

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

Historic Resources in Tupelo, Mississippi

B. Associated Historic Contexts

Historical Development of Tupelo, 1886-1938

C. Geographical Data

The incorporation limits of Tupelo, Lee County, Mississippi

See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

Kenneth H. P. Paul

FEB. 11, 1992

Signature of certifying official

Date

Deputy State Historic Preservation Officer

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper of the National Register

Date

E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

INTRODUCTION AND ORGANIZATION

The multiple property nomination for Tupelo, Lee County, Mississippi is based on the historic context, "Historical Development of Tupelo, 1886-1938". The development of the community during the years 1886 to 1938 was spawned by the construction of a second railroad line through Tupelo in 1886, nurtured by late nineteenth and early twentieth century industrialization and climaxed with the rebuilding of the town after the devastating tornado of 1936. The fifty year period covered by this historic context was the most active in terms of new construction and the most significant in terms of community development. Tupelo, in this period, heartily embraced the value system inherent in the New South philosophy.

The three property types included in this nomination are residential resources, industrial resources and public institutional resources. Included under this cover nomination are nominations for four individual buildings and two historic districts.

The following data charts Tupelo's population growth in the historic period from 1886 to 1938. This information is essential in analyzing the community's development within the appropriate historic context.

Population Chart for Tupelo

1864	100	population
1870	618	
1880	1,008	
1890	1,447	
1900	2,118	
1910	3,881	
1922	6,000	(approximation)
1938	6,361	
1980	23,905	(latest census figures)

No official archaeological explorations were undertaken as a component of this survey. For further information on this aspect of Tupelo's history, one must consult with the staff of the Archaeology Division of the Mississippi Department of Archives and History, Jackson, Mississippi.

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GEOGRAPHICAL INFORMATION

Tupelo is located west of the Tombigbee River in the Black Prairie region. The Black Prairie or Black Belt forms a fertile crescent-shaped region extending from Corinth in Alcorn County south to Macon in Noxubee County and eastward into Alabama. Its topography ranges from flat to gently undulating. As a natural grassland, the prairie could be easily cultivated and drew many cotton planters to northeast Mississippi. By the 1850s, the Black Prairie region was the main center of cotton production in the United States (Enzweiler 1987 Aberdeen nomination: 3).

Tupelo was platted in 1860 as a result of the Mobile and Ohio Railroad track which was laid through northeast Mississippi the previous year. Though the area had been a wilderness only a decade earlier, the location offered some advantages as a town site. The Chickasaws had located their capital on the highland ridges overlooking the valleys there. Their old Indian trails could be upgraded to a primitive road system. Furthermore, there were two overland transportation routes nearby, the Pontotoc-Fulton Road on an east-west axis and the Natchez Trace which crossed this road just west of the Tupelo site. In addition, Old Town Creek, which formed the eastern boundary of the original town site, was a navigable stream from a point just south of Tupelo (Grisham 1975: 28-29, 31-32).

Situated where the prairie meets the Pontotoc Ridge area, Tupelo is the center of a productive farming region. Lee County encompasses approximately 418 square miles and was carved out of Itawamba and Pontotoc counties in 1866. The head waters of the Tombigbee River, including Old Town Creek, flow through this county. The southern portion of the county is prairie. The northern section and that area east of the Mobile and Ohio railroad are woodlands consisting primarily of oak, hickory, ash, gum, poplar, beech and walnut. The fertile land is comprised of black hammock, beeswax prairie, black sandy and sandy types of soil. Historically, Lee County, and thus Tupelo, derived its wealth from agriculture (Rowland 1925: 772-773).

HISTORY OF TUPELO

It was almost inevitable that a town would be founded somewhere near present day Tupelo. In 1841, there were five proposed railroads within a fifty mile radius of the future town of Tupelo. William R. Harris and George C. Thomason founded Harrisburg in 1847 on the Pontotoc-Fulton Road near the Natchez Trace. The site of this nonextant community now lies within the incorporated limits of Tupelo. Harrisburg had experienced very little growth by 1851 (Grisham 1975: 28, 30).

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In 1859 the Mobile and Ohio railroad was laid through northeast Mississippi. The construction of this line boded well for the area. By 1861, the M & O was the South's longest railway, extending 472 miles from the Gulf of Mexico to Columbus, Kentucky on the Ohio River. Saloons were quickly built at the future site of Tupelo to cater to the thirsty crews working on the railroad (Grisham 1975: 31, 34; Larsen 1985: 63).

A town was platted the following year. The plat shows a courthouse, a college and churches, all of which were nonexistent at this early date. Originally, the little village was named Gum Pond because it was located near a small pond surrounded by gum trees. The name of the place was later changed to Tupelo, the proper name for these trees (Grisham 1975: 8-9, 31-32; Federal Writers' Project 1938: 263).

Tupelo was established by the land speculators, Christopher Orr, William R. Harris and George Thomason. Most of the Harrisburg residents relocated to Tupelo to take advantage of the opportunities afforded by the new railroad. Sixty-two lots were put up for sale and many were quickly sold. The town's developers also gave a large lot to the Mobile and Ohio Railroad for a depot (Grisham 1975: 31-32).

Orr and Harris tried to establish Tupelo's growth pattern through plat design and street construction. They envisioned the town's growth in a north-south direction, paralleling the railroad tracks. As originally platted, the town measured two miles north and south by one mile east and west. The choice commercial lots were planned for Front Street, facing the tracks. The town's appearance, however, developed to reflect Tupelo's economic function as a rural trade center and the availability of land (Grisham 1975: 44).

The Civil War devastated the nascent village. The battles at Brice's Cross Roads and at Harrisburg in 1864 destroyed almost all of the manmade structures in those areas (see the National Register nominations for these sites). Military clashes in 1864 also destroyed the saloon-hotel trade that had developed near the railroad tracks in Tupelo. At the end of the Civil War, only six houses in Tupelo were left standing. Over a 180 mile area north and south of the village, railroad bridges, trestle works, warehouses and stations had been destroyed by Federal troops. The rolling stock of the Mobile and Ohio Railroad had been reduced by three-fourths (Grisham 1975: 34-36; Napoli 1980: 12).

The saloon trade on Front Street, which catered to transients, reestablished itself after the Civil War. Despite this, the town was evolving between the years 1860 and 1885 from a sleazy whistle stop to an established and prominent rural trade center. The Front Street of 1870 looked about the same as it had a decade earlier with four saloons, two hotels and two boardinghouses. Rural trade, though, dictated the town's appearance and personality by the mid-1870s (Grisham 1975: 34, 44-45).

The merchants who traded with farmers did not want to be associated with Front Street. These businessmen concentrated their shops along Main Street and the eastern end of the

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streets north of Main. This business district was bounded on the west by Green Street and on the north by Franklin Street. It encircled the courthouse (for Tupelo had been voted the county seat of newly-created Lee County in 1867) and had ready access to the railway. The merchants also maintained two large "parking lots" for the convenience of their rural customers. These were located between Main Street and the courthouse, just north of the courthouse and also south of Main Street. Hitching posts were set on the lots about twenty to twenty-five feet apart. The merchants had privies built on the lots and hired a laborer to keep them clean. Firewood was supplied to people who spent the day or even the night on the lots. These lots enabled Tupelo to attract trade which might have gone to other towns. (Grisham 1975: 45, 47; Rowland 1925: 772; Napoli 1980: 15).

Tupelo's residential areas formed an arc around the business district with an open field south of Main Street. The saloons and boardinghouses along Front Street comprised much of the town's eastern boundary while the homes of permanent white residents were located to the north and west of the commercial area. The majority of blacks were relegated to the least desirable sites on the periphery of the residential zone to the east and northeast (Grisham 1975: 51).

The white neighborhood on the west side of town was middle class with most of the merchants and lawyers living there. In the 1870s, almost fifty percent of the residents in this neighborhood were homeowners. The houses sat close to the streets on spacious lots. During the first three decades of Tupelo's existence, cows and chickens were frequently kept in the large backyards. Some of the wealthier white families had separate servants quarters behind their homes; thus, a few black families were scattered about town (Grisham 1975: 51-52).

The black neighborhoods were generally rundown and provided cramped quarters for the residents. Shakerag, a slum area on the mud flats east of the railroad, consisted of single story shacks. Centered around Gum Pond in the northeast corner of Tupelo was another neighborhood where most of the black property owners lived (Grisham 1975: 51-52).

Tupelo was to retain its preeminence as a rural trade center for Lee County throughout the historic period under discussion. The town's prosperity was primarily dependent upon cotton. Beginning in the 1880s, however, local conditions and regional trends enabled Tupelo to reach beyond its rural trade economic base. Between 1885 and 1907, the community acquired a second railroad, established basic utilities and enlarged its economic base through industrialization. The authors of the WPA Guide declared in the late 1930s that Tupelo was "perhaps Mississippi's best example of . . . the 'New South'-- industry rising in the midst of agriculture and agricultural customs" (Grisham 1975: 89, 116; Federal Writers Project 1938: 261).

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The modern American urban center emerged between 1860 and 1910. The southeast region by 1885 was striving for urban development and Tupelo was not immune to this fever. Memphis' population grew from 31,000 to 102,000 in the last twenty years of the nineteenth century. Birmingham, which was incorporated in 1873 three years after Tupelo, grew from 3,000 in 1880 to over 26,000 in 1890. By 1910, Birmingham had more than 132,000 inhabitants. The rise of urban centers in the south was partially stimulated by the construction of railroads after the Civil War. Efforts were underway in the 1880s to connect Kansas City, Missouri; Memphis, Tennessee and Birmingham, Alabama by rail. The line also extended on to Atlanta. Kansas City, by the 1880s, had become a midwestern regional metropolis. This prospect stirred up a lot of excitement in northeast Mississippi. Tupelo was determined to bring this railway through its borders and successfully achieved that goal (Grisham 1975: 72-73, 81; Napoli 1980: 40; Larsen 1985: 33).

The construction of the Kansas City, Memphis and Birmingham railroad through Tupelo in 1886 kicked off the town's only boom period of the nineteenth century. The development that occurred during these years ensured Tupelo's position as northeast Mississippi's leading trade and manufacturing center. The line was completed in October 1886. The first train on the new railway passed through Tupelo in March 1887. Regular passenger service began later that month (Grisham 1975: 84).

The business and civic leaders of Tupelo encouraged Memphis and Birmingham investors to invest capital in their northeast Mississippi community. The community's newly gained, easy access to Alabama's coal fields increased and cheapened the use of coal as a fuel for manufacturing and domestic purposes. At least one Birmingham cotton investor built a cotton compress in Tupelo after the railroad route was finalized. Constructed in 1886, it was the only compress in Lee County. It pressed nine thousand bales of cotton in its first year before the new railway was fully operational. The following year it pressed twenty-five thousand bales (Napoli 1980: 41; Grisham 1975: 82-83, 89).

This second railroad lured important businesses away from nearby towns to Tupelo. In 1886, the Bank of Lee County, the county's only bank, relocated from Verona. Tupelo had never before had a permanent bank. An earlier, short-lived bank had failed in 1883. Tupelo, like the rest of the postwar South, depended on merchants to supply the credit system for its single-crop economy. In 1888, the J. J. Rogers Company (cotton and wholesale groceries) moved from Verona to Tupelo in order to be at the regional center of the cotton trade. Merchants from Saltillo and Baldwin had removed to Tupelo as early as 1887 (Grisham 1975: 66-67, 71, 85).

Tupelo also broadened its economic base through industrialization. The Kansas City, Memphis and Birmingham railroad alerted midwestern wood processors to the potential for a lumber industry in Lee County. By 1890, there were a number of factories

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producing finished products such as chairs, tool handles, spokes, wheel hubs and brooms. A planing mill also began operation that year. The depletion of the county's hardwood timber reserves and the depression of the 1890s forced a gradual decline in the lumber industry. By 1907 this industry was not a significant factor in Tupelo's economy. Other industrial facilities that established themselves in Tupelo in the late nineteenth century included a foundry and machine shop, a mattress plant and an ice factory (Grisham 1975: 87-89; Daily Journal 1970: 10-1).

Even with a diversified industrial base, Tupelo's economy remained strongly tied to cotton. Besides the cotton press that was previously mentioned, two brick warehouses, each with a capacity of seven thousand bales, were constructed around the same time as the press. An oil mill for pressing cotton seed was established in 1899. The following year a company was founded that made scales for weighing cotton. Tupelo's greatest industrial achievement was the Tupelo Cotton Mills which began operation in 1901. It was by far the largest factory in Lee County. Its significance will be discussed more fully in the nomination for the Mill Village Historic District (Grisham 1975: 89, 107-109).

Tupelo's late nineteenth century boom period in combination with a natural disaster and a national trend toward urbanization forever altered the town's physical appearance and its citizens' quality of life. Until the boom, which began in the mid 1880s, Tupelo lacked many of the basic amenities of city life. Although there was a four month school term in Tupelo prior to 1885, there was no public school building. Neither was there a hospital, a dentist or any resident ministers. By 1891, however, a school for black children had been established and a two story, brick, public school building was under construction. By the end of the 1880s, each of the three largest denominations in town (Baptist, Presbyterian and Methodist) had hired a resident minister and improved their church buildings. The churches, which totaled seven, outnumbered saloons for the first time in Tupelo's history. A nine hundred seat opera house had also been constructed (Grisham 1975: 70-71, 86; Goodspeed II-1 1891: 206).

Prior to the coming of the second railroad, most of the buildings in the business district were of frame construction. Charles Phillip Long, Sr., quoted in Napoli, described Tupelo in 1885 when he moved to town. There were only five brick buildings in the whole town, "all the other stores on the two blocks were weather-boarded, 'shanghai'd,' frame buildings. There were no sidewalks nor cement nor graveled roads, but there were some mighty fine shade trees located at different intervals on Main Street." Garbage was strewn on Tupelo's streets until at least the mid-1880s. Dogs and pigs roamed freely, eating the garbage. On at least one occasion, church services were disrupted by squealing pigs (Grisham 1975: 47-49; Napoli 1980: 14-15).

The threat of fire was a constant danger. A fire in the late 1880s destroyed the boardinghouses along Front Street. What saloons remained were closed in 1888 when

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county prohibition came into effect. The Front Street area never revived. The experience of the fire led directly to the increased use of brick in future construction. In addition, alleys were used as firebreaks (Grisham 1975: 45, 49).

Six brickyards were kept busy supplying the materials for this construction boom. An 1887 issue of a Tupelo newspaper declared that this was "no speculation boom [but] a sound, substantial business boom." By 1891, over one hundred new houses, fifty new buildings, a block of brick stores and four factories had been constructed. Other civic improvements were made. Charles Phillip Long, Sr. writes "Tupelo took on new life and began to build in a solid and substantial way. It was at this time side streets or connecting streets and business houses developed." Oil burning street lights were erected in 1888 (Goodspeed II-I 1891: 206; Daily Journal 1970: 11; Napoli 1980: 16, 27).

The collapse of the cotton market in the 1890s and the ravages of the boll weevil which devastated Lee County's cotton crops from 1907 to 1916 rocked Tupelo's single crop economy. Lee County bankers embarked on a program to encourage local farmers to diversify. Dairying was promoted as an appropriate means. As early as 1886, three Lee County residents had started a herd of Jersey cows. A movement had begun by 1915 to bring a creamery to Tupelo. Several years later, in 1927, the Carnation Company located its condensary in Tupelo. Cotton remained the main agricultural pursuit of Lee County farmers during the historic period under discussion, but crops like cereals, vegetables, hay and other forage were also cultivated (Grisham 1975: 90-91; Napoli 1980: 65, 68-69; Rowland 1925: 773).

Tupelo continued on this course of development for the first four decades of the twentieth century. Beginning in 1900, the town took on the responsibility for maintaining all the roads within a three mile radius. Civic leaders and merchants hoped to create a stronger bond between Tupelo and its hinterland. The "parking lots" also continued to be maintained. The community acquired electricity in 1900 when its municipally owned power plant began operation. In 1933, Tupelo became the first city to sign a contract for electricity from the Tennessee Valley Authority. Sewerage and waterworks systems were constructed in Tupelo around 1904. The Board of Aldermen passed an ordinance in 1905 requiring all sidewalks to be graded and for concrete walks, curbs and gutters to be installed. It is not known how well this work progressed. In 1909, Mayor Robins ordered granitoid sidewalks to be laid in Tupelo. The ones in the commercial district were to be ten feet wide. Progress included successful attempts to beautify the community. By the early 1920s, a median displaying colorful flower beds ran down the center of Main Street from Broadway to Madison Street. Its termination at Broadway was a Confederate memorial monument. This handsome monument was erected at the intersection of Broadway and Main in 1906. The median is no longer extant and, in the mid 1930s, the Confederate memorial was removed to the courthouse grounds (Grisham 1975: 114; Napoli 1980: 27, 53, 90; Daily Journal 1970: 5-C; Kincannon and Milam 1922: 9, 15, 21; Louise Godwin Interview, 6 April 1991).

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New commercial businesses and new industries continued to be established in the early twentieth century. In 1900, Tupelo had two banks. Ten years later, the town had four banks with six branches and combined capital and surplus of \$428,000 with total deposits of over one million dollars. Thus, these banks provided the necessary funds for making and moving crops and for financing business and industry. Various department stores and clothing shops opened up in the first decade of the twentieth century. Also, Memory Leake and Frank Goodlett established their lumber business in 1904. Their company would be responsible for much of Tupelo's construction in the ensuing years, particularly after the tornado of 1936. Industries that were founded in the early twentieth century included two planing mills (1901), the Tupelo Fertilizer Factory (1902) and McLeran's Ice Cream Company (1912) (Industrial Survey 1940, p. 18). The town's brick and tile company doubled its capacity during this period (Tupelo Journal 1913: no page cited; Napoli 1980: 31; Grisham 1975: 109).

Outside investors also poured money into Tupelo's industrialization around this time. A St. Louis hosiery plant established a branch factory in town that employed over one hundred women. A Muncie, Indiana firm tried to revive the local hardwood industry. The Swift Company constructed a small processing plant (Grisham 1975: 109).

A needlecraft industry developed in the 1920s and quickly became a significant component in Tupelo's economy. By 1940, there were at least three garment factories in the city employing about two thousand people, seventy-five per cent of whom were women. Those plants that were founded in the 1920s included a shirt factory known as the Tupelo Garment Company that was established in connection with the Tupelo Cotton Mills in 1921, Reed Brothers Manufacturing Company (1927) and the Milam Manufacturing Company (1929). Milam's was the largest exclusive manufacturer of children's clothes in the South (Napoli 1980: 82; Tupelo Chamber of Commerce 1940: 17, 19).

The Great Depression and the tornado of 1936 dealt Tupelo two staggering blows. Most of the houses and schools wrecked by the tornado were quickly rebuilt within two years. Some industrial development also occurred in 1939. However, a distinct era in Tupelo's history extending from 1886 to 1938 had passed. Its end was heralded by the Great Depression and the coming of World War II. In the years after the war, Tupelo would join with the rest of the country in a new era of development and progress.

TUPELO IN THE CONTEXT OF THE NEW SOUTH

The New South creed promised progress and prosperity to the defeated Confederate states after the Civil War. Its proponents believed that urbanization of the South would increase the population below the Mason-Dixon line and bring social and economic progress to the region. Cities would make the South more like the rest of the nation. The

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success of this philosophy was dependent upon three factors: 1) an infusion of northern capital for economic development, 2) diversification of southern agriculture and 3) industrialization of the South.

Historians have debated the success of the New South movement in transforming the southeast region from an agrarian hinterland into a network of modern urban units. For the purposes of this nomination, suffice it to say that the renewal of the South after the War was not as widespread nor as metamorphosing as the promoters of the New South had envisioned. Nevertheless, many communities, including Tupelo, embraced the values and ideals intrinsic to this creed and set out to achieve them. By either historic or contemporary standards, Tupelo never was the size of an urban center during the period under discussion. Regardless of this fact, the town's history from 1886 to 1938 illustrates how communities across the southeast attempted to mold themselves into the image of a "New South" city through self-promotion, industrialization and agricultural diversification. Tupelo, in both its successes and its failures, was a microcosm of the New South.

There had been promoters of an urban South prior to the Civil War, but, for the most part, their message was ignored. Cotton was king and the planter aristocracy reigned over Southern society. The planters had a vested interest in preserving their agrarian lifestyle (Larsen 1985: 10).

The Civil War changed all that. The South was left destitute with its economy in ruins and its population decimated. J. D. B. DeBow, the Confederacy's former chief overseer of the cotton trade, wrote in 1866, "*We have got to go to manufacturing to save ourselves. We have got to go to it to obtain an increase of population. Workmen go to furnaces, mines, and factories---they go where labor is brought.*" The call for an urban and industrial South intensified in the 1870s, until, by the end of the decade, it had been developed into the New South philosophy (Larsen 1985: 11).

In the postbellum period, southern cities could be categorized into five different types. The first type was comprised of Atlantic coastal towns. The second encompassed former frontier posts along the fall line from Virginia to Georgia. The first settlements of the New West made up the third category. The former French and Spanish towns on the Gulf Coast were the fourth type. The fifth category consisted of the inland river ports and railroad towns that served the cotton trade. The future of the South depended on these interior communities of the final category which had begun as road junctions or cotton shipping points. The majority of these cities had suffered tremendously during the Civil War. They were, for the most part, mid-nineteenth century communities that had been established in the years just prior to the war. Tupelo fits easily into this category of southern cities (Larsen 1985: 23, 26-27).

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The 1880s was a period of urban boom in the United States. From the eastern seaboard to the coast of California, the country was beginning to move beyond its agrarian past to an urban and industrial future. Chicago's population doubled in one decade from 500,000 to one million, making it the fastest growing town in the world. In both Los Angeles and the Pacific Northwest land speculators were reaping huge profits. All of this development was fueled by northern money, particularly the New York banking interests. Southerners wanted a part of this action for their own region (Larsen 1985: 33).

New South proponents persuaded a few northern capitalists to invest in southern projects, most notably, the iron industry in Alabama, the lumbering operations in Louisiana and the land boom in Florida. But most major investors put their money into developing new western metropolises and into exploiting the immense timber reserves of the upper Midwest. For every northern dollar sent to the South, a thousand more went to the West. There was simply more profit to be made in western expansion than southern revitalization. The South's future would have to be financed by Southerners. Ultimately, this dilemma was recognized by even the most optimistic promoters of the New South. Henry Grady, a journalist for the Atlanta Constitution, declared in 1890 that "The South has been rebuilt by Southern brains and energy. We regret that our brothers from the North have not taken larger part with us in this work" (Larsen 1985: 16, 34, 59, 83, 143).

Agricultural diversification was a key component of the New South creed. Agriculture in the southeast region was too dependent on cotton. This dependency in the postbellum South is blamed on land barons and crop-lien merchants who forced sharecroppers to primarily raise cotton. Lee County, however, was comprised of small farms with owner-occupants. Yet the economy of Tupelo and its surrounding area was based on cotton throughout this historic period, despite some successful attempts into agricultural diversification and dairying. A cotton economy dominated throughout the New South. There was no revolution in southern agriculture. Unfortunately, this type of economy did not generate the capital necessary for expansive urban development (Larsen 1985: 78-79; Grisham 1975: 89; Napoli 1980: 65, 68; Rowland 1925: 773).

With the failure of agricultural diversification, Tupelo and other southern communities embraced manufacturing as a means of economic progress. Tupelo's chances looked as good as those of other small towns, perhaps even better. After 1886, this leading trade center for northeast Mississippi was situated at the intersection of the Mobile and Ohio Railroad and the Kansas City, Memphis and Birmingham Railroad. Its position on the latter railway placed it between two of the New South's success stories, Memphis and Birmingham. In 1880, Memphis had been one of the sixteen southern cities that ranked

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among the one hundred largest in the United States. With its manufactured products valued at \$4,413,422, this Tennessee city ranked eighty-second in value of products and fifty-fourth in population in the country. Birmingham with its new iron furnaces was being transformed into a boom town in the 1880s. This was tremendous progress for southern cities in the Gilded Age (Larsen 1985: 79-81).

Tupelo's industrial successes were much more modest. Most of the town's factories were tied to the cotton economy. Many were financed by local money. Capital from outside the South also backed at least some of Tupelo's industries. Midwestern wood processors developed the town's hardwood industry. A St. Louis hosiery plant established a branch factory in Tupelo. This was significant. In the economically depressed southeast, commercial ties from outside the region helped to guarantee economic success (Larsen 1985: 28).

In conclusion, Tupelo's growth from 1886 to 1938 is a significant case study of a small southern town's response to the New South movement. The community's efforts at self-promotion, industrialization and agricultural diversification, while not entirely successful, were representative of other comparable hamlets throughout the southeast region around the turn of the century.

TUPELO IN THE CONTEXT OF WELFARE CAPITALISM

In the last decades of the nineteenth century, the United States began to abandon its agricultural past and become an industrial nation. One result of this industrialization was the rise of welfare capitalism. Under this system, employers provided a variety of services to their workers. These benefits could often improve the quality of life for the workers, but they were also an attempt to influence the employees' behavior, instill loyalty to the company and create a good public image for the firm. In essence, the goals of welfare capitalism were to keep the workers satisfied and to head off any legislation that would interfere with the business of business (Brandes 1976: 16-18).

Nationwide efforts were underway by the 1870s to ameliorate the working conditions of factory employees and thus improve labor--management relations and avoid strikes. Labor disturbances, often violent, continued into the 1880s, climaxing in Chicago's Haymarket Affair in 1886. That same year, the Procter and Gamble Company in Cincinnati experienced at least fourteen strikes. Actions like these compelled corporations to practice welfare capitalism and one possible component of that was the establishment of mill villages. By 1890, welfarism was established in industrial America (Brandes 1976: 17).

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Welfare capitalism grew slowly during the next decade because of the business depression of 1893-1897. Then in 1897 and 1898 welfare programs began to be implemented more vigorously. Expansion continued into the early twentieth century with welfare capitalism reaching the apex of its popularity in the mid-1920s. In 1926, for example, 80% of the 1500 largest firms in the United States practiced some form of welfarism and approximately half had comprehensive programs. Welfare capitalism, however, did not survive the Great Depression (Brandes 1976: 19, 28, 29).

The historical research did not disclose how many of Tupelo's industries adopted some form of welfare capitalism. It is very clear, however, that the owners and the managers of the Tupelo Cotton Mills and the Tupelo Garment Company were aware of and followed the current trends in industrial relations. For example, the operation of the garment company was described as "Ford-like", a reference to the way Henry Ford managed his plants. These firms used welfarism as a means of controlling their laborers and avoiding strikes (Statewide Survey File).

The most tangible expression of welfare capitalism in Tupelo is the mill village associated with the Tupelo Cotton Mills and the Tupelo Garment Company. By providing company housing, the managers of these textile facilities could easily oversee and direct the activities of their workers. At least as early as 1908, the village had a "citizens committee" which investigated the morals of any family applying for work in the mills so as to "keep among themselves a most commendable standard of citizenship." The majority of laborers in Mississippi mills were "native Mississippians" who had previously worked as sharecroppers. Various recreational, social, religious and educational opportunities were provided by the mill to the inhabitants of its company housing. These will be discussed more fully in the nomination for the Mill Village Historic District (Some Questions c. 1908: 15, 21).

The efforts of the mill owners to establish an harmonious relationship between labor and management was successful until 1937. On April 8th of that year, one hundred of the mill's employees struck for higher wages, the first strike in the company's history. The Board of Directors voted to close the mill, throwing several hundred people out of work (Federal Writers' Project 1938: 264).

In summary, the industrial resources of Tupelo illustrate more than simply a community's attempts to modernize itself through industrialization. They also represent an experiment in social reform, an effort by businessmen to improve, or, at the very least, manipulate the lives of working people in order to avert labor disruptions and societal unrest.

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The historical development of Tupelo is best illustrated by the community's extant historic resources. The most architecturally intact resources fall under three categories: residential, industrial and public institutional. The extant commercial resources have lost too much integrity to be included in this multiple property nomination. Resources relating to a transportation theme are, for the most part, nonextant. An antique shop located at 1707 E. Main in the suburbs of East Tupelo is reputedly a section of a now-demolished depot that was located near the southern end of S. Spring Street. The shop was moved to its present location in 1979. It has lost integrity in regards to both its architecture and its setting and location. Included under the cover nomination are nominations for four individual buildings and two historic districts.

The two historic districts are, for the most part, comprised of early twentieth century buildings. The S. Church Street Historic District represents an early twentieth century, middle-class neighborhood in Tupelo. The Mill Village Historic District encompasses a cotton mill, a shirt factory and their associated workers' housing, and illustrates how cotton and industrialization in combination with welfare capitalism impacted the development of this New South town.

Of the four individual nominations, two are residences (historically) and two are public institutional buildings. All are being nominated for their architectural significance. The Tudor Revival style houses, one dating from 1919-1920 and the other from 1937, illustrate the popularity of this style in Tupelo. The Lee County Courthouse (1904) and the Church Street School (1936-1937) represent Tupelo's progress and dominance in Northeast Mississippi during the historic period under discussion.

A short outline of the significant dates in Tupelo's history instantly sets the parameters in which the community's historical buildings will be found. Tupelo was platted in 1860 in anticipation of the coming of the Mobile and Ohio Railroad. Seven years later, the town was named the county seat, but was not incorporated until 1870. The construction of the Kansas City, Memphis and Birmingham Railroad through Tupelo in 1886 precipitated a major building boom. Growth remained relatively steady through the 1920s, judging from the extant historical resources. A devastating tornado swept through Tupelo in 1936, irrevocably altering the character and appearance of one of the community's most exclusive residential neighborhoods which was roughly bounded by W. Main, N. Spring, Franklin and Gloster Streets. Within two years, the town had been rebuilt. Two of the resources being nominated, the F. L. Spight House and the Church Street School, date from this two year period. Consequently, the resources included in this nomination date from between 1886 and 1938.

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The core of historic Tupelo is bounded on the east by the M & O Railroad, on the north by Jackson Street, on the west by Gloster Street and on the south by Chestnut Street. Therefore, most of the extant historic resources were found in this ten by eight block area. The two proposed historic districts are located south of Main Street between the St. Louis and San Francisco Railroad and Chestnut Street. The four individual buildings being nominated are all located north of Main Street and south of Jackson Street.

F. Associated Property Types

I. Name of Property Type Residential Resources

II. Description

SEE CONTINUATION SHEETS F-1 THROUGH F-10

III. Significance

IV. Registration Requirements

See continuation sheet

See continuation sheet for additional property types

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

SEE CONTINUATION SHEETS G-1 THROUGH G-3

See continuation sheet

H. Major Bibliographical References

SEE CONTINUATION SHEETS H-1 & H-2

See continuation sheet

Primary location of additional documentation:

- State historic preservation office
 Other State agency
 Federal agency

- Local government
 University
 Other

Specify repository: Mississippi Department of Archives & History

I. Form Prepared By

name/title Susan M. Enzweiler/Historic Preservation Consultant
organization _____ date September 30, 1991
street & number 1356 Seminole Ave. telephone (504) 834-9024
city or town Metairie state LA zip code 70005

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I. Name of Property Type Residential Resources

II. Description

Many of the resources surveyed in preparation for this nomination are residential in character. Although the period of significance extends from 1886 to 1938, the majority of the most architecturally important residential resources date from the early twentieth century. This is because the tornado of 1936 destroyed one of Tupelo's most exclusive late nineteenth century neighborhoods. The few remaining significant houses from this period were nominated to the National Register in 1985 as part of the N. Broadway Historic District. The historic houses built prior to World War II that still stand also symbolize Tupelo's prominence as the manufacturing and trade center of northeast Mississippi.

The town's residential resources are generally one to two stories and of wood-frame construction. The majority have a weatherboard wall treatment, but a significant number feature stucco, a brick or stone veneer or, as in the case of Tudor Revival, a combination of these wall treatments. The architectural styles most common to Tupelo's houses are the bungalow, Queen Anne, Tudor Revival, Colonial Revival and foursquares. The Greek Revival, Neoclassical Revival, Craftsman style, Gothic Revival, French Eclectic, Spanish Eclectic and Italian Renaissance styles are also represented. Overall, these houses are not high style articulations, but modest examples of the various architectural styles that were popular in Tupelo from 1886 to 1938.

For the most part, these properties are clustered in the central core section of town--an area that is roughly bounded by Front Street on the east, Highland Circle on the north, Gloster Street on the west and Elizabeth Street on the south. Tupelo's residential areas formed an arc around the business district with an open field south of Main Street. The saloons and boardinghouses along Front Street comprised much of the town's eastern boundary while the homes of permanent white residents were located to the north and west of the commercial area. The majority of blacks were relegated to the least desirable sites on the periphery of the residential zone to the east and northeast. Over one hundred years later these growth patterns are still discernible. The white neighborhoods gradually spread to the west and the south during the period under discussion. The black neighborhood to the northeast was hit hard by the tornado, while the buildings to the east were demolished in the late twentieth century to make way for commercial development.

The residential resources stand along tree-lined city streets laid out in a typical grid pattern. The houses are usually sited on relatively spacious lots and have a rather uniform setback within each neighborhood.

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The historic neighborhood north of Main Street between Front and Gloster Streets was ravaged by the tornado of 1936 and is now threatened by commercial encroachment. Parking lots and modern commercial buildings jeopardize the physical integrity of the area. The neighborhood immediately south of Main Street is also being adversely impacted by the expansion of business activities into the area. One of the most intact historic neighborhoods that contains architecturally significant examples of Tupelo's residential resources is located on S. Church Street between Elliot and Chestnut Streets.

In summary, most of Tupelo's residential resources are modest in design, but still illustrate the architectural styles popular during the town's period of significance. Some of the houses have been covered in artificial siding or had important architectural features such as porches altered. Most of the historic neighborhoods have been negatively impacted by modern construction. Nevertheless, a sizable number of houses remain to interpret Tupelo's historical development from 1886 to 1938.

III. SIGNIFICANCE OF RESIDENTIAL RESOURCES

The residential resources are being analyzed in relation to the historic context of the historical development of Tupelo. They are being evaluated at the local level under Criterion C with the area of significance being architecture. Residential resources, perhaps more than any other property type, symbolize the historical development of a community. The town's extant historic houses still clearly delineate residential growth patterns and distinct neighborhoods based on socioeconomic status and race that were first established in the 1870s. The particular architectural styles chosen by Tupeloans denote their awareness of national trends in architecture and their level of sophistication in regards to domestic design.

The period of significance extends from 1886 to 1938. It begins with the construction of a second railroad, the Kansas City, Memphis and Birmingham Railroad, through Tupelo and concludes with the rebuilding that occurred in the two year period after the tornado of 1936. The residential resources included in this nomination date almost exclusively from the first four decades of the twentieth century and are examples of the architectural styles popular at that time such as Craftsman/Bungalow, Tudor Revival, Colonial Revival, foursquares and other styles that are discussed in the description for residential resources. The extant residences from the nineteenth century are either already listed in the National Register as part of the N. Broadway Historic District or do not possess enough architectural significance to be nominated.

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The residential resources surveyed have large yards and, for the most part, are spaced along tree-lined streets. They represent the modernization of Tupelo as it sought to industrialize and urbanize itself. They demonstrate the social progress based on increased prosperity and an improved quality of life that came to this community because of its commitment to the New South philosophy.

Overall, the residential resources of Tupelo illustrate the historical growth of that community. They graphically depict how Tupelo's transformation from an agricultural transfer point on a southern railway to a regional industrial center impacted the lives of its citizens.

IV. REGISTRATION REQUIREMENTS (RESIDENTIAL RESOURCES)

The residential resources comprising this property type must be associated with the residential growth of Tupelo during the period of the town's greatest development from 1886 to 1938. In the case of the individual buildings being nominated, they must be architecturally outstanding local examples of a specific style. Elements in a district are required to be at least typical local examples of their respective styles and also retain enough architectural integrity to contribute to the sense of time and place in this neighborhood. In other words, they are important components to the setting of their district.

The buildings comprising a proposed district are rated as either contributing or noncontributing. These designations delineate each resource's relative standing within the district, according to National Register criteria. The district boundaries are drawn to include the highest number of contributing elements and the lowest number of noncontributing elements.

The setting and location of all the residential resources being nominated are of great importance. In most cases, they should reflect the residential development patterns that were first established in the 1870s and are still inherent in the neighborhoods. Additionally, all the resources must retain their historic, physical characteristics such as setback, scale, massing and, in the case of a district, their spatial relationships to each other.

All of the contributing elements in the historic district and the individually nominated resources must possess a high degree of integrity in design, materials and workmanship in order to be significant for their architecture. They must meet the same standards of integrity as other National Register properties in the state have. As with these previously listed properties, those resources in a historic district do not have to be as architecturally intact as an individually nominated building. In other words, each contributing or individually nominated resource must retain enough architectural integrity so that if the original owner returned, he would recognize his former residence.

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

In summary, the registration requirements used in analyzing this property type are consistent with National Register criteria. In establishing integrity standards for such attributes as discussed above, the requirements highlighted those buildings most worthy of National Register listing.

I. Name of Property Type Industrial Resources

II. DESCRIPTION OF INDUSTRIAL RESOURCES

Industry developed in Tupelo during the years 1886 to 1938 because of the town's location at the intersection of two major railroads and its central position within a rich agricultural region. The industries of this northeastern Mississippi town depended on its extensive transportation network and its forests, farm products and livestock for their success.

The civic leaders of Tupelo espoused the New South creed and, under its banner, sought to urbanize their town through a variety of means, industrialization being among the foremost. The completion of a second railroad through town in 1886 kicked off a boom period that lasted into the first decades of the twentieth century.

Many of the enterprises were based on cotton. Among the earliest of these was the Tupelo Compress Company located on the east side of S. Spring Street at the junction of Clark and Spring. An oil mill for pressing cotton seed and a cotton gin were established in 1899. The Tupelo Scale Company, a manufacturer of cotton scales, was founded in 1900 across the Mobile and Ohio railroad tracks from the Tupelo Compress. The Tupelo Cotton Mill was established in 1901 and located in the southern section of town at the intersection of the rail lines. This industrial complex grew to include two mills and their subsidiary buildings, a shirt factory and company housing (Sanborn Fire Insurance Maps 1889, 1899, 1903, 1929).

Beginning in the 1920s, a needlecraft industry grew out of these earlier cotton-based industries and by 1940 was an important force in Tupelo's economy. These plants produced men's, women's and children's clothing.

The lumber industry thrived in Tupelo from the late 1880s until about 1907. Many factories such as the Tupelo Furniture and Manufacturing Company which faced the railroad tracks and was located between S. Green and S. Broadway in 1889 and the

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Harley Handle Company which was east of the M & O tracks in 1903 produced such finished products as furniture, tool handles, spokes, wheel hubs and brooms. The depletion of Lee County's hardwood forests caused the demise of the lumber industry by 1907.

Other industrial plants that were founded in Tupelo during the period of significance include a foundry and machine shop, a mattress plant, an ice factory and ice cream plant and the Carnation Condensary.

Most of Tupelo's industry was concentrated in an area bordered by the Mobile and Ohio Railroad on the east, Troy Street on the north, S. Green Street on the west and the Tupelo Cotton Mill complex on the south. This complex included a mill village which extended south to Elizabeth Street by 1929. Light industry like the Home Ice Plant and the Leake and Goodlett Lumber Company were scattered among commercial properties along the two blocks of E. Main Street just east of the railroad tracks. Additional industrial development had occurred on Carnation Street by 1929 with the Tupelo Brick

and Tile Company, the A. H. Ferguson Lumber Company and the Carnation Milk Products Company. This street parallels the former Kansas City, Memphis and Birmingham Railroads between Gloster and S. Church Streets (Sanborn Fire Insurance Map 1929).

The extant industrial resources include the Carnation Company's plant (1927) at the northwest corner of Carnation and S. Church Streets, two subsidiary buildings (between 1899 and 1919) of the Tupelo Oil and Ice Company at the southwest corner of Clark and Broadway and the Tupelo Cotton Mill and the Tupelo Garment Company with their company housing. The McLeran Ice Cream Company/Tupelo Ice Plant (c. 1919) was also surveyed, but is suffering from demolition by neglect. The factory buildings themselves are large, brick structures of utilitarian design with no pretensions to high style architecture. The same design principles were applied to the brick subsidiary buildings which are, of course, much smaller in scale. The company housing consists of one story, wood-frame buildings that are typical examples of mill workers' residences in the southern textile industry from 1900 to the 1930s. Alterations to these buildings may include boarded up or bricked in windows and doors, new windows, missing architectural details, artificial siding and additions. One of the small buildings associated with the former Tupelo Oil and Ice Company retains its architectural integrity, but the historical research did not reveal any significance for it in relationship to the theme of industry.

In summary, many of Tupelo's historic industrial resources are no longer extant or their architectural integrity has been compromised to such a degree that they are ineligible for the National Register. The few resources that remain reflect the diversity of Tupelo's industry.

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III. SIGNIFICANCE OF INDUSTRIAL RESOURCES

The industrial resources of Tupelo were evaluated at the local level under Criterion A. The areas of significance for these properties are industry and community planning and development. These industrial resources perhaps best depict Tupelo's commitment to becoming a modern Southern city.

Tupelo's early development was shaped by the ideology of the New South which called for the diversification of southern agriculture and industrialization of the South. Tupelo's efforts to achieve these objectives, while not entirely successful, did transform the community into the "urban" center of northeast Mississippi. In other words, Tupelo easily outdistanced its rivals to become the trade and manufacturing center for the region. The town's multitude of successful industries helped to ensure its prominence.

In 1886, the Kansas City, Memphis and Birmingham Railroad was routed through Tupelo to intersect the Mobile and Ohio Railroad. This impressive transportation network gave the town easy access to an inexpensive energy source, the Alabama coal fields, and also connected it to markets throughout the nation. The Tupelo Compress Company, which was founded that same year, was the first industry to be built in Tupelo because of this second railroad. Other industries followed and the years 1886 to 1907 were a boom period for Tupelo. Most of these establishments were utilizing Lee County's abundant cotton crop and hardwood reserves.

The community's greatest industrial success was the Tupelo Cotton Mill. Founded in 1901, it was Tupelo's largest employer by the early 1930s. Associated with the mill was the Tupelo Garment Company, a shirt factory begun in 1921, and the mill village. The mill village still exists as a unique neighborhood in Tupelo. It represents a form of community planning and development based on welfare capitalism, a type of social reform utilized by most major American companies in the early twentieth century. The mill also led the way in developing Tupelo's needlecraft industry, which flowered in the 1920s and the 1930s, by establishing the Tupelo Garment Company.

In summary, Tupelo's historical development was profoundly affected by its industries. The success of these establishments powered the town's growth and enabled it to prosper. The workers that were drawn to the factories enriched the community's social life. Industry enabled Tupelo to evolve into a modern American city.

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IV. REGISTRATION REQUIREMENTS (INDUSTRIAL RESOURCES)

The industrial resources comprising this property type must be associated with the expansion of industry in Tupelo during the period 1886 to 1938. Each building must retain enough of its original physical characteristics to yield important information about the town's industrial development and how that may have impacted community development and planning. Because these properties are being evaluated under Criterion A their associative characteristics carry more weight than their physical characteristics in determining National Register eligibility.

The buildings comprising a proposed district are rated as either contributing or noncontributing. These designations denote each resource's relative standing within the district, according to National Register criteria. A district's boundaries are drawn to include the highest number of contributing elements and to exclude the most noncontributing elements as possible.

For any district being nominated for its historical, rather than architectural, significance, the requirements in regard to the architectural integrity of each individual resource are not as stringent as they would otherwise be. The setting, location and spatial relationships of the buildings are of prime importance in assessing the contribution of each element to a proposed district. The preservation or loss of specific architectural details is not of as great importance as the retention of design, scale, massing and proportions of an individual resource. For example, the original configuration of a front porch must remain extant, but it is not necessary that the original posts and balustrades or even accurate replications of them be in place.

The fifty year age criteria and an association with the theme of industry are also significant factors in determining the contribution of a building to a proposed historic district. For example, some residences may blend in with the setting because of their scale, proportions and materials, but upon closer investigation it is discovered that they do not meet the age guidelines and never served as company housing. Other resources like the Queen Anne cottages on S. Green Street appear to predate the cotton mills and differ stylistically from the known mill housing. Nevertheless, their location in the center of the mill village indicates that they probably served as housing for mill workers during at least some part of the period of significance. Additionally, they are similar in scale, massing and materials to the mill houses and do not impact negatively upon the setting of the historic district.

Feeling and association are closely tied to the aforementioned characteristics. If the requirements for the preceding attributes are met, then the district retains a high degree of integrity in regards to feeling and association.

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In summary, the registration requirements used in assessing this property type are consistent with National Register criteria. In establishing integrity standards for such attributes as discussed above, the requirements singled out the buildings best able to depict Tupelo's industrial resources.

I. NAME OF PROPERTY TYPE Public Institutional Resources

II. DESCRIPTION

This property type, public institutional, is defined as a building, structure, site or object that is owned by a unit of government and generally open to the public in order to provide a necessary service. The Tupelo buildings constructed during the period of significance, 1886 to 1938, which are included in this property type include the city hall, the courthouse, the post office, a county and a city jail, several schools, a fire station and two hose houses plus the State Board of Health Rural Sanitation offices.

Most of these buildings are no longer extant. Those that remain include the Lee County Courthouse (1904) on a square bounded by Jefferson, Spring, Court and Broadway; the city hall (between 1909 and 1914) at 117 N. Broadway; the former post office (1915) on the northwest corner of W. Main and Broadway; Milam Junior High School (remodelled in 1936) on the northeast corner of Jefferson and Gloster; and the North Church Primary School (1936-1938) on the southwest corner of Church and Jackson. The first three buildings are of a classical design and were constructed during Tupelo's boom period which lasted from 1886 to 1907. The latter two which are executed in the Art Moderne style represent the town's rebuilding after the tornado of 1936.

All of these buildings are two stories tall, save for the one story post office. Most have a brick wall treatment except for the stone-faced courthouse and the North Church Primary School which is of concrete construction. The Lee County Courthouse is an archetypal American courthouse with its two story block crowned by a cupola. It has a Beaux-Arts Classicism style. The building is well-preserved and architecturally intact, but a wheelchair access ramp was added to its west elevation. The design of the ramp, however, renders it fairly inobtrusive. The City Hall of Tupelo is a simple, but sophisticated, expression of the NeoClassical Revival style. Unfortunately, its original windows have been replaced by single panes of dark glass and its front facade has been altered by the application of stone aggregate panels between its Ionic pilasters. The former post office now houses the Chancery Court of Lee County. NeoClassical in its design, the building has been unsympathetically altered. Its front facade is marred by a modern, 3 bay wide portico with a segmental arched roof. A large wheelchair access ramp wraps around the southeast corner of the building. A rear wing with bricked up windows connects the former post office to a late twentieth century building. Milam Junior High School was created out of two earlier school buildings that were severely

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damaged by the tornado. A large, modern, brick addition on its west elevation does not obscure its Art Moderne features, specifically two vertical entry blocks which counterbalance the horizontality of the building. The North Church Primary School is well-preserved and one of the most sophisticated articulations of the Art Moderne style in the state. The horizontality of this long, low building is offset by a projecting, rounded bay with a bank of windows and a vertical entry block.

The three governmental buildings are located in the central business district of Tupelo. The city hall and the post office occupy corner lots and have little or no setback from the sidewalk. A large parking lot extends from the rear of the city hall to the west side of the former post office. The courthouse is sited at the center of a square one block north of W. Main Street. The two schools are located to the north and the west of this district in residential areas. They are sited on large green spaces to accommodate athletic fields and play areas for children.

In conclusion, the public institutional property type covers a wide range of buildings utilizing a variety of forms and functions. These resources when analyzed as a unit, however, illustrate Tupelo's preeminent position in northeast Mississippi.

III. SIGNIFICANCE OF PUBLIC INSTITUTIONAL RESOURCES

Public institutional resources more than any other property type embody their community's economic progress, social attitudes and civic accomplishments. Therefore, the public institutional resources of Tupelo serve as indicators of their community's ambitions and drive for success under the New South banner. These buildings are being evaluated at the local level under Criterion C with the area of significance being architecture.

Five public institutional resources remain from the period of significance. Though these buildings are not impressive in scale, their monumentality is expressed through their architecture and materials. Three of the buildings have a brick wall treatment. The Lee County Courthouse is faced with coursed ashlar, while the North Church Primary School is constructed out of concrete. The courthouse (1904), the city hall (between 1909 and 1914) and the former post office (1915) are classical in design. Their classicism with its architectural details derived from antiquity lent prestige to Tupelo's past and expressed confidence in its future. The architect of the Lee County Courthouse was Patrick Henry Weathers from Jackson, Mississippi. He designed a number of courthouses in the state. The Art Moderne style of the Milam Junior High School (remodelled in 1936) and the North Church Primary School (1936-1938) symbolized efficiency and the promise of a

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better tomorrow in the midst of the Great Depression and in the aftermath of a devastating tornado. Both of these schools were designed by the architectural firm of Overstreet and Town which was also in Jackson. This firm's interpretation of the Moderne style was internationally recognized.

The Milam Junior High School and the former post office have modern additions and new doors and windows. The post office also has a large wheelchair access ramp as does the Lee County Courthouse. The courthouse ramp, however, is designed to blend in fairly well with the west elevation. The city hall has panes of dark glass in place of its original windows and its front facade has been drastically altered. The North Church Primary School retains a high degree of architectural integrity. This school and the courthouse are the only two resources from this property type eligible for the National Register.

Overall, the public institutional resources of Tupelo that date from between 1886 to 1938 illustrate the town's character during the period of significance. They are tangible expressions of the pride and can-do spirit the citizens of Tupelo feel for their community.

IV. REGISTRATION REQUIREMENTS (PUBLIC INSTITUTIONAL RESOURCES)

The public institutional resources comprising this property type must be excellent representations of their respective architectural styles with a high degree of integrity and be associated with the public institutional components of Tupelo's development during the period 1886 to 1938.

The resources must possess a high degree of integrity in design, materials and workmanship in order to be significant for their architecture. They must meet the same standards of integrity as other National Register properties in the state have. In other words, each resource must retain enough architectural integrity so that if the original owners returned, they would recognize their former property.

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

In summary, the registration requirements used in analyzing this property type are consistent with the National Register criteria. In establishing integrity standards for such attributes as discussed above, the requirements highlighted those buildings most worthy of National Register listing.

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The Tupelo, Lee County, Mississippi Multiple Resource Area nomination was based on a cultural resources survey conducted in March and April of 1991 by Susan M. Enzweiler, a private consultant in historic preservation from New Orleans, Louisiana. Ms. Enzweiler surveyed the entire area within the incorporation limits of the City of Tupelo. She included those properties in the survey which met at least one of the following criteria:

1. Any extant building or structure constructed before 1865, regardless of condition.
2. Any extant building or other structure built between 1865 and circa 1915 that retains sufficient physical integrity that its historic character can be determined by exterior examination from a public right-of-way.
3. Any extant building or other structure built between 1915 and 1941 that retains a moderate to high degree of architectural integrity and appreciable architectural character or historical interest. Extensively altered buildings and minor or insubstantial buildings and structures were disregarded.
4. Any building or other structure built since 1941 that possesses exceptional architectural or historical significance.
5. Any freestanding object of artistic or historical interest.
6. Every major building within the boundaries of any proposed historic district, both contributing and noncontributing.
7. Subsidiary buildings which possess exceptional architectural character and integrity.

Following these guidelines, 296 State of Mississippi Historic Resources Inventory Forms with photographs and sketch maps were completed for significant buildings, structures and objects found within Tupelo's incorporation limits. The survey excluded areas of the city previously surveyed and nominated to the National Register or proposed for nomination. Thus, not included in this survey were the First Methodist Church (412 W. Main St.), Peoples Bank and Trust Company (211 W. Main St.), the Old Superintendent's House at the Fish Hatchery (111 Elizabeth St.), the Tupelo National Battlefield (Rural Route 5, NT-143) and the North Broadway Historic District on N. Broadway and Jefferson Street.

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Under these criteria, the majority of cultural resources surveyed in Tupelo were residential buildings dating from the turn of the century to the late 1930s. A severe tornado in 1936 destroyed or damaged hundreds of buildings in Tupelo, but the overwhelming majority of these were quickly rebuilt. Several industrial buildings and a mill village significant to the local history of Tupelo comprise a second important theme under the general historic context. The architecture of public institutional buildings forms a third significant category.

Ms. Enzweiler relied primarily on the documentation at the Mississippi Department of Archives and History and the Lee County Public Library in Tupelo in conducting her research. The most helpful sources consulted were the Lee County History WPA File, V. Grisham, Jr.'s dissertation, "Tupelo, Mississippi: From Settlement to Industrial Community" (1975), and the late local historian Olivia Napoli's book, Grit, Greed and Guts (1980). The Sanborn Fire Insurance Maps of Tupelo for the years 1889, 1894, 1899, 1903, 1909, 1914, 1919, 1924 and 1929 were most useful in dating the buildings. Many residents of Tupelo were quite generous in sharing their research and information, most notably, Helen Purvis, a local historian; Doris Beard, a longtime resident of East Tupelo; Carolyn Mauldin, Alderman; and Oren Dunn, the Director of the Tupelo Museum.

The historic context was developed from the archival research and the field survey data. The geographical area to be included in the historic context, i. e. the incorporation limits of Tupelo, was determined by Mississippi Department of Archives and History personnel in conjunction with the staff of the City of Tupelo. The research indicated that commerce, industry, transportation, public institutions, residential development and community planning and development were significant themes in Tupelo's history. Further archival study revealed the important dates which set the parameters in which the community's historical buildings would be found. Tupelo was platted in 1860 in anticipation of the coming of the Mobile and Ohio Railroad. Six years later, the town was named the county seat, but was not incorporated until 1870. The construction of the Kansas City, Memphis and Birmingham Railroad through Tupelo in 1887 precipitated a major building boom. Growth remained relatively steady up through the 1920s, judging from the extant historical resources. A devastating tornado swept through Tupelo in 1936, irrevocably altering the character and appearance of the community. Many of the buildings were replaced within a year after the tornado. Consequently, most of the resources included in this survey date from between 1887 and 1937. The field work verified that there were extant significant cultural resources to interpret the themes of industry, public institutions, residential development and community planning and development. The themes of commerce and transportation were not represented by any National Register eligible properties.

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The typology of significant property types was based on function and association with the context, Historical Development of Tupelo, 1886-1938. All property types identified and included in Tupelo's National Register nomination are associated with this historic context. They were chosen for their close association with the context and their illustration of structural types and functions relating to the historical development of Tupelo.

The rules of integrity used for this project were based on the National Register standards for assessing integrity. The archival research and survey field work generated the necessary information to evaluate the relative condition and scarcity of each property type. Then determinations were made as to the degree to which allowances should be taken for alterations and deterioration.

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