2	FR	U	S, RW		C
42	MEH-310	109 Woodland	Phillips House	1925-1949	MT	1 1/2	FR	U	S	G/C	C
43	MEH-311	114 Woodland		1875-1899	N/A	2	FR	TP	S, RW		C
44	MEH-22	115 Woodland	W.T. Curry House	1850-1874	GR	2	BO	CP	NSA		C
45	MEH-312	120 Woodland		1950-1974	R	1	BV	R	NH		NC
46	MEH-273	478 Cane Run	McCurty House	1825-49, 1850-74	N/A	2	FR	CP	S, RW		C
47	MEH-274	479 Cane Run	George Keightley House	1933-36	TR, MT	1 1/2	BV	U	NSA		C
48	MEH-275	483 Cane Run	Ansel Nooe House	1933-36	TR, MT	1 1/2	FR	U	S, RW		C
49	MEH-276	504 Cane Run		1875-1899	QA	1 1/2	FR	U	S, SA o/POS		C
50	MEH-277	505 Cane Run		1875-1899	N/A	1	FR	TP	S		C
51	MEH-278	510 Cane Run		1925-1949	CR	1 1/2	BV	U	RW		C
52	MEH-279	513 Cane Run		1875-1899	GoRe	2	FR	CP	S, RW		C
53	MEH-280	516 Cane Run		1875-1899	N/A	2	FR	SP	S, RW	G/C	C
54	MEH-281	521 Cane Run		1875-1899	GoRe	2	FR	CP	S, RW		C
55	MEH-282	526 Cane Run	T. & M. Stephenson House	1875-77	IT		FR	TP	S		C
56	MEH-283	531 Cane Run	Haldon Durr House	1925-1949	TR, MT	1 1/2	FR	U	S		C
57	MEH-284	537 Cane Run		1925-1949	N/A	1	FR	U	S, RW	MH/C	C
58	MEH-285	538 Cane Run	Vanarsdall/Nooe House	1875-1899	QA	2	FR	TP	NSA	MH/C; G/NC	C
59	MEH-286	547 Cane Run	Wallace Rue House	1875-1899	FC	2	FR	U	S, RW	OBU/C	C
60	MEH-287	550 Cane Run	J.W. McClellan House	1936	CR	1 1/2	BV	CC	NSA	G/C	C
61	MEH-288	557 Cane Run		1950-1974	R	1	BV	R	NH		NC
62	MEH-289	558 Cane Run	Arch Woods House	1938	CR	1 1/2	BV	CC	NSA	G/C	C
63	MEH-	565 Cane Run		1900-1924	N/A	1	FR	TP	S, RW	OBU/C	C

NR#	KHC #	Address	Property Name	Date	Style	HT	MAT	T/P	Changes	OB	S
	290					1/2					
64	MEH-291	566 Cane Run		1875-1899	IT	2	FR	SP	S		C
65	MEH-292	573 Cane Run		1875-1899	QA	1 1/2	FR	TP	S, RW		C
66	MEH-293	576 Cane Run	Loys McClellan House	1933-1942	TR	1 1/2	FR	U	S, RW		C
67	MEH-294	582 Cane Run	Lawrence Lay House	1942-1943	CR	1 1/2	BV	CC	NSA		C
68	MEH-295	583 Cane Run	Mary W. Ringold House	1875-1899	GoRe	2	FR	CP	S		C
69	MEH-296	592 Cane Run	Gilbert Marshall Royalty House	1936-38	TR, MT	1 1/2	FR	U	S		C
70	MEH-297	593 Cane Run		1875-1899	QA	1 1/2	FR	TP	S, RW	G/NC	C
71	MEH-23	606 Cane Run	Christopher Jones House	1864	GR		BO	CP	NSA		C
72	MEH-298	603 Cane Run		1925-1949	CRFT	1 1/2	BV	BG	NSA		C
73	MEH-299	611 Cane Run		1950-1974	MT	1 1/2	BV	U	NSA		C
74	MEH-300	616 Cane Run	M. & Christine Watts House	1933-1942	CR	1 1/2	FR	CC	S		C
75	MEH-301	630 Cane Run		1850-1874	GR, GoRe	2	BO	CP	NSA		C

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

Planning and Development

Period of Significance

1814-1951

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

J.W. “Red” McClellan

Period of Significance (justification)

The Period of Significance is 1814-1951, the year the first house is documented to have been built, to the date of the last contributing resource constructed.

Criteria Considerations (explanation, if necessary) N/A

Statement of Significance

The Lexington and Cane Run Historic District meets National Register Criteria A and is locally significant in the Area of Planning and Community Development. The district is important for it association with the residential development of Harrodsburg outside of the original plat of the town. The district illustrates the growth of Harrodsburg from the town plat out to the first "suburbs", and the relationship between the residents in the district and the commercial and industrial growth of the county. [21] The district's significance is evaluated within the following local context: "Development of Harrodsburg and Mercer County, Kentucky, 1767-1950." Within the context, a section titled "Development of Lots in the Lexington and Cane Run Historic District, with Building Campaigns Noted" will examine the way the district follows and exhibits important local development patterns. The Period of Significance is 1814-1951, the year the first house is documented to have been built, to the date of the last contributing resource constructed.

Historic Context: Development of Harrodsburg and Mercer County, Kentucky, 1767-1950

Research Design

There are a number of listed and surveyed sites within Mercer County, including three districts in Harrodsburg: the Harrodsburg Commercial District (NRHP 1980), the Beaumont Avenue Historic District (NRHP 1989) and the College Street Historic District (NRHP 1979). The latter two districts, both residential, were listed under Criterion C. The College Street Historic District is located entirely within the original town plat of Harrodsburg. The Beaumont Avenue, while located two blocks southeast of the commercial district, and thus outside of the town plat, was documented only on a Historic District Summary Form continuation sheet within a larger Multiple Resource Area nomination. Neither nomination contains a historic context, nor explores the role that the development of the district played within the development of the larger community. The Beaumont Avenue District, though evaluated under Criterion C, is a useful comparison to the Lexington/Cane Run Historic District, a comparison explored later in this nomination.

Findings of the Historic Context

The early history of Mercer County forms a substantial portion of the early Euro-American settlement of Kentucky. The first permanent English settlement west of the Allegheny Mountains, the area was settled by James Harrod, a hunter and explorer from Pennsylvania. Harrod's exploration of the area began in 1767; after recruiting some 31 men, Harrod led a group of pioneers to a spring near the Salt and Kentucky Rivers. In 1774, these settlers laid off lots near the spring and the new town was christened Harrodstown.[22] The first street laid out ran east and west and was named Water Street, later to become Broadway, which runs through the North Main Street Historic District.

In the summer of 1775, George Rogers Clark, the commander of the Virginia militia in Kentucky (then a large county of Virginia), oversaw the construction of Fort Harrod, which was attached to his command. A year later,

[21] Suburbs is used here as it was it in the late-nineteenth century, to convey the sense that most of the district was outside of the core of downtown Harrodsburg. It does not mean that any portion of the district was ever platted as a distinct development or suburb. Located on two major turnpikes, the district was distinct from residential areas like North Main Street, and straddled a relationship between town and country.

[22] Helen Powell, ed. *Historic Sites of Harrodsburg and Mercer County, Kentucky*.(Harrodsburg, Kentucky: Mercer County Landmark Association and Kentucky Heritage Council, 1988), 10 .

the Virginia legislature named Harrodstown the county seat of Kentucky County. In 1786, the town was surveyed and laid off in a grid system of one-half acre inlots and five-acre outlots. The town of Harrodsburg covered one square mile, or 640 acres. This plat was entered into the Mercer County plat book in 1818. The fort's substantial size included blockhouses on two of the corners and a row of single pen log cabins on one side. Almost 200 people were living in and around Fort Harrod in 1777.[23]

The Virginia legislature (Kentucky was created out of Virginia in 1792) established Mercer County, partitioning off a portion of Lincoln County, in 1785. Harrodstown became the county seat and was renamed Harrodsburg. Named for Scotsman Hugh Mercer, the county, which covers 250 square miles, is bordered by Washington, Boyle, Garrard, Jessamine, Woodford and Anderson Counties.[24] The Kentucky and Dix Rivers form the eastern and northeastern boundaries of the county.

Settlers moving out from Fort Harrod did not venture far. Harrodsburg "developed eastward from the initial log fortification erected by James Harrods and his followers."[25] John Chenoweth, the first owner of inlot number 86, appears to have constructed a log house, likely just one pen, on the site at 163 East Broadway by 1786. By 1820, he had expanded the dwelling with a frame addition. Cardwellton (MEH-8, Resource 9), as the home has come to be known, is the earliest dwelling within the North Main Street District.

Over much of the land-locked Bluegrass region, Mercer County had an early-travel advantage in its location on the Kentucky River. Warwick Landing (formerly Harrods Landing) was improved with warehouses to store tobacco and hemp for shipment south.[26] Despite the blessings of geography, the return on hogsheads of tobacco, should they survive the arduous river journey, was low, only two to three cents a pound.[27]

The waterways of Mercer Country, were instrumental in the European settlement, for stations like Boiling Spring, Fountain Blue, Hugh McGary's Station on Shawnee Run, Trigg's Station at Viney Grove, Wilson's Station, Liberty Fort and McAfee Station, had to be close to a source of water. These waterways influenced the location of the earliest roads. Lexington Street led to the mouth of Shawnee Run and the Kentucky River, so in early records that street is referred to as Shawnee Run. Later, as shown as the 1818 plat of Harrodsburg, it went by the moniker "Main Cross." [28] Eventually it received the name of the town to which it led, and is recorded as Lexington Street on the 1876 *Beers Atlas of Mercer and Boyle Counties.*

During the first decade of the nineteenth century, natural springs with "beneficial qualities of iron and saline water" were discovered in Harrodsburg. [29] The development of four or five of these springs into resorts would infuse the local economy for the next four decades. The most successful proprietor of what began as the

---

[23] Max Charleston. *The Oldest Town in Kentucky*.(Harrodsburg, Kentucky: 1929), 11; George Chinn, *The History of Harrodsburg and the Great Settlement Area of Kentucky 1794-1900*. (Harrodsburg, Kentucky: Self-published, 1985), 21; Willard Rouse Jillson. *Pioneer Kentucky*. (Frankfort, Kentucky : The State Journal Company, 1934), 4.
[24] Ron D. Bryant. "Mercer County," in *The Kentucky Encyclopedia*, ed. John Kleber (Lexington: University Press of Kentucky, 1992) 627.
[25] Charlotte Schneider. "Harrodsburg Commercial District." *Nomination to the National Register of Historic Places*. On file at the Kentucky Heritage Council. Listed 1980. Section 8, page 1.
[26] Powell, 11.
[27] Richard Troutman. *The Social and Economic Structure of Kentucky Agriculture, 1850-1860.* (Lexington, Kentucky: Dissertation, University of Kentucky, 1958) 81.
[28] George Chinn and Rebecca Wilson Conover. *Through Two Hundred Years: Pictorial Highlights of Harrodsburg and Mercer County, Kentucky*. (Harrodsburg, Kentucky: Mercer County Humane Society, 1974), 155.
[29] Chinn, 82.

Greenville Springs[30] was Dr. Christopher C. Graham, who commenced operation of the "Harrodsburg Springs" in 1820. Visitors arrived "by steamboat, stage or carriage from New Orleans, Vicksburg, Natchez and Nashville, wealthy families, escaping the hot humid summers of the South, came…to vacation in Harrodsburg."[31] It is estimated that over "four million dollars in revenue" pumped into the Harrodsburg economy during the 25-year lifespan of Graham Springs. Graham sold the springs in 1853 to the United States government, and the resort life which brought so much attention to the community was in ruins after the Civil War.

The initial settlement period of the state was over by this time, and the War of 1812 "triggered a commercial and agricultural expansion." [32] Four years of growth followed, but the 1820s and 1830s would bring even more economic panics and depressions. The 1820s and 1830s saw the town of Harrodsburg growing slowly though in population it ranked only behind Jefferson and Fayette counties.

Stagecoach Routes and Turnpikes

Transportation played a key role in the development of the Lexington and Cane Run District. While not rural, more than three-quarters of the district, from East Street to the eastern boundaries, lay outside the town plat of Harrodsburg. Many of the original parcels were between 7-10 acres, with numerous outbuildings. The area from the intersection of Cane Run and East Lexington Street (and between those two streets moving northeast) remained farmland until after the Civil War.

The turnpike helped shape the settlement and business decisions of the first residents, as it provided access to the commercial core of town, and also to the river and other communities in the Bluegrass. Between 1800 and 1860, a "network of connected stage routes had rendered all parts of the Bluegrass easily accessible and had effected a great advantage in the social, political and industrial welfare of the country."[33] The Lexington, Harrodsburg and Perryville Turnpike was chartered by the state legislature in 1833, following the completion of four miles of macadamized road between Maysville and Washington (Mason County) three years earlier.[34] The turnpike, completed in 1837, was one of the first "macadamized roads in the state and a major U.S. Post route."[35]

The turnpike became a public road until around 1900, when the county acquired the road. Similar conversions were taking place across the Bluegrass, as farmers protested the tolls demanded at the scores of turnpikes crossing the region. This development increased "movement and communication within counties, which only increased with the advent of the automobile in the next couple of decades. Before, farmers limited the trips to town to carrying produce to market or only the most essential of business trips. After the roads became public, farm families were more eager to travel to town for shopping and social events."[36]

---

[30] Later the site of the Greenville Female Institute, then Daughter's College, Beaumont College and now Beaumont Inn.
[31] Chinn, 94.
[32] Daniel Feller. *The Jacksonian Promise: America 1815-1840* (Baltimore: Johns Hopkins University Press, 1995), 39.
[33] J. Winston Coleman, Jr. *Stage-Coach Days in the Bluegrass*, (Louisville, Kentucky: The Standard Press, 1936), 143.
[34] Lowell H. Harrison and James C. Klotter. *A New History of Kentucky*. (Lexington, Kentucky: The University Press of Kentucky, 1997), 126.
[35] John Lewis. *Lexington, Harrodsburg and Perryville Turnpike Rural Historic District.* Nomination to the National Register of Historic Places. Copy on file at the Kentucky Heritage Council. Listed 2003. Section 8, 18.

[36] Lewis, Section 8, 18.

The turnpike, now known as US 68 (and as Lexington Street within the city limits of Harrodsburg), remains remarkably faithful to its historic route. The *1876 Beers Atlas of Mercer and Boyle Counties* shows that the current road, with two exceptions (not within this district), corresponds to the historic turnpike from Shaker Village at Pleasant Hill to Harrodsburg.

As was the case in many towns in the Bluegrass Region, Harrodsburg enjoyed a golden decade of growth and prosperity from 1850 to 1860. Transportation improvements further linked Harrodsburg to the rest of the state and beyond, with turnpike charters and construction taking place across the county in that decade before the Civil War. The Harrodsburg and Cane Run Turnpike was incorporated in 1849 to build a turnpike from Harrodsburg to the Cane Run Meeting House and the future town of Burgin. In the early 1850s, the Harrodsburg, Duncansville, and Chaplintown Turnpike Company was incorporated. Two more turnpike companies formed in 1856, including the Cornishville Turnpike Company and the Harrodsburg, Keene and South Elkhorn Turnpike Company.

Access to both the road network and the commercial district in the antebellum period influenced the establishment of businesses, industry and the homes of farmers, merchants and professionals within the Lexington and Cane Run District. Because the district lay outside of the original inlots and outlots, parcels of varying sizes could be assembled without oversight by the Trustees of Harrodsburg. Additionally, these parcels were large enough to accommodate both residences, business and industry, which does not appear to have been the case in the other residential districts. At the same time, the lots were close enough to the commercial center of town that materials could be easily obtained and the distance between one's place of business and home was minimal. This is a trend that persisted throughout the district's period of significance.

One family that illustrates this trend is the Marimon family, who built or lived in five dwellings in the district during the period of significance (ME-258, ME-19, ME-261, ME-262 and ME-263). Joshua Daft Marimon, born in Maryland in 1804, arrived in Richmond, Kentucky in 1818, where he worked in a cotton factory until he was 17 years old. From 1834 to 1837, he resided in Garrard County, where he "engaged in wool carding and the manufacture of that class of machinery."[37] In 1837, he moved his family to the community of Cane Run, situated about a mile east of Burgin.

Nine years later, the family relocated to Harrodsburg, and Marimon purchased the property at the corner of Main and Lexington Streets (now the site of the U.S. Post Office in the North Main Street Historic District), and ran a "big carding factory and manufactured yarn and jeans linsey, which for many years he shipped south." This manufacturing complex is clearly visible on the 1876 *Beers Map of Mercer and Boyle Counties*, but on the Sanborn map a decade later, the factory has been replaced by a grocery and hardware store (run by a grandson), and several dwellings.[38]

Joseph Marimon lived at 366 East Lexington (ME-19), a transitional Federal/Greek Revival dwelling built between 1844 and 1856 at the corner of East Lexington and Marimon Avenue. His son, Thomas Stevenson Marimon, established City Mills, a woolen and flour mill, at the northwest corner of Marimon (then Depot Street) and Office Streets, just down the street from the home he built at 410 Cane Run (ME-262), and at the rear of his father's home (ME-19). Thomas also built 402 Cane Run Street (ME-261) for his widowed sister, while his son built the home at 422 Cane Run (ME-263).

[37] *Harrodsburg Sayings*, September 9, 1896 edition.
[38] 1886 Sanborn map of Harrodsburg.

The City Roller Mills were ideally situated beside the rail line when it reached Harrodsburg in the 1870s – a situation promoted and made possible by the family, who owned a large portion of the land the rail line went through southeast of Lexington Street, as well as the site of the new depot. The Marimon family was not among the wealthy elite of Harrodsburg, but neither were they working class. J.D. Marimon is recorded in the 1850 slave census as owning 8 slaves and 5 slaves in the 1860 slave census. In the 1860 census, Marimon's real estate was valued at $4,000; his personal estate was also valued at that amount. His son, Thomas, owned 1 slave in the 1860 census and had a personal estate valued at $1,500.

The Coming of the Railroad

Like much of the Bluegrass, Mercer County wished to attract and build a rail line. As early as 1850, interest in a rail line ran high in the county, The Lexington and Danville Railroad Company, organized in 1850, specified its goals as running branch lines "to or near the towns of Harrodsburg and Nicholasville and to such points on the Kentucky River as may be deemed useful to facilitate the transportation of products from and to the Kentucky River."[39]

John A. Roebling was hired to design and construct a bridge for the rail line across the Kentucky River. Construction proceeded only as far as two stone towers to hold the cables for the bridge. The financial panic of 1857 intervened, and with only a portion of the line from Lexington to Nicholasville completed, the project was abandoned.[40]

During the decade before the Civil War, Harrodsburg's population increased from 1,481 residents to 1,668. The total population of the county in 1850 was 14,067, a loss of some four thousand residents since 1842, when Boyle County was carved out of Mercer and Lincoln counties. New commercial ventures in the decade numbered 18, among them "three hatters, several carriage and livery stables, a confectionary and even a jewelry store."[41] Not only was Harrodsburg an "agricultural market for the surrounding countryside, but it was also a social and educational center."[42]

The major disruption of the Civil War, besides the men from the county enlisted on both sides, and the trauma ensuing from the division, was the Battle of Perryville, fought in adjacent Boyle County. The largest military engagement to take place in Kentucky, it involved some 16,000 Confederate troops and 58,000 Union troops on a farm outside the small village of Perryville, along the Chaplin River. Although the battle was a tactical victory for the Confederacy, it was the end of their Kentucky campaign.[43]

Harrodsburg provided hospitalization for approximately 1,700 wounded Confederates. The town was taken two days after the battle, and Union General Buell established his headquarters there.[44] After the Civil War, the loss of southern markets severely impacted the agricultural economy of Mercer County and the Commonwealth. The number of acres in farms, as well as the average farm size, dropped considerably in the decade between 1860

[39] Chinn, 106.
[40] Ibid.
[41] Ibid, 107.
[42] John Kleber, ed. "Harrodsburg," n *The Kentucky Encyclopedia* (Lexington: University Press of Kentucky, 1992),414.
[43] Kenneth A. Hafendorfer. "The Battle of Perryville" in *The Kentucky Encyclopedia*, ed. John Kleber (Lexington: University Press of Kentucky, 1992), 718.
[44] Chinn, 119-120.

and 1870. There were 881 farms in the county in 1850; 777 farms in 1860 and an increase to 868 farms in 1870.[45] The county population dropped as well, to 13,144 residents, down from 13,700 in 1860.

Cash values of land as well as livestock also dropped. Like many other Bluegrass counties, however, the end of the nineteenth century brought a rebound in agricultural production and value.[46] Following the Civil War, Harrodsburg, which like most towns across Kentucky, experienced turmoil on the local level, a turmoil exacerbated by its proximity to Perryville, began to rebuild. The main business district had been leveled by a fire in the mid-1860s, Graham Springs existed only as a ruin, and Kentucky University had moved to Lexington.

By 1870, though, the city appeared to be on the mend. A "three-story city hall, stores and a Masonic Hall crowded Main Street, a hemp factory went into operation, and Harrodsburg was in active consideration for the Odd Fellow's proposed Widow's and Orphan's Home and University."[47]

Hope for the railroad also returned after the War. In 1869, the residents of Mercer County voted to allocate $400,000 to the Louisville, Harrodsburg and Virginia Railroad Company. This line, which would connect Louisville and the east coast, would pass through the county, but the deal fell apart. The Cincinnati Southern Railroad became the next hope for Mercer County's access to rails. The company planned a line connecting Cincinnati to New Orleans and purchased the rights to the old Lexington-Danville Railroad. This resulted in a railway "across the Kentucky River at the unfinished bridge near Shaker Landing"…but the line went south to Danville from that point, bypassing Harrodsburg by four miles. [48]

Despite this, the city continued to negotiate with Cincinnati Southern, hoping for a line that would connect with the "Cincinnati Southern and extend southwest to junction with the L&N or the C&O. Instead, four miles of track were laid from Harrodsburg to a point on the Cincinnati Southern route, one mile south of the intersection of Cane Run Pike and the Lexington-Danville Road. This point became known as Harrodsburg Junction."[49] The four-mile line known as the Southwestern Railway began operations on November 12, 1877.

A decade later, the connection to Louisville finally was made. Louisville Southern commenced operations in Mercer County in 1888. The rail line crossed the county line "less than one-half mile west of the old Frankfort Turnpike and followed the course the Salt River, entering Harrodsburg along Factory Street, down East Street and intercepting the Great Southwestern on what is now Marimon Avenue."[50] A new depot on Marimon Avenue south of Office Street, replaced the old depot at the corner of Office and Greenville Streets. The egress from Lexington the new depot was made possible by the Marimon family, and the improvements of rail service benefitted their manufacturing concerns.

Less than two years later, the freight business out of Harrodsburg burgeoned. Twenty-six miles of railroad crossed the county, and in 1890, "700 carload of coal, 350 carloads of livestock and 50 carloads of blooded horses" were shipped via rail from the county. [51] An interurban line was incorporated that same year. The

[45] University of Virginia Historical Census Browser, 2011.
[46] Amos, 133-34; Powell 1988, 86.
[47] Chinn, 127.
[48] Chinn, 129.
[49] Ibid.
[50] Ibid, 141.
[51] Ibid.

Hungry Knoll Street Railway Company was authorized "to build street railroad lines to any point within two miles beyond the limits of Harrodsburg." Edward Rosser, who lived at 212 East Lexington (MEH-247), was a founding member of the corporation.[52] It does not appear, however, that any streetcar lines were ever constructed within the county.

The turn of the century meant stabilization in the often-unsteady population of Mercer County. There were 14,063 residents in 1910, a number that would only increase and decrease by a few hundred over the next two decades.[53]

The twentieth century ushered in an expansion of the industrial base in Mercer County, a move away from the historically agrarian lifestyle. At the same time that new industries and technology were reshaping Kentucky's oldest town, an emerging interest in early American history captivated the public. The Harrodsburg Historical Society was founded in 1908 and members began to collect archival materials and write about local history.

Around that same time, the Pioneer Memorial Society was formed to "commemorate the courage of Mercer County Pioneers" and to reconstruct Fort Harrod.[54] No trace remained of the original Fort Harrod, destroyed by the construction of a quarry in the 1890s, as well as the extension of Lexington Street west of College Street. Undaunted, the society began working with the Kentucky State Parks Commission and the Louisville architectural firm of Nevin, Wischmeyer and Morgan to design the plan for the reconstruction. Completed in 1927, the Fort received federal funding in 1934 for a memorial to the pioneers. President Franklin Delano Roosevelt and his wife, Eleanor, traveled to Harrodsburg to donate the monument.

In 1923, construction began on the Dix Dam, which would go across the Dix River three miles upstream from where it met the Kentucky River. The dam created a reservoir, which provided the water and energy to operate a hydroelectric generating station. The dam, funded by the private sector, created over 2,000 jobs for Mercer County residents and other Kentuckians.

A native of Greenville, Kentucky, in Muhlenberg County, J. W. McClellan moved to the area to serve as surveying engineer for Kentucky Hydro Electric Company and Kentucky Utilities Company during the construction of the dam. After completion of the dam, McClellan, a licensed civil engineer and surveyor, formed the J.W. McClellan Construction Company in Harrodsburg.

McClellan was responsible for constructing 14 contributing resources in the Lexington and Cane Run District during the last building campaign as well as the additions to Harrodsburg High School (MEH-260, Resource 28).

The completion of the Dix River Dam in 1925 and the start of generation in 1927 enabled businesses to take advantage of commercial electric power. House wares, glass, clothing and electrical products began to be manufactured in the county.[55] Transportation networks improved dramatically. The Federal Aid Road Act allowed the Kentucky General Assembly to create the Department of State Roads and Highways. The existing inter-county roadways were declared primary state highways, and their construction and improvements were supported by state and federal funds.

[52] Ibid.
[53] University of Virginia Historical Census Browser, 2011
[54] Powell, 176.
[55] Kleber, 414.

The improved road network was a boon to the emerging tourism industry in Mercer County. In addition to Old Fort Harrod, visitors flocked to Shakertown at Pleasant Hill. The National Historic Landmark opened to the public in 1968.[56] In addition to launching an early era of heritage tourism, the railroad and improved state routes led to new industries coming to Mercer County.

The industrial boom that followed World War II helped reshape many communities in Kentucky. Between 1946 and 1953, some 2,500 new industrial companies located their headquarters in the Ohio Valley. These steel, aluminum, chemical and steam-electric industries constructed plants alongside the Ohio River to take "advantage of low-cost waterways transportation and reliable water supply; and their location in the Ohio Valley had a 'rippling' effect, attracting secondary industry to the region to use the primary products and power produced at riverside."[57]

Harrodsburg, located between Louisville and Lexington, the primary metropolitan areas of the eastern half of the state, proved an ideal setting for a new Corning Glass (now Corning Incorporated) plant in 1952. Located just south of the Lexington and Cane Run District, on East Office Street, the Corning plant was built within 50 feet of the railroad. The Corning plant now employs over 420 people. In the 1980s, Hitachi Automotive Systems moved to Harrodsburg, and in 1990, Wausau Paper followed suit. Both companies employ hundreds of workers.

Development of Lots in the Lexington and Cane Run Historic District, with Building Campaigns Noted

The Lexington and Cane Run District grew in parallel with the rest of Harrodsburg, as both the district and town around it experienced three distinct building campaigns. The district, however, is a neighborhood whose built environment displays characteristics of both rural and urban landscapes. These building campaigns are not evident to this degree in any other listed residential neighborhood within Harrodsburg. The streetscape reads as the product of these three separate responses to development within the county. Despite the diversity of influences and the distinct timbre of each of the three campaigns, along with the complete lack of any sort of official planning or platting of the district, the neighborhood reads as a cohesive unit, and in doing so, illustrates a development pattern that is the essence of many Bluegrass county seat towns.

Mercer County's development followed a typical pattern seen in Central Kentucky, though given the early founding of Harrodsburg; it is often a longer history than that of neighboring counties. The first drivers of the local economy were the farms that capitalized on the rich natural resources of the area. Though situated close to a reliable waters source, many early-nineteenth-century farmsteads in the Bluegrass were secluded. The majority of middling farmers in the Bluegrass "sought to join their private pursuits of labor on the land with the regulated
public order of the market precisely because that order meant security in the possession of their competencies." [58]

[56] The 27 buildings historically associated with the Shaker tenure were placed in the National Register of Historic Places in 1972.[56]
[57] Leland R. Johnson. *The Falls City Engineers A History of the Louisville District Corps of Engineers United States Army.* (Louisville: Corps of Engineers, 1974), 233.
[58] Warren R. Hofstra, "Private Dwellings, Public Ways, and the Landscape of Early Rural Capitalism in Virginia's Shenandoah Valley" in *Perspectives in Vernacular Architecture V.* eds. Elizabeth Collins Cromley and Carter L. Hudgins (Knoxville: University of Tennessee Press, 1995), 221.

The function of the countryside as an economic vehicle gave birth to a network of roads that all led somewhere, whether to mills, ferries, or to other roads. Each farmstead located along the road was a player in this rural economy. The growth and development of towns in the mid-nineteenth century was made possible in part by this network of roads. Even as the towns of Harrodsburg and Danville grew in the mid-nineteenth century, the local economy depended on the relationship between farm and city and the linking web of roads across the county.

The lack of planning, deed covenants or building restrictions is even more remarkable when the overall cohesiveness of the Lexington and Cane Run Historic District is observed. The first building campaign extends from the earliest construction in the district, from 1812 until shortly after the Civil War. This campaign was the smallest, and characterized by large houses, home to farmers, merchants and tradesmen. The second coincides with the introduction of rail service to the district through the late 1920s, from 1870-1920. The district boomed during this building campaign, reflecting a time of optimism and expansion found in many towns across Central Kentucky. The final building campaign occurred from the 1920 through 1951, and was largely the work of a local builder by the name of J.W. "Red" McClellan. This last campaign, characterized by the subdivision of large parcels belonging to the houses of the first two campaigns, ushered in new construction technologies that mirrored the industrial base developing in Harrodsburg.

Campaign 1: 1812-1865

The first residents of the Lexington and Cane Run District included farmers, merchants, tradesmen and professionals – a diverse mix of truly wealthy, the upwardly mobile and the working class. These were early settlers to the county, and for the most part, tended to straddle the urban/rural divide. Harrodsburg, located centrally within Mercer County, was not the most logical choice for the development of a town. As "picturesque as its situation, it is a cause of wonder that our practical forefathers should have selected so impracticable a position when they had the whole land before them, with all its rivers and other natural advantages of which they might have availed themselves in locating." [59]

Following Kentucky's statehood in 1792, and the influx of new settlers, Mercer County's "former dominance of state affairs" began to wane. [60] The county turned inward, and veterans of the Revolutionary War and Fort Harrod's occupation began to develop large farms with equally large and impressive dwellings. One such resident, General John Adair, settled on land past the Lexington and Cane Run District, between Harrodsburg and Pleasant Hill. An account from 1802 describes Adair's estate: "A spacious and commodious house, a number of servants, equipages – everything announced the opulence of the General. Magnificent peach orchards and numerous fields of Indian wheat surround the house. The soil there is extremely fertile…"[61]

The fertility of the soil and availability of land initially stunted growth within the town proper. In 1800, only 135 residents of Harrodsburg were counted in the federal census, but there were "eight retail stores, seven saloons, billiard tables…"[62] Owners of lots within the town plat had to erect a "dwelling-house, of the dimensions twenty feet by sixteen, at the least, with a brick or stone chimney…" within three years of the date of purchase.[63] Following construction of a building that suited those stipulations the property owners were

[59] Daviess, 161.
[60] Chinn, 75.
[61] Ibid.
[62] Ibid.
[63] Laws of Virginia, 224.

thereafter freed from any restrictions on the lot. Yet those same restrictions led to residents desiring to be near town to settle instead just outside of the town plat.

The four inlots between East Lexington Street between Greenville and East Street, included in the original town plat, developed first, with log or frame structures constructed belonging to downtown merchants and businessmen.[64] These inlots tended to have a stronger mixed-use character and connection to the commercial core, as they contained buildings with commercial and residential use. The previously-discussed "Old Tavern" at 222 East Lexington Street (MEH-16, Resource 5) changed hands several times between 1790, when the Trustees of Harrodsburg first deeded inlot number 73 to John Smith and 1817, when it started operating as a tavern. The frame structure, built between 1812 and 1814, originally faced East Street; an ell addition reoriented the house toward East Lexington by 1817.

Inlot number 70, on the north side of East Lexington Street, has been occupied since 1820, when B. Magoffin and his wife sold the "east half of one inlott No. 70" to London Norrell, a free man of color, for $200.00.[65] In the 1830 census, London A. Norrell of Harrodsburg was recorded as the head of household, which consisted of six free blacks, including one male between 55-99, two males and one female under the age of 10, one female 10-23 and one female 36-54. He was married to Lucy Norrell, and was apparently deceased by 1853, when the property sold. The current resource on the parcel, however, dates to the last quarter of the nineteenth century, and is possibly the same store/dwelling occupied by Sallie E. Roach, a widowed dressmaker, on the 1876 Beers map of Mercer and Boyle Counties. It has a saddlebag plan, though it appears that only the west side of the dwelling was heated. A winder stair is located in the room on the east side. The upstairs is divided by a partition wall (a batten door separates the two rooms) and was unheated.

By 1845, development of both the town and the Lexington and Cane Run District was picking up. This coincided with the "flood of new house plan books in the 1840s and 1850s." [66] Local builders transformed traditional forms with fashionable stylistic details. For 20 years, until shortly after the Civil War, merchants, lawyers, farmers and craftsmen – with the occasional very wealthy professional – assembled parcels of their liking on the Lexington Pike or Cane Run Turnpike, and took advantage of the proximity of town without having to be in the town proper.

Outside of the 24 percent of the district contained within the town plat, land speculation, on a small scale, seemed to be prevalent. Lots changed hands several times within one year, and the same names crop up as associated with different parcels. The individuals associated with these land transactions were not wealthy. They had professions such as plasterer, carpenter and tailor. They were buying and selling large parcels, and presumably, employing those same skills to build homes that would increase the value of the land.

The two outlots of the district, numbers 48 (north side of East Lexington Street) and 47 (south side of East Lexington Street) begin to make the separation between town and residence more apparent during this time. The south side developed earlier, as much of the land on the north side of the street remained farmland for two early Federal houses, until after the Civil War. The dwelling at 332 East Lexington Street dates from the second building campaign, but replaced an earlier house that burned during the Civil War. [67]

[64] Inlots 70, 71, 73 and 76.
[65] Mercer County Deed Book 11, page 326 (11-17-1819)
[66] Clark, 49.
[67] In 1865, John Q. Marimon – relation to Joshua D. Marimon unknown – purchased the "burnt lot" at this location from Ruth Yantis for $550. Marimon, carriage and buggy manufacturer, owned what would become the Bohon Buggy Company (at the corner of Main

The predominant building plan during this phase included central and side passages, both frame and brick. Isaac Hipple, owner of MEH-18 when it was built in 1845 (354 East Lexington, Resource 18) was between 20 and 30 years old in the 1840 census and was recorded as being "employed in manufacture and trade."[68] His two-story brick central passage dwelling was appropriate for the lifestyle of a man of means, with a façade boasting Greek Revival pilasters separating the bays, lintels inscribed with an acanthus leaf detail and heavy Greek Revival woodwork on the interior that echoes the pilaster and acanthus leaf elements from the exterior.

A slightly plainer central passage dwelling was built in 1849-1850 by William Hutchinson (MEH-255, Resource 12). In the 1850 census, Hutchinson was identified as a farmer, with $16,800 worth of real estate and six enslaved workers.[69] Hutchinson owned a great deal of land, and it appears that he availed himself of an outlot in town, but it was not his primary residence. He sold the house and lot in 1851, and it became embroiled in a successive line of defaulted notes, Master Commissioner's sales, and multiple owners. With its proximity to downtown, it served as a rental property in the 1860s.

Muscoe T. Garnett, a tailor, bought a lot on East Lexington from W.T. Curry (who owned much of the land that ran between the Lexington, Harrodsburg and Perryville Turnpike and Cane Run Turnpike) in August 1851 for $200. The house built for Garnett is a splendid interpretation of the transitional Federal/Greek Revival style in Mercer County. But he didn't live there long, if he did at all – the dwelling sold the next November for $2,000. A later resident of the dwelling during this period would be Ben C. Allin, who was the longtime Mercer County Circuit Clerk. In the 1860 census, Allin's real estate was valued at $3,000 and he owned two slaves.

The one-and-one-half frame central passage dwelling at 518 East Lexington (MEH-305, Resource 305) was built between 1854-1856 for Thomas C. and Dulcemia Coghill. The 1850 census records Cogill as a plasterer; in addition to this parcel, was involved in land transactions for properties on the south side of Cane Run. Prior to constructing 518 East Lexington, Coghill built or enlarged an existing log house at 468 Cane Run. In January 1850, he bought two-and-three-quarter acres from James and Sally Williams for $400.[70] He sold the same tract (slightly smaller at two-and-one-quarter acres), now with a house, in June 1851 for $1,300.[71]

In the 1850s, Lewis Lancaster, a carpenter, built a house at 454 Cane Run (MEH-269, Resource 38). The frame side-passage dwelling rests on a stone foundation and has Greek Revival detailing on the interior. Lewis Lancaster was identified as a carpenter in the 1860 Census, and does not appear to have followed the speculative pattern of building and selling. Lancaster died between 1860 and 1870, and in 1870, his widow, Elizabeth, was listed in the census as having $1,500 worth of real estate and five children under the age of 15. This house is present on the 1876 Beers map of Mercer and Boyle Counties and is identified as the Mrs. L. Lancaster House.

William T. Curry, mentioned previously in this section, purchased a six-acre parcel between the Lexington Pike and Cane Run Turnpike in 1850. Though the previous survey form dates the side-passage brick Greek Revival

---

and Office) during the 1870s (see second building campaign section). On the 1870 census, he was listed as having a real estate value of $5,000 and his personal estate was valued at $4,000.

[68] MEH-18 was listed in the NRHP in 1986.

[69] George Chinn, *The History of Harrodsburg and the Great Settlement Area of Kentucky 1794-1900*. (Harrodsburg, Kentucky: Self-published, 1985), 115.

[70] Mercer County Deed Book 26, page 447

[71] Mercer County Deed Book 27, page 257

dwelling to 1862, it was likely built in the 1850s. Curry, a merchant and a farmer, is recorded in the 1850 census as having $3,800 worth of real estate. Ten years later, his real estate was valued at $3,500, but his personal estate was valued at $32,000. Many of the parcels that would be developed in the second building campaign were bought from the Curry heirs.

This first building campaign was characterized by farmers, merchants and professionals, and many tradesmen. Residents, lured by being close to town, yet far out enough to maintain a degree of separation from the commercial core and the restrictions on development within the town plat, resulted in a patchwork of construction though the district. Houses were oriented toward the turnpikes, both the Lexington, Harrodsburg and Perryville Turnpike as well as the Cane Run Turnpike. Thirteen dwellings were constructed during this building campaign, almost double the number of residential buildings of the same period constructed in the other NRHP-listed districts in Harrodsburg.

Campaign 2: 1865-1920

At the same time the dream of rail service finally became a reality in Harrodsburg, the town was "swept with a wave of civic expansion and development."[72] During the last quarter of the nineteenth century, 33 more dwellings were built in the district. The population of Harrodsburg grew by 32.3 percent between 1860 and 1870, from 1,668 residents to 2,205 residents. An even bigger population increase occurred between 1880 and 1890, when the town's size swelled by 46.7 percent, to 3,230 residents.

Though this period covers the longest period of time, it was marked by starts and stops. The first three decades were the busiest, but following the turn of the century, development slowed to almost nothing. Only a handful of properties can be substantiated to have been built between 1900 and the Great Depression, but after 1930, the district grew again during its last historic building campaign. The 1929 Sanborn map of Harrodsburg shows a district with only small interruptions in the regularity of the built environment.

The commercial core of Harrodsburg suffered from a series of fires in 1864, 1883 and 1890. This forced rebuilding offered merchants and professionals the opportunity to reshape a business district originally platted in the late-eighteenth century. The construction boom downtown and the construction of the railroad directly influenced the residential building patterns in the Lexington and Cane Run District, as did activities outside of the central business district. The proximity to both the passenger and freight depots, now located just one block south of the district, was also a huge enticement to would-be residents.

Because of the rail connections, the area south of the district along Office Street began to be associated with industry. Although this area is not included within the boundary, the industrial edge, combined with the commercial edge along the west side of the district, is an important element in the evolution of the homes along Lexington and Cane Run Streets.[73] Property owners could acquire tracts that ran from Lexington or Cane Run straight back to the office, and then proportion the tract off for residence and business.

The Mercer County Fair Association was organized in 1884 and the acquisition of land for the fairgrounds became the member's first priority. The 43 acres of land chosen as the site was located just east of the

[72] Chinn, 141.
[73] A series of fires and redevelopment along the Office Street corridor, beginning with the introduction of the railroad has so changed the character of the street that it no longer bears much resemblance to its historic appearance.

Lexington and Cane Run District, beyond Castle Heights Drive at the location of the Green Acres Subdivision. The site contained a "trotting tracks and stables, and. Because of its levelness had been sued for horse racing and public gatherings since Harrodsburg's early days."[74] The new fairgrounds were bordered by Cane Run on the south and on the west by the land of prominent residents of the district, including the Curry and Bohon families.

Following the creation of the fair grounds, Harrodsburg continued a cycle of development. The Kentucky Real Estate and Improvement Association was formed on August 1, 1887, with the intention to "divide property into town lots, dedicate streets, and donate real estate for public purposes."[75] The Association donated 30 acres from the old Harrodsburg Springs to the city for use as a public park in 1888.

In 1889, B.F. Spillman subdivided a parcel of land at the end of North Main Street. Spillman's Addition was recorded in March 1889, and was "situated just east of the Frankfort Turnpike and included the extensions of Main and Greenville Streets north of Cornishville Street."[76] The Harrodsburg Graded School had been established by the legislature in January 1889, and the development north of town, with its new, affordable homes attracting young families, proved a logical location for the construction of the new school. Enrollment numbers ballooned, and in 1893 an addition to the original structure was deemed necessary.

The railroad spurred residential development within Harrodsburg. There were three platted subdivisions within Harrodsburg between 1887 and 1900. These subdivisions were located on the outskirts of town and ranged in size from 79 lots to only a dozen lots.

The first recorded plat in Mercer County dates to 1887. Highland Addition was platted by Dr. M. Tabler, a prominent businessman in Harrodsburg. Tabler was involved in the railroad and co-owned the Mercer Grain and Coal Company with Jesse Cogar, who was also a partner in this development. Highland Addition was just south of the railroad tracks, to the southeast of the North Main Street District. The lots, arranged in a gridiron pattern, range from 40 feet to 50 feet wide and most were 120 feet deep.

The Kentucky Real Estate and Improvement Association in 1888 platted the development of the old Graham Springs property, dividing it up into 79 lots of varying sizes, with curving streets and green space. Though seven streets were planned, only two were "completed as planned…and two more were constructed only a fraction of their proposed extension."

The connection between economic development, the subsequent building campaign accompanying it and the roads upon which Harrodsburg depended is not merely a case of scholarly theory, but was foremost upon the minds of the town's leading citizens, and a cause for reflection even at the time of transportation strides and changes in the county. In the early 1880s Maria T. Daviess began writing a history of Mercer County; the *Harrodsburg Democrat* published installments of her work as she wrote. Daviess, born in 1814 in Harrodsburg to a descendent of the McAfee family, had family connections to almost all of the movers and shakers of the day. At a time of great growth and prosperity in the county, Daviess observed that "our well known Lexington Pike is an extension of the celebrated Mays Road…the county is almost a network of fine turnpikes…the comfort and commercial value of these roads cannot be appreciated."[77]

[74] Chinn, 141.
[75] Ibid, 142.
[76] Ibid.
[77] Daviess, 136.

The optimism gripping the town's leaders fueled development within the Lexington and Cane Run District. Lured by the prospect of opportunities in commerce and industry, this period saw many newcomers move into the county, as well as many people from the county moving a little bit closer to town. Existing residents expanded their holdings, both residentially and commercially. The lot at 410 Cane Run (MEH-262, Resource 30) illustrates this expansion. In 1846, J.D. Marimon bought "a three and one-half acre lot east of Harrodsburg" from Elijah Hutchinson. In 1867, Marimon conveyed this property to his eldest son and business partner, Thomas Stevenson Marimon, in a deed remarkably detailed for the period. The document states that Thomas "advanced, laid out and expended the one-half of the money in the building of the house and improvements of the lot of ground hereafter described." The deed also relates that Thomas Marimon "greatly aided and abetted" his father in the business, and that the former paid for the construction of the "engine house on the premise now occupied by J.D. Marimon."

This engine house would have been located at the rear of the parcel at 366 East Lexington. After working with his father through the 1850s and 1860s, Thomas Marimon established his own company, the city roller mills, on a parcel of land at the rear of his three and one-half acre lot. His father continued in the original business, "the wool factory including spinning and weaving."[78] Though the wool linsey produced before the Civil War was bought locally and sent to the southern markets, the Marimon's enterprise also served a wider market. That business, first known as Marimon and Robards, then as Marimon and Son, also manufactured machinery for "similar establishments…there are now doubtless mills running in the West the machinery of which passed through Louisville and St. Louis from our village."[79] The many related deeds and land transfers show the extended Marimon family owning land up to the current day 516 Cane Run (MEH-280, Resource 53). Joshua and Thomas Marimon both died in the fall of 1896, a scant two weeks apart. It took the heirs seven years to sort through all of the property and sell.

Thomas Stephenson, a farmer, seems to have chosen Cane Run as the location for his retirement when he bought seven acres from Mary Kinkead of Woodford County in January 1877.[80] Located at 526 Cane Run, the two-story frame T-plan (MEH-282, Resource 55) with Italianate details was finished later that year, and described in Thomas' will as "the new house which is nearly completed in the suburbs of the town on the Cane Run Turnpike with all the grounds, containing seven acres more or less…"[81]

The north side of East Lexington, part of original outlot number 48, began to develop during this period. The Bohon family rose to prominence at this time and owned several of the parcels originally part of outlot 48. In 1876, George Bohon established his wholesale vehicle and harness business at the corner of Main Street and Office in downtown Harrodsburg. A period advertisement for the Bohon Buggy Company stated that he dealt in "vehicle and harness, farming implements of every description, far wagons, wheat drills, disc harness, disc plows, pumps of all kinds, gasoline engines, wind mills, fertilizer, wagon seats, bale ties, etc." The railroad allowed Bohon's company to flourish, and he shipped goods across the state and the country. His home was conveniently located close to the railroad and the commercial core of downtown.

The high-style two-story brick Victorian eclectic home at 304 East Lexington (MEH-251, Resource 8), was constructed around 1878 for J.E. and Lucy Newton Cogar. Though the building now houses a funeral home, it

[78] Ibid, 162.
[79] Ibid.
[80] Mercer County Deed Book 45, page 234. January 31, 1877.
[81] Mercer County Will Book 18 Pages 274-276. probated 1 October 1877

was a single-family home until 1931. Cogar, a native of Jessamine County, moved to Harrodsburg after 1870 to capitalize on the growth of the town and the new railroad. As a grain and coal dealer, Cogar was ideally situated at the corner of East Lexington and East Street, right alongside the new railroad.

The two-and-one-half story frame dwelling known as Sycamore Point at 429 Cane Run (MEH-303, Resource 33) located between the fork of East Lexington and Cane Run, was originally part of the Curry property. The house was built in 1892 by Thomas S. Woolridge, a local builder, for Carrie and E.V. Ferguson. Mr. Ferguson owned a business on Main Street in downtown Harrodsburg, and the dwelling was a convenient walk to his workplace.

In the fall of 1893, Mr. James F. Witherspoon purchased the lot to the rear of the Ferguson's house. Witherspoon, a farmer who was recorded on the 1880 Anderson County census, bought the parcel from J.L. Owens for $650.00. The October 19, 1893 edition of the *Harrodsburg Sayings* reported that Witherspoon would build "a brick whiskey warehouse" on the lot. The "structure will be 20 by 40 feet and so constructed that it may be turned into a dwellings when its mission as a depository ends." Witherspoon was indulging in some speculation of his own – in addition to this parcel, he bought several other parcels to the east on Cane Run. The Depression of 1893 and the accompanying whiskey tax led Witherspoon to speculate on storing barrels of bourbon off-site in order to avoid paying the tax.

The arrival of the railroad in the 1870s defined this building campaign. The turnpikes were not the only transportation method, and the large tracts of land still available in the district meant that property owners could acquire tracts that ran from Lexington or Cane Run straight back to the new depot, and then proportion the tract off for residence and business. A total of 33 dwellings were built during this period; the district became a fashionable place for new merchants and professionals to settle, as it ran between two railheads: the depot at the juncture of Marimon and Office Street, and the railroad depot in Burgin, at the other end of the Cane Run Turnpike. Local builders relied on the railroad when they ordered prefabricated details from pattern books for new construction, as well as the remodeling of existing homes.

Campaign 3: 1920-1951

During the last historic building campaign of the district, 24 more resources were built – all of them either on Cane Run, or east of Woodland Avenue on East Lexington Street as it moved out of town. Like the town of Harrodsburg, these buildings responded to the changing world around them, and the new technologies available. The need for large lots complete with multiple outbuildings and space for a milk cow and chickens was no longer a necessity. Space for a garage, however, grew in importance.

Across the country, the seeds of the Progressive era, the rising middle class and the availability of building a small home, led many families to become first-time homeowners. Because two-thirds of the Lexington and Cane Run District was already built by the time of this shift in public thought toward "efficiency and economy" in building, the last building campaign is one of infill, and further subdivision of large lots. Both houses from the first and second building campaigns sliced off segments of their side yard or back yard to accommodate the construction of a small house. Infill construction in the district was desirable for many reasons.

Between 1910 and 1920, the population of the county increased from 14,063 residents to 14,795. A growing population put strains on the school system, as the city population had increased 19.6 percent since 1910. Construction began in 1922 on the two-story Neoclassical and Colonial Revival Harrodsburg High School,

located at 441 East Lexington Street (MEH-260, Resource 28), on the site of the former Payne House. [82] This structure served as Harrodsburg High School until the city and county schools consolidated in 2006.

The movement of the high school (and after World War II, the elementary school as well) to this site within the Lexington and Cane Run District, made living in the district even more attractive for young families. Additionally, building a small house within the city limits, and within an established neighborhood, was more economically feasible than moving further out from Harrodsburg. Multiple transportation options for residents in the district abounded, in addition to the established road network, district residents could walk to the Cincinnati Southern passenger depot on Office Street as well as the bus station on South Greenville Street. Since most of this last building campaign occurred during the Great Depression, fiscally conservative building options were mandatory, not just preferable.

This last building campaign within the district is significant because it illustrates a trend in construction countywide during the Great Depression. Economic growth slowed to almost a stand sill and no new streets were created or plats filed in Harrodsburg between 1928 and 1941, but J.W. McClellan kept busy, constructing classically-themed dwellings within this now-established and desirable neighborhood for young families.

Bungalows, which combined "moderate price with attractive design," appealed to Americans seeking an end to renting and a comfortable place to raise their families. The "cross-gable" frame bungalow located at 476 East Lexington Street (MEH-303, Resource 21) appears to have been built as a spec house between 1924 and 1926. The relatively small lot backs up against the one-acre parcel retained by the W. T. Curry House (MEH-22, Resource 44). The house and lot was purchased in May 1926 by Herman and Rena Scobee Allen, who owned it until 1962. Allen was a pharmacist in Harrodsburg, and in the 1930 census, his home was valued at $5,000.

Other small homes, particularly those associated with the Colonial Revival style, helped residents achieve the dream of home ownership in a traditional neighborhood conveniently located. J.W. "Red" McClellan helped usher in the last historic building campaign in the Lexington and Cane Run District, and for the most, serves as the definition of the period. Most of the 50-plus buildings to McCellan's credit in Harrodsburg are infill construction.

While working at Dix Dam, McClellan designed and built the club house, office and employee residences there. He left Kentucky Hydro Electric Company and Kentucky Utilities Company in 1930, and formed a brief partnership with Harrodsburg native Clell Coleman before launching his own business in 1933.[83] Although the country would struggle with economic recovery until entering World War II in 1941, McClellan's move to start his own company in 1933 was fortuitous. Franklin Delano Roosevelt was inaugurated, the economy's contraction eased, and the first of many legislative acts to aid the America people were enacted. McClellan constructed the following resources in the district:

Commercial/Institutional structures
203 E. Lexington - Standard Oil Station (now Gabhart Auto Sales) built between 1933-1942
Additions to Harrodsburg High School – early 1950s

[82] The federal-era Payne House, constructed between 1810 by Philip Thompson Sr. was torn down for the construction of the school.
[83] Clell Coleman served as Agricultural Commissioner in the 1920s and as State Auditor from 1928-1932. He also founded Coleman Lumber Company.

Houses on Cane Run
479 Cane Run –built for George Keightley 1933-36
483 Cane Run – built for Ansel Nooe 1933-36
531 Cane Run – built for Haldon Durr 1930s
550 Cane Run – Built for J.W. McClellan and family in 1936
558 Cane Run – Built for Arch Woods in 1938
576 Cane Run – built for Loys McClellan 1933-1942
582 Cane Run – built for Lawrence Lay in 1942-1943
592 Cane Run – built for Gilbert Marshall Royalty between 1936-1938
616 Cane Run – built for Maurice & Christine Watts between 1933-1942

Houses on Woodland Avenue
109 Woodland – built for W.H. Phillips in the 1930s

Houses on East Lexington
536 E. Lexington- built for William and Kate Riker in early 1940s
554 E. Lexington – built for W.H. Phillips in early 1940s
566 E. Lexington – built for Gilbert Marshall Royalty House in 1950-1951

The housing boom of the last building campaign initiated when Hazel Geffinger Donovan, owner of 101 Woodland Avenue, sold three tracts from her roughly one-acre tract. Two tracts were carved from the rear of the 1890s house, while one tract came from the north side of the house. McClellan would build three Tudor Revival houses on these tracts, including one for a rising young attorney, W.H. Phillips. It is not clear whether Donovan needed the money from the transaction or whether the subdivision of her parcel came from another motivation.

Most of the subdivision along Cane Run occurred because local residents approached the property owner, and were able to buy a portion of their larger lot. Maurice Watts did just that with Nellie Robards in the late 1930s. The home built by Christopher Jones in the 1860s (MEH-23, Resource 71) at 606 Cane Run had an expansive lot of over seven acres and had been in the Robards family since 1912. For $500, Watts purchased a good-sized parcel and hired McClellan to design and build a one-and-one-half-story Colonial Revival-styled home for his wife and himself.

In 1936, McClellan built his own home at 550 Cane Run (MEH-287, Resource 60). Two years later, on the adjacent lot (558 Cane Run, MEH-289, Resource 62) he built a one-and-one-half story brick Cape Cod house for Mr. and Mrs. Arch Woods. Woods owned and operated “The Big Store” a hardware store on South Main Street in downtown Harrodsburg. Further down Cane Run, also on the south side of the street, McClellan built three more houses: 576 Cane Run, 582 Cane Run and 592 Cane Run. The frame Tudor Revival at 576 Cane Run (MEH-293, Resource 66) was for his brother, Loys McClellan who had moved to Harrodsburg from Greenville, Kentucky, to work with McClellan Construction. It is the only dwelling of McClellan’s on Cane Run to feature a one-car garage in the basement, though most of the houses had detached frame garages.

Lawrence Lay, a farmer and operator of Lays Tobacco Warehouse, hired McClellan to design and build his house at 582 Cane Run (MEH-294, Resource 67). Lay’s tobacco warehouse, located on Office Street, was just

one convenient block south of his new house.[84] The brick Cape Cod dwelling has a strong Colonial Revival influence like many of McClellan's houses. The three-bay-wide façade has a striking classical front gable entryway that projects from the main plane of the house. The gable features cornice returns and dentils; the latter detail continues along the cornice line. The doorway is recessed within a paneled surround; pilasters support an entablature hood that also features dentils.

McClellan was a popular, talented and well-liked builder. Several of his clients commissioned not one, but two houses from him during this period, including W.H. Phillips and Gilbert Marshall Royalty. Had there been more room within the district, it is likely that is a trend that would have been repeated. The second homes are larger, more elaborate and reflect not only the success of McClellan's company, but the upward economic mobility of their owners.

During the early 1930s, McClellan built a small Tudor Revival dwelling for Phillips at 109 Woodland Avenue (MEH-310, Resource 42). Scarcely ten years later, after the outbreak of World War II, Phillips bought a lot at 554 East Lexington, on a hill overlooking farmland on the north side of the road. The two-story brick Colonial Revival dwelling is much more substantial and features more architectural detail than the first Phillips House. According to local history, since the house was built during the early years of World War II, new brick wasn't available, so "old brick" was used.

Between 1936 and 1938, McClellan built a Tudor Revival/Minimal Traditional dwelling at 592 Cane Run, at what is now the southwest corner of Cane Run and Robards Court. Built for Gilbert Marshall Royalty and his family, the one-and-one half story house made ample use of the materials of the day – it rests on a poured concrete foundation and had lap siding. Royalty owned and operated the Royalty Keightley Lumber Company on Greenville and then later, Cogar Streets in Harrodsburg. Founded during the Great Depression, the lumber company expanded to include branches in Danville, Perryville, Frankfort and Berea. Not only was he a client, but a good friend of McClellan's and the supplier of the lumber used by McClellan Construction.

Royalty also decided to build a larger house, and work began in 1950 on a house next door to Phillip's second home on East Lexington. The two-story brick Colonial Revival house at 566 East Lexington (MEH-308, Resource 27) all but dwarfs Royalty's previous home. McClellan specialized in classically-derived door surrounds, but this example is more highly articulated than the others in the district. The panel entry door, set within a fluted surround accented with bulls eyes, is flanked by leaded light sidelights in a vertically-aligned circular pattern. Four square posts support the pedimented gable, which features two rows of dentils. An enclosed pediment with a lunette window in the tympanum lights the attic level. The cornice is accented with dentils as well. This is the other house within the district to feature a one-bay garage in the basement.

The construction of the Royalty's second home in the district marks the end of the historic building campaigns. The remaining residential infill construction in the district consists of two non-historic ranch houses and an apartment building on the corner of North Greenville and East Lexington Streets. Patterns of development were changing after World War II. Not only was the Lexington and Cane Run District completely built out, but the post-war platting of self-contained subdivisions had begun. The area to the northeast of the District includes Green Acres subdivision, platted in 1960. The Municipal Housing Commission was created in 1962.[85] A decade later, planning and zoning regulations were enacted in Harrodsburg.

[84] The warehouse has since been demolished.
[85] Ann Shannon McClellan Williams. "The Streets of Harrodsburg – Part II." *The Harrodsburg Herald*. December 6, 2001.

Evaluation of the Historic Significance of the Lexington and Cane Run Historic District within its Context

As stated previously, the Lexington and Cane Run Historic District is locally significant because of the way the district developed organically, and how its building campaigns and residents illustrate the symbiotic relationship between the rural, farm-based economy of the county, and the industrial and commercial interests of the county seat. All of these interests depended upon reliable transportation, whether it be the stagecoach and turnpike routes of the early to mid-nineteenth century, or the railroad lines that laid a path for economic growth in the late nineteenth and early twentieth century. The resources within the district include the homes of farmers, industrialists, manufacturers, tradesmen and merchants in the commercial core of town. Despite a formalized "plan" or "plat" the District is symbolic of the growth of many residential districts across Central Kentucky that developed because of access to the road network or railroads, or both. The shape of the district was responsive to the road network, and residents chose to build there because of the proximity to town and to the county, and the reliability provided by the road system and later, the railroad.

The physical pattern of development is also remarkable in that there is a consistency in setback and lot size, dependent upon the particular building campaign. Although the district developed, for the most part, outside of the town plat of Harrodsburg, it utilized portions of the street grid in the size and scale of parcels. Office Street, one of the original streets in Harrodsburg when first surveyed in 1786, formed the south edge of the district historically.

It is difficult, if not impossible, to fully assess the similarities or differences between the Lexington and Cane Run District and other mainly residential historic neighborhoods in Harrodsburg or other county seat towns. The main reason being that most of these other districts have been catalogued according to style, and not considered within their local context.

The College Street District, located snugly within the original plat of Harrodsburg, consists of 27 resources spanning the nineteenth and early twentieth centuries. The Beaumont Avenue District consists of just 14 resources and is described in the nomination form as lying "outside the original town plat, but along what was originally the Danville and Harrodsburg turnpike…west of the district was a resort know as Graham Springs."[86] The district only includes the resources on the west side of Beaumont Avenue, as the "properties on the east side are either less than 50 years old or already listed."[87] Its location along the turnpike, as well as its lengthy period of significance (1850-1930) suggests some commonalities to the Lexington and Cane Run District.

A comparison of the development patterns, however, suggests that the two districts evolved in distinctly different ways. On the 1876 *Beers Atlas of Mercer and Boyle Counties*, the geographic form of Lexington and Cane Run District is already defined, hemmed in as it is by two major turnpikes, the railroad and the industries closely linked to the turnpikes and rail traffic. The Beaumont Avenue District, by comparison, has much more of an open and rural feel. The district is sparsely developed by this time, and the parcels are large and meandering. The Beaumont Avenue District is dominated by large open fields and green space, including the former site of the Graham Springs resort, the campus of Daughters College and the large houses on the east side

[86] Historic Resources of Mercer County, Beaumont Avenue Residential District, Section 7, page 2.
[87] Ibid. Section 7, page 1.

of the road. Sixty percent of the resources within the Beaumont Avenue District were built during the last two decades of the nineteenth century, a much more compacted development timeline than the Lexington and Cane Run District.

It is highly likely that the same type of people settled in both districts – professionals, merchants and even farmers (the latter, particularly during the antebellum period). This information, however, is not explored in the nomination, nor were the resources available to investigate an already-listed district within the scope of this study. It is clear, however, from historic maps and extant historic resources that the Beaumont Avenue Historic District followed a different model of development, and its building campaigns were not as pronounced as those of the Lexington and Cane Run Historic District.

That is not to say, however, that comparisons do not exist within the larger Bluegrass Region. The Lexington and Cane Run District is an example of a phenomenon not all associated with just Harrodsburg. Countless county seat towns, particularly those situated on pivotal local and regional transportation routes, experienced the same sort of development patterns and building campaigns described in this nomination.

A viable candidate for comparison is the Northwest Residential District of Mt. Sterling, the county seat of Montgomery County. During the period of significance, Mercer and Montgomery counties, and their respective county seat towns, had comparable populations. Montgomery County, located some thirty miles east of Lexington, was created in 1796 from Clark County, the twenty-second county in a state that was only four years old. [88] Originally, the county was quite large, stretching all the way south from its present northwest boundary with Bourbon County to present day Lee, Breathitt and Wolfe Counties – and including everything in between. This impressive swath of land was not to last long, as eventually eighteen additional counties would be carved out of Montgomery County, leaving it today as one of the smallest counties in the state.[89]

Mt. Sterling was the originator of several important settlement roads, including the Old Kentucky State Road and the New Road to Virginia (the Midland Trail, now known as US 60). Once stagecoaches and toll roads became part of the landscape, Mt. Sterling was a stop on several routes, and of course the construction of the railroad further connected the county to its neighbors.

The Northwest Residential District was listed in the NRHP in 1989 under Criteria A and C.[90] The nomination makes the case for transportation, primarily the railroad, influencing the development of the district. After the Elizabethtown and Big Sandy Railroad finally arrived in 1872, and though the line ended in Mt. Sterling, it doubled the population of the town and changed "the growth pattern of the district." The access to goods from outside the community "created opportunities for retail businesses…many of the owners of these businesses built homes in the Northwest Residential District."[91] The expansion in the tax base and the growth of the commercial core increased "the wealth of the local manufacturers and wholesalers who remodeled the existing houses and built new ones in the district."[92]

[88] Carl B. and Hazel Mason Boyd . *A History of Mt. Sterling, Kentucky, 1792-1918*. (Self-published, 1984), 5.
[89] John H. Long. *Kentucky Atlas of Historical County Boundaries.* (New York: Charles Scribner's Sons, 1995)
[90] Helen Powell. *Northwest Residential District*. Nomination to the National Register of Historic Places. On file at the Kentucky Heritage Council. Listed 1989.
[91] Ibid. Section 8, page 2.
[92] Ibid.

Like the Lexington and Cane Run Historic District, the district became "the fashionable area of town in which to live and attracted doctors, lawyers and citizens active in local politics."[93] The Northwest Residential District is also primarily residential, but also contains a historic school (as well as some churches). Throughout the early twentieth century, the Northwest Residential District was a desirable place to live, located near the commercial center and railroad depot, and the same subdivision of lots and infill construction that occurred in the Lexington and Cane Run Historic District took place.

Obviously, the Northwest Residential District is locally significant within Montgomery County, but the differences between the district itself and Mt. Sterling and Harrodsburg deepen after the 1870s. The district is considerably larger than the Lexington and Cane Run District, as it covers 18 city blocks and contains 277 resources. The development patterns of Mt. Sterling and Harrodsburg vary greatly, as the latter was somewhat isolated from the rest of the Bluegrass due to its location on the eastern edge of the region and the lack of any significant waterways. Harrodsburg was platted 10 years before Montgomery County was even created. Additionally, most of the growth in the Northwest Residential District occurred after the introduction of the railroad.

The distinction of being a railhead, as well as a history of functioning as the "Gateway to the East" meant that Mt. Sterling was a hub for the other rural counties located around Montgomery County. Harrodsburg's rail connections allowed it to import and export goods, which greatly benefitted local merchants and manufacturers, but the town never served as a trading center like Mt. Sterling. After the Civil War, Harrodsburg functioned more and more internally, and its importance within the region shrank, as that of Mt. Sterling, with its increasing number of rail lines, depots and freight stations, grew. [94]

The Northwest Residential District is a good example of how transportation options can influence citizens and the development of residential neighborhoods within Mt. Sterling. The Lexington and Cane Run District, though on an appreciably smaller scale than the former, is a good example of how one residential district in Kentucky's first town parlayed transportation routes, industry and commerce to develop and grow over three distinct building campaigns.

Evaluation of the Integrity of the Lexington and Cane Run Historic District

A historic district in Harrodsburg evaluated under Criterion A for its association with Community Planning and Development will be eligible for the National Register if it retains integrity of setting, design, materials, workmanship, and feeling. The Lexington and Cane Run District as a single entity retains integrity in all of these aspects. All 7 integrity factors of the Lexington and Cane Run District are discussed here.

Design

The resources in the Lexington and Cane Run District have a very high level of integrity of design. Overall, the historic massing and floor plans of the resources remain intact. The resources within the district retain stylistic details, including window and door surrounds, cornices, porches, fenestration patterns, roof forms and other accoutrements that convey the historic architectural style and design of each building.

Materials and workmanship

[93] Ibid.

[94] That is not to say that Mercer County's contributions to the state economy, particularly, were insignificant. On the contrary, the fertile inner bluegrass land of the county continued to be among the top 10 producer s of crops and livestock with the region. The county seat town of Harrodsburg, though, did not continue to grow at the same rate it did during the antebellum period.

The integrity of materials and workmanship within the district is high. The majority of resources retain their original finishes. Non-historic siding is present, but it mimics the original in size and silhouette. Historic finishes including solid masonry (brick)and brick and stone veneer are intact as well. Window replacement for the most part includes the substitution of the sash only, and the proportions and placement of openings has not been changed. Additionally, the significance of the local builder, J. W. "Red" McClellan, and his domestic designs, is clearly evident throughout the district, as local residents know by sight which houses he built, and when those buildings enter the real estate markets, they are advertised as "as McClellan home."

Location and Setting

The location and setting is a pivotal reason for the development of the Lexington and Cane Run Historic. The Lexington and Cane Run District retains a high level of integrity of location. The resources within the district haves not been relocated and they retain their general relationship with the two main thoroughfares in the district, Lexington Street (US 68) and Cane Run Street. Throughout the period of significance, the location of the district was highly desirable, as it was somewhat removed from the core of Harrodsburg, but at the same time, was conveniently located on the turnpike and later, the railroad, and close enough to town to maintain business affairs in the commercial district.

The district retains a medium level of integrity of setting, as is to be expected given the long period of significance. The large houses of the first building campaign gave way to the Victorian and Italianate dwellings of the post-Civil War period, and those resources have in turn cleaved portions of their large lots to the smaller houses constructed beginning in the Great Depression. Nineteenth-century outbuildings, visible on the historic Sanborn maps, have been demolished, and the mid-twentieth century development has occurred to around the district. Over time, the environment surrounding the district has changed, but the rhythm of the streetscape, the relationship of the resources to one another and the setting overall would be familiar to anyone present during the three building campaigns.

Feeling and Association

The Lexington and Cane Run Historic District retains a high level of integrity of feeling and association. The integrity of design, materials and workmanship, as discussed above, provide the feeling of a residential neighborhood in a county seat town, one that has grown from an early suburb with agricultural and industrial connections to an established neighborhood within the city limits. It provides a strong view of residential life throughout the nineteenth and early twentieth centuries in Harrodsburg.

9. Major Bibliographical References

Amos, Christine. *The Bluegrass Cultural Landscape: A Regional Historic Overview*. Frankfort, Kentucky: Kentucky Heritage Council, 1988.

Boyd, Carl B. and Hazel Mason Boyd. *A History of Mt. Sterling, Kentucky, 1792-1918*. Mt. Sterling, Kentucky: Self-published, 1984.

Charleston, Max. *The Oldest Town in Kentucky*. N.p, Harrodsburg, Kentucky: 1929

Chinn, George. *The History of Harrodsburg and the Great Settlement Area of Kentucky 1794-1900*. Harrodsburg, Kentucky: Self-published, 1985.

Chinn, George and Rebecca Wilson Conover. Through Two Hundred Years: Pictorial Highlights of Harrodsburg and Mercer County, Kentucky. Harrodsburg, Kentucky: Mercer County Humane Society, 1974.

Clark, Clifford Edward. *The American Family Home, 1800-1960*. Chapel Hill: The University of North Carolina Press, 1986.

Coleman, J. Winston. *Stage-Coach Days in the Bluegrass*. Louisville, Kentucky: The Standard Press, 1936.

A Collection of the Laws of Virginia. Richmond, Virginia: George Cochran, 1823.

Daviess, Maria T. *History of Mercer and Boyle Counties*. Harrodsburg, Kentucky: The Harrodsburg Herald, 1924.

Feller, Daniel. *The Jacksonian Promise: America 1815-1840*. Baltimore: Johns Hopkins University Press, 1995.

Harris. Cyril M. *American Architecture An Illustrated Encyclopedia*. New York: W.W. Norton and Company, 1998.

Harrison, Lowell H. and James C. Klotter. *A New History of Kentucky*. Lexington, Kentucky: The University Press of Kentucky, 1997.

Harrodsburg Sayings. 1896 edition, on file at the Harrodsburg Historical Society.

Historic Resources of Mercer County, Kentucky Multiple Resource Area. National Register of Historic Places nomination. Copy on file at the Kentucky Heritage Council, Frankfort, Kentucky. Listed 1988.
Hofstra, Warren R. "Private Dwellings, Public Ways, and the Landscape of Early Rural Capitalism in Virginia's Shenandoah Valley" in *Perspectives in Vernacular Architecture V.* eds. Elizabeth Collins Cromley and Carter L. Hudgins. Knoxville: University of Tennessee Press, 1995.

Jackson, Kenneth T.*Crabgrass Frontier: The Suburbanization of the United States*. New York: Oxford University Press, 1985.

Jillson, Willard Rouse. *Pioneer Kentucky*. Frankfort, Kentucky: The State Journal Company, 1934.

Johnson, Cynthia. "Weehawken." National Register of Historic Places nomination. Copy on file at the Kentucky Heritage Council, Frankfort, Kentucky. Listed 2007.

Johnson, Leland R. *The Falls City Engineers A History of the Louisville District Corps of Engineers United States Army*. Louisville: Corps of Engineers, 1974.

Kentucky Historic Resources Inventory Forms. On file at the Kentucky Heritage Council, Frankfort, Kentucky.

Kleber, John E., ed. *The Kentucky Encyclopedia*. Lexington, Kentucky: University Press of Kentucky, 1992.

Lancaster, Clay. *Antebellum Architecture of Kentucky*. Lexington, Kentucky: University Press of Kentucky, 1991.

Lanier, Gabrielle M. and Bernard L. Herman. *Everyday Architecture of the Mid-Atlantic: Looking at Buildings and Landscapes*. Baltimore: Johns Hopkins University Press, 1997.

Lewis, John. *Lexington, Harrodsburg and Perryville Turnpike Rural Historic District.* Nomination to the National Register of Historic Places. Listed 2003.

Long, John H. *Kentucky Atlas of Historical County Boundaries.* (New York: Charles Scribner's Sons, 1995)

Macintire, William. *A Survey of Historic Sites in Rural Marion and Washington Counties, Kentucky*. Frankfort: The Kentucky Heritage Council, 2009.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1998.

Mercer County Deed and Will Books.

Powell, Helen, ed. *Historic Sites of Harrodsburg and Mercer County, Kentucky*. Harrodsburg, Kentucky: Mercer County Landmark Association and Kentucky Heritage Council, 1988.

Powell, Helen. *Northwest Residential District, Mt. Sterling, Kentucky*. National Register of Historic Places nomination. Copy on file at the Kentucky Heritage Council, Frankfort, Kentucky. Listed 1989.

Sanborn-Perris Map Company. Insurance Maps of Harrodsburg, Kentucky. Online at: http://kdl.kyvl.org/cgi/i/image/image-idx?q1=har1886&rgn1=beasanic_id&op2=Or&q2=har1891&rgn2=beasanic_id&op3=Or&q3=har1896&rgn3=beasanic_id&op4=Or&q4=har1908&rgn4=beasanic_id&op5=Or&q5=har1914&rgn5=beasanic_id&op6=Or&q6=har1901&rgn6=beasanic_id&type=boolean&c=beasanic&g=kdlmaps&view=thumbnail, accessed 2011.

Schneider, Charlotte. "Harrodsburg Commercial District." National Register of Historic Places nomination. Copy on file at the Kentucky Heritage Council, Frankfort, Kentucky. Listed 1980.

Troutman, Richard. *The Social and Economic Structure of Kentucky Agriculture, 1850-1860.* Lexington, Kentucky: Dissertation, University of Kentucky, 1958.

The University of Virginia, Geospatial and Statistical Data Center Historical Census Browser. Electronic document, http://fisher.lib.virginia.edu/collections/stats/histcensus/index.html/, accessed 2011.

Williams, Ann Shannon McClellan. "The Streets of Harrodsburg – Part II." *The Harrodsburg Herald*. December 6, 2001.

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
_x_previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

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

Historic Resources Survey Number (if assigned): _____ _____

10. Geographical Data

Acreage of Property 64 acres

UTM References
Harrodsburg Quad
UTM Coordinates calculated via GIS (KYGeonet)
UTM Coordinates expressed according to NAD 27

	Zone	Easting	Northing		Zone	Easting	Northing
1	16	690 094	4181 746	3	16	691 123	4181 224
2	16	691 147	4181 638	4	16	691 070	4181 328

Verbal Boundary Description

Please see attached sketch map, drawn to scale, which has parcel lines and boundaries.

Boundary Justification

These boundaries were based on the geography of the neighborhood, as well as on the character of the resources traditionally associated with these two major transportation routes and the character of the resources outside of the nominated area. East Lexington Street not is not only one of two major thoroughfares through the district, but also forms the northeast edge of the district; non-historic "piano-key" development is located on the north side of East Lexington on the east edge of the boundary. Because of the many changes along the Office Street corridor, the District consists of the current parcels associated with the historic resources in the district. Castle Heights Drive and Parkview Drive form the southeastern edge of the District, signifying the end of historic development and the beginning of non-historic (less than 50 years) subdivisions.

11. Form Prepared By

name/title Janie-Rice Brother, Senior Architectural Historian
organization Kentucky Archaeological Survey date _____
street & number 1020A Export Street telephone 859-257-1944
city or town Lexington state KY zip code 40506-9854

e-mail janie-rice.brother@uky.edu

Photographs:

PHOTOGRAPHY LOG

Information for all photos:

Name of Property: Lexington and Cane Run Historic District
Location: Mercer County, KY
Photographer: Janie-Rice Brother, Photographer
Year of Photograph: 2011
Location of archival medium: CD at Kentucky Heritage Council (SHPO)

1 . Streetscape, south side of 200 block of East Lexington Street, looking southeast, and showing setback and scale of the dwellings. From right to left respectively 212 East Lexington (MEH-247, Resource 3), 222 East Lexington (MEH-16, Resource 5) and 304 East Lexington (MEH-251, Resource 8).

2. Streetscape, north side of 200 block of East Lexington Street, looking northeast, and showing from left to right respectively, 217 East Lexington (MEH-249, Resource 4), 225 East Lexington (MEH-250, Resource 6) and 301 East Lexington (MEH-15, Resource 7).

3. Streetscape, south side of 300 block of East Lexington Street, looking southeast. Railroad is in foreground, then from right to left, the eclectic Jesse and Lucy Newton Cogar House at 304 East Lexington (MEH-251, Resource 8), the Nancy J. Chenoweth House at 316 East Lexington (MEH-254, Resource 11) and the gable end of the William Hutchinson House at 324 East Lexington (MEH-255, Resource 13).

4. Façade of the Philip B. Thompson Sr. House at 344 East Lexington (MEH-17, Resource 16).

5. Streetscape, north side of the 300 block of East Lexington, looking northwest, and showing from the right to the left, respectively, 331 East Lexington (MEH-257, Resource 14), the George Bohon House at 323 East Lexington (MEH-256, Resource 12) and the Davis Bohon House at 315 East Lexington (MEH-253, Resource 10).

6. The Neoclassical Harrodsburg High School, located on the north side of East Lexington at 441 East Lexington (MEH-260, Resource 20).

7. Streetscape showing the split of East Lexington and Cane Run Streets, looking southwest and showing, respectively, from the left to the right, the Eliza Marimon Ewing House at 402 Cane Run (MEH-261, Resource 29), the Marimon-Mallon House at 366 East Lexington (MEH-19, Resource 19) and the Isaac Hipple at 354 East Lexington (MEH-18, Resource 18).

8. Streetscape showing the south side of East Lexington past the intersection with Cane Run. The Herman and Rena Scobee Allen House at 476 East Lexington (MEH-313, Resource 22) is on the left and the Wilkerson-Sutherland House (MEH-302, Resource 21).

9. Streetscape showing the south side of East Lexington past the intersection with Cane Run. The mid-nineteenth century Muscoe Garnett House at 506 East Lexington (MEH-20, Resource 24) is on the left, flanked by a 1930s Cape Cod (MEH-304, 482 East Lexington) on the right.

10. Two examples of the handiwork of J. W. "Red" McClellan on the south side of East Lexington Street east of the intersection with Cane Run. The W.H. Philips House, the second house McClellan built for that family, is on the left at 554 East Lexington (MEH-307, Resource 27) and the Riker House, also built and designed by McClellan is on the right at 536 East Lexington (MEH-306, Resource 26).

11. Streetscape, south side of Cane Run, looking southwest and showing from left to right, 428 Cane Run (MEH-264, Resource 32) and 422 Cane Run (MEH-263, Resource 31).

2. Streetscape, south side of Cane Run, looking southeast and showing the three building campaigns of the district side-by-side. Moving right to left, the Thomas Henry Carter House (MEH-265, Resource 34) an early 20th century Craftsman style bungalow; the Mrs. M.J. Foster House at 444 Cane Run (MEH-267, Resource 36) an asymmetrical Queen Anne dwelling from the last quarter of the nineteenth century, and the Lewis and Elizabeth Lancaster House (MEH-269, Resource 38) a mid-nineteenth century side-passage dwelling.

13. Streetscape, north side of Cane Run at intersection with Woodland Avenue, looking northwest and toward intersection with East Lexington Street. Pictured from right to left is 453 Cane Run (MEH-268, Resource 37), the Witherspoon Warehouse at 443 Cane Run (MEH-266, Resource 35) and beyond it, the rear elevation of Sycamore Point at 429 Cane Run (MEH-303, Resource 33).

14. Streetscape, east side of Woodland Avenue, looking northeast. Showing, from right to left, the Geffinger-Donovan House at 101 Woodland Avenue (MEH-272, Resource 41), the Phillips House, built by J. W. "Red" McClellan at 109 Woodland Avenue (MEH-310, Resource 42), the W.T. Curry House at 115 Woodland Avenue (MEH-22, Resource 44) and the rear elevation of the Wilkerson-Sutherland House at 466 East Lexington (MEH-302, Resource 21),

15. Façade and side-elevation of the W. T Curry House at 115 Woodland Avenue (MEH-22, Resource 44), showing the Greek Revival entryway on the circa 1862 side-passage dwelling.

16. Streetscape, north side of Cane Run, looking northeast and showing, from left to right: two J.W. "Red" McClellan houses, at 479 Cane Run (MEH-274, Resource 47) and 483 Cane Run (MEH-275, Resource 48) and 505 Cane Run (MEH-277, Resource 50).

17. Streetscape, north side of Cane Run, looking northwest and showing in two identical Gothic Revival dwellings. In the foreground, 521 Cane Run (MEH-281, Resource 54) and the side elevation of 513 Cane Run (MEH-279, Resource 52).

18. Streetscape, north side of Cane Run, looking northwest and showing, from right to left: the Mary W. Ringold House at 583 Cane Run (MEH-295, Resource 68), 573 Cane Run (MEH-292, Resource 65) and 565 Cane Run (MEH-290, Resource 63).

19. Façade of the Vanarsdall/Nooe House at 538 Cane Run (MEH-285, Resource 58).

20. Streetscape, south side of Cane Run, looking southeast, showing three McClellan-built houses, from right to left: the Loys McClellan House at 576 Cane Run (MEH-293, Resource 66); the Lawrence Lay House at 582 Cane Run (MEH-294, Resource 67); and the Gilbert Marshall Royalty House at 592 Cane Run (MEH-296, Resource 69). The west elevation of the Christopher Jones House at 606 Cane Run (MEH-23, Resource 71) is visible in the corner of the photo.

21. Streetscape, north side of Cane Run, looking northeast and showing, from left to right: 603 Cane Run (MEH-298, Resource 72) and 611 Cane Run (MEH-299, Resource 73).

22. Streetscape, south side of Cane Run, looking southwest and showing, from left to right: the McClellan-built Maurice and Christine Watts House at 616 Cane Run (MEH-300, Resource 74) and the Christopher Jones House at 606 Cane Run (MEH-23, Resource 71).

23. Façade of the second Gothic Revival dwelling built by physician Christopher Jones in the mid-nineteenth century: 630 Cane Run (MEH-31, Resource 75), looking southeast.

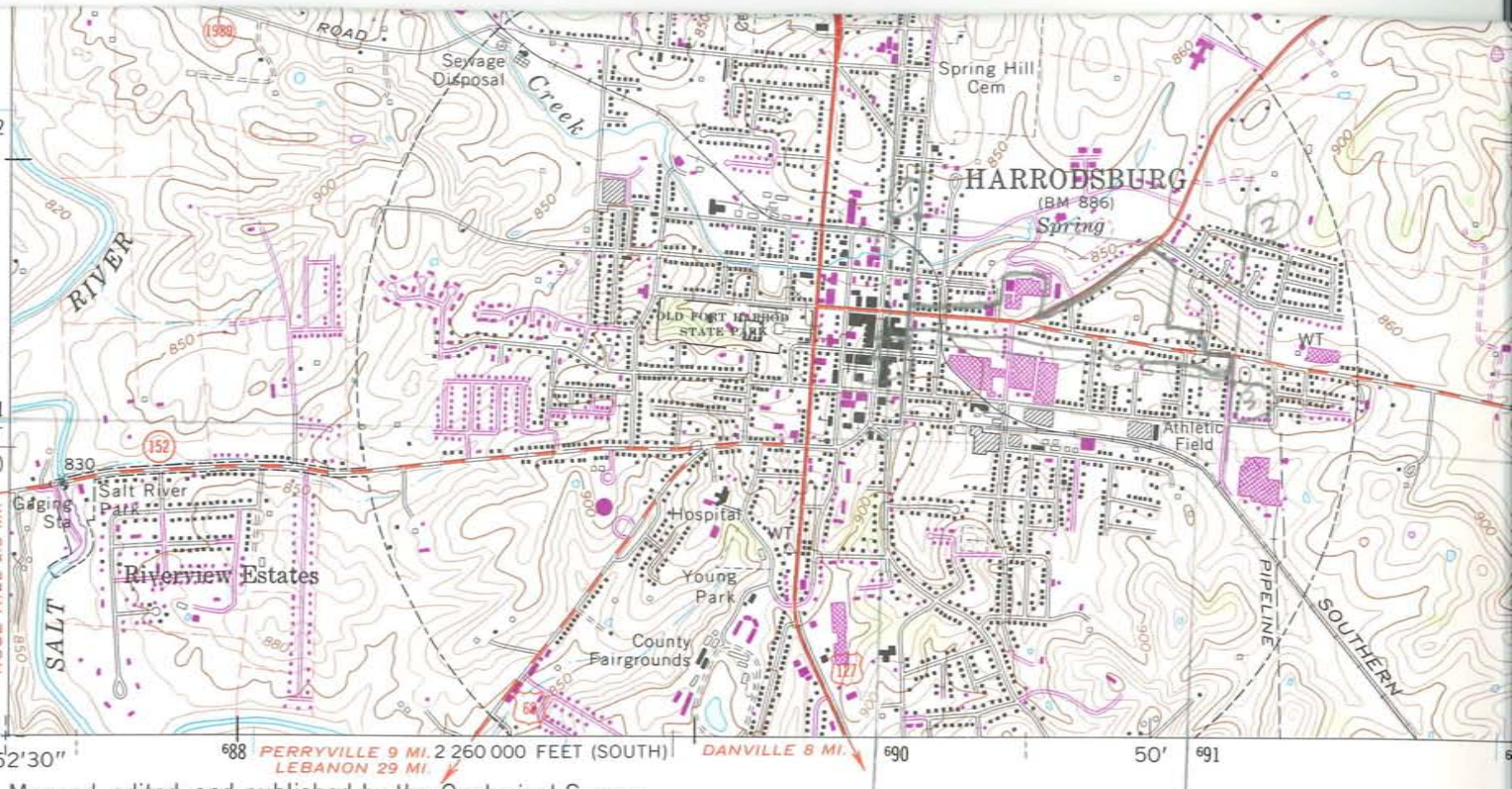
Property Owner:

Name

street & number telephone

city or town state KY zip code

Lexington and Cane Run District
Mercer Co., Ky
Harrodsburg quad
Zone 16
UTM Coordinates = NAD 27
Easting/Northing
1) 690 094 / 4181 746
2) 691 147 / 4181 638
3) 691 123 / 4181 224
4) 690 070 / 4181 328



(PERRYVILLE)
4059 III NW

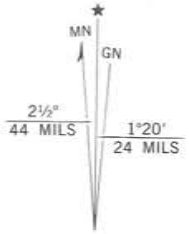
Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1950. Field checked 1952. Revised from aerial photographs taken 1967. Field checked 1967

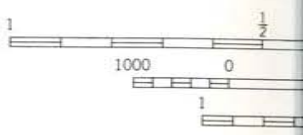
Polyconic projection. 1927 North American datum
10,000-foot grids based on Kentucky coordinate system, south zone and north zone
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue
To place on the predicted North American Datum 1983 move the projection lines 4 meters south and 5 meters west as shown by dashed corner ticks

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked



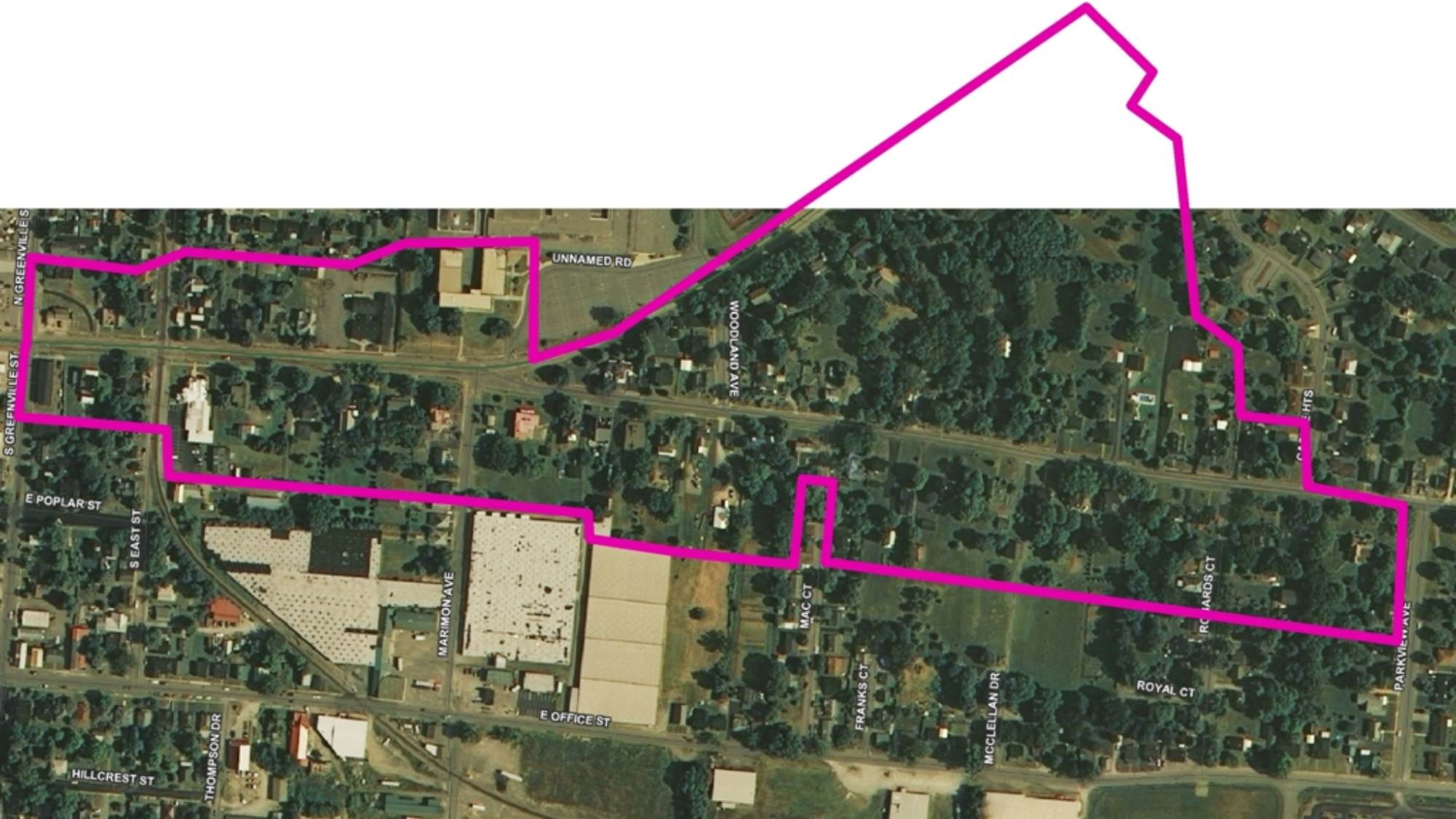
UTM GRID AND 1987 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

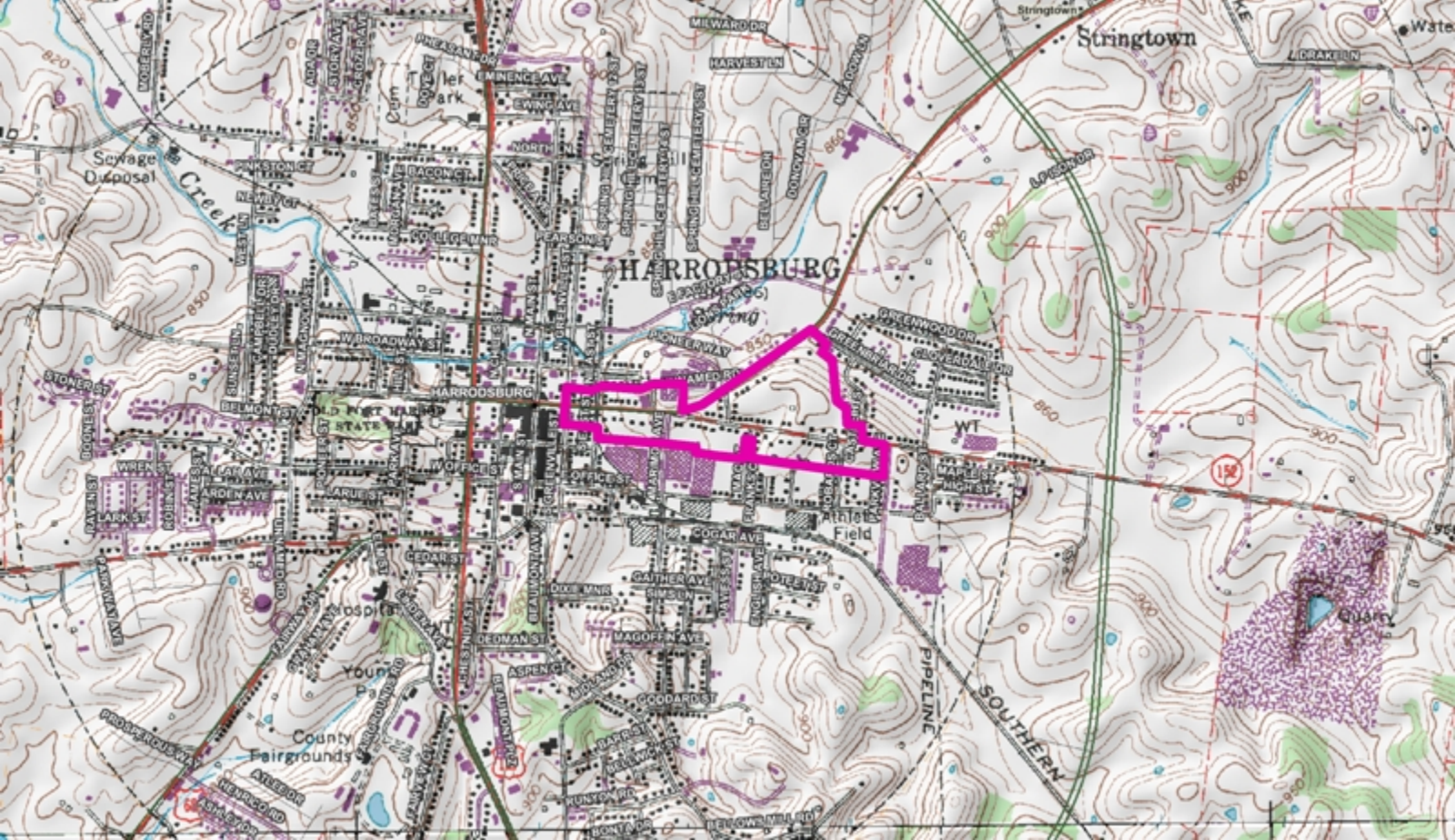
There may be private inholdings within the boundaries of the National or State reservations shown on this map



N

THIS MAP
F
DENVER
KENTUCKY GE
AND KENTUCKY DEP
A FOLDER DESCRIBING


UNNAMED RD
N GREENVILLE ST
S GREENVILLE ST
WOODLAND AVE
E POPLAR ST
S EAST ST
MARIMON AVE
MAC CT
FRANKS CT
MCCLELLAN DR
ROYAL CT
PARKVIEW AVE
E OFFICE ST
HILLCREST ST
THOMPSON DR


Stringtown
HARRODSBURG
Sewage Disposal
Creek
Spring
Athletic Field
Quarry
County Fairgrounds
Hospital
SOUTHERN PIPELINE
WT

212

SPEED
LIMIT
35
ALEXANDER & ROYALTY
Funeral Home Inc.

344

DO NOT
ENTER

OPEN
HOUSE

JCT
68
SIMS
NEAL

RUN ST

115

NEAL

616