NPS Form 10-900
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United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received SEP 30 1985
date entered

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

1. Name

historic N/A

and/or common Madison Multiple Resource Area (Partial Inventory, excluding archaeological si

2. Location

street & number The incorporation limits of Madison ___ N/A not for publication

city, town Madison ~~N/A~~ vicinity of

state Mississippi code 28 county Madison code 89

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	___ private	X unoccupied	X commercial	___ park
___ structure	X both	___ work in progress	X educational	X private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	N/A in process	X yes: restricted	___ government	___ scientific
X Multiple Resource	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		X no	___ military	___ other:

4. Owner of Property

name Multiple Ownership (See individual inventory forms and District nomination)

street & number Multiple Addresses

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

5. Location of Legal Description

courthouse, registry of deeds, etc. Office of the Chancery Clerk ~~Madison County Courthouse~~

street & number Courthouse Square

city, town Canton state Mississippi 39046

6. Representation in Existing Surveys

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

date August 1977 ___ federal X state ___ county ___ local

depository for survey records Mississippi Department of Archives and History

city, town Jackson state Mississippi

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_X_ original site
_X_ good	___ ruins	_X_ altered	___ moved date N/A
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

Madison is located approximately 12 miles north of Jackson in the southern half of Madison County. Its incorporation limits embrace about 8 square miles and contain a population of about 5,000. The town is situated in the Jackson Prairie Region. The terrain in this region is characterized by low, gently rolling hills, and pasture.

The town is roughly cross-shaped. Its southernmost boundary borders the Natchez Trace Right of Way. Near the point where Old Canton Road leaves the Natchez Trace Right of Way, Madison's boundary moves in a northwesterly direction along Bashear Creek, then zigzags west crossing State Route 51 and the Illinois Central Railroad tracks until it comes to I-55. The boundary extends north along the east side of the highway, crosses Dorroh Street and then zigzags northwesterly across the Interstate and above Lake Castle to Route 463 (Mannsdale Road). The boundary follows the south side of Route 463 until it is below Bozeman Road. It then extends north for approximately 1200 feet and turns east, crossing I-55 and running above Crawford's Lake. The boundary runs just north of Herron Street, then turns north and east to take in most of County Barn Road. After crossing this road, the boundary heads east across the railroad tracks and State Route 51. It then zigzags southeasterly to the north side of Hoy Road, just east of Clarence Road. The boundary runs east along the north side of Hoy Road, then turns south at the junction of Hoy and Old Rice Roads. It heads south then turns in a southwesterly direction, skirting the north side of the subdivisions north of the Natchez Trace Right of Way. Just north of Cypress Road the boundary heads due south until it reaches the Natchez Trace Right of Way where it turns and heads due west until it meets the starting point at Old Canton Road.

Traditionally and even yet today, the center of town is located at the intersection of the railroad tracks and Route 463. Unfortunately, several fires throughout Madison's history have destroyed the architectural integrity of this business district. The "Price-Cox Complex" just west of the tracks is the only 19th century commercial building left standing with most of its architectural elements intact. Next door to it, on the west side, is a one story frame building which has seen some fundamental alterations. Therefore, it is difficult to determine its age with any accuracy. The majority of the other buildings date from the mid-20th century up to the present. These include a brick post office, a concrete block auto supply store and a firehouse sheathed in aluminum siding.

Travelling northwest on Route 463 (Main Street) from the railroad track one will see the Curran House, a Greek Revival cottage, on the north side of the road and the Montgomery House, a Gothic Revival structure already listed on the Register, on the south side of the road. The other buildings lining this section of the street include several, simple vernacular houses, a 1930's Gothic Revival style Methodist church and some small commercial structures. The Pickenpaugh Pottery Shop, although an old structure, has been enlarged and fundamentally altered. The Norman House and The Children's Cottage date from the late 19th century, but they have also been drastically altered.

On Dorroh Street, which is south of Main Street, is a cluster of three fine Queen Anne vernacular houses. The Strawberry Patch on Old Canton Road is a 19th century vernacular residence featuring both classical and picturesque architectural elements.

All the residences included in this nomination are 1 to 1½ story, frame houses built between 1840 and 1910. The Strawberry Patch is the only exception, being 2½ stories.

The Madison-Ridgeland Public School rounds out this nomination. The original school was a square, 2 story, brick building constructed in 1910. It received additions in 1922, 1936 and the early 1960's. The school is the only building located

8. Significance

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

Specific dates c. 1840 - c. 1936 **Builder/Architect** unknown

Statement of Significance (in one paragraph)

The buildings selected for this Multiple Resource nomination were built between 1840 and 1936. Except for the two earliest, these resources reflect the modest prosperity that came to Madison in the last quarter of the 19th century because of truck farming and the Illinois Central Railroad. The community has had several fires during its history and has lost many buildings. Significant buildings relating to the themes of agriculture and transportation, such as the town's railroad depot and fruit warehouses, are now gone. Consequently, the architectural and historical significance of the surveyed properties takes on greater importance because of the paucity of remaining resources.

The two exceptions to this, because of their age and their architectural character, are the John Curran House and the Montgomery House. The John Curran House is a fine example of a Greek Revival cottage, probably dating from the 1840's. The Montgomery House, currently listed on the National Register, is significant for its high style Gothic Revival architecture.

Both these houses evidently predate the establishment of Madison, originally known as Madison Station, which was founded in 1856. The town was developed in response to the construction of the railroad through Madison County.

The community was plotted on the same site as the Lamarco stage stop (Billy Tisdale, "Madison Once a Sleepy Farm Town Now a Growing Suburban Community," The Northside Sun, March 18, 1976). Geographical and historical evidence indicates that Route 463 predates the founding of Madison. The road follows the top of the ridge, a common practice in early 19th century road construction, and connects Livingston with the Pearl River. The John Curran House (c.1840) in Madison faces Route 463, a further indication that a road must have existed along here. Lamarco was probably located along this road near the Curran House.

Very little is known of Madison's early development. Undoubtedly, the town served as an agricultural transfer point for the surrounding countryside.

One technological advancement that had a great impact on Madison was the invention of refrigerated railroad cars. In 1866-1867 the Illinois Central began to ship strawberries from the fields of southern Illinois to the markets of Chicago. The fruit was packed in large crates lined with ice. Improved technology soon led to refrigerated cars, which enabled strawberries to be shipped from farther south (John F. Stover, History of the Illinois Central Railroad [New York: MacMillan Publishing Co., Inc., 1975], pp. 189-190).

The heyday for this is Madison appears to have been from the early 1870s to the late 1880's. An 1887 New Orleans newspaper reported that the fruit was grown along the Illinois Central Railroad line and cited Crystal Springs, Terry, Jackson and Durant as "favorite localities" (No Author Cited, Biographical and Historical Memoirs of Mississippi [Chicago: The Goodspeed Publishing Company, 1891], Vol. 2, #1, p. 118). Surely in this analysis, Madison was considered to be a part of the Jackson area. It was probably during this era that the town acquired its nickname "Strawberry Capitol of the World." Dr. H. E. McKay, along with his brothers, John and W.T., were the first to ship strawberries north, beginning in 1872 (Goodspeed, Vol. 2, #1, p. 117). The Strawberry Patch, Dr. McKay's home, was reportedly surrounded by 100 acres of strawberry fields (Karen Shelton, "Celebrate Strawberries," Jackson Daily News, May 7, 1981). By the late 1880's fast express refrigerator

7. DESCRIPTION

on one-block-long Montgomery Street and it lies just south of the central business district.

Within the last 25 years three major subdivisions have been developed in Madison. One is located north of Main Street between Herron Street and the railroad tracks. The largest new subdivision is located south of Dorroh Street between State Highway 51 and Old Canton Road. The third subdivision is located on the south side of Hoy Road, halfway between Highway 51 and Clarence Road.

The boundaries of this multiple resource nomination correspond to the incorporation boundaries of Madison. This small community is threatened by developmental pressure as suburbanization spreads north from Jackson. The survey was conducted at the request of the mayor and other town officials. Its purpose was to identify and evaluate all the architecturally and/or historically significant properties, thus enabling city government to develop zoning and planning strategies that were sympathetic to preservation. Every area of the town, including the rural roads, were surveyed. Although a few rural properties located within the town's boundaries were inventoried, none of these had enough architectural integrity or historical significance to be included in the multiple resource nomination. No archaeological sites were included in the survey upon which this nomination is based.

Nominated Properties	Contributing Elements
1 district	3 buildings
4 individual properties	5 buildings
TOTAL	8 buildings

8. SIGNIFICANCE

service on the Illinois Central was bringing strawberries from Mississippi and Louisiana to northern markets (Stover, p. 190).

Agriculture continued to play a significant role in Madison's history. According to the 1887 New Orleans newspaper, profitable truck farming in central and south Mississippi was attracting the "attention of market gardeners of the North and West" (Goodspeed, Vol. 2, #1, p. 117). In particular, a pamphlet published by the Madison Land Company circa 1899, encouraged northern farmers to come south for inexpensive land. It was argued that it was cheaper to live in the south and the farmer would earn a greater return on his efforts. In Madison, truck farming was a well-established "industry" but the pamphlet also adds that corn, cattle and cotton were the "chief products of the General Farmer...." Four hundred northern families had already immigrated to Madison by the turn of the century (No Author, Madison Land Company Pamphlet, c. 1899).

The three houses comprising the Dorroh Street Historic District; the 1910 portion of the Madison-Ridgeland Public School and the "Price-Cox Complex" reflect the town's turn of the century prosperity. All of these buildings were constructed because of the attendant services that sprang up to assist the local farmers. The cluster of residences lining the south side of Dorroh Street contains the best examples of Queen Anne vernacular architecture in Madison. As far as can be determined, the residents of these houses performed necessary duties for the people in the surrounding countryside. The address 103 Dorroh Street was the home of James F. Dorroh. Beginning on July 1, 1915, he was a rural mail carrier (Dorroh, James F., Subject File, Mississippi Department of Archives and History, Jackson). His brother was a doctor and lived next door at 105

8. SIGNIFICANCE (continued)

Dorroh Street, according to the present owners of that structure. The Sanders House (115 Dorroh Street) was the residence of Joseph Harrell, a local merchant in the early 20th century (Madison Co., Miss., Deed Book QQQ:28 and Nancy Lewis, "Recalling the Good Old Days in Madison," Jackson Clarion-Ledger-Daily News, October 16, 1977). His business, the Farr Mercantile Company, was housed in the present-day "Price-Cox Complex." Obviously, the school served the educational needs of the children in the community. Constructed in 1910, additions to the original building were added in 1922, 1936 and c. 1960 (Madison Station 1901-1977, Subject File, Mississippi Department of Archives and History, Jackson).

Although they post-date the periods of significance of the other nominated properties, the 1922 and 1936 sections of the school are architecturally important, being locally significant examples of respectively, Jacobethan influenced and Art Deco institutional architecture in Mississippi.

9. Major Bibliographical References

Lewis, Nancy. "Recalling the Good Old Days in Madison." Jackson Clarion-Ledger-Daily News, October 16, 1977.

Madison County, Miss. Chancery Clerk. Deed Book QQQ. Madison County Courthouse, Canton.

Mississippi Department of Archives and History, Jackson. Subject File. Dorroh, James F.

10. Geographical Data

Acreage of nominated property approx. 5120 acres

Quadrangle name Madison, Miss. and Ridgeland, Miss.

Quadrangle scale 1:24000

UTM References

	Zone	Easting	Northing
A	15	712460	3598000
B	15	775840	3595240
C	15	712530	3591010
D	15	768330	3593720
E	15	768600	3596200
F			
G			
H			

Verbal boundary description and justification

The incorporation limits of Madison, Madison County, Mississippi

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state N/A code county code

11. Form Prepared By

name/title Susan M. Enzweiler, Architectural Historian

organization Mississippi Dept. of Archives & History date

street & number P. O. Box 571 telephone (601) 354-7326

city or town Jackson state Mississippi 39205

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title Deputy State Historic Preservation Officer date September 27, 1985

For NPS use only

I hereby certify that this property is included in the National Register

Kenneth H. Pool date Jan. 6, 1986

Keeper of the National Register

Attest: date

Chief of Registration

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Mississippi Department of Archives and History, Jackson. Subject File. Madison Station 1901-1977.

No Author Cited. Biographical and Historical Memoirs of Mississippi, 2 vols. Chicago: The Goodspeed Publishing Company, 1891.

No Author Cited. Madison Land Company Pamphlet, c. 1899.

Shelton, Karen. "Celebrate Strawberries." Jackson Daily News, May 7, 1981.

Stover, John F. History of the Illinois Central Railroad. New York: MacMillan Publishing Co., Inc., 1975.

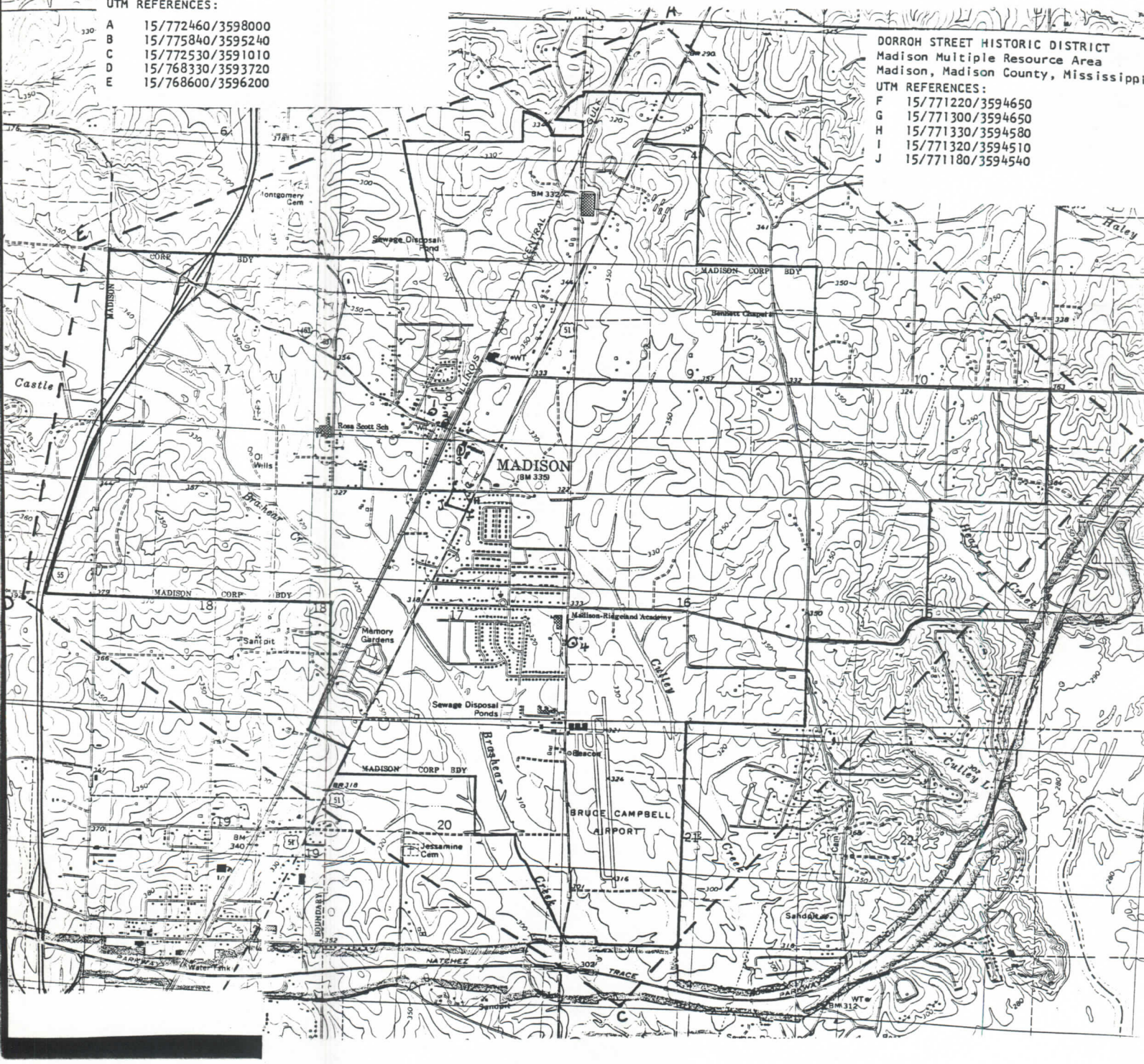
Tisdale, Billy. "Madison Once a Sleepy Farm Town Now a Growing Suburban Community." The Northside Sun, March 18, 1976.

MADISON MULTIPLE RESOURCE AREA
Madison, Madison County,

UTM REFERENCES:

A 15/772460/3598000
B 15/775840/3595240
C 15/772530/3591010
D 15/768330/3593720
E 15/768600/3596200

DORROH STREET HISTORIC DISTRICT
Madison Multiple Resource Area
Madison, Madison County, Mississippi

UTM REFERENCES:

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