

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Winona Commercial Historic District

other names/site number _____

2. Location

street & number roughly bonded by Magnolia Street, Central Avenue,
Carrollton Street and Sterling Avenue Not for publication

city or town Winona Vicinity

state Mississippi code MS county Montgomery code 097 zip code 38967

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____

State of Federal agency and bureau _____

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

Signature of commenting official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper _____

Date of Action _____

entered in the National Register.
 See continuation sheet.

determined eligible for the
National Register
 See continuation sheet.

determined not eligible for the
National Register.

removed from the National
Register.

other (explain) _____

8. Statement of Significance

Applicable National Register Criteria

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

- Criteria A, B, C, D with checkboxes and descriptions of property significance.

Criteria Considerations

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

Property is:

- Criteria A through G with checkboxes and descriptions of property characteristics.

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- Documentation checkboxes: preliminary determination, previously listed, landmark, Historic American Buildings Survey, Historic American Engineering Record.

Areas of Significance

(Enter categories from instructions)

Transportation

Commerce

Period of Significance

1888 - 1941

Significant Dates

1889

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Hunt, R.H. (Wisteria Hotel, 1910)

Hentz, Thomas B. (Hotel Simmons, 1927)

Primary location of additional data:

- Location checkboxes: State Historic Preservation Office, Other State agency, Federal agency, Local government, University, Other.

Name of repository:

Winona Commercial Historic District
Name of Property

Montgomery County, MS
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
 public-local
 public-State
 public-Federal

Category of Property

(Check only one box)

- building(s)
 district
 site
 structure
 object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
27	13	buildings
	5	sites
		structures
		objects
27	18	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions

(Enter categories from instructions)

COMMERCE/TRADE: department store
COMMERCE/TRADE: financial institution
SOCIAL: meeting hall
DOMESTIC: hotel
HEALTH CARE: hospital
TRANSPORTATION: rail-related
TRANSPORTATION: road-related (vehicular)

Current Functions

(Enter categories from instructions)

COMMERCE/TRADE: business
COMMERCE/TRADE: department store
COMMERCE/TRADE: financial institution
SOCIAL: meeting hall
DOMESTIC: multiple dwelling
TRANSPORTATION: rail-related
TRANSPORTATION: road-related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

Commercial Style
Stick/Eastlake
Bungalow/Craftsman
Colonial Revival

Materials

(Enter categories from instructions)

foundation brick
walls brick
weatherboard
roof asphalt
other

Narrative Description

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

10. Geographical Data

Acreeage of Property 11 Acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 16 246380 3708063
Zone Easting Northing
2 16 246660 3708040

3 16 246650 3707710
Zone Easting Northing
4 16 246360 3707740

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Todd Sanders, Architectural Historian

organization Mississippi Department of Archives & History date February 1994

street & number P.O. Box 571 telephone (601) 359-6940

city or town Jackson state MS zip code 39205-0571

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

Additional items

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

Property Owner

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

name

street & number telephone

city or town state zip code

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Winona, Montgomery County, MSSection number 7 Page 1

DESCRIPTION

Winona, the county seat of Montgomery County, has a population of approximately 5,700 and is located near the geographical center of the state. The town is built on the gently rolling foothills between the lowlands of Hays Creek to the southeast and the hills to the northwest. Winona is located at the junction of the Illinois Central and Columbus and Greenville Railroads as well as at the junction of U.S. Highways 51 and 82. Interstate 55 runs approximately three miles west of downtown. Memphis, Tennessee is 122 miles to the north; Jackson, the state capitol, is 90 miles to the south; Columbus, near the Alabama state line, is 82 miles to the east; and Greenville, on the Mississippi River, is 79 miles to the west.

The Winona Commercial Historic District is an eleven acre area of commercial buildings constituting the historic business district of the town of Winona. The historic district is roughly T-shaped and runs east-west along Summit Street between Sterling Avenue and Central Avenue, and north-south along Front Street, the Illinois Central Railroad and Central Avenue between Magnolia Street and Carrollton Street. The physical arrangement of the town of Winona clearly shows the prominence of the railroad. The Illinois Central line serves as the focus of the downtown commercial district. Front Street, the historic commercial center of downtown, runs to the west of and parallel to the railroad. The commercial area along Front Street is four blocks long and is bounded on the north by Magnolia Street and on the south by Carrollton Street. Dividing the commercial district is Summit Street, which runs parallel to Magnolia and Carrollton Streets. Each two-block section is further divided along the east-west axis by alleys. The commercial district also extends for three blocks up Summit Street. Running east of and parallel to the railroad is Central Avenue. This thoroughfare marks the eastern edge of the downtown area and the historic district. Downtown is divided into blocks by streets and alleys that intersect at right angles. The commercial buildings that face Front Street (and the railroad) and Summit Street comprise the historic commercial area. Located at the base of Summit Street is the railroad depot. This depot serves as the focal point of

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downtown since it is positioned at the intersection of the town's two main historic commercial streets. Located along the eastern edge of the railroad on Central Avenue are two of the city's old railroad hotels and the city's old infirmary. These buildings are part of the downtown historic area.

The Winona Commercial Historic District includes 40 buildings and 5 vacant lots. The district encompasses buildings associated with the commercial development of Winona not only in the retail sense but also in the area of transportation. Such buildings as the railroad depot and the two railroad hotels show the importance of the railroad in Winona's early growth while four service stations (only one of which still serves its original purpose) show the importance of automobile transportation in later years. The ground slopes up Summit Street from the depot and down from the depot to Central Avenue where it flattens out. The facades of the commercial buildings are set flush with the sidewalk while the hotels and infirmary are set back slightly. The railroad depot is set back slightly from Front Street and is surrounded by open grounds. Represented in the district are examples of late 19th and early 20th century vernacular commercial architecture. All of the buildings in the district are of brick construction with the exception of the infirmary and the Wisteria Hotel.

An architectural survey of the area covered by this nomination was begun by Mary Ellen Anthony, an architecture student at Mississippi State University, in 1989-90. Brenda Crook, an Architectural Historian with the Mississippi Department of Archives and History, re-surveyed the area in 1993. Todd Sanders, also an Architectural Historian, with the Mississippi Department of Archives and History, completed the survey work in October of 1993 and prepared the nomination. Research was done in the Mississippi Department of Archives and History Library, the Winona Public Library and the Montgomery County Tax Assessors Office to determine the boundaries and significance of the district.

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Properties within the Historic District are included in the following inventory. Status is indicated as follows:
C = contributing; NC = non-contributing; PL = previously listed on the National Register.

Carrollton Street

1. C SE corner of Front and Carrollton Streets
Formerly a gasoline station, built circa 1930, this one-story, brick building is crowned by a hip roof with widely overhanging eaves. The main facade has a central, single-leaf, panelled and glazed wood door topped by a four-light transom, and paired six-light casement windows crowned by four-light transoms are in the outer bays. The hip roof of the building extends to the north to create a porte cochere, which is supported by an iron I-beam with curved braces. The ceiling of the porte cochere is clad in beaded board. Each side elevation of the original main block has a pair of six-light casement windows with four-light transoms. Extending from the south end of each side elevation are hipped additions clad in beaded clapboard siding. In 1993 this building was attached to the building directly behind it which faces onto Front Street (Inventory No. 27).

Central Avenue, North

2. PL 100 Wisteria Hotel
Three-and-one-half story, frame building measuring seven bays across the facade (west) and eleven bays across the north and south elevations. The building is crowned by a truncated hip roof, which is pierced on the main facade by an oversized gabled dormer with a Palladian window and heavy boxed cornice with returns. Two smaller gabled dormers flank a central gabled section along the roofline of the south elevation. A triple-tiered gallery originally wrapped around the facade and south elevation, but this was destroyed by fire ca. 1925. Listed in the National Register of Historic Places in 1979. R.H. Hunt and Co., architects; R. Jesty & Co., builder; 1910.

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3. C 108 Winona Infirmary
Two-story, frame, 9x5 bay building clad in composite board siding. The main facade is L-shaped, with a projecting gable having a polygonal bay containing four windows on the lower level, and on the upper level two windows opening onto a balcony. The main entrance is a single-leaf door framed by a transom and sidelights, and windows throughout are four-over-four, double-hung sash. A two-tiered porch originally spanned the ell of the facade, but the upper level of the porch has been enclosed. The building was originally constructed between 1889 and 1895 in the Queen Anne style and was enlarged and remodeled between 1911 and 1925.

4. NC NE corner of N. Central and Liberty Streets
Formerly a Texaco gasoline station built circa 1930, this one-story, brick building has a flat roof hidden by a parapet. In the center section of the front of the parapet is the original Texaco logo. Wrapping around the building below the parapet is a pent roof canopy. Two square pillars at the front corners of the building support the roof. The service bay has been enclosed with vertical wood siding. Attached behind the building is a large metal framed industrial building.

Central Avenue, South

5. C 100 Hotel Simmons
Presently used as community-action offices, this two-story, 7x10 bay, L-shaped, brick building is crowned by a flat parapeted roof and rests on a concrete foundation with concrete water table. Windows are Craftsman-style, four-over-one, double-hung sash arranged singly and in pairs, with concrete sills and lintels. The main entrance contains double-leaf bevelled glass doors surrounded by multi-light bevelled glass sidelights and transom. The one-bay porch features massive brick piers with molded capitals and bases resting on concrete piers. The interior has panelled wainscoting, the original lobby desk, stairways with plain balustrade and panelled newel post, French doors, single-leaf five-panel and three-panel glazed doors, and transoms. Thomas B. Hentz, architect and builder; 1927.

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Front Street, North

6. C 101-103
One-story commercial building of brick laid in six-course common bond. The storefront is framed by iron piers with Eastlake detailing. Judging from the beaded board ceilings of the display windows and entry, the storefront originally had a central recessed entry. Now, at each end of the facade is a display window set flush with the sidewalk, while two single-leaf entries separated by two display windows are recessed. A large pent roof clad in wood shingles spans the facade, and five metal rosettes above the pent roof indicate the location of the rods that supported the original awning. The upper wall is framed by brick piers and has a segmental-arched iron ventilator. The flat roof has a parapeted end wall with a dog-tooth soldier course cornice. The side elevation has segmental arched openings, above which is a wide belt course that supports brick piers. Constructed circa 1888.
7. C 105
One-story, brick commercial building with flat roof having a stepped parapet, below which is a large recessed panel. The storefront is framed by iron piers with Eastlake detailing. The recessed entry-way has a complex plan and features the original pressed metal ceiling and tile floor with the name "GORDON'S" spelled in tile. The entrance is a single-leaf, glazed metal door with transom and single sidelight, and display windows are metal sash. A pent roof clad in wood shingles spans the facade. The interior retains its pressed metal ceiling. Constructed circa 1888.
8. NC 107
One-story commercial building with central, single-leaf, glazed metal door with transom and four large display windows set over modern brick skirts. A shed-roofed awning spans the facade, and the full-width transom is obscured by vertical wood panelling. The upper wall has been clad in metal. Constructed circa 1888.
9. C 109
One-story, brick building has undergone an unsympathetic alteration. The original storefront consisted of a central recessed double-leaf entrance of glazed, panelled wooden

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doors. Within the recessed entry, to each side of the doorway, was an original display window set above a panelled skirt. The outer bays of the facade also contain the original display windows but the skirts have been altered. The recessed entry-way has recently been enclosed with plywood and a 6-panel wooden door creating a facade flush with the sidewalk. The original doors have been removed; however, the two flanking display windows have not been removed. Decorative iron piers with Eastlake detail frame the lower facade, while brick piers frame the upper wall. The full-width transom has been covered with boards. A modern flat metal awning spans the facade, but five metal rosettes indicate the location of the rods that held the original awning. The flat roof has a parapeted end wall with a corbelled brick cornice, and there is a segmental arched attic ventilator. The interior retains its pressed metal ceiling and skylight. Constructed circa 1888.

10. C 111

One-story, brick building crowned by a flat roof with parapeted end wall trimmed with a corbelled brick cornice. The lower facade is framed by iron piers with Eastlake detailing, while the upper wall is framed by brick piers. The storefront consists of a glazed wooden door with single sidelight and two display windows set over a skirt of brick laid in stack bond. A modern flat metal awning spans the facade, and the full-width transom has been covered with wood. Above the transom are five rosettes, and in the upper wall is a segmental arched iron ventilator. Constructed circa 1888.

11. C 113

Two-story, stuccoed commercial building crowned by a flat roof having a parapeted end wall framed by piers that project above the parapet. The first floor is framed by decorative fluted and foliated iron piers, and the original storefront has been replaced by a glazed aluminum single-leaf door with transom and two large aluminum frame display windows set above skirts of narrow brick laid in stack bond. A modern flat metal awning spans the facade, and the full-width transom has been covered in corrugated metal. Above the transom are five metal rosettes. Three sills indicate that the second story originally had three window openings, but these have been covered with stucco. Now, in the center of the second story is a small circular opening that has

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been boarded over. A recessed panel is in the upper wall. Constructed circa 1888.

12. C 115
One-story, brick commercial building that has been stuccoed. The storefront is framed by fluted and foliated iron piers and contains a central recessed, single-leaf, glazed door surrounded by vertical-board infill and the original wood-framed display windows set above modern brick skirts. Spanning the full width of the facade are a marble threshold, a modern flat metal awning, and a transom that has been covered with corrugated metal. Five rosettes are above the transom, and a large recessed panel is in the upper wall. The roof is flat with a parapeted end wall framed by piers that extend above the parapet. Constructed circa 1900.
13. C 117
Two-story commercial building constructed of brick laid in six-course common bond. The storefront is framed by iron piers with Eastlake detailing and contains a central, single-leaf, glazed metal door set at an angle, with three metal-framed display windows to each side. The windows have a brushed brick skirt set above an iron threshold. A modern flat metal awning spans the facade, and a wide metal panel probably covers a full-width transom. On the second level are five segmental arched openings that have been covered with boards and that have segmental-arched corbelled brick lintels. The attic story is broken into two bays by brick piers with corbelled capitals, and in each of these bays are two segmental arched iron ventilators. The flat, parapeted roof has a cornice with brick dentils and a dog-tooth brick course. Constructed circa 1888.
14. C 119
One-story, brick (six-course common bond) commercial building with flat, parapeted roof. Each of the three bays of the storefront are delineated by fluted and foliated iron piers. The northernmost bay contains double-leaf glazed wooden doors topped by a two-light transom, while the other two bays retain their original display windows set above replacement skirts resting on an iron threshold manufactured by the Chickasaw Iron Works of Memphis. Above each of the three bays is a two-light transom. A flat awning with standing-seam metal roof spans the facade, and a rectangular

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iron ventilator is in the upper wall. The interior retains its beaded board ceiling. Constructed between 1900 and 1905.

15. C 121
One-story commercial building clad with a six-course, common bond brick veneer. On the northern end of the facade is a pair of glazed wooden doors with one sidelight, and to the south of the doorway are three metal-framed display windows set above plywood skirts and an iron threshold manufactured by Chickasaw Iron Works of Memphis. A flat corrugated metal awning protects the facade, and the full-width transom is covered with corrugated metal. The upper wall has a rectangular iron ventilator, and the flat roof is parapeted. The beaded board walls and ceiling of the interior are partially visible under later finishes. Constructed circa 1920.
16. C 123
One-story commercial building crowned by a flat roof with parapeted end wall. The main facade is clad in brick veneer laid in six-course common bond, but the demolition of 125 Front Street has left the flushboard northern party wall exposed. The main facade has double-leaf, glazed wooden doors topped by a narrow transom, one sidelight, and paired display windows. The area below the windows is clad in modern board-and-batten siding, as is the area directly above the storefront, probably covering a full-width transom. A metal shed awning spans the facade. The building is in deteriorated condition, and the ceiling of the interior is collapsing. Built circa 1920.
17. NC 125
Vacant lot. Site of one-story, brick commercial building, constructed circa 1920 and demolished 1992.
18. NC 127
Vacant lot. Site of two-story, brick movie theatre, constructed circa 1920 and demolished summer of 1990.

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Front Street, South

19. C 100 Illinois Central Railroad Depot
This one-story, brick, gabled depot is rectangular in plan, with a polygonal bay on the east elevation. Clad in corrugated metal, the roof has widely overhanging eaves supported by decorative knee braces. In addition to the knee braces, the southern gable is further ornamented with stickwork in the gable peak. Window openings throughout are segmental arched, four-over-four, double-hung sash, and entrances contain single-leaf doors topped by two-light, segmental-arched transoms. The northern half of the building was used for baggage and freight, as evidenced by freight doors located on the northern end of the north, east and west elevations and a loading dock that wraps around a part of the north and west elevations. The interior retains its beaded board walls and ceilings. Built circa 1890.
20. NC 102-104
This two-story, brick commercial building has been unsympathetically altered. The first story is divided into two storefronts. The northern storefront has a corner entrance with single-leaf glazed door, three small metal frame display windows, and stuccoed walls. Four cast iron fluted and foliated piers are all that remain of the original southern storefront, which was removed and replaced by a board-and-batten wall that is recessed about five feet behind the piers. Openings include a central six-panel door and two 16-light fixed sash. A shed-roofed metal awning spans this storefront. A dog-tooth belt course separates the two stories, and the upper story is divided into five bays by panelled brick piers. Within each bay is a segmental arched opening filled with modern metal one-over-one, double-hung windows. The flat roof has a parapeted end wall with corbelled cornice. This building was constructed circa 1888.
21. NC 106-108
One-story commercial building divided into two storefronts featuring glazed aluminum doors, transoms, and aluminum sash display windows. The building is clad in a blond brick veneer laid in stack bond, and the flat roof has a parapet with concrete coping. Constructed circa 1950.

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22. NC 114
One-story commercial building constructed of brick laid in six-course common bond. The storefront has been totally reworked, with the only visible remnant of the original facade being an iron threshold. The storefront consists of a modern glazed metal door and metal-framed display windows set above skirts of narrow modern brick. A flat metal awning spans the facade, and the upper wall is clad in corrugated metal. The south side elevation has three segmental arched openings, two of which have been infilled with brick, and two circular iron attic ventilators. Constructed circa 1888.
23. C 116
E.D. Loggins Building. This two-story building is constructed of brick laid in 11-course common bond. The first story has been stuccoed and scored, and three scored semi-circular arches apparently indicate the location of the original transoms, which have been infilled. The storefront has a recessed, single-leaf, glazed wooden door with single-light transom and metal-sash display windows. A flat metal awning spans the first story. The second story has a large central opening (possibly a band a windows) covered by vertical board panels and two tall, narrow openings protected by single louvered blinds. The interior retains its beaded board ceiling and an open mezzanine in the rear. 1903 (cornerstone).
24. NC 118-120
One-story commercial building crowned by a flat roof. The storefront is divided into three bays by concrete piers: the central bay has two single-leaf glazed wooden doors and two small display windows while the outer bays contain bands of display windows. A flat, metal awning supported by metal posts spans the facade, and the upper wall has been clad in corrugated metal. Constructed circa 1930 as an Auto Sales and Service Building.
25. NC 122-124
Two-story commercial building constructed of brick laid in five-course common bond. The upper story is obscured by corrugated metal. This was originally two separate buildings, but the original storefronts have been replaced with a single storefront clad in modern narrow brick and

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containing a single-leaf glazed aluminum door with transom and four sets of display windows. The south side elevation has segmental-arched openings, and the first story is stuccoed. Constructed circa 1910 and extensively remodeled circa 1960.

26. C 200

One-story, L-shaped building with main entry located in chamfered corner. Entrance contains double-leaf glazed metal doors topped by a single-light transom and flanked by display windows. It appears that the building was originally a rectangular brick structure, but a concrete block addition circa 1945 created the L-shape plan. Windows are four-over-four, six-over-six, and one-over-one double-hung sash. The building is crowned by a hip roof. There are two four-bay clerestories, each with gabled roof having exposed rafters in the eaves and walls clad in asphalt siding. Constructed circa 1930 and enlarged circa 1945.

27. NC First building west side of Front Street south of
Intersection with Carrollton Street

Two-story concrete block building. The first floor of this building was originally open across the front. This opening has been enclosed and covered with Masonite siding. Two six-over-six aluminum double-hung windows and a single leaf half-light metal door open into the building. The second floor has a cantilevered covered balcony accessed from the ground floor by an exterior metal staircase. Fenestration on the second floor includes a single six-over-six aluminum double-hung window and a single leaf half-light metal door. In 1993 this building was attached to the building directly in front at the southeast corner of Carrollton and Front Streets (Inventory No. 1).

Magnolia Street

28a. C NW corner of Magnolia and Front Streets

One-story brick gasoline station with flat roof encircled by a metal parapet and a pent roof. The main facade has a single-leaf entry topped by a transom and a large display window with three-light transom. A porte cochere supported by brick piers and having a pressed metal ceiling extends from the main facade. The west elevation has paired three-

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over-one, double-hung windows, while the east elevation has a single-leaf entrance with transom and a three-over-one, double-hung window. Constructed circa 1925.

- b. NC
Gabled, wood carport, constructed circa 1950.

Summit Street

29. C 108(?)
One-story, brick commercial building. Roof hidden by high brick parapet. Storefront divided into two bays framed with brick segmental arches. The facade is stuccoed and scored to resemble stone. The western opening contains a single large plate glass window. The eastern opening contains a double-leaf wood frame glass door. The floor of the barber shop is composed of black and white marble tile laid in a diagonal pattern. Constructed circa 1888.
30. C 109
Two-story, flat-roofed, brick building. The first floor has historically been used as commercial space while the second floor has been used as the Masonic lodge hall by Winona Lodge No. 48, F & AM. The ground floor store front has been infilled with brick. A pier in the middle of the facade divides the former storefront into two equal sections. The western section has a double leaf aluminum and glass door. A flat awning suspended by metal cables shelters the ground floor. The transom above the awning is obscured by metal siding. The second floor, accessed by an exterior stairway located in an alley east of the building, has six two-over-two double-hung arcaded windows. The sash have been covered but the fanlights are still visible. Built circa 1888.
31. C 110
One-story, brick commercial building. Roof hidden behind a high brick parapet. Facade, hidden by a stripped canvas awning, is covered with random stone. The facade is composed of a large plate glass window and a three panel wood door surmounted by a three light transom. Built circa 1888.

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32. NC 111
Landscaped Lot. Site of a one-story, iron-front department store, constructed circa 1920 and demolished circa 1980. This lot was landscaped in 1981.
33. NC 114 Bank of Winona
One-story, flat-roofed, blond brick building constructed circa 1965. Entrance composed of an aluminum and plate glass storefront faced with polished granite. (Built on the site of an earlier Queen Anne style bank built circa 1885.)
34. NC 119
One-story, flat-roofed, brick commercial building. New plate glass windows, brick aprons and corrugated metal added circa 1965. A pent roof clad in composition shingles spans the facade. The old Rexall Drug sign is still visible behind the pent roof. The parapet has a raised semi-circular element at its mid-point. Constructed circa 1888. (Considered to be non-contributing due to alterations, but enough historic fabric remains that it might be contributing if restored.)
35. NC 120
One-story, flat-roofed, brick commercial building. The aluminum and glass entrance door is recessed and separated from the sidewalk by plate glass display windows. The present storefront is framed by the remains of the original cast-iron storefront. The building was constructed circa 1888 but was extensively remodeled circa 1960.
36. C 121
One-story, flat-roofed, brick commercial building. Brick parapet framed by pilasters. Cornice has a dog-tooth brick course. Storefront, altered circa 1960, contains a recessed double-leaf aluminum and glass door flanked by large plate glass windows. Constructed circa 1888.
37. NC 122
One-story, flat-roofed, brick commercial building. The facade is covered with metal siding above the flat awning. The store front is composed of five large plate glass windows and a single-leaf aluminum and glass door. The window and door openings are arranged in three groups, each group covered by a broken pediment. The building was

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constructed circa 1888 but was extensively remodeled circa 1975.

38. C 123
One-story, flat-roofed, brick commercial building. Brick parapet framed by pilasters. Cornice has a brick dog-tooth course. Circa 1960 storefront composed of a brick apron and two large plate glass windows. Centered single-leaf aluminum and plate glass door. Store front surrounded with corrugated metal. Constructed circa 1888.
39. NC 126
Vacant lot. Site of one-story, brick commercial building built circa 1930 and demolished circa 1992.
40. C 127
One-story, flat-roofed brick commercial building with two original storefronts. Both storefronts are covered by an aluminum awning. The eastern storefront contains a centered double-leaf, wood frame glass door flanked by large plate glass windows. The western storefront contains a single-leaf, wood frame glass door set back from the sidewalk by two angled plate glass windows. Two more windows, flush with the sidewalk, frame the recessed entry. Constructed circa 1925.
41. NC 128
Vacant lot. Site of a one-story, brick commercial building built circa 1935. Demolished circa 1992.
42. C 202
Two-story, flat roofed, brick commercial building. Chamfered corner entrance containing double-leaf, wood frame glass doors, surrounded by single-pane sidelights and a two-light transom. The southern elevation, which faces Summit Street, has a second double-leaf, wood frame glass door surmounted by a single light transom and flanked by large plate glass windows. This facade is covered by a flat roofed awning. The transoms on the Summit Street facade have been covered with sheet metal while the original transom on the Quitman Street side is still visible. The second story fenestration on the Summit Street side is composed of four-over-four, double-hung wood sash windows arranged as two double windows and three singles. The fenestration of the second story on the Quitman Street side

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has been covered with plywood. First floor built circa 1920, second floor added circa 1950.

43. C 206 (Former) E. K. Myrick Ford Dealership
One-story, flat-roofed, brick commercial building originally built as an automobile dealership circa 1930. The facade is framed by paneled brick pilasters. A parapet with a raised center section containing an illegible signboard hides the roof. A brick denticulated cornice stretches across the facade below the parapet. The store front contains a double-leaf, wood-frame glass door flanked by large plate glass windows. The window to the west of the door is surmounted by four six-light transoms while the windows to the east are surmounted by six four-light transoms. These transoms contain opaque glass.
44. C 210
One-story, flat-roofed, brick commercial building constructed circa 1940. Storefront centered on a double-leaf, wood-frame door. Flanking the entrance are four large plate glass windows, two on each side. A single light transom surmounts the entrance while three light transoms surmount the paired windows.
45. C 212 (Former) Cities Service Station
One-story, brick, cross-gable roofed (former) service station. Craftsman style half-glass wood door in center of facade is flanked by large plate glass windows. Constructed circa 1935.

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STATEMENT OF SIGNIFICANCE

The Winona Commercial Historic District is locally significant (under Criterion A, in the areas of Commerce and Transportation) because it is a largely intact surviving example of a commercial area typical of the railroad-oriented communities that were important elements of Mississippi's settlement pattern from the 1850s until the automobile began to dominate transportation in Mississippi in the 1930s. The period of significance for the district extends from 1888, the year many of the buildings in the district were built following a disastrous downtown fire, to 1941, the beginning of World War II. A significant date in the history of Winona is 1889 when the Columbus and Greenville Railroad intersected the Illinois Central Railroad at Winona. This event improved Winona's status from a railroad station to an important rail junction.

Winona is also a good example of a phenomenon that occurred several times in post Civil War Mississippi when large antebellum counties were divided into smaller political units. This division accomplished several goals, the most pressing of which was providing adequate government for the new railroad boomtowns. The creation of these new counties was a political response to the growth spurred by the railroad. In most cases, as with Winona, the town that became the county seat of a reconstruction county was an antebellum railroad town. Because of its economic importance due to the railroad and its political importance as county seat, Winona became a prosperous community.

Winona, referred to as the "Crossroads of North Mississippi," was established on the Mississippi Central Railroad in 1860. The town probably received its nickname about 1889 when the Columbus and Greenville Railroad intersected the Illinois Central (formerly the Mississippi Central) at Winona. The origin of the town's name is not known for certain, but most local historians agree that the O.J. Moore family, on whose land the town was constructed, chose the name. When Winona was established it was located in the eastern edge of Carroll County. Because of its post Civil War growth and the penchant Reconstruction legislators

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had for creating new counties, Winona became the county seat of the newly formed Montgomery County on May 13, 1871. To create Montgomery County, nine miles were taken from the east side of Carroll County and eleven miles from the west side of Choctaw County. Winona soon became the economic and political hub for all of Montgomery County (1861-1961, Winona Centennial: 100 Years of Progress, no page numbers given). Its bustling downtown became the business center for a trading area that included the small nearby towns of Kilmichael and Duck Hill as well as the two county seats of neighboring Carroll County, Carrollton and Vaiden.

The first settlers of Winona came primarily from two now extinct rural communities, Middleton (originally in Carroll County) and Lodi (originally in Choctaw County). Middleton was a community located about two miles east of the present site of Winona on the Mississippi Central Railroad. After the railroad bypassed Middleton, the citizens gradually moved to what is now known as Winona. What remained of the old town of Middleton was destroyed in a Federal raid during the Civil War. Lodi, a small town approximately 13 miles to the east, although farther from Winona than Middleton, moved practically "lock, stock, and barrel" to the new community during the first years of its existence (1861-1961 Winona Centennial: 100 Years of Progress, no page numbers).

Although barely established as a community by the outbreak of the Civil War, Winona contributed two companies of soldiers to the Confederate cause. During the four years of war, business was at a standstill and there was almost no chance for development and growth. In fact, due to the destructive nature of the war, Winona actually declined. Nearly every store was destroyed during the conflict and it was a desolate and abandoned looking place by 1865 when news came that the war was over (1861-1961 Winona Centennial: 100 Years of Progress, no page numbers).

The Civil War wreaked havoc on all of Mississippi's railroads. Nearly every depot (including the one at Winona burned in 1864 by Grierson's Raiders) was destroyed and miles of track ruined. The Mississippi Central Railroad was virtually destroyed by the war,

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but determined men took over the difficult task of rebuilding. By 1870, the railroad was back to normal. It was not to remain the Mississippi Central for long, however. In 1878 the Illinois Central came into full control of the railroad. According to some sources the present depot was built in the 1870s, apparently while the railroad was still operated as the Mississippi Central. If this is true, then some time around 1890 the building was extensively re-worked and achieved its present appearance. At any rate, the building effectively dates to circa 1890 whether built or extensively remodeled at this time. The depot is the single most important building in the district and serves as the focal point for downtown (1861-1961 Winona Centennial: 100 Years of Progress, no page numbers).

Winona quickly recovered from the war. A description of the community in 1866 lists two hotels, a livery stable, a drug store, a few other stores, seven saloons, four furnishing stores, a millinery, a photographer's gallery, and two boarding houses. There were also five doctors and two lawyers. Winona's growth continued virtually uninterrupted for the next twenty-two years until 1888 when a disastrous fire practically wiped out the business part of downtown. Once again the citizens rose to the challenge to rebuild. The July 13, 1888 Winona Times states that, "The following enterprises will be in full blast in Winona within 12 months: Compress, brick factory, ice factory, and large brick hotel, new stores and residences. Winona continued to grow. The Winona Times of July 1892 tells of the organization of the Winona Public Library, the impending construction of a fifteen thousand dollar hotel and the two splendid banking institutions then operating in the town. Also in July of 1892 the Winona Brick and Tile Company, which had been in operation for two years, employed between 30 and 40 people and had a weekly payroll of approximately fifteen hundred dollars (1861-1961 Winona Centennial: 100 Years of Progress, no page numbers).

An article printed in the August 19, 1904 edition of Southern Field gives a glowing report of Winona. The article states that Winona was the largest place in the upland region of Mississippi where people were engaged in industrial occupations, where there was large trade, and where prosperity reigned. The article goes

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on about how Winona was a natural point for many different kinds of industry including a wagon works, furniture factory and so forth. It was also noted that about 200 carloads of commercial fertilizer was marketed in the region each year and consequently Winona would be a good point for a fertilizer factory. According to this magazine, Winona in 1904 already had a cotton mill, various cotton compresses, oil mills, saw mills, stave mills, brick works, an ice plant and other industries. The city also had a fine system of electric power. Also during 1904, the city was engaged in putting in a system of water works that would cost about one hundred thousand dollars. Unfortunately, 1904 also saw Winona's business district damaged by fire for a third time since the city's founding. And for the third time in forty years the citizens rebuilt their town(1861-1961 Winona Centennial: 100 Years of Progress, no page numbers).

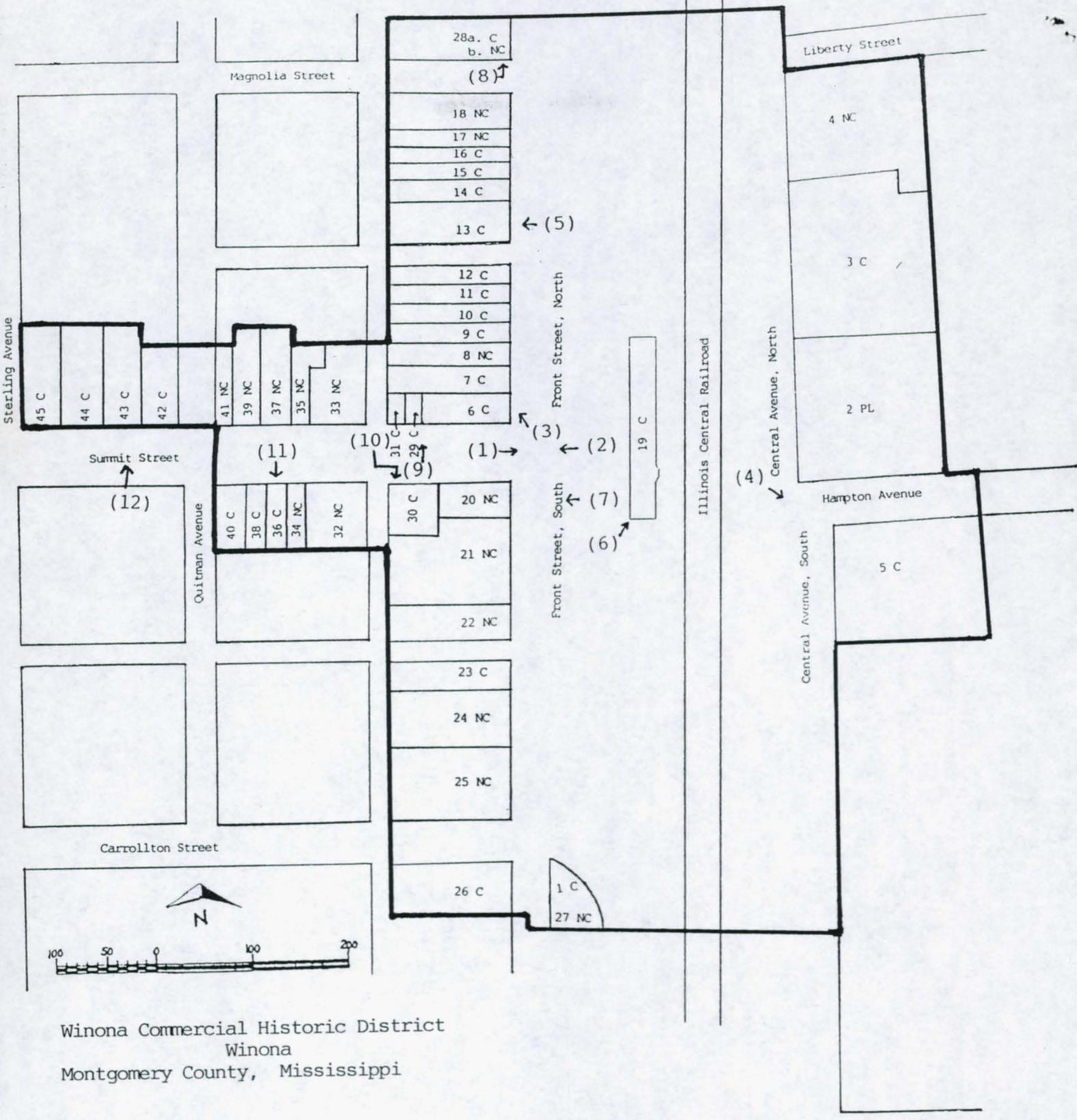
Winona had recovered enough by 1913 to publish another glowing account of its advantages. This publication was an effort to attract industry and business to the town. The brochure boasts of many things that made Winona the "best town in Mississippi of its size, such as "a magnificent system of water and sewage, the best lighted streets of any city in the state, eight churches, four of which are built of brick, the best high school in the state, concrete walks all over the city, and surrounded by land that will grow anything. The brochure ends with an annual report of business in Winona for the year 1913. Most of the businesses submitting statements to the publication reported a ten percent or better increase in business. One man reported that his business had increased by six thousand dollars that year. The cover of this document seems to express the attitude that permeated the community. Printed on its cover were the words, "Winona, Mississippi, a city that does not stand still. . . a city where there is always something doing"(1861-1961 Winona Centennial: 100 Years of Progress, no page numbers).

Even the great depression of the 1930s does not seem to have dampened the enthusiasm or the business of Winona. An essay written in 1930 shows that Winona had continued what seemed to its citizens to be its inevitable progress(1861-1961, Winona Centennial: 100 Years of Progress, no page numbers given). That

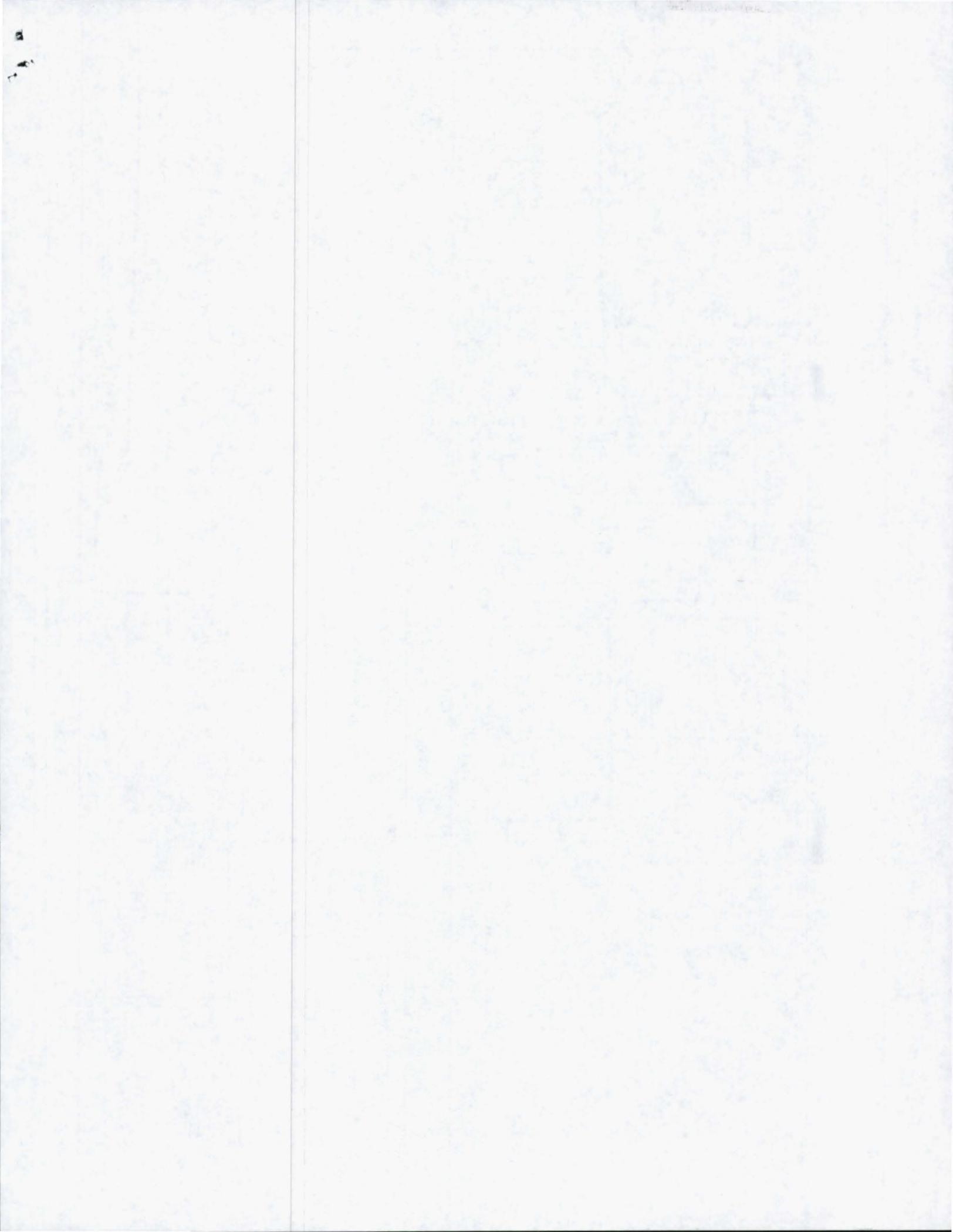
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year there were operating in Winona a large cotton mill with about 200 workers, an ice plant, a public cotton gin, a lumber yard, a hickory mill, a cheese plant, a weekly newspaper (the Winona Times) and a modern printing company. In 1930 the Illinois Central had ten passenger trains passing through the town every day, and the Columbus and Greenville Railroad had four trains daily. Winona had two hotels (the Wisteria Hotel and the Hotel Simmons, both in the district), one theatre, a golf course at the Country Club and tennis courts directly opposite the High School. The two hotels in the district were directly related to the railroad from their construction. Both the Wisteria and Simmons hotels were centers for the bustling hotel trade in Winona during the 1920's and 1930's generated by the numerous stopovers of trains of the Illinois Central and Southern railway passenger lines. These hotels were also favorite stopping places for drummers (traveling salesmen) who peddled wares through the hotels' corridors, and set up showrooms in vacant rooms (National Register Nomination for the Wisteria Hotel, Winona, Montgomery County, listed 1980). There apparently was a lot of automobile travel through the community at the time for in the Downtown Winona Historic District alone there are four service stations built about this time. Although they all survive, only one (district element number 28a) still serves as a service station.

Winona continued to be an important local political and economic center throughout the 1930s up until the present day. Some of that importance was diminished by the increased mobility of society following World War II, however, when citizens could easily travel good paved roads in their own automobiles to the next community. World War II, therefore marks the height of Winona as a center of trade and commerce. Winona's downtown has suffered a decline beginning in the 1970s and 1980s. Many of the store fronts have been altered and several of the buildings are vacant, but the overall historic character of downtown remains.

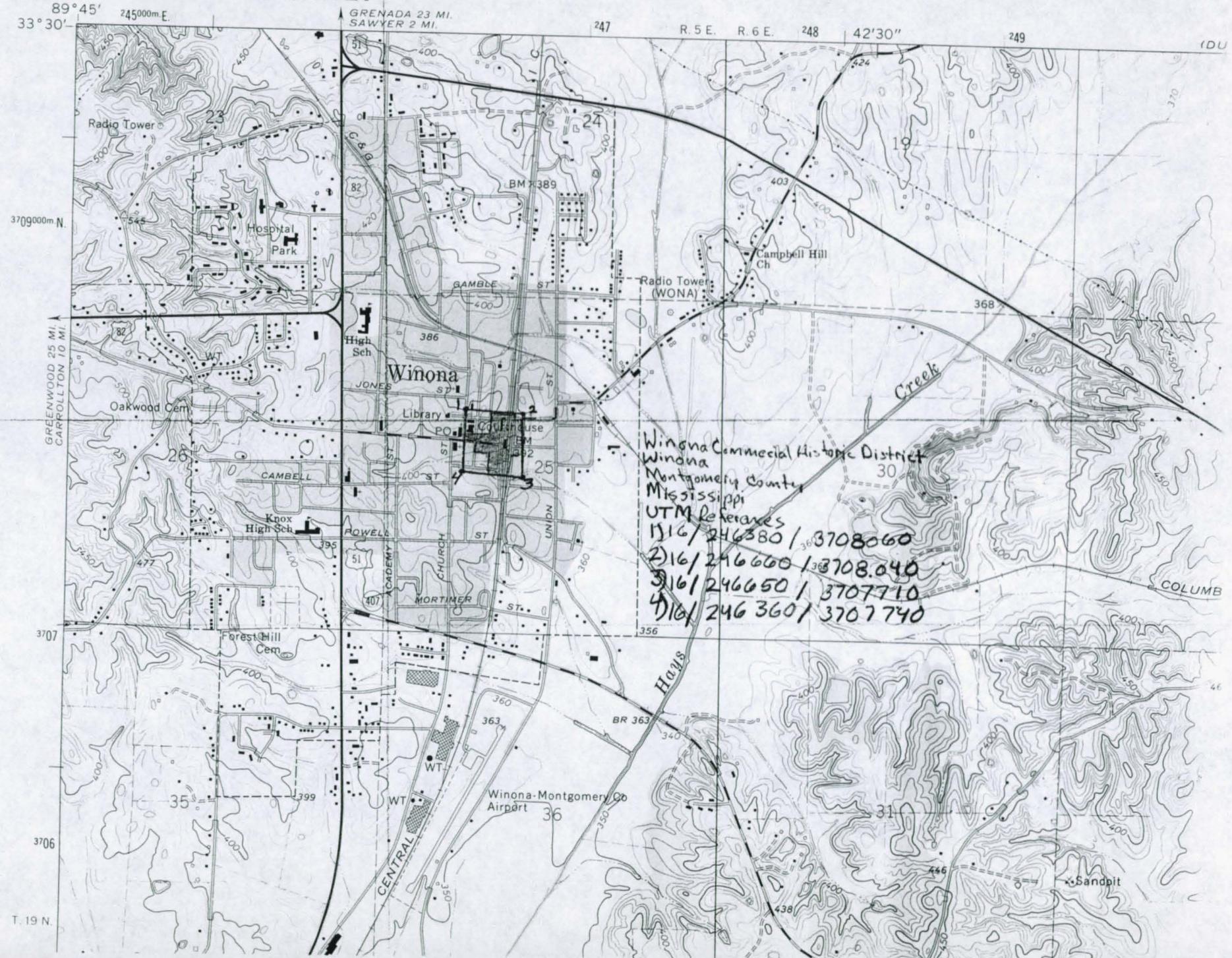


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Winona Commercial Historic District
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Winona Commercial Historic view...

Winona, Montgomery County, MS

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Winona Commercial Historic District

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Winona Commercial Historic District
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Winona Commercial Historic District

Winona, Montgomery County, MS

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Winona Commercial Historic District
Winona, Montgomery County, MS
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MID STATE LOAN CO.

MID STATE
LOAN CO.

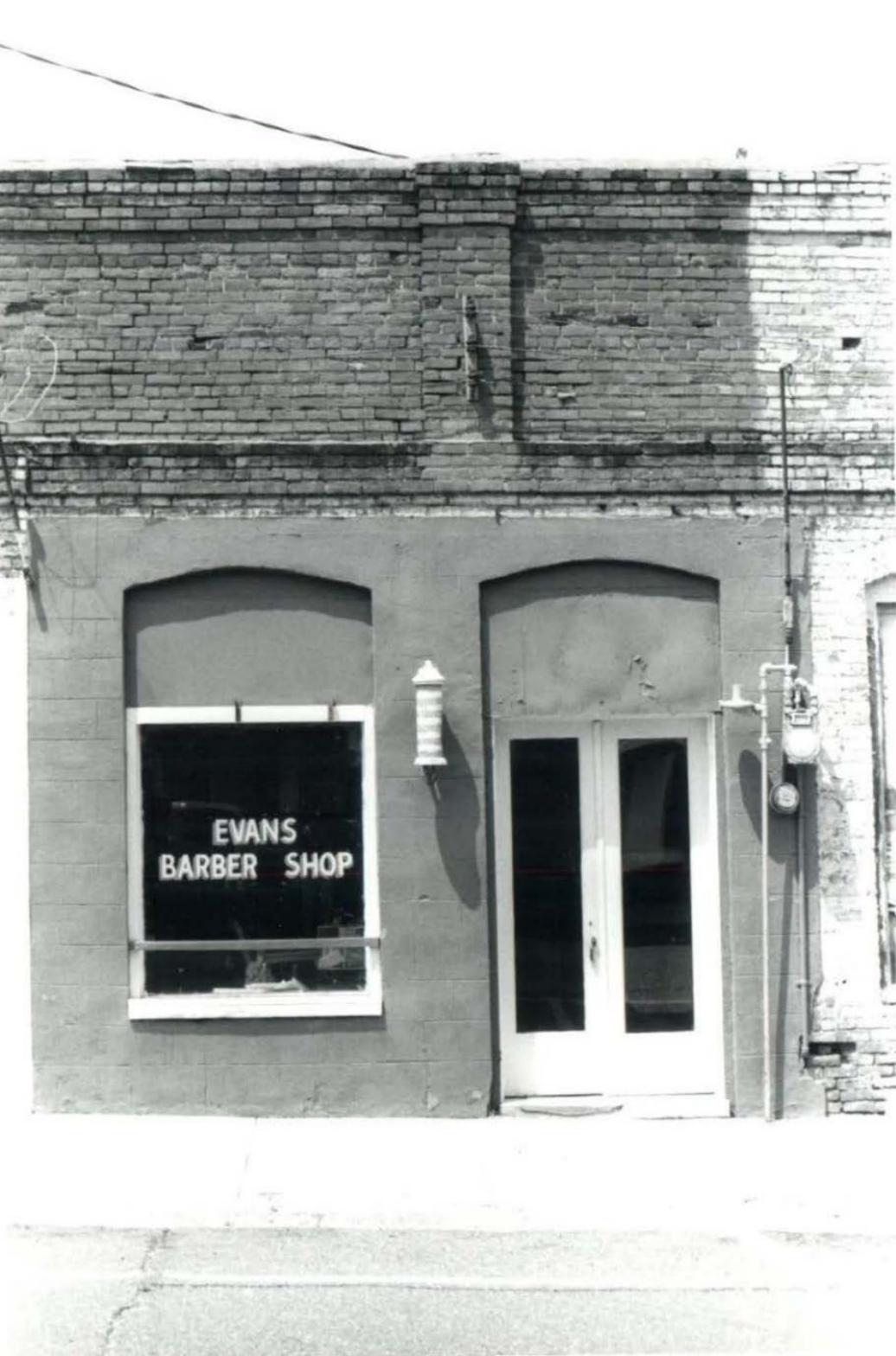
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A black and white photograph of a storefront for 'EVANS BARBER SHOP'. The building has a brick upper section and a smooth, light-colored lower section. On the left is a window with a white frame and a dark sign that reads 'EVANS BARBER SHOP'. To the right of the window is a small, white, cylindrical outdoor light fixture. Further right is a white double door with glass panels, also set within an arched opening. To the right of the door is another outdoor light fixture and some utility pipes. The ground in front is a light-colored sidewalk.

EVANS
BARBER SHOP

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AND
BARBER SHOP
Appointments 283-2131

Nails

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