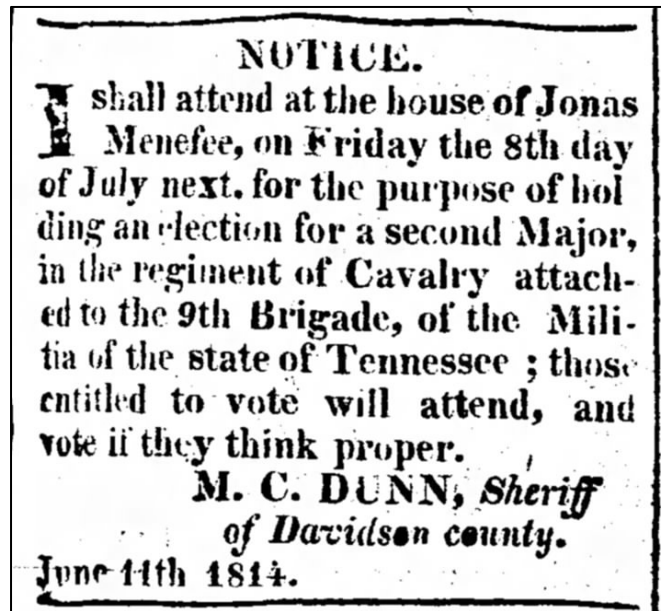


1814

The earliest known landowner of this area is Jonas Menefee, who had 584 acres of land here likely acquired in the late 1700s or early 1800s (source: Doug Drake, Jack Masters & Bill Puryear, *Founding of the Cumberland Settlements: The First Atlas 1779-1804*, map F8). A buffalo path that followed the south side of the river bisected his lands roughly in the area of present-day Lebanon Pike. Attempts to trace the deed through county records yielded no results, though his heirs were selling or transferring land in August 1822 (Book Q, p. 658 and Book S, p. 82). Menefee appears to have had a dwelling here, though little is known of it aside from this mention (*National Banner and Nashville Whig* (Nashville, Tennessee) · 28 Jun 1814, Tue · Page 1):



An article called "Sheriff's Sales" (*National Banner and Nashville Whig* (Nashville, Tennessee) · 01 Sep 1823, Tue · Page 3) indicates that Jonas was already deceased by this time. (A search of FindAGrave does not yield any results on him.) This 1823 article says that Menefee lived in a dwelling on a tract being sold, but the tract was described as being five miles from Nashville and "the road from Nashville to Huntsville passes through it." Therefore, he may have sold the riverfront property prior to moving to the other location that was for sale in 1823. Another Jonas Menefee, perhaps related, lived six miles south of Nashville "on the Shelbyville road" ("Thirty Dollars Reward," *National Banner and Nashville Whig* (Nashville, Tennessee) · 23 Feb 1824, Mon · Page 3).

1819

"But the Cumberland River was Nashville's main commercial artery. Barges and flatboats carried materials to the area's major market, New Orleans, with the crews returning overland via the Natchez Trace. Steamboats enabled the river traffic to flow both ways. On March 11, 1819, the General Jackson arrived at Nashville's City Wharf from New Orleans, to the cheers of the crowds gathered on the river banks. The Harpeth Shoals, thirty-five miles downriver from Nashville, was a hazard to steamboat

navigation, sinking the General Jackson in 1821. In periods of low water, however, passengers and goods could be transferred to smaller boats and barges for the rest of the journey to Nashville. The contemporary General Jackson, which ferries tourists between Riverfront Park in downtown Nashville and the Opryland complex in Pennington Bend, memorializes the earlier steamboat.”

Source: *Nashville Past and Present*, Nashville Civic Design Center, p. 5,
http://www.sitemason.com/files/hYGg6l/PON_History_PastPresent.pdf

1830s

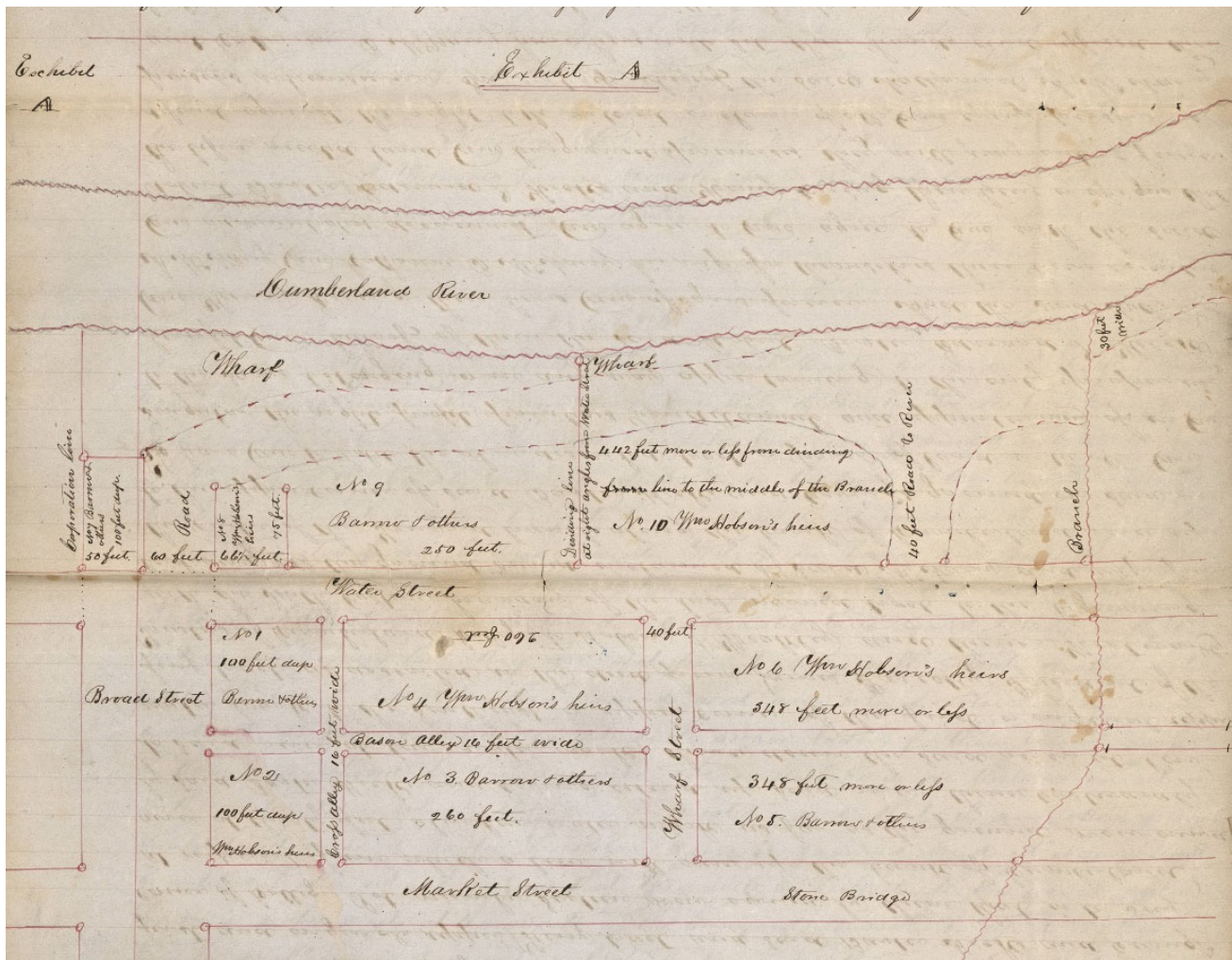
In the early 1830s, this area became the site of the city’s second reservoir. Early settlers used two springs near present-day Church and First Street and Public Square. Families previously dug their own wells or were forced to buy water. After the first city reservoir’s pump house burned in 1830, leaders purchased a four-acre site on bluff lands one mile south of the Public Square, the site of the General Hospital. This area was known as “Blount Speculation” (now Rolling Mill Hill).* The city issued \$50,000 in bonds to pay for construction of this new reservoir and pumping station, and German engineer Albert Stein was awarded the contract on June 19, 1831. Stein had built waterworks plants for other cities.

“He installed a 250 horsepower, direct-connected, stream pump to raise water about sixty feet from the river to the reservoir. The reservoir had two compartments, with a capacity of 650,000 gallons. Stein announced that the water would be wholesome and sufficient for cooking, cleaning streets, and extinguishing fires.” He had difficulty securing the cast iron pipe needed for the job, but eventually got it from Samuel Stacker (associated with the city’s first pumping station). Stein also had trouble securing the labor force for this job and used \$12,000 to buy twelve enslaved persons to do the manual labor. When the cost of the project soared to \$55,000 ten of the enslaved persons were sold to pay the extra cost. The other two enslaved persons remained city property until the Civil War. Eight-inch pipe was laid from the river to the pump, lead pipe was used for service connections and some wood piping from the first pumping station contract was in well enough condition for use. “This plant was still in use for emergency purposes in 1891...[when installed] there were only 5,560 residents in the city, including 1,824 slaves and 204 freed negroes.” The plant began operations on October 1, 1833 to a parade of 1,000 people led by city officials, state legislators and a brass band [gives detail about event].”

-Source: (quoted excerpts) Wilbur F. Creighton’s *Building of Nashville* (1969), p. 44-51.

*Source for “Blount Speculation”: “History of Nashville’s Drinking Water,” Metro Nashville Water Services lecture w/Sonia Allman, 5/14/2015,
<https://www.youtube.com/watch?v=h5UBA20XC1A&t=6s>, accessed 7/7/2021.

1848



Map exhibit from *Nathaniel A. McNairy v. Albert G. Payne* (1848). Source: TSLA, <https://teva.contentdm.oclc.org/digital/collection/p15138coll23/id/9659/>.

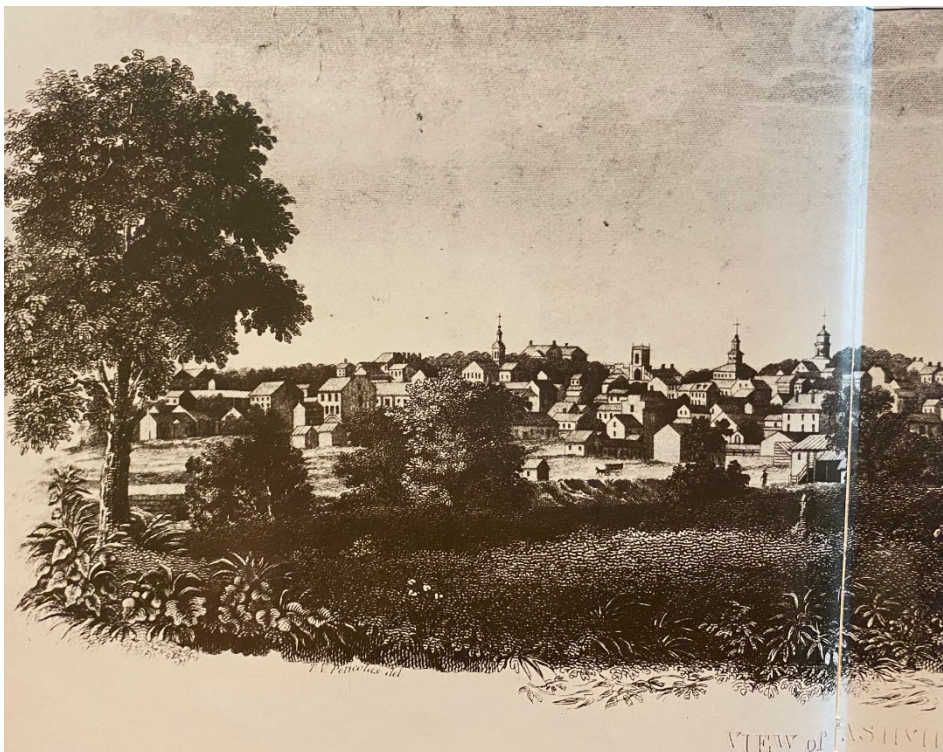
“Description: Plat map showing land east of Broad Street, from Market [2nd Ave.] to the Cumberland River, in Nashville. The eastern creek is depicted with a stone bridge crossing it on Market Street. William Hobson's heirs and Barrow and others own all of the property in this section of town. The Nashville wharf and river frontage streets are also shown, as is the city corporation line.

Historical note: McNairy sued Payne for trespass and damages of two thousand dollars. Plaintiff averred that the defendant took possession of this land on the wharf on the Cumberland River to load and unload steamboats, depriving McNairy of the profits. The court awarded McNairy \$112.50 and costs.”

As shown on this map, a 60-foot road led from Broad Street onto the wharf. William Hobson's heirs (Lots No. 8 and 10) and “Barrow & others” (Lot No. 9) showed as property owners on this side of Water street. South of Wharf Street (which was located just north of present-day John Seigenthaler Pedestrian Bridge) was a 40-foot road down to the river (just north of present-day Demonbreun Street terminus). Lot No. 10 northern boundary/dividing line at 90-degree angle from Water Street. Shows larger wharf unloading area between Broad Street and Wharf Street; southern section of wharf has narrower

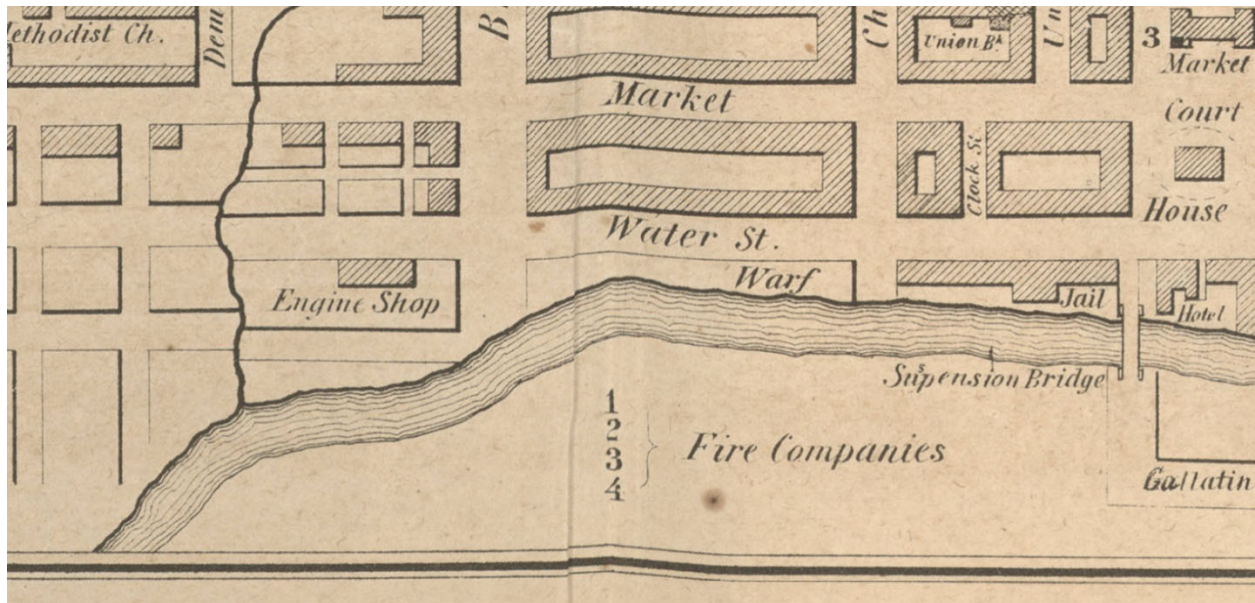
unloading section, mostly road. A narrower 30-foot-wide section of wharf shows south of a “branch” south of Wharf St.

mid-1800s



These two views are from a bluff southeast of downtown Nashville and the wharf (seen at center, top image). The 1823 toll bridge is visible at back right. Top image is looking north, lower image is looking northwest. These views appear to be from or very close to the northern end of the Wharf Park site and are some of the earliest views from that location, likely mid-1800s as the 1859 State Capitol is not depicted. Source: *Nashville: A Pictorial History* (1980) by George Rollie Adams and Ralph Jerry Christian, inside cover.

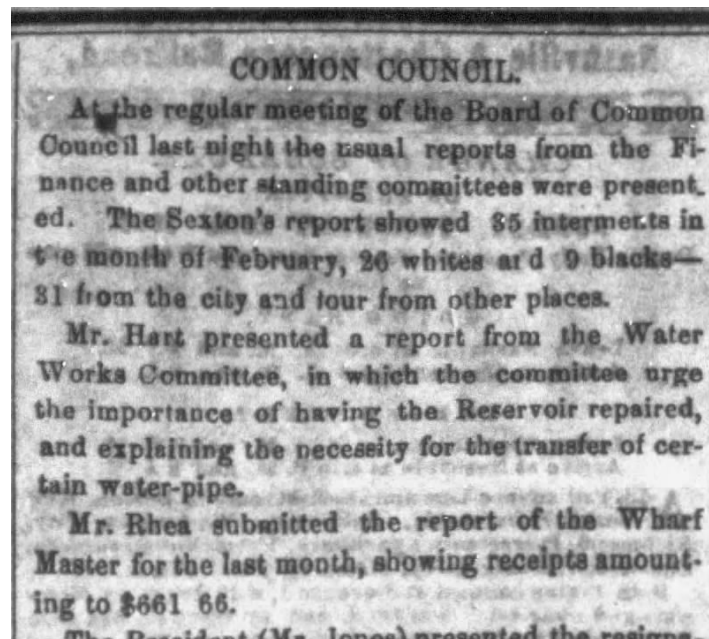
1854



P.S. Duval and Son 1854 *Map of Nashville*. Source: TSLA,
<https://teva.contentdm.oclc.org/digital/collection/p15138coll23/id/9438/rec/7>

This 1854 map shows the wharf (“warf”) located east of Water Street between Church and Broad. If there is wharf located south of here in 1854, it is not indicated on this map. From A. W. Putnam's *History of Middle Tennessee*.

1860



1860 report from the Common Council. Source: *Republican Banner* · 9 Mar 1860, Fri · Page 3.

This 1860 Common Council report mentions the need for reservoir repairs. It is unclear if this is the same reservoir that shows up on-site in documentation from later in that decade. Note the Wharf Master's report that says the previous month's takings were \$661 (over \$21,400 in 2021 dollars).



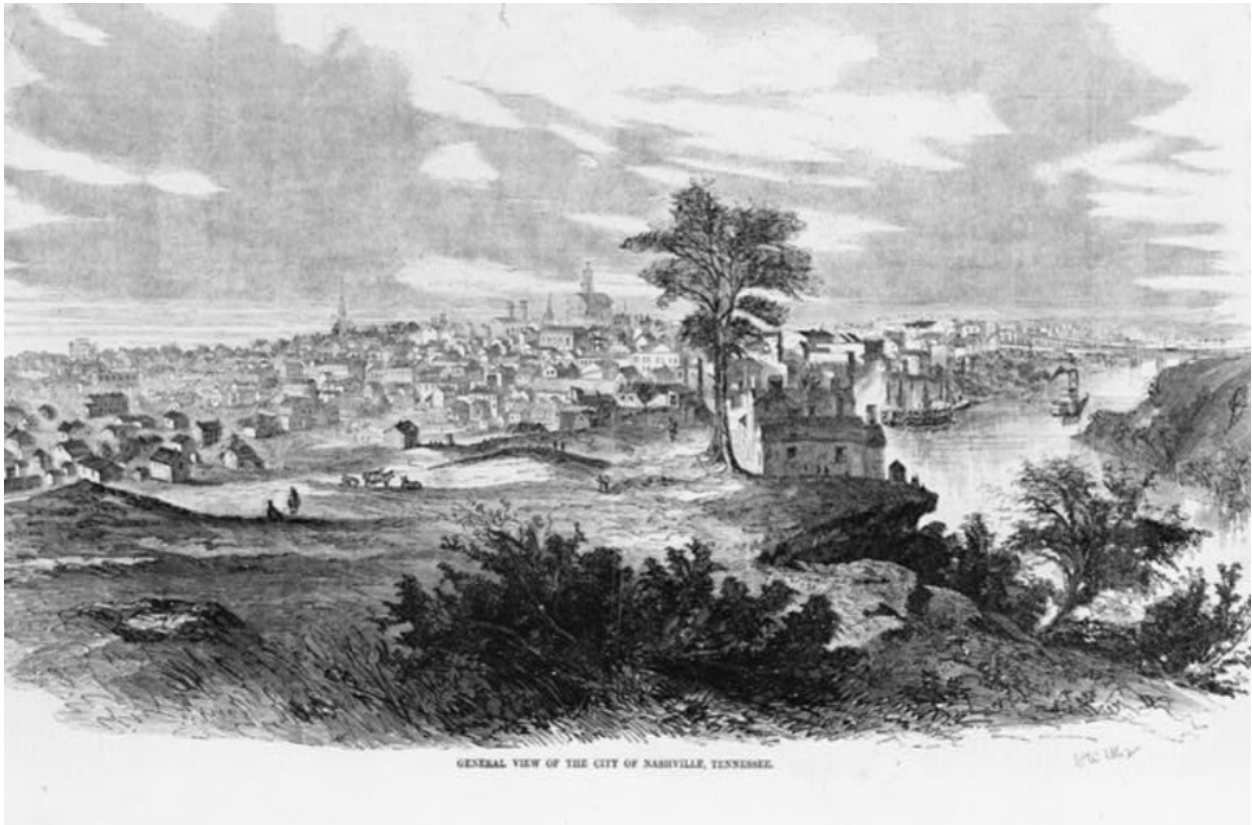
1860 *Map of the City of Nashville*, from *1860 Nashville City Directory*. Source: TSLA, <https://teva.contentdm.oclc.org/digital/collection/p15138coll23/id/19/rec/4>.

1861

“City Hall, Nashville, May 7, 1861: Mr. Jackson, Chairman [of the] Wharf Committee presented the report of the Wharf Master, showing collections made by him since his last of \$523.77, less commissions with the receipts of the Treasurer for that amount filed.”

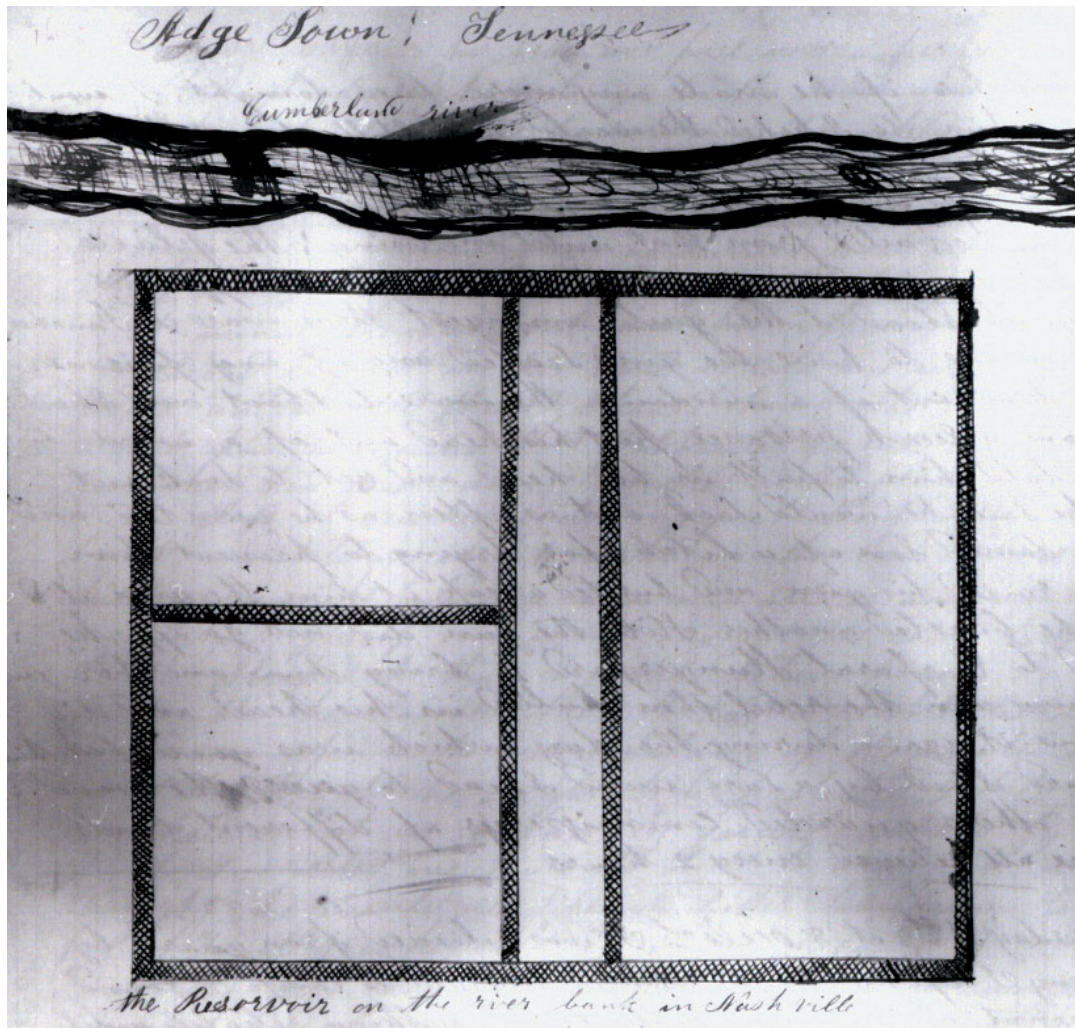
Source: “Selections from the Board of Aldermen, City of Nashville beginning Oct. 1860,” Nashville History Blog by Debi Cox, <https://nashvillehistory.blogspot.com/2011/11/selections-from-board-of-aldermen-city.html>.

1862



“General view of the City of Nashville, Tennessee” (c. 1862) shows a view from bluffs near present-day Wharf Park, looking north/northwest towards downtown with the State Capitol in the center background, orig. published in *Harper’s Bazaar*. Source: Library of Congress, <https://www.loc.gov/resource/cph.3c12114/>.

1862-1865

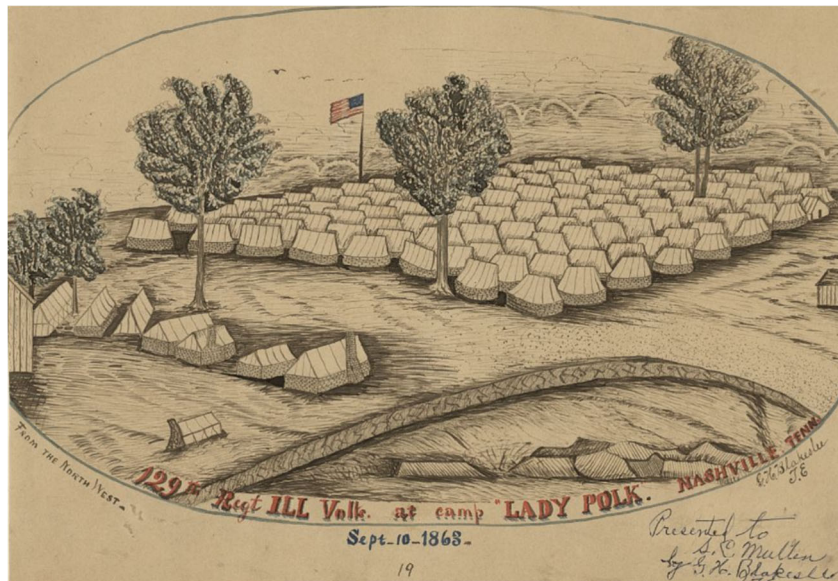


1862-1865 sketch, "The Reservoir on the river bank in Nashville." Source: TSLA, <https://tnsos.org/tsla/imagesearch/images/30992.jpg>.

1863



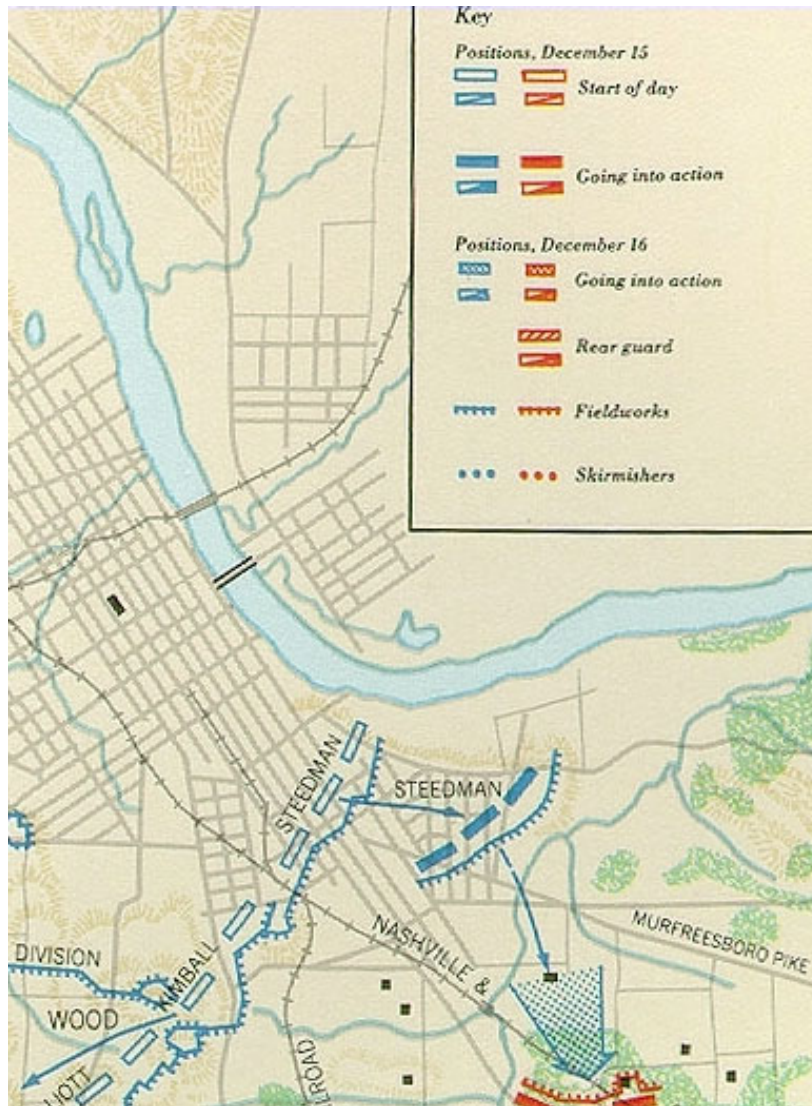
This 1863 *Nashville--Tenn. and vicinity* map by G.H. Blakeslee shows the fortified line that came through the area of present-day Wharf Park. The small "1" indicates the location of "Camp Lady Polk." Source: Library of Congress, <https://www.loc.gov/resource/g3964n.cw0429400/?r=-0.065,0.032,0.472,0.233,0>.



1863 sketch of "Camp Lady Polk" Federal encampment showing tents, trees and Union flag, by G.H. Blakeslee. Source: Library of Congress, <https://www.loc.gov/resource/ppmsca.22594/>.

1864

The northwest end of the project site, near the former Nashville General Hospital site, ties into Nashville's Civil War history. This area served as "Steedman's Line of Departure" on December 5, 1864 leading up to the Battle of Nashville. An MHC historical marker on the site states: "The left of the Federal main defensive line rested on the Cumberland River north of here, extending southeast to the Murfreesboro Pike. From this line, Steedman's Provisional Detachment of six brigades made the secondary attack against the Confederate right. Thomas' main attack was delivered against the Confederate left."



This Battle of Nashville map shows the federal main defensive line and General James Steedman's detachment near the northwest corner of the project site. Source: Battle of Nashville Trust, <https://www.battleofnashvilletrust.org/the-battle/maps/>.

1870s

Upgrades to the reservoir system (by 1878) included the addition of two, 500-horsepower engines, rebuilding part of the engine house, laying a new section of pipe, and erecting a higher 115-foot standpipe. “The two standpipes and the reservoir had a capacity of 2,260,000 gallons. The entire system had a value of \$1,500,000 and produced an annual revenue of \$65,000.”

- Wilbur F. Creighton, *Building of Nashville* (1969), p. 48-49

1871



1871 *Map of Nashville* by Wilbur H. Foster. Source: Metro Nashville Planning Dept. Historical Maps, <https://nashville.maps.arcgis.com/apps/MapSeries/index.html?appid=c14ec64626244f6d975c94c2f190edb1>.

In 1871, the city reservoir and Douglas Mill show on the site. Note Millers Mill to the northeast and toll gate on Lebanon Pike to the east of subject property.

Insure in the State Insurance Company of Nashville.

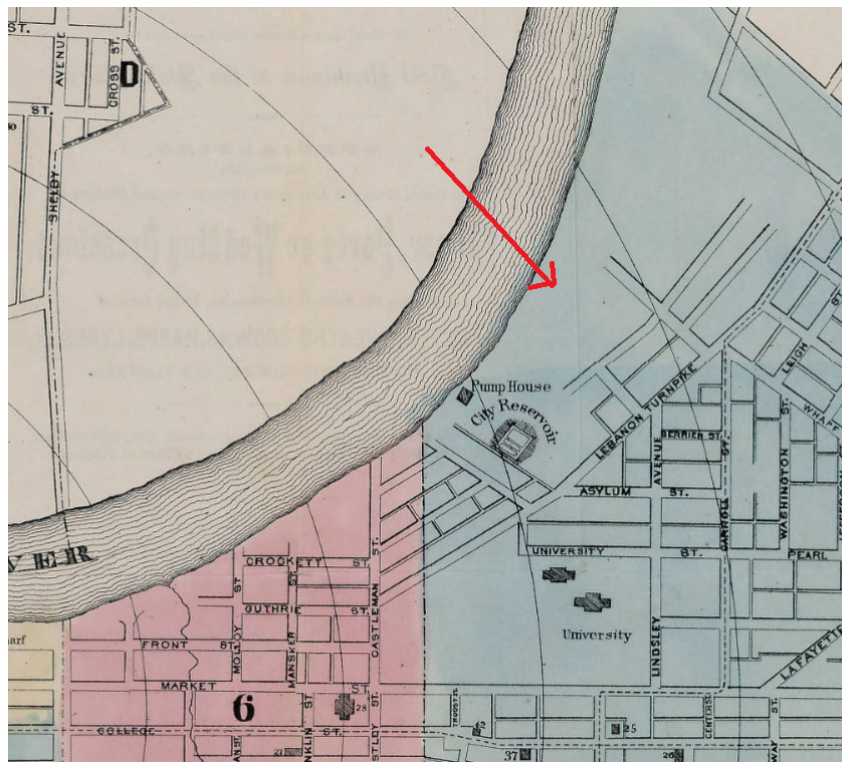
NASHVILLE CITY DIRECTORY. 31

MASSENGALE, DOUGLAS & CO.,
PROPRIETORS OF
RESERVOIR MILLS,
AND WHOLESALE DEALERS IN
GRAIN, FLOUR, HAY AND PROVISIONS,
10 and 12 SOUTH MARKET STREET,
Nashville, - - - - Tennessee.

B. BRUCE & CO., CA

1871 *Nashville City Directory* ad for Reservoir Mills (Douglas Mill). Source: NPL, <https://digital.library.nashville.org/digital/collection/nr/id/7569/rec/44>

1873



1873 *Plan of the City of Nashville and vicinity* by W.F. Foster. Source: TSLA, <https://teva.contentdm.oclc.org/digital/collection/p15138coll23/id/431/rec/3>

1877



1877 *Map of Nashville and Vicinity* by W.F. Foster. Source: Metro Nashville Planning Dept. Historical Maps, <https://nashville.maps.arcgis.com/apps/MapSeries/index.html?appid=c14ec64626244f6d975c94c2f190edb1>.

This 1877 map shows the addition of Nance and Liberty Streets just west of the city waterworks facility. It shows the extension of Overton Street to the river and the addition of the street network in the southeast corner north of Fillmore Street. Note beside reservoir says “177 ft above low water.”

1879

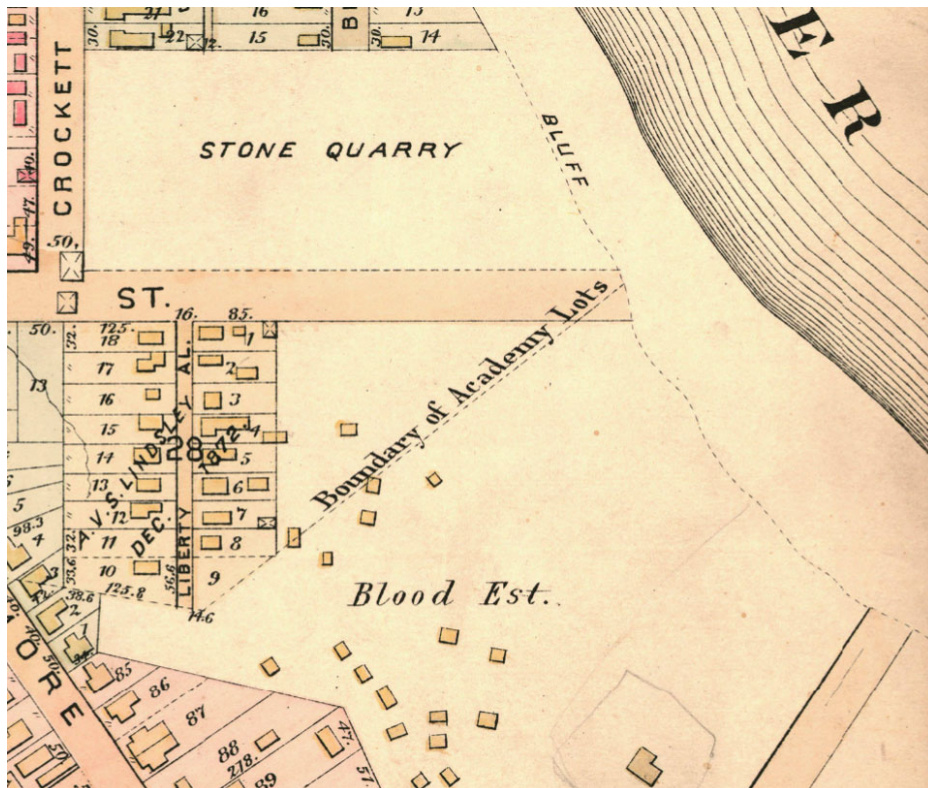
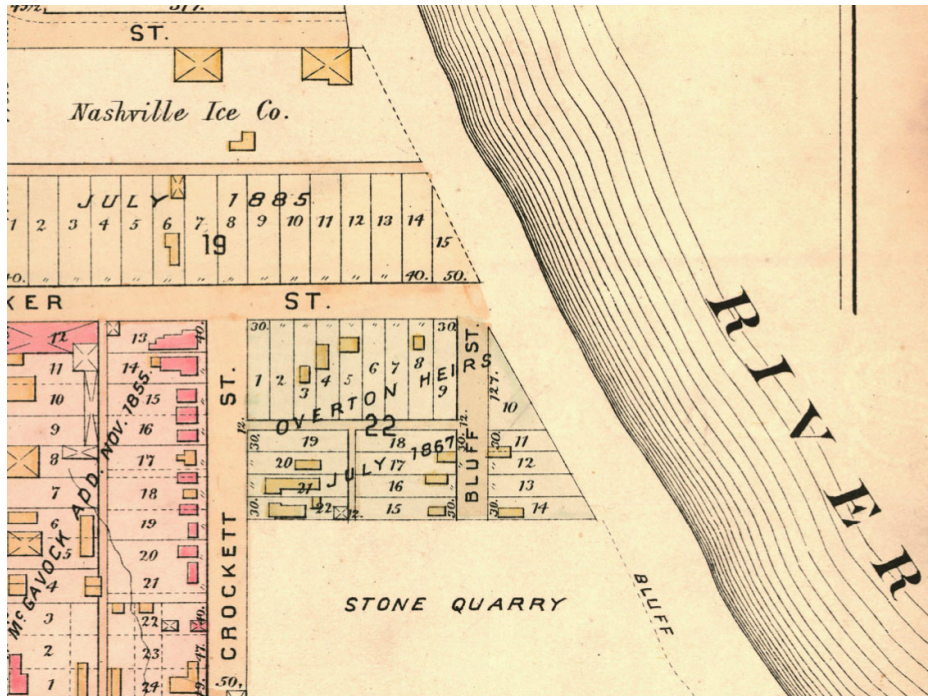


1879 W.F. Foster *City of Nashville* map. Source: MHC files.

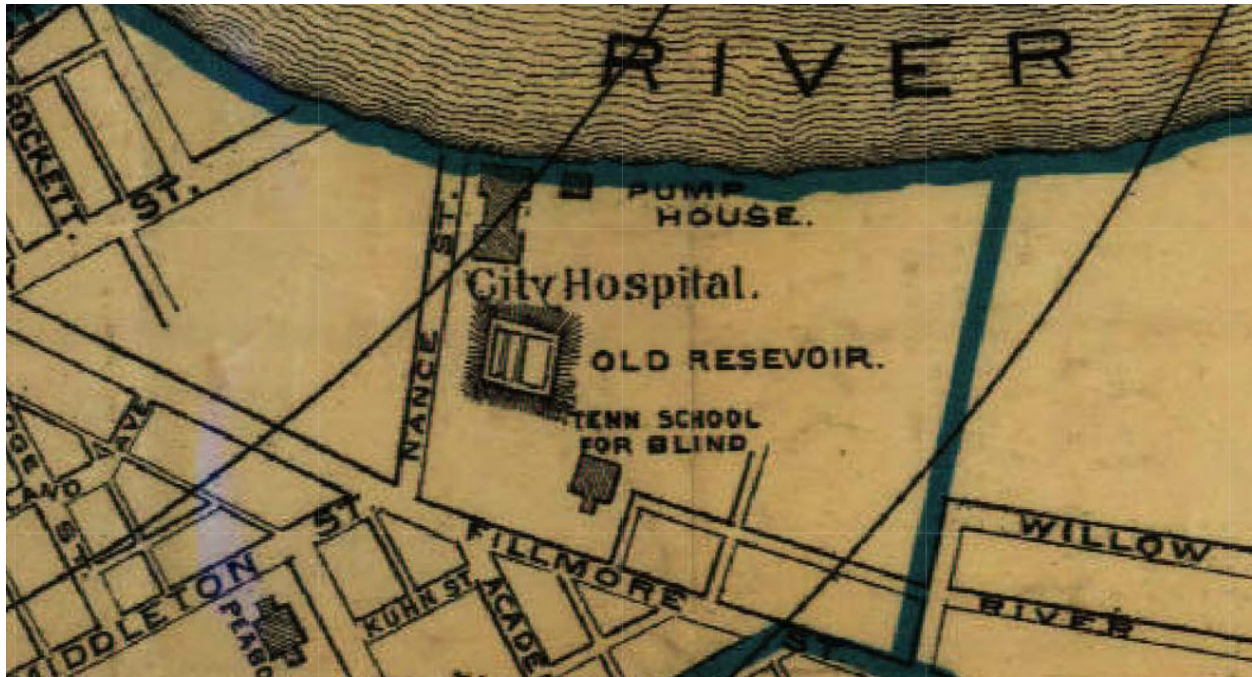
This map depicts dark hatching along the riverfront in sections that served as the wharf area(s). If the hatching indicates not only steep topographic changes but also areas used for wharf activities, this shows that the wharf potentially extended as far south down the river as the water works, reservoir, and Tennessee School for the Blind.

-1889 Hopkins Maps, Plate 4, TSLA:

<https://teva.contentdm.oclc.org/digital/collection/p15138coll23/id/10207/rec/12>



1896



1896 Map of Nashville by W.B. Southgate. Source: Metro Nashville Planning Dept. Historical Maps, <https://nashville.maps.arcgis.com/apps/MapSeries/index.html?appid=c14ec64626244f6d975c94c2f190edb1>.

By 1896, the reservoir on site was labeled the “old reservoir,” abandoned after 1891 in favor of the new 8th Avenue Reservoir (built in 1889). A city hospital stood on site west of a pump house, and Nance Street extended to the river.

This city hospital was documented in the MHC’s Nashville General Hospital historical marker that stands to the east of the park site, on the river-facing section of Middleton Street. The marker states: “City Hospital opened here on April 23, 1890 with a capacity of 60 beds. Dr. Charles Brower of the University of Nashville Medical Department was Superintendent. In 1891, a school of nursing opened with Charlotte E. Perkins as Superintendent. This was the first training school for nurses between the Ohio River and New Orleans.”

1897



Construction of one of the brick filter galleries in 1897. These were built in a sand and gravel island roughly 100 acres in area that was formed near where Brown's Creek met up with and slowed the current of the river.

Waterworks superintendent George Reyer is at center left with hands on hips.

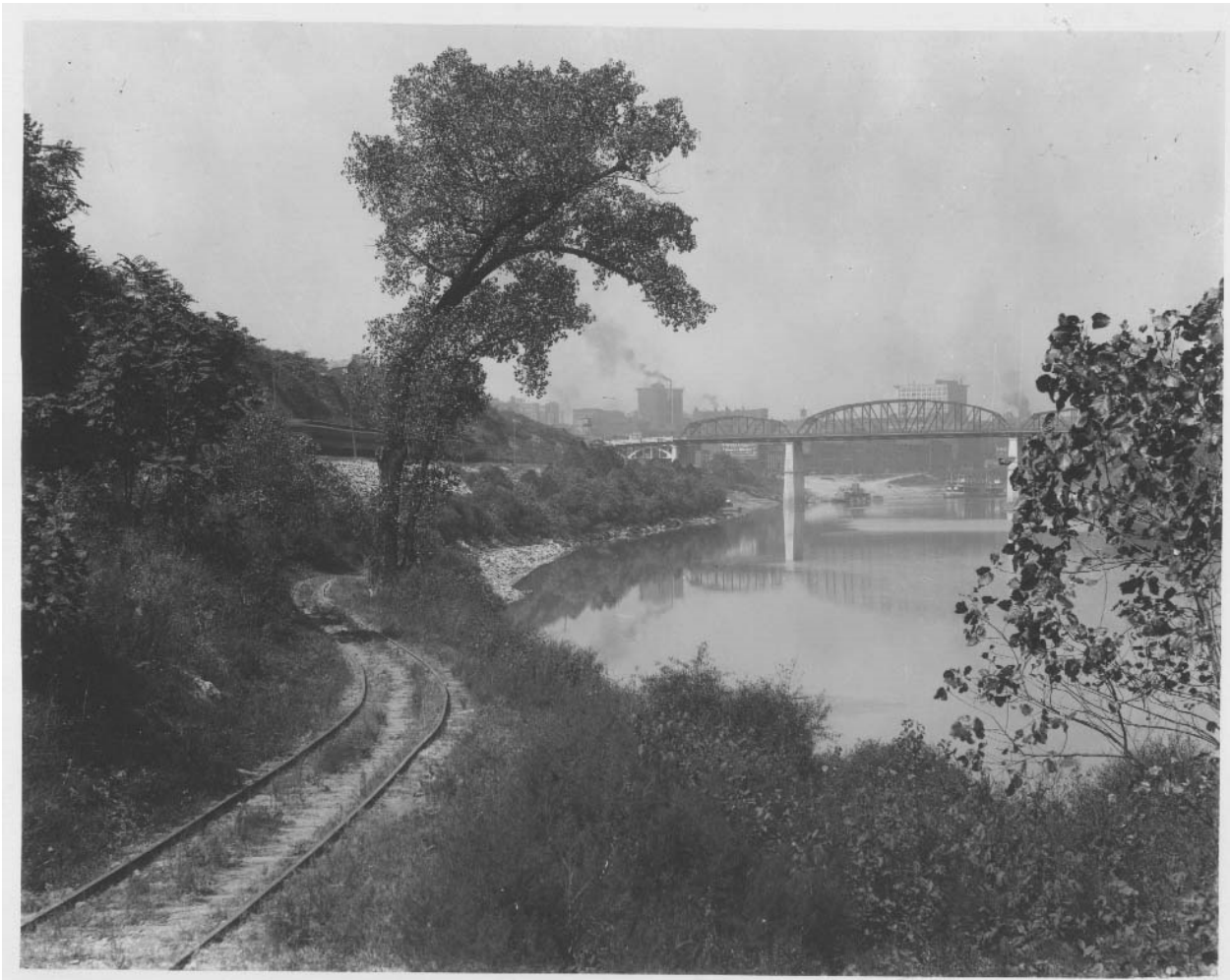
Source: Wilbur F. Creighton, *Building of Nashville* (1969), p. 51.

1898



Cumberland Flour Mills sited on “Roller Mill Hill” in South Nashville, deemed “Minneapolis of the South,” c. 1898. Originally from *American Journal of Commerce*. Source: Don Doyle, *Nashville in the New South (1880-1930)*, p. 47.

c. 1900



View from Wharf Park area looking north towards downtown Nashville, c. 1890-1910. Appears to be the northern spur track of the TCRR. Source: TSLA, <https://tnsos.org/tsla/imagesearch/images/1138.jpg>.



“View of the Cumberland River showing the Woodland Street Bridge in the distance. In the foreground, three men sit on the bank.” Near northern end of Wharf Park site [c. 1900?]. Source: TSLA, <https://tnsos.org/tsla/imagesearch/images/1141.jpg>.

1904



CITY HOSPITAL.

Nashville City Hospital, c. 1904. Source: Nashville Public Library, <https://digital.library.nashville.org/digital/collection/nr/id/7749/rec/1>.

Item description: "An exterior view of the City Hospital, Nashville, Tennessee, circa 1904. Nashville's City Hospital (later known as Nashville General Hospital, 72 Hermitage Avenue) was designed by Thompson & Gibel, Architects. It was the first city-owned and operated hospital, built upon the Cumberland River Bluff in the spring of 1890, through action of the City Council and the Board of Public Works. The City Hospital, with its capacity of sixty beds, had two floors and a basement with dumb waiters and laundry chutes going to each floor. Doctor Charles Brower of the University of Nashville Medical Department was appointed Superintendent. In 1891, a school of nursing was opened with Miss Charlotte E. Perkins as Superintendent. This was the first training school for nurses between the Ohio River and New Orleans. This hospital building served as a healthcare facility until circa 1970, when it was partially razed for construction of a new modern complex on the site. In early 1998, Nashville General Hospital relocated to the former Meharry-Hubbard Hospital building on Albion Street under a merger plan creating Nashville General Hospital at Meharry. Forms part of *Glimpses of Nashville*."



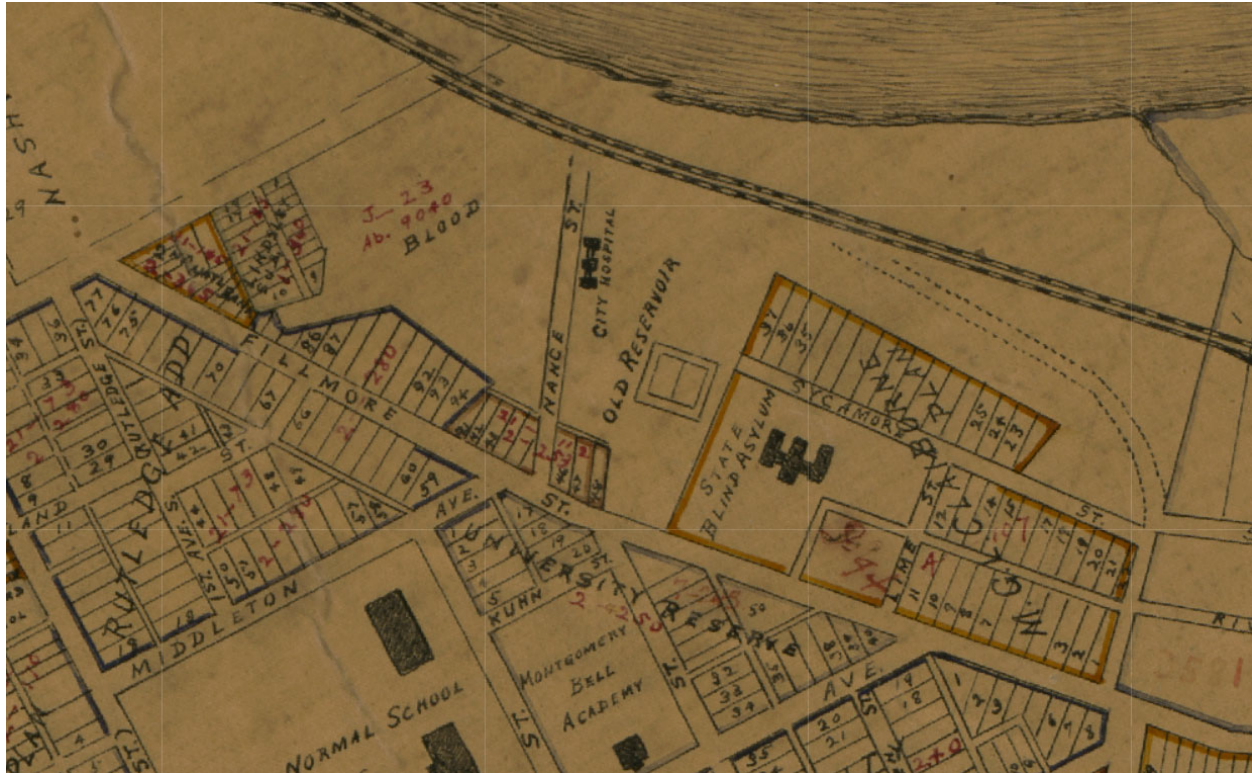
TENNESSEE SCHOOL FOR THE BLIND.

1904 view of Tennessee School for the Blind. Source: Nashville Public Library, <https://digital.library.nashville.org/digital/collection/nr/id/7748/rec/2>.

Item description: "An exterior view of the Tennessee School for the Blind, Nashville, Tennessee, circa 1904. This school was conceived in the mind of James Champlin, founded circa 1844 for the establishment of a "state" school for the blind. Following the Civil War, the school struggled to survive until support arrived from philanthropist Judge John M. Lea, who purchased the Claiborne Mansion on Fillmore St. (108 Hermitage Ave.) and donated it to the state for the school. In 1898, the school had a total of 150 pupils. The institution flourished at this location for some 80 years. Forms part of Glimpses of Nashville."

1907

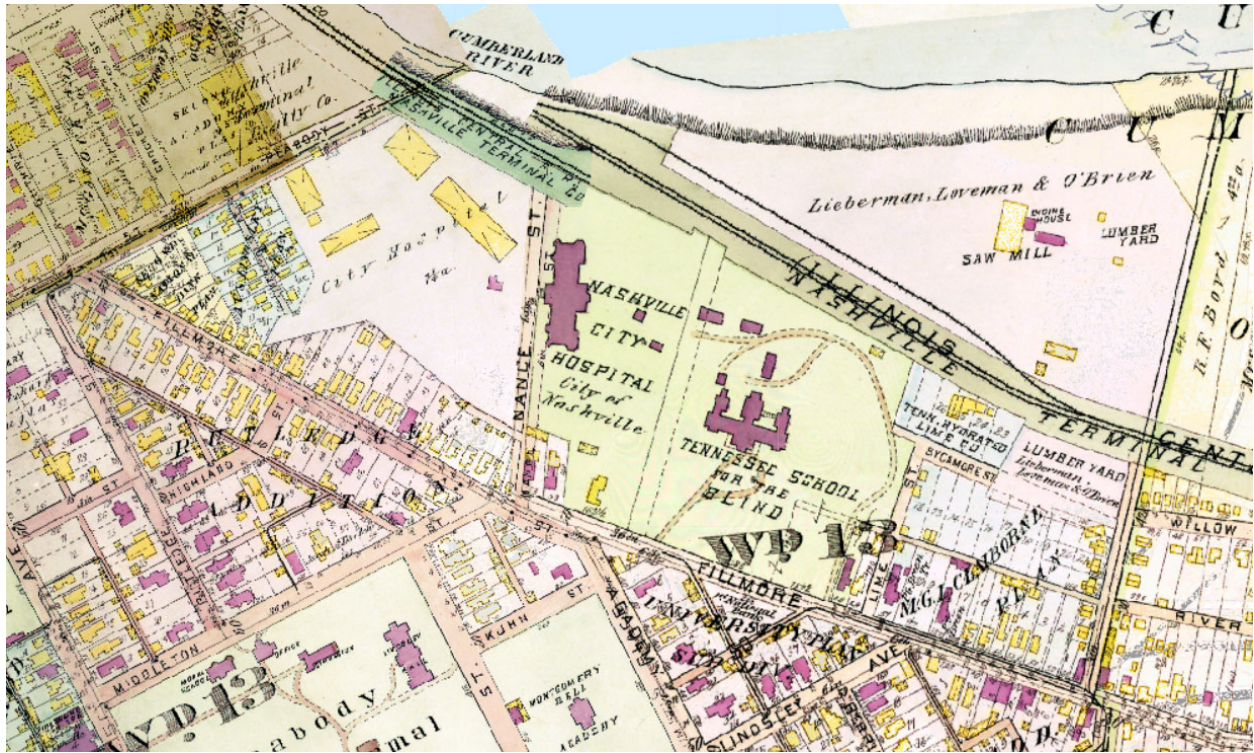
-Albert Franklin Ganier, Sr. (1883-1973) photograph collection- 1907 print related to steamboat wharf in Nashville; **cannot access files online**, <https://sos.tn.gov/products/tsla/albert-f-ganier-photographic-collection-1900-1955> - see item GAN553N, p. 44 of finding aid



1907 *Map of Nashville, Tennessee and Suburbs* by W.Z. Hitt. Source: Metro Nashville Planning Dept. Historical Maps, <https://nashville.maps.arcgis.com/apps/MapSeries/index.html?appid=c14ec64626244f6d975c94c2f190edb1>.

This map from 1907 shows how these lands became significantly subdivided in the early 20th century. The old reservoir shows on site, but not the pump house that was there eleven years prior. The Tennessee Central Railroad tracks display between the hospital and river.

1908

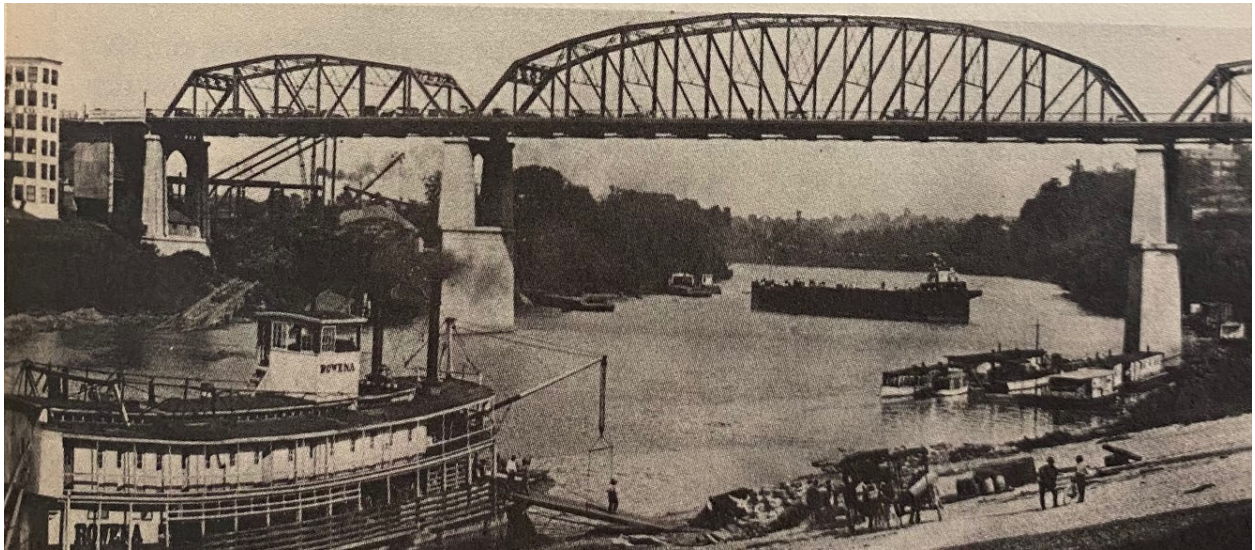


1908 atlas by Griffith Morgan Hopkins. Source: Metro Nashville Planning Dept. Historical Maps, <https://nashville.maps.arcgis.com/apps/MapSeries/index.html?appid=c14ec64626244f6d975c94c2f190edb1>.

This 1908 map shows the Lieberman, Loveman & O'Brien saw mill with engine house and lumber yard at the east end of the project site. The Illinois Nashville Central Railroad's terminal stood northwest of the city hospital. Tennessee Central Railroad was leased to INCR for three years beginning in 1905. Here we see more detail of the TN School for the Blind, a large brick edifice with three wings on the north and a long circle drive leading to Fillmore Street. Several small brick outbuildings and a stable/shed exist behind the school. The Tennessee Hydrated Lime Co. shows here along Sycamore St. next to the preexisting lumber yard. On the west, the city hospital's 7 ¼ acre tract across Nance Street shows several large frame stables or sheds and another brick outbuilding.

For links to add'l materials about locations depicted on this section of map, see: <https://digital.library.nashville.org/digital/collection/nr/id/1005/rec/3>.

1919



This image shows the launching of an oil barge from Nashville's main wharf in August 1919. Wharf Park area would be at right background, which shows dense vegetation and high bluffs. Source: Don Doyle, *Nashville in the New South (1880-1930)*, p. 37.

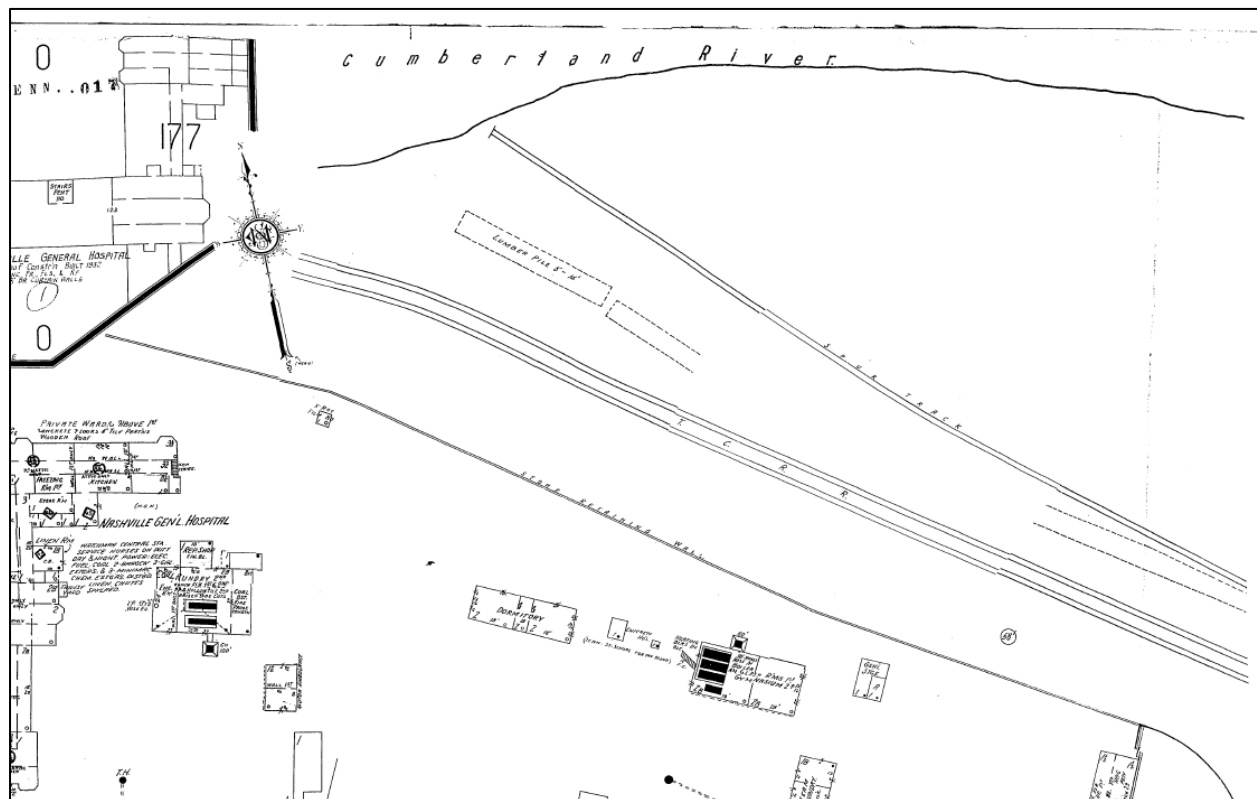
1940



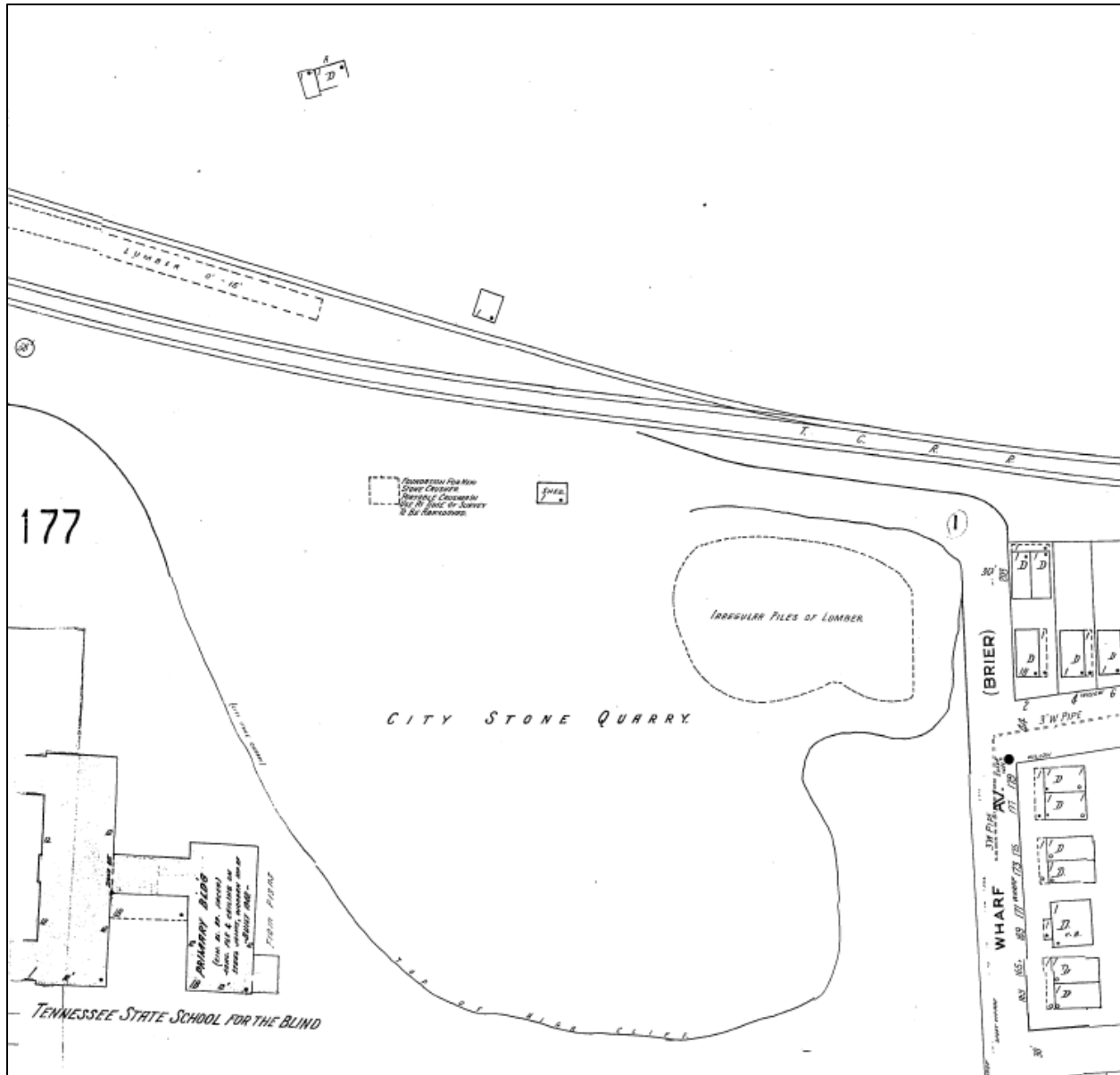
View of Cumberland River (1940), showing Nashville General Hospital, Municipal Public Works Garages and railroad tracks in right background. Source: Betsey Ragsdale Collection, Metro Archives.

1951

The 1951 Sanborn Fire Insurance maps detail numerous site features and buildings in the Wharf Park area. In the far east corner of the TN School for the Blind property stood a 1 ½ story concrete floor workshop with hog pen, and lumber storage on the 2nd floor. A 1- story general storage building stood west of there and closer to the bluff. The school's 2-story gymnasium, 2-story dormitory, and two 1-story chicken houses continued to the west and near the bluff. Further northwest was a 1-story X-ray film house, also sited near the bluff. A stone retaining wall ran the full length of both the school and hospital properties. Two Tennessee Central Railroad (TCRR) tracks and a northern spur track, with lumber pile site between, showed between these properties and the river. To the southeast of the school, closer to the present-day I-24 interchange, was a city stone quarry. The cliff acted as a dividing line between the school and the quarry. The quarry site contained a 1-story shed (south of the RR tracks), 1-story undefined building (north of the spur track), and an area designated for "irregular piles of lumber." Additionally, the 1951 map notes a foundation just west of the shed that says, "foundation for new stone crusher. Portable crusher in use at time of survey to be abandoned." A small, 1-story frame dwelling and duck pond were also north of the TCRR spur track.



1951 map showing riverfront area behind Nashville General Hospital site (now City View development) and TN School for the Blind. The solid line traversing the middle of this view south of the RR tracks is the stone retaining wall. Source: Sanborn Fire Insurance map, April 1951 sheet 177, on file at MHC.



1951 map showing former city stone quarry behind TN School for the Blind. A stone crusher foundation is shown with a dashed line, with a dwelling to the north and shed to the east. Source: Sanborn Fire Insurance map, April 1951 sheet 178, on file at MHC.

Overview of wharf from Century III Riverfront Park (1980 Master Plan):

“Originally, Nashville’s settlement began at the Cumberland River, oriented to it for transportation and commerce. The river wharf, now the site of the riverfront park, was characterized in Blumstein and Walter’s book *Growing Metropolis*[:]

Founded on the shores of the Cumberland River, Nashville was an early riverport. Land use in the primitive city was oriented to the river. There were two poles of activity: the principal wharf, at the foot of Broad Street, and the Public Square...

In 1850 Nashville was a bustling river city. Most of the population lived within a compact rectangle reaching a little farther south than the upper landing at the foot of Broad Street and a few blocks north of another wharf...

Larger merchants in wholesale goods owned or rented substantial stone warehouses perched atop the steep river bluffs separating the wharf. As cargoes arrived by barge, keelboat, and steamer, they were carried on the shoulder of hired laborers or on the flatbeds of horse-drawn wagons through the large rear doors of the warehouses backing up to Water Street, a shelf that ran along a narrow terrace overlooking the Cumberland River (now called First Avenue).

Since the bustle of the nineteenth century, the riverfront has lost its importance as the hub of downtown Nashville activity as railroads and highways formed a new network of commerce and trade. But recently interest in the riverfront has been rekindled, not for its ability as an industrial site, but rather for its history and natural potential as a park of open space creating a new front door to the city.”

-excerpts from James F. Blumstein and Benjamin Walter, *Growing Metropolis: Aspects of Development in Nashville* (Nashville: Vanderbilt University Press, 1975), 8 and 48.

MISC.

“Wharf Avenue, in 1898, ran from Fillmore Street south to Trimble Street in South Nashville. Its name came from its proximity to the lower wharf on the Cumberland River.”

Ridley Wills II, *Nashville Street and Their Stories* (2012), p. 159