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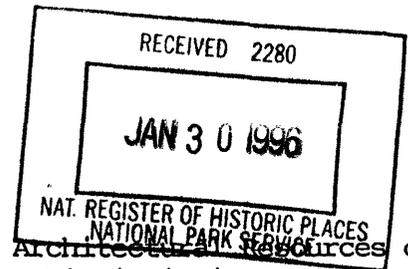
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Historic and Architectural Resources of
Copiah County, Mississippi



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E. STATEMENT OF HISTORIC CONTEXTS

The multiple property nomination for Copiah County, Mississippi, is based on three historic contexts: the Plantation Era, 1823-1865; Development from the Post-Bellum Period to the End of World War II, 1866-1945; and Development of Copiah County's Towns, 1823-1945.

I. THE PLANTATION ERA IN COPIAH COUNTY, 1823-1865

Copiah County is a rural county located in southwest central Mississippi. The county is about 37 miles in length and about 24 miles in width, with a land area of 779 square miles. The county is bounded on the north by Hinds County, on the east by Simpson County, on the south by Lincoln and Lawrence Counties, and on the west by Jefferson and Claiborne Counties. The Pearl River forms its eastern boundary.

The county is blessed with an abundance of running streams, creeks and bayous. The Pearl River is an extremely winding river too shallow at normal level for navigation; however, until the early twentieth century it was reported to be navigable for about six months of the year. The Little Bahala Creek rises from springs about three miles east of Hazlehurst and flows southeast to form the Big Bahala Creek, which drains the entire southeastern portion of the county and flows into the Pearl River. Copiah Creek rises southeast of Gallman, flows east and empties into the Pearl River south of Georgetown. Bayou Pierre, a sluggish stream flowing northwesterly through Copiah into Claiborne County and eventually into the Mississippi River, drains a great portion of the western half of the county. The bottom lands along Bayou Pierre are the county's most extensive swamp lands. Several lesser creeks drain the bottom lands (Sartin: 6-7; Rowland, Mississippi I: 565).

The general topography of Copiah County, except in the Pearl River bottom, is gently rolling. The Pearl River bottom and other small tracts of land along Bayou Pierre, Copiah, Bailey and other streams afford valleys of exceedingly fertile soil. The county historically had a considerable timber growth, consisting of pine, red post and white oak, hickory, elm, maple, poplar, gum and cypress. The most valuable of these were the long-leaf pine, which were extensively logged. Copiah County has a variety of fine sandy loam soil types suitable to the growing of vegetables and fruits as well as to such staples as cotton and corn (Sartin:1, 8; Rowland, Mississippi I:565).

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Copiah County, MississippiSection number E Page 2 Establishment and Early Settlement of County

On October 18, 1820, the Treaty of Doak's Stand relinquished Choctaw claim on the Delta and central Mississippi to the United States. This treaty opened a large area along the Mississippi, Yazoo, Big Black, and Pearl rivers to white settlement, and in the 1820s this was the fastest-developing area of the state. By 1830 the white population in this region was almost as large as that of the Natchez District, and the plantation system with its accompanying slave system was developing (Fortune: 252).

Within the next sixteen years, nine counties were established from this area: Hinds, Simpson, Copiah, Rankin, Madison, Bolivar, Yazoo, Washington, and Holmes. Copiah County was established on January 21, 1823, being created out of Hinds County by an Act of the Mississippi Legislature. It was the eighteenth Mississippi county to be organized and was established just five years after Mississippi was admitted to the Union. Copiah County was originally larger than at present. In 1824 Simpson County was formed from that portion of Copiah County lying east of the Pearl River, and in 1870 a strip of Copiah's southern territory was given to Lincoln County. There are several versions of the derivation of the county's name, but the most widely accepted is that Copiah derives its name from the Indian word "Kai Paya," meaning calling panther (Sartin: 12-13; Rowland, Mississippi I: 563).

Along with the Pearl River, the county has a good number of running streams, creeks and bayous, and some of the earliest settlements of the county were located along these waterways. Originally located on the Pearl River, Georgetown was one of the earliest settlements in the county, but in 1909, when the New Orleans Great Northern Railroad came through the county, the town was moved about one mile to the west along the rail line. When the New Orleans, Jackson and Great Northern Railroad came through the county in 1858, new towns sprang up along the rail line. Beauregard, Gallman, and Hazlehurst were founded in 1858 along the rail line, while Crystal Springs, which was established much earlier in 1825, was moved two miles east to the site of the rail line in 1857. Early settlers came from Georgia, North Carolina, South Carolina, and Virginia, as well as from the southern counties of Mississippi. Copiah County was rural in character and its economy was based on agriculture, especially the cultivation of cotton. Land was cheap and much of it was very

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productive, and in a few years there were a number of prosperous farmers and planters (Sartin: 13).

The small towns that were established in rural Copiah County made significant contributions to the quality of life of the people in the surrounding countryside. They were the social, cultural, and religious centers for the county's residents. The most important towns and villages established in the county during the antebellum period include Gallatin, Georgetown, Crystal Springs, and Hazlehurst. When Copiah County was established in 1823, the small village of Coar's Springs (now extinct) was designated by the legislature as the temporary site of the circuit and county courts. In 1824, the growing community of Gallatin, near the center of the county, was designated the county seat. In 1872 the county seat was moved from Gallatin to Hazlehurst, which was located in the center of the county on the New Orleans, Jackson and Great Northern Railroad. These early communities are discussed in greater detail in a later section, entitled "Development of Copiah County's Towns."

The following chart shows Copiah County's population growth in the 120-year period from 1830 to 1950:

COPIAH COUNTY POPULATION

<u>Census Year</u>	<u>Total</u>	<u>White</u>	<u>Black and Other</u>	<u>Slaves</u>
1830	7,001	5,238	1,763	1,754
1840	8,954	5,161	3,793	3,786
1850	11,794	6,303	5,491	5,480
1860	15,398	7,432	7,966	7,965
1870	20,608	10,217	10,931	
1880	27,552	13,101	14,451	
1890	30,233	14,632	15,601	
1900	34,395	16,355	18,040	
1910	35,914	15,927	19,987	
1920	28,672	13,567	15,105	
1930	31,614	16,001	15,613	
1940	33,974	16,107	17,867	
1950	30,493	14,210	16,283	

(Source: Mississippi Statistical Summary of Population)

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Despite its fertile soil, Copiah County never experienced the immense prosperity achieved in the antebellum period in some other regions of the state. The overall wealth of the county's antebellum population can be discerned from its extant buildings and from the antebellum censuses. The extant resources from the antebellum period are predominantly one- and one-and-one-half-story residential buildings of frame construction with a central hall plan and a front gallery or portico. Other antebellum houses that have been identified include folk structures such as log houses, dogtrots, hall-and-parlor plan houses, and I-houses. The built environment indicates that during the antebellum period, white Copiah Countians led comfortable lives but did not enjoy the incredible wealth experienced by some other members of Mississippi's planter class.

Copiah County was not among the larger slave-holding counties in the state. The population schedules that denote the white and slave populations for the county in 1830, 1840, 1850, and 1860 indicate that the slave population was significantly lower than the white population during these first three decades. Not until 1860 had the slave population grown to outnumber the white population, but only by the small margin of 7,965 to 7,432. Slaves were a major source of wealth during the antebellum period, and the large number of slaves in the county just prior to the Civil War does indicate that there were a number of wealthy planters in the county at that time. However, at the outbreak of the War, most of the county was made up of small farms where slaves were an economic luxury (Mississippi Statistical Summary of Population).

Transportation

Primitive roads or traces traversed the region even before Copiah County was formed in 1823. Copiah County's early roads were little more than paths through the forests, and the only way to travel them was by foot or by horse. Well-marked Indian paths led from all parts of the county toward the Natchez Trace, just west of Copiah County. These Indian paths were later developed into stage lines and post roads. The most significant pioneer road through Copiah County was the Three-Chopped Way, which entered the county at its southwest corner near the Homochitto settlement on that river and passed along the southern edge of the county eastward. Near the Pearl River the trail branched, with one fork leading toward Monticello and the other taking the Indian path across the river near Georgetown, where the

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first ferry boat in the county was established in the early nineteenth century. The Three-Chopped Way began in Natchez, Mississippi, and connected that town with Fort St. Stephens on the lower Tombigbee River and Fort Stoddert in Georgia. It received its name from the three notches cut into each tree that marked the trail. Blazed prior to 1807, the Three-Chopped Way was one of the earliest roads in the Old Southwest and was the first trace to span the eastern and western sections of the Mississippi Territory (Sartin: 43).

In the early 1830s, the opening of Indian cession lands in Mississippi to settlement and the production of cotton caused an economic boom in the state. The new territory had the potential to export tens of thousands of bales of cotton, but the rivers and roads in the state were inadequate trade arteries. Planters and farmers were attempting to transport their produce over inferior roads and rivers that were barely navigable. The Pearl River, one of the state's major waterways, was only navigable during the flush season, which at best was six months per year, and cotton shipped by this route was often severely damaged when rolled up and down muddy banks and exposed to rain and numerous delays (Jenkins: 1). Copiah County's cotton and other agricultural produce were generally hauled by ox- or mule-drawn wagons to Grand Gulf in neighboring Claiborne County or to Vicksburg, where they were shipped on the Mississippi River.

The construction of railroads was a top priority throughout the South during the 1850s, and in Mississippi railroads came into their own during this decade. By 1860, rail transportation had connected New Orleans to Canton, Mississippi; Vicksburg to Meridian; and Mobile to Corinth. Organized in 1852, the New Orleans, Jackson and Great Northern Railroad was completed on March 31, 1858, bisecting Copiah County. The line extended from New Orleans to Canton, Mississippi, located about 20 miles north of the state capital of Jackson, and provided Copiah County's farmers and planters with ready access to markets for their agricultural products. The railroad also had a significant impact on the development of Copiah County's towns. New towns were established along the rail line, while some towns that were bypassed by the railroad were either relocated along the rail line or eventually became extinct. (After the War, two additional lines were constructed through Copiah County. These two lines are discussed in a later section, "Post-Bellum Development to the End of World War II.")

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Cotton, slavery, and the plantation system were the dominant elements in the state's agricultural economy from the time of statehood until the Civil War. After the War of 1812, cotton assumed its position as the state's leading staple crop. The climate and soil were ideally suited to the growing of cotton, and the cotton culture spread rapidly across the state due to the introduction of improved varieties from Mexico, consistently favorable prices, and the opening up of Indian cession lands. A large number of slaves were brought into the state from the older slave states to till the newly cleared lands and harvest the cotton. Non-slaveholders also came and began the tillage of cotton on the new and fertile lands (Scarborough: 310). In 1834, with hardly more than one-half of its area occupied by white settlers, Mississippi became the leading cotton producing state in the Union (McLendon: 81).

Encouraged by an abundance of cheap land, easy credit from state banks, high prices, and development of the superior Petit Gulf variety of cotton, Mississippi's farmers and planters concentrated almost all of their resources on cotton. Tens of thousands of immigrants poured into the state to take advantage of bonanza conditions. Some 10,000 slaves were imported annually during the decade of the 1830s. The production of cotton nearly quadrupled, rising from 100,000 bales (of 500 pounds each) in 1830 to 386,803 bales by the end of the decade. In 1836, more than a million acres of cotton were planted in Mississippi, and the price reached 20 cents per pound in the New Orleans market. Land and slave prices skyrocketed, but the bubble burst suddenly in 1837 (Scarborough: 314).

The depression in the Southwest spanned the years 1837-1849. The financial panic of 1837 broke the land boom and drove many banks to the wall, ruining speculators. Cotton prices remained relatively stable until 1840, at which time prices skidded sharply. In the mid-1840s cotton prices finally began to rally from their low of 5 cents per pound, and complete recovery was not achieved until the middle of the next decade (Scarborough: 315).

The Panic of 1837 impelled Mississippi planters to strive for greater self-sufficiency through diversification. They placed more emphasis upon the production of a variety of foodstuffs--corn, sweet potatoes, small grains, fruits and vegetables of all kinds--and made progress

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in the breeding of thoroughbred livestock. By utilizing more intensive farming methods together with new labor-saving devices, Mississippians also increased their production of cotton. In the census years of 1839 and 1859, Mississippi was the leading cotton-producing state in the nation (Scarborough: 315,322).

Although reaping rich dividends from increased cotton production, planters and farmers were also responding to reformers' pleas for greater diversification and self-sufficiency. Mississippi farmers more than doubled their corn production during the post-depression era. Wheat, oats, rye, barley, and millet were also planted in substantial amounts, and Mississippi led all other cotton states in the value of orchard produce (Scarborough: 323).

Copiah County was developed predominantly by small and middling farmers, although there were also a number of sizable plantations. In 1850, there were 951 farms in the county, with the average farm size being 263.0 acres, significantly lower than the state average of 308.6 acres. Like the rest of the state, Copiah County's economy was based in large part on the production of cotton. In 1850, the county's farmers and planters produced 9,318 bales (400 pounds per bale) of ginned cotton, ranking 21st of the state's 59 counties in the production of cotton. However, the 1850 census records show that the county's farms were diversified. In addition to cotton, another staple crop of the county was rice. Of the 52 counties that grew rice in 1850, Copiah County ranked second with 241,685 pounds produced. Some of the county's other farm produce in 1850 included Indian corn (436,485 bushels), Irish and sweet potatoes (127,864 bushels), rye, oats, peas, beans, butter and cheese, hay, cane sugar, molasses, tobacco, wool, and beeswax and honey. The 1850 census listed the value of orchard produce as \$550. A relatively large number of "neat cattle," sheep, and swine were also raised in the county, and in 1850 the value of animals slaughtered was given as \$100,234 (Statistical View of the United States: A Compendium of the Seventh Census, 1854).

As discussed earlier, Copiah County was not among the larger slave-holding counties in the state. Although there were some plantations worked by a large number of slaves, most of the county was made up of small farms where slaves were an economic luxury. Nevertheless, there was a good market for slaves in the Copiah County area, and a slave market was operated in Crystal Springs. Proceedings of a public meeting that appeared in the Hinds County Gazette [Jackson] on

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September 2, 1857, indicate that persons associated with the Underground Railroad may have tried to help slaves escape from the county. The object of the public meeting was stated as follows:

Late events in Copiah county ha[ve] revealed the astounding and alarming fact, that there are men in our vicinity who have been engaged in secret and unlawful interference with our institutions, by inducing slaves to desert their owners, and furnishing them with passes and free papers to enable them to escape to parts unknown; and that these men are endeavoring to locate in this vicinity. On motion of Dr. H.W. Stackhouse, it was Ordered that Reuben Seastrunk and Samuel Seastrunk leave this neighborhood (Subject Files: Copiah County).

The War Years, 1861-1865

At the outbreak of the Civil War, Copiah County was prosperous and thriving. Most of the area was made up of small farms, and many of the county's agricultural laborers enlisted in the Confederate Army, leaving behind older men, younger boys, and women to assume responsibility of the farms.

Copiah County did not have a major battle fought within its boundaries during the War; however, the Official Records of the Union and Confederate Armies, Series 1, lists a battle at Crystal Springs on May 11, 1863. On that date, Col. Benjamin H. Grierson brought troops through Copiah County and made a raid on the New Orleans, Jackson and Great Northern Railroad, which resulted in the complete destruction of the railroad beds, rails, and ties, and the burning of the depots at Crystal Springs and Hazlehurst. Throughout the War, periodic raids were conducted by small bands of roaming Federal soldiers who took everything that could be eaten and burned some fields and homes (Sartin: 80-81).

The last two years of the War were quiet for Copiah County. The main struggle in the county consisted of finding equipment and teams to work the soil and seed to plant. Mules and horses had been requisitioned by the Governor of Mississippi for use by the Confederacy, with payment made in script or Confederate money. Cotton was largely neglected during this period, with the main crops being corn, peas, beans and other foodstuffs (Sartin: 79, 82). The

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War forced curtailment of cotton production for many obvious reasons: enlistment of whites in the Confederate service, inadequate supervision of slaves, the necessity of producing at home the essential supplies, partial crop failures of 1862 and 1864, and official State and Confederate encouragement to diversify. During the War, individual farms and plantations in Mississippi had to become self-sufficient (McLendon: 82).

After the War, the returning veteran faced the future with little or no money, food, tools, equipment, or livestock, no credit system and no market for his goods, and no transportation. More important was the loss of manpower. In addition to losing slave labor, it has been estimated that approximately one-third of Copiah County's young and able-bodied men were killed in the War and another one-third were too badly crippled from wounds and illness to be counted as breadwinners (Sartin: 84).

II. POST-BELLUM DEVELOPMENT TO THE END OF WORLD WAR II, 1866-1945

After the Civil War, Copiah County remained an agricultural county. Cotton remained a major money crop; however, during the last quarter of the nineteenth century, the county became the focus of the emerging truck farming industry. Industries related to the production of cotton, vegetables and fruits were established, but one of the most important manufacturing plants to be established in the county was the Mississippi Mills in Wesson, which was in operation from 1866-1910. Copiah County succeeded in rebuilding itself after the War, and the railroad played a key role in this effort.

Transportation

Rebuilding of destroyed rail lines was a high priority after the War. Rail transportation was vital to the economy of the county, providing ready access to markets for agricultural products and manufactured goods. The New Orleans, Jackson, and Great Northern Railroad (NOJ&GN), known as the "Big J", was reconstructed after the War and extended from New Orleans to Canton, Mississippi. In 1877, the Illinois Central Railroad (IC) pressed two of its debtors, the Mississippi Central and the NOJ&GN, into receivership and purchased

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their assets. The NOJ&GN was merged with the Mississippi Central to form the Chicago, St. Louis, and New Orleans Railroad, which was controlled by the IC and subsequently consolidated into the IC in 1882. The acquisition of the NOJ&GN and the Mississippi Central provided the IC with a linkage from Cairo, Illinois, the southern terminus of the IC line, to New Orleans (Cawthon, "Railroads:" 9). In addition to transporting goods to market, the IC played an important role in the truck farming industry by developing specialized facilities and services to assist growers and local shippers. The IC's contributions to the trucking industry are discussed in detail later.

In 1870, the Natchez and Jackson Railroad was chartered with the object of building a line between these two cities, and in 1872 its name was changed to the Natchez, Jackson and Columbus Railroad (also known as the "Little J"). This rail line was completed between Natchez and Jackson on October 6, 1882, and passed through the northwestern corner of Copiah County, with the sole station in the county being located at Carpenter. The line was purchased by the Louisville, New Orleans, and Texas Railroad in 1890 and in 1892 became part of the Yazoo and Mississippi Valley (Y&MV) Railroad. In 1946 the Y&MV was merged into the Illinois Central, which removed passenger service from the line, leaving only the freight service, and by 1970 closed the line completely. The depot was demolished in the 1970s (Cawthon, "Railroads:" 12, 16; Subject Files).

On January 19, 1905, the New Orleans Great Northern Railroad Co. was incorporated to construct a line from a connection with the New Orleans and Northeastern (now Norfolk Southern) at Slidell, Louisiana, to Jackson, Mississippi. Construction began in 1905, but the line was not completed until 1909. This line ran along the eastern boundary of Copiah County, with stations located at Gatesville, Hopewell and Georgetown. On December 20, 1929, the company was acquired by the Gulf, Mobile and Northern Railroad Co., and on September 13, 1940, it consolidated with the Mobile and Ohio Railroad Co. to form the Gulf, Mobile and Ohio Railroad Co. This line has been abandoned and the tracks through the county have been removed. None of the depots along this route have survived.

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After the War, the county's economy was still primarily based on agriculture, and the major money crop, as before the War, was cotton. During Reconstruction, farmers and planters often found it impossible to pay cash for high taxes, capital goods, labor, or for food and clothing. Operating largely on a credit basis, the farmers continued to a great extent the war-time sustenance economy to keep debts at a minimum or because they could get little or no credit. For those who did not own land and otherwise failed to get credit, including most blacks, the share-cropping tenant system offered the logical solution. Cotton was grown to pay debts and to raise money, but limited capital, restricted credit, and a self-sufficient economy prevented a rapid return to the levels of pre-war cotton production (McLendon: 82).

In 1870, Copiah County ranked 13th of the state's 65 counties in the production of cotton, having produced 15,653 bales. The county also ranked 13th in the production of Indian corn (408,003 bushels), fourth in the production of sweet potatoes (55,725 bushels), first in the production of peas and beans (17,864 bushels), and tenth in the production of wool (7,439 pounds). Although in 1850 rice was a major staple with 241,685 pounds being produced, by 1870 production had dropped to only 19,580 pounds. Later census records indicate that the growing of rice was eventually discontinued altogether in the county. Other agricultural products in 1870 included Irish potatoes, oats, butter, milk, sorghum molasses, beeswax and honey. The value of orchard produce was listed as \$4,466; the value of produce of market gardens was \$224; and the value of animals slaughtered or sold for slaughter was \$98,622 (Ninth Census).

After 1880, Mississippi was habitually the second leading cotton-producing state, behind Texas (McLendon: 83). Cotton brought low prices during the late nineteenth and early twentieth centuries. The decline in the price of cotton was the basic factor in the agricultural depression in the South during the latter part of the nineteenth century. In 1886, cotton prices had fallen as low as eight cents per pound, and it was feared that returns would be forced even lower due to increasing production. This led many who otherwise might have ignored the new truck farming business, discussed below, to venture into vegetable production (McCorkle, "Nineteenth Century:" 267-268). Although vegetable production became a major industry in Copiah County, these early vegetable crops were often followed by

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such cash crops as cotton, corn and sweet potatoes. Therefore, cotton remained an important agricultural product in the county.

The War and Reconstruction had created a state of small farms, with the average size of a farm in Mississippi dropping from 309 acres in 1850 to 83 acres by 1900, and to 67.6 acres by 1910. In Copiah County, the average size farm in 1850 was 263 acres. By 1870, this figure had dropped to 183.3 acres, by 1900 it was 87.2 acres, and in 1910 the average size farm in the county was 72.0 acres. Although the average size farm in the county after the War was slightly larger than the state average, Copiah County's farms were relatively small; for example, in 1910 Copiah County ranked 52nd of the state's 79 counties in the average acreage of its farms. The following table charts the size of Copiah County's farms in 1870 and 1910 (Ninth Census; Thirteenth Census):

NUMBER OF COPIAH COUNTY FARMS,
CLASSIFIED BY SIZE

	<u>1870</u>	<u>1910</u>
Under 3 acres	0	3
3 to 9 acres	29	209
10 to 19 acres	188	961
20 to 49 acres	827	2,202
50 to 99 acres	539	871
100 to 499 acres	282	1,004
500 to 999 acres	12	60
1,000 and over	1	14

(Source: Ninth Census; Thirteenth Census)

After the War, fewer and fewer Mississippians owned their farms, and in 1880, 44 percent of the state's small farms were worked on a tenancy basis (Revels: 608). The earliest figures found regarding tenancy in Copiah County were for 1900, when 60.3 percent of the farms were worked on a tenancy basis. By 1910, 62.1 percent of Copiah County's farms were worked by tenant farmers, of whom 869 (26 percent) were white and 2,438 (74 percent) were black. Of the 3,307 farms operated by tenants in Copiah County in 1910, 2,006 were share tenants, 10 were share-cash tenants, 1,201 were cash tenants, and on

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90 farms the tenure was not specified. Of the 1,987 farms operated by the owners in 1910, 1,370 (69 percent) were owned by whites and 617 (31 percent) were owned by blacks. By 1935, 68.9 percent of the county's farms were worked by tenant farmers. Of the tenants, 1,380 (37 percent) were white and 2,317 (63 percent) were black. In this same year it was reported that there were "a number of Negro land owners who are successful farmers in the county." The average size of a farm in the county in 1935 was 66.4 acres (Thirteenth Census; WPA).

Under the system of tenant farming, the small farmer either rented the land for cash or shared the crop with the owner, the share depending on how much of the seed, tools, and supplies the landowner furnished. Both of these systems of tenant farming required financing, and under the provisions of the Agriculture Lien Law of 1876, a farmer who was without capital could secure credit from the merchant on the food and supplies needed to maintain him through the planting and growing season. In return for this advance, merchants secured a lien against the farmer's crop to be harvested in the fall; and to insure himself against the hazards associated with agriculture, the merchant charged exorbitant interest rates. Although the lien system provided a means for financing agriculture, the small farmer often found himself bound to an agreement that resulted in perpetual indebtedness. Furthermore, because the merchant insisted that the lien be taken on a cash crop, diversification among farmers was discouraged, perpetuating the one-crop economy of the state (Revels: 608-609). However, this does not appear to have been the case in Copiah County, as many tenant farmers apparently produced vegetables and fruits in the spring and summer, followed by cotton crops in the fall.

The census records for 1910 indicate that Copiah County produced 19,716 bales of cotton, ranking 14th of the state's 79 counties. This same year the county ranked first in the value of its vegetable crops, with the value given as \$704,879, more than double its nearest competitor. The county ranked 14th in the value of its fruit and nut crops, and large quantities of corn (515,026 bushels) and sweet potatoes (135,788 bushels) were also grown (Thirteenth Census). The large quantities of produce from these crops indicates that many Copiah County farmers produced early vegetables and fruit in the spring and early summer, followed by cotton, corn, and sweet potatoes in the late summer and fall. Indeed, in 1920, the editor of The Meteor [Crystal Springs] espoused this practice when he reported that

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"many farmers raise two or three paying crops on the same land in a single year. Cabbage and tomatoes can be followed with cotton or corn with abundant and profitable results" (Mason: 4).

The first quarter of the twentieth century brought a number of distinctive agricultural developments. Perhaps the greatest blow to cotton production occurred with the appearance of the boll weevil in the state in 1907. The effects of the boll weevil were offset by improved varieties of cotton, scientific crop rotation and fertilization, better farming methods, and use of insecticides. By 1925, the per-acre cotton yield in the state was again as great as it had been in the period before the boll weevil, and acreage and total production had increased by approximately one-third. In the period 1925-1928, cotton and cotton seed accounted for 82 percent of the total farm income of the state, indicating that the position of cotton was only slightly less predominant than it had been for most of the past century (McLendon: 84).

During the Depression, cotton, corn, vegetables and livestock continued to be vital to Copiah County's economy. In 1936, the following values were given for the county's produce: cotton, \$1,356,569; corn, \$545,719; other [including vegetables], \$2,166,012; and livestock, \$898,281, for a total of nearly \$5 million. At this time there were 5,364 farms in the county, and the average gross income per farm was \$926 (WPA).

Industries Associated with Cotton

Local industries associated with the growing of cotton were developed throughout Copiah County. Immediately after the Civil War, the Mississippi Manufacturing Company (later renamed Mississippi Mills) was established in Wesson and was the county's most important manufacturing plant. The mills, discussed in detail later in the section on Industry, used as much as 10,000 bales of cotton per year, and locally-grown cotton was used, which due to low transportation costs allowed higher profits for farmers. The mills were in operation from 1866 to 1910. Also in Wesson were W.J. Ellzey's Cotton Gin and Grist Mill (by 1889), the Wesson Ginning Company (by 1900), and the Wesson Cotton Oil and Fertilizer Company (by 1905) (Sanborn Maps).

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In Hazlehurst, the Hazlehurst Compress and Manufacturing Company was incorporated in 1887, and in 1920 it was reported to be "one of the best equipped in the State," under normal conditions pressing nearly 40,000 bales of cotton (Mason: 10). In 1907 the president of the company was I.N. Ellis, and H.R. Ellis was secretary and manager (Hazlehurst: A View of the Past: 8). By 1892 the John Harris Cotton Gin and the J.T. Parker Cotton Gin and Box Factory were also in operation in Hazlehurst (Sanborn Maps).

In 1890 the Hazlehurst Oil Mill was established for manufacturing "all kinds of cotton products, which include oil, cake, seed, linters and hulls" (Hazlehurst: A View of the Past: 3). This oil mill grew so rapidly that it soon became one of the largest of its kind in the state, and by 1902 a fertilizer factory was added to the mill (WPA). The fertilizer was specially adapted to preparing the soil for the production of cotton, corn and vegetables, and special brands were made for fruits and other crops. In 1907 the capacity of the fertilizer department was reported to be 75 tons daily. In 1890 the mill had a crushing capacity of 30 tons of cottonseed per day and employed some 15-20 men. By 1907 the seed crushing capacity had increased to 65 tons daily, and the mill employed over one hundred men. At this time, the officers of the company were I.N. Ellis, president; J.S. Sexton, vice-president; and G.W. Covington, secretary and manager. The Hazlehurst Oil Mill and Fertilizer Company was in operation until the mid-1950s (Hazlehurst: A View of the Past: 3. 8; Sartin: 51; Subject Files).

By the late nineteenth century, most of Crystal Springs' industries were related to the trucking industry. However, several cotton warehouses and cotton gins were operating. By 1889 the Young and Rhymes Box Factory, Cotton Gin, and Feed Mill was in operation. This company by 1893 had been renamed the Mississippi Manufacturing Company. By 1904 the Crystal Springs Ginning and Manufacturing Co. was also in operation, and by 1909 it was renamed the Crystal Springs Oil Mill, Fertilizer, and Manufacturing Company. By 1930, the only gin company in the town was the J.C. Thomas Gin Company (Sanborn Maps).

The Centrepoint Gin Company operated in Glancy from 1904 until 1930, at which time it consolidated with the Southern Packaging Company of Hazlehurst. A number of cotton gins were also operated throughout the remainder of the county, and in 1935 it was reported that there were 14 gins and compresses in operation in Copiah County (WPA).

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Copiah County, MississippiSection number E Page 16 Dairying

With the closing of the Mississippi Mills in Wesson in 1910, area businessmen began to seek new industries. Through the efforts of the Wesson Booster Club, dairying was explored as a potential source of income before the final closing of the mills. A few farmers began shipping surplus milk to New Orleans. Robert E. Rea, president of the Bank of Wesson and a member of the Booster Club, gave encouragement and financial support by buying bred stock at his own expense to assist the community in improving its herds. A receiving station was established through which the milk was shipped to the Cloverland Dairy Company, then to the Dixie Creamery Company in Brookhaven (later the Brookhaven Creamery). By the end of World War I, there was established in an old oil mill in Wesson a skimming station where milk was processed, with the cream being shipped to Brookhaven. Later, farmers sold the whole milk to the Brookhaven Creamery via the milk routes of the Blue Ribbon Creamery. The Brookhaven Creamery encouraged the dairy industry by helping to finance stock-buying and by providing glass-lined tank cars, the first to be used in the territory. By 1925 a branch of the Brookhaven Creamery was in operation in Wesson (Subject Files; Sanborn Maps).

The census records indicate that by 1910, dairying had become a thriving industry in Copiah County. The county ranked fifth of the state's 79 counties in the quantity of milk produced (1,762,967 gallons), as well as fifth in the quantity of butter produced (672,907 pounds). The value of the county's dairy products (excluding home use of milk and cream) was listed as \$139,575, ranking sixth in the state (Thirteenth Census). In the 1930s, it was reported that dairying was becoming more popular each year and that thousands of gallons of milk and cream were being shipped to New Orleans (WPA).

Truck Farming

During the last quarter of the nineteenth century, commercial fruit and vegetable production, or truck farming as it is often called, became important to the agricultural economy of Mississippi. Although cultivation of fruits and vegetables for market was practiced widely over the state during these years, Copiah County eventually became the focus of the emerging industry. A combination

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of the following three elements created an opportunity for truck farming on an extensive scale in Copiah County: soils of proper types, a favorable range of temperatures and rainfall, and ready access by rail to important urban markets in the upper Mississippi Valley. Consequently, an agriculture gradually developed in the county radically different from the prevailing system of cotton production (McCorkle, "Nineteenth Century Beginnings of the Commercial Vegetable Industry:" 260).

The soil in Copiah County is composed of friable mixtures of sand, clay, and organic matter, especially in the eastern-most portions of the county, and is well suited for the production of many commercial vegetables. The most important crops grown in the county were tomatoes, cabbage, carrots, beans, and peas. Other crops commercially grown included beets, peppers, turnips, asparagus, strawberries, peaches, and apples.

The annual rainfall of nearly 54 inches provides the relatively large amount of moisture necessary to promote optimum growth, and the long growing season of between 230 and 240 days allows for both summer and fall crops. Many farmers planted vegetables in the spring, followed by cotton, corn, sweet potatoes, or sugar cane in the late summer or fall. Equally important is the fact that this extended growing season begins early enough to enable growers to move their produce to market before competing areas (McCorkle, "Nineteenth Century:" 261).

In addition to favorable soil and climatic conditions, an economical means of transporting produce rapidly to urban centers is required. In Copiah County, such transportation facilities were not available until December 1873, when the Illinois Central Railroad (IC), the New Orleans, Jackson and Great Northern Railroad (NOJ&GN), and the Mississippi Central Railroad made shipping arrangements to forge a link between Chicago and Crystal Springs. Before that time most agricultural products moved from Mississippi by water to the southern terminus of the IC at Cairo, Illinois. This slow river transportation was satisfactory for cotton, corn or small grains; however, it was useless for perishables. In 1877 the NOJ&GN was merged with the Mississippi Central Railroad to form the Chicago, St. Louis, and New Orleans Railroad, which was controlled by the IC and subsequently consolidated into the IC system in 1882 (McCorkle, "Nineteenth Century:" 261-262; Cawthon, "Railroads:" 9).

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At the time of the consolidation, the NOJ&GN was in critical condition, with its financial affairs in disorder and the physical condition of the railroad dilapidated. Despite formidable obstacles, James C. Clarke, second vice president of the IC who became manager after the consolidation, succeeded by 1882 in rebuilding the line into a well-constructed and well-equipped railroad. As early as 1879, the Mississippi branch was able to provide service of a sort for shipping goods, fruits and vegetables to markets in Chicago, St. Louis, Louisville, Cincinnati and Pittsburgh. Two years later the rails south of Cairo, Illinois, were relaid, establishing for the first time a uniform standard gauge for the entire length of the line. Only after this was accomplished could produce be hauled to its destination without one or more reloadings and damaging delays in route (McCorkle, "Nineteenth Century:" 262-263).

The development of refrigerated railway cars was an important factor in the growth of the Mississippi vegetable industry. Technical improvements introduced during the 1870s allowed refrigerator cars to transport fruits and vegetables for considerable distances. In these cars ice was carried in overhead troughs running lengthwise through the car, with smaller troughs located underneath to catch and carry off the water produced by the melting ice. Unfortunately, some of the water would fall upon the cargo, resulting in a certain amount of damage. In addition, these cars could not be re-iced while in transit, which severely limited the distance produce could be shipped (McCorkle, "Nineteenth Century:" 263-264).

By 1900 well-insulated refrigerator cars that carried ice in bunkers located at both ends of the car were in use. These cars could be re-iced in transit, allowing vegetables to be hauled over great distances without undue losses (McCorkle, "Nineteenth Century:" 264). To provide the ice necessary for cooling the cars, the IC established a series of ice houses along its line. In 1892, the largest of these facilities was located at Crystal Springs (McCorkle, "Illinois Central:" 165). With these improved refrigerator cars and the facilities to re-ice them in transit, Copiah County's produce was swiftly and safely moved to points as far as Chicago.

Mississippi's economy was primarily agricultural, so it was to the advantage of the rail companies operating within the state to encourage promising agricultural operations. This was especially true of the IC during the early development of truck farming. During the 1870s and 1880s, traffic over the southern portion of the IC

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System was far less than that carried by its northern division. Therefore, to encourage the development of a viable industry which could contribute an adequate return from their operations in the state, the railroad undertook a wide range of promotional activities and developed specialized facilities and services to assist the state's vegetable growers and local shippers (McCorkle, "Illinois Central:" 155-157).

In 1880 the IC encouraged the expansion of commercial vegetable production by furnishing tomato plants to farmers at Crystal Springs and by transporting experienced truck growers from the commercial vegetable area around Cobden in southern Illinois to the Copiah County region (McCorkle, "Nineteenth Century:" 264). Many of the railroad's promotional activities were educational in nature. With the goal of increasing production as well as improving the quality of the vegetables, the railroad company conducted demonstration work and operated educational trains. The IC established a special agricultural department that provided information and assistance free of charge to all farmers served by facilities of that line. A vital service provided by the IC was the establishment of demonstration farms, which showed what could be accomplished on ordinary farms under normal growing conditions (McCorkle, "Illinois Central:" 157-158).

Several men in the Crystal Springs area are considered to be the pioneers in the development of commercial vegetable production: N. Piazza, S.H. Stackhouse, F.M. Brewer, and Augustus Lotterhos. Piazza imported tomato seed from Italy and scientifically cultivated them. The first shipment of tomatoes from Crystal Springs to northern markets was in 1876 when Stackhouse transported a few crates of "Acme" tomatoes to the Chicago firm of Barnett Brothers. Concerned over his poor returns from cotton in 1875, Brewer began to experiment with the cultivation of peas, and his crop produced 29 bushels, which when shipped to market brought good returns. In 1876 Brewer experimented with beans, shipping 63 bushels to market. He received good prices for his crop, and his success influenced others to plant these vegetables the following year. An enthusiastic promoter of vegetable production, Lotterhos convinced the tomato growers around Crystal Springs to combine their crops in order to obtain more favorable freight rates for bulk shipments. As a result, in 1879 the first carload of tomatoes to be shipped from Crystal Springs went to Denver, Colorado. The success of this shipment convinced all the area growers that Lotterhos's plan was practical, and cooperative

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shipping in carload lots soon became the accepted practice (McCorkle, "Nineteenth Century:" 265).

Fruits were also commercially produced in the county. Apples were extensively grown on the farm of Powhatan Robinson as early as 1860, and in 1870 Dr. H.W. Stackhouse introduced the scientific culture of peaches for the northern market. In 1877, the growing of fruit in the Crystal Springs area had assumed such dimensions that a convention of fruit growers and railroad officials was held in that town. In 1886 a large number of carloads of peaches was being shipped from Crystal Springs, but in the early twentieth century, only small quantities of apples and peaches were being shipped. Strawberries were first grown here for the northern market by the Stackhouse family in 1882, and in the early twentieth century an average of two carloads per day during the height of the season were being shipped. Due to an earlier growing season, the area surrounding Hammond, Louisiana, eventually took the strawberry business away from Copiah County (Rowland, Mississippi I: 45, 594; WPA).

From the beginning of the Mississippi vegetable industry, small truck farms rather than large plantations were the norm. This was true in both the earlier and later years because raising vegetables was a labor-intensive undertaking. In 1922, the Illinois Central Magazine reported that there were probably 15,000 acres of vegetables in Copiah County and its environs that year, and that the average vegetable farm was probably not more than ten acres. In 1935 it was reported that small farms from 15 to 80 acres comprised most of the holdings around Crystal Springs and that it required scarcely more than 6 or 7 acres of truck to support a family (WPA).

Although individual acreages continued to remain small, the vegetable industry steadily increased in Mississippi during the last two decades of the nineteenth century. In 1879 the total value of garden products sold commercially in Mississippi was no greater than \$50,000; however, during the next twenty years the annual crop of vegetables rose in value to more than \$750,000. In 1879, fewer than 40 acres around Crystal Springs were planted in peas, beans and tomatoes. In 1886, 75 acres were planted in tomatoes alone. By 1892, the tomato acreage alone in Copiah County had grown to approximately 1,200 acres, an increase of 1,600 percent (McCorkle, "Nineteenth Century:" 266). It was during this period that Crystal Springs became known as the "Tomatopolis of the World."

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With vegetable acreage per farm remaining small and relatively few changes being made in farming methods, the large increases in the size of the vegetable crops resulted primarily from a multiplication of farms. Widespread publicity about the extraordinary success of various truckers encouraged other farmers throughout the state to experiment with vegetable production. For example, in 1882 the editor of the Hazlehurst Copiah-Signal reported that tomato growers had "struck a bonanza," with one acre of tomatoes having realized \$1,000. In 1883, the editor of the Crystal Springs Meteor reported that one successful grower had received returns on his tomatoes amounting to more than half the original purchase price of his farm. In 1897 the Jackson Clarion-Ledger stated that a Crystal Springs truck farmer reportedly made \$7,000 off 65 acres of cabbage (McCorkle, "Nineteenth Century:" 267).

The high prices for vegetables contrasted dramatically with the low prices brought for cotton during the late nineteenth and early twentieth centuries. The decline in the price of cotton was the basic factor in the agricultural depression in the South during the latter part of the nineteenth century. In 1886, cotton prices had fallen as low as eight cents per pound, and it was feared that returns would be forced even lower due to increasing production. This led many who otherwise might have ignored the new truck farming business to venture into vegetable production. In 1891, the editor of the Crystal Springs Meteor remarked: "Just think--35 crates of tomatoes fetching more money than a bale of cotton....Cotton, you are doomed in these parts" (McCorkle, "Nineteenth Century:" 267-268).

Despite this prediction, the tomato was unable to unseat "King Cotton" from his throne in Mississippi. Total vegetable production in the State in 1900 was only 1.1 percent of the total crop, compared to 73.9 percent for cotton (McCorkle, "Nineteenth Century:" 268). Although in 1910 Copiah County ranked first in the state in the value of its vegetable crops, with the value of its crops being more than double its nearest competitor, the county also produced a large quantity of cotton. The census records for that year indicate that Copiah County ranked 14th of the state's 79 counties in the production of cotton (Thirteenth Census). Many farmers planted two cash crops: early vegetables in the spring followed by cotton, corn, sweet potatoes, and sugar cane in the late summer and fall.

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The peak year in vegetable shipments came in 1927. From Crystal Springs alone, a total of 2,847 carloads of vegetables were shipped: 187 cars of peas, 318 cabbage, 410 carrots, 31 beets, 30 beans, 304 mixed vegetables, 3 peppers, 2 corn, and 1,562 cars of tomatoes. At this time, Crystal Springs was the largest tomato shipper in the United States. In that year, eight Copiah County towns forwarded tomatoes to northern markets. The late 1930s were the waning years of the tomato industry in the county, as other states had also begun production. The decline in production from the peak year of 1927 to the late 1930s is illustrated in the chart below (WPA; Subject Files).

TOMATOES SHIPPED FROM COPIAH COUNTY
IN 1927, 1937, 1938

<u>Shipping Point</u>	<u># of Cars</u> <u>1927</u>	<u># of Cars</u> <u>1937</u>	<u># of Cars</u> <u>1938</u>
Beauregard	31	--	--
Carpenter	--	87	117
Crystal Springs	1,553	790	1,047
Gallman	175	40	51
Georgetown	248	78	106
Hazlehurst	1,399	448	649
Hopewell	82	52	90
Martinville	34	21	37
Wesson	92	34	9

(Source: WPA)

In addition to the above rail shipments, there were 149 car equivalents moved by truck in 1937 and 166 in 1938. (Crops were shipped mostly by rail until the late 1930s.) In 1939, tomatoes were being shipped to 37 states and 8 Canadian provinces (WPA).

As the number of farmers turning to vegetable production rose, the fear of over-production appeared. Because the price structure of the vegetable market was very sensitive, any excessive volume on the market was sure to make prices fall. For many years the Copiah County area was the only point shipping early June tomatoes, but Florida, Texas, Alabama, South Carolina, Tennessee, California and Arizona began shipping early tomatoes in the 1930s. The Copiah County farmers made every effort to time the maturity of their crop

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so that it fit between the earliest Florida and Texas tomatoes, which came before the Copiah crop, and the crops of the other areas, which came right after. As more and more newcomers entered trucking, disastrous seasons in which low prices prevailed ultimately followed (Subject Files).

Two systems of marketing truck produce were employed in Mississippi: the commission system and the buying system. The most common method during the nineteenth century was the commission method, whereby producers at the local shipping point turned their crops over to commission merchants for disposal at the market. Although this method allowed the grower the full benefit of prevailing market prices since the actual sale would take place at the market, he also assumed risks such as loss of produce in transit through spoilage, temporary market gluts, and losses through dishonest commission agents. The second method, which subsequently became the most popular, was selling produce to vegetable dealers at the shipping point, thus allowing the grower to escape the risk of losses incurred between the shipping point and the market. In both methods growers were forced to rely blindly upon the honesty of the commission merchants or buyers in the matters of marketing and distribution (McCorkle, "Nineteenth Century:" 269-270).

Concern over problems related to the commercial vegetable industry gave rise to organizational movements among truck farmers throughout the state. Organizations were established by vegetable growers at Hazlehurst and Crystal Springs. As early as 1875 Crystal Springs hosted a Fruit Growers and Shippers Convention. These associations allowed farmers to meet and discuss their problems together, provided instruction in marketing and the best method of packing for shipment, provided a check on the acreage and varieties of truck grown in an area to help prevent overproduction, and disseminated pertinent information in areas new to trucking (McCorkle, "Nineteenth Century:" 271-272).

The Truck Growers Association in Crystal Springs was organized in 1914 with 67 members. In 1922 it had a membership of about 140 farmers and was reported to handle about 20 percent of the total vegetable business out of Crystal Springs. At this time, the members' farms had 1,775 acres planted in vegetables, with the average farm having 12.5 acres in vegetables. The members sold cooperatively and purchased their supplies in the same manner ("Buried Treasure:" 6, 8). The Association was established for the

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mutual help of its members and the industry and was not to be operated for a profit. The By-Laws stated the purposes of the Association as follows:

To encourage better and more economical methods of growing and harvesting vegetables....To act as an agent for its members in the handling, preparing for market, sale and disposal of all vegetable crops and all by-products thereof in every form whatsoever. To purchase from its members vegetable crops or any of the by-products thereof. To acquire and supply to its members machinery, supplies, goods, etc. ("Mississippi Tomato Festival:" 12).

The Truck Growers Association Building, a two-story brick store building erected in 1915 on East Railroad Avenue, was built by members with money paid out of the package charge for handling produce. Operating expenses for the store were from the same source. The store sold fertilizer, seed, and groceries to members for only a five percent charge for handling. The Association also owned a large packing shed opposite the IC depot. The shed was built in 1930 and employed 200 people. In 1940 it was reported that the Crystal Springs Association bought \$100,000 worth of goods annually, and in 1937 it sold a quarter of a million dollars worth of produce ("Mississippi Tomato Festival:" 12). The Truck Growers Association Building is extant, but the Association's packing shed is not.

Additional assistance for the commercial vegetable industry was provided by experiment stations operated by the U.S. Department of Agriculture. The first agricultural experiment station in Mississippi was established in March 1887 at the Mississippi Agricultural and Mechanical College as a department of the institution. This station experimented with fruits and vegetables and studied plant diseases (McCorkle, "Nineteenth Century: 272).

In 1938, the Mississippi Legislature appropriated \$6,000 for the establishment, equipment and purchase of land for a branch agricultural experiment station to be located in Crystal Springs. A 175-acre parcel two-and-one-half miles south of Crystal Springs on Old Highway 51 was purchased as the site of the Crystal Springs Experiment Station, which at the time was one of eight stations of the Mississippi Agricultural Experiment Station at State University. The purpose of this station was to conduct experiments with vegetable crops, particularly those of commercial importance to the truck

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growing area. Methods of fertilization, disease and insect control, variety studies and development were investigated (Alford: 37-38). A \$27,000 building and improvement project through the WPA allowed construction of an office with laboratory, two new residences for staff, three tenant houses, three miles of gravel roads through the experiment plots, fences, and clearing, grubbing and landscaping ("Mississippi Tomato Festival:" 32). The experiment station is still in operation.

As the commercial vegetable industry expanded in Mississippi, related service industries were developed, including packing sheds, box factories, and canning factories. Packing sheds, where vegetables and fruits were packed for shipment, were usually located near the railroad tracks to allow easy loading onto the freight cars. The first packing shed in Copiah County was built in Crystal Springs in 1884 by the Earl-Thomas Commission House of Chicago. All of the rail stops in the county had at least one packing shed, and in 1935 there were reportedly 25 packing sheds in the county. In 1937 it was reported that Crystal Springs alone had twelve large central packing sheds, Hazlehurst had "several," and Georgetown, Gallman, Beauregard, Gatesville and Carpenter had from one to three sheds each. Packing sheds employed hundreds of people during the months of May, June and part of July (WPA).

Box factories were established to manufacture containers used for packing vegetables. Much of the lumber cut in Copiah County went to the making of vegetable packages of all kinds. At one time almost every community had one or more plants that cut veneer strips from local timber, supported it with wire, and produced shipping crates of every size and description. A large percentage of the hundreds of thousands of crates and hampers used in the packing of vegetables were made in Crystal Springs, with the largest box factories being the Crystal Springs Manufacturing Company and the Consumers' Box Company (Mason: 10, 102). The Crystal Springs Manufacturing Company in 1922 operated year round, had 200 employees and used 16,000 feet of lumber per day. That same year, the Planters Package Company was completed and employed 150 persons. The manager was Hardy J. Wilson, an attorney from Hazlehurst ("Buried Treasure:" 12).

Box factories were also located in Hazlehurst, Wesson, and Glancy. The Hazlehurst Box Factory was established in 1908, and in 1920 was reported to be a "lucrative enterprise," with the products not only used in Copiah County's trucking industry but also shipped throughout

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the U.S., Cuba, and South America. The factory was in operation until 1978 and produced a full line of vegetable packages, and orange and pineapple boxes. About 1930 Hardy J. Wilson and others consolidated many of the box plants in the county into the Southern Package Corporation, which became a large industrial complex owning several manufacturing plants and approximately 35,000 acres of timberland. This corporation operated until 1967 (Mason: 10, 102; Subject Files; Vertical Files). The Centrepont Gin Company in Glancy was established in 1904, and in 1920 it became the Centrepont Gin and Manufacturing Company, making boxes and veneered materials. This business operated until 1930, at which time it consolidated with the Southern Packaging Company of Hazlehurst (WPA).

Several canning factories were established as a vital part of the vegetable industry, providing truck farmers with a market for their surplus produce that otherwise would have been wasted. The first canning factory was the Crystal Springs Canning Factory, built in 1887. Augustus Lotterhos was instrumental in the establishment of this plant (WPA). In 1922 the factory had a capacity of 10,000 cans per day, and plans were underway to extend operations over the whole year rather than just a few months and to increase capacity to 20,000 or 30,000 cans per day ("Buried Treasure:" 11). The Mississippi Canning Company was constructed in Crystal Springs in 1925, and in 1939 it was reported that there were three tomato paste canneries in the town (Subject Files; Sanborn Maps).

By the end of the nineteenth century, all of the basic elements of a successful commercial vegetable industry had been firmly established in Mississippi. The railroad was providing adequate facilities for moving the perishables to market and was actively working with the truck farmers to increase the size and efficiency of the industry as a whole. Farmers were utilizing vegetable growers associations as a means of dealing with their common problems of transportation, marketing and buying. Facilities for packing, shipping and canning farm produce had been established. Thus, by the turn of the century Mississippi's vegetable industry had become a multi-million dollar enterprise (McCorkle, "Nineteenth Century:" 273-274).

Industry

After Reconstruction, Mississippi sought to revive its failing economy that for decades had been tied to the production of cotton.

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Due to falling cotton prices, efforts were made to encourage industrial development in hopes of balancing agriculture with industry. However, the lack of coal, iron, and available water power, as well as the fact that Mississippi was predominantly rural, restricted industrial growth. Some enterprises such as railroads, lumber, and textiles made significant progress, but the majority of the State's industries were blacksmith shops and flour and grist mills. Thus, despite some progress, Mississippi remained an agricultural state, and in 1890 manufactured goods were valued at only one-quarter of the value of agricultural products (Revels: 601).

One of the earliest and the most important manufacturing plants to be established in Copiah County was the cotton and woolen mills known as the Mississippi Manufacturing Company (later renamed Mississippi Mills), erected in 1866 at Wesson by Colonel James Madison Wesson. The county's postbellum industrial growth was based largely on cotton and timber until the late nineteenth century when truck farming spurred the development of associated industries.

Cotton Gins/Cotton Seed Oil Mills

A discussion of the industries related to cotton, other than the Mississippi Manufacturing Company, appears above in the Agriculture Section.

Dairy Industry

A brief discussion of the dairy industry appears above in the Agriculture Section.

Box Factories/Canneries/Packing Sheds

Industries related to the trucking industry are also discussed in the Agriculture Section and appear at the end of the Truck Farming subsection.

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Copiah County, MississippiSection number E Page 28 Lumber

Copiah County is located in the Piney Woods region of the State and in the 1800s was covered with vast tracts of virgin long-leaf pine timber. Sawmills sprang up across the county in the nineteenth century, and as large timber mills built railroad dummy lines extending into the timber tracts, harvesting these trees and processing them into timber became a major industry. Much timber was shipped on the Pearl River, which remained navigable for part of the year until about 1900. As the forests were cut and land cleared, heavy silting filled the river channel, closing it to commerce. With the coming of the three railroads to the county, most of the timber was then shipped by rail (Subject Files).

A number of lumber mills were located throughout the county. In Wesson were the Lamb and Rowan Planing Mill (by 1889); Purser Brothers Planing Mill (by 1900); Cook, Grafton Lumber Co. (by 1910); and Furry Knapp Saw Mill (by 1925). In Crystal Springs, the following lumber mills were in operation: J.T. Parker Lumber Yard (by 1898); Crystal Springs Lumber Co. and I.M. Eagan Lumber Co. (both by 1904); R.J. Young Saw Mill (1907); Rhymes Lumber Co. (by 1915); and Copiah Lumber Co. (by 1930).

In 1889 it was reported that six sawmills that shipped hundreds of carloads of lumber were in operation near Hazlehurst. The Hazlehurst Lumber Co. was established in 1895 near the outskirts of the city and in 1907 was reported to be one of the largest mills in the State. The Hazlehurst Lumber Co. was a manufacturer and wholesale dealer in long-leaf yellow pine, and its specialties were flooring, ceiling, finishing, mouldings, framing, joists, and timbers. In 1906 the mill handled 25,360,034 feet of lumber, representing a total of \$391,020 (Hazlehurst: A View of the Past: 14). Also in Hazlehurst were the Pernell and Sexton Lumber Company (by 1906), Copiah Lumber Co. (by 1925) and the Graves Lumber Company.

In Beauregard, there were several large sawmills, as well as a sash and blind factory. Georgetown was a thriving lumber town and shipping point during the early twentieth century, when the Great Southern Lumber Company operated a sawmill there. The production of railroad crossties hewn from both oak and pine was an important industry. In the 1930s, A. Tindall Lumber Co. in Carpenter was reported to employ 25 men and ship many thousands of feet of lumber annually (WPA). Other mills were located throughout the county.

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In addition to these lumber mills, a number of box factories that utilized lumber from Copiah County's forests were in operation. In the mid-1930s it was reported that practically all of the wood used by the box factories in Copiah County came from the forests of the county (WPA). These box factories catered to the trucking industry and are discussed above in the Agriculture Section at the end of the Truck Farming subsection.

By 1915, much of the forests had been cut and many of the larger sawmills moved elsewhere. In 1937, it was reported that Copiah County, once rich in timber, "now has only a limited amount of oak, gum, pine and ash, and most land has been cut over and much cleared for cultivation. Only a few sawmills remain active in the county" (WPA).

During the administration of President Theodore Roosevelt, strong emphasis was placed on acquiring federal lands for controlled timber production and soil and water protection. In 1936, the Homochitto purchase unit was established as the first National Forest in Mississippi under the direction of the U.S. Forest Service and contained 189,100 acres in seven counties: Copiah (in the southwest corner of the county), Jefferson, Lincoln, Franklin, Adams, Wilkinson, and Amite (Subject Files: National Forests in Mississippi).

Mississippi Manufacturing Company/Mississippi Mills

After Union troops destroyed Colonel James Madison Wesson's textile and flour mills at Bankston in Choctaw County, Mississippi, on December 31, 1863, he chose to rebuild his mills at another location and sent a crew to scout for a new site. The crew chose a site on the New Orleans, Jackson, and Great Northern Railroad in a forested area along the border of Copiah and Lincoln Counties. The town of Wesson was incorporated on March 3, 1864, and the first industry to be established was a sawmill to provide building materials for the new industry and the homes of operators and employees. Moving to the locale which thereafter bore his name, Colonel Wesson (1815-1899) received a charter to establish the Mississippi Manufacturing Company in 1865, and in 1866 with his associates, two of whom were Major W. H. Hallam and Major James Hamilton, erected a cotton mill and 76 operatives' houses.

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In 1871 Wesson sold his interests in the corporation to Captain William Oliver (1829-1891) and John T. Hardy, both of New Orleans. At this time, the mills employed about 300 persons. Oliver moved to Wesson and assumed management of the factory until it was destroyed by fire in 1873. Oliver, a prohibitionist, was instrumental in having the State Legislature change the southern boundary line of Copiah County to include a one mile square area around the town so that the entire town of Wesson would be in Copiah County, a "dry" county (WPA; Goodspeed II: 667; Wesson Enterprise).

After the original mill structure burned in 1873, Hardy, the leading stockholder, sold his shares to Oliver and Colonel Edmund Richardson (1818-1886), a cotton broker and planter in partnership with General Nathan Bedford Forrest in Tennessee and General Wade Hampton in the Mississippi Delta. Colonel Richardson became President of the corporation and Captain Oliver was the General Manager, Secretary and Treasurer. Together they rebuilt and reorganized the Mississippi Manufacturing Company on a more ambitious scale with a new name, Mississippi Mills. The cotton and woolen mills employed men, women, and children from Copiah and surrounding counties (Maddox; Goodspeed II: 667; Walker and Higgs: 21).

Under the management of Oliver and Richardson, the mill flourished and new mill buildings were constructed. Mill No. 1, a three-story brick building 50' x 350' in size, was constructed on the site of the original plant shortly after the 1873 fire. In 1873, the plant employed about 600 workers. By the early 1880s, the mills had electricity, and the plant operated 24 hours daily with up to 800 employees. It is believed that Wesson was the first town in Mississippi to have electricity. Business grew rapidly and in 1885 Mill No. 2, a four-story brick building 50' x 212' in size, was constructed. Mill No. 3 was completed in 1887 and was a five-story brick building 501' x 240' in size, with a six-story tower at each end of the main facade. The building was complete with an automatic sprinkler system connected to a twenty thousand-gallon water tank. In the mill buildings were housed twenty-five thousand cotton spindles, twenty-six complete sets of woolen machinery, and eight hundred looms, as well as machinery used for dyeing and finishing. Other buildings included a two-story structure 40' x 100' in size; a loom shed, which was a one-story building 175' x 340' in size, with a basement capable of storing two million pounds of wool; and a cotton warehouse with a storage capacity of 10,000 bales of cotton (Maddox; Goodspeed II: 676; Walker: 16). East of Main Street was the

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Mississippi Mills Packing and Shipping Rooms, a large, imposing, two-story, brick building with commercial Italianate stylistic influences.

Upon Col. Richardson's death in 1886, his second eldest son, John P. Richardson, was elected president of Mississippi Mills, and by 1890 the mill had become one of the largest of its type in the South. In 1887, when Mill No. 3 was completed, the plant employed about 1,200 persons from Copiah and the surrounding counties. In addition, the cotton and woolen manufactory created a local demand for a variety of farm produce. The following items were produced by the Mississippi Mills: cassimeres, jeans, doeskins, tweeds, linseys, flannels, wool knitting yarn, cotton knitting yarn, cotton rope, cotton warp yarn, cottonades, flannelettes, gingham plaids, cheviots, checks, plaids, stripes, hickory, brown sheeting, shirting, drilling, eight-ounce osnaburgs, ticking for feather mattresses, sewing thread, sewing twine for bags and awnings, wrapping twine, honey comb towels, awning, balmoral skirts, hose, underwear, etc. (Goodspeed II: 202, 676; Revels: 604).

The mills produced high quality items shipped to almost every state in the Union. In 1876 the Mississippi Mills won first prize at both the Philadelphia and Atlanta Expositions. In fact, their cotton fabric had such a fine finish that it came to be known as "Mississippi silk." In 1890 the Mississippi Mills was one of the largest mills in the South and was cited locally as the South's best single example of postwar economic recovery. President William McKinley visited the mills, and Henry Ford sent a group to inspect the plant. However, success was shortlived. Captain Oliver's management of the mills was centered in Wesson, and after his death in 1891 all buying and selling was placed in the hands of brokers in New York City. By 1906 a number of factors, including absentee management, labor disputes, and use of outdated machinery, forced the company into receivership. In 1910 operation of the mills ceased entirely, and in 1920 the three brick, multi-storied mills were demolished (Wesson Enterprise).

The only extant building associated with the Mississippi Mills, other than mill houses and Captain Oliver's House, is the two-story brick building at Main and Spring Streets. The building was identified on the 1886 Sanborn Map as the "Packing and Shipping Rooms of the Mississippi Mills." The Richardson House, a circa 1877 frame, 28-room hotel that was built by the Mississippi Mills and stood at the

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intersection of Railroad Avenue and Spring Street, was demolished in 1982. (The hotel was listed in the National Register on October 10, 1972, and delisted on May 15, 1987.) Many of the mill houses were sold and moved to other towns.

III. DEVELOPMENT OF COPIAH COUNTY'S TOWNS, 1823-1945

As discussed earlier, the railroad played a key role in the development of the county. Almost all of the county's principal towns were located along the rail lines. Some towns that were bypassed by the railroad were relocated to the rail lines, while others became extinct. The three rail lines that ran through the county were the New Orleans, Jackson and Great Northern (later the Illinois Central); Natchez, Jackson and Columbus (later the Yazoo and Mississippi Valley Railroad and finally the Illinois Central); and the New Orleans Great Northern (later Gulf, Mobile and Ohio).

The NOJ&GN was the first railroad to be constructed through the county, having been completed in 1858. At the time of its construction, the NOJ&GN route traversed a primeval forest, broken only occasionally by bayous and plantation clearings; the railroad did not encounter a village or town worthy of the name. Stations were established at ten-mile intervals along the route: Beauregard was established 139 miles north of New Orleans and Hazlehurst 149 miles north. Old Crystal Springs was moved from its original location to the railroad line at about the 159 mile mark (Cook: 49).

Although all of the towns in the county were historically small, each provided services to residents as well as to area farmers and was the social, cultural, and religious center for its surrounding countryside. Consequently, they played a more significant role than their population figures may suggest. Most of the very small villages that historically existed in the county did not exert a great influence on the development of the county and are not discussed in this document.

Beauregard

The town of Beauregard was originally named Bahala and was founded when the NOJ&GN Railroad came through the county in 1858. Renamed in honor of Confederate General P.G.T. Beauregard, the town's first

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industry was lumber. Large sawmills were operated and a sash and blind factory was built. In the late nineteenth century, the vegetable industry became the principle industry in the summer, followed by cotton, corn and potatoes in the fall (WPA).

There were five stores and a post office in operation by about 1860, and in the early 1860s Methodist and Baptist churches and a school were built. On April 22, 1883, a cyclone almost totally destroyed the town. This cyclone was reported to have been the most destructive ever experienced in the state up to that time. Its track was one quarter of a mile wide and thirty miles long, striking not only Beauregard but Georgetown and Wesson as well. The cyclone killed 76 persons, injured 190, and left hundreds homeless. Beauregard's business district was totally destroyed, as was most of its residential area (Goodspeed: 204; WPA).

No antebellum population figures were found for Beauregard. Its population in 1870 was 315, and in 1880 it had grown to 517. No population figures were found for the year 1890, but in 1900 the population had dropped to 338. In the next two decades, the population of the town continued to decline, with 240 residents in 1910 and only 173 in 1920. The population held steady in the next few decades, being 203 in 1930, 223 in 1940, and 231 in 1950 (Mississippi Statistical Summary of Population).

Carpenter

Located in the northwestern corner of the county, Carpenter was settled in the early 1880s along the route of the Natchez, Jackson and Columbus Railroad line, which was completed in 1882. Carpenter is the only Copiah County community located on the Natchez Division of this rail line (known as the "Little J"). The town was named for J.N. Carpenter, a prominent Natchez businessman, who was vice president of the Natchez Division of the rail line at the time the station was established. During the railroad's peak years, four trains stopped daily in Carpenter.

Although the population of Carpenter has always remained small, the rural community was nevertheless important because it supplied services--including rail service--to area farmers. The town also was a religious, educational, and social center for the surrounding area. Carpenter's population in 1882 was 50, and by 1900, the population

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had only grown to 100. In 1900, the community had a post office, several stores, and a school, and W.A. Price operated a cotton gin, box factory, and saw mill (WPA).

Shortly after 1900, with the town's population on the rise, Carpenter built a new school approximately one mile from the depot and the heart of town. The Methodist Church, a vernacular Gothic Revival building, was constructed in 1901, and the Baptist Church, a vernacular building with Romanesque Revival and Queen Anne detailing, was built in 1903. Both of these churches still stand. One of the oldest extant houses in Carpenter is the William L. Lloyd house, a vernacular Queen Anne cottage built during the late 1800s. Lloyd was a pioneer settler of the town who donated the land for the depot and became the first depot agent. He was also the first postmaster of the town; the post office was stationed in his mercantile store (WPA; Subject Files).

According to WPA records, Carpenter's population in the mid 1930s was only 165, and the chief source of revenue was from tomato and cabbage crops in the early summer, supplemented by cotton and corn crops in the fall. In 1935, 86 cars of tomatoes and 42 cars of cabbage were shipped from Carpenter. In 1937 the town shipped 87 rail cars of tomatoes, and in 1938 117 cars of tomatoes were shipped. Lumber was another leading enterprise in Carpenter. In the 1930s and 1940s, the A. Tindall Lumber Co. reportedly employed at least 25 men and shipped many thousands of feet of lumber annually to all parts of the state (WPA; Subject Files).

Today, only several houses, the two churches, and the school are all that remain to reflect the early development of the town brought about by the coming of the railroad and the vegetable and lumber industries. The Tindall Lumber Company closed in 1948, and in 1949, after consolidating with Utica, Carpenter's school was closed. After World War II, all passenger service was removed from the rail line, leaving only the freight service, and by 1970 the line closed completely. The depot was demolished in the 1970s (Subject Files).

Crystal Springs

Crystal Springs was originally located, early in the history of the county, about two miles west of the present town on a Choctaw Indian crossroad that joined the Natchez Trace. Old Crystal Springs was

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settled about 1825 by Elisha Lott, an itinerant Methodist preacher who also built a grist and lumber mill. The old town served as a stagecoach stop until the NOJ&GN Railroad was completed in 1858. The rail line was built about two miles east of Old Crystal Springs, and in 1857 the old community was moved to the site of the railroad. A post office was established in July 1857, and the town of Crystal Springs was incorporated on June 4, 1859. Stephen A. Cook, a Crystal Springs pioneer associated with the NOJ&GN, was instrumental in establishing the present site of Crystal Springs. Much of the land on which the town was laid out was owned by two early settlers of the area: Colonel William James Willing and Ozius Osburn. According to WPA records, Willing was the first settler of Crystal Springs, and his house is located at 272 South Jackson Street (NR 1992).

In 1861, only two years after Crystal Springs was incorporated, the Young Ladies' Institute, later renamed Newton Institute, was established. The school was owned and operated by Rev. and Mrs. Oscar Newton, who were assisted by their daughters Cora and Osma, until it was destroyed by fire in 1912. In 1890 young men were admitted to the school as day students, but only girls were furnished boarding facilities. In the 1860s several other private schools were also established in Crystal Springs (Alford: 62-63).

The first public school in the town was known as the Peabody Institute, which was located at the southwest corner of West Cayuga and West Railroad Streets. The school was established between 1869 and 1875 and was replaced in 1891 by a new two-story, frame, graded high school, which in turn was replaced in 1928 by a large, three-story, brick consolidated school. The Crystal Springs Consolidated School was built in 1928 at a cost of \$250,000 on the site of the old Newton Institute, located at the intersection of Newton and East Marion Street. The school, said to be the largest consolidated school in the world when it was built, had an average enrollment of 1,350 pupils and served a 115-square mile area. Schools in the surrounding communities of Hopewell, Pilgrims Rest, Gatesville, Harmony, Old Crystal Springs, New Zion, and Jack were consolidated with the Crystal Springs school (The Meteor: 26; Alford: 65; 67).

Churches were established early in the history of Crystal Springs. The first church to be built was the Methodist in 1860, followed by the Baptist in 1861, Presbyterian in 1870, and Episcopal in 1882. Of these early church buildings, only the Episcopal Church is extant. The first hotel in town was the May House, later known as the Head

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House, which was built about 1858 and was located at the southwest corner of West Railroad Street at West Marion Avenue. A disastrous fire in 1873 destroyed 17 commercial buildings on Railroad Avenue. In 1881 a weekly newspaper, The Meteor, was established in Crystal Springs (WPA; Alford: 45, 148).

In the last quarter of the nineteenth century, Crystal Springs became the center of the largest fruit and vegetable growing interests in the State. Truck farms within a radius of six or seven miles of the town were reported to be the most extensive in the State, and Crystal Springs became a major shipping point on the rail line. In 1922, the Illinois Central Magazine reported,

Although there are other noted vegetable shipping points on our lines in Mississippi--Gallman, Beauregard, Hazlehurst and Wesson, for example--Crystal Springs eclipses them all in the intensity of cultivation and in the total number of carloads shipped each year. Last year Crystal Springs sent out more than 1,900 cars of vegetables, and this year the total is expected to come close to 3,000. As the vegetable shipping season is only slightly more than three months long, this means that as many as sixty cars of vegetables a night moved out of Crystal Springs in the height of the season last year and that probably a hundred a night will be the big rush this year. For a town with a population of 1,600, this is a wonderful lot of traffic ("Buried Treasure:" 5).

In 1937 it was reported that "Crystal Springs alone has twelve large central packing sheds in which the vegetable harvest is prepared and loaded for markets" (WPA). These sheds operated during May, June, and part of July. During these months the town was reported to be in a constant turmoil. Historic photographs taken during the vegetable seasons show Crystal Springs' streets jammed with wagons and people.

Crystal Springs became a thriving community as a result of the wealth derived from producing and marketing vegetables and fruits. A sign once stretched across one of the main streets of the town's business area displaying a huge cornucopia spilling vegetables and proudly proclaiming Crystal Springs to be the "Tomatopolis of the World." In 1922 it was reported that Crystal Springs was experiencing a building boom. R.J. Young built a frame furniture factory; E.C. Garland a \$30,000 brick department store; J.S. Wise of Hazlehurst a brick

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automobile service station; F.C. Coker a brick building for an "unbroken package business;" and the Planters Package Company was just being completed ("Buried Treasure:" 12).

At its peak in 1927, Crystal Springs was the largest tomato producing center in the United States. A Tomato Festival, complete with parades, bands, and speeches, was held in the town several years. The dedication of the new U.S. Post Office in Crystal Springs (NR 1993) was one of the highlights of the Tomato Festival of 1940, with the Honorable Lafayette Patterson of the U.S. Department of Agriculture delivering the address. The interior of the post office boasts a mural entitled "Harvest" by Henry La Cagnina that was completed and installed in the post office in 1943. The mural depicts farm workers harvesting and packing tomatoes for shipment, which was quite appropriate for the "Tomatopolis of the World" (Alford: 8; Mason: 22; Enzweiler).

In addition to shipping vegetables, Crystal Springs was an important shipping point for other agricultural products and manufactured goods. The editor of The Meteor reported that, in addition to vegetables, the following products were shipped from Crystal Springs in 1919: 1,000 bales of cotton with seed valued at \$200,000; 200 cars of lumber; 300 cars of box material; 20 cars of hogs; 200 cars of cattle with a value of at least \$1,000 per car; and 25 cars of sweet potatoes (Mason: 34). In that year 1,350 cars of vegetables, valued at one-and-a-half million dollars, were also shipped ("Buried Treasure:" 13).

There were a number of large growers and shippers in Crystal Springs in the 1920s. In 1922 the Illinois Central Magazine reported that "The merchants of Crystal Springs, in many cases, own and operate their own vegetable farms, as the good gravel roads make such a system practicable; and in other cases they are staking the farmers to the necessary supplies. Every financial facility of the town is behind the vegetable business" ("Buried Treasure:" 5).

It was reported that the Crystal Springs' firm of Lotterhos & Huber was the largest shipper of tomatoes in the world. This firm not only shipped tomatoes but all kinds of produce and livestock and owned thousands of acres of land. B.W. Mathis & Sons was one of the county's pioneer vegetable growers and shippers, having been established about 1884. In 1922 Bryant W. Mathis was reported to be the largest continuous individual grower of vegetables in the South.

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Mathis was the first Crystal Springs shipper of a carload of cabbage and became known as "The Cabbage King." His Fairview Plantation encompassed nearly one thousand acres, and more than 20 tenant families worked his land. He managed to get two or three crops off his acreage annually (Mason: 26; Alford: 154; "Buried Treasure:" 8).

The firm of R.B. Thomas & Co. was reportedly one of the largest growers of tomatoes and cabbage in the county. In 1922 the firm's holdings totalled from 4,200 to 4,500 acres, of which about 700 acres were planted in vegetables (300 acres in tomatoes, 200 in cabbage, 100 in peas, and 100 in carrots, beans and beets). The firm began vegetable farming at Crystal Springs in 1896. In addition to farming, they were in the shipping business, had a general store on a corner across the street from the IC station, and A.S. Thomas of the firm had an interest in one of the local crate factories ("Buried Treasure:" 10).

W.H. Barron & Co. shipped produce, and its president, J.L. Bridges also had a large furnishing business. P.L. Biggs, besides owning a drug store, conducted one of the largest and most prosperous vegetable brokerage businesses in the county. Dees & Eagan, Shippers and Brokers, was a large distributor of fertilizers and planting seed and controlled the shipment of a large quantity of produce (Mason: 26).

At the turn of the twentieth century, a large oil mill and fertilizer factory were located in Crystal Springs, as well as one of the largest cotton gins in the county (Rowland, Mississippi I: 594-595). Lumber and box making were also important industries. In 1920 two of the largest veneer plants in the south were located in Crystal Springs: the Crystal Springs Manufacturing Company and the Consumers' Box Company. These two plants made thousands of packages used in the shipping of train loads of vegetables from the county, but their products were also shipped throughout the United States, Canada, Cuba and Puerto Rico. The hard and soft wood forests of Copiah County supplied the box material for the mills (Mason: 102). In 1922 it was reported that the Crystal Springs Manufacturing Company "runs the year around, has 200 employees and uses up to 16,000 feet of lumber a day." The Planters Package Company was just being completed in 1922 and employed 150 persons ("Buried Treasure:" 12). There were also canning plants in Crystal Springs that provided a market for surplus vegetables.

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Much additional research needs to be conducted concerning the African-American history of Copiah County. The only area in Crystal Springs associated with the African-American population to be specifically identified on the 1925 Sanborn Fire Insurance Maps is the area on Camp Street between Hunter and Pearl Streets. The Mt. Calvary CME Church, located at the intersection of Camp and Hunter, is the centerpiece of a small African-American residential area that extends to the south and east of the church. The houses in this area include shotguns, small galleried cottages, hall-and-parlor houses, and bungalows (Sanborn Maps).

An important site for religious and recreational activities was located in Crystal Springs. The Henington Camp Meeting, established by the Brookhaven District Conference of the Methodist Church, held its first camp meeting in Crystal Springs on September 11-18, 1872. The camp meeting became an annual event through 1918 and hosted people from many states. World War I brought an end to the camp meetings after 47 sessions (Alford: 9-10).

Recreational activities for many residents of Copiah County and the surrounding area was provided by the Mississippi Chautauqua Assembly in Crystal Springs. The Chautauqua was established in 1895 and utilized the same grounds as the Henington Camp Meeting, preceding camp meeting by two weeks late each summer. One of the catalogues of the Chautauqua at Crystal Springs defined the assembly as combining "the attracting charm of the circus; the wit and wisdom of the stage; the religious zeal of the pulpit; and the outdoor benediction of health, rest and fellowship." (Alford: 13-16).

A description of the site in 1904 stated that the wooded grounds were the most elevated part of central Mississippi, encircled by a beautiful 20-acre lake built in 1891 and stocked with black bass, crappie, and perch. There were many cottages, or "tents" as they were called, encircling the tabernacle, which originally seated 3,000. By 1916 there were 88 tents surrounding the tabernacle, which was expanded in that year to seat 5,000. The grounds also had a restaurant, a 40-room hotel, a grocery store, bandstand, and rustic bridge. Entertainment included famous speakers, magicians, singers, preachers, band concerts, and musical competitions. In October 1909, at the tabernacle, the Mississippi Congress of Parents and Teachers was organized. With the coming of World War I, the Chatauqua movement died nationally as well as in Crystal Springs, and in 1917

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the Mississippi Chautauqua Assembly discontinued operation (Alford: 13-16; Statewide Survey Files for Copiah Co.).

Today the City of Crystal Springs operates the Chatauqua Park as a municipal park. None of the early buildings associated with the camp meeting or chautauqua survive. In the 1930s the WPA built the present pavilion, stone walkways and stone retaining walls.

Other sources for entertainment and recreation were provided by lodges and clubs. The following lodges were located at Crystal Springs: Knights of Pythias No. 21, established about 1880; Knights of Honor No. 1420, established about 1879; and Crystal Springs Lodge 452, F.&A.M., established about 1902 (Goodspeed II: 204). The Crystal Springs Floral Club, organized in 1894, is one of the oldest clubs in the Mississippi Federation of Women's Clubs. The American Legion Hilton-Cottingham Post No. 41 was established in Crystal Springs in 1919 (WPA).

No antebellum population figures were found for Crystal Springs. In 1870, with a population of 864, Crystal Springs was the largest town in the county, but by 1880 it had lost this status to Wesson. After 1870, Crystal Springs' population rose steadily, but the town remained small. Wesson remained the largest town in the county until 1910, when it was overtaken by Hazlehurst. Crystal Springs did not regain its status as most populous until 1950. The population figures for the town for the historic period 1870 to 1940 appear below.

POPULATION OF CRYSTAL SPRINGS

<u>Year</u>	<u>Population</u>
1870	864
1880	915
1890	997
1900	1,093
1910	1,343
1920	1,395
1930	2,257
1940	2,855
1950	3,676

(Source: Mississippi Statistical Summary of Population)

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Copiah County, MississippiSection number E Page 41 Gallatin

Located along Bayou Pierre, Gallatin from the 1820s into the 1850s was a busy stopping place for travellers on the Choctaw Road, which led to Port Gibson and Grand Gulf. Gallatin became the county seat by an act of the Mississippi Legislature in 1825 and was incorporated in 1829. A brick courthouse was erected in 1825 at a cost of \$1200 by one of Jesse Thompson's slaves, who was a skilled carpenter but whose name is unknown. A federal post office was established in the village in 1827 but was discontinued in 1872, re-established in 1886 and finally discontinued in 1903 (Elliott: 1-2; WPA).

The county's first newspaper, The Southern Star, was published in Gallatin from 1830 to 1840. The Gallatin Argus began publication here in 1849 but was moved to Hazlehurst in 1859 and merged into The Copiahian. As early as 1833 the town had a public library. Gallatin Lodge No. 25, F.&A.M. was established in 1836. In the 1830s and 1840s, Gallatin had two hotels, a bank, a post office, several mercantile establishments, a sawmill, a shoe making establishment, a gunsmith shop, the Gallatin Male Academy (incorporated in 1836), and the Gallatin Female Academy (incorporated in 1833). By 1850 Gallatin's population was about 110. The town was known for its many lawyers and politicians, the most noted being Albert Gallatin Brown, governor of Mississippi and U.S. Senator (WPA; Subject Files; Elliott: 2).

Gallatin was bypassed by the railroad and eventually lost the county seat to the thriving town of Hazlehurst, located about five miles east on the rail line. Although the railroad bypassed the town in 1858, it remained the county seat for fourteen more years, this reportedly due to the fact that a \$25,000 courthouse had been built shortly before it was known that the railroad would miss the old town. The town is now extinct and no historic buildings survive (Rowland, Mississippi I: 758, 853).

Gallman

When founded in the 1850s, Gallman was called Mullgrove but was later renamed in honor of Reverend William B. Gallman, a Baptist minister, school teacher and farmer who settled there in 1859. The town was a stage stop, and in 1858 it became a flag stop on the NOJ&GN Railroad

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between Hazlehurst and Crystal Springs. A depot was built in the early 1880s, and the town was incorporated in 1896 (WPA).

During the late nineteenth and early twentieth centuries Gallman prospered as part of the truck farming industry in Copiah County; however, the population of the community remained very small. The earliest population figure found was in 1880 when the town had 83 residents. In 1900 the population had more than doubled to 189, and for the next five decades, the population remained relatively constant, being 188 in 1910; 176 in 1920; 207 in 1930; 180 in 1940; and 170 in 1950 (Mississippi Statistical Summary).

The town was located in the "fruit belt" and shipped large quantities of both fruits and vegetables, with strawberries, tomatoes and cabbages being the main produce shipped. Gallman had several industries associated with the trucking industry: a packing shed was located along the railroad tracks, a box factory manufactured the packing crates, and a lumber mill produced the materials for the boxes. None of the buildings associated with these industries has survived. The railroad depot erected in the 1880s has also been demolished. The small Gallman Historic District (NR 1986) is a collection of ten late nineteenth and early twentieth century residential buildings and is all that remains to document the importance of the truck farming industry to Gallman.

Gatesville

Gatesville is a small village that was founded in 1907, when the NOGN Railroad was under construction (the line was completed in 1909). However, less than one mile west of the new village was a settlement called Beech Grove, settled in 1826 by G.W. Douglas of Georgia. When the railroad was built, the Beech Grove settlement was moved to the rail line. The right-of-way was purchased by railroad officials from D.W. Gates, and the station was named for him (WPA).

Lumbering was the chief industry, and prior to the building of the railroad, large shipments of lumber were hauled from Beech Grove daily to Crystal Springs, where the lumber was then shipped by rail. When the NOGN railroad was completed, Gatesville became a shipping point for lumber. G.L. Manning operated a large sawmill from the early 1890s until 1920. Agriculture was another important source of

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income, with early vegetables, cattle, and some dairying being the major products (WPA).

In the 1930s the village had a population of 106 and had four stores, two service stations, a boarding house, a large grist and feed mill, and the Gatesville Gravel Company. During the summer months a large vegetable shipping shed owned by the Gatesville Produce Company was in operation (WPA).

Georgetown

Old Georgetown was one of the earliest settlements in the county. Originally located on the Pearl River, the town derived its name from George Washington Briley, who moved to the area in the early nineteenth century from South Carolina. Briley operated the first ferry boat on the Pearl River between Jackson and Monticello until his death in 1836 (Sartin: 29; Subject Files). Georgetown was noted in its early days as a stopping place for travellers on the Indian traces leading from Alabama and east Mississippi towards Port Gibson, the Natchez Trace, and the Mississippi River. In its most thriving era, the town reportedly had about 500 inhabitants, five stores, a saloon, blacksmith shop, and drug store (WPA; Subject Files). In 1830, Quitman Lodge No. 18, F.&A.M. was chartered at Old Georgetown. In 1849 this lodge was meeting at Providence Campground, and in 1903 it was dissolved.

During the Civil War, Col. Benjamin H. Grierson raided the town, burning everything except for one store, the post office, and the cotton gin. The town was rebuilt after the War, but on April 22, 1883, a cyclone came through the county, hitting Wesson, Beauregard and Georgetown. The cyclone wounded 190 persons, killed 76, and left hundreds homeless.

When the New Orleans Great Northern Railroad came through the county in 1909, Georgetown was moved about one mile to the west along the rail line and was incorporated that same year. The town was reportedly platted with the aid of the railroad surveyors who were surveying the right-of-way for the new railroad. In 1909, the town had a drug store, post office, two gins, a blacksmith shop, and a spoke factory (Spell: 1).

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On October 11, 1910, the Georgetown Bank was opened for business in its new two-story brick building, which features an eclectic combination of Classical Revival and Romanesque elements. The bank was organized by I.N. Ellis of Hazlehurst and his associates in the Merchants and Planters Bank there. The Georgetown Bank is the most prominent surviving building in Georgetown and is its most elaborate commercial building. The vernacular Craftsman-style Methodist Church was built in 1912, and the more elaborate Neoclassical Revival-style Baptist Church was built in 1925. The E. George DeLap Lodge No. 545, F.&A.M., in Georgetown was chartered about 1915. The earliest population figures found for Georgetown date to 1920, when the population of the town was 317. In that year Georgetown boasted a consolidated school, with an enrollment of about 200 pupils, and the Georgetown Mercantile Company, reported to be "the largest and most progressive firm in eastern Copiah." By 1930 the population of Georgetown was 303, and by 1940 it had grown to 415; however, by 1950 the population had dropped to 327 (Statewide Survey; Mason: 11; Mississippi Statistical Summary; Spell: 6).

Georgetown was a thriving lumber town and shipping point during the early twentieth century, when the Great Southern Lumber Company operated a sawmill there. The production of railroad crossties hewn from both oak and pine was an important industry. Georgetown was also an agricultural community, and in 1920 was reported to ship an average of 2,500 bales of cotton per year. A large quantity of early vegetables were grown extensively in the Georgetown area and marketed through three local buyers. In 1927, 248 cars of tomatoes alone were shipped from the town. Quite a number of cattle and hogs were also shipped from here. An electric gin and two grist mills took care of the large cotton and corn crops that followed the early vegetable crops (Mason: 11; WPA).

Hazlehurst

Located in the center of the county, Hazlehurst was established about 1858 on the NOJ&GN rail line. The town was named for George H. Hazlehurst, the civil engineer who assisted in surveying that rail line in the 1850s. Originally located in a clearing of a pine forest, the town was laid out by Hazlehurst, who named the main street running east-west for his wife, Estelle. (This street was later renamed Gallatin.) Within a couple of years there were at least three general mercantile stores, four drug stores, boot and

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shoemaking shops, a blacksmith shop, carriage and wagon-making establishments, a hotel, two sawmills, a newspaper, The Copiah County News, and the Hazlehurst Male and Female Institute, which was incorporated in 1861 (WPA).

During the Civil War, Hazlehurst was raided several times by troops under Federal Commander Benjamin H. Grierson, and most buildings were destroyed. In the Hazlehurst City Cemetery are the graves of 68 Confederate and two Federal soldiers, all unknown. On November 3, 1865, after being rebuilt, the town was incorporated. By 1871 there were three church buildings (Methodist, Presbyterian and Baptist), one hotel, a post office, the Peabody School, a restaurant, livery stable, and several blacksmith shops. In 1872 the county seat was moved from Gallatin to the thriving community of Hazlehurst. Court was held in the basement of the Baptist Church until, according to local tradition, the courthouse was moved from Gallatin and placed on Hazlehurst's court square (WPA).

Hazlehurst Lodge No. 245, F.&A.M. had been established about 1860, but in 1872 this lodge was merged with Gallatin Lodge No. 25 to become Hazlehurst Lodge No. 25, F.&A.M. Also located in Hazlehurst was a Knights of Pythias lodge, known as Copiah Lodge No. 60, and Ivanhoe Lodge No. 160, I.O.O.F., organized in 1902.

In 1881 the Merchants and Planters Bank was established, and in 1890 the Bank of Hazlehurst was founded. Cotton was a major money crop in the county, as reflected by the local industries. The Hazlehurst Compress and Manufacturing Company was incorporated in 1887, and in 1889 it was reported to be "among the best in the south" (Cook; 11). In 1907 the firm was reported to have an annual capacity of 30,000 bales (Hazlehurst: A View of the Past: 8). By 1892 the John Harris Cotton Gin and the J.T. Parker Cotton Gin and Box Factory were also in operation. In 1890 the Hazlehurst Oil Mill was established for crushing cottonseed and selling its products--oil, meal, and hulls. The oil mill grew so rapidly that it soon became one of the largest of its kind in the state, and by 1902 a fertilizer factory was added to the mill, which was in operation until the mid-1950s (WPA; Sanborn Maps).

Lumber was also an important industry, and in 1889 it was reported that six sawmills that shipped hundreds of carloads of lumber were in operation near the city. By 1906 there were two planing mills within the city limits: the Hazlehurst Lumber Company and the Pernell and

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Sexton Lumber Company. In 1906, with a population of around 2,000, Hazlehurst boasted 43 mercantile houses, many of which were substantial brick buildings, a city-owned light and water plant, board sidewalks, schools for both white and black children, five churches, an ice factory, brick factory, and two carriage and wagon shops, in addition to the Hazlehurst Oil Mill and the two planing mills (WPA; Sanborn Maps; Subject Files; Cook: 11). In 1907 the Hazlehurst Courier reported that cement sidewalks were being placed throughout the residential area of the city, and in the business section cement curbs and gutters were being installed and a sewerage system begun (Hazlehurst: A View of the Past: 5).

Much additional research about African-American history in Copiah County is needed. In Hazlehurst, the African-American population appears to have historically settled east of the railroad tracks and south of Frost Street. According to the 1943 Sanborn Fire Insurance Maps, the African-American landmarks at that time were the St. James Baptist Church and a two-story Masonic Hall on Banks Street, the Hazlehurst Public School for African-American children on Larkin Street, the Church of God in Christ on Factory Street, and a two-story dance hall at the corner of Laura Place and Gardner. On the maps the residences in the African-American neighborhood appear to be small one-story, L-shaped cottages, hall-and-parlor houses, a few shotguns and double shotguns, one-story cubes, and vernacular Queen Anne cottages.

Hazlehurst is located near the southern part of what was known as the fruit belt, which extended north to Holmes County. In addition to growing fruit, cotton was extensively grown in the surrounding area, as well as large quantities of vegetables. In the last two decades of the nineteenth century, Hazlehurst became an important shipping point for fruits, vegetables, wool, hides, and lumber. The community and the county were thriving, and in 1902 a new courthouse and jail were built at a cost of about \$72,000 (Rowland, Mississippi I: 853). With the coming of the boll weevil to Copiah County early in the twentieth century, the cotton industry in Hazlehurst gave place, in measure, to the buying, packing, and shipping of vegetables and fruits. Hazlehurst, along with Crystal Springs, became one of the largest tomato shipping points in the country, as well as being a shipping center for large quantities of other vegetables. The town had several packing sheds and a canning plant, and the Hazlehurst Box Factory and the Southern Packaging Company supplied vegetable and fruit packages for the trucking industry. Hazlehurst also had an

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active cotton market, heavy sawmilling, lumber interests, dairy, and beef cattle industries.

When the county seat was moved to Hazlehurst in 1872, it--like all the other towns in the county--was a small community with less than 1,000 residents. In 1870 the town's population was 662, and by 1880 the population had dropped by 30 percent to 463. No population records were available for 1890, but by 1900 the population had risen dramatically to 1,579. Hazlehurst's population rose steadily, and the town boasted the largest population of Copiah County's communities from 1910 until 1950: the population was 2,056 in 1910; 1,762 in 1920; 2,447 in 1930; 3,124 in 1940; and 3,397 in 1950 (Mississippi Statistical Summary).

Wesson

Situated near the southern border of the county on the NOJ&GN rail line, the town of Wesson was founded during the Civil War after Union troops destroyed textile and flour mills in Bankston, Mississippi, owned by Colonel James Madison Wesson. A corporation formed by Colonel Wesson to relocate the mills founded the town of Wesson, which was incorporated on March 31, 1864. Early in 1865 Colonel Wesson received a charter to begin his company, and he built a sawmill to provide materials for his new industry and housing for employees. Moving to the locale which thereafter bore his name, Colonel Wesson formed the Mississippi Manufacturing Company in 1866 and, with his associates, erected a cotton mill and 76 operatives' houses (Subject Files).

The mills burned in 1873 and were rebuilt by Captain William Oliver and Colonel Edmund Richardson. Under Oliver's and Richardson's management, the mills were reorganized on a more ambitious scale and renamed the Mississippi Mills. Captain Oliver, who was a prohibitionist, was instrumental in having the State Legislature change the southern boundary line of Copiah County by dropping south one square mile in order to have the entire town of Wesson in Copiah County, a "dry" county. Lincoln County was "wet."

Upon Col. Richardson's death in 1886, his second eldest son, John P. Richardson, was elected president of the mills. In 1887 the mills were reported to employ about 1,200 persons from Copiah and the surrounding counties, and by 1890 the Mississippi Mills were one of

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the largest mills in the South (Goodspeed II: 202, 676). A more complete history of the Mississippi Mills is provided above in the section pertaining to industry.

All of the banking of the town was transacted through the cotton mills office until the Bank of Wesson was organized on January 5, 1893. In the days of Col. Wesson's regime, the plant had its own commissary for its employees, but after he sold the mills in 1871, independent stores were established. The mill company supplied the town with water for fire protection by placing fire plugs at points throughout town. The supply came through the company's pumps at a creek and reservoir one mile from town. In the early 1880s the mills had electric lights, and it is believed that Wesson was the first town in the state to have electricity. After the mills closed in 1910, Wesson was again without electricity until 1915, when a local electric plant was erected (Subject Files).

During the early years of the city, three churches were organized. The Methodists organized in 1867, the Baptists in 1869, and the Presbyterians in 1871. The Presbyterian Church, built in 1877-1878, is the only original church building of these three early churches to be extant. The factory and its owners were instrumental in establishing the churches by giving land and building materials. In 1895, for the sum of \$1, the Mississippi Mills also supplied the town with a cemetery by granting 40 acres "to be used only for burial purposes and the proceeds of all sales of lots to be used exclusively for the improvement and keeping in order the cemetery" (Subject Files).

By 1889, the town had five churches, two hotels, a school, a Masonic hall, a planing mill, a cotton gin, and grist mills. A weekly newspaper, The Wesson Enterprise, was established in 1899 (Sanborn Maps, Rowland, Mississippi II: 949). A number of lodges were located in Wesson: the J.M. Wesson Lodge No. 317, F.&A.M. (established in 1869); Harmony Lodge Knights of Honor No. 1851; a Knights and Ladies of Honor lodge; Copiah Lodge No. 109, I.O.O.F. (organized in 1880); and a Good Templars lodge. An Eastern Star Chapter (founded in 1921) was named the William Oliver Chapter in honor of Captain Oliver (Goodspeed II: 204; Walker and Higgs: 45, 47).

Education always played an important role in Wesson. In the early years of the town, there were the private schools of Mrs. Mary Gertrude Hamilton Long, Miss Minnie Collier, Professor Dickerson,

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Miss Lois Martin, and others. The Mills donated land for a public school, and the first public school--a two-room building--was erected in 1875. In 1889, this school was replaced by a building that was destroyed by fire in 1890 and subsequently rebuilt in 1893 at a cost of \$17,000. The contractor was J.J. Harty of Greenville. The (Old) Wesson Public School is an imposing, two-story, brick, Romanesque Revival building. At each end of the facade is a three-story tower, and between the towers is a two-tiered gallery. The school was listed in the National Register of Historic Places in 1980 (Wesson Enterprise; Historic Resources Inventory Files; National Register Files).

In 1906 the Mississippi Mills were forced into receivership, and in 1910 the mills closed entirely. The closing of the mills was a severe economic blow to Wesson, resulting inevitably in the closing of some business establishments and a loss in population. Wesson had been the largest town in the county for three decades, from 1880 until 1910, but with the closing of the mills in 1910, the population of Wesson dropped dramatically. The earliest population figure found for Wesson is 1870, when the population was 464. By 1880, the population had jumped to 1,707 and by 1890 had almost doubled to 3,168. In 1900 the population was 3,279, but by 1910, reflecting of the difficulties the mill was suffering, the population had dropped to 2,024. After the mill closed, the population dropped dramatically: the population was 885 in 1920; 799 in 1930; 837 in 1940; and 1,235 in 1950 (Mississippi Statistical Summary).

With the closing of the mill, Wesson businessmen began to seek new industries. Those who remained in Wesson turned to truck farming or sought employment in other industries. Rolling the first car of flats in 1909, B.F. Youngblood and Co. was the first buyer of tomatoes in the Wesson vicinity. In 1910 the Cook, Grafton Lumber Co., two cotton gins, and the Wesson Cotton Oil and Fertilizer Co. were in operation. By 1925, the Wesson Box Factory, which catered to the trucking industry, had been established (Sanborn Maps; WPA).

Through the efforts of the Wesson Booster Club, dairying was explored as a potential source of income before the final closing of the mills. A few farmers, realizing a surplus of milk, began shipping it to New Orleans. Robert E. Rea, president of the Bank of Wesson and a member of the Booster Club, gave encouragement and financial support by buying bred stock at his own expense to assist the community in improving its herds. A receiving station was established through

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which the milk was shipped to the Cloverland Dairy Company, then to the Dixie Creamery Company in Brookhaven (later the Brookhaven Creamery). By the end of World War I, there was established in an old oil mill a skimming station where milk was processed, with the cream being shipped to Brookhaven. Later, farmers sold the whole milk to the Brookhaven Creamery via the milk routes of the Blue Ribbon Creamery. The Brookhaven Creamery encouraged the dairy industry by helping to finance stock-buying and by providing glass-lined tank cars, the first to be used in the territory. By 1925 a branch of the Brookhaven Creamery was in operation in Wesson (Subject Files; Sanborn Maps).

Copiah-Lincoln Agricultural High School was established in 1915 to supply education to those persons in the bi-county area who were going into farm management, as well as those who planned to attend college. Sixty-two acres of land just south of Wesson but in Copiah County was purchased for the new agricultural high school, and a girl's and a boy's dormitory were erected by Thompson and Nelson of Meadville for \$6,806. An administration building was constructed by the same firm in 1916 for \$11,000. The high school department of the Wesson Public School was transferred to the new school, and in 1915 there were 125 pupils enrolled, 40 of whom boarded (Walker; Wesson Enterprise).

A decline in enrollment in the 1920s almost led to the closing of the school because high schools had been consolidated, and there was no longer a need for boarding facilities. At this time, there was much interest in establishing a junior college in the area. On June 1, 1928, an election providing for a \$150,000 bond issue resulted in a more than ten-to-one decision in favor of establishing and equipping a junior college in Wesson. The money was to be used to construct new facilities at the site of the agricultural high school, and the joint high school and junior college was named the Copiah-Lincoln Junior College and High School. L. Russell Ellzey was the college's first president. In 1938 the high school department was restored to the Wesson Public School. The junior college became the educational and cultural center of Wesson (Walker; Wesson Enterprise).

Much additional research concerning the African-American history of Copiah County is needed. The 1930 Sanborn Fire Insurance Maps of Wesson did not specifically identify any African-American resources.

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RELATED PROPERTY TYPES

The historic development of Copiah County is illustrated by a variety of historic resources. This document will address primarily buildings and historic districts. The most intact architectural resources fall within five categories: residential, commercial, religious, industrial, and agricultural. Although at the present time insufficient information is available about agricultural properties to develop registration requirements, it is clear that an agricultural property that retains all of its historic farm buildings will be eligible under Criterion A in the area of agriculture if these buildings retain integrity. Additional survey of the county's historic farms will have to be done to fully develop the registration requirements, which will be added by amendment at a later date. One agricultural property, the Marchetti Farm, is being nominated concurrently with the submission of this document because it retains all of its historic buildings, which are well-preserved.

The majority of the surviving historic buildings of Copiah County are residential and commercial, and those that are eligible for listing in the National Register are expected to be found throughout the county, with the largest concentrations and potential historic districts being located in the towns of Crystal Springs, Hazlehurst, and Wesson.

The potential historic district in Crystal Springs consists of a commercial core flanked to the east and west by residential areas. Also located in the potential district are three church buildings, a school, a former vegetable packing shed, and a U.S. post office (NR 1993). Buildings in the potential district date from the mid-nineteenth century up to the early decades of the twentieth century and are important because they depict the development of the community as it evolved from a small antebellum village into a thriving community due to the trucking industry. The potential district is also significant in the areas of commerce and architecture.

Like the potential Crystal Springs' district, the potential Hazlehurst historic district is comprised of residential, commercial and religious buildings but also includes the county courthouse, the only extant railroad depot in the county, a former creamery, two packing sheds, and part of the Hazlehurst Oil Mill and Fertilizer Company. The proposed district is significant under Criterion A

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because it represents how the railroad and industry played vital roles in the development and growth of the community. The district is also architecturally significant (Criterion C) because there are a number of particularly fine residential buildings situated along Extension Street.

In Wesson, the potential historic district includes only residential buildings and one church building. However, if some of the commercial buildings west of Highway 51 were to be restored, then the potential district boundaries could be extended to include commercial buildings as well. The majority of the buildings in the potential district were constructed during the period that the Mississippi Mills were in operation (1866-1910) and reflect the establishment of the town as a mill town and the growth of Wesson into the largest town in the county, a position it held from 1880 to about 1910. There are a number of fine residential buildings that reflect the prosperity of Wesson due to the mills. The potential district is, therefore, eligible under Criteria A and C for significance in the areas of community planning and development and for architecture.

Other individually eligible resources are located in these three communities but outside the boundaries of the potential districts. Individually eligible, architecturally significant, residential and religious buildings are also expected to be found in other towns throughout the county, as well as in crossroads communities and throughout the rural countryside. For example, both the Methodist and Baptist churches in the tiny community of Carpenter appear to be eligible, as does the rural, vernacular Tabernacle Methodist Church on the Dentville Road northwest of Hazlehurst. A few eligible commercial buildings may also be found in other communities. Few eligible industrial buildings are expected to be found outside of Crystal Springs, Hazlehurst and Wesson. Industrial buildings include vegetable packing sheds, box factories, canning factories, gins, cotton oil mills and fertilizer factories, and the one remaining building associated with the Mississippi Mills in Wesson. All of the rail stops in the county historically had at least one packing shed, but few are believed to survive.

A short outline of the significant dates in Copiah County's history instantly sets the parameters in which the county's historical buildings will be found. The 1820 Treaty of Doak's Stand opened this region to white settlement, and just three years later, in 1823, Copiah County was established. In 1858 the New Orleans, Jackson and

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Great Northern Railroad was completed and immediately sparked new development. New towns sprang up along the rail line, and many older towns not located along the line either relocated or became extinct. The Civil War wreaked havoc on the railroad and several of Copiah County's towns, but they were quickly rebuilt. During the War, Colonel James M. Wesson founded the town of Wesson, built a sawmill, and formed the Mississippi Manufacturing Company (later Mississippi Mills) in 1866, which until its closing in 1910 was the most important manufacturing plant in the county.

During the last quarter of the nineteenth century, commercial fruit and vegetable production, or truck farming, became very important to the agricultural economy of Copiah County, which ranked first in the state in the value of its vegetable crops. In 1882, the Natchez, Jackson and Columbus Railroad was completed, passing through the northwest corner of Copiah County. The town of Carpenter was established on this line. In 1909 the New Orleans Great Northern Railroad was completed and ran along the eastern boundary of the county, with stations located at Gatesville, Hopewell, Georgetown, and Rockport. The construction of these additional two rail lines through the county provided access to more markets and facilitated growth. Truck farming continued to be an important industry in the county until World War II, when farming decreased. The year 1945 was chosen as the end of the period of significance for several reasons: it is the year World War II ended; it is a time when the county's population decreased and the truck farming industry declined; and it is the 50-year cutoff date for properties to be considered eligible for National Register listing.

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F. ASSOCIATED PROPERTY TYPES

The following property types are associated with the historic contexts that were developed for Copiah County: residential, commercial, religious, industrial, and agricultural. Although at the present time insufficient information is available about agricultural properties to develop registration requirements, it is clear that an agricultural property that retains all of its historic farm buildings will be eligible under Criterion A in the area of agriculture if these buildings retain integrity. Additional survey of the county's historic farms will have to be done to fully develop the registration requirements, which will be added by amendment at a later date. Because it was not possible to conduct a comprehensive survey of the county at this time, it is conceivable that other property types may be added at a later date.

I. Residential Resources

A large number of the potentially eligible historic resources in the county are residential in character. The period of significance extends from 1823 to 1945, and the architecturally important residential properties span almost this entire era. (The earliest extant residences in Copiah County identified to date are Mount Hope, a circa 1830 I-house located on a plantation established in the 1820s, and the Hargrave House, the single-pen log portion of which dates to circa 1835.) Collectively, the historic residences symbolize Copiah County's development during this 122-year period.

The county's residential buildings are generally single-family, detached houses of one to two-and-one-half stories and are of wood-frame construction. Almost all have clapboard exterior walls. On the basis of the reconnaissance survey work conducted in 1995 and the information found in the Historic Preservation Division's historic resources inventory, the residential buildings that express the architectural developments of the period of significance of Copiah County include vernacular folk houses such as single-pen log houses (Hargrave House, NR 1993), dogtrotts, hall-and-parlor houses, center hall galleried cottages, I-houses (Mount Hope, NR 1985), and shotguns, as well as buildings of the Greek Revival, Queen Anne, Neoclassical Revival, Colonial Revival, and Craftsman styles. The Federal, Italianate, and Gothic Revival styles appear only as details on vernacular houses or houses exhibiting other stylistic influences.

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Many houses display combinations of various stylistic elements as part of their original design, while others have had their original design modified by later additions of other historic stylistic details.

No Federal style buildings were identified, although some mid-nineteenth century houses exhibit transitional Federal characteristics (Cherry Grove, c. 1850, NR 1990). A small number of residences were identified throughout the county that display Gothic Revival details, typically limited to a pointed arched window or bargeboard applied to a vernacular Greek Revival style building. Likewise, while no Italianate houses were identified, Italianate features such as brackets and chamfered posts are found on some vernacular houses that also exhibit Greek Revival, Gothic Revival, or Queen Anne influences. The Jenkins H. Welch House (c. 1855, NR 1988), for example, displays a combination of Greek Revival, Gothic Revival and Italianate features.

From about 1830 to 1870, the Greek Revival was the most popular style in Mississippi. The Greek Revival buildings of Copiah County are generally one- or one-and-one-half story, wood-frame residences highlighted by a portico or undercut front gallery with wooden box columns having molded capitals. The majority of these houses have side-gabled roofs, although a few display a hipped roof. The typical foundation is brick piers, although several Greek Revival residences are on raised basements (Cook House, 1866, NR 1983). The floor plan is generally a center hall, double-pile plan, often with rear "cabinet" rooms flanking a recessed rear porch. The town of Wesson is distinguished by a number of early post-bellum cottages that display transitional Greek Revival features along with more eclectic Victorian design elements. These houses will be discussed in more detail in the nomination for the James Samuel Rea House and in the Wesson Historic District nomination, to be prepared in the near future.

Queen Anne architecture began to appear in Mississippi around 1885, and by 1890 it was the dominant style for residential design. It continued to be the most popular style until about 1905, when the Colonial Revival and Neoclassical Revival styles came into vogue. Some Queen Anne houses were being built as late as 1910, but by that time their popularity had waned. In Mississippi the most popular modes of the Queen Anne style were the Rectilinear, Spindlework, and the Free Classical modes, with the latter two being the most popular

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in Copiah County. These houses range from modest, one-story examples to elaborate, two-and-one-half story, high-style examples, and in Copiah County all identified to date are of wood-frame construction (Cawthon, "Victorian:" 5).

Queen Anne houses are not usually expected to be located in rural settings. The style was most popular among the upper middle-class residents of cities and small towns, and the highest concentrations of the style were built in the towns that experienced the greatest prosperity and growth during the 1885-1910 period. However, in Copiah County, Queen Anne houses can often be found located in the small crossroad communities as well as on farms. This trend represents the prosperity that resulted from the truck farming industry.

The Rectilinear mode was typical of the earlier wooden buildings of the Queen Anne style and emphasized straight lines and a relatively restrained use of carved, jigsawn, or lathe-turned wood detailing. An emphasis was placed on surface texture and decorative detailing. The house at 611 West Georgetown in Crystal Springs is an example of the Rectilinear mode.

By about 1890, the Spindlework mode was becoming popular and featured extensive use of lathe-turned ornament, particularly evident in porch details such as balustrades and open friezes. The Spindlework mode often has round or curved features, including turrets and gazebo-like extensions of the veranda. Notable examples of this mode in Copiah County include the Copley House (1886) in Crystal Springs, the Isaac Newton Ellis House (1890, NR 1987) in Hazlehurst, and the house at the southeast corner of Wesson and Oak Streets in Wesson.

The Free Classical mode of the Queen Anne style, with its design motifs drawn from classical architecture, came into vogue around the turn of the century. Houses constructed in this mode retain the characteristic Queen Anne asymmetricality, with classical features being employed only for the building's details. Porches typically have slender classical colonnettes rather than turned or chamfered posts. The Charles Morris Huber House (1893, NR 1994) in Crystal Springs and the house at 209 Downing Street in Hazlehurst are examples of this mode.

The Free Classical mode is closely related to the Colonial Revival style, and there is no clear boundary between the two. A building

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can generally be considered to be in the Free Classical mode if it has a complex, asymmetrical shape and if its classical ornamentation remains subordinated to its Queen Anne composition. If it is more formally or symmetrically composed, or if its design is dominated by classical features, it should more properly be considered an example of the Colonial Revival style (Cawthon, "Victorian:" 4-5).

The Colonial Revival and Neoclassical Revival styles were dominant styles for domestic building throughout the country during the first two decades of the twentieth century. Buildings constructed in Copiah County in the Colonial Revival style are generally one to two-and-one-half stories, of wood-frame construction, possess either asymmetrical or symmetrical massing, and feature classical detailing inspired by American colonial domestic architecture. Some of the Colonial Revival houses were found to have wraparound porches, illustrating how the style was adapted to the southern climate. The C.H. Parsons House (NR 1984) in Crystal Springs, built in 1912 by the firm Overstreet and Spencer of Jackson, is a good example of this style.

Identifying features of the Neoclassical Revival style include a symmetrical facade dominated by a full-height porch with roof supported by classical columns typically having either Ionic or Corinthian capitals. Neoclassical houses usually have a boxed eave with a moderate overhang, frequently with denticulated or modillioned frieze. Roof-line balustrades are often used as decorative features. In Copiah County, all of the buildings of this style identified to date are of wood-frame construction. The Robert L. Covington House (1907, NR 1984; designed by Barber and Kluttz of Knoxville, Tennessee) and the Hardy J. Wilson House (circa 1910), both on Extension Street in Hazlehurst, are grand two-story examples of the Neoclassical Revival style.

The Craftsman style was an aesthetic movement that stressed elegant simplicity, practicality, skilled craftsmanship, honesty in the use and finishing of materials, and harmony with nature, and was in part a reaction to the flamboyant Victorian styles. The Craftsman style had a major effect on American decorative arts, furniture, interior design, and architecture from the 1890s to the 1920s and beyond, and eventually fell out of fashion in the 1930s and 1940s. Small informal houses influenced by the Craftsman style came to be known as "bungalows," and while many of these display characteristics of the Craftsman style, many have features of other styles. By the late

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1920s bungalows were being widely mass-produced for speculative housing, with their stylistic features becoming minimized and diluted. The widespread construction and often inferior design of these bungalows in the late 1920s and 1930s were factors that caused the Craftsman style to fall out of fashion.

In Copiah County, bungalows are one- to one-and-one-half story houses and are generally of wood-frame construction, although various natural materials are sometimes used in a manner that stress their inherent aesthetic qualities. The bungalow design emphasizes horizontality and the floor plans are informal and practical. Identifying features include a low-pitched, gabled roof with wide, unenclosed eave overhang with exposed rafter tails; decorative purlins or knee braces applied to the gables; and full- or partial-width porches with tapered square columns. The house at 206 West Georgetown in Crystal Springs is an example of the Craftsman style.

Large concentrations of historic residences that retain a high degree of integrity form potential historic districts in the towns of Crystal Springs, Hazlehurst, and Wesson. Individually-eligible residential buildings are also located in each of these three communities, but outside the district boundaries, and are expected to be found in some of the county's other towns and scattered throughout the countryside.

The potential historic districts in both Crystal Springs and Hazlehurst contain residential, commercial, religious, and industrial buildings. The residential buildings in the potential districts in each of these two communities reflect the general growth and development of the town and the prosperity that resulted from the railroad and industry, especially the truck farming industry. The potential district in Wesson is composed only of residential buildings and one church building. These buildings are important because they document the establishment and development of Wesson from its beginning during the Civil War into the largest town in the county from 1880 to 1910 as a result of the prosperity brought about by the Mississippi Mills.

Copiah County retains a wealth of residential resources that illustrate the architectural styles popular in the area during the historic period addressed by this study. The integrity of some of the historic neighborhoods is slowly eroding due to demolition, commercial encroachment, modern construction, or unsympathetic

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alterations. Nevertheless, a sizable number of houses remain to interpret Copiah County's nineteenth and early twentieth century history.

Significance of Residential Resources

Residential resources are being analyzed in relation to the following historic contexts: the Plantation Era in Copiah County, 1823-1865; Copiah County's Development from the Post-Bellum Period to the End of World War II, 1866-1945; and Development of Copiah County's Towns, 1823-1945. The residential buildings located in the potential historic districts are being evaluated at the local level under Criterion A for significance in the area of community planning and development and Criterion C for architectural significance. In general, individual residential buildings are being evaluated at the local level under Criterion C for architectural significance; however, Queen Anne residences will be evaluated at both the local and state levels since a context for Queen Anne architecture has been developed, as discussed below.

The architectural styles chosen by Copiah Countians illustrate their awareness of national trends in architecture and their level of sophistication in regards to domestic design. The county retains a wealth of significant residential buildings, and these buildings symbolize the prosperity brought to the county by the railroad, agriculture, and various industries. The period of significance begins in 1823, the year the county was established, and ends in 1945, the year World War II ended and the fifty-year cut-off date for properties to be considered eligible for listing in the National Register. Residences constructed during this period represent a wide range of house types and stylistic influences, including vernacular house types as well as houses of the Greek Revival, Queen Anne, Neoclassical Revival, Colonial Revival, and Craftsman styles. Some houses also display Federal, Italianate, and Gothic Revival influences.

The historic resources in Crystal Springs and Hazlehurst still clearly delineate residential growth patterns and distinct neighborhoods based on socio-economic status and race that were established during the historic period addressed by this study. The houses in the towns of Copiah County depict how the patterns of community development were impacted by railroad networks and

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industry. They symbolize the increased prosperity and an improved quality of life that came about as a result of the textile industry (1866-1910), the truck farming industry (1879-1945), and lumbering (last quarter of the nineteenth century to the late 1930s). Overall, the residences of Copiah County illustrate the historical settlement, growth, and prosperity of the county.

Registration Requirements for Residential Resources

The residential resources comprising this property type must be associated with the residential development within the boundaries of Copiah County during the period 1823-1945. In the case of individual buildings being nominated, they must be architecturally notable local examples of a specific building type or style and must retain a high degree of integrity, as discussed below. Elements in a district are required to be at least typical local examples of a specific building type or style and must retain sufficient architectural integrity to contribute to the sense of time and place in their neighborhood.

Additionally, a context for evaluating Queen Anne architecture has been developed by Richard Cawthon, Chief Architectural Historian of the Mississippi Department of Archives and History. The evaluation of a Queen Anne building is based on three criteria: (1) the degree to which a building embodies the essential characteristics of any of the modes of the Victorian Queen Anne style; (2) the fineness of its design or craftsmanship in comparison to other examples of the style in Mississippi; and (3) the degree to which the building retains its architectural integrity, especially in regard to design, materials, and workmanship. In general, larger and more elaborate Queen Anne houses should be considered to be more architecturally significant than the smaller and more common Queen Anne cottages (Cawthon, "Victorian:" 9).

A Queen Anne building that is well designed and features the specific characteristics of any mode plus maintains a high degree of integrity on both its interior and exterior is of statewide significance.

A Queen Anne residence which either (1) well represents any mode and retains a high degree of integrity on its exterior but has less integrity on its interior, or (2) is a somewhat less sophisticated example of the style but possesses a high degree of integrity is considered to be of local significance.

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A Queen Anne style building that either (1) has suffered a major loss of integrity on its exterior but still retains much of its stylistic character or (2) retains most of its exterior character but has had extensive interior alterations should not be considered individually eligible as a work of architecture, although it may still be considered a contributing element in a district.

The buildings comprising a proposed district are to be rated as either contributing or noncontributing. These designations delineate each resource's relative standing within the district, according to National Register criteria.

The setting and location of all the historic residences are of great importance. In most cases, they should reflect the residential development patterns that were first established in the communities of Copiah County during the period 1823 to 1945. Additionally, all the residences must retain their historic physical characteristics such as setback, scale, massing, and in the case of a district, their spatial relationships to each other.

All of the contributing elements in a district and the individually nominated buildings must possess a high degree of integrity in design, materials and workmanship in order to be significant for their architecture; however, those buildings in a district do not have to be as architecturally intact as an individually-nominated building.

Feeling and association are closely tied to the aforementioned characteristics. If the requirements for the preceding attributes are met, then the buildings will undoubtedly also retain a high degree of integrity in regards to feeling and association.

II. Commercial Resources

The very existence of many of the county's towns is due to the railroad. Communities located along the county's three rail lines became centers for trade by providing an interface between the agricultural interests of the surrounding area and rail access to the larger marketplaces.

Historic business districts still remain in Crystal Springs, Hazlehurst, Wesson, and Georgetown, and individual historic

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commercial buildings can be found in some of the county's other communities. The historic business districts of Wesson and Georgetown are quite small, only one or two blocks. Commercial buildings, for the most part, line streets that run along the railroad tracks. There are also some scattered country stores in Copiah County that were constructed during the period 1823 to 1945. Most, if not all, of the county's extant historic commercial buildings date from the last quarter of the nineteenth century to 1945, reflecting the period of the county's greatest prosperity that resulted from the truck farming industry.

None of Copiah County's commercial buildings are examples of high style architecture. Vague stylistic influences can be discerned and include Italianate, Romanesque, Colonial Revival, Craftsman, Art Deco, and Commercial Minimalist Traditional influences. The decorative features of buildings constructed in the Commercial Minimalist Traditional style may be limited to a concrete coping and simple rectangular attic vents.

The majority of commercial buildings located in the towns of Crystal Springs, Hazlehurst, Wesson and Georgetown are one- to two-story, brick, row buildings, and a good number of these buildings have been stuccoed. In general, these brick masonry buildings conform to traditional patterns of massing, organization and design common to late-nineteenth and early twentieth century commercial buildings throughout the Southern states. Most one-story buildings are characterized by a parapet, a cornice treatment, an attic and/or signboard area above the storefront, and a traditional three-part storefront with transoms. Some of the storefronts possess original cast iron pilasters as part of their features, and some buildings are clad in ornate pressed metal.

Two-story buildings share most of the same characteristics as one-story buildings, except for the presence of window openings on the second level. The window openings can be rectangular or arched, and common sash patterns include four-over-four, two-over-two, and one-over-one, double-hung sash. Many of the display windows of the commercial buildings have been altered over the years, and the upper story of some buildings have been covered with metal. A number of the commercial resources are vacant or used merely for storage.

The lot subdivision pattern and general pattern of redevelopment through time has provided the business districts with a great range

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of frontage widths. Consequently, there is no one standard pattern of width for commercial buildings. Characteristics of setting provided by commercial buildings include the tendency for most commercial buildings to have no setback from the sidewalk.

In the smaller rural communities, the commercial buildings are typically free-standing, one-story, wood frame structures on larger lots.

Significance of Commercial Resources

Most, if not all, of the county's extant historic commercial buildings date from the late nineteenth century to 1945. Therefore, commercial buildings are being evaluated in relation to the following historic contexts: Copiah County's Development from the Post-Bellum Period to the End of World War II, 1866-1945; and Development of Copiah County's Towns, 1823-1945. A distinct period in the county's economic history occurred from 1879 (when the first carload of tomatoes was shipped from Crystal Springs) to 1945 because of the activity of the truck farming industry in Copiah County. A level of prosperity never before known in the county was achieved during this period. Commerce, of course, flourished during this time.

Undoubtedly, every town larger than a crossroads community had some sort of commercial center. The majority of historic commercial buildings today, however, are located in Crystal Springs and Hazlehurst. The commercial buildings located in the potential historic districts in these two towns reflect local significance under National Register Criterion A in the areas of community planning and development and commerce. These resources are important because they depict the development of these communities as they evolved from small antebellum villages into thriving towns due to the truck farming industry.

Commercial buildings not located in potential districts will be evaluated for local significance under National Register Criterion A in the area of commerce and Criterion C in the area of architecture. Country stores may be found to be significant as rare surviving building types, as well as sole remnants of the commercial activity in a community that once flourished due to industry and the railroad.

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The commercial buildings comprising this property type must be associated with Copiah County's historic development during the period 1823 to 1945. The reconnaissance survey of Copiah County has revealed that there appear to be few, if any, antebellum commercial resources.

An individually-eligible commercial property should be a locally important and well-preserved example of an architectural style or building type and represent the once-thriving commercial activity brought about by various industries, agriculture, and the railroad. Individually-nominated commercial buildings must possess a high degree of integrity of design, materials, workmanship, location, feeling and association.

The buildings comprising a proposed district are to be rated as either contributing or noncontributing. These designations delineate each building's relative standing within the district, according to National Register criteria. Elements in districts should be representative examples of local commercial building types. Buildings in a historic district do not have to be as architecturally intact as an individually-nominated building, but each contributing property must retain sufficient architectural integrity to convey the sense of time and place of the district. Integrity of feeling, association, setting and location of commercial buildings located within a district is important. Additionally, the buildings must retain their historic physical characteristics such as setback, scale, massing, and spatial relationships to each other.

III. Religious Resources

Religious resources are defined as buildings or structures that were owned by a specific religious congregation and used by them for worship services. Although the period of significance extends from 1823 to 1945, few antebellum religious buildings are believed to survive.

Copiah County's extant historic church buildings are of either brick or wood-frame construction. The earlier churches are typically of frame construction, while many of those constructed after about 1920 are of brick. All of the frame churches surveyed to date have

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clapboard wall treatments, although some of these have recently been clad in aluminum or vinyl siding.

On the basis of the reconnaissance survey work, it appears that the religious buildings that express the architectural development of Copiah County during the historic period covered by this study include simple frame, vernacular, gable-front buildings as well as buildings constructed in the Queen Anne, Gothic Revival, Neoclassical Revival, and Craftsman styles.

The Pleasant Valley Methodist Church (circa 1840) near Bowerton and the Tabernacle Methodist Church (1857) in the Hazlehurst vicinity are simple, rectangular, gable-front church buildings with two entrances in the gable end. St. Stephen's Episcopal Church (1872) in Hazlehurst is also a rectangular gable-front building, but Gothic Revival detailing appears in the pointed arched window openings.

In Mississippi, the Queen Anne style was not widely employed for church construction. The only church identified to date in Copiah County that displays Queen Anne features is the Carpenter Baptist Church, built in 1903. This building is a frame, gable-front structure with a square corner tower. The main facade has an entrance on each end; one entrance employs Spindlework detailing and the other Free Classic detailing. The tower entrance is framed by Ionic pilasters and is crowned by a round-arched transom with Queen Anne style colored glass border. The entrance on the other end of the facade is protected by a one-bay, gabled porch supported by delicate turned posts and having an ornate gable ornament. The large central opening of the facade features a tripartite Queen Anne window with round-arched, rosette transom, and the windows are framed by Ionic pilasters.

In Copiah County, the earlier wooden vernacular Gothic Revival churches typically are gable-front buildings with pointed-arched windows and a square tower surmounted by a spire. The tower may either be centrally located, like that of the Wesson Presbyterian Church (1877-78), or be located on the corner of the facade, like that of the Carpenter Methodist Church (1901). Gothic Revival churches built after about 1920 are typically towered, gable-front buildings of brick construction. The Methodist Church (1928) in Hazlehurst is a brick, gable-front, Gothic Revival building with a tower at each corner of the main facade.

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Another popular style for churches in the early twentieth century in Copiah County was the Neoclassical Revival style. These buildings are typically of brick construction, and the facades are generally highlighted by a portico featuring classical columns. Churches of this style are often gable-front, "temple-form" structures, and they do not have towers. The United Methodist Church (1919) and First Presbyterian Church (1926) in Crystal Springs, and the First Baptist Church (1926, designed by R.H. Hunt) in Hazlehurst, are good examples of the Neoclassical Revival style.

Other churches have been identified in the county that have Craftsman detailing. For example, the Georgetown Methodist Church (1912) is a simple, rectangular, front-gabled, frame building with such Craftsman features as knee braces in the gables and exposed rafter tails in the eaves.

Significance of Religious Resources

Religious resources are being analyzed in relation to the following historic contexts: the Plantation Era in Copiah County, 1823-1865; Copiah County's Development from the Post-Bellum Period to the End of World War II, 1866-1945; and Development of Copiah County's Towns, 1823-1945. The religious buildings located in the potential historic districts are related to the development of the county's towns and are being evaluated at the local level under Criterion A for significance in the area of community planning and development and Criterion C for architectural significance. Individual religious properties are being evaluated at the local and state levels under Criterion C for architectural significance.

According to the criteria for evaluation for the National Register, churches and other buildings used for religious purposes are not considered eligible for the National Register unless they are contributing elements of historic districts or they derive "primary significance from architectural or artistic distinction or historical importance." In most cases, if a church in Mississippi is individually eligible for nomination, it is because of its architectural or artistic distinction.

The architectural styles chosen by the religious congregations of Copiah County illustrate their awareness of national trends in architecture. Although many of the churches are not high style

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examples of major architectural movements, in most cases stylistic design elements are incorporated into the design of the church buildings. The religious resources constructed during the period of significance (1823-1945) reflect a rather small range of building types and styles, including vernacular gable-front buildings as well as Queen Anne, Gothic Revival, Neoclassical Revival, and Craftsman influences. Although many of the county's churches are vernacular buildings, they are becoming increasingly rare and endangered, so as a general class of buildings they are worthy of National Register recognition.

A congregation could not put its efforts into building a church until it had obtained a certain level of economic stability and social cohesiveness. Church buildings symbolize a commitment by their congregations to the community and a certain level of permanence within the development of the town. Several fine, albeit vernacular, church buildings can be found in some of the very small towns of the county; for example, the Methodist and Baptist churches in Carpenter are large rural buildings that represent the prosperity that the community enjoyed at the turn of the twentieth century due to the truck farming industry.

Registration Requirements for Religious Resources

The religious resources comprising this property type must be associated with Copiah County's historic development during the period 1823-1945. In the case of individual buildings being nominated, they must be architecturally notable local examples of a specific building type or style and must retain a high degree of integrity, as discussed below. Elements in a district are required to be at least typical local examples of a specific building type or style and must retain sufficient architectural integrity to contribute to the sense of time and place in their community.

Richard Cawthon, chief architectural historian for the Mississippi Department of Archives and History, has developed National Register eligibility criteria for churches in Mississippi. Elegant church buildings that embody the architectural vocabulary, design principles, and craftsmanship of a national architectural movement can be assessed within a national architectural context. In evaluating one of these buildings, it must be determined whether the building is architecturally significant as a well-crafted example of

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a recognized architectural movement, and, if so, whether it retains sufficient integrity of design and workmanship to accurately convey that significance (Cawthon, "Criteria for Churches:" 2).

Vernacular churches may not fit neatly into the stylistic categories used to assess more architecturally ambitious buildings and may lack their sophistication of design, craftsmanship, materials, and finish. Four factors can be used in making distinctions between vernacular church buildings:

1. Age: In general, the older a building is, the fewer of its type will survive; therefore, an older building is likely to have more significance than a newer one of the same type.
2. Rarity: The rarity of a building's architectural form, if it were once an important part of the vernacular traditions of the state, contributes to its architectural significance.
3. Craftsmanship: A vernacular church that displays better workmanship, finer materials and finishes, and more accomplished design than others will, in turn, have more significance than others.
4. Physical Integrity: In assessing the significance of a vernacular church in comparison with others of its approximate age and degree of craftsmanship, its physical integrity will be of particular importance (Cawthon, "Criteria for Churches:" 2-3).

Based on the above factors, the following guidelines for assessing individual eligibility of vernacular churches has been developed:

1. The building must be appreciably older than the typical church of its general area or of the state as a whole.
2. The building should display a higher quality of design or degree of craftsmanship than some other churches of its general type, unless it is a very rare survivor of a particular traditional type or form, in which case it should display the distinguishing characteristics of that type or form.
3. Most importantly, the building must display a very high degree of physical integrity, on both the interior and the exterior,

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relative to other churches of its type and time (Cawthon, "Criteria for Churches:" 3).

The buildings comprising a proposed district are to be rated as either contributing or noncontributing. These designations delineate each property's relative standing within the district, according to National Register criteria.

The setting and location of all the historic religious properties are of great importance. All of the individually nominated properties and contributing elements in a district must possess a high degree of integrity of design, materials, and workmanship in order to be significant for their architecture; however, those buildings in a district do not have to be as architecturally intact as an individually-nominated building. Feeling and association are closely tied to the aforementioned characteristics. If the requirements for the preceding attributes are met, then the property will undoubtedly also retain integrity of feeling and association.

IV. Industrial Resources

The greatest industrial development in Copiah County occurred after the Civil War. Statewide efforts were underway after the War to expand and diversify Mississippi's economy through industrialization. However, the lack of coal, iron, and available water power, as well as the fact that Mississippi was predominantly rural, restricted industrial growth. Some enterprises, such as railroads, lumber, and textiles, made significant progress, but the majority of the state's industries were blacksmith shops and flour and grist mills. Thus, despite some progress, Mississippi remained an agricultural state. In Copiah County, the majority of the industries that were developed were associated with agriculture.

Local industries associated with the growing of cotton were developed throughout Copiah County. One of the earliest and most important manufacturing plants to be established in the County was the cotton and woolen mills known as the Mississippi Manufacturing Company (later renamed Mississippi Mills), which operated from 1866 to 1910 in Wesson. Only the two-story brick building that housed the Mississippi Mills packing and shipping rooms remains to interpret Wesson's industrial history. This large brick structure has

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commercial Italianate design influences. Some mill housing and mill officials' houses are also still extant.

Cotton gins and cotton oil and fertilizer companies were established throughout the county. The most important of these appears to have been the Hazlehurst Oil Mill and Fertilizer Factory. Established in 1890, the Hazlehurst Oil Mill became one of the largest of its kind in the state, and by 1902 a fertilizer factory was added to the mill. In 1907 the mill was reported to employ over 100 men. This company was in operation until the mid-1950s, and a portion of the complex is extant and is located in Hazlehurst's potential historic district.

More vegetables were commercially grown in Copiah County than in any other county in the state. The most important crops included tomatoes, cabbage, carrots, beans, and peas. The first carload shipment of tomatoes was made from Crystal Springs in 1879, and from that time until the end of World War II, Copiah County was the focus of the truck farming industry in Mississippi. As the commercial vegetable industry expanded, related service industries were developed, including packing sheds, box factories, and canning factories.

All of the rail stops in the county had at least one packing shed, where vegetables and fruits were packed for shipment. These buildings were generally located along the railroad tracks and were long, rectangular, two-story, frame structures with gable roofs, and the first floor was usually open. Loading platforms were typically located either at a gable end or along one or both side elevations. The first packing shed in the county was built in Crystal Springs in 1884 by the Earl-Thomas Commission House of Chicago. In 1937 it was reported that Crystal Springs alone had twelve large central packing sheds, Hazlehurst had several, and Georgetown, Gallman, Beauregard, Gatesville, and Carpenter had from one to three sheds each (WPA). One packing shed is known to survive in Crystal Springs, and two more are believed to be extant in Hazlehurst. Few others are thought to survive.

Box factories were established to manufacture containers used for packing fruits and vegetables, and at one time nearly every community had one or more plants. Much of the lumber cut in the county went to the making of vegetable packages of all kinds. About 1930 many of the county's box plants were consolidated into the Southern Package Corporation, which became a large industrial complex with several

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manufacturing plants and about 35,000 acres of timber land. At the present time, it is not known if any box factories are extant, and if so, if they retain integrity. Future survey work may reveal a few such resources.

Several canning factories were established as a vital part of the vegetable industry, providing truck farmers with a market for their surplus produce. The first canning factory was built in 1887 in Crystal Springs, and by 1939 the town was reported to have three tomato paste canneries. Future survey work will reveal if any canneries are extant, and if so, whether they retain integrity from their historic period.

Copiah County, though largely agricultural in character, had a growing economy based on industries that were tied to agriculture and the forests. The extant historic industrial properties represent the impact of industrialization on a predominantly rural county.

Significance of Industrial Resources

Industrial resources are being evaluated in relation to the historic contexts, Copiah County's Development from the Post-Bellum Period to the End of World War II, 1866-1945, and Development of Copiah County's Towns, 1823-1945. Industrial buildings located in potential historic districts are being evaluated at the local level under Criterion A for significance in the areas of industry and community planning and development. Individual industrial buildings are being evaluated at the local level under Criterion A for significance in the area of industry.

The county's economy had always been based on agriculture, and many of the industries that developed after the Civil War were also based on agriculture. Lumber was another important industry, and much of the lumber in the county was used to make vegetable and fruit packages for use in the truck farming industry. The county's three rail lines provided the various industries with access to markets throughout the country: the New Orleans, Jackson and Great Northern Railroad, built in 1858; the Natchez, Jackson, and Columbus Railroad in 1882; and the New Orleans Great Northern Railroad, completed in 1909.

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Cotton production was important to the county's economy both before and after the Civil War. In 1870, Copiah County ranked 13th of the state's 65 counties in the production of cotton, having produced 15,653 bales. Although vegetable production became a major industry in the county in the last quarter of the nineteenth century, the early vegetable crops were often followed by cotton crops. Therefore, cotton remained an important agricultural product in the county. For example, in 1910 the county ranked first in the value of its vegetable crops and 14th of the state's 79 counties in the production of cotton, having produced 19,716 bales (Ninth Census, Thirteenth Census). The truck farming industry and cotton production sustained the county through the Great Depression. A number of cotton gins, cotton warehouses, and cotton oil and fertilizer companies were established throughout the county to process and store cotton products. (See the subsection entitled "Industries Associated with Cotton.")

One of the county's greatest industrial successes was the Mississippi Mills, which was in operation from 1866 to 1910 in Wesson. Wesson was founded as a mill town, and the Mississippi Mills was a major employer in the region. By 1890 the mill had become one of the largest of its type in the South, producing high quality items shipped to almost every state in the Union. The prosperity brought about by the mills resulted in Wesson growing to be the most populous town in the county from 1880 to 1910, the year the mills closed. In 1887, the plant employed about 1,200 persons. In addition, the mills used as much as 10,000 bales of locally-grown cotton per year.

By 1906 a number of factors forced the company into receivership, and in 1910 operation of the mills ceased entirely. In 1920, all of the mill buildings but one--a two-story brick building that housed packing and shipping rooms--were demolished. This office building is the only building associated with the mills, other than housing, to survive and is, therefore, a significant representation of the industrial history of Wesson. (For a more complete discussion of the mills, see the subsection entitled "Mississippi Manufacturing Company/Mississippi Mills.")

Another major industry in Copiah County was the truck farming industry, which was of vital importance to the area's economy from about 1879, the year the first carload of tomatoes was shipped from Crystal Springs, to 1945 (see the subsection entitled "Truck Farming"). Although cultivation of fruits and vegetables for market

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was practiced widely over the state during these years, Copiah County was the focus of the trucking industry. Typically, more vegetables were commercially grown in Copiah County than in any other county in the state.

The peak year in vegetable shipments came in 1927. Eight Copiah County towns that year shipped tomatoes to northern markets, and from Crystal Springs alone, a total of 2,847 carloads of vegetables were shipped, 1,553 of which were tomatoes. At this time Crystal Springs was the largest shipper of tomatoes in the United States. As the commercial vegetable industry expanded, related service industries were developed, including packing sheds, box factories, and canning factories. Each of these industries played vital roles in the trucking industry.

Packing sheds, where the fruits and vegetables were packed for shipment, employed hundreds of people during the months of May, June, and part of July. All of the rail stops in the county had at least one packing shed, and Crystal Springs had as many as twelve. In 1935 the county was reported to have 25 packing sheds (WPA). The extant packing sheds that have been identified to date have been clad in corrugated metal and the lower floors enclosed. However, they retain integrity of location, setting, association, and feeling, as well as such important attributes as size, scale, and massing, and are significant for the role they played in Copiah County's economic development.

Box factories were established to manufacture containers used for packing vegetables, and at one time almost every community had one or more factories that utilized lumber from Copiah County's forests. Hundreds of thousands of crates and hampers used in the packing of fruits and vegetables were produced, and hundreds of persons were employed in these plants. For example, in 1922 the Crystal Springs Manufacturing Company had 200 employees and the Planters Package Company employed 150. The products were not only used in Copiah County's trucking industry but were also shipped throughout the United States, Cuba, and South America.

Canning factories were also vital to the trucking industry, providing farmers with a market for their surplus produce that otherwise would have been wasted. The first canning factory was built in Crystal Springs in 1887, and in 1939 the town had three tomato paste canneries.

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Registration Requirements for Industrial Resources

The industrial resources comprising this property type must be associated with the expansion of industry in Copiah County during the period 1866 to 1945. Each building must retain enough of its original physical characteristics to convey the sense of time and place of the county's industrial development. Because these properties are being evaluated under Criterion A, their associative characteristics carry more weight than their physical characteristics in determining National Register eligibility.

An individually-eligible industrial property should be a locally important and well-preserved example of an industrial building associated with one of the industries discussed above. Individually-nominated industrial properties must possess a high degree of integrity of association, feeling, location and setting.

The buildings located within the boundaries of a proposed historic district will be rated as either contributing or noncontributing. These designations denote each property's relative standing within the district, according to National Register criteria.

For any district being nominated for its historical significance, the requirements in regard to the architectural integrity of each individual building are not as stringent as they would be if the district was being nominated strictly for architectural significance. The preservation or loss of specific architectural details is not of as great importance as the retention of scale, massing, and proportions of a resource. The fifty year age criteria and an association with the theme of industry are significant factors in determining the contribution of a building to a proposed historic district. Integrity of feeling, setting, and location are also important, and spatial relationships must also be considered.

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G. GEOGRAPHICAL DATA

The geographical area covered by the multiple property listing is the boundaries of Copiah County, Mississippi.

H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

The preparation of a multiple property documentation form for the historic and architectural resources of Copiah County, Mississippi, came about because a number of property owners in the county expressed to the State Historic Preservation Office an interest in having their properties listed in the National Register of Historic Places. Two of these persons owned farms that had been associated with the truck farming industry, which was of major importance to the development of Copiah County; however, a historic context had not yet been developed for evaluating properties associated with the trucking industry.

Because of the proximity of Copiah County to Jackson, it was determined that the preparation of a multiple property documentation form for the historic and architectural resources of the county could be a project effectively prepared by a staff member. Furthermore, the towns of Crystal Springs, Hazlehurst and Wesson were known to contain large concentrations of historic properties, and the preparation of district nominations for Crystal Springs and Hazlehurst had been proposed in the survey and registration work plan of the Historic Preservation Division for several years. The multiple property documentation form is not based on a comprehensive survey of Copiah County; it was not feasible to perform such a survey at this time due to the small size of the staff and the current workload from other duties, as well as limited funding. However, as time and funds allow, additional survey work will be conducted and National Register of Historic Places nomination forms prepared.

Previous survey work in Copiah County was limited to a survey of Gallman, which resulted in a district nomination in 1986; reconnaissance-level surveys where potential historic districts were mapped in Crystal Springs and Hazlehurst; and windshield surveys of Georgetown, Hopewell, and Gatesville. Additional reconnaissance-level survey work was conducted in 1995 by Brenda R. Crook, an architectural historian with the Mississippi Department of Archives

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and History and author of this document. This survey involved a re-examination and expansion of the potential historic district boundaries in both Crystal Springs and Hazlehurst, as well as mapping boundaries for a potential historic district in Wesson. These three towns are the largest and most historically prominent communities in Copiah County.

Windshield surveys of the smaller communities of Carpenter, Beauregard, Martinsville, Gatesville, Hopewell, Georgetown, and Rockport were also conducted. Each of these communities was located on one of the three rail lines that ran through the county during the historic period and was a shipping point for agricultural and industrial goods. Each of these towns, although historically small, provided services to residents as well as to area farmers and was the social, cultural, and religious center for its surrounding countryside. The very small villages that were not located along the rail lines did not exert a great influence on the development of the county and have not had a reconnaissance-level survey conducted as of this time. However, survey work is planned in the future.

Research was conducted at the Mississippi Department of Archives and History, as well as at the local libraries in Crystal Springs, Hazlehurst, and Wesson. Local historians and property owners were also interviewed. Two articles by James L. McCorkle, Jr., regarding the commercial vegetable industry in Mississippi appeared in The Journal of Mississippi History and were found to be excellent sources for developing the historic context by which related properties can be evaluated for National Register eligibility. The Sanborn Fire Insurance Maps for Crystal Springs, Hazlehurst, and Wesson were helpful in determining dates of construction, as well as determining what resources had existed during the period of significance but were no longer extant.

The historic contexts were developed from the archival research and the field survey data. Three historic contexts were developed: the Plantation Era in Copiah County, 1823-1865; Post-bellum Development to the End of World War II, 1866-1945; and Development of Copiah County's Towns, 1823-1945. Sub-themes within each context were identified. In the context for the plantation era, the following topics are discussed: establishment and settlement of the county, transportation, agriculture, and the Civil War in Copiah County. The context for the period from 1865-1945 includes the following sub-themes: transportation; agriculture, including cotton production,

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dairying, and truck farming; and industry, including lumbering and the textile industry. The third context, the development of the county's towns, discusses the establishment and development of the more important towns in the county: Beaugard, Carpenter, Crystal Springs, Gallatin, Gallman, Gatesville, Georgetown, Hazlehurst, and Wesson. Although some information found in this section is briefly covered in the other two historic contexts, the development of this third context allows the history of the more important towns to be examined in greater depth. Further research may define other contexts that may be developed at a later date, such as education and African-American history.

The boundaries of Copiah County were chosen as the geographical area to be covered by the multiple property form because they provided a convenient relationship to documentary sources and were easily and conveniently defined and recognized. The research indicated that transportation, agriculture, industry, residential development, commerce, religious institutions, and community planning and development were significant themes in Copiah County's history.

Archival research revealed the important dates which set the parameters in which the county's historic buildings would be found. The beginning of the period of significance is 1823, the year the county was established, and ends in 1945, the year World War II ended and when the population of the county declined due to the decrease in farming and population dispersal. The construction of three rail lines through the county sparked development and population growth in the county, and the textile, lumber, and truck farming industries enabled many of the county's towns to prosper and grow. The reconnaissance-level surveys verified that there are significant extant cultural resources to interpret all the themes that have been identified.

The property types are organized chronologically by function and style. These property types were chosen for their close association with the historic contexts and their illustration of structural types and functions relating to the historical development of the county.

The rules of integrity used for this project were based on the National Register standards for assessing integrity. Integrity requirements were based upon a knowledge of existing properties gained by extensive reconnaissance survey work. Sufficient information about the architectural and physical features of the

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county's finer surviving residential, religious, commercial, and industrial properties was available to allow the development of the outlines of potential registration requirements. However, at this time not enough information is available about agricultural properties to enable their evaluation for eligibility under Criterion A in the area of agriculture; however, further survey of the county's historic farms will allow the development of registration requirements, which will be added by amendment at a later date. One agricultural property has been identified and is being nominated at this time because it clearly meets the integrity requirements due to the fact that it retains all of its historic buildings.

The few nominated properties included with this multiple property nomination are the first phase of nominations. Two of these properties are being nominated because of exceptional significance to the history of the county: the Illinois Central Passenger Depot is the only extant depot in the county, and the Mississippi Mills Packing and Shipping Rooms is the only extant mill building, other than housing, to survive in Wesson. The other three properties being nominated at this time are those that the owners contacted the State Historic Preservation Office to express interest in listing: the George W. Copley House in Crystal Springs; the Marchetti Farm in Hazlehurst; and the James Samuel Rea House in Wesson. The nominated properties are limited to a small selection because of budgetary and time limitations. As time and funding allows, additional survey work will be conducted, and district and individual nominations will be prepared.

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Nominations for the following properties are being submitted as part of the multiple property submission for Copiah County, Mississippi:

Copley, George Washington, House, Crystal Springs
Illinois Central Railroad Passenger Depot, Hazlehurst
Marchetti Farm, Hazlehurst
Mississippi Mills Packing and Shipping Rooms, Wesson
Rea, James Samuel, House, Wesson