

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Henley Hotel
other names/site number Site #SE0369

2. Location

street & number 112 Highway 65 North not for publication
city or town St. Joe vicinity
state Arkansas code AR county Searcy code 129 zip code 72675

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 for in 36 CFR Part 60. In my opinion, the property meets
does not meet the National Register criteria. I recommend that this property be considered significant
 nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date
Arkansas Historic Preservation Program
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See Continuation sheet for additional
comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet	_____	_____
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain): _____ _____ _____	_____	_____

Henley Hotel
Name of Property

Searcy County, Arkansas
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

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

Contributing	Noncontributing	
1	1	buildings
		sites
1		structures
		objects
2	1	Total

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

Historic and Architectural Resources of Searcy County,
Arkansas

**Number of Contributing resources previously listed
in the National Register**

6. Function or Use

Historic Functions
(Enter categories from instructions)

DOMESTIC/hotel

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER/Plain-Traditional

Materials
(Enter categories from instructions)

foundation STONE, CONCRETE
walls WOOD, STONE, CONCRETE

roof ASPHALT, CONCRETE
other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B.** removed from its original location.
- C.** birthplace or grave of a historical figure of outstanding importance.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years.

Levels of Significance (local, state, national)

LOCAL

Areas of Significance (Enter categories from instructions)

ARCHITECTURE

COMMERCE

TRANSPORTATION

Period of Significance

c.1913-c.1935

Significant Dates

c.1913

Significant Person (Complete if Criterion B is marked)

Cultural Affiliation (Complete if Criterion D is marked)

Architect/Builder

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- Previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository: _____

Henley Hotel
Name of Property

Searcy County, Arkansas
County and State

10. Geographical Data

Acreeage of Property Less than one acre.

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>15</u> Zone	<u>517728</u> Easting	<u>3987320</u> Northing	3	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Ralph S. Wilcox, National Register & Survey Coordinator
organization Arkansas Historic Preservation Program date September 29, 2010
street & number 1500 Tower Building, 323 Center Street telephone (501) 324-9787
city or town Little Rock state AR zip code 72201

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Jualetta Richardson
street & number 3792 Highway 43 S telephone (432) 260-9755
city or town Harrison state AR zip code 72601

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20303.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

SUMMARY

The Henley Hotel is a two-story, frame hotel located in the heart of downtown St. Joe on at the northwest corner of U.S. 65 and Main Street. The building rests on a continuous fieldstone foundation and is sided with novelty siding. The building's gable roof is covered in brown asphalt shingles. A wraparound porch covers the east and south sides of the building.

ELABORATION

The Henley Hotel, which is the largest frame building in St. Joe, is a two-story frame hotel located at the northwest corner of U.S. 65 and Main Street in the heart of downtown St. Joe. The hotel's location at a major intersection in St. Joe, and across U.S. 65 from the town's depot and former location of the railroad line made it an important building in St. Joe for visitors and residents.

The building is built on a continuous fieldstone foundation and the walls are sheathed with novelty siding. In addition, the east and south sides of the first floor are sheltered by a wraparound porch with a hipped roof supported by Doric columns. A porch also shelters part of the north façade. The building is capped by a gable roof that is covered with brown asphalt shingles.

In addition to the hotel, the site also encompasses a gable-roofed fieldstone building that was the hotel's restaurant and a concrete tornado shelter.

Front/South Façade

For the purposes of this nomination, the south façade, which faces U.S. 65 and the railroad line is being considered the front façade. The easternmost bay of the south façade has a front-facing gable roof and projects from the rest of the façade. Each floor of the façade is fenestrated by a single one-over-one, double-hung window. Engaged pilasters with simple capitals are located at each corner of the façade and the cornice at the roof's gable has simple cornice returns.

The rest of the façade has a side-facing gable roof. The rest of the façade is divided into five bays. On the first floor, the eastern bay has an entrance with a wood door. The entrance is accessed by a set of three concrete steps that go up to the wraparound porch. Going west along the façade, the entrance is followed by two one-over-one, double-hung windows, followed by another entrance with a wood door whose top half is a single pane of glass, followed by another one-over-one, double-hung window.

The second floor of the rest of the façade is fenestrated by five one-over-one, double-hung windows. A simple cornice is located just above the windows. In addition, a square brick chimney pierces the gable roof's peak in between the fourth and fifth windows.

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Side/West Façade

The west façade of the hotel's front section is fenestrated by two one-over-one, double-hung windows, one on each floor. Engaged pilasters with simple capitals are located at each corner of the façade and the cornice at the roof's gable has simple cornice returns.

To the north of the front section is the east end of the rear porch. The west façade of the rear section has a door at the east end of the porch with fifteen panes of glass in it. The second floor above the door is fenestrated by a one-over-one, double-hung window.

To the north of the façade's middle section is another section with a narrow, west-facing gable. The west façade of this section is fenestrated by two one-over-one, double-hung windows, one on each floor. Engaged pilasters with simple capitals are located at each corner of the façade and the cornice at the roof's gable has simple cornice returns.

Rear/North Façade

The rear of the west section of the building on the first floor has a wood, four-panel door followed by a one-over-one, double-hung window. This section of the façade is also sheltered by a hipped-roof porch supported by four posts, alternating between plain posts and turned posts. The second floor of the section is fenestrated by two one-over-one, double-hung windows.

The west section of the façade is divided into two bays, one with a rear-facing gable roof and the other with a side-facing gable roof. Both bays are fenestrated by a one-over-one, double-hung window on each floor. In addition, engaged pilasters with simple capitals are located at each corner of the section of the façade and the cornice at the roof's gable has simple cornice returns.

Side/East Façade

The building's east façade faces Main Street. The first floor of the façade is divided into four bays. The northern two bays are fenestrated by one-over-one, double-hung windows while the southern two have an entrance followed by a one-over-one, double-hung window. The door has a window in the top half and a horizontal panel above two vertical panels in the bottom half. The first floor is also sheltered by the wraparound porch, which is supported by wood Doric columns.

The second floor has three bays, all fenestrated by one-over-one, double-hung windows. In addition, engaged pilasters with simple capitals are located at each corner of the section of the façade and the cornice at the roof's gable has simple cornice returns.

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Outbuildings

Immediately to the west of the hotel building is a small one-story fieldstone building with a metal gable roof, which started out as a garage, but was later converted into a small café. The building has had several alterations to the window and door openings, and has lost much of the stonework on the rear wall. Due to the extensive alterations to the building, it is considered non-contributing.

In addition to the restaurant building, the property contains a cast concrete tornado shelter. Although the exact age of the shelter is unknown, it is likely more than fifty years old, and contributes to the nomination.

Integrity

The Henley Hotel retains excellent integrity. The building retains its original windows, doors, and sidings, and appears to be virtually unaltered from the time of its construction c.1913. The setting in St. Joe still reflects the time of the hotel's construction. St. Joe remains a small town (population 129), and the setting around the hotel reflects a small town commercial feel. Although the railroad line has been removed, the Missouri and North Arkansas Depot (NR-listed September 16, 1993) remains across the street from the hotel.

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SUMMARY

The Henley Hotel, which is located at 112 Highway 65 North in downtown St. Joe, Searcy County, Arkansas, is being nominated for its association with the need to provide services to travelers in St. Joe. When the hotel was constructed, the Missouri and North Arkansas Railroad line had been finished through St. Joe, and the hotel was built across the highway from the depot, making it easily accessible and highly visible to train travelers. In addition, the hotel's location on the current route of U.S. 65, the major highway connecting Little Rock with northern Arkansas, meant that it would have been convenient for early motorists as well. For its associations with providing food and lodging to St. Joe visitors, the Henley Hotel is being nominated to the National Register of Historic Places with **local significance** under **Criterion A**.

When the Henley Hotel was built, it was the largest frame building in St. Joe and a landmark in the community. The hotel's location at the corner of the main highway through town and Main Street, as well as being located across the street from the Depot, meant that the hotel had a very prominent location in St. Joe. The Henley Hotel represents a good example of a Plain-Traditional hotel building in the area. The hotel was built to be a utilitarian building, and ornament was limited to the simple engaged pilasters and the Doric columns that line the wrap-around porch. As a good example of a Plain-Traditional hotel building that illustrates the influence of the railroad on local building traditions, the Henley Hotel is also being nominated to the National Register with **local significance** under **Criterion C**.

HISTORY OF THE PROPERTY

Searcy County was created on November 5, 1835, but was combined into Marion County in 1836. However, the county was reestablished on December 13, 1838, with Marshall serving as the county seat. The rugged geography of the county meant that settlement was sparse. By 1890, Searcy County's population was 9,664 people, up from 7,278 in 1880.¹

St. Joe was originally settled in 1860 along Mill Creek, approximately one-half mile west of the town's current site. However, when the railroad arrived in 1903, it bypassed the community, and as the original town declined, a new St. Joe began to develop along the railroad line.²

When the realization came that only railroads could be used to exploit the vast tracts of virgin timber in Arkansas, railroads and the timber industry developed as one. As a result, railroad lines were constructed further and further into the forests to enable the harvesting of timber, and occasionally the spurs were linked

¹ *A Reminiscent History of the Ozark Region*. Chicago: Goodspeed Brothers, Publishers, 1894, p. 39.

² McInturff, Orville J. *Searcy County, My Dear: A History of Searcy County, Arkansas*. Marshall, Arkansas: Marshall Mountain Wave, 1963.

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to become new through lines. The boom in railroad construction also greatly influenced settlement patterns throughout Arkansas. Some towns that had thrived on river trade and travel disappeared and many new towns sprang to life along the railroad lines.³

On January 27, 1883, for example, the citizens of Eureka Springs gathered at the newly constructed passenger depot to celebrate the completion of an 18.5-mile railroad line from Seligman, Missouri.⁴ On February 1, 1883, a schedule of six to nine trains a day began, many included Pullman parlor and sleeping cars.⁵ A continued future for Eureka Springs was secure. Records show that over the next four years, 27,783 passengers took the scenic and pleasant modern rail trip surrounded by wooded slopes, winding along dramatic cliffs, passing over rocky creek beds and through narrow passages and tunnels.⁶

With the success and development that the railroad brought to Eureka Springs, it was not long before other communities in Northern Arkansas hoped to share in the growth and development. Residents of the area had long believed that the mountains in the area acted as a barrier between them and the outside world, and that if the railroad came their lives would be much easier. Harrison, which was the county seat of Boone County, was one specific community that hoped to share in the railroad's wealth. In 1899, a group of capitalists from Little Rock, St. Louis, and New York decided that they would take on the task of building a railroad line to Harrison and on May 17, 1899, the Arkansas Railroad Commission granted a charter to the St. Louis & North Arkansas Railroad.⁷

Although construction of most of the line was fairly easy, albeit requiring a meandering route to bypass and snake around the rolling hills and mountains of the area, a ridge between Livingston Hollow and the Bee Creek Valley could not be bypassed. As a result, it was necessary to construct the Charcoal Gap Tunnel in order to complete the line to Harrison. Construction of the tunnel likely began late in 1899 or early in 1900, and required the blasting of a 600-foot long bore through the solid rock of the ridge. However, once construction began, it did not take long before the tunnel was finished. On March 22, 1901, the last spike was driven into the line at Harrison and the first train, consisting of a couple of flat cars of crossties pulled by Engine #3, was greeted by an enthusiastic crowd.⁸

³ West, Elliott. *The WPA Guide to 1930s Arkansas*. Lawrence, KS: University Press of Kansas, 1987, reprint of 1941 publication, p. 55.

⁴ *Ibid*, p.17.

⁵ Tolle, Edwin R, *The Eureka Springs Railway: A Short-Line Railroad to a Little Town*. Eureka Springs, AR: Edwin R. Tolle, 1992, p.18.

⁶ Woolery, Dr. D. R., *The Grand Old Lady of the Ozarks*. Hominy, OK: Eagles' Nest Press, 2000, p.18.

⁷ Hull, Clifton E. *Shortline Railroads of Arkansas*. Norman, OK: University of Oklahoma Press, 1969, p. 51.

⁸ *Ibid*, pp. 51-52.

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Even though the construction of the St. Louis & North Arkansas line into Harrison had been greatly supported by the local population, with some of them donating cash or land to the construction effort, the railroad struggled to make a profit. By 1906, the railroad owned several locomotives, five combination cars, four passenger coaches, and 26 freight cars, but it also had a deficit of more than \$30,000 for the year. As a result, the railroad went out of business on August 4, 1906, and was soon reorganized to become the Missouri & North Arkansas.⁹

The Missouri & North Arkansas, which would become the Missouri and Arkansas Railway in 1935, eventually extended the route southeast from Harrison until it reached Helena on the Mississippi River. It was this line that reached St. Joe in 1903. Business for the line fluctuated, but generally remained fair until after World War II, when the railroad's employees demanded a wage increase of \$0.18 ½ an hour. The company was not able to afford the increase, and when the workers struck, the company immediately applied to the Interstate Commerce Commission (ICC) to abandon the line, and the ICC granted the request.¹⁰

Once the ICC granted the request to abandon the line, it was sold to a group of Eastern capitalists headed by M. P. Gross of South Orange, New Jersey, who were only interested in dismantling the tracks and getting money for the scrap metal. After many protests were received concerning the dismantling of the line, a plan was developed in 1949 to split up the line and sell portions of it and abandon others sections. The section of the line between Seligman, Missouri, and Harrison, which included the Charcoal Gap Tunnel, came under the operation of the Arkansas & Ozarks Railway, which was chartered on March 4, 1949. Gross and M. T. Schwartz of New York City were the principal stockholders in the new railroad, although seven Arkansans were also major investors.¹¹ However, the line through St. Joe was abandoned.

From the turn of the century through the Missouri & North Arkansas's demise, St. Joe served as the shipping point for several of the zinc mines in the area and the St. Joe Lime & Crushed Rock Company exported throughout the region.¹²

The St. Joe area, in addition to being a source of lead and zinc, also had quite a bit of cotton farming, and the timber industry became an important part of the local economy after the arrival of the railroad. Although there was a hotel in "old town" St. Joe, railroad passengers did not like having to try to get

Henley Hotel
Name of Property

Searcy County, Arkansas
County and State

⁹ Hull, p. 53.

¹⁰ Hull, p. 102.

¹¹ Hull, p. 103-104

¹² McInturff, Orville J. *Searcy County, My Dear: A History of Searcy County, Arkansas*. Marshall, Arkansas: Marshall Mountain Wave, 1963.

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there from the railroad depot. As a result, c.1913, Ben and Jessie Henley built the Henley Hotel across the street from the depot.¹³

The two-story building was mainly utilitarian in design, with the only architectural ornamentation being found in the simple engaged pilasters at the corners and the Doric columns supporting the roof of the wraparound porch. However, the sheer size of the building made it an important and imposing landmark in St. Joe. Where most buildings in the downtown part of “new town” were one story in height and usually constructed out of fieldstone, the two-story frame hotel was much larger than the other buildings.

The Henleys operated the hotel using the American plan which included the price of meals in the room cost. Each guest room had a brass bed, chair, and a wash stand with a rack for towels. In addition, there was a wash basin, a water pitcher and a chamber pot. (The wraparound porch also had rocking chairs, director’s chairs and a porch swing for the guests’ enjoyment.) The Henleys employed three women who took care of the hotel and did most of the cooking, although Jessie did help with the cooking.¹⁴

Interestingly, the hotel also had electricity in the early days, which was supplied by a generator run by local resident Dan Garrison. The generator was turned off each night at 10:00 p.m., and Garrison would blink the lights at 9:45 to warn everybody that they had fifteen minutes of light left. Garrison sold the generator during the Depression and the hotel was then lit by kerosene lamps.¹⁵

During the 1920s, a stone garage was built just to the west of the hotel to house the Buick that the Henleys bought. After they sold the car, the Henleys remodeled the building and Jessie opened a café and store in the building. She also remained the Trailways Bus agent, something she would continue to do until her death. The café had two tables, a counter with four stools, a nickelodeon, pinball machine, refrigerator, ice-cream freezer, and a soda cooler. A portable oven and a two-burner stove were located in the kitchen, which was in a curtained-off corner of the building. Jessie offered a plate lunch with meat, two vegetables, bread, and dessert along with all kinds of sandwiches. The café was also a highlight of the area’s social scene. In the evenings Jessie Henley would play endless music on the nickelodeon and the local young people would come to the café to dance.¹⁶

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Searcy County, Arkansas
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¹³ Allen, Dan. E-mail to John Lorenz. 2 August 2010.

¹⁴ *Ibid.*

¹⁵ *Ibid.*

¹⁶ *Ibid.*

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The hotel remained a vibrant part of the St. Joe community until c.1935. Once the prosperity of the area's mining waned after World War I and the Depression set in during the early 1930s, the hotel hosted fewer and fewer customers. However, after the hotel closed, the building remained the Henley's residence until Ben died in 1972 and Jessie died in 1973. (Interestingly, when Jessie died, she was honored by the Trailways Bus System as the longest serving agent in the system, and a company representative attended her funeral.)¹⁷

Although the Henley Hotel has not been a hotel for almost 75 years, the building remains as an imposing and important reminder of the boom years of St. Joe's past.

SIGNIFICANCE OF THE PROPERTY

The arrival of the railroad was a significant event in the history of St. Joe. Not only did it eventually lead to the physical relocation of the town, but it also led to an unprecedented level of prosperity. The railroad led to tremendous growth in the timber industry, and it also allowed the shipment of lead and zinc from the area's mines.

The construction of the Henley Hotel was a direct result of the changes that the railroad brought to St. Joe. As happened so often across the United States, the location of the Henley Hotel in the center of the new community directly adjacent to the railroad station allowed the hotel to be able to cater to visitors who came to St. Joe on the recently completed railroad line. As A. K. Sandoval-Strausz writes in the book, *Hotel: An American History*:

Hotels proliferated rapidly in the early nineteenth century because they were an integral part of this transportation revolution, the urbanization that underlay it, and the geographic and economic expansion it facilitated. Transportation and accommodation were inherently linked. Moving goods meant moving people who needed somewhere to stay when they traveled away from home: wagons, boats, and trains had to be driven, and cargoes supervised; and as new forms of transportation increasingly carried passengers as well as freight, the demand for accommodation increased further.¹⁸

Although the Henley Hotel was built c.1913, it still illustrates the trend of the linking between transportation and accommodation. The arrival of the railroad (and later motorists on U.S. 65) brought about the need for accommodations for visitors. As Sandoval-Strausz further writes, "Hotels were eagerly adopted by the nation's smallest cities and in a considerable number of towns with populations below the twenty-five hundred that the census bureau had set as the official threshold of urbanism. ...The construction of

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¹⁷ *Ibid.*

¹⁸ Sandoval-Strausz, A. K. *Hotel: An American History*. New Haven: Yale University Press, 2007, p.48.

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substantial hotels in such small settlements suggests just how thoroughly the idea of the hotel had spread through American life.”¹⁹ Due to its associations with providing food and lodging to St. Joe visitors, and also reflecting the national trend and linkage between transportation and accommodation, the Henley Hotel is being nominated to the National Register of Historic Places with **local significance** under **Criterion A**.

The Henley Hotel is also significant as the largest frame building in St. Joe and a good example of a Plain-Traditional hotel. The hotel was built to be a utilitarian building, and architectural ornament was limited to the simple engaged pilasters and the Doric columns that line the wrap-around porch. The Henley Hotel also illustrates a shift in building trends in St. Joe. Most other commercial buildings in St. Joe were small, one-story buildings built out of the fieldstone that is prevalent in the area. However, the Henley Hotel, with its frame construction and two stories, also illustrates the influence of the railroad and the development of the timber industry on the area. As Virginia and Lee McAlester write in their *A Field Guide to American Houses*:

Soon folk houses built with logs, sod, or heavy hewn frames were being abandoned for wooden dwellings constructed with light balloon or braced framing covered by wood sheathing. The railroads thus changed the traditional building materials and construction techniques of folk dwellings over much of the nation. By the turn of the century, pre-railroad building traditions survived only in isolated areas, far from the nearest rail service.²⁰

The materials used to build the Henley Hotel exhibit the type of mass-produced siding, lumber, and woodwork that may have been produced locally after the rise of the timber industry or, more likely, were brought in on the railroad. The arrival of the railroad made modern building techniques much more possible in St. Joe. As a result, as a good example of a Plain-Traditional hotel building that illustrates the influence of the railroad on local building traditions, the Henley Hotel is also being nominated to the National Register with **local significance** under **Criterion C**.

¹⁹ Sandoval-Strausz, pp. 59-60.

²⁰ McAlester, Virginia & Lee. *A Field Guide to American House*. New York: Alfred A. Knopf, 1994, p. 89.

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VERBAL BOUNDARY DESCRIPTION

The Henley Hotel occupies Tax Parcel No. 200-00089-000.

BOUNDARY JUSTIFICATION

The boundary encompasses all of the land historically associated with the Henley Hotel.