

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Christian and Brough Building

Other names/site number: _____

Name of related multiple property listing:

Vicksburg, MS

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

2. Location

Street & number: 923 Washington Street

City or town: Vicksburg State: MS County: Warren

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B C ___ D

Signature of certifying official/Title:	Date
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title : State or Federal agency/bureau or Tribal Government	

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
<u>1</u>	<u>n/a</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/specialty store

Current Functions

(Enter categories from instructions.)

COMMERCE/work in progress

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19th and 20th CENTURY REVIVALS/ Mediterranean Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: brick, ceramic tile

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Christian and Brough Building, built in 1905, is located in downtown Vicksburg on the northeast corner of Washington and Jackson streets, facing west overlooking the Yazoo River Diversion Canal. The two-story brick commercial building is topped with a green clay barrel tile hip parapet with a low gable roof hidden behind it. Originally two storefronts with a transom panel and suspended awning made up the façade with the traditional recessed entry and plate glass windows over a brick bulkhead. The Mediterranean Revival style commercial building retains its integrity of design, location, and materials on the exterior. The interior space retains its 1921 coffered wood ceiling and staircase on the first floor and beaded board ceiling and hardwood floor on the second floor.

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Narrative Description

The Christian and Brough Building is located in downtown Vicksburg on the northeast corner of Washington and Jackson streets, facing west on a bluff overlooking the Yazoo River Diversion Canal. The rectangular two-story brick commercial building is topped with a green clay barrel tile hip parapet with a low gable roof hidden behind it. Originally two storefronts with a transom panel and suspended awning made up the façade with the traditional recessed entry and plate glass windows over a brick bulkhead. The Mediterranean Revival style commercial building retains its integrity of design, location, and materials on the exterior. The interior space retains its 1921 coffered wood ceiling and staircase on the first floor and beaded board ceiling and hardwood floor on the second floor.

The first story façade is divided into two parts (originally two storefronts) by heavy cast iron pilasters set on either end of the façade and in the middle offset to the north. The pilasters support a plain cast beam that turns the south corner and is supported at its end on the south elevation by a more narrow cast iron pilaster. A transom panel runs across the facade and below it stretches a suspended flat metal awning. The awning is supported with chain extending from the bottom of a concrete belt course to the top edge of the awning and flat iron brackets attached to each pilaster under the awning.

The north storefront has a center recessed entry originally filled with a pair of full-light wood doors. The recess was originally showcase windows. Beaded board has been installed in place of the glass and the double doors have been changed to a single non-historic door in the boarded up opening. On either side of the recess are two wood-framed plate glass windows over tiled bulkheads which have been covered with beaded-board paneling. The south storefront appears to have originally been designed with a recessed entrance on the right façade with wood framed plate glass windows to the left. This entrance is now flush with the façade and has a non-historic door. Most likely the south storefront entrance was removed in 1921 when the building became a single business. A 1972 photograph shows only the north storefront door. The flush door into the south storefront was added in the 1980s.

A concrete belt course located between the first and second floors runs across the façade and south elevation. There are eight bays on the second floor, four nine-over-two double-hung wood windows set within a corbelled brick framed recess over each storefront. As the storefronts are not the same size, the windows on the south storefront are set slightly farther apart than those over the north storefront. The windows are set in slightly arched openings.

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The first floor of the south elevation has four bays: a plate glass window with transom on the southwest corner between two cast iron pilasters and three sets of three-fixed light wood windows. The eastern most set is short as the street (Jackson) has a steep incline. The second floor is filled with seven 9/2 double-hung wood windows set in slightly arched openings. The windows are set within four corbelled brick framed recesses. These recesses vary in size. The green clay tile hip parapet has a molded metal cornice beneath it and a small brick interior chimney on the south side.

When the building was constructed, the north side appears to have had only one bay on the first floor. A door opening was added on the second floor after the erection of the building to the north. In 1910 when Fannie Willis Johnson sold the north lot to Fannie Brough for the construction of the wagon manufacturing business, the deed stipulated that the land included nine inches of the width of the existing building's north wall. This wall to be used as a party wall and further could be used on which to build a third story, should Brough or other owners so wish.

The rear elevation on the first floor retains its original openings: a six-over-six double-hung wood window set in a slightly arched opening on the south half of the elevation and a single-leaf door (not extant) flanked by six-over-six double-hung wood windows set in arched openings on the north half. Metal shutters are still in place on hinges to cover the windows. On the second floor are two six-over-six double-hung wood windows set in arched openings and covered by metal shutters and a large square case opening with a metal sliding door. A concrete ramp provides access to this door from the rear addition so that cars could be placed in the second floor showroom.

Between 1921 and 1925, a two-story 30'-wide addition was made to the rear of the building. There is a significant change in grade from west to east, higher at the east end where this addition was constructed. Because of this slope, the original windows and doors on the first floor on the rear of the main building open into a four foot wide dead space between the basement wall of the addition and the rear wall of the main building. Light into this space is provided by an open section along the wall of the floor above. The second floor of the main building accessed the first floor of the addition through the aforementioned door. The façade of the addition, facing south, has a single large square opening for vehicles on the first floor. The recessed doors are large double-leaf wood. The second floor has three bays: three 2/2 double-hung wood windows set in slightly arched openings. The east elevation has no bays and the north wall was originally open into the building next door and at some time a concrete block wall with a large square case opening (first floor) and wood slat (second floor) wall was constructed.

The first floor interior was originally divided into two stores with a plastered masonry wall separating the two. A section was removed in about 1921 when Christian and Brough moved in and occupied both sides for their automobile dealership. The current interior dates to this 1921 renovation. The walls on the first floor are plastered, the floor is concrete, and the ceiling is

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coffered wood. There is a wood staircase to the second floor that runs along the south wall (at the rear of the room) and it has a paneled balustrade. The wood stairs on the north half are at the rear and run along the back wall. They do not have a rail. The recesses of the storefront windows are paneled. The second floor has no partitions, the walls are plastered, the floor is hardwood, and the ceiling is beaded board.

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.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

Commerce

Period of Significance

1921-1942

Significant Dates

n/a

Significant Person

(Complete only if Criterion B is marked above.)

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n/a

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Cultural Affiliation

n/a

Architect/Builder

unknown

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Christian and Brough Building is eligible for listing in the National Register of Historic Places under Criterion A within the theme of commerce. The building is locally significant as one of the first automobile dealerships in Vicksburg and as the first Studebaker and Packard dealer. The building illustrates a transition in the history of transportation from carriage manufacturing and the need for blacksmithing to the first automobiles. The period of significance extends from 1921, when Christian and Brough first occupied the building, to 1942 when the building no longer housed an automobile dealership. The Christian and Brough building retains its integrity of design and materials, both on the exterior and interior.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Christian and Brough Building in downtown Vicksburg, Mississippi occupies a significant place in the commercial history of the city as one of the first automobile dealerships in Vicksburg and as the first Studebaker and Packard dealer. The building illustrates a transition in the history of transportation from carriage manufacturing and the need for blacksmithing to the first automobiles. It further represents the emergence of a new type of business in the early 20th century- the automobile dealership. As a showroom, the Christian and Brough Building

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introduced the automobile to the general public in Vicksburg. As a garage and repair facility, the building performed all the related functions to keep the automobile running.

The automobile represents one of the most significant technological developments in the world. Its introduction, development, and use have shaped almost every aspect of society and culture. The Christian and Brough Building has played a significant role in this important part of Vicksburg's history.

Charles and Frank Duryea are credited with building the first "true" American automobile, a gasoline engine two-cylinder "buggy" assembled by the Duryea brothers at their Duryea Motor Wagon Company in Springfield, Massachusetts in 1893, the first American automobile manufacturing company.¹ In 1898, shortly following the success of the Duryea Brothers, the first recorded sale of an American-built gasoline-powered automobile took place when Robert Allison purchased a Winton for \$1,000 from the Winton Motor Carriage Company.² However, it was Ransom E. Olds and his Olds Motor Vehicle Company (later known as Oldsmobile) who would dominate this era of automobile production. Its production line was running in 1902. The Thomas B. Jeffery Company developed the world's second mass-produced automobile, and 1,500 Ramblers were built and sold in its first year, representing one-sixth of all existing motorcars in the U.S. at the time. Within a year, Cadillac (formed from the Henry Ford Company), Winton, and Ford were also producing cars in the thousands.

The earliest cars were sold directly from the factory to owners. This method was not very successful, however, and factory owners attempted to increase sales through mail order, consignment, and traveling salesmen. As these were not particularly efficient ways to increase sales, the independent dealer became the solution to how to get cars sold and the dealership was created.³ In 1899, the first "auto showroom" opened in New York City when Percy Owen displayed Winton cars for sale. For the most part, however, early dealers continued to combine car sales with numerous activities.⁴

Prior to the first gasoline-powered automobile's appearance in Vicksburg in 1909, steam and electric autos had been around in Vicksburg in limited numbers for some time. Dr. R. A. Quin, one of Vicksburg's leading physicians, cruised around town in his Stanley Steamer, and his wife was a familiar sight in her little electric runabout. Mr. Mordant, the manager of the Electric Street Car Company, had imported several electric autos.⁵

¹ Coffey, Frank and Joseph Layden. American on Wheels, the First 150 Years: 1896-1996. Los Angeles: General Publishing Group, Inc., 1996. p. 13.

² Genat, Robert. The American Car Dealership. Osceola, WI: MBI Publishing Company, 1999. p. 7.

³ Genat, 17.

⁴ Ibid.

⁵ "First Automobiles Invading Vicksburg, Frightened Horses Making Last Stand." *Vicksburg Sunday Post*, November 23, 1969, p. 5.

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The Vicksburg National Military Park provided the impetus for the real beginning of the age of the automobile in Vicksburg. The completion of the park coincided roughly with the perfection of the gasoline motor and the discovery of assembly-line methods that made it possible to produce cars in ever-increasing numbers. Its roads were graded and graveled, and would provide many miles of relatively smooth and exciting driving for those adventurous souls who were anxiously awaiting an opportunity to get behind the wheel of a gasoline-powered vehicle. City streets, too, were being graveled, and a few had been paved with oiled wooden blocks or bricks. A new tar and asphalt road called “macadam” was being talked about as an excellent surface for motor cars.⁶

By February of 1909, there were fifteen or so automobiles in Vicksburg. On May 2, 1909 Lee Richardson and Company, an established hardware business in Vicksburg, announced that they had secured a Buick agency. Soon after, Bud Bazsinsky, who had been in the livery stable business for twenty-two years, succumbed to the automobile fever and built a garage. He announced to the public that he had secured an Overland Automobile Agency and had an expert mechanic on duty for repair work. A.M. and W. G. Paxton sold White Steamers and Chalmers cars; S. G. Ragan advertised a Carter auto. Before the year was over, there were several agencies in town and autos were being received at about the rate of one a week.⁷

Despite the increased interest in autos, carriages continued to be more in demand as is evidenced by the construction in 1910 of a building at 919 Washington Street, next door to the subject building, by John Christian and Knight Brough where they started a carriage and wagon manufacturing, blacksmithing, and vehicle repairing business.⁸ This building was a glass-fronted two-story building which was demolished after it was damaged by winds during Hurricane Katrina in 2005. By 1918 Christian and Brough had made the leap into the new mode of transportation and were selling Franklin, Nash, Packard, and Studebaker vehicles.⁹

Prior to the 1920s, franchises to sell automobiles were obtained easily and inexpensively. Individuals who the manufacturer trusted or were acquainted with personally simply applied for a franchise. The only demands on the dealer were to provide space in which to sell the cars and proper signage.¹⁰ Most early dealerships were located in converted auto repair garages and as a result sales and service became closely tied to one another. Parts and service were the backbone of the auto franchise. Early franchise requirements imposed by manufactures indicated that dealers must purchase ample parts and supplies to service the cars being sold.¹¹

⁶ Ibid.

⁷ Ibid.

⁸ City Directory for Vicksburg, Mississippi, 1911.

⁹ City Directory for Vicksburg, Mississippi, 1918.

¹⁰ Genat, pp. 17-18.

¹¹ Ibid., pp. 131-132.

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Automobile ownership began to rise rapidly after 1910 as the vehicle became increasingly affordable to the average consumer. This was in large part due to mass assembly production. In 1910, American owned some 500,000 autos. By 1920, this number rose to eight million.¹²

In about 1921, the Christian and Brough Company expanded into the two-story building (921-923) to the south and continued to sell Packard and Studebaker vehicles.¹³ Their new building, and the subject of this nomination, was constructed by Fannie Willis Johnson in 1905¹⁴ as two commercial spaces. Johnson was a well-known and respected Vicksburg philanthropist. It may have been designed by Michael J. Donovan, a Vicksburg architect, as Johnson had employed him to design other buildings for her. However, the plans for the building are not among those in the Donovan Collection owned by the Vicksburg Foundation for Historic Preservation. In 1906, the north half housed Caughlin Grocery Company, while the south half served as the main office (there were two offices in 1906) for the U. S. Engineers. Specifically, Captain George M. Hoffman, engineer in charge, maintained his office there. Thomas M. Caughlin, in addition to operating a produce and commission establishment, was an alderman at large for the City of Vicksburg.¹⁵

The 1911 city directory reported that the grocery was then owned by Albert J. Mahin and the south half was the photography studio of Abner L. Blanks. Change came again two years later with the office of the National Biscuit Company's location in the north half and an armory in the south. This appears to have been a short-lived rental as the south half was vacant by 1914¹⁶ and remained so until 1921 when the entire building was incorporated into the business next door owned by the Christian and Brough Company. The company advertisement in the city directory at this time included not only carriage and wagon manufacturers, blacksmithing and vehicle repairing, but also sales of automobiles, tires and accessories. Sometime between 1921 and 1925, a two-story addition was made at the rear of building for the purpose of providing a driveway into the rear of the Christian and Brough Buildings.

According to the 1921 city directory, there were two additional automobile dealerships in Vicksburg- a Cadillac and Dodge dealer on Clay Street and a Ford dealer on South Street, neither building is extant. By 1924, three more dealers had been established in the city with locations on Washington Street, Mulberry Street, and Clay Street, none of these is extant. Christian and Brough was no longer selling Studebakers, but now included Essex and Hudson vehicles in addition to the Packard. Of the dealerships from 1924, only Christian and Brough remained in its original location in 1935, according to the city directory. By 1939, they had sold to Monsat

¹² Foster, Mark S. From Streetcar to Superhighway: American City Planners and Urban Transportation; 1900-1940. Philadelphia: Temple University Press, 1981, p. 58.

¹³ City Directory for Vicksburg, Mississippi, 1921.

¹⁴ Warren County, Mississippi Deed Book 117, page 300.

¹⁵ City Directory for Vicksburg, Mississippi, 1906.

¹⁶ City Directory for Vicksburg, Mississippi, 1914.

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Motor Company, but within three years, the building became the home for a wholesale beer distributor. Henderson Tractor Company operated from the building from 1953 to 1958 at which time the building became vacant off and on until the Monte Carlo Club moved in, in 1974, and remained for the next twenty years. The building is currently (2014) undergoing rehabilitation into a multi-cultural museum and restaurant.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Coffey, Frank and Joseph Layden. American on Wheels, the First 150 Years: 1896-1996. Los Angeles: General Publishing Group, Inc., 1996.

“First Automobiles Invading Vicksburg, Frightened Horses Making Last Stand.” *Vicksburg Sunday Post*, November 23, 1969, p. 5.

Foster, Mark S. From Streetcar to Superhighway: American City Planners and Urban Transportation; 1900-1940. Philadelphia: Temple University Press, 1981.

Genat, Robert. The American Car Dealership. Osceola, WI: MBI Publishing Company, 1999.

Sanborn Fire Insurance Maps for Vicksburg, Mississippi: 1907, 1913, 1925, 1948.

Vicksburg City Directories for Vicksburg, Mississippi: 1906, 1911, 1914, 1918, 1921, 1924, 1935, 1937, 1939, 1941, 1944, 1946, 1948, 1950, 1953, 1956, 1958, 1959, 1974.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Vicksburg Foundation for Historic Preservation

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Historic Resources Survey Number (if assigned): 149-VKS-0653

10. Geographical Data

Acreeage of Property one acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map): Vicksburg: West

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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Verbal Boundary Description (Describe the boundaries of the property.)

A parcel of land being part of lots 65 and 66 of square 9 of the Vicksburg Proper Survey, fronting on Washington Street presently having the address of 923 Washington Street.

Boundary Justification (Explain why the boundaries were selected.)

The lot on which this building sits.

11. Form Prepared By

name/title: Nancy H. Bell
organization: Vicksburg Foundation for Historic Preservation
street & number: 1107 Washington Street
city or town: Vicksburg state: MS zip code: 39183
e-mail vburgfoundation@aol.com
telephone: 601-636-5010
date: 15 August 2012

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Christian and Brough Building

City or Vicinity: Vicksburg

County: Warren State: MS

Photographer: Nancy H. Bell

Date Photographed: June 2012

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 11. West elevation and south side main building, view to northeast
- 2 of 11 South elevation main building and addition, view to northeast
- 3 of 11 North elevation main building and addition, view to southeast
- 4 of 11 Rear elevation, view to northeast
- 5 of 11 First floor, south side main building, view to southeast
- 6 of 11 First floor, north side main building, view to northeast
- 7 of 11 Original paneling in north storefront, view to southwest
- 8 of 11 Second floor main building, view to southwest
- 9 of 11 Area between main building (first floor) and addition (basement level), view to north

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- 10 of 11 Addition, view to south
- 11 of 11 Addition west wall, view to southwest

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.460 et seq.).

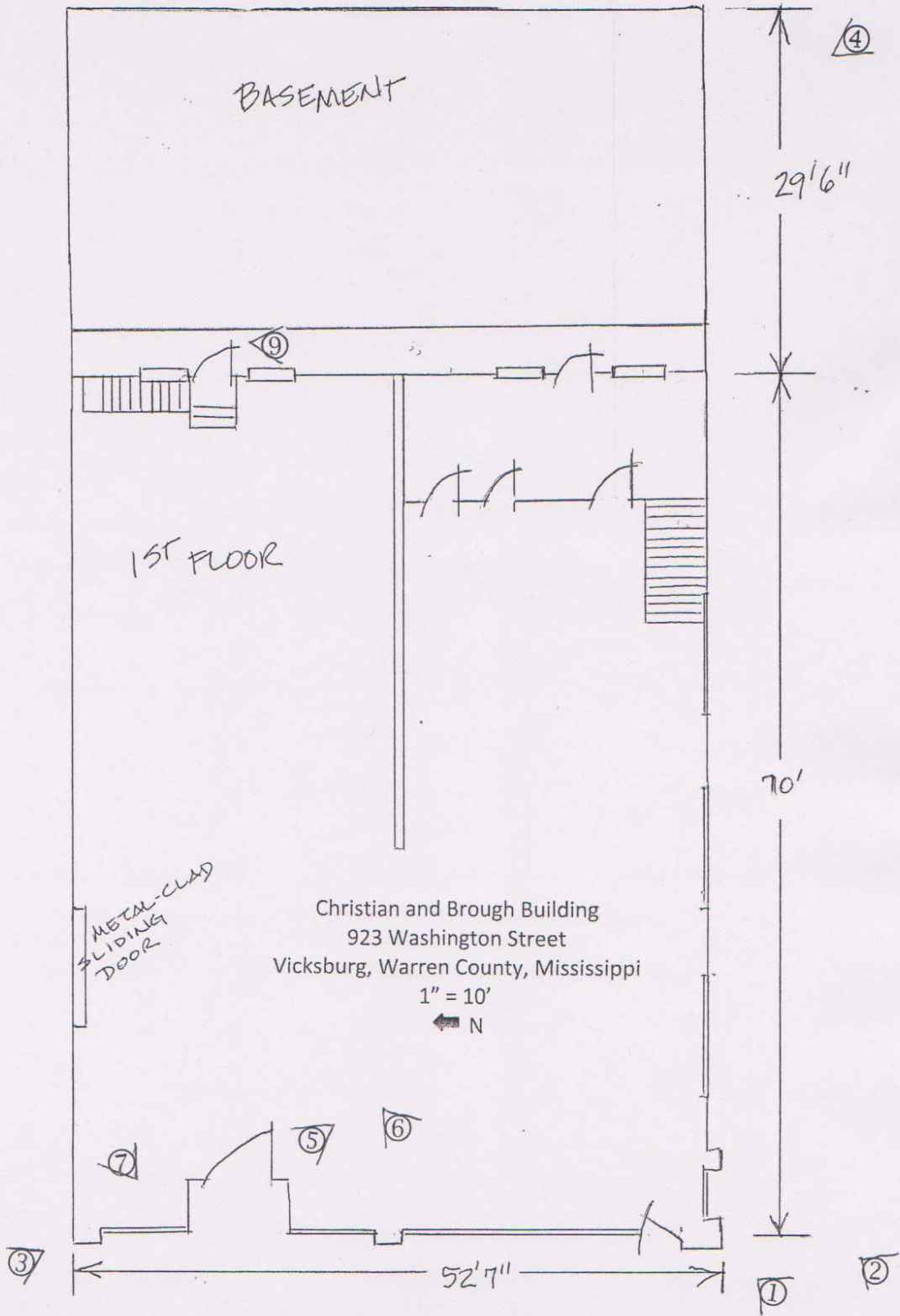
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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Christian and Brough Building, c.1920, in a photograph looking from the railroad tracks on Levee Street east up Jackson Street







Christain & Brough Bldg
Vicksburg, Warren Cty, Ms

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Christain & Brough Bldg
Vicksburg, Warren Cty, Ms

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Christian & Brough Bldg
Vicksburg, Warren Cty, MS

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Christian F Brough Bldg
Vicksburg, Warren Co, MS

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Christman & Brough Bldg
Vicksburg, Warren Co., MS

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Christain F Brough Bldg
Vicksburg, Warren Cty,
ms

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Christina & Brough Aldy
Vickburg, Warren Co., MS

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Christain & Brough 314
Viola my, Warren City,
MS

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Christian & Brough Bldg
Vicksburg, Warren Co, MS

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Christrain & Brough Bldg
Vicksburg, Warren Cty, MS

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Churchman & Brough Aldy
V. Churchman, Warren City, MS

0011 911