

**United States Department of the Interior
National Park Service**

For NPS use only

**National Register of Historic Places
Inventory—Nomination Form**

received

date entered

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

1. Name

historic Grenada Multiple Resource Area

and or common N/A

2. Location

street & number Multiple - See individual forms N/A not for publication

city, town Grenada N/A vicinity of

state Mississippi code 28 county Grenada code 043

3. Classification

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

4. Owner of Property

name Multiple Ownership - See individual forms

street & number N/A

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

5. Location of Legal Description

courthouse, registry of deeds, etc. Grenada County Courthouse

street & number Public Square

city, town Grenada state Mississippi

6. Representation in Existing Surveys

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

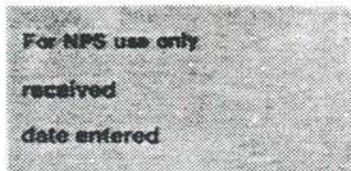
date 1987 federal state county local

depository for survey records Mississippi Department of Archives and History

city, town Jackson state Mississippi 39205

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Grenada Multiple Resource Area

Historic District Owner List

Margin Street Historic District:

Line Street

1. 233 S. Line St.: Walter Garner, 233 S. Line St., Grenada, MS 38901.
2. 246 S. Line St.: William E. Austin, 246 S. Line St., Grenada, MS 38901.
3. 247 S. Line St.: Richard Rea, 247 S. Line St., Grenada, MS 38901.
4. 264 S. Line St.: Duke Reynolds, 264 S. Line St., Grenada, MS 38901.
5. 290 S. Line St.: Mary Harrington, 290 S. Line St., Grenada, MS 38901.

Margin Street

6. 11 Margin St.: William Ray, 11 Margin St., Grenada, MS 38901.
7. 35 Margin St.: Dana Hackman, 35 Margin St., Grenada, MS 38901.
8. 105 Margin St.: Burton Hankins, 105 Margin St., Grenada, MS 38901.
9. 110 Margin St.: George H. Fox, 110 Margin St., Grenada, MS 38901.
10. 133 Margin St.: John Grantham, 133 Margin St., Grenada, MS 38901.
11. 134 Margin St.: John T. Keeton, 134 Margin St., Grenada, MS 38901.
12. 200 Margin St.: First Presbyterian Church, c/o 200 Margin St., Grenada, MS 38901.
13. 201 Margin St.: Katherine Whitaker, 201 Margin St., Grenada, MS 38901.
14. 233 Margin St.: Trustees, First Methodist Church, c/o 233 Margin St., Grenada, MS 38901.
15. 234 Margin St.: Harry Lehman, 234 Margin St., Grenada, MS 38901.
16. 311 Margin St.: Eloise Tenney, 311 Margin St., Grenada, MS 38901.
17. 322 Margin St.: Mrs. S.W. James, 322 Margin St., Grenada, MS 38901.
18. 329 Margin St.: Raphael Semmes Jr., 329 Margin St., Grenada, MS 38901.

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19. 336 Margin St.: W.H. Fredric, 957 Dogwood Dr., Grenada, MS 38901.
20. 343 Margin St.: James Fite, 343 Margin St., Grenada, MS 38901.
21. 403 Margin St.: Joseph Baragona, 403 Margin St., Grenada, MS 38901.
22. 414 Margin St.: Catherine J. Semmes, 414 Margin St., Grenada, MS 38901.
23. 425 Margin St.: Carolyn Laster, 425 Margin St., Grenada, MS 38901.
24. 442 Margin St.: Devotie Ward Brister, 442 Margin St., Grenada, MS 38901.
25. 501 Margin St.: Sidney Bondurant, 501 Margin St., Grenada, MS 38901.
26. 514 Margin St.: F.B. Mitchell, 514 Margin St., Grenada, MS 38901.
27. 538 Margin St.: J.D. Branscome, Route #4, Grenada, MS 38901.

South Main Street Historic District

1. 274 S. Main St.: Fisher Oltenburg, 274 S. Main St., Grenada, MS 38901.
2. 310 S. Main St.: Bill Williams, P.O. Box 641, Grenada, MS 38901.
3. 328 S. Main St.: A.E. Gully, 328 S. Main St., Grenada, MS 38901.
4. 331 S. Main St.: ~~Gene Sisson, c/o Charles Calhoun, P.O. Box 70, Grenada, MS 38901.~~ New owner 7-28-87 -- William Everette Martin, 109 Munn St., Warren, Arkansas (notified 2-22-88) 71671
5. 350 S. Main St.: Marvin Dattel, 350 S. Main St., Grenada, MS 38901.
6. 357 S. Main St.: George Weaver, 357 S. Main St., Grenada, MS 38901.
7. 366 S. Main St.: Mary J. Gore, 366 S. Main St., Grenada, MS 38901.
8. 367 S. Main St.: Charles Veasey, 527 Fourth St., Grenada, MS 38901.
9. 377 S. Main St.: Richard Spain, 377 S. Main St., Grenada, MS 38901.
10. 380 S. Main St.: James Ligon, 380 S. Main St., Grenada, MS 38901.
11. 409 S. Main St.: Charles Thomas, 409 S. Main St., Grenada, MS 38901.
12. 414 S. Main St.: William Crowder, 414 S. Main St., Grenada, MS 38901.
13. 433 S. Main St.: T. Gerald Bowen, 433 S. Main St., Grenada, MS 38901.

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14. 436 S. Main St.: J.G. Hardy, 436 S. Main St., Grenada, MS 38901.

15. 469 S. Main St.: All Saints Episcopal Church, 469 S. Main St., Grenada, MS 38901.

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

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

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

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

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

SUMMARY - CONTRIBUTING AND NON-CONTRIBUTING BUILDINGS

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

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

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SURVEY METHODOLOGY

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

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

SURVEY BOUNDARY

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

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

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Property: Illinois Central Depot

Classification: Building

Owner: Jerry McCardle, Illinois Central Gulf Railroad, 233 N. Michigan Ave.,
Chicago, Ill. 60601.

Location: 643 First Street, Grenada, Mississippi.

Contributing Buildings: 1

Non-Contributing Buildings: 0

Description:

The Illinois Central Depot is a two-story brick railroad depot constructed ca. 1928. The building is typical of railroad depot construction of the period and features a hipped roof with wide eaves. On the north and east facades of the building is an extended frame canopy supported by cast iron Doric Tuscan columns. The building features original frame and glass doors and one-over-one sash windows. Windows on the first story are arched while those on the second story are rectangular in design. Dividing the windows are brick piers. The hipped roof displays hipped dormers with two louvered vent windows. At the rear of the passenger section is a one-story brick wing with similar detailing to house the freight area. This wing has arched windows, a gable roof and wide eaves supported by knee brace brackets. The interior of the depot has been remodeled with dropped ceilings in several sections but much of the original woodwork and interior detailing remains. Between the depot and railroad tracks is a large brick sidewalk in good condition. There are no other buildings or structures associated with the depot property.

Period of Significance: ca. 1928

Area of Significance: Transportation.

Architect/Builder: Unknown

Statement of Significance:

The development of Grenada was strongly influenced by the rail system established through the community in the 19th century. Prior to 1860, Grenada was a small community dependent upon the seasonal Yalobusha River traffic and overland shipping for its commerce. In 1860, the Mississippi Central Railroad was routed through Grenada followed by the Mississippi and Tennessee Railroad in 1861. The junction of the two lines at Grenada resulted in the community becoming one of the major railroad connections of Mississippi. During the Civil War, Grenada was a center for Confederate operations and the target for Union raiders. The first depot constructed by the Mississippi Central was burned in

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1863 by a Union cavalry raid and much of the railroad lines around Grenada were devastated by the war.

With the end of the Civil War the railroads were rebuilt and a new depot constructed on the site of the original depot. The railroad lines connecting Grenada were acquired by the Illinois Central Railroad Company in the 1870s. A one-story frame depot was constructed by the company to serve both passenger and freight traffic. Several hotels and industries were opened adjacent to the depot during these years and First Street from the depot to the public square became an important commercial area of the city. Between 1886 and 1915 at least three different frame depots were built by the Illinois Central to handle the increasing traffic utilizing the Grenada facilities. A new one-story brick depot was built ca. 1915 and the present two-story brick depot was built ca. 1928.

When the present depot was completed in the late 1920s it was built in three sections. The two-story section housed the waiting room and ticket office on the first story with offices on the second story. On the south facade of the two-story section a one-story wing housed the railway express agency, freight room and mail room. The building was constructed with wide eaves and an extended one-story porch on the north and east facades to shelter passengers embarking or debarking on the trains.

The Illinois Central Depot is the only unaltered building remaining associated with Grenada's railroad era. Historic hotels or commercial buildings which stood adjacent to the railroad have been altered or razed in recent years. The depot is an important reminder of Grenada's prominence as a rail center. Although the rail traffic has declined significantly in past decades the depot is still used for freight and passenger traffic.

Acreage: Approx. 1.1 acre.

UTM References: Grenada Quad: 16/240950/3741380

Verbal Boundary Description and Justification: The boundary for the Grenada Depot is shown as lot 199 on accompanying Grenada County Tax Map 253 which is at scale of 1" = 100'. The boundary is drawn to include all property historically associated with the Grenada Depot.

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Property: Grenada Masonic Temple

Classification: Building

Owner: Masonic Temple, 210 S. Main St. Grenada, MS 38901.

Location: 210 S. Main St., Grenada, Mississippi.

Contributing Buildings: 1

Non-Contributing Buildings: 0

Description:

The Grenada Masonic Temple is a two-story building of brick and concrete construction. Designed in the Neo-Classical style, the building features four two-story concrete Doric columns on the main facade. The building rests on a raised basement which has one-over-one sash windows and a small office area on the north facade. The main entrance has original double doors of frame and glass with a decorative multi-light transom. Over the entrance is a cornice with console brackets. Windows on the first story are tri-partite design with rectangular one-over-one sash and flanking single lights. Other windows on the north and south facades are one-over-one sash.

On the second story are similar tri-partite one-over-one sash windows with arched multi-light transoms. Above the transoms is brick arching with stone keystones. Near the roofline of the main facade is an entablature with guttae and metopes and below the concrete cornice is a row of dentils. At the roofline is a concrete and brick parapet. The interior of the building has not been significantly altered and retains its original staircase and woodwork. There are no other buildings associated with the property.

Period of Significance: 1925

Area of Significance: Architecture

Architect/Builder: Unknown

Statement of Significance:

The Grenada Masonic Temple is the best example of the Neo-Classical style in the city and one of the most prominent buildings in the downtown area. Built in 1925, the Masonic Temple is home of Grenada Lodge No. 31, F & A.M. This lodge was formed on October 29, 1836 and is one of the oldest lodges in northern Mississippi. Early founders of the town including John Wilson and James Sims helped to form the lodge.

Prior to 1925, the lodge met at several different locations in the downtown area before constructing this two-story building. It was constructed in the

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Neo-Classical style with four Doric columns prominent on the main facade. The large building also displays arched windows on the second story and classical detailing at the entrance and on the cornice. The temple was built to contain offices for the lodge plus a large meeting hall on the second story. The architect of the building is unknown. The Masonic Temple remains the best example of the Neo-Classical style in Grenada and a landmark building in the downtown area. The building continues to be the home of the Grenada Lodge.

Acreage: Approx. .27 acre.

UTM References: Grenada Quad: 16/240488/3741405

Verbal Boundary Description and Justification: The boundary for the Masonic Temple is shown as lot 175.1 on accompanying Grenada County Tax Map 253 which is drawn at a scale of 1" = 100'. The boundary includes all property historically associated with the Masonic Temple. The boundary includes one contributing building.

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Property: Lee-DuBard House

Classification: Building

Owner: Edwin and Martha Cofer, 317 Third Street, Grenada, MS 38901

Location: 317 Third Street, Grenada, Mississippi.

Contributing Buildings: 1 (1 Contributing Structure - Shed)

Non-Contributing Buildings: 0

Description:

The Lee-Dubard House was constructed in 1880 and is Grenada's best example of the towered Italianate style. The two-story frame house features a prominent tower and concave mansard roof on the main facade. When the building was first constructed it had a one-story porch on the main facade with milled posts and vergeboard brackets. This porch was replaced ca. 1910 with a two-story Colonial Revival design porch with square Doric columns and a railing with square spindles. Most other decorative details are original and include two-over-two sash windows, weatherboard siding and a brick foundation.

In addition to the mansard tower the main facade also features a rectangular bay window with a projecting cornice and eave brackets. The main entrance has original double doors of frame and glass with a two-light transom. On the second story is also a double door with sidelights added ca. 1910 when the porch was added. Windows have decorative frame surrounds on all facades. At the roofline are gable returns, eave brackets and decorative vent windows. With the exception of the mansard tower the roofline is of gable design with prominent brick chimneys.

At the rear of the house on the west elevation is a one-story open frame garage added ca. 1970. A ca. 1910 one-story addition was also added on the rear or south facade. The interior of the house has not been greatly altered and features its original staircase, woodwork and mantles. At the rear of the house is a ca. 1920 frame shed with shiplap siding and exposed eave rafters. This structure is contributing within the property boundary.

Period of Significance: 1880 - ca. 1910.

Area of Significance: Architecture

Architect/Builder: L.C. Lee, builder, (attributed).

Statement of Significance:

The Lee-Dubard House was built in 1880 and is the only example of the towered Italianate style remaining in Grenada. The house was built in 1880 by L.C. Lee,

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a Grenada builder who constructed a number of homes in the city in the 1880s and 1890s. Little else is known of Lee who moved from the community in the 1890s. The house was sold to William M. Dubard in 1893 whose family occupied the house for much of the 20th century. Dubard operated large farms in Grenada and Carroll Counties and was involved with civic affairs for many years. Dubard died in this home in 1944 at age 96. At his death he was the oldest citizen of Grenada and the last Confederate veteran in the city. The house remained in the hands of descendants of Dubard until its recent sale to the Cofer family.

The main facade of the house displays Italianate detailing with a prominent concave mansard tower. The house also displays a two-story Colonial Revival design porch added ca. 1910 and reflects the changes in styles of the early 20th century. At the rear of the house are two 20th century additions. Although visible from the main facades, the additions are at the rear of the house and do not significantly detract from the appearance of the house. The Lee-Dubard House is a unique residence and an excellent example of the towered Italianate style.

Acreage: Approx. .8 acre.

UTM References: Grenada Quad: 16/240550/3741240

Verbal Boundary Description and Justification: The boundary for the Lee-Dubard House is shown as lot 187 on accompanying Grenada County Tax Map 253 which is drawn at a scale of 1" = 100'. The boundary includes all property historically associated with the Lee-Dubard House. The boundary includes one contributing building and one contributing structure (shed).

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Property: Senator Edward C. Walthall House (Historic)
Walthall-Townes House (Common) Classification: Building

Owner: Dr. R.B. Townes, 950 Dogwood Drive, Grenada, MS 38901.

Location: 73 College Boulevard, Grenada, MS

Contributing Buildings: 3

Non-Contributing Buildings: (1 Non-Contributing Structure - Shed)

Description:

The Walthall-Townes House is a one-story frame residence built in 1856. When the house was purchased in 1871 by Edward Walthall the Eastlake design porch was added along with new rear wings. The main facade is dominated by the porch with extends across the facade. The porch features square columns, a milled railing and extensive vergeboard brackets. The main entrance has a ca. 1900 glass and frame door with a single light transom and leaded glass sidelights. Windows on the original section are six-over-six sash with architrave molding. The house has a gable roof with a ca. 1870 gable peak on the main facade.

The added wings at the rear of the house have six-over-six sash windows with simple moldings. These wings also have original doors and gable roofs. On the east facade is an added ca. 1970 frame garage attached to the one-story wing. At the rear of the house a shed roof addition was added at the upper floor which is not visible from the main facades. The interior of the house has not been greatly altered and features both original Greek Revival and added Eastlake decoration.

In addition to the main house there are also three significant outbuildings. The largest structure is a one-story frame kitchen or servant's quarters building built ca. 1875. This structure has a central brick chimney and original frame doors. Also at the rear is a small ca. 1875 one-story well house with decorative posts and lattice work in the gable. Both buildings are contributing in the property boundary. Also on the property is a ca. 1920 frame shed which was built outside the period for the property's significance and is included as a non-contributing structure.

Period of Significance: 1871-1898

Area of Significance: Government/Politics

Architect/Builder: Unknown

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Statement of Significance:

The Walthall-Townes House was built in 1856 and was originally a Greek Revival style cottage. The original builder and owner is unknown. The house was purchased in 1871 by Edward C. Walthall, a noted Confederate general and Mississippi politician. Walthall lived in the house from 1871 until his death in 1898.

Edward C. Walthall was born in Virginia in 1831 and at age ten moved with his family to Holly Springs, Mississippi. In 1852, Walthall began practicing law in Coffeerville and became a prominent attorney. At the outset of the Civil War Walthall was elected first lieutenant of the Yalobusha Rifles which became part of the 15th Mississippi regiment. Walthall quickly rose in rank and was appointed brigadier-general in 1862 and given command of a Mississippi brigade. Walthall's brigade was heavily involved at Chickamauga and Chattanooga. In fighting on Lookout Mountain Walthall was wounded and much of his brigade was captured. Walthall and his brigade later fought in the Atlanta and Nashville campaigns.

At the end of the war, Walthall returned to Coffeerville and resumed his law practice. In 1871, Walthall moved to Grenada and purchased this house on College Boulevard. Walthall renovated the home by adding a new porch on the main facade and rear wings. Through his law practice Walthall became allied with L.Q.C. Lamar and was actively involved in Mississippi politics in the Reconstruction era. In 1885, Walthall was elected U.S. Senator from Mississippi and served in the senate until his death in 1898. During his years as senator Walthall continued to reside in his Grenada residence when not in Washington. After Walthall's death in 1898 the house was purchased by Dr. R.B. Townes, a prominent Grenada physician. His descendants continue to occupy the house.

Acreage: Approx. .5 acre.

UTM References: Grenada Quad: 16/240360/3740875

Verbal Boundary Description and Justification: The boundary for the Walthall-Townes House is shown as lot 9 in the Snider Survey on accompanying Grenada County Tax Map 262 which is drawn at a scale of 1" = 100'. The boundary is drawn to include all property historically associated with the house. The boundary includes three contributing buildings and one non-contributing structure (shed).

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Margin Street Historic District

Description:

The Margin Street Historic District includes parts of two blocks on Margin Street and two blocks on Line Street. Within the district are 27 residences of which 19 are contributing to the district. Also within the district are 7 contributing and 3 non-contributing outbuildings for a total of 26 contributing and 11 non-contributing buildings in the district.

Margin Street contains two of Grenada's most important homes, the Golloday-Bondurant House and the Moore-Whitaker House. These two residences were built in the 1850s and are the finest examples of Greek Revival residential architecture in the city. After 1870 other homes were built along the street in Italianate and Eastlake designs typical of the period. The most significant home from this period is the Grantham House at 133 Margin Street built ca. 1880. At the turn of the century several fine homes were built on Margin Street such as the Queen Anne design at 11 Margin Street. Since 1925 there has been little new construction on the street and only four modern brick homes exist in the district.

In addition to the homes along Margin Street, five properties have been included along Line Street. These homes were built in the late 19th and early 20th centuries and help define the streetscape and entry onto Margin Street. Two of these properties, 264 Line Street and 233 Line Street are excellent examples of the late Queen Anne style. The majority of contributing properties in the district have not been significantly altered and retain their original character. The district also features large oak trees and landscaped lawns which add to the character of the street.

Inventory Key

P - Pivotal buildings qualify for listing in the National Register of Historic Places by reasons of individual architectural or historical significance.

C - Contributing buildings are essential to the district's sense of place and sustain the architectural and historical significance of the district.

M - Marginal buildings do not presently contribute to the architectural significance of the district, but by their scale, material, or setting do not overly compromise the integrity of the district. Marginal buildings include those historical buildings which have been remodeled to such a degree that their architectural character has been seriously compromised. Restoration of original features could cause these buildings to become contributing.

NC - Non-contributing buildings do not contribute to the historical character of the district, but, because they are compatible to the contributing historic

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buildings in scale, mass, materials and setting, they do not detract from the visual cohesiveness of the district. Non-contributing buildings include those residences that were constructed after the period of significance and are compatible in scale, material, and setting if not in detail.

I - Intrusive buildings by their scale, materials, condition, or setting severely disrupt the cohesion of the historic environment.

Inventory

1. 233 Line St.: The Todd House was built ca. 1910 and is a late Queen Anne style residence with Colonial Revival detailing. The house features paired columns on the front porch. (C)
2. 246 Line St.: ca. 1915, one-story pyramidal roof form frame residence. (C)
3. 247 Line St.: One-story, ca. 1900 frame residence with added tile siding. (M)
4. 264 Line St.: Constructed ca. 1905, this two-story frame Queen Anne style residence features extensive millwork decoration on the eaves. The house displays an original one-story porch with Doric Tuscan columns and a spindled railing. (C)
5. 290 Line St.: Two-story frame, ca. 1900 Foursquare design residence with Colonial Revival detailing. (C)
6. 11 Margin St.: Constructed ca. 1910, this two-story Queen Anne style residence retains its original Ionic porch columns and other detailing. (C)
7. 35 Margin St.: One-story frame residence built ca. 1900 and retains original porch, millwork and gable shingles. At the rear is a ca. 1930 frame garage which is contributing to the district. (C)
8. 105 Margin St.: Two-story brick residence constructed ca. 1920. At the rear of the residence is a ca. 1970 frame garage which is non-contributing to the district. (C)
9. 110 Margin St.: One-story frame residence built ca. 1900. (C)
10. 133 Margin St.: The Grantham House was built ca. 1880 and features extensive shingling and millwork in the gables. The porch was added ca. 1900 and features Doric Tuscan columns. (C)
11. 134 Margin St.: This two-story pyramidal roof form residence has been altered with the addition of brick veneer on the first story. (M)

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12. 200 Margin St.: One-story frame gable end design residence, constructed ca. 1905. (C)

13. 201 Margin St.: The Moore-Whitaker House was built in 1857 and designed by noted architect John Moore as his residence. The house is one of the best Greek Revival design residences in the city and has not been significantly altered. It features four Corinthian motif columns on the front porch and a wrought iron balcony on the second story. Adjacent to the house is an 1857 brick outbuilding now used as a greenhouse and ca. 1920 one-story guest house. Both outbuildings are contributing. (P)

14. 233 Margin St.: One-story brick residence built ca. 1960. (NC)

15. 234 Margin St.: Two-story frame Colonial Revival design residence which features an original inset second story porch. At the rear of the building is a ca. 1920 frame garage which is contributing to the district. (C)

16. 311 Margin St.: Built in 1909, this two-story frame residence has a one-story porch with Doric Tuscan columns. (C)

17. 322 Margin St.: One-story brick residence built ca. 1970. (NC)

18. 329 Margin St.: This one-story frame residence was built ca. 1900 but has been altered with a new porch and added metal siding. At the rear of the house is a ca. 1930 frame garage which is contributing to the district. (M)

19. 336 Margin St.: ca. 1960, one-story frame residence. (NC)

20. 343 Margin St.: One-story frame residence built in a pyramidal roof plan ca. 1900. At the rear is a ca. 1970 frame garage which is non-contributing to the district. (C)

21. 403 Margin St.: Constructed ca. 1920, this one-story Bungalow is of frame and stucco design. (C)

22. 414 Margin St.: The Semmes House was originally a one-story brick Italianate style residence built ca. 1873. Its original porch was removed during remodeling of the house in the 1940s and is therefore only marginally contributive to the district. (M)

23. 425 Margin St.: Two-story frame residence built ca. 1900. The house features gable peaks over the windows and a porch with paired Doric Tuscan columns. At the rear of the house is a ca. 1930 frame garage which is contributing to the district. (C)

24. 442 Margin St.: ca. 1930 frame and stucco one-story Bungalow. (C)

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25. 501 Margin St.: The Golloday-Bondurant House was constructed ca. 1855 and designed by architect John Moore. The house features six two-story Doric columns on both the main and rear facade. The house is one of Grenada's best examples of the Greek Revival style. (P) Behind the house is a contributing garage.

26. 514 Margin St.: One-story brick residence built ca. 1970. At the rear of the house is a ca. 1970 brick garage which is non-contributing. (NC)

27. 538 Margin St.: Built ca. 1915, this two-story frame house has a stucco exterior and shows influences of the Prairie style. (C)

Significance:

The Margin Street Historic District contains a significant collection of 19th and early 20th century architectural styles in Grenada. The district has the most diverse collection of styles found in the city and most properties have been well maintained and preserved. Within the district are Grenada's two best examples of the Greek Revival style and notable examples of the Queen Anne, Colonial Revival and Bungalow styles.

Margin Street was laid out in 1835 as the southernmost street in the town of Pittsburg. The sale of lots along Margin Street took place throughout the 1830s and 1840s although it is unknown if any houses were built along the street prior to the 1850s. In the mid-1850s lots were sold to John Moore and Robert Golloday who built the impressive Greek Revival style homes at 201 and 501 Margin Street. Both homes were designed by Moore and are the best remaining examples of the Greek Revival style in Grenada.

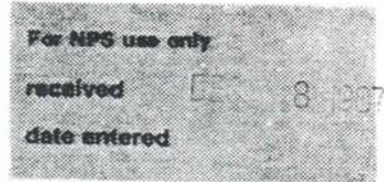
During the Civil War both homes were occupied by Confederate officers when Grenada was a center for troop encampments. During a visit to Grenada in 1862, Jefferson Davis was entertained at the Golloday-Bondurant House and General Sterling Price occupied the Moore-Whitaker House during his stay in Grenada. Price reviewed his troops from the porch of the Moore-Whitaker House as they paraded down Margin Street.

After the Civil War many new homes were built along Margin Street and many of Grenada's prominent citizens resided on the street. In 1876, the Moore-Whitaker House was sold to John Powell who was treasurer of the Mississippi Central Railroad and president of the Grenada Compress Company. Raphael Semmes, noted druggist and businessman built a brick Italianate house on the street ca. 1873. Other noted families prominent in Grenada business also built homes here into the early 1900s. There has been little construction in the district since 1930.

Margin Street is one of the most architecturally significant streets in Grenada and retains its original character. The majority of buildings have not been altered and large oak trees shade the street. The district is an important part

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of Grenada's history and mirrors the city's architectural development.

Tabulation of resources

	P	C	M	NC	I
Major buildings	2	17	4	4	0
Outbuildings		7		3	
Total buildings	2	24	4	7	0
		26		11	
		Contributing (Total)		Noncontributing (Total)	

Verbal Boundary Description:

The boundary for the Margin Street Historic District is shown as the solid dark line on the accompanying district map. The boundary includes the following lots on Grenada County Tax Map 244: 8; 8.1; 7; 7.1; 6; 6.1; 13; 13.1; 13.2; 13.3; 14; 15; 230; 231; 234; 235; 238; 239; 242; 243; 246; 247; 249; 249.1. The boundary also includes the following lots on Grenada Tax Map 253: 173.2; 183; 183.1.

This boundary is drawn to include all lots with properties facing or oriented towards Margin Street plus five properties along S. Line Street which anchor the district's eastern boundary. One lot along Margin Street, lot 239.1, is left out of the district. This lot contains a ca. 1960 residence which is oriented towards College Street instead of Margin Street. The boundary is drawn to include the largest number of properties historically associated with the Margin Street area. Within the boundary are 26 contributing and 11 non-contributing buildings.

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South Main Historic District

Description:

The South Main Historic District contains residences and a church of particular architectural and historical significance in Grenada. The district contains the best collection of Queen Anne style architecture in the city and the homes were owned by several prominent Grenada citizens. The district encompasses parts of three blocks and is located directly south of the downtown commercial area. Of the 16 major buildings in the district all but 4 are contributing to the district's character. In addition to the residences there are 6 contributing and 3 non-contributing outbuildings in the district for a total of 18 contributing and 7 non-contributing buildings.

The earliest homes along the street were built in the early 1870s and display Italianate detailing. The best examples of this style are the Ligon House at 380 S. Main Street and the Lake-Crowder House at 414 S. Main Street. Neither house has been extensively altered and each displays original detailing. Another important building of the late 19th century is the All Saints' Episcopal Church built in 1890. This Gothic design church is one of the few historic church buildings remaining in Grenada.

After 1895, the predominant house style built along South Main Street was the Queen Anne style. Examples of this style include forms with towers such as the Heath House at 350 S. Main Street and asymmetrical designs with Colonial Revival detailing. The best examples of these Queen Anne homes are the Wilson House at 433 S. Main Street and White Gables at 409 S. Main Street. In addition to the Queen Anne designs in the district a fine Colonial Revival House stands at 274 S. Main Street.

After 1910 few homes were built in the district. Exceptions are the brick Bungalow at 377 S. Main Street and a brick apartment building at 367 S. Main Street. Alterations to historic homes have been limited and most buildings retain their original designs. The street is lined with large oak trees and concrete sidewalks. With the exception of the church, all properties continue to be used as residences.

Inventory Key

P - Pivotal buildings qualify for listing in the National Register of Historic Places by reasons of individual architectural or historical significance.

C - Contributing buildings are essential to the district's sense of place and sustain the architectural and historical significance of the district.

M - Marginal buildings do not presently contribute to the architectural significance of the district, but by their scale, material, or setting do not

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overly compromise the integrity of the district. Marginal buildings include those historical buildings which have been remodeled to such a degree that their architectural character has been seriously compromised. Restoration of original features could cause these buildings to become contributing.

NC - Non-contributing buildings do not contribute to the historical character of the district, but, because they are compatible to the contributing historic buildings in scale, mass, materials and setting, they do not detract from the visual cohesiveness of the district. Non-contributing buildings include those residences that were constructed after the period of significance and are compatible in scale, material, and setting if not in detail.

I - Intrusive buildings by their scale, materials, condition, or setting severely disrupt the cohesion of the historic environment.

Inventory

1. 274 S. Main St.: Constructed ca. 1905, the Oltenburg House is an excellent example of the Colonial Revival style. On the main facade is an original porch with Ionic columns and the house has prominent Palladian windows. (C)

2. 310 S. Main St.: Built ca. 1895, the Williams House is a Queen Anne style residence with a prominent bay window on the main facade. Other details include eave vergeboard and chamfered porch posts. (C)

3. 328 S. Main St.: Built in 1887 by Judge A.T. Roane. This was originally a Victorian style house but a fire and alterations have resulted in a modern appearance. (NC)

4. 331 S. Main St.: Ca. 1895 two-story Queen Anne residence. The house has an original Doric columned porch and eave brackets. At the rear of the house is a ca. 1940 frame garage which is non-contributing to the district. (C)

5. 350 S. Main St.: The Heath House is perhaps the best example of the Queen Anne style in Grenada. The house features a prominent corner tower with a conical roof and original porch with Doric posts. At the rear of the house are two ca. 1920 frame garages which are contributing to the district. (P)

6. 357 S. Main St.: The Angevine House is a two-story Queen Anne design house built ca. 1910. The house has an original porch with Doric columns and a Palladian window in the upper story. At the rear is a ca. 1960 workshop which is non-contributing to the district. (C)

7. 366 S. Main St.: Two-story Queen Anne/Colonial Revival design built ca. 1900. At the rear of the house is a ca. 1930 frame garage which is contributing to the district. (C)

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8. 367 S. Main St.: Two-story brick apartment building constructed ca. 1940. (NC)

9. 377 S. Main St.: Built ca. 1920, this one-story Bungalow is of brick construction and has a prominent picture window on the main facade. At the rear of the house is a ca. 1925 hipped roof frame garage which is contributing to the district. (C)

10. 380 S. Main St.: Built ca. 1870, the Ligon House is a two-story Italianate design residence. On the main facade is a bay window and porch with milled posts and eave vergeboard. At the rear of the house is a ca. 1950 frame and metal open garage which is non-contributing to the district. (C)

11. 409 S. Main St.: Built ca. 1900, White Gables is a Queen Anne design with extensive eave decoration and prominent stained glass windows. The porch was added ca. 1920 with paired columns on brick piers. At the rear of the house is a ca. 1930 frame garage which is contributing to the district. (C)

12. 414 S. Main St.: The Lake-Crowder House is a two-story frame residence with Italianate and Gothic detailing. Built ca. 1870, the house retains its original bay windows and porch with milled posts. At the rear of the house is a ca. 1900 frame stable which is contributing to the district. (P)

13. 433 S. Main St.: This two-story Queen Anne/Colonial Revival residence was built ca. 1900 and has not been altered. It features original Ionic porch columns, a second story balcony and Palladian windows. (C)

14. 436 S. Main St.: The Hardy House was built ca. 1885 but has been extensively altered. It is marginal because of its materials, scale and porch configuration. (M)

15. 469 S. Main St.: The All Saints' Episcopal Church was built in 1890 in the Gothic Revival style. The church has Gothic arched windows, wall buttresses and an offset bell tower and steeple. (C)

An arched arcade connects the church with a non-contributing Parish House built in 1976. (NC)

Significance:

The South Main Historic District is an important collection of residences located along three blocks of South Main Street in Grenada, Mississippi. The district contains examples of Italianate, Queen Anne, Colonial Revival and Bungalow styles. The primary architectural style in the district are variations of the Queen Anne form built between 1895 and 1910. In addition to its architectural significance, the district was the home of several important Grenada residents.

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The earliest homes which exist along South Main Street are Italianate designs including the Lake House at 414 S. Main. The house was built ca. 1870 by Walter S. Lake, a prominent merchant of the city. Lake was co-owner of the Lake Brothers store which operated on the public square and also a partner in the Lake Brothers Bank which was opened in the 1870s but went bankrupt in 1884. Another important early resident of the district was Judge A.T. Roane who built a house at 328 S. Main Street. Roane was a prominent attorney and businessman who also operated a store on the square. His son, Drew Roane, built a Queen Anne style house across the street in the early 1900s.

Other prominent businessmen of the early 20th century who built homes along Main Street include J.O. Wilson and J.J. Hardy. An excellent Queen Anne design residence was built by Thomas Edgar Heath at 350 S. Main Street. Heath and his family operated a men's clothing store on the square during the late 19th and early 20th centuries. By 1910, South Main Street was considered one of the most prestigious addresses in Grenada.

Since 1925, only one residence has been built in the district and alterations to the homes have been minimal. The district is one of the best collections of historic architecture in Grenada and it retains its original integrity of site and architectural character.

Verbal Boundary Description:

The boundary for the South Main Historic District is shown as the heavy dark line on the accompanying district map. The boundary includes the following lots on Grenada Tax Map 253: 180.1; 186; 186.1; 186.2; 186.3; 186.4; 190; 190.1; 189.3; 189.2; 189; 185.6; 185.4; 185.3; 185.1.

The boundary is drawn to include all historically and architecturally significant properties which face South Main Street and are associated with the residential area. The boundary is drawn to exclude modern commercial properties to the north and other residential areas to the west, south and east. Within the boundary are 18 contributing and 7 non-contributing buildings.

8. Significance

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

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

Statement of Significance (in one paragraph)

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

ADDITIONAL INFORMATION

The Formation of Grenada

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

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

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

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

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

Grenada Development 1836-1880

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Grenada Development 1875-1900

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Grenada Development after 1900

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

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

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

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

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

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

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

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

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

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

Architecture:

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

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

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