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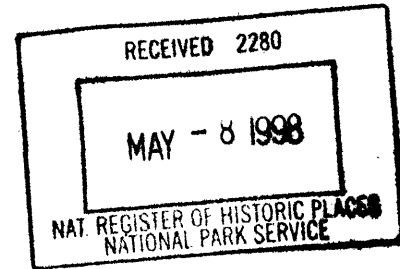(March 1992)

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United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

_X_ New Submission ___ Amended Submission

A. NAME OF MULTIPLE PROPERTY LISTING

Historic and Architectural Resources of Palestine, Anderson County, Texas

B. ASSOCIATED HISTORIC CONTEXTS

Community and Regional Development in Palestine: 1846-1945

C. FORM PREPARED BY (with assistance from Amber Degn, THC Historian)

Name/Title: David Moore (Project Director); Matt Goebel (Historian)
Organization: Hardy-Heck-Moore & Associates *Date:* February 1994/March 1998
Street & Number: 1414 West Sixth Street *Telephone:* 512-478-8014
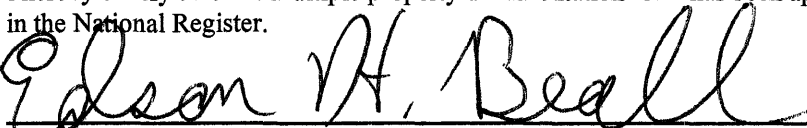*City or town:* Austin *State:* TX *Zip:* 78703

D. CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (_See continuation sheet for additional comments.)

_____   _4-29-98_____
Signature and title of certifying official   Date

State Historic Preservation Officer, Texas Historical Commission
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved as a basis for evaluating related properties for listing in the National Register.

_____   _6·3·98_____
Signature of the Keeper   Date

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COMMUNITY AND REGIONAL DEVELOPMENT IN PALESTINE: 1846-1945

INTRODUCTION

The historic context for this Multiple-Property nomination, *Community and Regional Development in Palestine: 1846-1945*, falls within the Texas Historical Commission's statewide context, *Community and Regional Development in Texas: 1690-1945*, and the bulk of Palestine's historic fabric dates to the late 19th and early 20th centuries when the city experienced rapid growth and development. The foundation for this expansion stemmed from the advent of rail service by the International and Great Northern Railroad, the industries it spawned, and the commerce and trade it fostered. These factors serve to provide a framework for understanding developmental patterns within the various sections 19th and 20th century Palestine.

HISTORIC OVERVIEW

The Texas Legislature created Anderson County out of Houston County in 1846, and the town of Palestine was established in the same year to serve as a county seat. For the next quarter century, the town, whose existence was based on both its designation as the county seat and its central location in a large cotton-growing region, developed slowly. Palestine's size and character changed dramatically following the arrival of two railroads in 1872. The International Railroad reached Palestine from Austin in July 1872 and was followed by the Houston and Great Northern from Houston in December of the same year. The two operations soon merged, creating the International & Great Northern (I&GN) Railroad Company, which played an integral role in Palestine's transformation from a relatively isolated, frontier county seat into a vibrant, bustling regional center of business and commerce.

In exchange for routing its tracks through Palestine, the railroad received approximately 80 acres of land one-half mile southwest of the "Old Town," the town's traditional commercial district centered around the county courthouse. The railroad, however, created an entirely new commercial district ("New Town") by subdividing its land and selling it back to the townspeople. Reluctant to abandon their original town site, Palestine's longtime residents stubbornly maintained a viable Old Town as a counterpart to the prosperous New Town near the new depot. Thus, two main commercial districts developed in Palestine, which was unusual at that time for a town of its size.

The economic and social impacts of the railroad were felt keenly in Palestine's various neighborhoods, which continued a process of rapid growth and expansion from the 1870s well into the early 1900s. Each of the city's neighborhoods (referred to as wards at the turn of the century) featured a different physical landscape which evolved in a unique manner. The different neighborhoods were the result of a combination of factors which included the traditional use of the land, and the occupation, economic means, and relative

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social status of each neighborhood's residents. Palestine's increasingly pluralistic society created a number of distinctive neighborhoods that feature fine and well-preserved Victorian-era and early 20th century architecture.

NATURAL SETTING

Anderson County (Figure E-41) lies between the Trinity and the Neches rivers, and is bounded on the north by Henderson County and on the south by Houston County. The drainage divide lies almost in the center of the county, running north-south. Erosion from the two rivers, as well as their complex drainage systems, created a topography characterized by gently rolling hills in the east which gradually diminish in height towards the west. The general elevation of the eastern half of the county is approximately 50 to 100 feet above that of the western half. Many of the western hills have iron ore deposits at their highest elevations.

Streams in the county flow either southeasterly to the Neches (including: Caddo, Brushy, Walnut, Hurricane, Still's, and Jones' creeks), or southwesterly to the Trinity (including: Wildcat, Catfish, Springer, Lata, Keechi, Tour, Camp, Parker, and Box creeks). There are also numerous springs in the county (Hohes 1936).

Palestine is the most populous community in Anderson County and it lies directly in the center of the county. There are no major waterways that flow through the city, although several small creeks are within the city limits. The hilly terrain within the city is typical of that in most other parts of Anderson County. (U.S. Dept. of Agriculture 1977:89).

EARLY SETTLEMENT AND POLITICAL ORGANIZATION

The area that is now Anderson County was first inhabited by tribes of the Cherokee, Blackfoot, Kickapoo, and Caddo Indians. Spaniards later established and abandoned a mission on the Trinity River sometime before the 1830s. The first Anglo settlement consisted of members of a group of 25 Primitive Baptist families who were brought to Texas from Illinois by Daniel Parker in 1833. Parker, a Baptist minister and politician, came to Texas with the intention of establishing a new church. He and his fellow settlers are believed to have been among the earliest Anglo inhabitants of the region, and they chose several East Texas sites in which to establish communities, including: Brown's Fort on San Pedro Creek, near present-day Grapeland; Fort Parker on the Navasota River, near present-day Groesbeck; Fort Brown, near present-day Elkhart; and Fort Houston, two miles southeast of present-day Palestine (Webb II 1952:46).

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In March 1846, just a few months after the United States formally annexed Texas as its 28th state, the Texas legislature created Anderson County out of Houston County after settlers living in and around Fort Houston petitioned state officials for such action. Original plans called for the new county to be named after David G. Burnet, then Secretary of State and the first President of the Republic of Texas, who had held the original colonization rights to the land from the Mexican government (Neyland *Courthouse* 1992:3). Instead, officials decided to honor Kenneth L. Anderson, the last vice-president of the Republic of Texas, who had died unexpectedly a short time before.

Residents of Fort Houston aspired to have their town designated the seat of the new county; however, denizens of Mound Prairie, a small community just northeast of Palestine, shared a similar goal. Despite the competition, or perhaps because of it, government officials awarded neither town the prize, instead selecting a rural site, near the geographic center of the county, to serve as the seat of government. The new town embraced the southwest corner of the S.G. Wells Survey, but settlement soon spread into the adjoining W.S. McDonald, J. Snively and J. Arthur surveys. Area residents named the new community after Palestine, Crawford County, Illinois — the hometown of the Parker family (Webb Vol. II 1952:326).

The town included land formerly held by James R. Fulton and Johnston Shelton, who together operated an Indian trading post and grist mill out of a log building near the present Gatewood-Shelton Gin on W. Crawford Street (Hunter collection n.d.). Accounts differ as to whether two men donated the land for the new town, or whether the first county commissioners purchased the property from them. The first session of the Anderson County Court was held outdoors in Palestine on July 30, 1846, and early business included authorizations to sell land in the new county seat and to construct roads from Palestine to various nearby towns. A commission composed of Micam Main, James E. Box, and John Parker supervised the physical siting of the new town, and oversaw surveyor Johnston Shelton, who drafted the first 100-acre town plat, an area now known as "Old Town." Palestine's original boundaries contained just 24 blocks: two blocks extending in each direction from a central courthouse square (Figure E-41).

With its grid-like layout of blocks, Palestine's original town site resembled those of other contemporaneous county seats throughout East and Central Texas (National Register Multiple-Property nominations of Corsicana, Waxahachie, and McKinney are good illustrations). The courthouse square, which included an entire city block, served as the focal point, and such a configuration has since been called the Shelbyville square (Price 1968, reprinted in Upton and Vlach 1986:124-145). This plan quickly gained widespread acceptance and soon prevailed as the most dominant courthouse-square form because of its simple concept and ease in lay out.

In January 1847, the court ordered the construction of the first courthouse and jail — a 1-story frame building, very small compared to the present courthouse — on the northeast corner of the square (Hohes

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1936:5-8). The first courthouse and jail, as well as the log store operated nearby by Fulton and Shelton, were for the first few years the only buildings in the area presently known as Old Town. City officials began auctioning town lots in 1848, however, and soon a number of small commercial and residential buildings began to dot the landscape around the courthouse, in addition to the private dwellings that were slowly springing up in the countryside outside the formal limits of the town.

The earliest buildings were small and simple, with modest amounts of stylistic detailing. Area residents typically exploited abundant timber lands nearby, and hand-hewn logs probably were the earliest materials used to erect local houses and stores. Planed lumber became available soon after the town's founding. Building forms, as best as can be determined since few pioneer-era houses survive, reflected a strong Southern heritage. The oldest extant properties are 1-story center-passage dwellings. Some of the more affluent citizens embellished their otherwise vernacular houses with Greek Revival stylistic elements. The 1851 Howard House (National Register [N.R.] 1993) is an outstanding local example.

Palestine's first census, an informal one taken in 1848 by Mrs. Susan Scott Mallard, the wife of Judge John B. Mallard, recorded 179 people living in and immediately around Palestine. The list included 14 family homesteads, with 62 whites and 21 slaves, identified by a male head of household. An additional 86 whites and 10 African-Americans were noted as living in other homes (Hunter papers n.d.). Many of the names that appeared in this census, such as John B. Mallard, Alexander Joost, Alexander E. McClure, and Elijah J. DeBard, are still familiar in Palestine, and houses erected for some of these men and their families still stand in an area that includes the North Side Historic District. The Mallard Home, at 407 E. Kolstad and built in 1848, is believed to be Palestine's earliest surviving dwelling, although it has been remodeled substantially.

According to local historian James Neyland, the primary reasons for wanting to settle in Palestine in the late 1840s were "the economic opportunity presented by getting in on the building of a new town, and the necessity of being near the center of the county government, the latter being not entirely disassociated from the former" (Neyland 1993:1). Still, much effort was required to make the fledgling community viable.

Because it was near the center of the county, thus satisfying state requirements for centrally-located county seats, Palestine was, in theory, equally accessible to all Anderson County residents. Frontier conditions of the era hampered transportation, so county commissioners assumed responsibility for the expansion and improvement of the local road network. Even though Fort Houston and other communities were older and port cities on the Trinity River, such as Magnolia, were early trade centers, Palestine developed into the county's hub because it was the county seat. Most roads, as a consequence, extended through or radiated out from the community, which spurred trade and commerce in the town.

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The establishment of these early roads, vestiges of which still survive, influenced subsequent town development, although the alignment of these roads was also influenced by the placement and layout of the original town site. Present-day Pine Street, originally known as Pine Bluff Road, was an early east-west thoroughfare which extended along the northern fringe of the original town site. Link Street continued northward to the city of Athens and Lacy Street extended east to the city of Rusk. As Palestine's population expanded, many residents built homes that fronted onto these and other early roads. Secondary, intra-city streets either intersected at right angles with, or paralleled Pine Street (Pine Bluff Road), Link Street (Athens Road), E. Lacy Street (Rusk Road), and other roads which emanated from Palestine.

Palestine quickly surpassed older communities in the region as the largest and most important town in Anderson County. Residents from all parts of the county came to Palestine to take care of their legal affairs, making the city attractive to attorneys, merchants and others who capitalized on the influx of people. Property around the courthouse square developed into the primary commercial center, which was encircled with the homes of local residents. Precious little information survives to document the physical character of the town during this pioneer era, but most buildings were small and of wood-frame construction.

Enumerators for the 1850 federal census, the first official such tally of Anderson County, recorded a total county-wide population of 2,884, including 600 slaves. Palestine, the only community cited in the census, claimed 212 citizens. These figures suggest a largely dispersed, agrarian society whose livelihood depended principally on the cultivation of locally produced crops. Palestine was the county's only noteworthy population center, but its role in the county's overall agriculture-based economy was not as great as it would be in later years.

Agricultural schedules of the mid-19th century note that cotton, corn, and wheat were the principal harvested farm goods. Wheat and corn were grown largely for self sufficiency, but slave-dependent cotton was the county's only significant cash crop. The relative success of local cotton production encouraged further expansion of the slave system, which introduced still more African-Americans into the county. Such patterns characterized virtually all other parts of East Texas at that time.

The growing and processing of cotton was the foundation of the local economy until the arrival of the railroad in 1872. Anderson County cotton often was transported by riverboat to Galveston and other points along the Trinity River. The primary point of access to the Trinity in the county was the town of Magnolia, founded on the river's banks in 1847, about 11 miles southwest of Palestine. The small town thrived, and by the early 1850s was known not only as a water crossing and riverboat port, but also as a lively and hospitable resting place for travelers. By 1863, the town boasted a 2-story hotel operated by entrepreneur W.A. Haygood, and also featured, according to historian Carl Avera, "six or eight stores and a blacksmith shop." Avera also notes that the town consisted of "thirty-three resident and business blocks with streets sixty feet

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wide in between" (Avera 1964:12). Despite the advantages it enjoyed as a river port, Magnolia never truly challenged Palestine as the county's principal trade center. Magnolia's prosperity and importance faded quickly with the arrival of the railroad to Palestine in 1872. Today almost all traces of the small town have disappeared, and the importance of the Trinity riverboats to Palestine's economy is, for most area residents, only a distant memory.

Palestine benefited from an expanding agriculture-based economy, as local growers used cotton profits to purchase imported goods from merchants in the city. Still, the poor and often unreliable means and modes of transportation kept profitability at modest levels, and Palestine remained a relatively small, yet slowly expanding community. Growth during the 1850s is best measured by the construction of several new buildings around the square, most notably a new Greek Revival style courthouse in 1855. Other buildings of the era housed the offices of the *Trinity Advocate* (the area's first newspaper), and various dry goods stores, groceries, saloons, and professional offices. Most of these buildings were of frame construction, either one or two stories high. All buildings associated with this early period are gone; today, the oldest extant buildings on the square date to the early 1880s, and the courthouse itself dates to the early 20th century (Neyland 1992 *Square*:1-48).

Texas joined the Confederate States of America in February 1861, but Palestine's development was not dramatically affected by the Civil War. Neyland notes that perhaps the greatest hardship endured by Palestinians was the loss of many men for four years to the Confederate Army, "but even that was not felt by every family because some owned slaves who could do the work of the fathers and sons" (Neyland 1993:12-2). Indeed, Anderson County became a virtual repository for slaves from other southern states who wished to remove their chattel from the areas of heaviest fighting. "Jemison Quarters," a slave-holding compound, was established in the northern part of the county, and from there Eastern slaves were rented out for various purposes to county residents (Neyland 1993:11-9)

Because much of Anderson County's income was derived from the growth and manufacturing of cotton and cotton products, the local economy was never seriously affected by the war because Confederate cotton could be exported southward and across the Atlantic to Europe. This was achieved either by floating the cotton downriver on the Trinity to Galveston or by transporting the cotton overland and across the Rio Grande to a sympathetic Mexican port. In addition to this exportation, the Confederacy operated a cloth factory at nearby Mound Prairie, which processed much locally grown cotton and provided a direct source of revenue to Anderson County farmers (Neyland 1993:12-2).

Palestinians saw the arrival of many more Yankee soldiers after 1865 then they had during the Civil War itself. The troops, who came to every county seat in the state, removed local elected officials from office and replaced them with "carpetbaggers" and "scalawags." These men often occupied public buildings

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and commandeered private residences, to the disgust and disapproval of longtime residents. The Reconstruction Era was unpleasant for Palestine, but for the remainder of the 19th century the town experienced unprecedented levels of growth and development.

THE I&GN RAILROAD AND ITS IMPACT ON CITY DEVELOPMENT

The International Railroad reached Palestine from Austin in July 1872, and the Houston and Great Northern Railroad came from Houston in December of the same year. The arrival of the two railroads, which merged in 1873 to form the International & Great Northern Railroad Company, and the decision to locate the corporate headquarters in Palestine in 1875, sparked an intense building boom that irrevocably changed the city's physical built environment. As a result of the construction of a new depot, the greatly increased access to outside markets for both import and export purposes, and the large influx of railroad-affiliated workers, Palestine quickly evolved from a stable, yet relatively isolated frontier county seat into a thriving boomtown which served as a regional mecca for commerce and business. A whole new commercial center developed, and came to be called "New Town." Architects and builders constructed numerous dwellings for the flood of new residents, most of whom worked for the railroad. More than any other factor in the town's history, the railroad altered the Palestine landscape: it influenced the buildings in which citizens shopped, worked, and worshipped, and the houses in which they lived.

Palestine residents began taking steps to secure a railroad not long after the end of the Civil War. Local historian Pauline Buck Hohes notes that, on April 25, 1866, prominent county resident (and member of Jefferson Davis' Confederate Cabinet) John H. Reagan presided over a public meeting in Palestine to "consider the question" of pursuing a railroad line for the town (Hohes 1936:440). Despite such early efforts in Palestine and elsewhere in Texas, railroad building in the state during the Reconstruction period was rather modest, and only in the 1870s did a vast rail network begin to emerge. The Texas Legislature chartered the International Railroad Company, which was to extend its line from Fulton, Arkansas to Laredo, and ultimately Mexico City. Palestine lay in this path and citizens enticed the railroad to the community by offering property for a depot and rail shops, as well as a good deal of adjacent land (approximately 80 acres) about one-half mile southwest of the courthouse. Railroad officials accepted the donation and in July 1872, the railroad established service to the city, ushering in a new era in the local history.

As Palestine successfully lured the International Railroad, local citizens also lobbied for another railroad (the Houston & Great Northern [H&GN]) to extend its line to the city. The H&GN, like the International Railroad, emanated from Fulton, Arkansas, but terminated at Houston, instead of Laredo. The Trinity *Advocate* reported on March 20, 1872 that a committee of interested citizens intended to "open a correspondence with the H&GN R.R. Company on the subject of running a line of their road to Palestine,

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and to prepare and publish a circular to the people of Anderson County setting forth the advantage that will accrue to them by building the road to their county seat" (Trinity *Advocate*:March 20, 1872).

Reaction to the correspondence and the circular must have been encouraging, because within the next few months county commissioners called for an election to decide whether or not to issue bonds that would enable them to offer a sizable financial incentive to lure the H&GN to their town. The election was to decide:

...Whether said Anderson County will donate to the Houston & Great Northern Railroad Company the sum of One Hundred & fifty thousand dollars in the Bonds of said County...to aid them in the construction of their railroad through said Anderson County from the Northern line of Houston County in said State to its intersection with the International Railroad at the Town of Palestine..., and to secure the establishment and maintenance of a depot of their said railroad in one half mile of the Court House in said Town of Palestine by or before the 1st. day of July, A.D. 1873 (Anderson County Commissioner's Court Minutes [A.C.C.C.M.]:March 25, 1872).

Local officials and citizens understood that the luring of the H&GN could place Palestine at the point of intersection of the International and Houston & Great Northern railroads (Figure E-42). Votes were cast May 1-4, 1872, and the bond measure passed by a 716-93 margin (out of a total of 1008 registered voters) (A.C.C.C.M.:May 6, 1872).

There are conflicting reports as to the reception received by the railroad tracks. The Galveston *News*, which received news from Palestine via telegraph, reported on July 4, 1872, that: "The tracklayers of the International Railroad reached this place [Palestine] this morning.... The citizens will give a ball on Friday, and the officers of the International have been requested to run an excursion train next week at reduced rates, to give our people who have never ridden on the cars an opportunity to do so" (Galveston *News*:July 4, 1872). Articles later that year were even more enthusiastic for the H&GN railroad that reached Palestine. The Galveston *News* reported that "the track-layers of the Great Northern railroad are within our [Palestine] city limits. The connection will be made tomorrow. A large amount of cotton has been held for shipment for the last ten days, anticipating this event.... This event has been looked for [sic] a long time" (Galveston *News*:December 7, 1872).

Local historian Carl Avera, though, noted a decidedly more unpleasant reception for the locomotives:

In 1872, the railroad came to Palestine. A plague of locusts would have been more welcome. To insure safety from flying cinders, the railroad was placed one-half mile from the courthouse [located] in the center of "Old Town," then the city of Palestine. I have read accounts that said Palestine's

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history is closely interwoven with the history of the railroad. Perhaps so, but Palestine's old guard hated the noisy, puffing engines, the flying cinders that blackened their lace panels and brought danger of fire. The workers laying the tracks and manning the engines were dirty, unkempt, a noisy uncultured breed. They would have to have been a tough group to have endured the trials and hardships of railroad life. Trains might have replaced the steamboats as a means of transporting the town's goods, but the engines startled the horses and frightened the children (Avera 1964:29).

In 1873, a year after the railroad first reached Palestine, the H&GN merged with the International Railroad to form the International and Great Northern (I&GN) Railroad and for much of their early shared histories, the I&GN and the city of Palestine endured a stormy relationship. Disputes over the original incentive package offered the H&GN Railroad were at the heart of a long-running, tangled lawsuit between Anderson County (and, by extension, the city of Palestine) and the I&GN. The core disagreement was whether or not the H&GN had promised merely to run its tracks through Palestine and build a depot, as the railroad contended, or whether company officials verbally agreed to establish the railroad's general offices and shops in Palestine "forever," as local residents countered. The railroad repeatedly denied that such a verbal contract existed or had been agreed upon and that all agreements between the two parties had been included in the written contract. In 1874 the County attempted to cancel the bonds and threatened to sue the railroad, claiming that the original contract with the H&GN had not been honored, since the I&GN's offices were still in Houston. Perhaps because of this impending suit, the I&GN in 1875 agreed to relocate its general offices to Palestine from Houston, though not admitting any guilt or breach of contract (*Houston Chronicle*:April 17, 1925).

While questions regarding the location of company headquarters remained unresolved, railroad officials proceeded with plans to subdivide its Palestine property into blocks and lots for development. Notes local historian James Neyland, "this was one of the ways the railroad barons made money, forcing many towns to buy back their own land and move the entire business district to meet their stations" (Neyland 1993:13-1). Indeed, real estate speculation and development were major factors behind the railroad's decision to locate its depot relatively close to Palestine, yet far enough away so merchants would feel obligated to relocate their businesses in order to be closer to the increased pedestrian traffic. The railroad would consequently reap tremendous profits from the sale of its land which would increase in value as the city expanded.

Although never fully implemented as planned, the Railroad Addition (Figure E-43), as it has soon came to be known, was filed for record by the International Railroad, but the I&GN Railroad company assumed control after the merger. The layout of the subdivision reveals much about the type, scale and density of development railroad officials expected in Palestine. A distinctive feature of the subdivision is the commercial district immediately north of the tracks and the depot. This area included 32 full or partial

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blocks, each of which had long and narrow lots that encouraged the construction of similarly sized buildings and also facilitated high-density commercial development. The placement and delineation of lots in this area also shows how railroad officials expected the depot to become the primary hub of activity, siphoning off business from the courthouse square area. The orientation of this part of the Railroad Addition completely ignored existing development, as established by the 1846 original town plat. Instead, this commercial area paralleled the path of the railroad's main line. Other parts of the Railroad Addition, intended for industrial and residential use, extended primarily to the east, surrounding much of the original town plat. The layout created odd-sized blocks at points where the Railroad Addition abutted the original town plat.

While the physical features of the Railroad Addition obviously were unique to Palestine, the development process mirrored that of many of the state's small- to medium-sized urban areas during the final quarter of the 19th century. For instance, the early history of the city of Corsicana in many ways parallels that of Palestine. Corsicana, whose history and development are explored more fully in a National Register Multiple-Property nomination (Moore 1992), is about 45 miles northwest of Palestine. Created in the 1840s to serve as the county seat of Navarro County, Corsicana experienced tremendous change after the Houston & Texas Central (H&TC) Railroad announced plans to build its line through Navarro County. Residents of Corsicana consequently pledged a large land tract as an incentive for the H&TC to come to their city. The railroad accepted the offer and soon platted a large addition (Figure E-44) that abutted the original town site. H&TC Railroad officials' anticipation that the town essentially would gravitate toward the railroad and its depot proved correct, as the courthouse square lost its prestige as a primary center of the city's commercial activity.

While such development occurred in Corsicana and elsewhere, Palestine deviated from the trend, probably as a result of the distrust of long-time residents for the railroad and its officials. Indeed, throughout the city's history, the railroad and the local citizenry have endured a somewhat uneasy relationship. When the railroad first arrived and opened its land for development, many of Palestine's established merchants resisted the idea of abandoning their buildings and businesses clustered around the courthouse square and refused to relocate. An article in the Palestine *Advocate* on October 18, 1876 observed that, "within a year a 'New-town' has arisen alongside of the Old-town...." (Palestine *Advocate*:October 18, 1876). Thus the town had two distinct business districts, serving the primary nodes of activity within the community: the courthouse square and the railroad depot. The courthouse square district, known as "Old Town," generally included the area contained within the original town of Palestine: the courthouse square and two blocks on all sides. It served the old guard — those residents who had lived in Palestine prior to 1872, and whose homes were concentrated near the courthouse area.

The new commercial area came to be called "New Town," and was roughly bounded by Crawford Street on the north, Cedar Street on the east, Spring Street on the south, and Howard Street on the west. It

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catered principally to the multitude of new railroad employees and executives, who descended upon the town after the instigation of rail service, and other newcomers, including the merchants themselves. This pattern is only natural; they settled in the newly platted additions south and southwest of the new depot where land was cheap and available. A wide variety of businesses sprang up to serve the railroad employees, including dry goods stores, groceries, saloons, and hotels. As one observer noted: "Didn't the railroaders need clothing and food? And didn't they have hot dry throats that needed cooling?" (Avera 1964:29-30).

For years the only connecting thruway between the two commercial districts was Magnolia Road (now Crawford Street), and this was a difficult crossing to make because of a low section referred to as "Hell's Half Acre" near Indian Creek that became particularly muddy after rains (Neyland 1993:13-2). Later, John H. Reagan spearheaded a campaign to create Avenue A, which would become the major connecting artery between the two "towns." An 1875 map (Figure E-47) of the city shows Avenue A and a trolley line extending from the courthouse square to the railroad depot.

Although commercial activity and new construction in "New Town" quickly surpassed that in "Old Town," the development of two competing commercial nodes provides graphic evidence of the sometimes antagonistic relationship between long-time citizens and the railroad. While they welcomed the railroad and sought to reap as many benefits as they could following its arrival, members of the "old guard" apparently tried to retain as much control as they could. Most of these residents lived in an area north and northwest of the original town site, while the majority of those who worked for the railroad resided in a neighborhood south of the depot which was somewhat isolated from the rest of the community because of the railroad tracks.

The actions and sentiments expressed by the "old guard" were not limited to Palestine but their manifestations were unique. Again, Corsicana proffers an interesting comparison. Unlike those in Palestine, merchants in that Navarro County community eagerly relocated their stores and businesses in the railroad-developed lands near the H&TC depot; however, most citizens built their homes, churches, and schools in lands not owned by the railroad. The city's most prestigious neighborhood evolved west of railroad property on land owned and subdivided in small parcels by pre-railroad-era residents. This neighborhood's development is similar to the area that includes the North Side Historic District in Palestine. In general, however, Corsicana developed a more unified, cohesive character than Palestine, though both experienced rapid growth and prosperity during the late 19th century.

For better or for worse, life in Palestine was irrevocably altered following the arrival of the railroad. One of the most dramatic changes involved the huge numbers of new residents the town began to absorb. Although the 1870 census did not list Palestine because the community was not incorporated under a new state constitution, the Texas Almanac estimated the city's population at about 300. By 1880, however, the

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federal census recorded 2,997 people in Palestine. County figures are equally impressive: in 1870 there were 9,229 residents in Anderson County, yet by 1880 the total was 16,694, an almost 85 percent increase in just ten years.

The I&GN, which owned much land in the community and expected tremendous profits from real estate sales, actively encouraged "immigration" to Palestine, and even promoted the city in its own publication, the *I&GN Illustrator and General Narrator*, with articles such as "The City of Palestine: A Modern City with Growing Population and Expanding Business, A City of Homes and Churches and Schools" (I&GN 1899:n.p.). City officials at the time established an Anderson County Immigration Society, which actively encouraged members to "speedily extend invitation to immigrants to settle among us and cultivate our surplus land" (Trinity *Advocate*:April 18, 1874). Along with the city, the railroad also established an Immigrant's Home, which by 1877 was temporarily housing over 2000 families yearly. Noted the Galveston *News* that year:

> Mr. A.B. McCune, agent at the Immigrant's Home in Palestine, furnishes the *Advocate* with the following statistics concerning settlement under the auspices of the I. and G.N.R.R. in this state: From October 26, 1876 to March 30, 1877, 1478 families quartered at the Home, averaging five in each family, 408 of these families settled in Anderson County, within twelve miles of Palestine; 156 of the 408 families have bought property ranging from $300 to $1700. Most of these immigrants were from north of the Ohio river, a few were from the Southeastern States. From March 30, 1877 to June 1877, 479 families stayed at the Home, averaging five to the family; of these 107 settled in Anderson county, and the remainder in Limestone and Robertson counties (Galveston *News*:August 26, 1877).

Throughout much of its history, the I&GN Railroad endured hardships and difficulties through numerous reorganizations, but still used Palestine as its base of operations. The company was placed into receivership several times over the next half century. In 1879, the railroad leased its Austin-Laredo branch to Jay Gould and his Missouri, Kansas, and Texas Railroad, part of the Missouri-Pacific Railroad system. The railroad's name was changed to the International-Great North Railway Company in 1911 and eleven years later was recharted and renamed as the International-Great Northern (I-GN) Railroad Company. The Interstate Commerce Commission disapproved of efforts to sell the I&GN to the Frisco system around 1922, and the Palestine-based railroad was eventually acquired outright by, and absorbed into, the Missouri-Pacific system in 1924, though it continued to operate as the I-GN until 1956. (Webb I 1952:889-90; Branda 1976:434).

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INDUSTRIAL DEVELOPMENT

The I&GN Railroad opened up enormous trade possibilities for Palestine. Cotton, Anderson County's principal crop and the foundation of the local economy, no longer had to make the arduous journey to market by riverboat. Instead, it was shipped by rail; an easier, less expensive, and faster method of transport. In addition to simplifying the movement of agricultural goods, the railroad also facilitated the development of a number of other industries in Palestine. Such industries as the Palestine Salt & Coal Company, the Dilley Foundry, and various agriculture-related enterprises relied on rail for the import of supplies and the export of finished goods. Occupying large tracts of land near the railroad tracks, these industries contributed substantially to the growth of Palestine during the late 19th and early 20th centuries. Their success reflected the wealth and prosperity that the I&GN Railroad brought to Palestine.

The most significant of all local industries was the I&GN Railroad itself, by far the largest employer in Palestine during the late 19th and early 20th centuries. After company officials relocated their general offices to Palestine in 1875, a great deal of railroad-related construction activity took place. In August of 1876, the railroad purchased one million bricks from the local firm of Lacy and Ligon to assist in the construction of their plant (Galveston News:August 24, 1876). By 1888 the railroad supported 762 employees, with a total monthly payroll of $57,150 (Facts for Immigrants 1888:14). The 1890 federal census tallied 5,838 residents in Palestine; therefore, approximately 13 percent of the entire population worked directly for the railroad.

To facilitate its successful operation and to accommodate its many workers, the I&GN built a depot, offices, a roundhouse, workshops, and other support facilities. Most of these buildings were in a triangular-shaped area formed by the junction of the three branches of the I&GN and were isolated from the rest of the city (Sanborn maps). Perhaps the most conspicuous of all the railroad's buildings was the passenger depot, which fronted onto Spring Street just beyond this triangular-shaped area. The depot quickly became an important hub within the community. The original building utilized wood-frame construction, but a large brick depot was built on the same site about 1900 and it remained a prominent landmark in the city until the 1950s. The I&GN originally maintained its headquarters in the General Offices Building, another impressive brick building associated with the railroad. Designed in 1879 by Nicholas J. Clayton, who later served as architect of Palestine's Sacred Heart Catholic Church, the I&GN General Offices Building was a 3-story French Second Empire style edifice that served the railroad until it was destroyed by fire in 1922 (Texas Historical Commission Marker file, Redlands Hotel).

Although the Passenger Depot, General Offices Building and railroad shops near the convergence of the three branches of the railroad were the earliest and most conspicuous buildings that the I&GN constructed, they were by no means the only ones associated with the railroad. Company officials planned a

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hospital for its workers as early as 1877, as evidenced by the original plat map of the Reagan & Word Addition in south Palestine. Though not constructed until 1884, the building attracted railroad workers to this part of town. It remained a prominent community landmark until a new facility and a nurses' quarters, both of which Alfred Finn of Houston designed, were built on the same site. Another manifestation of the I&GN was the Railroad YMCA building, which stood in the 100 block of S. Magnolia, near other railroad-related buildings. Constructed about 1900, the YMCA was an eclectic 3-story frame building with Queen Anne influences that became an important cultural and social center until fire destroyed it in the mid 1940s. The other major building associated with the I&GN, the old Redlands Hotel, was not constructed by the company; however, the railroad occupied it for almost 40 years. In 1914 a group of local investors hired Henry T. Phelps of San Antonio and J.F. Brook of Palestine to design a new, modern 5-story hotel. The Redlands, as it was subsequently named, enjoyed only marginal success during its short tenure as a hotel. In 1918, the I&GN acquired the building after a court order decreed that the company must relocate its headquarters to Palestine from Houston in 1911. Since the original General Offices Building proved to be too small and inadequate, the I&GN converted the Redlands into an office building and it remained so until a new facility was constructed in 1956 (Texas Historical Commission Marker files, the Redlands Hotel Building).

Though the railroad catalyzed and sustained much of the city's growth of the late 19th and early 20th centuries, it was not the only industrial concern in Palestine. The processing of salt is considered the oldest industry in Anderson County, although its impact to the local economy and scale of operations were limited prior to the arrival of the railroad. Now known as the Palestine Salt Dome, large saline deposits about six miles west of Palestine were first discovered by Indians who used it to preserve buffalo meat long before the arrival of Anglo Americans. In 1834 Martin Lacy acquired the salt works and moved in several families for labor purposes. Several other men operated the salt works in the following decades. During the Civil War the Confederate government purchased abundant amounts of salt from the mine, thus further insulating Palestine's economy from the harsh effects of the Union blockade.

Rapid expansion took place around the turn of the 20th century when banker, politician, and railroad executive A.L. Bowers purchased the salt works and soon thereafter formed the Palestine Salt & Coal Company. The firm, with Bowers as president, began with an initial investment of $160,000, of which $35,000 to $50,000 was invested in containers for the salt, such as barrels, boxes, and bags. The company reportedly had a drying room with a capacity for 75,000 tons of salt, and shipped close to 1,000 railroad cars of salt per year at the peak of production. Buyers of the salt, produced as course or as fine as the customer desired and sold under the brand name "Pig Brand Salt," often included ranchers who purchased the product for their cattle. Some coal and lignite were also mined at the site. The company's workforce varied widely, between 35 and 125 men (Scott c.1956:1-2). In the mid 1930s Bowers sold the business to the Morton Salt Company which ceased all mining and production soon afterwards. Today, little physical evidence of this early industrial concern survives.

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Another prominent fixture in Palestine's historic industrial landscape of the late 19th century was the George M. Dilley & Son Foundry. George Mansfield (G.M.) Dilley and his son, George Edward (G.E.) Dilley, established the plant in 1873 on a site adjacent to the I&GN Railroad tracks on May Street, in the present South Side Historic District. The foundry, which mined local iron ore, manufactured gray iron and brass castings for the I&GN and various other railroads throughout the state (Figure 6). Unlike the salt works, which was not within the city of Palestine, the Dilley foundry was near the heart of Palestine. Company founder G.M. Dilley understood the necessity for securing a location with easy access to the railroad. He built the foundry on a large parcel of land in the J. Arthur Survey, nestled between Block S (latter re-platted as the Cooper Subdivision) of the Railroad Addition and Blocks 5 and 6 of the Larkin & Campbell Additions. The site was ideal for industrial use because it was near the southeast corner of the intersection of the Houston and Laredo branches of the I&GN Railroad, and thus facilitated the shipping of goods by rail. The company at one time included more than ten buildings, but a fire in the mid 1880s destroyed all but the office, which still stands on S. May Street. The Dilleys rebuilt the plant utilizing load-bearing brick construction, rather than wood-frame, that was less susceptible to fire. The old furnace building is the only survivor of this reconstruction effort.

The opening of the foundry boosted the increasingly diversified local economy and encouraged greater development of land south of the railroad tracks. The two earliest and largest subdivisions platted nearby were the Larkin & Campbell Addition (1873) and the Reagan & Word Addition (1877). Both areas were almost exclusively residential and contained both rental houses for employees of the railroad and the foundry and grand, majestic mansions of company officials and other well-to-do citizens. George Edward Dilley, son of foundry founder G.M. Dilley, erected his house at 805 S. Sycamore, in the Reagan & Word Addition.

Thanks to the foundry's success, the Dilley family erected other prominent physical landmarks to Palestine, including the G.E. Dilley Commercial Building at 401 W. Main. Metal work on the building's facade, as indicated by a marking on a sill, came not from the Dilley Foundry in Palestine, but from the "Pullman Foundry" (location unknown). After G.M. Dilley moved to Dallas in the 1880s, his son, G.E. Dilley, assumed control of the Palestine foundry and continued to operate it until his death in 1932. At that time his son, Clarence V. Dilley, took over until his own death five years later. In the mid-1930s, the plant had an average payroll of about $20,000 for a workforce of 20 to 25 laborers. The foundry ceased operations in the late 1930s. All that remains today are the frame office building, the brick brass furnace building, and a lengthy iron fence which borders the property and faces May Street.

A number of other industrial concerns, most notably those related to cotton production and processing, sprang up or expanded in and around Palestine during the decades immediately following the arrival of the railroad. Prior to the instigation of rail service, the town of Magnolia, southwest of Palestine, served as the primary conduit of locally grown cotton. Magnolia's significance stemmed from its strategic

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location on the Trinity River, which was used to ship cotton to ports on the Gulf of Mexico for further processing and shipment to textile mills. Palestine, with its ties to the I&GN Railroad soon eclipsed Magnolia as the primary cotton-trading center of Anderson County. The railroad linked Palestine with the port cities of Galveston and Houston, making the transportation of cotton easier and far more profitable.

The most common of the cotton-related operations throughout the middle and late 19th century was the cotton gin. The earliest gins were dispersed throughout the county where cotton was grown. Palestine's earliest gin (the old Shelton Gin) was near the present-day Gatewood-Shelton Gin and began operations as early as the 1840s. Its capacity and scale of operations, as were most of those of the pre-railroad era, were limited. After the railroad came to the city in 1872, area farmers brought their cotton to Palestine, not Magnolia, for shipment to Galveston and Houston. By 1885 Sanborn maps of Palestine noted two gins in operation and a large cotton yard where ginned bales were stored before being loaded onto the railroad (Sanborn Map Co. 1985). The Eureka Cotton Gin occupied the old Shelton Gin site on Block 15 of the original town plat, and even though it was near Walls (or Indian) Creek, the gin relied on wood for fuel. A.B. Williamson built his gin and feed mill near the railroad tracks, south of Avenue A.

As cotton profits rose, so did cotton production and the need for more cotton-processing equipment. According to Sanborn maps, the Eureka Cotton Gin Company established a factory for the manufacture of ginning equipment adjacent to its gin by 1885. Raymond White in his study of Texas' ginning industry notes that the Palestine factory was one "of a number of small gin-making establishments in the state" (White 1967:357). Others operated in Dallas, Marshall, Daingerfield, and Bryan. Greater yield among Texas cotton growers spurred interest in the gin manufacturing plants, and the Murray Company, Continental Gin and other concerns subsequently established large factories in Dallas. Theses plants, which produced more powerful and efficient gins, forced the closure of the small factories in Palestine and elsewhere. According to Sanborn maps, the Eureka plant was still operating in 1919 (although under another name: Morris Gin Company), but was closed by 1935. The factory, nonetheless, showed how the city strived to be a manufacturing center in East Texas because of its strategic location at the crossroads of the I&GN Railroad.

Despite the demise of the Morris Gin Company by 1935, cotton remained a significant component in the local economy, and other gins continued operations throughout the late 19th and early 20th centuries. John Myers, who opened a planing mill as early as 1885 near the northwest corner of the intersection of W. Reagan Street and the Houston branch of the I&GN Railroad, added a gin to his operation by 1896 (Sanborn maps). A.B. Williamson, as noted earlier, combined a feed mill with his gin. The incorporation of a gin with another type of industrial concern, such as planing or grist mills, was a common practice in Palestine throughout the late 19th and early 20th centuries. The ginning season was relatively short (the fall and early winter months) and gin operators fell back on their planing or grist mills as a way to stabilize their income.

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The gins were modestly sized enterprises with small workforces and operated only a few months out of the year. Although their proliferation in Palestine resulted principally from the establishment of rail service, the gins were not entirely dependent upon the railroad for their successful and profitable operation. The Eureka Gin and its successor the Morris Gin Company, for example, were several blocks from the railroad. In contrast, for larger cotton-related industries, such as a compress and a cotton oil mill, proximity to the railroad was imperative because of the volume of trade.

Because it stood at the convergence of the main branches of the I&GN Railroad and was within a cotton-rich area, Palestine became home to one of the state's earliest cotton compresses and cottonseed oil mills. The Palestine Cotton Compress, which in the 1880s processed about 50,000 bales of cotton yearly, built its plant on the Houston Branch of the I&GN tracks, just north of W. Reagan Street (Sanborn maps). It was an expansive facility of wood-frame construction. As its name suggests, the plant pressed cotton into dense bales which facilitated the shipping of cotton by rail. The plant operated at its original location until the early 1900s when it relocated several blocks south near the crossing of Colorado Street and became a prominent landmark in this part of town.

The Howard Cotton Seed Oil Mill stood opposite the original compress, on the south side of W. Reagan Street. This complex, which included a brick mill and wood frame storage buildings, at one time produced over $100,000 worth of oil per year (*Facts for Immigrants* 1888:14). The National Cotton Oil Company, which owned numerous mills throughout Texas at that time, acquired the Palestine plant by 1891. Sanborn maps of that year note that the facility was closed and that the machinery was to be "removed." The complex remained vacant and unused into the early 1900s. Meanwhile, the Palestine Cotton Seed Oil Mill began operations on a site that included parts of Blocks 169 and 170 of the Railroad Addition, southeast of the town's "new" commercial center.

The number of cotton-related enterprises in operation in Palestine during the late 19th and early 20th centuries not only reflects the profitability of cotton cultivation, but also demonstrates contributions and influences of the railroad to the expansion of the local cotton industry. Annual cotton yields in Anderson County increased following the instigation of rail service to Palestine and continued to rise through the peak years of the 1920s.

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Year	No. of Bales
1870	4,016
1880	7,548
1890	10,241
1900	16,950
1908	14,327
1920	17,717
1929	19,268
1939	12,136

(from Census records & Texas Almanac)

These totals show how local farmers sustained Palestine's cotton-processing industries throughout the late 19th and early 20th centuries, and that county yields began a gradual decline following peak years in the 1920s. Despite this trend, as well as the many hardships of the Great Depression of the 1930s, J.L. Gatewood and E.H. Shelton constructed a new gin near the old Eureka (Morris) Gin site in 1937. An examination of Anderson County cotton totals fails to justify the construction of such a facility, which remains something of an anomaly. Nevertheless, the gin provided local cotton growers with a new, modern gin and it operated until the 1950s when local yields reached new lows and forced its closure.

The waning cotton yields during the middle of the 20th century were not as devastating to the city as it might have been in most other communities of East and Central Texas because cotton was never the primary underpinning of Palestine's economy during the late 19th and early 20th centuries. Instead, the city's livelihood relied principally on the railroad. The city's cotton-related establishments contributed to a diversification of the local economy, but were not as influential as those in other cotton-rich areas, such as Corsicana and Waxahachie in the Blackland Prairie Belt of central Texas where most of the state's cotton was produced at that time. Only a handful of buildings survive as direct and tangible links to this chapter in the local history.

Cotton was the most profitable crop cultivated by area farmers, but corn was also harvested in large quantities. Grist mills were an important part of Palestine's industrial landscape for much of the town's history. Sanborn maps of 1885 show that A.B. Williamson's cotton gin also included a feed mill. Between 1891 and 1896 G.R. Cook established a similar operation on Block 169 of the Railroad Addition, between the lower end of Avenue A and the Longview branch of the I&GN railroad. The Morris & Wallace Gin Factory, successor to the Eureka Cotton Gin Factory, added a grist mill by 1900. The largest mill constructed in

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Palestine and the only surviving one is the metal-clad Palestine Grain Company Feed Mill and Elevator, built in the 1910s.

An outgrowth of Palestine's increasingly diversified economy during the late 19th and early 20th centuries was the expansion of the local construction and building industries. The heavily forested lands of Anderson County afforded abundant supplies of timber for lumbering, but modest demands during the pre-railroad era kept productivity at modest levels. The construction boom that followed the 1872 arrival of the International and Houston and Great Northern railroads (later consolidated as the I&GN) stimulated the construction and building supply industries, while housing shortages brought acute demands for lumber and other materials. Sanborn maps of 1885 show the John Myers & Son Planing Mill and the Wright & Broyles Planing Mill operating near branches of the I&GN Railroad. The Myers mill was near the Houston rail line, while the Wright & Broyles Mill (known later simply as the Broyles) occupied a large parcel south of the main rail line that extended to the northeast. Other planing mills and lumberyards opened in subsequent years, including the Palestine Lumber Company (by 1911) on E. Crawford, the Independent Lumber Company (by 1911) at the northwest corner of Church Street and the I&GN tracks, and the Wheney Lumber Company (by 1919) on the north side of town. All of these enterprises supplied building materials used in the construction of houses erected during Palestine's boom of the late 19th and early 20th centuries.

As the city continued growing and the building supply industry expanded, contractors, carpenters and other tradesmen found steady work in Palestine. These craftsman constructed the vast majority of the buildings of the era, initially replicating traditional house forms, and later relying on standard plans that appeared in pattern books or mass-circulated journals. Stylistic embellishment was often obtained from local lumber yards.

The construction boom of the late 19th and early 20th centuries also attracted many of the state's leading architects, including Nicholas Clayton and W.C. Dodson, to the city. Clayton, who gained fame for his work in his adopted home of Galveston, Texas, designed the General Offices Building (burned) in 1879 for the I&GN Railroad and the Sacred Heart Catholic Church (N.R. 1979) in 1890. He is also believed to be architect of the G.E. Dilley Building at 101 E. Oak (Hoffman 1989). W.C. Dodson, who hailed from Waco, Texas and is best known for his courthouse designs, served as architect of the Anderson County Courthouse (1885) and the First Presbyterian Church (1887) (A.C.C.M.; Texas Historical Commission marker files). Other prominent architects and firms who worked in Palestine include C.H. Page and Brother of Austin, which designed the 1915 Anderson County Courthouse (N.R. 1992), C.C. McKim of New York, who reportedly was architect of the Carnegie Library (N.R. 1988), and Sanguinett and Staats who designed the old (1915) Palestine High School (N.R. 1986).

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While Clayton and the others mentioned above merely received commissions in the city, a few architects opened offices in Palestine. James Firth Brook (1848-1915) established one of the most successful practices in the city. Born in Trenton, New Jersey, he obtained an architecture degree from the Philadelphia Polytechnic Institute. His early career is not well documented, but in 1893 he moved to San Antonio where he worked as a civil engineer for the I&GN Railroad. He was transferred to Palestine in 1906, but soon quit and established his own architectural practice. Although he died in 1915, Brook exerted a strong influence on Palestine's architectural character and development during the early 20th century. Numerous buildings, such as the Redlands Hotel, attest to his skill as a designer. Although not a architect, Cicero S. Maffitt (1866-1949) was another prominent individual in the local construction industry. A native of North Carolina, he came to Palestine in 1881 and initially worked as a carpenter. He later established his own contracting firm in 1887 and designed and built numerous houses and stores, including his office at 701 W. Palestine (razed). His son, Theo S. Maffitt (?-1959), also shared an interest in the building trade and graduated from the University of Texas School of Architecture in 1916. He established his own practice at 510 N. Sycamore (razed) and was later joined by his son Theodore S. Maffitt, who continues the practice (Ellison 1979). Other architects who worked in Palestine include Theo Miller, Luther McKlemurry and John S. Goad, however, little is known about their lives or their practices.

Although its impact on the local economy was not truly realized until the 1940s, the oil industry brought new jobs and growth to the community during the 1920s and 1930s. M.A. Davey is regarded as the father of Anderson County's oil industry. Davey first came to the Palestine area in 1902 to inspect an asphalt mine near the community of Jarvis. After determining that the material was not asphalt, but instead dried sand saturated with oil, he remained in the Palestine area and drilled several wells which struck oil, but none was profitable. Davey remained convinced that large quantities still existed in Anderson County and continued his exploration. In 1925, he began drilling along Boggey Creek, which runs between Anderson and Cherokee counties, and on March 21, 1927, with support from the Humble Oil Company, Davey drilled Anderson County's first oil producing well. The news generated excitement among the townspeople of Palestine, but oil discoveries elsewhere in the state surpassed those in Anderson County in both quantity and grade. But, because of its rail connections, Palestine profited modestly from locally drilled oil during the late 1920s and 1930s (Hohes 1936:258-61; Neyland 1993:45-46). The growth of Palestine's oil industry occurred most dramatically after World War II.

DEVELOPMENT PATTERNS OF THE LATE 19TH AND EARLY 20TH CENTURIES

Rapid growth associated with the railroad and the ensuing commercial and industrial expansion fueled a robust real estate market in Palestine during the late 19th and early 20th centuries, but the patterns of development varied in different parts of the city. A zoning map (Figure E-45) delineates the physical limits of the city in January 1946, as well as the many subdivisions, additions, and plats that influenced and/or

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revealed development of the city's commercial, industrial, and residential centers during the period covered by the historic context (Figure E-46). These trends are better understood after comparing this 1946 map with an 1875 map (Figure E-47) (the oldest known city map besides the original town plat of 1846) that civil engineer J.M. Pinkerton drafted, and the series of fire insurance maps published by the Sanborn Map Company during the late 19th and early 20th centuries.

When Pinkerton prepared his map of Palestine in 1875, the I&GN either controlled or influenced the development of most property immediately around the depot, which became known as New Town, and large parcels that extended to the east. The Texas Land Company, headed by Ira Evans and a director of the I&GN Railroad, owned land northwest and west of New Town. Railroad officials had hoped that these areas would attract most of Palestine's new commercial and residential expansion; however, and despite diligent efforts, they were only marginally successful. New Town eclipsed the courthouse square as the city's primary commercial center, but, as subsequent Sanborn maps clearly show, most new neighborhoods developed on properties that the I&GN or the Texas Land Company did not control. The east part of town was largely ignored and the most intense development of the late 19th and early 20th centuries occurred in the north, northwest, south and southwest parts of town. Expansion in the southeast section occurred principally from the late 1910s through the 1930s.

To aid in an analysis of historical development patterns, the city is divided into nine sections. Figure E-46 uses a reduced copy of the 1946 city zoning map to show these sections of the city. Several factors were taken into consideration when defining the limits of each area; however, overriding concerns were the delineation of additions and subdivisions, natural and man-made features, demographic considerations, and the historic architectural character.

NEW TOWN (CENTRAL BUSINESS DISTRICT) PALESTINE

Ever since the railroad first reached the city, Palestine's primary commercial center has included an area bounded roughly by Crawford Street to the north, Elm Street to the east, the railroad tracks to the south, and Howard Street to the west. Almost all of this land is within the Railroad Addition, which the I&GN platted in 1872, and the history and development of this area is closely linked with that of the I&GN.

The railroad brought an abundance of wealth to Palestine, stimulating unprecedented growth which was reflected not only in the impressive buildings that were constructed, but also in the increasing amounts of money flowing into and out of the hands of local farmers, merchants, and businessmen. Palestine's commercial district quickly became the financial and commercial center of the region. As anticipated, the city's primary commercial center evolved along Spring and Main streets, north of the tracks and the depot.

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Most wholesale businesses, such as the Pearlstone Wholesale Grocery Company at 108 S. Sycamore Street, were located as close as possible to the railroad tracks.

Community-wide prosperity associated with the trade of cotton and other locally produced goods, as well as the commerce generated by the railroad's decision to establish its headquarters in Palestine, spurred considerable activity in New Town. These kinds of businesses — dry goods, groceries, hotels, and clothing stores — were typical of those in other similarly sized communities. Successful entrepreneurs deposited revenues from their expanded commercial activity into local banks, such as the Robinson State Bank and Trust, the Royall National Bank, and the First National Bank. Downtown property owners expressed their optimism for Palestine's future as a regional center of commerce and trade with the construction of many new commercial buildings of masonry (brick) during the late 19th and early 20th centuries. Significant extant examples of early growth in New Town include the 1878 Martin Hinzie Building at 111 W. Spring Street, and the 1882 G.E. Dilley Building at 401 W. Main Street.

Subsequent evolution and commercial expansion in this part of town was documented by the Sanborn Map Company. By 1885, 1- and 2-story brick commercial buildings stood on Blocks A, L, 52, 161, 162, 163, and 164 (within an area bounded by Tennessee, Spring, Avenue A, and Oak streets). Expansion of the business district continued in later years, so that by the early 20th century, most of the area now considered downtown had been developed and was lined with brick commercial buildings. Spring Street, which fronted onto the railroad, was the earliest and most heavily developed thoroughfare in the downtown area. Main Street was also heavily developed. Most of the buildings on Main Street, such as the Robinson Bank Building (1890), were erected in the late 1880s and 1890s. Although some brick stores lined Oak and Crawford streets by the 1890s, most commercial development on these streets occurred in the early 20th century. Noteworthy examples include the 1912 Ivanhoe Building at 201 E. Oak Street, the 1914 Old Post Office (the Federal Building) at 101 E. Oak Street, and the 1914 Redlands Hotel at N. Queen and Oak streets.

Avenue A, the main artery between New Town and the original town, linked the I&GN depot and the Anderson County Courthouse. Early plat maps of railroad property indicate early intentions to have such a thoroughfare, but John H. Reagan is generally credited for its placement and construction. Palestine's modest street car system, established in 1875, extended along Avenue A and provided a means of convenient transport between the courthouse and the depot. The two horsedrawn cars frequently went unused, however, since "the citizens, finding either the walk from old to new town unusually pleasant or nickels very scarce, stopped affording it a sufficient patronage..." (*History of Palestine* 1877:12). After 1877 the cars were sold to the City of Dallas.

Despite its advantageous position as the primary link between the two most important nodes of activity in Palestine, Avenue A developed slowly. Sanborn maps show that property with frontage on the street was

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used for a variety of purposes during the late 19th and early 20th centuries. The lower end, which was near Spring and Main streets, contained brick commercial buildings by the late 19th century. At that same time, two industrial concerns in the upper end, the Eureka Cotton Gin Factory and W. W. Wainwright's cabinetry shop, fronted onto Avenue A, as did several boarding houses. The First Presbyterian Church (1888) and the Avenue A ("Nickel") Baptist Church (1884-87) also constructed buildings in the mid-section of the street. Another prominent feature was the Central School, which was just south of Avenue A. Historic maps of Palestine indicate that this land had long been intended for educational purposes. Pinkerton's 1875 map, for example, notes the existence of an "Academy" on the site. The Palestine Female Institute had owned this property since 1858 (Hohes 1936:136), but in 1881, after local voters approved the organization of a public school system, the land and building were conveyed to the City. In 1887 a new school building was constructed on the site and it served as the First Ward School until the school board erected Davy Crockett Junior High School at the site in 1925.

Commercial expansion slowly crept northeastward along Avenue A during the early 20th century, although the two church buildings still survive. It should be noted, however, that the old Avenue A Baptist Church was abandoned as a religious building soon after 1911 and has since been converted into commercial space. The old school site was sold for private development and is now occupied by a large shopping center. Churches and other institutional buildings have enveloped the northern parts of New Town since the late 19th century. The railroad encouraged the influx of more people into Palestine, which contributed to greater diversity in the city's social and cultural composition. Prior to the arrival of the railroad, Palestine was a predominantly Protestant community whose citizens were members of Baptist, Methodist or Presbyterian congregations. By 1873 enough Catholics lived in Palestine to warrant the establishment of Sacred Heart Catholic Church (National Register 1979). A central location at the intersection of Queen and Oak streets was secured and a sanctuary was constructed. After fire destroyed the building in 1890, Galveston architect Nicholas J. Clayton was hired to design a grand Gothic Revival-styled edifice, which was completed in 1893. The church remains a prominent landmark in the community.

New Town remains the central business district of Palestine, and the area contains a significant concentration of late 19th and early 20th century commercial buildings with either Italianate or Romanesque Revival stylistic ornamentation. Most of the buildings are one or two stories and face south toward the railroad, an obvious reflection of the importance of the railroad in the downtown's history and development. Since the 1940s, the area's importance as the primary commercial center has declined, as increased usage of automobiles has contributed to more decentralized shopping patterns. Many downtown property owners covered their buildings with stucco or aluminum false fronts, thereby diminishing the area's ability to convey a sense of its original character. The City's participation in the Main Street Program has helped revitalize the downtown, and several successful restoration and rehabilitation projects have been undertaken.

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WEST PALESTINE

Neighborhoods west of New Town contain mostly vernacular houses from the late 19th and early 20th centuries that are distinct from surrounding areas. The West section of Palestine extends roughly from Howard, Tennessee and Conrad Streets on the east; Covert Street on the north; U.S. Highway 79 on the west; and Sterne and Texas Avenue on the south. Much of this land embraces the Texas Land Company Subdivision C (circa 1872) or an adjoining parcel immediately northwest of New Town (circa 1872), later re-platted as the Debard Addition (circa 1880). Local historian James Neyland states that the area developed primarily during the boom years following the arrival of the railroad and contained "cottages and rooming houses of the railroad 'blue-collar' class, heavily Irish Catholic (Neyland 1993:34). This concentration no doubt contributed to the establishment of Sacred Heart Catholic Church in the city and its location just beyond the northwest corner of the central business district. Sanborn maps of the 1880s and 1890s show that most buildings in the West area, especially those in the Texas Land Company Subdivision C, were small frame residences, with nearly identical building footprints. Some houses had projecting front wings suggestive of vernacular L-plan dwellings; others, particularly along N. Esplanade Street, had narrow, rectangular plans that probably were shotgun houses.

Although Neyland notes many Irish Catholics lived in this part of Palestine, Sanborn maps of 1891 also identify a "Colored Baptist Church" at the corner of W. Lacy and Third (now Howard) streets. The church's existence suggests that the area also was home to an enclave of African Americans (other concentrations of African Americans were in the southwest part of town where the Lincoln School stands and in the northeast section where Mt. Vernon A.M.E. is a prominent landmark). Sanborn maps of 1905 show a "Negro Dance Hall" and several small stores near W. Lacy and Third (Howard) streets. It is likely that African Americans owned and/or operated these businesses and that the stores developed into the commercial district for the local African-American community, as dispersed as it was at that time. Most of the commercial buildings were gone by 1919, according to Sanborn maps, and presumably blacks shopped in New Town. The construction of the Booker T. Washington School by 1919 further suggests that the area had a large concentration of African Americans.

The Debard Addition (Figure E-48) is the largest subdivision in this part of Palestine. In 1875, as Pinkerton's map shows, much of this centrally located land was platted and primed for development. Some of the railroad land was resurveyed around 1880 for Elijah J. Debard for whom the new the addition was named. Where the blocks had originally formed parallelograms, the new plat defined rectangular blocks with right angles that followed an alignment of the adjoining Texas Land Company Subdivision C. Sanborn maps and city directories reveal that the area was densely developed by the 1910s and included a concentration of small- and medium-sized frame houses for workers and laborers. Since that time, few new houses have been

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built and the area retains its late 19th and early 20th century character to a remarkable degree, however, most of the houses are in only fair-to-poor condition.

Another large addition in the west part of town is the Burkitt, Bordeaux & Wright Addition which includes 20 large blocks and is bordered on the east by a small creek. Platted in 1904, the area was never heavily developed and few buildings were ever constructed in the subdivision. More than anything else, the subdivision indicates expectations that Palestine's continued growth and prosperity during the early 20th century would push residential expansion to more remote areas, such as that encompassing the Burkitt, Bordeaux & Wright Addition. The area remains sparsely developed and only five historic (pre-1945) properties are in the subdivision.

OLD TOWN PALESTINE

Old Town, as it is known locally, includes the original town plat and extends from Kolstad, Elm, Terry and Dechard streets. As documented earlier, this part of Palestine is the oldest section of Palestine, and perhaps more than any other section of the city, Old Town has experienced the most changes and redevelopment. Prior to the arrival of the railroad, the city's commercial district evolved on land with frontage on the courthouse square at the center of the 24-block original town site. Surrounding blocks contained mostly domestic buildings. When the railroad arrived in 1872, many merchants with stores on the square refused to move to railroad-owned property near the depot and continued to operate from their courthouse square locations. In the years immediately following the advent of rail service, two commercial nodes, Old Town and New Town, served the community.

The principal factor that enabled Old Town to continue, albeit briefly, as a viable commercial center that competed with New Town was the courthouse and the activity it brought to the surrounding area. As the original town plat (Figure E-41) shows, town founders had always intended the square to be the site of the courthouse. Two courthouses were built on the square prior to 1885 when County Commissioners hired Waco architect W.C. Dodson to design, a majestic French Second Empire/Italianate-style edifice that resembled one constructed in Hill County, Texas. Dodson's design obviously impressed leaders of the nearby First Presbyterian Church on Avenue A who hired him in 1887 to be prepare plans for their sanctuary.

This 2-story Anderson County Courthouse with its 5-story tower was built at a low point in the history of Old Town. The railroad had siphoned off most commercial trade and a fire in 1879 destroyed many buildings on the square (Neyland 1992:5). Sanborn maps of 1885 reveal only a modest rebound. The west side had a few brick stores, most notably the 1880 Link Building, but the north, south and east sides of the

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square included sparse development with several "tenements," which formerly had housed hotels, offices and stores.

For much of Palestine's history, the county jail has occupied a lot just southwest of courthouse square. County commissioners constructed the first jail on the site in 1879. The 3-story stone building presented a sophisticated Italianate design that eclipsed the old 1856 Greek Revival courthouse in scale and craftsmanship. Together, the county courthouse and jail endured as the primary magnets in Old Town during the late 19th and early 20th centuries, but Sanborn maps of the era document a slow decline of Old Town. The west side of the square continued to have several 1- and 2-story brick commercial buildings, but most of the tenements depicted on the 1885 map were razed and their lots left empty. Neyland notes that several of the commercial buildings on the square were eventually "converted into tenements houses occupied by poor blacks" (Neyland 1993:32). The surrounding area remained predominately residential in character, but most new construction occurred elsewhere in the city.

On January 6, 1913, fire destroyed the courthouse, and county commissioners hired C.H. Page and Brother to design a new facility in its place. This Austin-based architectural firm earlier designed a Beaux Arts-style facility for Williamson County and its appearance seems to have served as the basis for the new Anderson County Courthouse. Formally dedicated on December 20, 1914, the Anderson County Courthouse (N.R. 1993) still functions as the county legal center.

The construction of the new courthouse ushered in an era of modest redevelopment within Old Town. Sanborn maps of 1919 indicate two new buildings on the square, but the 1935 edition of the maps shows that most, but not all, of the lots that fronted onto the square contained brick buildings. Some of these new buildings housed offices and retail businesses, such as dry goods stores, traditionally found on a courthouse square. However, the square in Palestine was shown to have several auto dealerships, garages, and service stations, vestiges of which still survive. Such a pattern is curious because courthouse-facing properties in most other county seats are considered prime commercial real estate and automobile-related businesses typically operated out of buildings in less central locations. Trends in Palestine obviously reinforce the fact that New Town was the principal business district.

Another important development that occurred in Old Town between the 1919 and 1935 editions of the Sanborn maps was the construction of a new county jail. In 1931 Anderson County Commissioners had deemed the old 1879 jail at the southwest corner of the square unsafe and ordered it to be replaced. They hired local architect Theo S. Maffitt to design a new facility that was built on the same site. Maffitt's design incorporated Art Deco motifs, an architectural movement seen rarely in Palestine. The 1931 jail served the county until 1986 when another jail was built several blocks to the east.

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Since the 1940s, blocks beyond the courthouse were gradually redeveloped for commercial purposes, and little of the old residential character of the area survives. Most of the buildings date to the 1950s and 1960s, and many of the lots are currently vacant. The most intact concentration of historic buildings survives on the west side of the square, where 1- and 2-story brick buildings prevail. The courthouse remains the focal point of Old Town; however, the old (1931) County Jail also remains as a significant landmark. The southeast section of Old Town encompasses the old City Cemetery and its additions.

NORTH CENTRAL PALESTINE

Pioneer families who lived in Palestine prior to the arrival of the railroad owned most of the land north of New Town and north and northwest of "Old Town." As the 1875 map of Palestine (Figure E-47) shows, outblocks in this part of town remained large, in contrast to railroad-owned property to the west and southwest. Since land development occurred in a piecemeal fashion, lot sizes here varied, again in contrast to the rigid grid imposed by surveyors of other sections of the city. The orientation of blocks in the northern part of town generally follows that established by the original town site. Most of the names indicated on these large parcels are those of pioneers who came to Palestine prior to the railroad and remained prominent in local society throughout subsequent development. As their sons and daughters started their own families, these early citizens of Palestine typically subdivided their lands for their children. Development of land owned by the Link and Kolstad families provide examples of residential expansion in this area.

The Link properties and the surrounding houses are an excellent example of this type of development: Dr. Henry Harnsbarger Link (1820-1890) was one of Palestine's earliest and most prominent citizens, and he and his wife Hypatia built a small house on their property (1003 N. Link Street) in the mid-1850s. They gradually enlarged this house as Dr. Link's medical practice flourished. Their eldest son, Dr. Henry R. Link, inherited the house in 1912, and began a major remodeling at that time which transformed the house into the grand 2-story Classical Revival dwelling that exists today. In 1895 another of Dr. H.H. Link's sons, Dr. Edwin W. Link, built a grand Queen Anne-style house across the street, at 925 N. Link, on land that was also originally part of the Link family homestead. Today, the two Link houses are the dominant landmarks on Link Street, but there are also houses on the street that were built by other families who purchased lots whenever the Link family decided to sell some of their unused property. The resulting streetscape is very typical of this part of Palestine: a mixture of some grand old mansions, which often reflect the changing architectural tastes of different generations of the same family, and some of which predate the arrival of the railroad; some more modest late 19th and early 20th century L-plan or modified L-plan dwellings; and a few post-1945 in-fill houses.

Another good example of this process is the land originally owned by Soren and Ingeborg Sophie Kolstad, two of Palestine's earliest citizens. Mr. Kolstad, a Norwegian immigrant who arrived in Texas in

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1853, was a prominent merchant who founded Kolstad's Jewelry Store (which is still in operation and managed by his descendants) in the 1850s. In 1875 he owned a large L-shaped parcel of land north of Kolstad Street (which was named after him) and south of Pine Bluff Road (now Pine Street). The Kolstad's built their own house on this land prior to the arrival of the railroad in 1872; that dwelling later burned, and the couple moved in with one of their daughters, Louisa Kolstad Malloy, who had married D.C. Malloy, and who lived in a house at 210 W. Pine Street, constructed in front of her parent's house. There are several other extant houses that originally belonged to the Kolstad's children, including the 1880 Queen Anne- and Italianate-style P.A. and Mollie Kolstad House, at 1005 N. Queen, and the ca. 1900 Queen Anne-style Kolstad-Jowers House, at 925 N. Sycamore. Both of these residences are located on land originally held by Soren and Ingeborg Kolstad. They are not isolated, however, but are surrounded by other homes built at varying times over the last years of the 1800s and throughout the 20th century, including some that post-date 1945. These later dwellings usually were constructed by individuals who purchased land directly from the Kolstad family. The area as a whole was never formally subdivided into orderly blocks and lots, and today has a random mixture of small and large lots, and modest and grand houses.

The Link and Kolstad families and the land they owned provide excellent illustrations of typical developmental patterns in this part of town. Another less common practice involved a pioneer family platting and dedicating their land as a small, single-block addition with consistently sized lots. Selected examples include the Mallard Addition (date unknown) and the McReynolds Subdivision (1885), and the original mid-19th century homes of both families still survive, though in modified forms. The McReynolds plat map (Figure E-49) shows the McReynolds homestead (built in 1849 by Alexander E. McClure) surrounded by an L-shaped area of smaller residential lots where several other residences were subsequently built.

During the rapidly changing years following the arrival of the railroad, the north central part of town was considered the home of Palestine's "old guard," who were still mindful of the hardships they had endured during Reconstruction. These longtime residents of the city tried stubbornly to maintain the distinction between themselves and the new arrivals, who came with the railroad. The newcomers, many of whom were Northerners, chose to live in the southern part of the town, closer to the New Town commercial district, the depot, and the various railroad shops and offices. The old guard continued to patronize the merchants of Old Town rather than New Town, and strove to keep their northern neighborhoods separate and distinct from the new neighborhoods south of the tracks. Even after the old-timers began to appreciate the differences between the "railroaders" and the "carpetbaggers," they still attempted to maintain their distance. Neyland describes the evolving relationship:

Most of the families who came to Palestine with the railroad were Yankee Republicans, but they were different from those who had come right after the war; they were not Radical Republicans. ...[The railroad officials] were "good people," even though they were Yankees; they had come to build and

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settle, not to pillage and move on. They were readily accepted by the political and business leadership; indeed they were courted. Yet many of the old-timers (at least the older generation) were unwilling to move from Old Town...to live next door to them in New Town...even though the newcomers were building elegant homes that were overshadowing theirs (Neyland 1993:13-3,4).

As Neyland notes, the divisions between the old guard and the railroaders continued to exist long after the new arrivals established permanent roots in Palestine. The lingering animosity on the part of the longtime residents was certainly one factor behind the decision of the railroad officials to build their mansions in a new prestigious neighborhood which they fashioned south of the depot and the railroad tracks, instead of with the other wealthy Palestinians north of Old Town.

Historically, the north central area has been predominately residential, although several important public and private institutions are in the neighborhood. Such a pattern is only logical as residents erected their churches and schools near to their homes; however they typically built them on corner lots. Since development of north central Palestine began in the mid 19th century, most of the city's oldest religious groups, including Methodists, Baptists and Presbyterian congregations, are in the area. These denominations typify the kinds of churches founded in a community whose pioneers immigrated from the South. The first churches were simple buildings; the Methodists, for example, met in a small frame building called Bascom's Chapel that survives today, though it has been substantially remodeled following its conversion into a private residence. Rapid, city-wide growth of the late 19th and early 20th centuries spurred the construction of new institutional buildings that reflected increased affluence and prosperity of both the city and members of the congregations. The Grace Methodist Church, erected in 1916, is a good illustration.

Besides churches, public schools comprise the other type of institutional buildings found in north central Palestine. Again, the location of these schools reveals the most developed residential areas in the city. When the public school system was organized in 1881, school-aged children in this part of town attended classes in the school south of Avenue A. Responding to continued growth during the early 20th century, the school board erected the Alamo School in the 1100 block of N. Cedar Street in 1911.

The north central area survives with its late 19th and early 20th century character remarkably intact. Its architectural composition, however, is quite eclectic with many vernacular (center-passage, L- and modified L-plan), popular (Craftsman bungalows and Four Square), and a few high-style Queen Anne or Classical Revival houses. Just as in the other historic neighborhoods in the city, most pre-World War II residences in the north central section of town are of wood-frame construction and rise one to two stories. The houses are generally in better condition, with few alterations than those in other areas.

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NORTHWEST PALESTINE

The northwest part of historic Palestine includes property bounded roughly from Green Street on the south, N. Cedar Street on the east, Maffitt Street on the north, and Cottage Street on the west, embracing virtually all of Green's North Hill Addition. Pinkerton's 1875 map (Figure E-47) shows that much of this land was owned by Ira Green, and while county plat records include the original map for the Green's North Hill Addition (Figure E-50), no date is indicated. The subdivision probably dates to the 1890s. The addition features a grid layout, which most land speculators of the era used when opening land for development. As originally dedicated, Green's North Hill Addition had 66 blocks, most of which had narrow lots intended for residential purposes.

Rapid growth of the late 19th and early 20th centuries spurred the construction of many houses in this part of town, but unlike most other areas in Palestine, this neighborhood evolved as an eclectic residential area. Sanborn maps show a broad mix of house forms and sizes. Initial development took place in the southern confines of the Addition and gradually extended north along Tennessee, Conrad, Sycamore and other north-south streets. The oldest houses, most of which feature modified L-shaped plans, are south of Palestine Avenue. The larger Queen Anne houses are on N. Tennessee and Sycamore streets. Primary in-fill housing includes Craftsman bungalows of the 1910s and 1920s and Tudor Revival cottages of the 1930s.

The eclectic character of the neighborhood suggests the area grew slowly, developing over a relatively long period of time. However, enough people lived in the area by 1896 to warrant the school board to construct a brick school in Block 20 of Green's North Hills Addition. Originally called the Second Ward School, the 2-story brick building resembled the other ward schools and was completed in 1896 for $12,000. It was later renamed Rusk School and served the community until its replacement in 1931 by an Art Deco-influenced facility that local architect Theo S. Maffitt designed.

Another important feature in the northwest section of town is Green Park. The City acquired this property in 1910 at the same time that it purchased a large tract of land on the south side (Reagan Park). Minutes of the City Council reveal that local voters approved the issuance of bonds for the acquisition of parkland. The City paid $3,000.00 for land that came to be called Green Park and provided an additional $1,000.00 for improvements. The establishment of the park reveals Palestine's participation in the City Beautiful movement, which swept the country during the early 20th century and called for numerous civic improvements, such as the dedication of parkland.

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NORTHEAST PALESTINE

The northeast part of town stretches from Perry Street on the west, Palestine Avenue on the north, and E. Lacy Street on the south and includes Palestine's oldest African-American enclave. Because Sanborn map coverage did not extend into the area until the 1910s and published histories have largely ignored this part of the local history, relatively little is known about the development of this area. Nonetheless, information that is known suggests the area, its history and development are important to understanding Palestine's past and are worthy subjects for further research. Mt. Vernon African Methodist Episcopal (A.M.E.) Church, one of the state's oldest A.M.E. denominations, has owned land here since 1873. John H. Reagan donated the property because he "... desire[d] that the Colored people of this vicinity shall have a place in which to worship God and to educate their children...I give, grant, and convey" the land for that purpose (Anderson County Deed Records:Book Q:91-92). Reagan's donation probably recognized the existence of Palestine's earliest grouping of African-Americans, which likely was a Freedman's Town. Local historian Jim Neyland, however, writes that by the end of the 1870s "the more affluent black families acquired houses in blocks northeast of the [courthouse] square" (Neyland 1993:32). Historical accounts of Palestine also note that as early as the 1870s African-Americans in the east part of town attended the Old Town, the location of which is not known. It may have been on the site of the Fred Douglas School, as noted on the 1946 map of Palestine.

The only large plat in the northeast part of town is the Reagan Addition, dedicated in 1897 by Jeff D. Reagan. The plat map shows a "church" just beyond the northwest boundary and this is where Mt. Vernon A.M.E. Church now stands. Property within this addition was not densely developed, and most of the extant houses are small and date to the 20th century.

Other parts of the northeast section remain undeveloped today, such as the large tract west of Head Road and north of Birch Street, which originally belonged to Alexander Joost. Most of this property, now bisected by State Highway 43, remains undeveloped, except for a small section north of the highway which has been set aside as the Hebrew and Catholic cemeteries.

Few of the area's 19th century buildings survive. The oldest buildings are small 1-story frame residences classified as either shotguns or L-plan houses. Modestly detailed bungalows of the 1920s and 1930s are the most common historic house type in the area, and many stand in only fair-to-poor condition. Sub-standard housing has led to the razing of numerous historic houses in this part of town. As a consequence, archeological investigations on vacant lots might yield useful information about the history of the people who lived here during the late 19th and early 20th centuries.

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SOUTH PALESTINE

Residential areas south of the east (Longview) branch of the I&GN and west of present-day Crockett Street (U.S. Highway 287) were targeted for development soon after the arrival of the railroad in 1872. These lands initially attracted most of the railroad's employees, including officers, managers, and rank-and-file workers, as well as many newly arrived entrepreneurs. The railroad owned six large parcels (Blocks P-V, Railroad Addition), but most real estate speculation initially occurred farther south and then to the east on land private individuals set aside for development. In 1873 Dr. W.C. Larkin of Limestone County and G.B. Campbell of Palestine established the designation of the 45-block Larkin & Campbell Addition (Figure E-51), immediately south of the Railroad Addition (Figure E-43). Long-time Palestine supporter John H. Reagan and Jeff Word, Jr. of Dallas established the Reagan & Word Addition (Figure E-52) in 1877, which, along with the Larkin & Campbell Addition, attracted the bulk of new residential construction during the 1870s and 1880s. As the city's population increased in subsequent years, more lands were opened for development.

Prior to the arrival of the railroad, this land was very sparsely populated. Only a few houses dotted a landscape that was otherwise devoid of any type of development. Soon after 1872, however, property in the Larkin & Campbell and the Reagan & Word Additions evolved into a prestigious neighborhood in Palestine. Grand Victorian-era houses, indicative of the new affluence and prosperity the railroad had brought to the community, lined S. Royall, S. Sycamore, and S. Magnolia streets. Most of these houses were built and occupied by the wealthy officials who arrived after the I&GN Railroad relocated its offices to Palestine in 1875. Interspersed among them, but found more often in the northern parts of the Larkin & Campbell, were smaller dwellings that housed workers for the railroad and the Dilley foundry.

The Larkin & Campbell Addition established precedents for development in this part of town. Although it borders railroad-owned property on the north, the Larkin & Campbell Addition deviates from the orientation established by the adjoining Railroad Addition and instead is aligned with respect to the border between the J. Arthur and W.S. McDonald surveys. Michaux Street follows the property line between the two surveys. The original plat map shows that blocks within the Larkin & Campbell Addition were quite large, and in contrast to most other large additions in the city, lots were not delineated. As property within Larkin & Campbell was developed, small parcels were carved on an individual basis, leaving an patchwork of lots within each block. The Reagan & Word Addition followed the alignment established by the Larkin & Campbell Addition, but instead featured large, quarter-block-sized lots. This configuration suggests that Reagan and Word planned the addition to be an exclusive residential area with grand houses sited on large lots. To a great extent, this turned out to be the case, as is evident in the existing architectural character.

In addition to the grand houses erected on the south side during the late 19th century, a number of outstanding institutional buildings were built in the area, including the First United Methodist Church at S.

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Magnolia and W. Reagan streets and the Jewish Synagogue (circa 1900) at 602 S. Magnolia Street. The Centenary (First United) Methodist Church was formed in the early 20th century following a split with Grace Methodist Church on the north side. The Beth Israel Synagogue was another significant south side landmark that no longer exists. Built in the early 1900s at 602 S. Magnolia Street, the synagogue provided a place of worship for Palestine's Jewish community, which increased dramatically following the arrival of the railroad officials in 1872. The placement of the synagogue suggests that most of the city's Jewish population was concentrated in this neighborhood. The synagogue was demolished in the mid-1940s, possibly because much of the local Jewish population had moved to Dallas or Houston. Although the synagogue has since been razed, the First United Methodist Church remains a prominent feature in the neighborhood.

The I&GN Hospital and Nurses' Quarters is another distinctive landmark in Palestine's south side neighborhood. As the original plat map for the Reagan & Word Addition clearly shows, a hospital was planned as early as 1877, although nothing built on the site until 1884. At that time, the International & Great Northern Railway Employee's Hospital Association, organized by railroad workers, built a large frame hospital and other support facilities on the property. The original hospital served railroad workers until 1920 when the building was razed to make way for the construction of a new, 2-story, steel-frame hospital and a separate building for nurses. These buildings were completed in 1922 and today serve as yet another reminder of the important role the railroad played in Palestine's history.

Although no longer extant, the Railroad Y.M.C.A. Building was another prominent institutional building in the neighborhood. The group responsible for its construction, the Railroad Y.M.C.A., was organized about 1892 and reportedly was the first of its kind in the state. The lack of funds prevented the group from erected facilities until the turn of the century when the Secretary of the Y.M.C.A. and the General Manager of the I&GN induced the Gould family, owners of the I&GN, to make a sizable donation (about $14,000) for the construction of a large 3-story building at 104 S. Magnolia Street. This "commodious building," which was completed about 1900, was dedicated to providing "healthful recreation" opportunities primarily for Palestine's male population (and especially the railroad workers). A 1935 business report noted that the Y.M.C.A. had over 1,200 members at that time (Hohes 1936:207-213). The building was destroyed by fire in the mid 1940s.

Children who lived in this part of town initially attended classes in the Central School, later known as the First Ward School, just south of Avenue A. As the city's population increased during the late 19th century, the school board implemented a major building program to expand educational facilities in the community. In the 1890s two new schools, including the Third Ward School at the southeast corner of Magnolia and Brazos streets, was constructed. The Third Ward School, later renamed Lamar School, was a 2-story brick facility with a 3-story corner tower. It served the community until its replacement was

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completed in 1931. This Theo S. Maffitt-designed building survives today, though it has been converted into a clinic.

The other educational facility in the south side is the Old Palestine High School (N.R. 1986), one of the city's most outstanding architectural landmarks. Fort Worth architects Sanguinett and Statts designed the building which was completed in 1917. It was built on the western edge of Reagan Park, a large park set aside with the platting of the Michaux Park Addition in 1911.

Much of the neighborhood's architectural fabric dates to the late 19th and early 20th centuries and includes some of the city's premier examples of Italianate, Queen Anne and Classical Revival style houses. The area also contains many vernacular (modified L-plan) and popular Craftsman-inspired bungalows. Although it reached its prime during the late 19th century when it was sometimes called "Silk Stocking Row" (Neyland 1993:34), the neighborhood remained an attractive place to live through World War II. Since that time, however, the area has experienced a gradual decline and many of the houses are in only fair condition. Some of the houses have been meticulously maintained and appear much as they did when the neighborhood was considered the most desirable in the city. The most intrusive element is Memorial Hospital at 900 S. Sycamore which has encouraged greater commercial and other non-residential uses of surrounding property.

SOUTHEAST PALESTINE

The Fairview, Michaux Park, and Wright's Second Additions comprise Palestine's historic southeast side. The east branch of the I&GN railroad defines the northern limits and Michaux Street is the west border. Despite its proximity to the south side (discussed earlier), the southeast region generally developed later and its architectural character is much different than its neighbor. The alignment and the layout of additions and the socio-economic backgrounds of inhabitants provide distinctions between the two areas.

Histories documenting Palestine's early development suggest that property in this part of town was sparsely populated throughout the middle of the 19th century and that most residents at that time lived in or north of the original town site. Development patterns changed after the arrival of the railroad and the dedication of new railroad-owned lands southwest of the original town site greatly enlarged the physical limits of Palestine and opened new territory for real estate speculation. The earliest version of the Railroad Addition (Figure E-43) shows the large outlots in this part of town.

Initial development efforts in these blocks apparently failed or were never seriously attempted. Pinkerton's 1875 map shows dashed lines delineating property in this area, which may indicate that streets had not been formally laid out. The hilly terrain may have thwarted early real estate speculation in the area.

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The Fairview Addition, platted in 1890 on land earlier included in the Railroad Addition, represented the first successful efforts to bring development to the southeast part of town. Its layout typified other contemporaneous subdivisions in Palestine, but its alignment followed that of the railroad rather than original land surveys or the original town site. The addition, which abutted the east branch of the I&GN, had primary streets that paralleled the railroad tracks, and subsequent additions in the southeast part of town followed this precedent. Despite its central location, the area was not heavily developed in its early history. The Sanborn Map Company did not extend its coverage into the area until 1919 and at that time, the maps show a scattering of medium-sized frame houses.

The largest and most successful development in the this part of town was the Michaux Park Addition (Figure E-53). Dedicated in 1911 by Tucker Royall, president of the Michaux Park Land Company, the Michaux Park Addition represents Palestine's most ambitious early 20th century plan for residential development. The original plat map on file at the county courthouse shows a large park anchoring the west end and Spring Lake at the opposite end, amenities atypical of all previous and contemporaneous development within Palestine. The park, which was named in honor of John H. Reagan, was part of Royall's original scheme for his large addition, but he offered the land to the City in 1910, a year before he formally set aside the Michaux Park Addition. Local voters approved the issuance of bonds to acquire this park and another large tract (Green Park) in north Palestine. A statue of John Reagan, designed by Italian sculptor Pompeo Coppini, was dedicated in the park on July 6, 1911, and the school board erected a new large school on the grounds in 1917. While the park and the school brought activity to and encouraged greater interest in this part of town, residential development in the Michaux Addition remained sluggish. By the time of the addition's platting, Palestine's most intense period of growth had waned, and the need for new residential construction declined after the peak years of the late 19th century and very early 20th centuries. Sanborn maps of the period show only a sparse collection of frame houses in the area. Most development in the Michaux Park Addition occurred in the 1920s when greater community-wide growth and prosperity spurred residential construction. Most of the houses in this addition are Craftsman, Tudor Revival or Colonial Revival houses.

SOUTHWEST PALESTINE

Bounded on the east by the south (Houston) branch of the I&GN and on the north and west by the curving southwest (Laredo) branch of the railroad, the southwest part of town developed principally as a residential area with small to medium-sized frame houses. Property nearest the railroad tracks was developed principally for industrial purposes, and the rest of the area is mostly residential, with some commercial, school, and religious buildings scattered throughout. Development in this area is similar to that of the working-class neighborhood in city's near northwest section.

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Little is known about pre-railroad history of the area encompassing the present-day southwest part of town; however, when the I&GN extended its line through Palestine, rapid population increases created housing shortages which made property near the railroad attractive for residential development. The city's more affluent neighborhoods evolved in areas immediately south and northeast of New Town, but the working-class sections sprang up primarily to the west, northwest, and southwest.

The first formerly platted addition in the southwest part of town was the western extension of the 1877 Reagan & Word Addition (Figure E-52), discussed earlier in the *South* neighborhood. The Houston branch of the I&GN separated Blocks A through P from the rest of the blocks in the Reagan & Word Addition. Because of its proximity to the railroad, Blocks A through P were ideal for industrial development. Sanborn map coverage did not extend into this area until the Palestine Cotton Compress Company built a new plant in this southern part of the addition by 1905.

In 1879 Texas Land Company surveyed and dedicated Subdivisions A and B in an area that included much of the land bounded by the curved section of track connecting the Houston and Laredo branches of the I&GN. The alignment follows that of the Houston branch of the railroad. Sanborn maps of the late 19th and early 20th centuries show the area containing a high concentration of small- and medium-sized frame houses, many of which had nearly identical building footprints. In all likelihood, most of the houses were rental properties whose tenants were laborers for the railroad or other industrial concerns in the city.

The Jackson Addition (1882) and the Burkitt, Broyles & Cook Addition (1893) are below W. Reagan Street and have large quarter-block-sized lots similar to those in the nearby Larkin & Campbell and Reagan & Word additions. While the layouts of these subdivisions are comparable, patterns of development differed. The Jackson and Burkitt, Broyles & Cook additions were filled with small- and medium-sized frame houses. Local historian Jim Neyland notes that African-Americans inhabited the area soon after the arrival of the railroad. He writes that the "...cottages [were] built by the railroad for its workers west of the railroad shops along West Reagan Street (what had been the old Magnolia Road). These were all originally painted railroad yellow and gained the nickname of the 'Yellow Basket'" (Neyland 1993:34). The school board established the Abraham Lincoln High School in 1891 in the Jackson Addition because of the large number of African-Americans in this part of town. The school board also opened Banks School, another school for African-Americans, at the corner of S. Jackson and W. Dye streets. Residents also established numerous churches throughout the neighborhood. Most of these religious groups were small in numbers and worshipped in modestly scaled and detailed sanctuaries.

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CONCLUSION

Palestine's early growth resulted from the city's designation as the seat of government for Anderson County, which brought attorneys, merchants and others to the town. Some of these early pioneers, such as John H. Reagan, later became dynamic leaders whose prominence and influence transcended the borders of Palestine and Anderson County. The economy throughout the middle of the 19th century relied on courthouse-related activity and trade stemming from local agricultural production. Property fronting onto the courthouse square developed into the primary commercial center in Palestine and some of the more successful pioneers, such as George and Cornelia Howard, erected finely crafted Greek Revival houses that symbolized not only their individual wealth and social status, but also greater sophistication within the small town. Cotton was the primary cash crop and its successful cultivation resulted in the importation of slaves into Anderson County. As cotton remained a lucrative undertaking, the African-American population continued to grow and assumed an increasingly important, yet often overlooked, role in the history of Palestine and Anderson County.

In 1872 Palestine became one of Texas' earliest and most strategic rail centers following arrival of two railroads that converged at Palestine. These railroads, which merged a year later to form the I&GN Railroad, ushered in an era of unprecedented change and prosperity. The subsequent relocation of the I&GN's headquarters to Palestine in 1875 further boosted the city's economy, bringing railroad officials, managers, and skilled and unskilled laborers to the community. Greater diversification of the population was felt in many ways, but prime indicators were the types of religious groups formed after the instigation of rail service to Palestine. Only three groups, Baptists, Methodists and Presbyterians, were organized before the coming of the railroad, but the influx of people after 1872 encouraged the founding of many other Protestant denominations, as well as a Catholic church and a Jewish synagogue.

Rapid population growth stimulated further trade and commerce and spurred a construction boom that transformed the physical character of the burgeoning city. Although a new downtown emerged in an area close to the railroad depot, some pioneer family members continued to support merchants who maintained stores around the courthouse square. Citizens began calling the competing sections "Old Town" and "New Town." Old Town, which included the courthouse square and other areas in the original town site, struggled to maintain viability as an alternative shopping district and symbolized efforts by pioneer families to maintain a degree of control over growth and development in their community. Old Town, however, lacked many of the advantages offered property in New Town, which was near the railroad and thus was more accessible to goods transported by rail from St. Louis and other large manufacturing cities. As a consequence, Old Town lost its importance as a center for commerce and trade, and New Town emerged as the city's primary commercial node.

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As the city's population expanded, real estate speculators set aside new lands for residential development. The railroad and affiliated firms, such as the Texas Land Company, dedicated some of these properties, while other areas, such as the Larkin & Campbell and the Reagan & Word additions, were developed by private individuals. The neighborhood south of the Longview (east) branch of the I&GN attracted more affluent railroad-related executives and managers, who often erected large, stylish residences. Laborers tended to live in more modest houses in neighborhoods northwest and southwest of the new downtown. The late 19th century houses in the Debard Addition are indicative of this trend. The city's African-American population was scattered in three areas. The oldest neighborhood was in the northeast part of town, where Mt. Vernon A.M.E. Church remains a prominent fixture. Other concentrations developed northwest and southwest of the central business district. During the early 20th century, a third commercial node developed on W. Lacy Street and apparently catered to local African-Americans.

Pioneer families continued to be influential in Palestine's development and maintained control over property north of New Town. Rather than delineating large areas for development with consistently sized blocks and lots, they partitioned their land in a piecemeal fashion as the need or desire arose. The resulting character gave the north side neighborhood a more eclectic character that contrasts to more uniform physical qualities in other areas of the city.

The I&GN, which maintained its headquarters in Palestine throughout the late 19th and early 20th centuries and was the city's largest employer. However, other industrial operations located in Palestine, and these enterprises, such as the Dilley Foundry, the Palestine Salt Works and various cotton-related industries, contributed to a diversification of the local economy. Still, their livelihood was directly dependent on the railroad and most occupied land with frontage onto the tracks.

Palestine's most intense development occurred during the late 19th and early 20th centuries (Figure E-46), which left an indelible mark on the city's historical, architectural and cultural character. Except for a brief, oil-related boom in the late 1970s and early 1980s, growth in Palestine has been slower and more stable. Such a pattern left intact much of the city's unique historic fabric, as evidenced by the predominance of extant historic buildings of the late 19th and early 20th centuries. As its economy rebounds from the oil bust of the mid 1980s, Palestine is working to preserve its historic and architectural integrity. The City has participated in the Texas Main Street Project and undertaken a multi-year inventory to catalogue and register significant historic resources.
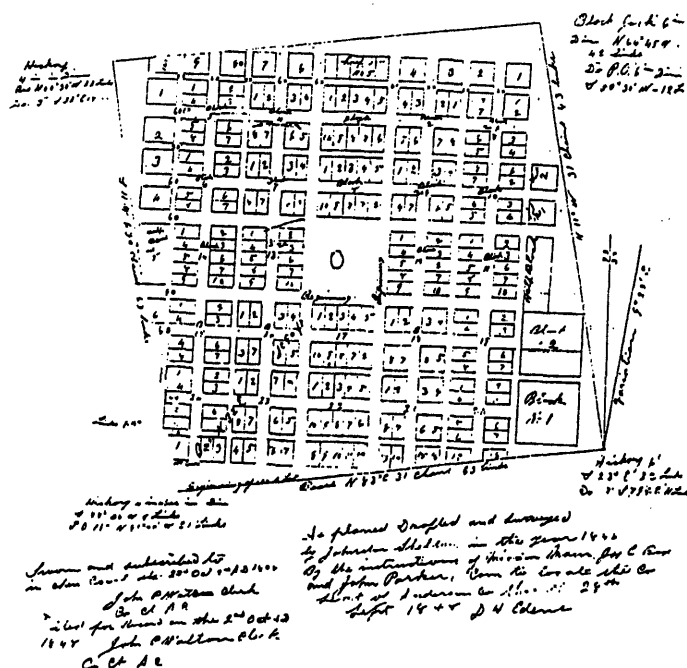
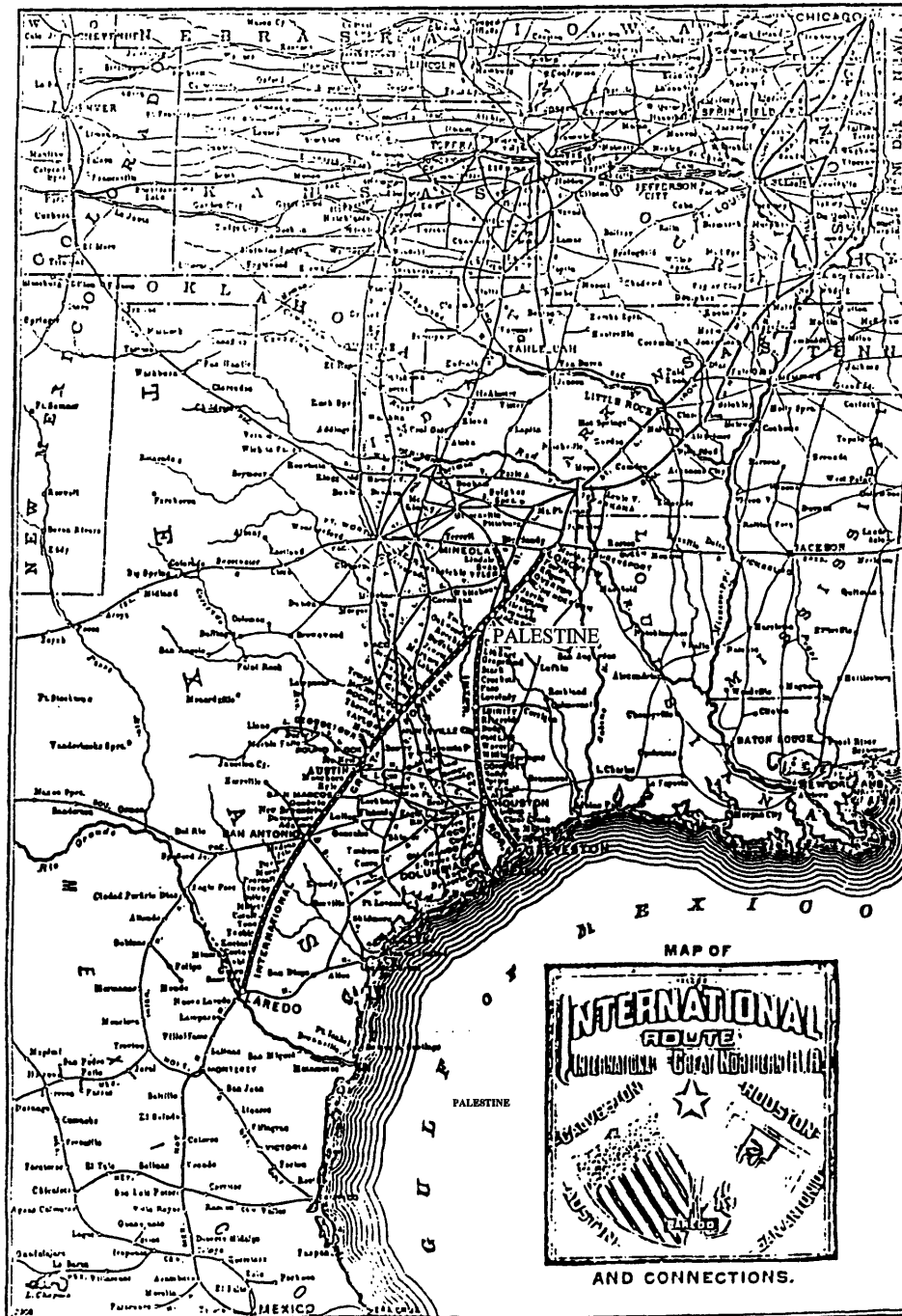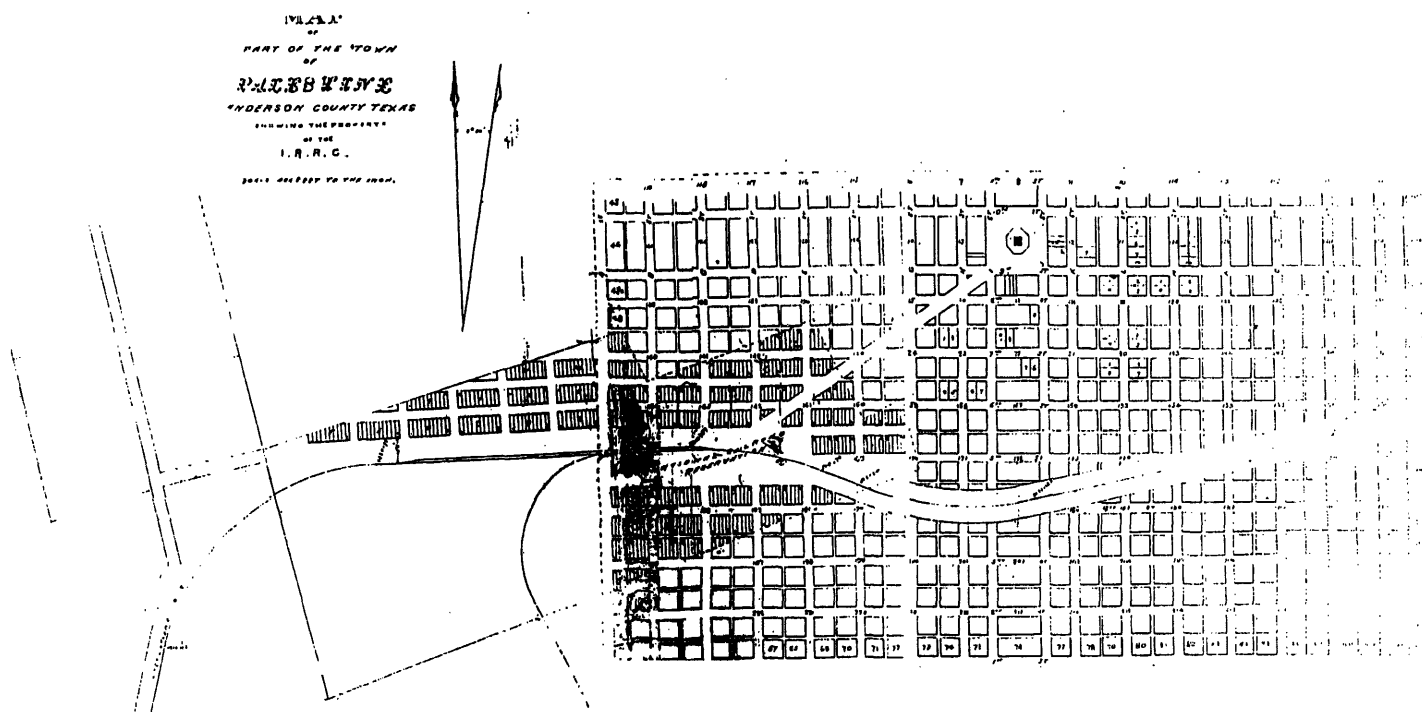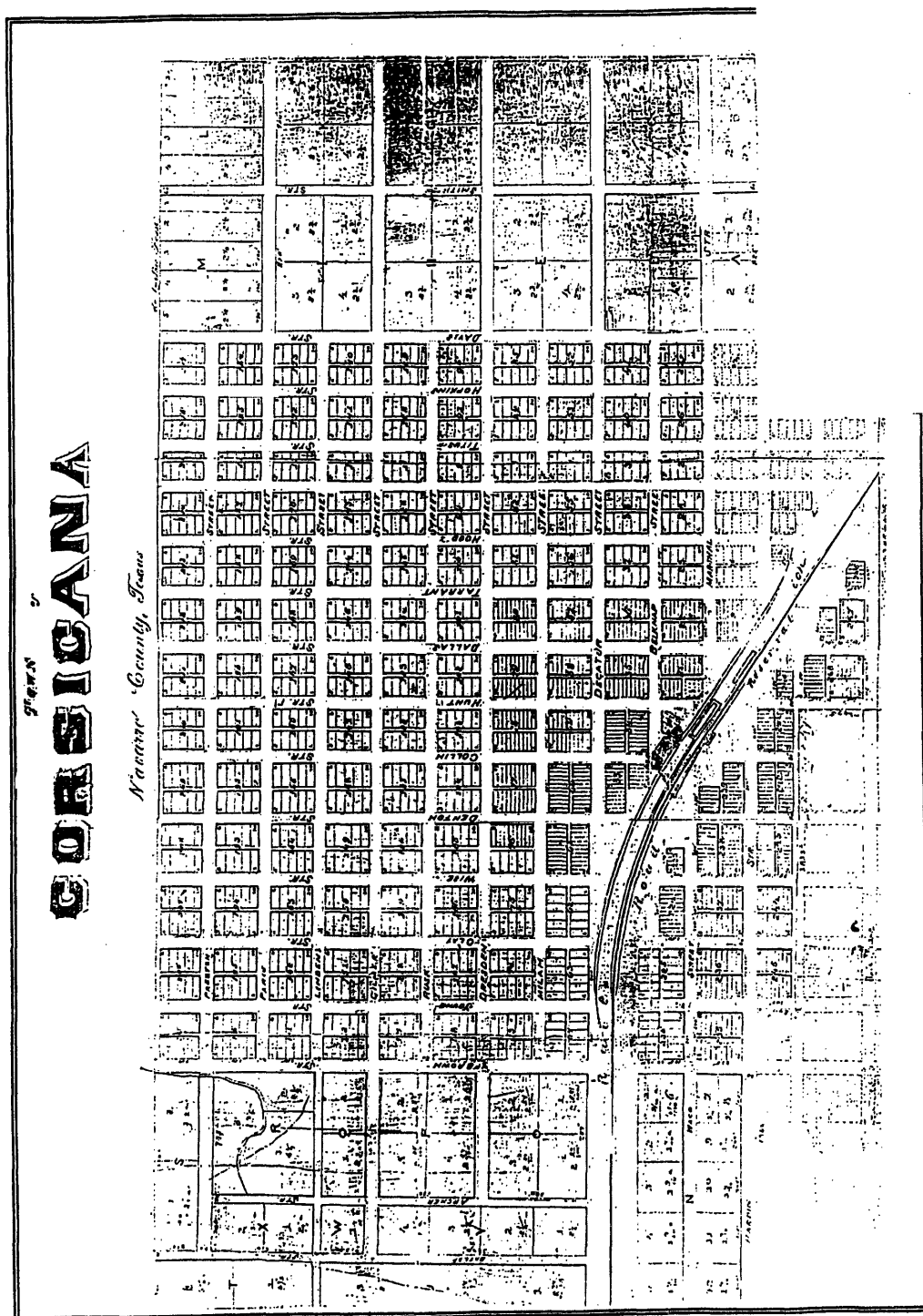NPS Form 10-900-a
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SOIL MAP OF ANDERSON COUNTY
(Source: U.S. Department of Agriculture)
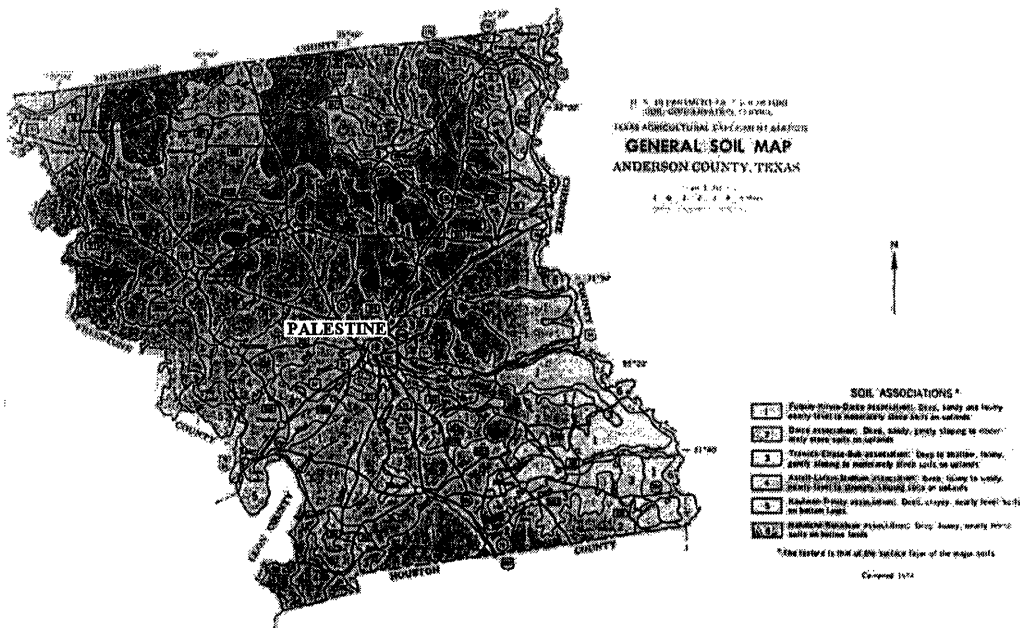
ORIGINAL PLAT MAP OF PALESTINE

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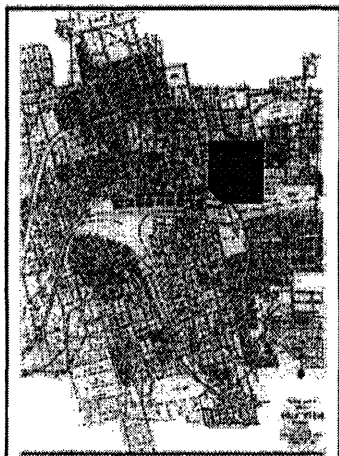National Park Service

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MAP OF I&GN RAILROAD ROUTES AND CONNECTIONS

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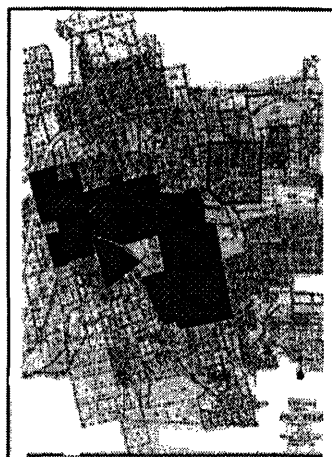Continuation Sheet**

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MAP OF RAILROAD ADDITION

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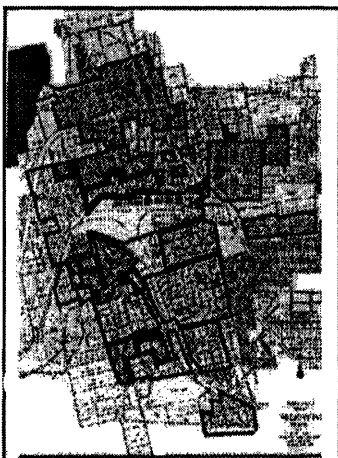**Continuation Sheet**

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MAP OF CORSICANA, TEXAS

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PALESTINE ZONING MAP, 1946

Palestine
1946 Zoning Map
━━━━━ Areas defined in Historic Context

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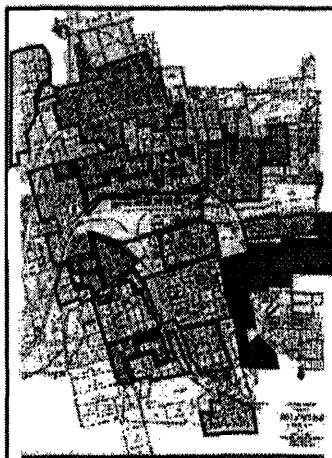MAPS OF GROWTH PATTERNS IN PALESTINE, 1840 -1910
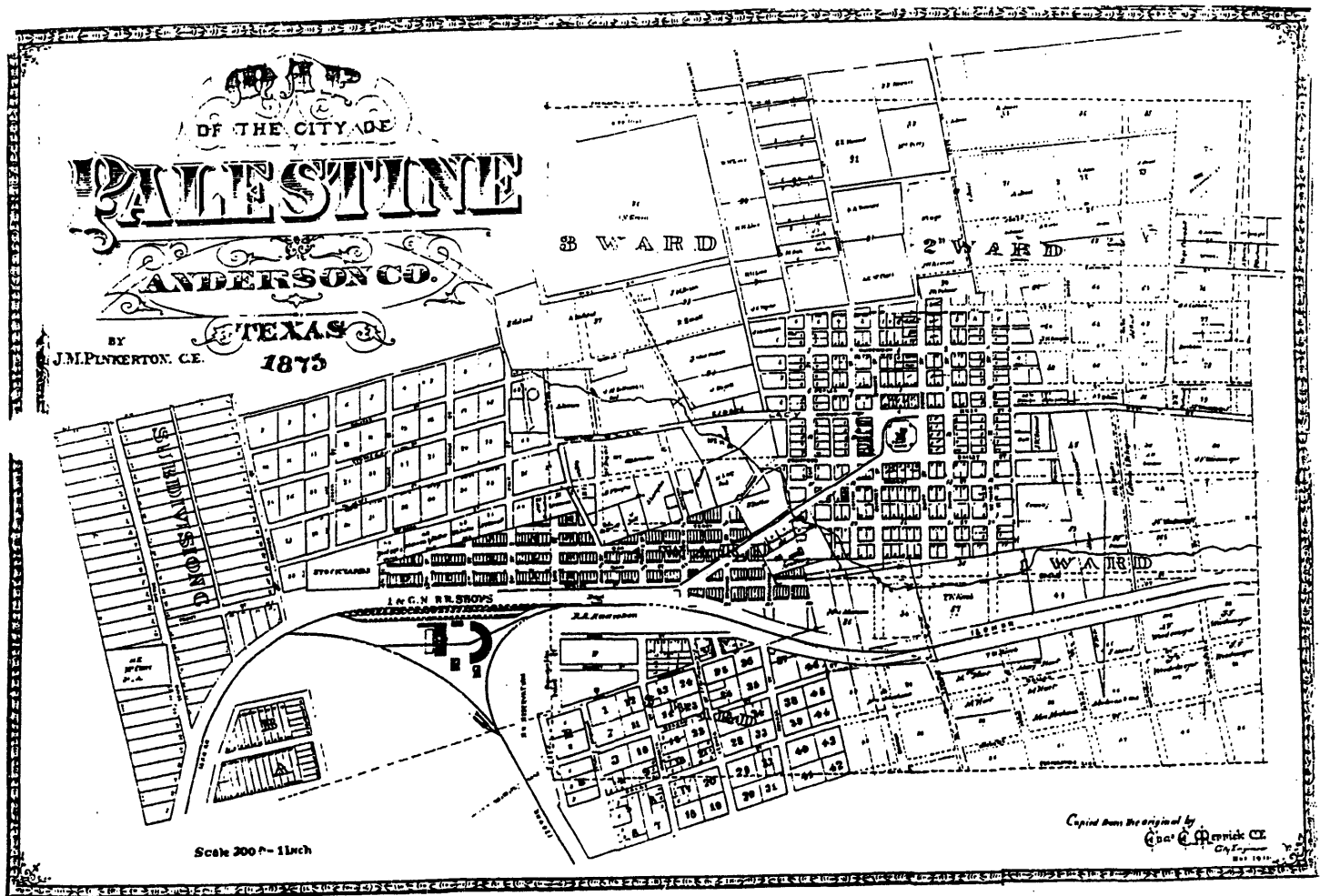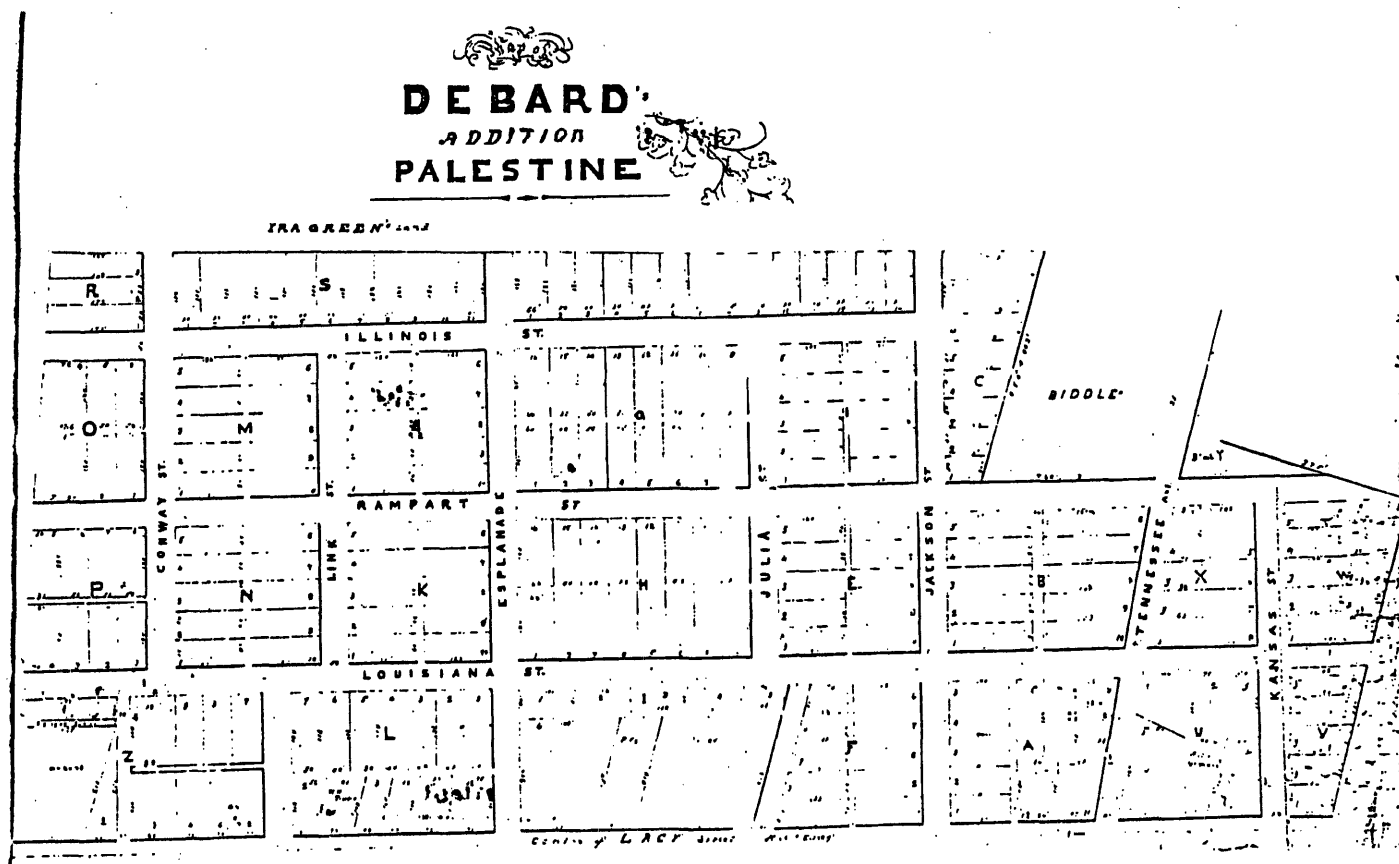
1840s

1870s

1880s

1890s
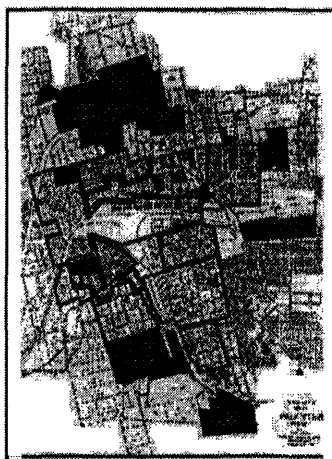
1900s

1910s

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MAP OF PALESTINE, 1875

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MAP OF DEBARD ADDITION

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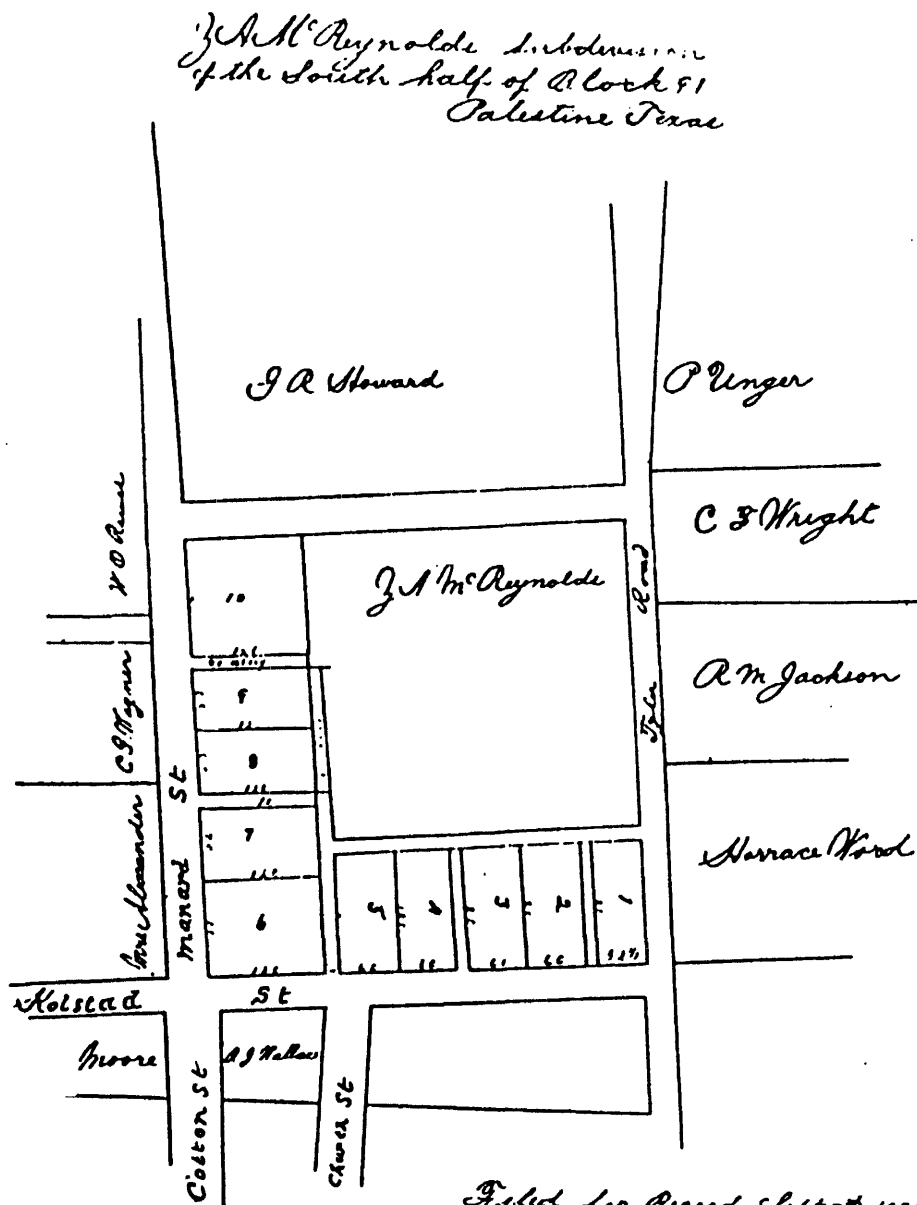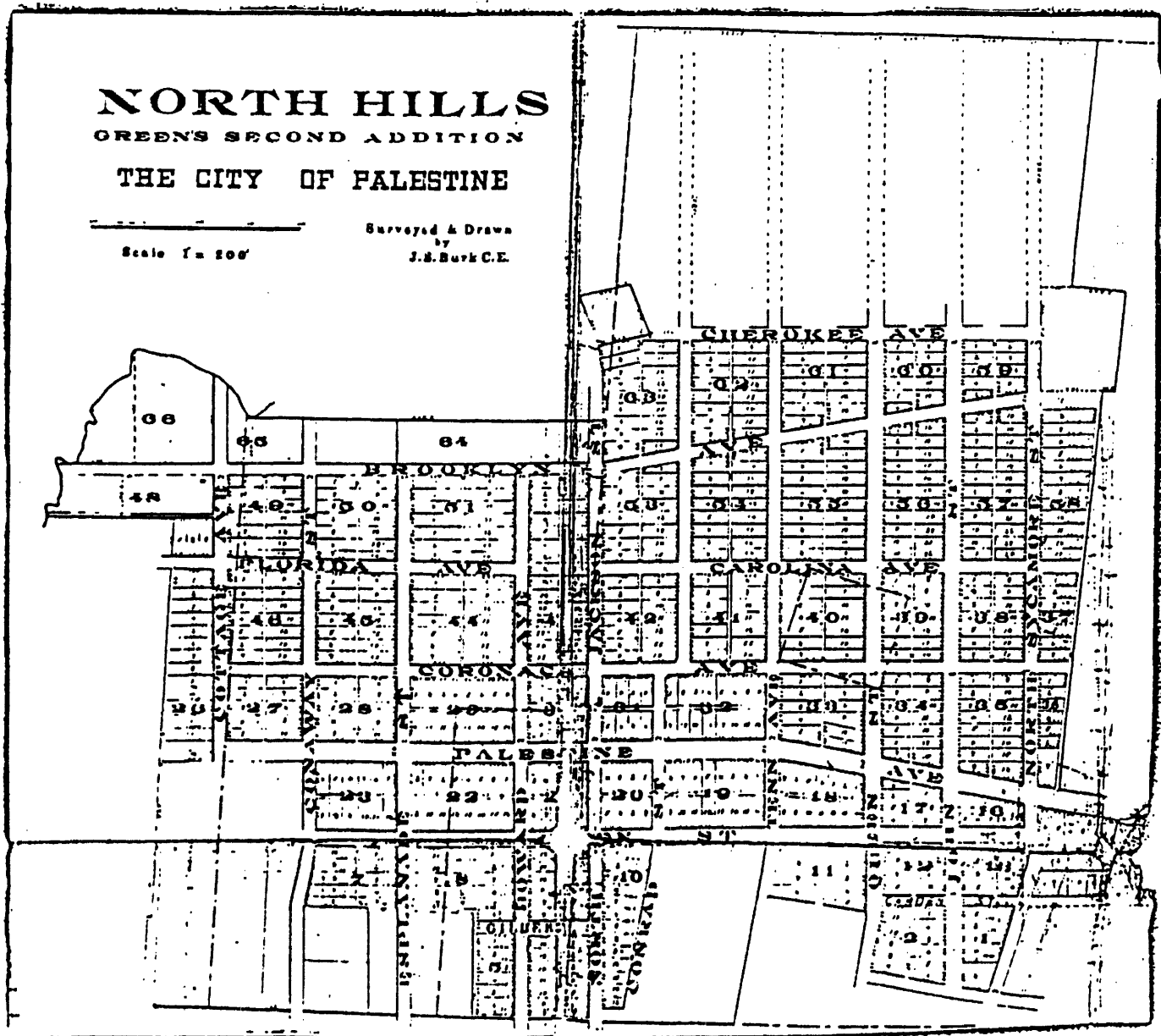(8-86)

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PLAT MAP OF MCREYNOLDS SUBDIVISION

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MAP OF NORTH HILLS, GREEN'S SECOND ADDITION

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MAP OF LARKIN AND CAMPBELL ADDITION

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MAP OF REAGAN AND WORD ADDITION

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MAP OF MICHAUX PARK ADDITION

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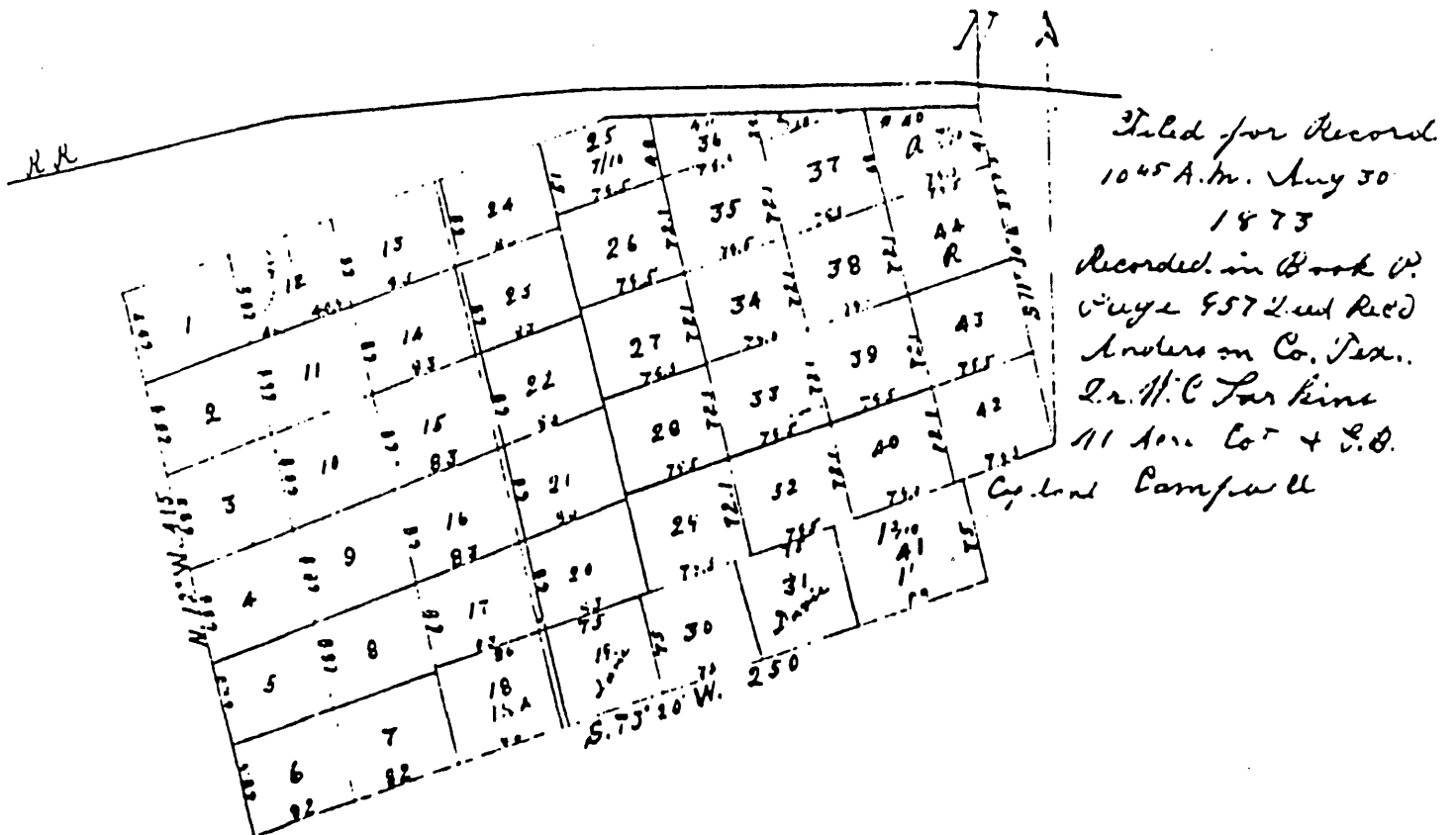
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ASSOCIATED PROPERTY TYPES

INTRODUCTION

The 1,812 extant historic resources identified and documented in varying degrees during surveys completed in 1990 and 1991 reflect Palestine's rich heritage. This diverse collection of building forms, styles, and types can be classified into five major groupings or Property Types: Domestic Buildings (1,659 properties), Commercial Buildings (125 properties), Institutional Buildings (28 properties), Industrial Buildings (9 properties), and Infrastructure (2 properties). This classification system relies on the original or intended use of the resource and the physical attributes and associative qualities that distinguish it from other kinds of historic properties. The Texas Historical Commission has adopted this typology in its statewide historic context of *Community and Regional Development in Texas (1690-1945)*, which serves as an umbrella for the Palestine and other multiple-property nominations in the state. Subtypes within each of the six Property Types further differentiate the historic resources and facilitate a more effective and analytical approach in the evaluation of these properties. Specific examples of the various subtypes are not included in this submission; however, the survey report for the project contains illustrations of each.

DOMESTIC BUILDINGS

DESCRIPTION

Roughly 90 percent of the Palestine's historic built environment falls within the Property Type category of *Domestic Buildings*, and examples abound in virtually every section of the city, with the notable exception of the central business district, the old courthouse square area, and industrial tracts near railroad lines. As the name implies, domestic buildings were built for residential purposes. Most of Palestine's historic dwellings are 1- or 2-story frame buildings with gabled, hipped, or combination gabled/hipped roofs. The most common type of exterior finish is horizontal lapped-wood siding, although many properties dating from the early 20th century have brick veneer finishes. Only a handful of houses are of load-bearing construction. All properties classified as Domestic Buildings are free-standing and, with rare exceptions, occupy a single town lot. The buildings typically are set back from streets, providing owners or occupants with spaces for landscaping their respective yards. Many historic dwellings have associated outbuildings. The most common kinds are relatively small, frame garages, but 2-story garage/apartments or servant quarters are on the grounds of a few historic houses. The kinds of alterations to domestic buildings vary greatly; however, typical changes include the application of asbestos, aluminum, or vinyl over original wood siding; the removal of rotted porch floors or trim; and the replacement of wood-sash windows.

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Domestic Buildings, as a property type, includes three subgroups: Vernacular Houses, Popular Houses, and Stylistic or Period Houses. Both Vernacular Houses and Popular Houses are small- to medium-sized dwellings that housed the majority of Palestine's citizens. Vernacular houses utilize traditional forms passed down from generation to generation and reflect regional approaches to residential design. Popular houses, in contrast, are those dwellings that appeared simultaneously throughout the nation. Their plans appeared in journals, magazines, pattern books, and other popular media sources and quickly gained favor. The third subgroup, Stylistic or Period Houses, includes domestic buildings that display more academic or high-styled architectural ornamentation and typically are the products of professional architects or master builders. Because they often were unique designs and thus were expensive to build, Stylistic or Period Houses usually were home to the city's elite. These residences set community-wide architectural trends, and numerous property owners looked to these buildings as guides for determining fashionable architectural trends. While they might not have been able to secure the services of an architect, other local residents purchased stylistic trim from local lumberyards and applied it to their homes. Many buildings classified as Vernacular Houses or Popular Houses exhibit features characteristic of houses discussed in the Stylistic or Period Houses section; however they typically are not as grand in scale or scope.

VERNACULAR HOUSES

The earliest domestic buildings, typically only a few rooms large, are classified as Vernacular Houses and can be distinguished from other kinds of houses by their use of common building types and modest building materials. These vernacular residences are defined by their floor plan and overall shape, which remained stable in the face of stylistic diversity. With few exceptions, vernacular houses are the ordinary buildings constructed by common people. As in most Texas communities, the vast majority of domestic buildings erected in Palestine can be classified as vernacular. Local carpenters or masons constructed most of these houses, essentially replicating a known and accepted building type. Trim secured from a local sawmill or lumber yard provided the desired individual appearance and reflected the owner's level of affluence and stylistic pretensions. Even large edifices impressive for their handsome detail often prove upon close inspection to be vernacular buildings embellished by Queen Anne trim or made more grand by the addition of a classically inspired portico.

While Palestine's vernacular domestic buildings exhibit an assortment of plans and forms, most can be assigned to one of the following building subtypes: **Two-Room, Center-Passage, L-Plan, Modified L-Plan, and Shotgun** houses. The proportions and detailing of these vernacular houses often vary, especially on the rear elevations where subsequent additions expanded living space. Nevertheless, the basic form of these subtypes remained remarkably consistent over extended periods of time, while various architectural styles gained and lost popularity.

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Table 1, below and on the following page, lists the many kinds of Vernacular houses documented during the historic resources surveys of 1990 and 1991. Detailed discussions of the distinguishing physical features of these building types follow the table. Each category includes still further subdivisions that identify stylistic influences evident on the houses. Properties with no discernible stylistic elements are listed as "No Style," while those with exteriors displaying more than one style fall under the "Mixed" category. The table also provides totals for **High, Medium,** and **Low** priority rankings for the houses and their subgroups. The *Survey and Evaluation* section of the Multiple-Property nomination discusses in greater detail what these priority categories mean; however, for the purposes of this table, **High** priority generally includes buildings that are strong candidates for listing in the National Register on an individual basis. The **Medium** priority category includes houses that may lack individual significance, but would be considered as Contributing within a historic district. Residences that have been moderately to severely altered comprise the **Low** priority class and would be categorized as Noncontributing within a historic district

Imported into Texas by settlers from the Upland and Lowland South in the mid 19th century, the **Two-Room** house form remained in the builder's repertoire into the first quarter of the 20th century. As its name implies, the Two-Room plan type consists of two rooms — a hall and a chamber — of unequal size and decoration. The larger room, or hall, is the public space, while the smaller room is the family's private chamber. The building footprint is rectangular, one room deep and two rooms wide. All local examples of the Two-Room house are 1-story frame buildings with wood (usually weatherboard) siding and side-gable roofs. Only one such building exhibits ornamentation characteristic of a style, and that property has a pedimented portico that is suggestive of the Greek Revival style.

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TABLE 1 - VERNACULAR DOMESTIC BUILDINGS

Subtype	Stylistic	Total	High	Medium	Low
Two-Room	All	40	4	11	25
	Greek Revival	1	1	0	0
	No Style	39	3	11	25
Center-Passage	All	62	19	24	19
	Greek Revival	2	1	0	1
	Queen Anne	6	6	0	0
	Classical Revival	5	3	1	1
	Colonial Revival	1	0	1	0
	Mixed	1	1	0	0
	No Style	47	8	22	17
L-Plan	All	212	43	65	104
	Italianate	2	0	2	0
	Queen Anne	44	19	18	7
	Mixed	8	3	3	2
	No Style	158	21	42	95
Modified L-Plan	All	188	68	62	58
	Queen Anne	139	58	50	31
	Classical Revival	6	3	3	0
	Mixed	9	6	1	2
	No Style	34	1	8	25
T-Plan	All	8	2	5	1
	Queen Anne	3	1	2	0
	Mixed	1	1	0	0
	No Style	4	0	3	1
Shotgun	All	15	6	7	2
	Italianate	2	2	0	0
	Queen Anne	1	1	0	0
	Craftsman	3	2	1	0
	Mixed	0	0	0	0
	No Style	9	1	6	2

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With its central hallway, the **Center-Passage** house appears to be a somewhat larger version of a Two-Room dwelling, first appearing in Texas as early as the mid 19th century when immigrants from the Upland and Lowland South replicated the familiar form in their newly adopted domain, and remaining popular into the early 20th century. The Center-Passage house may be distinguished from its Two-Room cousin by its broader, symmetrical, 3- or 5-bay facade, with a central door and sidelights on each side. The door opens onto a central hall that provides an additional degree of spatial control and privacy; as a consequence, entry no longer is made directly into the house, as is the case for a Two-Room dwelling. The building footprint is rectangular, three rooms wide and usually one room deep; however, many local examples are two rooms deep. Because of this rectangular configuration, side-gabled roofs are common. Most local Center-Passage dwellings are a single story in height, with wood-frame construction. Two-story versions are also known as I houses. The most common type of exterior finish is lapped wood (usually weatherboard), although a few houses have board-and-batten siding or brick veneer. Stylistic ornament, if it exists, is usually seen on the porch, around the entry and windows, or in the gable ends. Palestine's oldest Center-Passage houses have **Greek Revival** features, usually a pedimented portico with squared columns and molded caps, and/or a transom and sidelights surrounding the front door. The Center-Passage house form was particularly well-suited for this architectural movement, which emphasized order and symmetry. Late 19th century examples of the plan type are more likely to have Queen Anne-style embellishments, such as turned-wood columns and spindled friezes on the porches.

The **L-plan** or Gable-Front-and-Wing (McAlester and McAlester 1989:92-93) dwelling, is the most common house form of Palestine during the late 19th and very early 20th centuries. This plan type probably is an elaboration of the center-passage house, with an off-center front extension that conformed to the eclectic tastes of the period. Wood-frame construction prevails, and all originally had exterior finishes with weatherboard siding. As its name implies, this plan type has an L-shaped building footprint, with a cross-gabled roof that intersects at one end of the house. A small appendage sometimes extends from the rear. Interior access is made by way of the central hallway or passage that has several rooms front-to-back on one side, and a single space on the opposite end. The front projecting wing usually contains two rooms, with the back room serving as a rudimentary kitchen and dining area. A partial-width front porch often protrudes from the inner side of the front wing, extending across the setback portion of the facade. Because they first attained popularity during the late 19th century, L-plan dwellings often display elaborate detailing and ornamentation, particularly on the porch and in gable ends. The earliest illustrations have pedimented architraves above window openings that reflect the Italianate style, while others have shingled gable ends, turned-wood porch columns and jigsawn-wood porch trim that are indicative of the Queen Anne style. Still others exhibit no distinctive stylistic ornamentation. Most local examples are only a single story, but several rise to two stories.

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