

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

☒ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

Historic Resources in Clarke County, Mississippi

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Historical Development of Clarke County, c. 1855-1943

C. Form Prepared by

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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 and Guidelines for Archeology and Historic Preservation. (☐ See continuation sheet for additional comments.)

Signature and title of certifying official

Date

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

Date of Action

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Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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

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

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E. Statement of Historic Contexts

INTRODUCTION AND ORGANIZATION

The multiple property nomination for Clarke County, Mississippi is based on the historic context, "Historical Development of Clarke County, c. 1855-1943". The growth of Clarke County during the years c. 1855 to 1943 was spawned by the construction of the Mobile and Ohio Railroad through the county c. 1855 and was nurtured by the development of the textile and lumber industries in the late nineteenth and twentieth centuries. The construction of the New Orleans and Northeastern Railroad through the county's northwest corner in the early 1880s also promoted economic growth. By the 1930s the large lumber mills were leaving Clarke County because the region's timber reserves were depleted. However, the textile industry, which was centered in Stonewall, continues down to today. Therefore, the ending date for the period of significance is 1943, the fifty year cut off date. The eighty-eight year period covered by this historic context was the most active in terms of new construction and the most significant in terms of industrial and community development. It was the most economically stimulating period in Clarke County's history.

The significant antebellum resources of the county were previously surveyed and nominated to the National Register of Historic Places by the staff of the Mississippi Department of Archives and History in 1979. Some of them are included again in this nomination because they lie within proposed district boundaries and are contributing elements within their particular district.

The architectural and historical resources of Clarke County that are being nominated at this time are generally located in the communities that were most historically significant to the development of the county. These communities are DeSoto, Enterprise, Quitman, Shubuta and Stonewall.

The six property types included in this nomination are residential resources, commercial resources, transportation resources, industrial resources, religious resources and social/recreational resources. Included under this cover nomination are nominations for two historic districts and thirteen individual buildings.

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Clarke County is a rural county located in east central Mississippi and encompasses 664 square miles. Its eastern boundary is the state line of Alabama. The county is bounded on the north by Lauderdale County, on the west by Jasper County and on the south by Wayne County. The boundary between Clarke and Wayne Counties was part of the southern perimeter of the Choctaw cession lands that were granted to the United States through the Treaty of Dancing Rabbit Creek in 1830 (1979 National Register nomination & Rowland, 1907, 1:447).

The topography of Clarke County is quite diversified. The northeast section of the county has gently rolling hills which give way in the southwest and southeast to fairly level prairie country. Iron ore deposits lie near the county's northern boundary making it one of the few counties in Mississippi that possesses mineral wealth. Historically, this resource was never really exploited (Goodspeed, 1891, 1:1:226 & Estes 1954:n.p.).

Forests of longleaf yellow pine covered the county while in the rich bottom lands oak, hickory, magnolia, beech and pecan trees were common. By the first decade of the twentieth century, farmers were growing a variety of crops such as cotton, corn, oats, peas, peanuts, sugar cane, rice and fruits and vegetables in the bottom lands. Clarke Countians were also beginning to develop stock raising and sheep husbandry industries at this time (Rowland, 1907, 1:448).

The county is also blessed with an abundance of waterways. The Chickasawhay River begins in the northwest corner of the county and, fed by numerous creeks and streams, flows southeasterly through the center of the county. South of Clarke County this river feeds into the Pascagoula River which flows down to the Gulf of Mexico. The Chickasawhay River was the primary transportation route in the earliest days of Clarke County's history. At some point prior to 1891, the river silted over because of erosion and was no longer navigable for steamboats and log rafts (1979 National Register nomination & Goodspeed, 1891, 2-1:225-226).

Primitive roads or traces traversed the region even before Clarke County was formed in 1833. Numerous trails led to a trading post at the confluence of the Chunky and the Okatibbee Creeks where the Chickasawhay River began. Here Choctaws came to trade their goods. The Indian population also conducted trade

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with Mobile, Alabama via pack horses. The first white settlers established a wagon trade with that town. The most significant pioneer road through Clarke County was the Three-Chopped Way which ran from west to east bisecting the county almost in half. The road began in Natchez and connected that Mississippi River town with Fort St. Stephens on the lower Tombigbee River and Fort Stoddert in Georgia. It received its name from the three notches cut in each tree which identified the trail. Blazed prior to 1807, the Three-Chopped Way was one of the earliest roads in the Old Southwest and the first trace to span the eastern and western sections of the Mississippi Territory (Roper 1947:n.p.; Goodspeed, 1891, 1-1:225 & Federal Writers Project 1938:78, 85).

The construction of the Mobile and Ohio Railroad through Clarke County circa 1855 supplanted the transportation significance of the river and the roads to the county. The railroad signalled a new era in Clarke County's history.

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The following data charts Clarke County's population growth in the historic period from 1837 to 1940. This information is essential in analyzing the county's development within the appropriate historic context.

POPULATION CHART FOR CLARKE COUNTY

1837	1,330 whites 503 slaves (est.)
1840	2,986
1850	5,477
1860	5,810 whites 4,961 slaves
1870	7,505
1880	15,021
1890	7,717 whites 8,106 blacks 3 Indians
1900	9,245 whites 8,496 blacks
1906	20,000 (est.)
1940	12,230 whites 8,274 blacks

No official archaeological explorations were undertaken as a component of this survey. For further information on this aspect of Clarke County's history, one must consult with the archaeology staff at MDAH.

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Clarke County, MS"Section number E Page 5HISTORY OF CLARKE COUNTY

Clarke County was established in 1833, one of seventeen Mississippi counties organized that year out of the Choctaw lands that were ceded by the tribe three years earlier in the Treaty of Dancing Rabbit Creek. It was named in honor of Joshua G. Clarke (?-1828), a prominent Mississippi jurist. Clarke served as a member of the Mississippi Constitutional Convention of 1817 and also later served on the State Supreme Court (Gonzales 1973:284 & "Adventure Dots Town's History," 2 July 1950:7).

The treaties signed with the Indian tribes of Mississippi in the early nineteenth century opened up two-thirds of the territory's lands to white settlement. Twenty-six counties were organized from 1798 to 1833. Seventeen more counties, including Clarke, were established in 1833. Three years later, in 1836, thirteen additional counties were established (Gonzales 1973:284).

Clarke County was organized during a period that saw the greatest population growth in the history of Mississippi. From 1830 to 1840 the state's population grew from 132,621 to 375,621, an increase of 175%. This enormous increase represents the largest population growth of any decade in Mississippi history. By 1840, blacks were more numerous than whites in the state for the first time. From 1840 to 1850 there was a 63% increase in population to 606,526 (Gonzales 1973:284).

In its very earliest days, Clarke County did not share greatly in this population growth. It was so sparsely settled that in the first election held in the county it is believed that less than three hundred votes were cast. By 1837, Clarke County's population was estimated to be 1,330 whites and 503 slaves (Goodspeed, 1891, 1:1:225).

Clarke County was rural in character and its economy was based on agriculture, especially the cultivation of cotton. Flatboats and keelboats on the Chickasawhay River carried the products to market in the early days. John J. McRae helped introduce steamboat travel on the Chickasawhay River in the early 1840s. He sponsored a round trip by steamboat from Lake Pontchartrain to Enterprise in February 1842. Captain Thomas Woolverton, the owner and captain of the

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steamboat *Piney Woods*, was also a pioneer in steamboat navigation on the Chickasawhay River. He and others carried cotton to the Gulf Coast and returned with needed supplies. The steamboats further established the Chickasawhay River as the county's most significant trade route until the advent of the railroad (Goodspeed, 1891, 1-1:225; "Clarke County Early History," 2 July 1950:11 & Roper 1947:n.p.).

The construction of railroads was a top priority throughout the South during the 1850s. In Mississippi railroads came into their own during this decade. They did not simply serve as adjuncts to water transportation anymore. The state legislature, during the administration of Governor John J. McRae (1854-1858), appropriated \$2,218,000.00 for building railroads in the state. Rail transportation connected New Orleans to Jackson, Tennessee; Vicksburg to Meridian and Mobile to Corinth by 1860. The Mobile and Ohio was constructed through Clarke County in the mid 1850s. Completed on April 22, 1861 the line provided the county with ready access to Mobile, Alabama in the south and the Ohio River in the north. At 472 miles the M & O was the longest line in the South (Larsen 1985:62-63; Silver 1961:211; Bettersworth 1973:511 & Goodspeed, 1891, 2-1:86).

The Mobile and Ohio had a significant impact on the development of Clarke County's antebellum towns. In the fifteen years following its construction many more settlers migrated to the area. The settlement pattern of Enterprise, in particular, was impacted. The town had been established on the west bank of the Chickasawhay River in the 1830s, but the railroad was constructed on the east bank of the river. The community moved its business center across the river to take advantage of the prosperity brought by the railroad (Roper 1947:n.p. & Estes 1954:n.p.).

Despite excellent means of transportation and a fertile soil, Clarke County never experienced the immense prosperity achieved in some other regions of the state. This is indicated by its built environment and the antebellum censuses. The extant resources from the antebellum period are predominantly one story, residential buildings of frame or log construction with a central hall or dogtrot floor plan and a front gallery or portico. Many are either vernacular interpretations of the Greek Revival style or folk structures. Less than twenty percent of the houses are two or more stories. The two antebellum censuses (1837 and 1860) that denote the black and the white populations of the county indicate

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that the number of slaves was never greater than the white population during the period before the Civil War. Slaves were a major source of wealth at this time. Consequently, the built environment and low numbers of slaves indicate that antebellum Clarke Countians led comfortable lives but did not enjoy incredible wealth as did some other members of Mississippi's planter class (1979 National Register nomination).

The small towns that were established in rural Clarke County made significant contributions to the quality of life of the people in the surrounding countryside. One Mississippi historian writes that:

"A vital factor in the life of the people of Mississippi was the town. . . . Despite their mere tithe of a population, these towns, like the small cities of ancient Greece, were the logical foci of the social and cultural life of the hinterland. . . . [They] bulked large in the life of the countryside. . . ." (Bettersworth 1973:527)

The principal towns established in Clarke County during the antebellum period were Enterprise, Quitman, DeSoto and Shubuta. All of these communities were located on the river and/or the Mobile and Ohio railroad. Enterprise was, by far, the largest and most prominent. Quitman was the county seat. The histories of these individual communities will be discussed in more detail in the following section (1979 National Register nomination).

Clarke County played a significant role in the state during the Civil War culminating in invasion by Federal troops. The county's proximity to the railroad junction of Meridian and the prominence of Enterprise made this almost inevitable. Most of the war activity in the county centered around Enterprise and Quitman.

The county was swept up in the Union Army's western campaigns of destruction when General William T. Sherman stormed into Meridian at 3:30 p.m. on February 14, 1864. One of Sherman's main objectives was to disrupt rail transportation. He spent a week in the Meridian area destroying the railroad in every direction. The Mobile and Ohio Railroad was destroyed from Lauderdale Springs to the Chickasawhay River bridge south of Quitman. Enterprise and Quitman sustained great damage (Bearss 1973:481 & Scott, 1891, I-32-II:493).

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Clarke County succeeded in rebuilding itself after the Civil War. The Mobile and Ohio was reconstructed and the New Orleans and Northeastern Railroad, which connected the Crescent City to Meridian, was completed through the northwest corner of the county in the 1880s. The purpose of this railway was to access the timber reserves of Mississippi's Piney Woods region.

Industrial development, though small, sustained the reconstruction of the county. The county's postbellum industrial growth was primarily based on cotton and timber. The textile and the lumber industries established in the decades after the Civil War provided prosperity up to the Depression. A major cotton mill was established at Stonewall in 1867 and by 1885 Enterprise had the much smaller Peter Madsen's Chickasawhay Cotton Mills. The Wanita woolen mills, just outside the city limits of Enterprise, were in operation by 1891. The Enterprise Knitting Mills were up and running by 1895. This factory made half hose and suspenders. Between 1900 and 1906 a cotton warehouse and a cotton seed warehouse were built in Shubuta. Of course, cotton gins were found in several communities. The 1870 U.S. Census mentions a "few mills" on the M & O line in Wayne and Clarke Counties. These were small steam sawmills that had the same production capacity as they'd had in 1860. However, Clarke County was on the verge of a major lumber boom which would last up to the 1930s. Mills would be established in Enterprise, Quitman and Shubuta. Other lumber-related establishments included a spoke factory, planing mills, a turpentine still and a shingle-making cottage industry (Goodspeed, 1891, 2-1:226; Hickman 1962:58, 167; Sanborn Fire Insurance Maps 1885, 1890, 1895, 1900, 1906, 1912, 1926, 1930; Primm, 18 Dec. 1980:B-1 & Estes 1954:n.p.).

The depletion of the county's timber reserves and the Great Depression ushered in a new era in Clarke County's history. Unemployment and poverty disrupted the development patterns of the past eighty years. The industrial and community development that would take place after World War II signified a new beginning for the county.

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Clarke County, MS"Section number E Page 9HISTORICAL COMMUNITIES OF CLARKE COUNTY

The communities under discussion in this nomination are the antebellum towns of Enterprise, Quitman, Shubuta and DeSoto and the postbellum town of Stonewall. Each served its area of the county as an agricultural transfer point thus providing local farmers with access to markets and promoting economic activity. Perhaps even more importantly, each of these small towns was a social and cultural center for its surrounding countryside. Consequently, they carry greater significance than their population figures may suggest. The very small villages that historically existed in Clarke County did not exert a great influence on the development of the county during the period c. 1855 to 1943. No National Register eligible resources were identified in these communities.

ENTERPRISE

Historically, the most prominent town in Clarke County was Enterprise. This community was divided into West Enterprise and East Enterprise by the Chickasawhay River. Its development patterns were greatly impacted by the river and two railroads--the antebellum Mobile & Ohio on the east bank of the river and the postbellum New Orleans and Northeastern on the west bank. The Sanborn Fire Insurance Maps only depict East Enterprise.

No antebellum population figures were found for Enterprise. Its population appears to have remained fairly steady in the postbellum period, according to data derived from the Sanborn maps. In 1885 its population was 1050. The population held steady during the 1890s at 950. Another source reports, however, that Enterprise's population stood at 1,130 in the year 1891. The town's population was 1,000 in 1912 but dropped to 700 by 1926. Enterprise's population had risen slightly to 792 by the late 1930s (Goodspeed, 1891, 1-1:226; Sanborn Fire Insurance Maps 1885, 1890, 1895, 1900, 1912, 1926 & Federal Writers Project 1938:425).

The community was established in 1834, the year after the county was organized, through the assistance of John J. McRae. Located on the Chickasawhay River, Enterprise served as a cotton shipping point. Today, the river divides the town into East Enterprise and West Enterprise but, originally, the village was located

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on a bluff on the river's west bank (Enterprise Home Coming Program, 4 July 1950:n.p.; "Clarke County Early History," 2 July 1950:11 & "Adventure Dots Town's History," 2 July 1950:10).

Enterprise was a progressive place in the antebellum period. It served as the county seat. By the early 1850s, the Methodist, the Baptist and the Presbyterian congregations each had their own church building. The Enterprise Academy taught a variety of subjects including Greek and Latin. Unfortunately, none of these buildings are extant. Horse-drawn street cars provided public transportation around Enterprise (Estes 1954:n.p.; Goodspeed, 1891, 1-1:226 & "Adventure Dots Town's History," 2 July 1950:10).

The construction of the Mobile and Ohio Railroad through Clarke County circa 1855 directly impacted the development patterns of Enterprise. The line was constructed near the town, but on the east bank of the Chickasawhay River. Businessmen quickly moved their shops to the east bank in anticipation of the increased trading opportunities. Undoubtedly, residential development followed. At least half of the extant antebellum houses in the town are located on the east bank. Settlers poured into Clarke County from the southeastern United States after the M & O came through (Estes 1954:n.p. & Roper 1947:n.p.).

On the eve of the Civil War, Enterprise was a thriving little town and it rallied behind the Confederate cause. In November 1861 the Mississippi legislature attempted to establish a state banking system. Enterprise was the only community in the east central region of the state whose bank acquired a charter. Enterprise also had one of three hat factories that were begun in the state during the war. The other two were in Jackson and Columbus. The state capitol was briefly located in Enterprise when Sherman captured Jackson in 1863. There were also, during the war, a parole camp at Enterprise and camps of instruction at Enterprise and Quitman (Bettersworth 1943:101; Bettersworth 1973:513; "Adventure Dots Town's History," 2 July 1950:10 & Rowland 1908:161, 188).

From early on, Enterprise also supported the cause in a military way. In January 1861, before the war had officially begun, Governor John J. Pettus ordered eight companies of Mississippi troops to rendezvous in Enterprise on January 11th. Their mission was to assist Alabama troops sent to Florida to capture the Warrington Navy Yard and Ft. Barancas. The Mississippi soldiers left Enterprise

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on the 13th by train bound for Mobile, from which they went by steamer to Pensacola (McFarland 1906:17-18).

In late 1863 the citizens of Enterprise suffered their worst scare of the war yet at the hands of Newton Knight of Jones County. Knight was a deserter from the Confederate army who formed a vigilante military company in Jones County in October 1863. Its purpose was "to fight for our rights, for which to live, and to protect our families and also our property." Knight's band of men opposed both the Confederates and the Federals. His group quickly grew beyond the original six officers and seventy-three privates (Bettersworth 1943:228-231).

Newton Knight threatened to ride into Enterprise with his men and murder the paroled Union prisoners that were there. Federal and Confederate soldiers banded together to defend the community. Individual groups comprised of two Yankees and one Confederate patrolled each road leading into town. Prisoners stationed themselves along the streets of Enterprise so they could sound a warning to the residents if Knight approached. Additionally, a detachment of soldiers guarded the bridge across the Chickasawhay intent on destroying it should the Jones Countians try to take Enterprise. Trains were ready night and day to carry away the frightened citizens in case of an attack. Fortunately for Enterprise, Knight never came (Bettersworth 1943:228-231).

A more serious danger threatened Enterprise when Union forces occupied Meridian in February 1864. Under orders from Sherman, Brigadier General Marcellus M. Crocker and his troops left Meridian at 6 A. M. on February 16, 1864 bound for Enterprise. Crocker had been told to "keep your command under control and not permit any destruction of private property. The railroad and buildings connected with it will, however, be destroyed" The Federals arrived by train at 4 P. M. and spent the next two days systematically destroying the railroad tracks and other property. Ten miles of track were torn up around the town. Railroad bridges, buildings and trestle work were demolished (Scott, 1891, I-32-II:400 & Scott, 1891, I-32-I:211, 238).

According to local historians, a battle ensued in Enterprise and the town was burned. This was the first time the business district of East Enterprise was destroyed by fire. Officers were quartered in some of the town's homes. Other houses were used as hospitals by both sides. Still others were burned. Crocker's

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forces left Enterprise, marching back to Okatibbee Creek on February 19, 1864 (Enterprise Home Coming Program, 4 July 1950:n.p.; Primm, 15 Jan. 1981:B-1; Estes 1954:n.p. & Scott, 1891, I-32-I:211).

Although Enterprise was still significant to the economy and social life of Clarke County, its prominence began to slip away after the war. It lost the county seat to Quitman in the early 1870s. Its businessmen unwisely chose not to let a cotton mill locate in the town. While Enterprise had a lumber mill during the county's lumber boom, the state's largest mill was located in Quitman. Plans for various other industries, including the exploitation of a "valuable bed of iron ore" were developed but never carried out (Primm, 18 Dec. 1980:B-1; Federal Writers Project 1938:152-153 & Goodspeed, 1891, 1-1:226).

Natural disasters also took their toll. In 1871 surging flood waters from the Chickasawhay River ruined the commercial buildings in East Enterprise. One merchant estimated that he had lost \$6,000.00 worth of property. The business district was rebuilt. Circa 1874, however, it was destroyed by fire. Every building burned. This tragedy led to an ordinance requiring all commercial buildings in Enterprise to be of brick construction. Another great flood inundated the stores and demolished the town school in 1900 (Estes 1954:n.p.).

There was progress in late nineteenth century Enterprise also. By 1882 the New Orleans and Northeastern Railroad, which opened up access to the virgin timber reserves of the Mississippi interior, passed through the community on the west bank of the Chickasawhay River. Unfortunately, the Sanborn maps do not depict West Enterprise. They do, however, indicate that East Enterprise experienced modest growth. Peter Madsen's Chickasawhay Cotton Mills and a tin shop/machine shop were located in East Enterprise by 1885. Ten years later, the town also had a turpentine still, C. C. Hand's Cotton and Grist Mill and the Enterprise Knitting Mills. The latter mill manufactured half hose and suspenders. Some truck farming was also occurring by the early 1890s (Hodge 1973:361; Sanborn Fire Insurance Maps 1885, 1895, 1900; Estes 1954:n.p. & Goodspeed, 1891, 1-1:226).

In the early twentieth century, Enterprise's economy was declining despite the location of the Brookpark Lumber Company here by 1906. Also established by that time was the C. L. Cross and Company Ginnery and Grist Mill and the

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Enterprise Gin Company. Madsen's Chickasawhay Mills, the Enterprise Knitting Mills and the turpentine still were not in operation. By 1926 the above mentioned establishments of twenty years ago were no longer in business. There were also several vacant stores in East Enterprise. The Bonney Lumber Company Mill and Cotton Gin, a much smaller mill than Brookpark, and a tiny grist mill were the only "industries" in town. The WPA Guide described Enterprise in 1938 as "quiet, with a single block of one-story buildings and two small depots, one at each end of town, a center for farm trading and shipping." It had a population of 792 (Sanborn Fire Insurance Maps 1906, 1926 & Federal Writers Project 1938:425).

QUITMAN

Quitman, the county seat, is located on the east bank of the Chickasawhay River. It had a significant role in Clarke County's development, although during most of the historic period under discussion its population was probably never as great as that of Enterprise. Its growth patterns were impacted by the placement of the courthouse square and the Mobile and Ohio railroad. The first Sanborn Fire Insurance Map available for Quitman dates from 1930.

It is not known exactly when Quitman was founded, although it must have been around the time Clarke County was organized. The town was established on land owned and surveyed by General John Watts. It was named after General John A. Quitman. By 1837, the little village had two stores and two groceries plus a population of forty. The county's first newspaper, the Quitman Intelligencer, began publication in 1851 or 1852 ("Clarke County Early History," 2 July 1950:11 & Goodspeed, 1891, 1-1:225-226).

Quitman was totally demolished by Union forces on February 17, 1864. Federal troops descended on Quitman destroying the 210 foot railroad bridge over the Chickasawhay River, two other bridges over Okatibbee Creek and Alligator Swamp, trestle work and two miles of track. Railroad buildings and other structures like the courthouse, the hospital, a grist mill and a steam sawmill were left in ruins (Federal Writers Project 1938:371; Scott, 1891, I-32-I:211, 238; Scott, 1891, I-32-II:765 & Primm, 18 Dec. 1980:B-1).

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Quitman grew slowly but steadily after the Civil War. The county seat was moved here from Enterprise. In 1874, a railroad travel guide described Quitman as "a pretty little village of no great importance, capital of Clarke County." Though hardly a ringing endorsement, no other Clarke County community was even mentioned (Estes 1954:n.p. & Jones 1874:187).

By 1891 Quitman had a population of 410. A few businesses were established in town by the late nineteenth century. These included a cotton gin, the Quitman Naval Stores Company and two turpentine mills, one of which was operated by J. K. Kirkland and the other by the Hand Brothers (Goodspeed, 1891, 2-1:225 & Primm, 18 Dec. 1980:B-1).

A boom period occurred from 1900 to 1931 in Quitman because of the Mississippi lumber industry. The state's largest sawmill, indeed one of the largest pine lumber mills in the entire South, was located in Quitman. The Mississippi Lumber Company constructed a mill here in 1900 with a capital investment of \$100,000.00. Long Bell Lumber Company bought the mill out in 1917 and operated it until the virgin timber reserves were exhausted in 1931. The company then relocated to the Pacific Coast. Houses in the mill village and other mill property were sold off (Federal Writers Project 1938:152-153, 371 & Primm, 18 Dec. 1980:B-1).

The closing down of the sawmill devastated the town's economy, although a few smaller businesses continued to operate. The Mississippi Utilities Company, an ice factory, a cotton gin and a bottling works were located in Quitman in 1930. By the late 1930s, Quitman's economy was dependent on the farm trade. Its population was 1,872 (Sanborn Fire Insurance Map 1930 & Federal Writers Project 1938:371).

SHUBUTA

Shubuta is another of Clarke County's antebellum towns that is located on the Mobile and Ohio Railroad. According to local historians, Shubuta was originally a Choctaw town with whites first settling in the vicinity circa 1832. Little is known of the town's history (Primm, 6 Aug. 1981:B-1).

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In the 1850s the M & O constructed some railroad buildings, including a roundhouse, in Shubuta. In general, however, the town was simply a trade center for the surrounding countryside. Shubuta was incorporated in 1865 (Primm, 6 Aug. 1981:B-1).

A. P. Hand had established a spoke factory in Shubuta by 1891. More than likely, at least one sawmill was also in operation here by the turn of the century. Between 1900 and 1906 a cotton warehouse and a cotton seed warehouse were constructed in town. By 1926 Shubuta had a planing mill (owned by E. L. Wetherby), the J. G. Brownlee Lumber Company and the Shubuta Electric Company. In 1938 Shubuta's population was 720 (Goodspeed, 1891, 1-1:226; Sanborn Fire Insurance Maps 1900, 1906, 1926 & Federal Writers Project 1938:371).

DESOTO

DeSoto was established on the Chickasawhay River prior to the coming of the Mobile and Ohio Railroad circa 1855. According to legend, the explorer DeSoto passed through this place and that may account for the town's name. Construction of housing may have begun as early as 1845. Churches were being built in 1858 (Mary June Reese interview, 16 April 1993).

DeSoto was significant as a trade center in the late nineteenth century. By the turn of the century, the town was a "thriving little station . . . on the Mobile & Ohio R. R." according to Mississippi historian Dunbar Rowland. It had a money order post office and two churches. Its population in 1900 was 258 (Mary June Reese interview, 16 April 1993 & Rowland, 1907, 1:642).

STONEWALL

Stonewall is a Clarke County community that was established in 1872 as a company town or mill village. The village of Stonewall grew up around the cotton mill of the Stonewall Manufacturing Company. Its sole purpose was to house the workers of the mill and their families. The town grew as business increased and the mill expanded. Historically the majority of housing was located to the

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north/northeast of the mill complex across Erwin Road. The houses were small, one story, frame buildings (Stonewall Scrapbook:n.p.).

Stonewall's population in 1900 was one thousand, grew to 1200 five years later and leveled off again to 1,000 by 1912. The town's population peaked in the 1930s at 2,048. More information about Stonewall follows in the Stonewall Mill Village Historic District nomination (Rowland, 1907, 1:447-448; The Clarke County Times, July 1905:n.p.; The Meridian Dispatch, 15 Dec. 1912 & Federal Writers Project 1938:425).

CLARKE COUNTY 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).

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

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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).

It is known that at least two industries in Clarke County adopted the tenets of welfare capitalism and constructed mill villages--the Stonewall Cotton Mills and the Long Bell Lumber Company. Long Bell established a neighborhood for its workers in Quitman. In 1931, the company closed down its operation in Clarke County, sold off its mill housing and relocated to the Pacific Coast. Stonewall's company town still exists largely intact and illustrates how the cotton mill company embraced the current trends in industrial relations. The cotton mill used welfarism to both improve the lives of its workers and control them in order to avoid strikes (Primm, 18 Dec. 1980:B-1).

Particularly during the years T. L. Wainwright managed the Stonewall Cotton Mills, welfare capitalism was vigorously practiced in the governing of the mill village and its workers. For example, by 1906, Stonewall had a solid reputation in the area of welfare work because of its child labor law and compulsory education law. These were enacted by the mill without any outside pressure from labor unions or legislative direction from the state. On the other hand, mill workers were expected to conform to the set social norm and maintain a high standard of morality. Wainwright maintained total control over the village and its occupants. He erected a gate with a sign proclaiming that this was private property and the domain of Captain T. L. Wainwright at each end of the town. When a resident really got out of hand, Wainwright summoned him to his office and gave the culprit a railroad ticket to any chosen destination with a warning not to return to Stonewall (Questions, c. 1908:22; The Meridian Dispatch, 15 Dec. 1912:16-17 & Doylene Davis files).

In summary, the cotton mills and workers' housing at Stonewall symbolize more than Clarke County's role in Mississippi's textile industry. They also represent a specific venture in community planning and development plus an experiment in social reform 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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Clarke County, MS"Section number E Page 18CLARKE COUNTY IN THE CONTEXT OF INDUSTRY

Mississippi has never been known as an industrial state. Industry was not easily attracted to Mississippi because its resources were generally extractive and power sources such as coal or hydro-electricity were not plentiful. Additional factors facilitated against industrial development in the state. A lack of major urban centers meant there were no large pools of laborers in a given area to work in factories. A migration of workers from the state depleted the number of laborers that did exist. Due to the poor public educational system, there were many illiterate and unskilled workers. Finally, a lack of conservation combined with the agricultural emphasis of Mississippi's economy further handicapped development (Rogers 1973:234-235).

By 1860, Mississippi was second to last (ahead of Florida) in the value of its annual industrial output. The major industries in the state in order of significance were lumbering, grain milling, blacksmithing, carriage and wagon making, metal working, machinery and implement making, leather finishing, cotton ginning and textile production (Bettersworth 1973:511).

The state legislature tried to stimulate manufacturing in Mississippi during the Civil War. This was an attempt at self-sufficiency by producing goods which could no longer be imported. By the end of the war, however, Mississippi's productive power was more dependent on agriculture than ever. Governor James Alcorn estimated a 62% loss in manufacturing between 1860 and 1870 (Silver 1961:208 & Federal Writers Project 1938:107-108).

There was a growing awareness in Mississippi of the need for more industry. A major economic drawback for the state was that the overwhelming majority of laborers derived their living from the soil. To encourage development after the war, the state government passed legislation stipulating that money invested in manufacturing was exempt from taxation (Rogers 1973:233 & Federal Writers Project 1938:108).

Mississippi made some gains during the late nineteenth century. In 1880 there were 1,479 factories in the state. By 1900 there were 4,722. The number of workers employed in industry had increased by over 21,000. The value of the products had risen by almost \$33 million. However, no plant employed as many

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as 1,000 workers and many laborers worked in places with less than six people. In turn-of-the-century Clarke County the total number of factories was sixty but the total number of farms was 2,308 (Rogers 1973:233-234 & Rowland, 1907, 1:448).

Industrial growth continued in the early decades of the twentieth century but the state's relative position within the country did not improve. Agriculture was still a dominant force. Nevertheless, from 1900 to 1905 there was an increase of over 100% in the number of plants, the value of products and the capital invested. Lumber and cotton were the foundations on which Mississippi industry was built. All of this modest progress was cut short by the Great Depression. The poverty and out-migration from the state forced Mississippians to acknowledge that an economy based predominantly on agriculture was disastrous. A new era in Mississippi's industrial history was about to begin (Rogers 1973:238-240).

Textile mills and lumber mills were always significant to the industrial growth of the state and Clarke County was at the forefront in both industries. During the historic period under discussion, the county had one of the most progressive cotton mills in the state and one of the largest sawmills in the South.

As early as 1840 Mississippi had fifty-three cotton "factories" that employed eighty-one workers and used 318 spindles. Judging from these numbers, the "factories" were probably cottage industries comprised of women in various households. Two decades later, when the Civil War broke out, there were only four textile mills of any significance in the state. They were the Wesson mill at Bankston, the McGehee mill at Woodville and the Green mill and the penitentiary factory at Jackson. The Green mill owned by Joshua and Thomas Green was fairly new having been constructed in 1856-1857. Mississippi ranked first in cotton production in 1860 with 1,202,507 bales (nearly one-fourth of the nation's total output) but had almost no cotton mills (Rowland, 1907, 2:165; Silver 1961:208-209 & Bettersworth 1973:511-512).

Textile plants in the Magnolia state were using two thousand pounds of wool and twenty bales of cotton per day by the end of 1862. By March 1863 the mills produced around ten thousand garments a week. In Clarke County, a hat factory was established at Enterprise during the Civil War. Other hat factories were located in Jackson and Columbus (Bettersworth 1973:513).

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Mississippi's nascent textile industry was totally destroyed by military operations during the Civil War. Two textile mills were destroyed by Union troops and the penitentiary factory was abandoned when Federal forces overran Jackson in 1863. The fourth antebellum mill was demolished the following year, leaving only a new textile factory at Columbus (Silver 1961:209 & Bettersworth 1973:513).

Industrialists in the state were devastated by the war. Only J. M. Wesson remained in the textile business, building a new mill at Wesson in 1865. The Stonewall Manufacturing Company in Clarke County was probably the second mill to be established in postbellum Mississippi as it was constructed in the late 1860s (Silver 1961:209; Bettersworth 1973:513 & Rowland, 1907, 2:165).

From this inauspicious beginning, Mississippi's textile industry grew slowly. Beginning in the 1880s, the center of the nation's textile industry began to shift from New England to the South. The first northeastern company to move south did so in 1889. The industry expanded most rapidly in Georgia, North Carolina and South Carolina but Mississippi also participated in the expansion. In 1912 a correspondent for The Meridian Dispatch, reporting on conditions at the Stonewall Cotton Mills, stated that goods could be produced more cheaply in Mississippi than Massachusetts because of the availability of cotton, a more favorable climate and a lower cost of living. Furthermore, the southern mills produced higher quality goods than the northern mills. By the 1920s a great number of northeastern mills were relocating to the South. The South first surpassed the Northeast in the number of active spindles in 1925 (Galenson 1985:1, 3 & The Meridian Dispatch, 15 Dec. 1912:16-17).

While textiles were a significant factor in Clarke County's economy, lumber had even more of an impact. Statewide, the growth of the lumber industry provided the first major break from an agriculture-based economy in Mississippi. Lumber brought boom times to the Piney Woods region, including Clarke County. The county was blessed with forests of long-leaf or yellow pine, pine and hardwoods and, in the south, turpentine orchards (Federal Writers Project 1938:76 & Hickman 1962:map D).

It cannot be exactly determined when timber began to be rafted to the sawmills on the Mississippi Gulf Coast for processing by the sawmills there. Certainly by 1840 small amounts of timber from the interior were being floated to the coast.

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Lumbering activities were expanding in the back country in the late 1840s. A decade later the business there was sizable. The historical research did not reveal whether or not lumbering was occurring in Clarke County at this time. However, it is reasonable to assume that such activity may have been taking place. Lumbering was, of course, disrupted by the Civil War but the practice of rafting logs to the Gulf Coast resumed almost immediately after the conflict ended (Hickman 1962:107-108).

Between 1865 and 1884 a number of small-capacity sawmills were constructed in the long-leaf pine region. Steam circular saws with an average capacity of about ten thousand board feet developed along the Illinois Central Railroad and the Mobile and Ohio. The U. S. Census of 1870 recorded a "few mills" along the M & O line in Wayne and Clarke Counties. These steam sawmills had the same output as they'd had in 1860. Their markets were generally limited to New Orleans and small towns along the railroad in northern Mississippi and Tennessee. The industry did not expand rapidly in the 1860s (Rowland, 1907, 2:165 & Hickman 1962:57-58).

The budding lumber industry in Mississippi's interior received a boost in the 1870s. As late as 1875, the long-leaf or yellow pine of the South was almost unknown in Northern markets. White pine from the Northwest was better known and commonly used. However, in the early 1870s, railroad car manufacturing companies began experimenting with yellow pine in place of oak and white pine for car sills. They met with success. Yellow pine was not only strong enough for the job but was also cheaper. This discovery and a developing market for railroad car sills led to an expansion of the lumber industry in Mississippi's interior. The pioneer buyers of yellow pine were the Lafayette Car Shops, the Indianapolis Car Foundry Company, the Ohio Falls Car Company and the Missouri Car Foundry Company (Hickman 1962:57-58).

Mississippi yellow pine began to compete with white pine on a small scale in the northern markets by the late 1870s. However, only the better grades of lumber were acceptable to northern buyers. These markets developed slowly because long-leaf pine was unfamiliar to northern builders. Carpenters preferred white pine which was easier to work. Furthermore, it was believed by northerners that yellow pine would not take paint and would decay rapidly. It took years to overcome this prejudice (Hickman 1962:59-60).

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Manufacturers of yellow pine were forced to keep their prices low in order to compete with white pine. They had to sell their product through commission men and thus had little control over the sales price of their lumber. Additionally, southern lumber was air dried and heavy, thereby increasing transportation costs. The introduction of the dry kiln to the Mississippi lumber industry eventually led to greater access to northern markets. Kiln drying produced a superior grade of lumber and reduced the weight of a carload of lumber from 40,000 to 23,000 pounds (Hickman 1962:59).

The Mississippi lumber industry continued to grow in the 1880s. By 1885, lumber was the largest single class of freight carried by the Illinois Central. The expansion of this industry came about because of growing shortages of white pine at a time when American industry was booming, thus creating a demand for large supplies of lumber. Northern investors began to buy up huge tracts of timber lands. Towards the end of the decade, small sawmill owners were being squeezed out. They did not have the necessary capital to increase mill capacity, acquire additional lands or construct tramroads into the forests (Hickman 1962:61-64).

Newspapers and trade journals promoted the development of the southern lumber industry. The editor of Northwestern Lumberman predicted the South would become the most significant region for lumbering on the continent. He added that the greatest drawback to the expansion of this industry was a lack of capital for development. Despite this potential for profit, northern investors had to be strongly encouraged to expand into the region because they believed their lives and their property were unsafe in the Deep South (Hickman 1962:61-62).

The growing demand for yellow pine led to the construction of a railroad network through the Piney Woods region of Mississippi. Four of the six main lines traversing the state were built in the late nineteenth century. Hundreds of small mills were erected along these railroads between 1890 and 1905. Communities sprang up near them. One of these new lines, the New Orleans and Northeastern, cut through the northwest corner of Clarke County, passing through Enterprise (Hickman 1962:156-157, 212-213).

The New Orleans and Northeastern Railroad, running from the shores of Lake Pontchartrain to Meridian, was completed in the mid 1880s. It opened up the large virgin timber reserves between the Pearl and Pascagoula rivers. Most of the

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timber lands were in their original state when the railway was completed. Timber industries developed quickly along this line up to 1906. In 1900 the combined output of the mills along the New Orleans and Northeastern was 300,000,000 board feet (Hickman 1962:65, 157-158).

The industry was small and developed more slowly along the Mobile and Ohio, the antebellum railroad that passed through Clarke County, for various reasons. The railroad company had leased approximately 750,000 acres of timberland to A. C. Danner who subleased it to turpentine operators. Secondly, state and Federal acreage along the line was acquired by large land syndicates and held in reserve. Also, the M & O was the only railroad east of the Pearl River that did not run through virgin forest at the turn of the century. Finally, much of the area the railroad traversed was drained by the Pascagoula River and its tributaries where lumbering traditionally meant floating logs to the Mississippi Gulf Coast. Nevertheless, the Mobile and Ohio Railroad was considered a significant carrier of lumber from the South (Hickman 1962:65, 158, 177).

The period from 1890 to 1930 was the era of the large-scale lumber mills in Mississippi. According to historian Nollie Hickman, this forty year time span was "a distinct stage in the economic history of the longleaf pine section." The era was ushered in by the growing market for yellow pine, the development of transportation facilities and the flow of capital into Mississippi. Great numbers of lumbermen from the old timber regions in the north and the east came south to exploit the "last great body of virgin pine timber east of the Rocky Mountains." In the Magnolia State, a significant number of native lumbermen also owned large mills (Hickman 1962:153, 183).

There were powerful incentives for exploiting the yellow pine timber of the South. Foremost was the proximity of the region to the areas of the highest lumber consumption. The forests of the Deep South were approximately two thousand miles closer than the Pacific Coast forests to consumers in the northern and eastern states. They were also closer to markets in Western Europe, Africa and the east coast of South America. The millions of acres of inexpensive flat or gently rolling timberlands, almost devoid of undergrowth and trees of other species, were easily worked. Finally, sawmilling in the Deep South, unhampered by snow and ice, was a year-round activity (Hickman 1962:153-154).

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The lumber industry was the fourth largest industry in America in 1900. The South accounted for 32% of the total national output in lumber products that year. In 1909, the region was responsible for 43% of the United States' lumber production (Hodge 1973:375-376).

Between 1900 and 1909, Mississippi emerged as one of the leading lumber producing states. There were 608 sawmills with a total capital investment of \$10,800,000.00 in the state in 1899. By 1909 Mississippi had 1,647 sawmills with a total capital investment of \$39,455,000.00. In 1904 the state ranked eighth in production of board feet and rose to fifth place two years later. By 1908 Mississippi was in third place and kept that position until at least 1915. The majority of nonfarm production in the state during this period was in lumbering. In 1905, the industry employed 21,223 out of the state's 33,994 workers (Hickman 1962:155-156 & Rogers 1973:239).

The Mississippi Lumber Company established a sawmill at Quitman in 1900. This company was one of the eleven largest companies in the Mississippi interior east of the Pearl River. Long Bell Lumber Company bought out the Mississippi Lumber Company's Quitman facility in 1917. In 1931, Long Bell closed down and sold off the mill property and its workers' housing (Hickman 1962:179 & Primm, 18 Dec. 1980:B-1)

The Brookpark Lumber Company, based in Minnesota, built a sawmill on the east bank of the Chickasawhay River in Enterprise between 1900 and 1906. It was still in operation in 1912, not having either appreciably grown or decreased in size. By 1926 the mill was no longer recorded on the Sanborn maps (Chandler Mitts Tape & Sanborn Fire Insurance Maps 1900, 1906, 1912, 1926).

Shubuta had two small establishments associated with the timber industry by 1926. They were the J. G. Brownlee Lumber Company on the southeast corner of High and Third North Streets and the E. L. Wetherby planing mill on the north side of Third North Street (Sanborn Fire Insurance Map 1926).

Sawmilling along the Mississippi Gulf Coast had passed its peak by 1915 but in the interior large-scale lumbering continued into the late 1920s. Productivity peaked in 1925 with 917 mills employing 39,075 workers and producing 3,127,678,000 board feet. There were only 468 mills employing 12,388 people still

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in operation in 1931. Most of the lumbermen from the North and the East closed down their Mississippi operations in the 1930s and moved on. A transition occurred in the last half of the decade from working virgin timber to relying on second growth timber. The majority of sawmills cutting it were quite small. A distinct period in the economic history of the Piney Woods and of Clarke County had ended (Hickman 1962:167, 224-226 & Federal Writers Project 1938:109).

RELATED PROPERTY TYPES

The historical development of Clarke County is best illustrated by the county's extant historic resources. The most architecturally intact resources fall under six categories: residential, commercial, transportation, industrial, religious and social/recreational. The overwhelming majority of buildings are either residential or industrial. This multiple property submission nomination includes nominations for two historic districts and thirteen individual buildings.

The East Enterprise Historic District nomination is comprised of buildings dating from the mid-nineteenth century up to the early decades of the twentieth century. The proposed district depicts the development of a typical Clarke County community as it evolved during the period of significance. Although comprised primarily of residential resources and their auxiliary buildings, the proposed district also includes a fine example of a late nineteenth century Gothic Revival church and a c. 1935 community meeting house.

The Stonewall Mill Village Historic District nomination encompasses a cotton mill complex and its associated workers' housing. The proposed district represents how cotton and industrialization in combination with welfare capitalism impacted community planning and development in Clarke County.

The seven Queen Anne residential resources being individually nominated are all located in small towns. All of these resources are architecturally significant. Taken as a group, these resources symbolize how the power base in Clarke County had shifted from the planters in the countryside to the upper middle class in the towns. This class of merchants, industrialists and other professionals expressed its new wealth by adopting the latest styles for its domestic architecture. Queen Anne was among the most popular of these styles.

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Of the other six individual nominations, three are residences, one is a church, another is a store and the final one is a depot. All are being nominated for their architectural significance. The depot is also being nominated for its significance in the area of transportation. Of the three residences one is a Colonial Revival style house and the other two are bungalows. They illustrate the popularity of these styles in early twentieth century Clarke County. Shubuta's Methodist Episcopal Church, South, articulated in the Late Victorian Carpenter Gothic style, depicts how the new town-based elite also adopted the latest styles in architecture for its institutional buildings. The J. K. Kirkland General Merchandise Store in Quitman is perhaps the best example of a two-part commercial block building in the county. The Quitman depot is an archetype of the American small town railroad station. It signifies the importance of the county's railroad network to the area's development.

A short outline of the significant dates in Clarke County's history instantly sets the parameters in which the county's historical buildings will be found. The Mobile and Ohio Railroad was constructed through Clarke County in the mid 1850s and immediately sparked new development. This was especially true in Enterprise because the merchants moved across the river to be closer to the railroad. The Civil War devastated the county which quickly rebuilt. For example, the town of Stonewall was established in the years just after the war. The lumber and textile industries sustained the progress of the county from the late nineteenth century up through the early twentieth century. The construction of the New Orleans and Northeastern Railroad through Clarke County in the mid 1880s provided access to more markets and facilitated growth. By the mid 1930s, the timber reserves were played out in Clarke County and the lumbermen moved on. The textile industry continued to play a prominent role in Clarke County throughout the period of significance and beyond.

The architectural and historical resources being nominated are generally located in the small towns that were identified during the research as playing important roles in the history of Clarke County. These small towns are DeSoto, Enterprise, Quitman (the county seat), Shubuta and Stonewall. One of the historic districts is located in Enterprise, which was the most prominent community in Clarke County during the period under discussion. The other historic district encompasses the community of Stonewall, a mill village which played a most significant role in the

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county's economic history. The individually nominated properties can be found in DeSoto, Enterprise, Quitman and Shubuta.

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F. Associated Property Types

I. Name of Property Type Residential Resources

II. Description

A substantial number of the resources included in this nomination are residential in character. The period of significance extends from c. 1855 to 1943 and the architecturally important residential resources span almost this entire era. Collectively, they symbolize Clarke County's expansion and social progress during this eighty-eight year period.

The county's residential buildings are generally single-family, detached houses of one to two-and-one-half stories and of wood-frame construction. Almost all have a clapboard wall treatment. On the basis of the survey work, the residential buildings that most clearly express the architectural developments of the period of significance of Clarke County and that retain sufficient architectural integrity to be considered eligible are the antebellum houses that were previously identified (Clarke County Antebellum Thematic Resources, NR 1979), a small group of Queen Anne houses, a rather modest Colonial Revival cottage and a couple bungalows. A few of these houses are located in one small cluster (the East Enterprise Historic District); otherwise, the architecturally significant houses are scattered and isolated.

The Greek Revival buildings of Clarke County are generally one story, wood-frame residences with a central hall and a portico or front gallery. For further analysis of the Greek Revival houses in Clarke County, please refer to the Clarke County Antebellum Thematic Resources nomination, 1979.

The small group of Queen Anne houses represent the Rectilinear, Spindework and Free Classical modes of the Queen Anne style of architecture. All are modest, but well-preserved, examples of their respective modes. These wood-frame houses range from small, one story cottages with a gabled wing set off center and a porch on the front facade to a large, two-and-one-half story house with asymmetrical massing and a wraparound porch. All of these Queen Anne houses were located in the small towns of Clarke County.

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Queen Anne architecture is best understood as a "movement containing several related but divergent stylistic modes" rather than a distinct style. The major shared attributes of Victorian Queen Anne architecture are:

- an informal, asymmetrical plan
- a steeply pitched roof with elaborately designed chimneys, often displaying a tower or cupola
- wall surfaces with a variety of textures
- an eclectic variety of design details (excluding Gothic or Italianate). The character of the design elements is the chief differentiation between the five modes of the style (Cawthon 1991:3).

Richard J. Cawthon, chief architectural historian with the Mississippi Department of Archives and History, identified five modes of the Queen Anne style that were constructed in the United States. In Mississippi, the most popular modes were the Rectilinear mode, the Spindlework mode and the Free Classical mode.

The earlier, wood-frame buildings of the Queen Anne style that were constructed in this country were generally designed in the Rectilinear mode. This mode featured textured wall treatments and decorative detailing. Architecture designed in the Queen Anne Rectilinear mode emphasized straight lines and a "relatively restrained use of carved, jigsawed, or lathe-turned wooden detailing" The Dr. McNair House in Quitman, the W. W. Wyatt House and the house on Old Mill Creek Road, both in West Enterprise, are examples of the Rectilinear mode in Clarke County (Cawthon 1991:4).

By c. 1890, the Spindlework mode was becoming popular for both brick and wood-frame buildings in the United States, however, it most often adorned wooden structures. The Spindlework mode featured "extensive use of lathe-turned ornament, particularly evident in balustrades and open friezes trimming broad verandas [the mode] often has round or curved features, including turrets and gazebo-like extensions of the veranda" The C. V. Akin House in DeSoto, the Captain C. C. Ferrill House in Quitman and the Noy Moore House, the Helen Wahrendorff Family House and a house (Inventory No. 4) in the East Enterprise Historic District, all in Enterprise, illustrate the Spindlework mode in Clarke County (Cawthon 1991:4).

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The Free Classical mode of the Queen Anne style came into vogue around the turn of the century. Its design motifs were drawn from classical architecture. The classical design elements are generally found "on porches, which typically have slender classical colonnettes instead of spindle-type or chamfered posts. The classical features are used only for the building's details, however; the building retains the characteristic Queen Anne asymmetricality and informality" The house at 200 E. Franklin Street in Quitman and the Swahn-Mitts House in Enterprise represent the Free Classical mode in Clarke County (Cawthon 1991:4).

The Colonial Revival style is represented in Clarke County by the Benjamin H. Carter House. Buildings constructed in this style were generally one to two-and-one-half stories, possessed either asymmetrical or symmetrical massing and featured classical detailing that was inspired by American colonial domestic architecture. The buildings were constructed of stone, brick or wood but in Mississippi the most common material used was wood. The Benjamin H. Carter House was the only Colonial Revival building identified in Clarke County during the survey. Designed as a symmetrical, one-and-one-half story, square box of wood-frame construction with a wraparound porch displaying Tuscan columns, the Carter House illustrates how the Colonial Revival style was adapted to the environmental conditions of Clarke County (McAlester 1984:320-341 passim).

The bungalow movement in the United States was, in some ways, a reaction to flamboyant Victorian styles. Bungalows were one to one-and-one-half story houses, generally of wood-frame construction, although various natural materials could be utilized in a manner that stressed their inherent aesthetic qualities. The bungalow design emphasized horizontality and the floor plans were informal and practical. The design elements applied to bungalows were adapted from a variety of cultures and periods in history, including Japanese, Indian, Swiss, and Spanish and American colonial. Eventually, some of these design influences were blended into a style known as Craftsman. The Craftsman style emphasized the use of natural materials and a straightforward, honest craftsmanship (Gottfried & Jennings 1985:216, 224 & Lancaster 1986:94, 103).

For the most part, the bungalows discovered in Clarke County represent one story, wood-frame, standardized housing. The exceptions are the Judge John L. Buckley House and the Jim Williams House, both located in West Enterprise, which are modest, but locally notable, examples of bungalows. The former is a one-and-one-

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half story, wood-frame bungalow with colonial detailing. The latter is one story with a brick wall treatment and has Craftsman style design elements. Both bungalows feature low pitched roofs with broad gables and have wraparound porches.

All of the residential resources are located in the small towns of Clarke County, namely, DeSoto, Enterprise and Quitman. There were no residential resources in Shubuta identified as being eligible for the National Register. The workers' housing in Stonewall is more accurately defined as an industrial resource. For the most part, these houses are sited on relatively large lots that are informally landscaped. The neighborhoods in which the Quitman houses are located are somewhat threatened by encroaching commercial development. The historic neighborhoods in which the DeSoto house and the West Enterprise houses are located have lost some of their integrity due to either demolitions, new construction and/or inappropriate alterations to existing historic properties. The residential resources in the proposed East Enterprise Historic District maintain the highest level of integrity in terms of their surroundings.

In summary, most of Clarke County's residential resources are modest in design, but still illustrate the architectural styles popular during the county's period of significance. The integrity of many of the historic neighborhoods is slowly eroding due to either commercial encroachment, modern construction or unsympathetic alterations. Nevertheless, a sizable number of houses remain to interpret Clarke County's history from c. 1855 to 1943.

III. Significance of Residential Resources

The residential resources are being analyzed in relation to the historic context of the historical development of Clarke County. 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. In Clarke County, where the resources more specifically associated with the lumber industry are nonextant, the houses constructed during the lumber boom best symbolize the prosperity brought to the county by that industry. The particular architectural styles chosen by Clarke

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Countians denote their awareness of national trends in architecture and their level of sophistication in regards to domestic design.

The period of significance extends from c. 1855 to 1943. It begins with the construction of the Mobile and Ohio line through Clarke County and concludes in 1943 which is the fifty year cut off date. The residential resources included in this nomination date from throughout the period of significance and represent such architectural styles as the Greek Revival, Queen Anne, Colonial Revival and bungalow. A sizable number of houses are also vernacular in design. Many of the county's antebellum resources are already listed on the National Register of Historic Places and are not included in this nomination.

The Greek Revival houses are found in both the towns and the rural areas of Clarke County. They symbolize some of the earliest settlement of the area and demonstrate the level of cultural development enjoyed by the white migrants who settled in Clarke County in the mid-nineteenth century.

The Queen Anne style dominated residential architecture in this country from circa 1885 to 1905. Its era of popularity roughly corresponded to the period 1880 to 1914 when political and economic leadership in Mississippi was in the hands of a newly empowered town-based elite. This educated upper middle class included doctors, lawyers, bankers, lumbermen and other professionals. This change occurred as Mississippi's economy became more industrialized and the planter class began to lose its hold on the state. In Clarke County, during the late nineteenth and early twentieth centuries, the textile and lumber industries brought new people into the county and many, if not most, settled in the towns. The members of the upper middle class often chose the Queen Anne style when constructing their new homes. Thus, a Queen Anne house came to symbolize the wealth and power of the new elite. Because the state's newfound prosperity was town-based, most Queen Anne houses are not found in the rural areas. All of Clarke County's Queen Anne houses that were identified for this nomination are located in the towns. (Cawthon 1991:1, 8; Federal Writers Project 1938:150-152 & Bettersworth II 1973:632).

The Colonial Revival style in America was popular for residential architecture from 1880 to 1955. However, the style really caught on in the 1890s when the Chicago World's Fair of 1893 introduced colonial inspired architecture to the

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nation. This architecture was a reaction to the excesses of Victorian design and fulfilled Americans' desire for a style of architecture that symbolized their patriotism and hearkened back to their past. The people of Clarke County were experiencing major changes in their society due to industrialization and the influx of northern and midwestern lumbermen to the region. They were also aware of national trends in design. Classical styles of architecture such as the Colonial Revival appealed to Clarke Countians' patriotism and recalled for them a history that seemed much simpler than their present-day lives (McAlester 1984:321 & Flaherty, Jan. 1978:1,8).

The bungalow style seems to have been most popular in Mississippi between the World Wars. The greatest numbers of bungalows were constructed in Mississippi in the 1920s when industrialization brought a measure of prosperity to the state. In Clarke County, the textile and lumber industries invigorated the local economy and brought increased wealth to the area. Bungalows such as the Judge John L. Buckley House and the Jim Williams House further demonstrate Clarke Countians' understanding of contemporary domestic design (Statewide Survey File).

All of the residential resources depict how the patterns of community development in the small towns of Clarke County were impacted by railroad networks and industry. Those constructed in the late nineteenth and early twentieth centuries further demonstrate the shift in power to a town-based elite that occurred because of industrialization. They symbolize the social progress based on increased prosperity and an improved quality of life that came to Clarke County because of its efforts to industrialize.

Overall, the residential resources of Clarke County illustrate the historical growth of the county. They graphically depict the impact of the railroads and the textile and lumber industries on the development of the county's small towns.

IV. Registration Requirements for Residential Resources

The residential resources comprising this property type must be associated with the residential growth of Clarke County's small towns during the period of the

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county's greatest development from c. 1855 to 1943. In the case of the individual buildings being nominated, they must be architecturally notable local examples of a specific style. Elements in a district are required to be at least typical local examples of their respective styles or good local examples of vernacular design plus retain enough architectural integrity to contribute to the sense of time and place in their neighborhood. In other words, they are important components to the setting of their district.

Additionally, a context for evaluating Queen Anne architecture has been developed by Richard Cawthon of the Mississippi Department of Archives and History. The evaluation of a Queen Anne building is based on three criteria: 1) the extent to which a building represents the inherent attributes of any of the various modes of the Victorian Queen Anne style; 2) the quality of its design or craftsmanship in comparison to other illustrations of the style in Mississippi; 3) the extent to which the building retains its architectural integrity, especially in regard to design, materials and craftsmanship.

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

A Queen Anne building which either a) is representative of any mode and retains a high degree of architectural integrity but has less integrity on its interior, or b) is a rather modest illustration of the mode but has high integrity, is considered to be of local significance.

A Queen Anne building whose architecture has been compromised through unsympathetic alterations (such as enclosing a porch) but is still representative of its mode or basically retains its architectural integrity but has major interior alterations may be a contributing element in a historic district but is not individually eligible.

Because of the large numbers of Queen Anne houses in Mississippi, the significance of a particular house is relative to how many other intact Queen Anne houses exist in the community. Modest Queen Anne cottages take on greater importance and may be locally significant in an area with few Queen Anne houses.

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Generally, however, larger and more elaborately designed Queen Anne houses are considered to be more architecturally significant than the more numerous Queen Anne cottages.

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 communities of Clarke County during the period of significance. 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.

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.

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I. Name of Property Type Industrial Resources

II. Description of Industrial Resources

Some industry may have existed in Clarke County during the antebellum period but the greatest development occurred after the Civil War. There were statewide efforts underway after the war to expand and diversify Mississippi's economy through industrialization. Clarke County's forests and cotton fields plus its two railroad lines enabled this largely rural county to be a strong participant in the revitalization of the state. This was especially true in the years 1890 to 1930 because of the booming lumber industry and the completion of a second railroad, the New Orleans and Northeastern, through the county in the mid 1880s. Clarke County's textile industry also grew during these years (Hickman 1962:183).

Most of the county's industry was located in either Stonewall, Enterprise or Quitman. Some minor industrial activity also occurred in Shubuta. The Stonewall Cotton Mills were the center of the cotton industry in the county but smaller textile plants were also located in Enterprise. Quitman with its large sawmill was the center of the lumber industry although both Enterprise and Shubuta had mills.

Several enterprises in Clarke County were based on cotton. Industries in postbellum Enterprise included Peter Madsen's Chickasawhay Cotton Mills (c. 1885), C. C. Hand's Cotton and Grist Mill (c. 1895) and the Enterprise Knitting Mills (c. 1895). These businesses were gone by 1906 but the town had at least one cotton gin until 1926. Quitman had a cotton gin from at least 1891 to the 1930s. In Shubuta a cotton warehouse and a cotton seed warehouse were constructed between 1900 and 1906. The cotton mill at Stonewall was among the very first textile plants to be constructed after the war. It expanded steadily during most of the period of significance, adding new buildings to the mill complex and housing to the mill village. The mill company also constructed a commissary, a school, a hotel and an opera house in the village (Sanborn Fire Insurance Maps 1885, 1895, 1900, 1906, 1926, 1930; Primm, 18 Dec. 1980:B-1; Roper 1947:n.p. & Doylene Davis files).

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Small sawmills existed in Clarke County throughout the last half of the nineteenth century. The era of large-scale lumber mills occurred in Mississippi from 1890 to 1930. The first large lumber mill constructed in the county was the Mississippi Lumber Company's facility at Quitman which was built in 1900. This was the largest sawmill in the state and one of the largest pine lumber mills in the South. The Brookpark Lumber Company located a sawmill in Enterprise on the east bank of the Chickasawhay River between 1900 and 1906. Shubuta had a spoke factory by 1891. The J. G. Brownlee Lumber Company and the E. L. Wetherby planing mill were located in Shubuta by 1926. When the county's timber reserves were exhausted in the 1930s, the large lumber companies closed down or moved on to the Pacific Coast (Rowland, 1907, 2:165; Hickman 1962:57-58, 183; Primm, 18 Dec. 1980:B-1; Federal Writers Project 1938:152-153, 371; Sanborn Fire Insurance Maps 1900, 1906, 1926 & Goodspeed, 1891, 1-1:226).

Only the Stonewall Cotton Mills and the mill village remain to interpret Clarke County's industrial history. The other resources associated with the county's textile industry have either lost too much architectural integrity, been removed from the mill village or are nonexistent. No resources associated with the lumber industry are included in this nomination. Many are either drastically altered or no longer extant, but future survey work may reveal a few such resources.

The mill complex at Stonewall includes two cotton mills, the mill office, a dye house, the powerhouse and other subsidiary buildings. The mill buildings themselves are large, brick structures of utilitarian design with no pretensions to high style architecture. For the most part, 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. Alterations to these buildings may include boarded up windows and doors, new windows, missing architectural details, artificial siding and additions.

In summary, Clarke County, though largely agricultural in character, had a growing economy based on industries that were tied to cotton and the forests. The historic industrial resources being nominated represent the impact of industrialization on a predominantly rural county.

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III. Significance of Industrial Resources

The industrial resources in Clarke County were evaluated at the local level under Criterion A. The areas of significance for these properties are industry, social history and community planning and development. These industrial resources perhaps best depict the county's economic expansion during the period c. 1855 to 1943.

Clarke County, along with the rest of postbellum Mississippi, attempted to develop economically through industrialization. Industries dependent on cotton and timber were attracted to this largely rural county. Textile plants and lumber mills were established here. The county's railroad network consisting of the antebellum Mobile and Ohio line and the New Orleans and Northeastern line, which was built in the 1880s, provided access to markets throughout the country.

Two of the county's greatest industrial successes were the Mississippi Lumber Company's mill (later known as Long Bell Lumber Company) in Quitman and the Stonewall Cotton Mills in Stonewall. Both companies had mill villages associated with them. The lumber mill complex and its village are no longer extant. The Stonewall mill complex and village, when looked at collectively, retain a high degree of integrity. The mill was founded in the late 1860s and the village was established in 1872. Stonewall was one of the most prominent cotton mills in the state. Undoubtedly, it was one of Clarke County's largest employers throughout the period of significance. The mill village of Stonewall still exists as a unique community in Clarke County. It represents a form of community planning and development based on welfare capitalism, a type of social reform utilized by many American companies in the late nineteenth and early twentieth centuries (Roper 1947:n.p. & Stonewall Scrapbook:n.p.).

In summary, the historical development of Clarke County was profoundly affected by the industries the county could attract. The success of these companies powered the county's growth and enabled it to prosper. The workers that were drawn to the mills enriched the county's cultural and social life. Industry propelled Clarke County into a new and significant period of development.

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IV. Registration Requirements for Industrial Resources

The industrial resources comprising this property type must be associated with the expansion of industry in Clarke County during the period c. 1855 to 1943. Each building must retain enough of its original physical characteristics to yield important information about the county'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. Therefore, they must be considered noncontributing elements.

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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 district retains a high degree of integrity in regards to feeling and association.

In conclusion, 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 represent Clarke County's industrial resources.

I. Name of Property Type Religious Resources

II. Description

This property type, religious, is defined as a building or a structure that was owned by a specific religious congregation and was used by them for worship services. The Clarke County buildings constructed during the period of significance, c. 1855 to 1943, which are included in this property type include St. Mary's Episcopal Church in Enterprise, the Mount Zion Baptist Church near Enterprise, two churches in DeSoto that were constructed in the late 1850s, two churches in Stonewall, a Mormon church outside Quitman and the Baptist and Methodist churches in Shubuta (Mary June Reese interview, 16 April 1993; Doyle Davis files & Sanborn Fire Insurance Map 1895).

Some of these buildings are no longer extant. Those that remain are St. Mary's Episcopal Church (1874), the Mount Zion Baptist Church (1909), the Mormon church known as The Church of Jesus Christ of Latter-Day Saints (c. 1881), and Shubuta's Baptist and Methodist churches (c. 1890). The extant churches are all gable-oriented and one story tall. Except for Mount Zion Baptist Church, which has a brick wall treatment, all are clad in weatherboard. Three of the churches have a tower at one corner of their front facades. Shubuta's Methodist Episcopal Church, South has two corner front towers and a tower on one side elevation. St. Mary's has no tower. They all feature stained glass windows, except for the Church of Jesus Christ of Latter-Day Saints.

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This Mormon church represents no particular architectural style. The Mount Zion Baptist Church, also of a vernacular design, has new aluminum sash windows and other alterations. The Baptist Church in Shubuta has new stained glass windows and has lost too much architectural integrity. St. Mary's Episcopal Church, however, retains a high degree of architectural integrity and also has an interior that is largely intact. It is a good local example of the Gothic Revival style. Shubuta's Methodist Episcopal Church, South has a high degree of architectural integrity and also maintains its original interior. It is designed in the Late Victorian Carpenter Gothic style.

Overall, the Clarke County churches comprising the religious property type share several common design features. Additionally, these resources, analyzed as a group, represent the people's commitment to improving not only their own lives, but the community at large.

III. Significance of Religious Resources

The churches are being evaluated at the local level under Criterion C with the area of significance being architecture. People in a community could not put their efforts into building churches until they had obtained a certain level of economic stability and social cohesiveness. For example, lumbermen housed in temporary shelters at the end of tramroads felt no sense of community and no responsibility for improving the quality of life there. They knew they would be moving on. Religious resources, on the other hand, symbolize a commitment by their congregations to the community and a certain level of permanence within the historical development of the town.

Five religious resources from the period of significance were identified. Three of the resources are located in towns, St. Mary's Episcopal Church in Enterprise and the Baptist church and the Methodist church in Shubuta. The Mount Zion Baptist Church is located in the country outside Enterprise and the Church of Jesus Christ of Latter-Day Saints (a Mormon church) is in the vicinity of Quitman.

The Mormon church and the Mount Zion Baptist Church are vernacular in design and neither represents a specific architectural style. No information was available

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to ascertain either their historical significance or their architectural importance in terms of vernacular design. Furthermore, the Mount Zion Baptist Church has alterations which make it ineligible for the National Register. Each of the resources in town is designed in one of the Gothic styles. However, the Shubuta Baptist Church features new stained glass windows and does not retain its architectural integrity. St. Mary's Episcopal Church has a high degree of architectural integrity and its interior is largely intact. Within the context of Clarke County architecture, it is a good example of the Gothic Revival style. Shubuta's Methodist Episcopal Church, South, despite its additions, is a good local example of the Late Victorian Carpenter Gothic style. It too maintains its original interior. These latter two churches are the only resources from this property type eligible for the National Register.

In summary, the religious resources of Clarke County that date from between c. 1855 to 1943 signify the residents' commitment to their communities and their strong belief in the future of the county.

IV. Registration Requirements for Religious Resources

The religious resources comprising this property type must be significant representations of their respective architectural styles with a high degree of integrity and be associated with the religious components of Clarke County's development during the period c. 1855 to 1943.

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.

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In conclusion, 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.

I. Name of Property Type Commercial Resources

II. Description

Historic business districts still remain in Stonewall, Quitman and Shubuta. The historic commercial buildings of Enterprise are no longer extant. The commercial properties found in Stonewall are more appropriately identified as industrial property types because of their association with the cotton mills and the mill village. The historic business districts of Quitman and Shubuta are quite small, only one or two blocks. The commercial buildings, for the most part, line streets that run between the main route through town and the railroad tracks. There were also some scattered country stores in operation in Clarke County during the period of significance, however, these buildings have not yet been thoroughly surveyed, and it is possible that significant examples may yet be found.

None of Clarke County's commercial buildings are examples of high style architecture. Generally, the commercial buildings in Quitman and Shubuta are one story tall and of brick construction, although there are three two story, brick buildings in the former town and one in the latter. Except for the J. K. Kirkland General Merchandise Store, the taller commercial buildings in Quitman have lost a great deal of integrity. Shubuta's two story commercial building is fairly intact but possesses no great architectural significance. Some of the one story commercial buildings are post-historic infill. Others, from both communities, may date from the period of significance; however, they have either been drastically altered or are so minimalist in design that they have no architectural significance.

Of the resources identified for this nomination the only historic commercial property is the J. K. Kirkland General Merchandise Store. Constructed in 1905,

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the two-part commercial block building has a seven course common bond brick wall treatment. Its original interior is largely extant. The building is located in Quitman's business district along Main Street. It is one of the oldest and the largest commercial buildings in the community. A more detailed description appears in the nomination for the J. K. Kirkland General Merchandise Store.

Kirkland probably established his mercantile business in 1905 because of the increased prosperity in Quitman triggered by the Mississippi Lumber Company. One of the largest lumber companies in the state, it constructed a huge sawmill in the community in 1900. Thus the J. K. Kirkland General Merchandise Store represents the economic development initiated in Clarke County, and Quitman in particular, by the lumber industry.

In summary, the J. K. Kirkland General Merchandise Store is one of Clarke County's best examples of the two-part commercial block building and also symbolizes the economic progress in the county during the period of significance.

III. Significance of Commercial Resources

The commercial resources of Clarke County were evaluated at the local level under Criterion C. The area of significance for these resources is architecture. Because of the loss of resources associated with the lumber industry, commercial resources perhaps best depict the prosperity brought to Clarke County by the lumber boom.

A distinct period in the county's economic history occurred from 1890 to 1930 because of the activity of the lumber industry in the region. A level of prosperity never before known in Clarke County was achieved during these four decades. Commerce, of course, flourished during this time.

Undoubtedly, every town in Clarke County had some sort of commercial center. The majority of historic commercial resources today, however, are located in Quitman and Shubuta in small downtown business districts. The commercial buildings in both towns line short streets that serve as connectors between the railroad line and the main road through town. They generally date from the turn

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of the century to the mid-twentieth century and symbolize the prosperity that came to the county because of industrialization.

The buildings are usually of brick construction and one story tall, although there are a few two story, brick, commercial structures. Some of the buildings are post-historic infill. Most of the historic buildings probably housed retail stores, although the two story building on the southwest corner of Highway 45 and Main Street in Quitman historically served as a bank. Today it houses the offices of the county newspaper. None of the historic commercial buildings in Clarke County illustrate high style architecture. They possess little or no architectural detailing and can perhaps best be described as commercial minimalist. Many have had their storefronts modernized and have large plate glass windows and glass and aluminum sash doors. Aside from the J. K. Kirkland General Merchandise Store, none of these buildings possess any architectural significance.

The J. K. Kirkland General Merchandise Store, a two-part commercial block building with a virtually original interior space, perhaps best illustrates the commercial buildings that were erected during this period of commercial growth.

IV. Registration Requirements for Commercial Resources

The commercial resources comprising this property type must be significant representations of their respective architectural styles with a high degree of integrity and be associated with the commercial components of Clarke County's development during the period c. 1855 to 1943.

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.

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In conclusion, 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.

I. Name of Property Type Transportation Resources

II. Description

Railroad networks were vital to the development of industry in Clarke County in the years c. 1855 to 1943. They provided the necessary access to markets for the county's lumber and textile products. Most railroad towns in the county probably had a combination passenger/freight depot.

By the late 1830s an archetype for railroad stations had evolved that would last for the next one hundred years. The typical depot in a small American town was a one story, frame building with at least one passenger waiting room, a freight room and an agent's office. The agent's office generally included a projecting bay on the track-side elevation. The station was crowned by a wide, overhanging roof.

The Sanborn Fire Insurance Maps indicate that the New Orleans & Northeastern depot in Enterprise and the M & O station in Quitman fit the archetype. Shubuta had both a freight station and a passenger station by 1895. Only the freight station still exists but it does not fit the archetype. Other railroad stations known to exist in the county are the M & O depots in Enterprise and Stonewall. The Quitman railroad station, built c. 1910, is still extant. This depot retains its archetypal design features and also has an integral porte-cochere.

In summary, most of the resources that would have been included in the transportation property type for Clarke County are nonextant. Quitman's depot best symbolizes the importance of transportation networks to the county's development.

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III. Significance of Transportation Resources

The transportation resources of Clarke County are being evaluated at the local level under Criterion A with the area of significance being transportation and also Criterion C with the area of significance being architecture. Transportation, particularly in terms of the railroad network, was a significant theme in Clarke County's history that was closely related to the theme of industry. Industrial progress in the county depended on an efficient railroad system that would provide ready access to markets and bring in needed supplies and labor. Railroad companies had established a basic design for their small town stations by the 1830s and it became an archetype that lasted for one hundred years.

Most of the depots and other railroad buildings associated with this property type are no longer extant. The remaining two transportation resources are the freight station in Shubuta and the depot in Quitman. Quitman's combination passenger/freight depot, constructed circa 1910, best illustrates the archetype for railroad stations in small town America. It is known that at least one other station in Clarke County, the New Orleans and Northeastern depot in Enterprise, was also an example of this archetype. Furthermore, the Quitman depot represents the ties between industry and the railroads that existed in Clarke County. It was constructed shortly after one of the largest sawmills in the state was established in Quitman, thus spawning a surge in economic growth. The Shubuta station has lost its architectural integrity and has been moved from its original site. Furthermore, it is not an example of the archetypal railroad station found throughout the country.

In summary, the resources comprising this property type illustrate the significant ties between transportation networks and industry in Clarke County. Furthermore, they exemplify the standard railroad architecture of the period.

IV. Registration Requirements for Transportation Resources

The transportation resources comprising this property type must be significant representations of their respective architectural styles or archetype with a high

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degree of integrity and be associated with the transportation components of Clarke County's development during the period c. 1855 to 1943.

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.

I. Name of Property Type Social and Recreational Resources

II. Description

Social and recreational resources include properties owned by social organizations and governmental entities that are used for various activities, programs and recreational purposes. The most important examples of this property type are the Enterprise Community House and the recreational buildings at Clarkco State Park, which were constructed during the latter part of the period of significance. At this time, only the Enterprise Community House is being nominated.

The Enterprise Community House was constructed in the early 1930s. The building is a one story, eave-oriented log cabin with a small, front porch. Its design was obviously influenced by the Adirondack style and by the buildings being constructed in nearby Clarkco State Park by the Civilian Conservation Corps. The log cabin is located on a corner lot near the central core of East

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Enterprise. A more detailed description is included in the nomination for the East Enterprise Historic District.

The Enterprise Community House best illustrates the community life of Clarke County.

III. Significance of the Property Type Social and Recreational Resources

Social and recreational resources symbolize the shared life of a community. Just as Clarke County's industrial resources represent its economic growth, these resources illustrate the social interaction of Clarke Countians as they defined and enhanced the quality of life in their communities. The more important surviving social and recreational properties in Clarke County are largely those associated with the community improvement projects of the Federal relief programs in the 1930s. These are important both in the area of social history, illustrating the role of the Civilian Conservation Corps, and also in the area of architecture in that they are significant examples of the Rustic architecture favored by Federal designers in the 1930s. The lone resource included in this property type at this time is being evaluated at the local level under Criterion C with the area of significance being architecture.

The NPS Rustic Architecture style was adapted from the Adirondack style of the late nineteenth century. The Adirondack style developed when architects began to design summer retreats in the Adirondack Mountains in upstate New York for wealthy clients. These so-called "log houses" were more like mansions of log construction and their design was influenced by Swiss chalets, traditional Japanese architecture and the Arts and Crafts movement. Though primarily based in upstate New York, the Adirondack style had an impact on national design. The National Park Service adopted a modified version of the style in its parks and forests which evolved into the NPS Rustic Architecture style. The Rustic style log buildings and structures constructed by the Civilian Conservation Corps and the Works Projects Administration in the 1930s utilized wood, stone and other natural building materials that were at hand. These buildings and structures became an integral part of the landscape (Cotton 1990:44).

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The Enterprise Community House is a good local example of the NPS Rustic Architecture style. The only major alteration to the log cabin is a planter box constructed of stone that was built below a front window. Furthermore, the club house symbolizes the prominence of the Woman's Club in the social and cultural life of Enterprise.

IV. Registration Requirements for Social and Recreational Resources

The resources comprising this property type must be associated with the social and/or recreational life of Clarke County during the period of significance, c. 1855 to 1943. They must also be significant representations of either their respective architectural styles or of the type of buildings constructed by the Civilian Conservation Corps and other Federal public works programs and retain a high degree of integrity. The resources must possess a high degree of integrity of design, materials and workmanship. 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.

The setting and location of all the social and recreational resources being nominated are of great importance. In most cases, they should reflect the original development patterns of their communities. 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.

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.

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G. Geographical Data

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The Clarke County, Mississippi Multiple Property Submission National Register nomination is based on two separate surveys, neither of which is comprehensive in scope. In other words, not all of the county was surveyed for this nomination. A windshield survey was conducted in June 1992 by Susan M. Enzweiler, a private consultant in historic preservation, Chandler Mitts, a community activist and member of the Clarke County Historical Society, Inc., and the staff of the Mississippi Department of Archives and History. At this time, the most historically prominent towns in Clarke County were surveyed and approximately one hundred buildings were identified for further study to see if they were eligible for the National Register. From March to July 1993 Ms. Enzweiler studied these properties, researched the county's history and inspected other buildings that were brought to her attention by members of the Clarke County Historical Society, Inc. Resources were chosen for nomination based on their architectural integrity and/or their association with the significant themes in Clarke County's history.

After a final consultation with the staff of the Mississippi Department of Archives and History, 105 buildings were determined eligible for inclusion in the National Register nomination for Clarke County. The nomination is comprised of two historic districts and thirteen individual buildings. Because Clarke County's antebellum resources were listed in the National Register in 1979 they were not included in this nomination unless they fell within proposed district boundaries.

The majority of cultural resources being nominated are associated with the textile industry in Clarke County and date from the late nineteenth century to the early twentieth century. The architecture of residential resources comprises a second important category under the general historic context. The architecture of commercial, transportation, religious and social resources form other significant categories.

Ms. Enzweiler relied primarily on the historical information compiled by the Mitts family of Enterprise and Ms. Doyleene Davis of Stonewall plus the materials at the Mississippi Department of Archives and History. The most useful local histories consulted were the unpublished manuscripts of William M. Estes and Eugene A. Roper, Jr. The Sanborn Fire Insurance Maps of Clarke County communities for the years 1885, 1890, 1895, 1900, 1906, 1912, 1926, 1930 and 1951 were helpful in determining what resources had existed during the period of significance but were