

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received **DEC - 8 1987**

date entered **JAN 20 1988**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Grenada Multiple Resource Area

and/or common N/A

2. Location

street & number Multiple - See individual forms N/A not for publication

city, town Grenada N/A vicinity of

state Mississippi code 28 county Grenada code 043

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<u>N/A</u> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
<input checked="" type="checkbox"/> Multiple Resources	<u>N/A</u> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input checked="" type="checkbox"/> other: <u>Masonic Hall</u>

4. Owner of Property

name Multiple Ownership - See individual forms

street & number N/A

city, town N/A N/A vicinity of state N/A

5. Location of Legal Description

courthouse, registry of deeds, etc. Grenada County Courthouse

street & number Public Square

city, town Grenada state Mississippi

6. Representation in Existing Surveys

title Statewide Survey of Historic Sites has this property been determined eligible? yes no

date 1987 federal state county local

depository for survey records Mississippi Department of Archives and History

city, town Jackson state Mississippi 39205

7. Description

Condition		Check one	Check one	
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

The Grenada Multiple Resource Area nomination contains five individual properties and two historic districts (66 properties) significant in the growth and development of Grenada, Mississippi. These properties are associated with the development of the community between 1854 and 1935. Included are residential, commercial and religious properties which are significant in the community's history.

Grenada is located in the north central section of the state along the Yalobusha River. The city is located on level terrain with few hills and ridges. Surrounding the city is rolling farmland and woodlands. In 1980, Grenada had a population of approximately 10,000 and is the largest town in Grenada County. Grenada serves as the county seat and is the home to many large and small industries.

Grenada was originally formed from the two towns of Pittsburg and Tullahoma which were settled in the mid-1830s. The town was a quiet trading center for many years until the coming of the railroad in 1860. As the junction of two important Mississippi railroads, the city grew in importance as a rail center in the late 19th century. In 1870, Grenada County was formed and Grenada was named the county seat. A building boom from 1880 to 1920 took place during these years and most of the historic resources remaining in Grenada are commercial buildings and residences reflecting this period in the town's history. After 1920 development slowed until new industries moved into the city in the late 1930s. Most construction after 1940 has taken place in areas to the west and south of the original city boundaries.

The majority of properties included in the nomination are Queen Anne, Italianate and Colonial Revival designs of the late 19th and early 20th centuries. These properties are located in the older neighborhoods adjacent to the downtown area. Within Grenada are two properties previously listed on the National Register. These two properties are the Grenada Bank listed in 1978 and the U.S. Post Office listed in 1985.

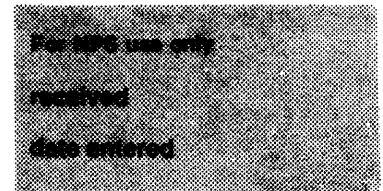
SUMMARY - CONTRIBUTING AND NON-CONTRIBUTING BUILDINGS

Historic District	Contributing	Non-Contributing
South Main Street	18	7
Margin Street	26	11
Individual Buildings	7	1
Totals for the M.R.A.	51	19

Also included are one contributing structure (the Lee-Dubard House shed) and one individual site (the Grenada Cemetery).

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Grenada Multiple
Resource Area

Continuation sheet

Item number 7

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SURVEY METHODOLOGY

The Grenada Multiple Resource Area nomination is based on a survey of the architectural and historical properties in Grenada conducted in 1987 by Thomason and Associates, an historic preservation consulting firm in Nashville, Tennessee. All properties which appeared to be over fifty years old and not significantly altered were inventoried, photographed and mapped in accordance with Department of Archives and History procedures. Information was also gathered on the buildings in Grenada through extensive research, interviews and questionnaires. Through the survey and research a total of 247 properties were documented in the city.

The nomination for the resource area is primarily architectural in emphasis. It documents most properties significant for architectural reasons (criterion C). Buildings dating after ca. 1935 are not nominated unless they represent obviously outstanding examples of recognizable styles since there exists limited context within which the more common recent styles can be evaluated. Although the area's major historical themes such as commerce and transportation are represented by sites and buildings nominated under criterion A and B, the potential exists for identifying other such series of events or persons associated with these events and evaluating and nominating properties significant in their connections to them. Archaeological and other resources potentially eligible for their ability to convey information (criterion D) have not been evaluated and are not included in this inventory. The documentation for individual properties nominated here does not necessarily include all of the areas in which any given property may be significant.

SURVEY BOUNDARY

The Grenada Multiple Resource Area is comprised of the existing city limits of Grenada, Mississippi. The following UTM coordinates denote the area surveyed and are shown on the accompanying Grenada USGS Quad map:

- A. 16/239520/3741920
- B. 16/238450/3738258
- C. 16/240255/3738200
- D. 16/241065/3739350
- E. 16/241025/3741745

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1854-- ca. 1935 **Builder/Architect** See individual forms

Statement of Significance (in one paragraph)

The Grenada Multiple Resource Nomination contains five individual properties and two historic districts located in the city limits of Grenada, Mississippi. These properties have been nominated under criterion A, B or C for their architectural and historical significance. The properties are illustrative of the town's growth and development from 1834 to ca. 1935.

ADDITIONAL INFORMATION

The Formation of Grenada

The land on which Grenada was settled was originally part of the Choctaw Indian lands which stretched across Mississippi, Alabama and Tennessee. As white settlement increased in Mississippi in the early 1800s the Choctaws ceded or sold large tracts of their territory. They first ceded the central and southern areas of the state and by 1830 there were 19,000 Choctaw Indians concentrated in the north central section of Mississippi. In the early 1820s the Mississippi legislature passed laws to deprive the Choctaw of their tribal laws and place them under the jurisdiction of the state. This caused much dissent among the Choctaw. Some members of the tribe felt that moving west to reservation would be in their best interests while others wished to stay on the ancestral lands.

The Treaty of Dancing Rabbit Creek in 1830 settled the issue with the Choctaw agreeing to move west to reservations and selling the rest of their territory in Mississippi. Those Choctaw who wished to remain were granted sections of land which they could settle or sell. Land speculation occurred in these years and by 1833 a group of speculators had purchased land to be subdivided into the towns of Pittsburg and Tullahoma along the Yalobusha River. The lands for these towns were sold to the speculators by Peggy Tryhan and John Donley of the Choctaw nation.

Peggy Tryhan was an Indian woman who received a large reservation under the Treaty of Dancing Rabbit Creek. She sold her land along the Yalobusha to Franklin E. Plummer, a member of the U.S. Congress and a land speculator. Plummer was not able to develop the land and sold his property in 1834 to a group of investors who moved into the area. In 1834, this group platted the town of Pittsburg which consisted of thirty five blocks subdivided into 249 lots. The town was bounded on the west by Commerce Street, on the north by the river, on the east by Line Street and on the south by Margin Street. Sale of lots in Pittsburg began in 1835 with the first houses and businesses constructed that year. The Pittsburg Town Company was active in the promotion of the community and the sale of lots.

9. Major Bibliographical References

See continuation sheet

10. Geographical Data

Acree of nominated property See individual forms

Quadrangle name Grenada, MS

Quadrangle scale 1:24,000

UTM References See individual forms

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Zone Easting Northing

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Verbal boundary description and justification

See individual forms

List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title Philip Thomason/Miranda Roche

organization Thomason and Associates date May 27, 1987

street & number P.O.Box 121225 telephone (615) 383-0227

city or town Nashville state Tennessee 37212

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state ^(Walthall Hse.) local (all others)

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Kenneth H. P. Paul

title Deputy State Historic Preservation Officer date Dec. 3, 1987

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I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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date entered

Continuation sheet Grenada Multiple Resource Area Item number 8 Page 2

Tullahoma was founded by a group of investors in 1833. The site was part of a reservation struck off for John Donley, a white mail rider and favorite of the Indians. Donley sold his land to a group of investors headed by Henry W. Hill of Nashville, Tennessee. The Tullahoma Town Company was established with John Orwin, President and George Martin and W.M. Gwin, Treasurers. The town was surveyed and lots put up for sale at public auction in 1834. The original survey contained over two hundred fifty lots with streets laid out in an east west direction south of the Yalobusha River. The Tullahoma Town Company sold 201 lots between 1833 and 1855 when it ceased business. The total value of the lots sold during these years was approximately \$61,303.00. Most sales occurred in the years between 1835 and 1839 when the town was established and the earliest homes and businesses were constructed. By 1835, the Union Hotel had opened its doors near the river in Pittsburg indicating the site's early prominence.

After two years of co-existence the two communities of Pittsburg and Tullahoma decided to join together and become one town. On July 4, 1836, a formal celebration was held to mark the formation of Grenada from the two previously rival towns. A bride from Tullahoma and a groom from Pittsburg represented the two towns in a "wedding" to mark the occasion. The origin of the town's name is disputed. Some sources claim the town was named for the Spanish city of Granada and was misspelled while other sources say the name is from an Indian word meaning marriage.

Grenada Development 1836-1880

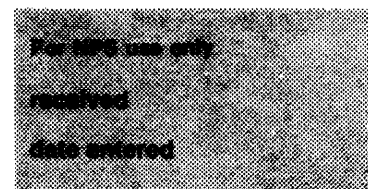
As settlement increased in Grenada schools and churches were formed to serve the community. The Presbyterian congregation organized a church in 1837 and in 1838 this was followed by the formation of a Baptist church. A lot was donated in 1850 for the construction of the town's Methodist Church. An Episcopal Church was started in 1840 but its services were sporadic until All Saint's Church was formed in 1873. A Catholic Church was also formed in 1877.

Notable early settlers of the community were A.S. Brown, A.C. Baine and William Lake. Of these the Lake family went on to become active in the business and civic affairs of the community and constructed several notable homes. An early architect in the town was John Moore whose designs are still evident in the Golloday and Moore Houses along Margin Street (See Margin Street Historic District). Most businesses in the area concentrated in the area along Front and Depot Street in Tullahoma with several general stores and hotels in operation by 1840.

Descriptions of the early appearance of Tullahoma suggest that no notable buildings were erected for several years. Most early buildings were one-story frame structures, none of which have survived to the present in their original form. Several early builders and craftsman have been identified in Grenada in its early years. An ad in the 1838 newspaper The Grenadian lists A.P. Dunaway

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as a cabinet and furniture maker. Other ads promote portrait painters and silversmiths. A bricklayer is found in the city as early as 1839 and in the 1850 census five carpenters are listed in Grenada.

The Yalobusha River was an important early transportation source for Grenada. Keel boats and flatboats were the earliest modes of travel along the river but as early as 1835 small steamboats began making the run between Vicksburg and the town. By the early 1840s, commerce via steamboats was a regular occurrence on the Yalobusha with cotton shipped downriver to Vicksburg and merchandise then sent back to Grenada. Because of the low water levels during the summer, the steamboat traffic was seasonal beginning in the fall and running into spring.

By the mid-1840s the cotton shipping industry on the river had become a major commercial enterprise. Along the south bank of the river numerous cotton sheds were constructed to house and store cotton for shipment downriver. Several companies were formed to build the large frame sheds and to procure cotton from area farmers and plantations. Shipment of cotton on the river was superseded by the coming of the railroad in 1860. However, the use of the river for transport continued off and on during the rest of the 19th century.

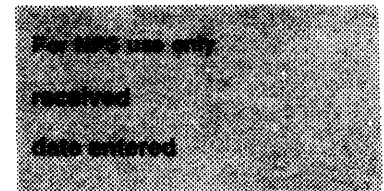
After the incorporation of Grenada in 1836, the residents began calling for the creation of a new county with Grenada as the county seat. During these years Grenada was within Yalobusha County with the county seat located at Coffeeville. A petition to the state legislature was prepared in 1845 which requested the formation of a new county and cited Grenada as the logical county seat due to its rising commerce and central location on the Yalobusha. A political struggle between northern and southern Mississippi politicians resulted in the rejection of the petition. Southern Mississippians were concerned about shift in power to the northern Mississippi areas and feared the creation of a new county. The slavery question and Civil War then dominated politics in the state and it was not until after the War that the creation of a new county was brought back before the legislature.

The early years of Grenada were marked by several natural and man made disasters which inhibited the development of the community. On May 7, 1846, a tornado swept through the community which destroyed 112 houses, killing 21 and injuring 62. Damage from this tornado was especially severe in the residential area. This was followed in 1855 by a fire which burned about half of the existing buildings in the town. After the fire of 1855 the city passed an ordinance requiring all new buildings constructed around the public square to be of brick construction.

The development of Grenada was greatly enhanced with the coming of the railroad in the late 1850s. Businessmen saw the potential for profits through the establishment of a railroad running north and south through Mississippi. This railroad would compete with the Mississippi River trade and provide new

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Resource Area

markets for cotton producers in the interior of the state. By 1856, the New Orleans, Jackson and Great Northern Railroad had completed a line to Canton, Mississippi. To extend this line the Mississippi Central Railroad completed 187 miles of track from Canton to Jackson, Tennessee. Grenada was on this route and the railroad was completed through Grenada in 1860.

The coming of the railroad to Grenada had a rapid effect on the decline of the Yalobusha River traffic. The cotton warehouses which formerly lined the banks of the river were dismantled and moved to areas adjacent to the railroad on the eastern edge of the town. Hotels and businesses were soon built near the railroad to take advantage of this new commerce.

In addition to the Mississippi Central, the Mississippi and Tennessee Railroad was completed to Grenada in 1861. This railroad was chartered in 1852 to connect the proposed Mississippi Central line to Memphis with the connecting junction to be located at Grenada. Directors of the railroad were from both Tennessee and Mississippi and included Joyn Brady, Samuel Garner and Nathaniel Howard of Grenada. One hundred miles of rail were built in the late 1850s with the final completion occurring just prior to the outbreak of the Civil War in 1861.

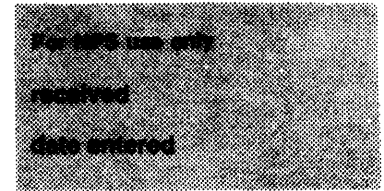
Grenada was a center of Confederate activity during much of the Civil War due to its importance as a rail junction. The railroad played an important part in the movement of troops through Mississippi and the Mississippi Central and Mississippi and Tennessee Railroad's tracks and rolling stock were frequent targets for Yankee raiders. The worst destruction in Grenada occurred on August 18th and 19th of 1863, when a task force of Union cavalry hit the town. This force, under the command of Colonel Martin Wallace and Colonel J.K. Mizner struck from Memphis and Vicksburg to destroy the trains and cars concentrated at Grenada after the fall of Vicksburg the previous month. The Union forces met only token Confederate opposition and destroyed the depot, yard buildings, eighty locomotives and 200 freight cars. Also destroyed were two steam cotton mills next to the tracks. The raiders completed their work quickly and returned to Memphis without serious losses. This raid ended Grenada's role as a major rail junction for the Confederacy until the end of the war.

Grenada sent many soldiers into the Confederate ranks. Most of the early volunteers served in the Yalobusha Rifles, a unit later incorporated into the 15th Mississippi infantry. The 15th Mississippi regiment was prominent in fighting at Shiloh where it suffered its most severe losses of the war. The regiment also served in most of the major battles of the western campaigns. After the war the survivors of the regiment returned to a town devastated by the destruction of its railroads.

Grenada struggled to recover for many years after the war with both railroad lines laid waste by Confederate and Union soldiers. A report on the condition of the Mississippi and Tennessee line in 1865 stated that "We are operating thirty

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miles off the road. The remaining seventy miles of the road is a mere wreck of a railroad...with barely enough rolling stock to make up one train." Stockholders of the two railroads were left bankrupt. The railroads were secured by northern capitalists with the Mississippi Central Railroad becoming part of the Illinois Central line in the 1870s and the Mississippi and Tennessee Railroad incorporated into the Illinois Central line in the 1880s.

In the years after the war the railroads were gradually put back into repair and regular service once again came through Grenada. In addition to the Illinois Central Railroad other railroads were proposed in the 1870s and 1880s. A proposal to establish the Grenada, Houston and Eastern Railroad was a source of controversy for many years as lawsuits were filed over the issuance of bonds and the financing of the line. This line was to run east from Grenada through Calhoun City and Houston but due to the length of litigation the railroad was never built. Other proposed lines connecting Grenada to other cities in Mississippi were also never built. The last connecting railroad line which was completed ran from Yazoo City to Grenada. Completed in 1891, this line also became part of the Illinois Central system.

The railroad had an important effect on the development of the community after the Civil War. As a center for Mississippi rail traffic many travelers and salesmen passed through Grenada in the course of their work. Recognizing the importance of first class accomodations, the Mississippi Central leased land for the construction of a large three story hotel which was called the Chamberlain after its manager. This hotel cost \$12,000 to construct and was the social center of the town in the 1870s and 1880s.

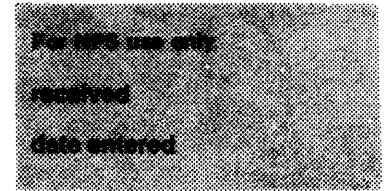
On May 9, 1870 the county of Grenada was formally established and Grenada was named the county seat. Most of the land for the county was taken from Yalobusha and Carroll counties. In September of 1870 a contract was awarded for the construction of a county jail and the offices of the first court were held in a commercial building located on the north side of the square. On August 4, 1870, the county board of supervisors purchased this building which served as the courthouse until 1884.

Grenada Development 1875-1900

From the late 1870s through the early 1890s the growth and development of Grenada was hindered by an epidemic, several bank failures and two major fires in the downtown area. One of the most devastating blows which occurred to Grenada was the Yellow Fever epidemic of 1878. By 1878 the population of

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Grenada stood at approximately 2,000. During the epidemic at least 363 people were recorded as dying of the disease reflecting an enormous mortality rate for the town. The first cases of the disease were recorded as occurring in July with a general outbreak following in August. The operation of the town government came to a halt with the death of Mayor J.L. Milton. Many other town officials fled the city with their families. Sam Ladd who served as Town Marshall was responsible for the digging of graves and rendering assistance to the afflicted.

The epidemic raged throughout September and October with the final cases recorded in November. The deaths of so many residents had a profound effect on the city. Commerce declined and rail passengers avoided stopping at Grenada. Many wills were recorded in the courthouse during these months to provide for the disposition of property by those ill and not expected to survive. Most victims were buried in the Odd Fellows Cemetery on western edge of the city or in the "Yellow Fever" cemetery east of the railroad. Many of the black victims were buried in a now abandoned cemetery north of the Odd Fellows Cemetery. Because of the many deaths and lack of records in the period a number of deaths went unrecorded and their resting places remain unknown.

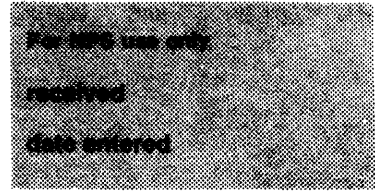
After 1880, a new building boom occurred in Grenada as the town began to shake off the effects of the epidemic and railroad traffic increased. A number of architects and builders had businesses in Grenada in these years. Ads in the local newspapers include the promotion of John S. Ladd in 1881 who described himself as an "Architect and Builder" specializing in brick construction. Other ads from this period list M.J. Ryan as a brick mason and Sidney Kettle as a builder. Probably some of their work was reflected in the construction of one and two-story brick buildings erected in the early 1880s around the public square. While a few brick residences were constructed in these years the great majority of houses were of frame construction.

In 1884, the R.P. Lake Bank failed in Grenada which caused a blow to the economy of the region. A much more devastating occurrence was the fire of 1884 which destroyed the south and west sides of the square and neighboring residences. The fire destroyed some of Grenada's largest and most substantial stores and many merchants were uninsured. The fire caused an estimated \$300,000 damage and it took several years for the downtown area to be rebuilt. The 1886 insurance map of the community shows 29 brick one and two-story storehouses surrounding the square. The map also shows four buildings listed as "ruins, walls standing" left over from the 1884 fire.

Soon after the 1884 fire a new brick two story courthouse was built on the west side of the square. This courthouse contained offices on the first floor and the courtrooms on the second floor. In addition to the many business houses around the square the 1886 map shows Wright and Lake's Cotton and Wagon Yard located on First Street, the J.G. Weeks Livery and Feed Stable on Church Street and cotton yards on the north side of the square.

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Despite the fire of 1884 the city was slow to establish a fire department capable of dealing adequately with fire prevention. Another major fire broke out downtown in 1891 and destroyed all businesses on the north and east sides of the public square. This fire burned 15 buildings, eight of which were of brick construction. The September, 1892 insurance map shows 13 brick buildings constructed to replace those which burned. One lot on the east side of the square is also listed as "ruins" from the fire. This fire resulted in the formation of a hook and ladder fire company composed of volunteers to provide fire protection of the community. After 1891 no major fires occurred in the downtown area.

By the early 1890s, Grenada had become a prosperous community of three thousand citizens. Many two-story brick commercial buildings were built in the business district during the 1880s and 1890s on the site of those burned by the fires as were many new frame residences. By 1892, the town contained 21 drygoods stores, 35 grocery stores, 3 restaurants and 3 hotels serving whites and 1 hotel serving blacks. Businesses included a compress company, oil mill, tanning company and a wagon and carriage factory. The importance of the cotton industry to the town was also apparent with 5 licensed cotton buyers, 2 licensed cotton weighers, 1 Alliance cotton shed and 2 private cotton sheds. For the cultural benefit of the town there was a collegiate institute, 2 public schools, a private school, 8 churches and an opera house. Social reform was also active in the 1890s which led to liquor prohibition in the city in 1895.

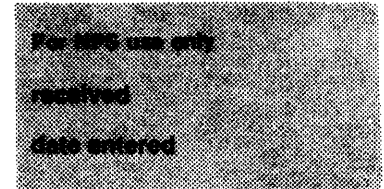
The growing health of the community was signified by the opening of the Grenada Bank and the increased industry which opened in these years. In 1890, the Grenada Bank opened its doors on Front Street. Operated by President J.W. Griffis, the Grenada Bank was one of the most successful early banks in Mississippi. The bank began the first system of branch banking in the state and in 1895 had resources of \$233,000.

The earliest recorded industries in Grenada were sawmills to provide lumber for the town. Most of these early mills were steam powered and were small operations. Due to the seasonal transportation of the Yalobusha most cut lumber was used locally and there is little record of shipping lumber on the river to other towns. The coming of the railroad brought new opportunities for the creation of industry in the town. However, it was not until many years after the Civil War that the local economy had recovered to spur new businesses and enterprises.

One of the first major industries of the town was the formation of the Grenada Oil and Compress Company in 1883. The company was incorporated with J.W. Caldwell, R.P. Lake, John Milbrun, John Powell and William McSwine as directors. The company was to process cotton into cottonseed oil and built a large factory just east of the Illinois Central railroad tracks in 1885. This building was constructed with intersecting brick walls and attached large frame sheds. Part of this original building is still extant although numerous alterations

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and additions have occurred in the 20th century. In addition to the Compress Company, the Mississippi Cotton Oil Company also established a plant at Grenada in the late 1880s on the west side of the railroad tracks.

In addition to the cotton factories several other industries were also opened in the late 19th century. In 1889, the Grenada Creamery, Cold Storage and Ice Company was formed to provide dairy products to the area but it soon went bankrupt and the building later burned. Also in 1889 the Grenada Tanning and Leather Manufacturing Company was established.

Most residences built before 1900 were one story frame vernacular designs reflecting the Eastlake and Italianate styles. few brick homes were constructed in these years and only a few merchants and large land owners constructed ornate homes. The majority of the larger and costlier Italianate and Queen Anne styles built in Grenada were constructed along Main and Margin Streets (See South Main and Margin Street Historic Districts). These homes represent the finest architecture remaining from the late 19th century. In addition to these homes an excellent example of the Second Empire style was constructed in 1880 which was the home of the Dubard family for many years (see Lee-Dubard House). Most commercial buildings constructed on the public square in these years were Italianate or vernacular designs with cast iron storefronts and arched windows typical of the period.

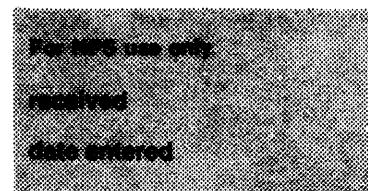
Grenada Development after 1900

Grenada's fastest growth was recorded between 1900 and 1910 as the population almost doubled in this one decade. In 1900 the population was 2,568, but by 1910 the city had grown to 4,349. This rapid growth was due to the opening of new industries in the area and the overall commercial health of the community. The first large industry to come to Grenada was announced in March of 1902. This was the establishment of the Ayer and Lord Tie Company which produced railroad ties. This Chicago based company chose Grenada because of its excellent rail connections and availability of lumber. The company built their plant three miles south of Grenada and the community which arose around it was called Tie Plant. The plant employed 200 to 300 men during its early years and it was the largest employer in the Grenada vicinity in the early 20th century. Other industries which opened in the early 1900s included the Grenada Oil Mill, Hornsby Lumber Mill and several other smaller mills and cotton companies. Of these the Grenada Oil Mill was the most successful. The company built a large facility on the western edge of town and was an important cotton seed mill for many years.

This growth was reflected in an expansion of the residential areas and many new frame homes were built in these years. The primary residential areas were south along Main, Mound, Levee, Kershaw and Church Streets and along College Boulevard. Areas west of downtown along Margin, College and South Streets were also heavily populated. Dozens of ornate Queen Anne and Colonial Revival

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style homes were built along Main and Margin Streets as a prosperous merchant class constructed new homes (See Main and Margin Street Historic Districts). The other streets became lined with primarily one-story frame vernacular design homes reflective of the period. Black residents lived in areas along the railroad tracks, west of Commerce Street and south of Margin Street.

In the downtown area new brick commercial buildings were erected along First Street, Green Street and around the public square. A second area of commercial development occurred on First Street near the depot. The downtown area was a thriving regional shopping area for northern Mississippi in these years with dozens of stores selling clothing, groceries and other merchandise. After 1910, the town continued to grow but at a slower pace than the previous decade. Downtown businesses thrived and many new brick and frame Bungalow style homes were built in the residential area from 1910 to 1930. Agriculture continued to be the dominant source of income for the Grenada region with cotton and corn production the most important products.

The most notable buildings constructed in the downtown area during these years were the U.S. Post Office built in 1916 (NR, 1985) and the Masonic Temple built in 1925 (see Masonic Temple). The Temple and the Post Office were constructed adjacent to each other on Main Street and are the best examples of the institutional Colonial Revival and Neo-Classical styles of the period. The railroad commerce continued to play a major role in the city and a new two-story brick depot was constructed by the Illinois Central Railroad around 1928 (See Illinois Central Depot). Few other notable buildings were constructed during these years with the exception of several buildings on the Grenada College campus. None of the Grenada College buildings are extant.

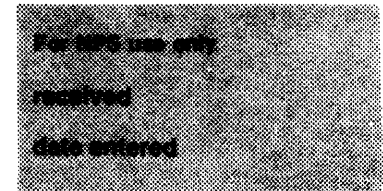
In the early 1930s, the main employer in the Grenada area continued to be the tie plant which employed 175 persons. Lumber companies and cotton oil mills continued to be large employers in the city in the 1930s. Another important industry of these years was the construction of the Real Silk Hosiery Mill by Grenada Industries in 1937. When it opened the plant had 122 employees and produced 500 dozen pairs of hose weekly. This factory was established on the western edge of the city and many frame homes were built for employees adjacent to the mill. This mill expanded after World War II and remains as one of the primary employers in Grenada.

Another boost for the town in the 20th century was the establishment of Camp McCain in World War II. Located several miles east of the city, Camp McCain was established in 1942 as a training camp for the U.S. Army. Many dependents and families of the troops came to Grenada to live during the war years. Two divisions were trained here for combat overseas before the camp was closed in October of 1944.

Since World War II, Grenada has relied on both the agricultural economy of the region and new industry for its development. Industries such as Binswanger

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Glass and Lyon, Inc. have located in Grenada and provided employment for many workers. In 1954, the Corps of Engineers constructed the Grenada Dam to the northeast of the city and formed Grenada Lake. This 31 million dollar project brought flood control to the town and provides recreational use for the region.

By 1960, the original 1884 courthouse was considered outdated and was razed. A new two-story brick courthouse building was constructed on its site in 1961. The construction of Interstate 55 to the west of Grenada caused new commercial expansion in this area of the city and new subdivisions have been built in the south and west sections of the city. Today, Grenada is a growing community with a population of 10,000.

Architecture:

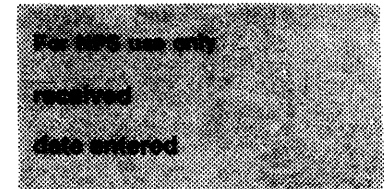
Very few homes remain in Grenada from the ante-bellum period. The best remaining early homes are the Moore-Whitaker House and Golloday-Bondurant House (see Margin Street Historic District). These two homes are excellent examples of the Greek Revival style and have not been significantly altered. Construction in the residential areas after the Civil War consisted primarily of frame homes. These homes were built in forms typical of the period often with Italianate and Eastlake detailing such as seen in the Walthall-Townes House on College Boulevard. One of the most significant homes constructed in this period was the Lee-Dubard House on Third Street which is the only surviving example of the Second Empire style in Grenada. In the commercial area numerous buildings in Italianate or vernacular designs were built in the 1880s and 1890s. Many of these still stand although alterations in the downtown area have been extensive. The most significant of these is the Grenada Bank on First Street (NR, 1978).

After 1900, a building boom occurred in the city resulting in the construction of many fine Queen Anne and Colonial Revival style homes. These homes can be found throughout the older residential areas to the south and west of the downtown area. The best concentrations of these homes are found along Margin and Main Streets which were settled by Grenada's rising merchant class of the turn of the century. These two streets display excellent examples of these styles and retain their integrity of location and site (see Margin and Main Street Historic Districts). Many vernacular frame homes with Colonial Revival detailing were also built after 1900.

Between 1900 and 1930 many new Bungalow style homes were built in the residential areas. Construction of commercial and new public buildings in the downtown area also continued. On Main Street a new post office was built in 1916 (NR, 1985) and an excellent Neo-Classic style Masonic Temple was built in 1925 on Main Street. A new train depot was also built by the Illinois Central Railroad at First Street and the railroad tracks. After 1930, construction

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slowed for many years with few new buildings erected in the downtown and inner residential areas.

Transportation

Since 1860, Grenada has served as an important rail center in Mississippi. By the early 1860s it was the junction of both the Mississippi Central and Mississippi and Tennessee Railroad lines. These railroads connected the southern cities of Jackson, New Orleans, Memphis and Nashville. Grenada's prominence as a rail center during the Civil War made it a frequent target for the Union forces and in 1863 its depot, tracks and rolling stock were heavily damaged. After the war the railroads became part of the Illinois Central system. The rail traffic of the late 19th century helped attract new industry and stimulated growth in the community.

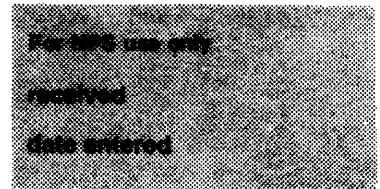
By the early 20th century numerous industries and commercial buildings were located adjacent to the railroad to take advantage of the transportation facilities. Almost all of these buildings have been altered or are no longer standing. The one important exception is the present Illinois Central Railroad depot built ca. 1928. This depot is still owned and operated by the Illinois Central and it is the only major building left associated with Grenada's important rail heritage.

Current Preservation Activities:

Preservation activities in Grenada have been limited but there is growing interest in renovation in the older residential areas. Several homes in the Main Street and Margin Street Historic Districts have been renovated in recent years and there is a strong commitment to preservation in these areas. Unfortunately, there is no non-profit historical organization in Grenada to promote or stimulate preservation efforts. This has hindered renovation in the downtown area where many of the 19th century buildings have been altered. It is hoped that the survey conducted in 1987 will make residents aware of their architectural resources and promote preservation and renovation in the future.

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12/8/87

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Multiple Resource Area
Thematic Group

Name Grenada MRA
State Grenada County, MISSISSIPPI

Nomination/Type of Review

Date/Signature

Cover

~~Substantive Review~~

Keeper Amy Schlager 1/20/88

1. Grenada Masonic Temple

~~Substantive Review~~

Keeper Amy Schlager 1/20/88

Attest _____

M. J. ... 2. Illinois Central Depot

~~Substantive Review~~

Keeper Amy Schlager 4/7/88

Attest _____

3. Lee-DuBard House

Entered in the
National Register

for Keeper Helene Byers 1/20/88

Attest _____

4. Margin Street Historic District

~~Substantive Review~~

Keeper Amy Schlager 4/7/88

Attest _____

5. Odd Fellows and Confederate Cemetery

Entered in the
National Register

for Keeper Helene Byers 1/20/88

Attest _____

6. South Main Historic District

Entered in the
National Register

for Keeper Helene Byers 1/20/88

Attest _____

7. Walthall, Sen. Edward C., House

Entered in the
National Register

for Keeper Helene Byers 1/20/88

Attest _____

8.

Keeper _____

Attest _____

9.

Keeper _____

Attest _____

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Keeper _____

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