

United States Department of the Interior  
National Park Service

# National Register of Historic Places Multiple Property Documentation Form

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

**A. Name of Multiple Property Listing**

HISTORIC RESOURCES OF PASCAGOULA, MISSISSIPPI

**B. Associated Historic Contexts**

DEVELOPMENT IN PASCAGOULA, MISSISSIPPI - 1850-1941

(a.) Early Pascagoula to 1870

(b.) Pascagoula from 1870 to 1917

(c.) Pascagoula between the World Wars, 1917 - 1941.

**C. Geographical Data**

N/A See continuation sheet

**D. Certification**

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

*Kenneth H. P. Pool*

*OCT. 24, 1991*

Signature of certifying official  
Deputy State Historic Preservation Officer

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 of the National Register

Date

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## E. Statement of Historic Contexts

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Discuss each historic context listed in Section B.

### **INTRODUCTION AND ORGANIZATION**

The Historic Pascagoula Multiple Property Nomination is organized along three broad historical periods--early Pascagoula, the development of Pascagoula from 1870 to America's entry into World War I in 1917, and development from World War I to 1941--explored on both an architectural and historical basis. Specific historical and architectural themes discussed in this nomination were examined, but too few elements were found eligible to justify individual nominations based on those themes.

Residential elements were organized and evaluated along architectural style themes, along house type themes and finally on historical themes. Non-residential elements were evaluated only along historical themes, as their number was too few to justify style and building type themes.

### **GEOGRAPHIC INFORMATION**

Pascagoula, Mississippi, the seat of Jackson County, is a city of over 30,000, comprised of slightly over 10,000 households. It is located on the southeast coast of the state and the Pascagoula River, ten miles from Alabama and sixty-four miles from Louisiana. Urban limits include eighteen square miles amassed in an irregular configuration, relying primarily on natural features. The north limit abuts the town of Moss Point; the south limit is Pascagoula Bay; the east is Bayou Casotte; and the west is the West Pascagoula River.

The terrain of Pascagoula is nearly flat, averaging only ten feet above sea level. Natural features include the East Pascagoula River, Lakes Krebs, Irving, Marsh [Lowery], Blue, La Buche, and West Railroad Corner, and Bayous Chico, West Prong, Grant, and Lowry. An examination of old maps indicates that some natural features have been altered over the years, with the loss of Bayous Delmas, Pichot and Yazoo and Lake Irvin. The soil is poorly drained and loamy. The average temperature for Pascagoula is 68 degrees, and the average annual rainfall is 64 inches. Prevailing winds are from the south-southeast.

The city is served by U.S. Highway 90 and Mississippi 613, the Port of Pascagoula, the Louisville & Nashville and Mississippi Export railroads, and nearby Jackson County Airport.

### **EARLY PASCAGOULA**

#### **HISTORY**

Present-day Pascagoula is one of the oldest settled areas of Mississippi, and evolved from three separate communities formerly known as Krebsville (along Krebs Lake), Scranton (along the New Orleans, Mobile & Chattanooga Railroad), and East Pascagoula (along the beach). What was once West Pascagoula, now called Gautier, is not part of this nomination. ("Pascagoula" in this nomination refers to the geographic area that is today the City of Pascagoula.) There are several historical themes which shaped present-day Pascagoula--the port, shipbuilding, lumbering, tourism, seafood, and the railroad--and these will be discussed separately.

Pascagoula was the site of Indian activity before the arrival of the Europeans. Prehistoric artifacts, burial sites, and shell middens have been found in the Front Street Historic District. Pascagoula is believed to have been the site of a battle

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number —E— Page —2—

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between the Pascagoula and Biloxi Indians, from which the legend of the Singing River (Pascagoula) evolved.

After the establishment of Fort Maurepas (at present day Ocean Springs) in 1699, French explorers Iberville and Bienville ascended the Pascagoula River and encountered the Pascagoula Indians, establishing a lasting alliance. During the 1720s, the French proposed transforming the region into a center of commerce and agriculture. Bienville in 1726 commented on the area's potential for shipbuilding and timbering, and for the production of pitch and tar. In fact, the first French settlers established farms and engaged in Indian trade, timbering and raising cattle.

Among the early settlers along the Pascagoula River were the Graveline, Chautmont, Krebs, Rillieux and LaPointe families. Of these families, the Krebs were the most prolific, with this area being designated as "Krebsville" on early maps. The Duchesse de Chaumont received a land grant which included most of what is now north Pascagoula, and sometime between 1718 and 1726, Joseph de la Pointe, the Duchesse's brother, erected a plantation complex which came into the possession of the Krebs family through intermarriage. It is believed that the "Old Spanish Fort" (individually listed, National Register, 1971) is the sole surviving dependency of this plantation. Bernard Romans wrote that the storm of 1772 almost totally destroyed the Krebs plantation and blew down trees for thirty miles upriver.

During the French (1699-1763), English (1763-1780) and Spanish (1780-1810) periods, Pascagoula remained sparsely settled, being governed and defended from Mobile and Pensacola. Spanish authority ended after the successful West Florida Revolution.

The new Republic of West Florida was soon annexed to the Territory of Orleans. In 1812, all of West Florida between the Pearl and Perdido rivers was added to the Mississippi Territory, with Pascagoula becoming part of the newly organized Jackson County. During the War of 1812, the British occupied nearby Horn Island, hoping to reclaim their territory; however, New Orleans was the ultimate goal. A visitor to the area the following year observed, "The village of Pascagoula is three miles in length and contains about twenty families, each having a little farm. They are not wealthy . . . but are independent . . . and accommodating."

About 1820, engineer Louis Frederic arrived in Pascagoula and found employment as a teacher for the prominent Delmas family, who had arrived twenty years earlier. In 1829 Frederic laid out the older streets of Scranton, among them Delmas and Frederic. That same year, Frederic is listed as the area's first postmaster.

On February 9, 1838, the state legislature granted a charter to East Pascagoula, despite the fact there were only twenty families. The charter was later revoked, just prior to the Civil War.

**United States Department of the Interior  
National Park Service****National Register of Historic Places  
Continuation Sheet**Section number     E     Page     3    

In 1840 Captain John Grant came to Pascagoula from Mobile and dredged the East Pascagoula River, resulting in the development of the area as a port.

At the outbreak of the Mexican War, the U.S. War Department pressed into service as troop carriers a number of Gulf Coast steamboats, and established Camp Jefferson Davis on the beach, close to the present-day Beach Park. Under the command of Gen. David Twiggs, the compound served as a troop encampment and veterans hospital. After the treaty ending the war was signed on May 30, 1848, Zachary Taylor and Ulysses S. Grant both came to Pascagoula, and on July 23, 1848, the bulk of the 4th Infantry landed at Camp Jefferson Davis. Eventually, nearly 3,000 soldiers poured into the camp. Conditions at the camp must have been less than favorable, for one soldier wrote, "the duties and hardships we encountered in Mexico were nothing to compare to what we are subject to here." Hundreds died or deserted; eventually most were reassigned.

In 1849 General Twiggs, the newly appointed commander of the Western Division of the Army, made the East Pascagoula Hotel his headquarters. That same year Col. George White, a veteran of the Mexican War, assembled on Round Island 500 mercenaries or filibusters--many of whom were Mexican War veterans--with the intention of liberating Cuba. Under the orders of President Zachary Taylor, the Navy blockaded the island, as the issue drew national attention. The situation was finally diffused, and the Navy ferried the mercenaries to Pascagoula. Pascagoulians, infuriated by this action, formed armed vigilante groups after a fracas at William Dobson's oyster bar. With the dispersment of the mercenaries, the crisis ended. In 1852 a military asylum was established in Pascagoula, but closed the following year.

The population growth during the 1850s was slow, the area remaining still very rural in appearance, with no major development. The beachfront McRae Hotel tract (see Resort Industry) was subdivided, with parcels being sold off as early as 1853.

Just prior to the Civil War, the 1860 storm, in which water rose seven feet in twenty minutes, flooded the entire area, destroying boathouses, boats, and the shoreline from Bayou Casotte to Grant's Lake.

With the outbreak of the Civil War, two companies of the 4th Regiment Louisiana Volunteers were stationed in Pascagoula to defend the coast. A local company of soldiers known as Twiggs Rifles was formed in 1861, and left Pascagoula the following year. The early capture of New Orleans, followed by the occupation of Ship Island, presented many problems to the port at Pascagoula. On April 9, 1863, a company of 160 Negro soldiers stationed on Ship Island landed on Pascagoula Beach. They drove back a small defending force and hoisted a Federal flag over the East Pascagoula Hotel, but were later driven off by Confederate forces from Mobile.

After the blockade of Grant's Pass and Mobile Bay in 1864, the port's problems became acute. However, many Pascagoulians ran the blockade. One such runner was Jacques Sarrazin, who in his ship Anna made many trips to Cuba. Not all blockade-runners were

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

E 4

Section number \_\_\_\_\_ Page \_\_\_\_\_

successful. A post-war reporter wrote, "In sight of my room in the hotel, is the hulk of the Fanny or some other rebel steamer, chased by the Union vessels ashore and burned with all its provisions and munitions, so much needed by the inhabitants at the time." This might have been the Fox, a sidewheeler which often ran the blockade to Cuba. On one trip, it was run aground at Pascagoula by Union forces, but not until after throwing its supplies into the water to waiting Pascagoulians.

General Grant often mentioned Pascagoula in his correspondence, especially with respect to the capture of Mobile. Grant on January 31, 1865, wrote to Secretary of War Edwin M. Stanton, "the Enemy is still leaving," and it was not until later that year that East Pascagoula was taken into the Federal "line of occupation" by Admiral David Farragut. Soon the local citizens petitioned the Federal forces for protection from deserters, stragglers and paroled prisoners.

Within three months after the surrender at Appomattox, erratic steamboat service was resumed along the coast between Mobile and New Orleans. The Creole was one such steamer, a passenger on which in 1867 wrote of Pascagoula, "at present there are but 500 inhabitants in the town," and noted that there were two or three steamers servicing Pascagoula.

**THEMATIC AREAS OF SIGNIFICANCE**

Significant commercial activities such as the lumber, resort and seafood industries, and the maritime activities of shipbuilding and the port which would flourish during the subsequent period were established during this early period of Pascagoula's history.

**Commerce: Lumber**

"The boom in lumber," writes Jay Higgenbotham, "with its many side effects, had a profound impact on Pascagoula, more than any other single factor in its history."

Although the lumber boom is generally considered to have been from 1880 to 1910, lumbering can be traced to the French occupation. As early as 1838 the sawmills of Thomas Rhodes and William Dantzler began to emerge along the Pascagoula River. An 1867 news account observed that logs and logging were the sole topic of conversation on the Pascagoula. The article noted that from a single point, ten mills and twenty-three rafts of sawlogs could be seen, and noted Van Wagoner & Co., O'Ferroll and Chambers, and Mr. Griffin's sawmills. The Civil War brought a general decline in the industry, with the blockade of the Pascagoula port.

**Commerce: Resorts**

In 1836 the East Pascagoula House, operated by Malcolm McRae, was advertising its surf bathing and seafood in New Orleans newspapers. Advertisements in 1839 noted that the

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number       E       Page       5      

hotel provided fishing tackle, billiard tables, ten pins and regular dances "during the season," and that an ice house was being erected. By the 1840s the hotel's reputation was well-established, with visitors coming primarily from New Orleans, Mobile and upstate Mississippi. About 1845 a school was opened in association with the hotel, and advertisements suggested parents bring their children "and keep them at this school and give them the benefit of pure air and genuine salt water baths."

After the Mexican War, the McRaes entertained General Zachary Taylor and General David Twiggs at the hotel. In fact, General Taylor vacationed there during the summer of 1848, prior to his election as president. A visitor that year compared the hotel to Saratoga, noting boats with visitors arrived daily from Mobile and New Orleans. Twiggs liked the hotel so much that in 1849 he made it the headquarters of the Western Division of the U.S. Army, and the hotel's dining room furnished meals for fifty officers daily.

In 1850 a reporter for the New Orleans Daily Delta wrote: "A man who cannot enjoy himself at Pascagoula has no taste for marine life and pleasures. The bathing is delightful, the fishing and oysters delicious, the trees luxuriant, and the shrubbery abundant."

In 1852 the East Pascagoula Hotel was gutted by a fire, the result of a labor dispute, and twenty days later a hurricane leveled its remains and wharf. Complicating the local resort situation was an overall dwindling of business in the mid-1850s as wealthy southerners headed north to Newport, Nantucket and Saratoga.

A new Pascagoula Hotel was opened in 1860, but the Civil War soon destroyed its business. A newspaper reporter from New Orleans in 1867 observed: "Here is the Pascagoula hotel, which flourished in the hands of landlord Gumbel before the war. It is a huge frame pile as long as the Lindell, and accommodated 400 guests. It is a sad plight, partially occupied, free of rent, by some black, white and piebald people." He went on to describe the hotel's neglected, askew and tumble-down appearance.

The Baroness Pontalba came to Pascagoula with her two sons in 1849--while she was building the Pontalba buildings flanking Jackson Square in New Orleans--in order to escape that city's yellow fever epidemics. Perceived health reasons seem to have been a major factor in Pascagoula's tourism. 1007 Farnsworth has a board inscribed, "I was here for my health in 1857," and signed with several names.

**Commerce: Seafood**

Pascagoula's coastal location adjacent to natural estuaries and its location on the Pascagoula River made it a natural for the seafood industry. A visitor to the area in 1813 noted that Pascagoula was "abounding in fish and oysters." In 1867 a New Orleans newspaper reporter wrote, "I visited bayou Causote [sic], adjoining Pascagoula, where the best oysters of the gulf are produced by the thousands of barrels yearly, and they are here eaten every month of the year. The daintiest fish of other kinds are here abundant."

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number     E     Page     6    

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## Maritime History: Shipbuilding

The shipbuilding industry traces its origin to the Pascagoula Indians, who built dugouts. In 1772 Bernard Romans reported that the Krebs family built boats in their backyard, as was likely true of other families, in order to negotiate the many waterways near Pascagoula. By 1842, the Krebs had a small commercial shipyard on their property; however, business was sporadic, and it was not until 1885 that the company was in continuous operation. A commercial establishment in existence prior to the Krebs' was the 1838 Ebenezer Clark shipyard.

In 1846 John J. McRae offered the U.S. Coast Survey Department a steamboat being built in Pascagoula under the superintendence of James F. Bradford. According to McRae, Bradford had been building vessels for twenty years in Pascagoula.

## Maritime History: Port

Because of the river, Pascagoula was settled and prospered. In 1729, during the French period, it was noted that "the Pascagoula is navigable for a pirogue." The French frequently used the river for communication with the Indians.

In 1806 the river was utilized for military transportation, and commercial schooners were calling on the area in 1810. Cotton was shipped from upstate down the river beginning in 1819. Soon after the 1830 treaty opened up the Indian Territory to cotton-growing, 65,000 bales per year were shipped on the Pascagoula and by the Civil War, nearly one million bales per year were shipped.

In 1840 Captain John Grant dredged the east branch of the Pascagoula River, diverting most of the shipping from Gautier to Pascagoula, which was the beginning of the development of the river and harbor as a deep water port. By 1842 John McRae was running a steamboat from New Orleans up the Pascagoula River to serve his hotel.

The 1852 storm, among other things, smashed the port's wharf where a vessel was debarking, drowning five and destroying the fire-damaged McRae Hotel.

The port was blocked by the Union during the Civil War, but blockade-runners often traveled to Cuba for supplies for the Confederacy. Shortly after the war, an 1867 account noted that two or three steamers traveled on a regular basis from New Orleans to Pascagoula.

## Architecture

Because Pascagoula was, until recently, a relatively small community, even by Mississippi standards, and because it has been devastated by so many hurricanes, there is little architecture left from its early history. The oldest structure is the "Old Spanish Fort"

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number   E   Page   7  

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previously mentioned from the French period, and there are a few examples in the Greek Revival style, such as 2903 Beach (1851), 2916 Front Street (1850), 606 Columbus (ca. 1840), and 3401 Beach (1850), but these are indeed rare.

PASCAGOULA FROM 1870 TO 1917 (AMERICA'S ENTRY INTO WORLD WAR I)

**HISTORY**

Since Pascagoula was not a major agricultural area, there were no significant number of freed slaves, nor political consequences as a result of Reconstruction. Federal troops were evacuated from Pascagoula very quickly. However, in 1874, thirty-six citizens of Scranton and East Pascagoula founded an organization to fight the carpetbaggers and the Freedmen's Bureau.

Shortly after the war, rumors that a railroad would be built along the coast took on the aura of reality when survey crews were observed at various point. Construction was in full swing in 1868, and by 1869 its economic impact was experienced in Pascagoula.

In November of 1870 when the New Orleans, Mobile & Chattanooga Railroad began service to Pascagoula, a depot and a Western Union telegraph station were erected on Delmas Street. The railroad superintendent, whose name was Scranton, is said to have been confused by the proximity of East Pascagoula (along the beach) and West Pascagoula (now Gautier, Mississippi). Rather than add to the confusion with a third Pascagoula, he supplied his own name to the station. Two years later, a post office was established with the name Scranton, giving credence to the name, and in 1871 the seat of Jackson County was moved to Scranton, giving it added prestige and providing numerous jobs. These actions precipitated the development of the area as a real town.

Five subdivisions were created during the 1870s, reflecting speculation on the city's growth--Francis Henry tract, 1875; J.B. Delmas land, 1876; Rene Krebs and Gichard tracts, 1877; and Sedoine Krebs tract, 1878.

During this period, the area began to grow as a governmental center. The first courthouse was built in 1872, but burned the following year. The second courthouse suffered the same fate in 1875. The third courthouse was completed in 1879, and in 1949 it was replaced by the current one. The Scranton Fire Co. No. 1 was organized in 1883, and by 1893 there were two volunteer fire companies, one white and one black.

Scranton was incorporated as a town in 1886, and East Pascagoula was incorporated as a village in 1892 and as a town in 1896. In 1904 Scranton and East Pascagoula were merged into the City of Pascagoula.



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number   E   Page   8  

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There were several early private schools in Pascagoula, among them the 1820 Louis Frederic School and the Pascagoula Hotel School. The first public school was Scranton Academy, built in 1875 at the corner of School and Pascagoula. It was destroyed in 1884 and not replaced until 1893. In 1895, 1111 Washington was used as a school. Beach School was built in 1904 at 1315 Washington, and Lake School was built in 1909. In 1904 a new three-story school was opened on Pascagoula Street. Attendance accelerated, and the school was moved to its present site in 1939.

The yellow fever epidemic of 1874-75 resulted in numerous deaths and the quarantining of the port. The fever persisted through the 1870s. It was 1877 before a Board of Health was established and a quarantine physician appointed.

The local daily newspaper, the Star of Pascagoula, was established in 1874, and in 1878 changed its name to the Democrat Star. In 1880 the paper noted the improvements along the beach in the past two years:

There now stand beautiful houses and improved lots and gardens. It looks as though a cyclone had swept away the old and a new and beautiful place planted in its stead . . . Buena Vista Street has come in for perhaps the largest share of buildings, but they are principally home residences, and a beautiful street it makes. There are several other streets which have kept up with the march of improvement, and the front from the Scranton and Pascagoula road near Bayou Chicot is now filled with smiling cottages and more pretentious buildings.

General Grant visited the small community of Scranton (population 1,052) in 1880, and the previous year Confederate President Jefferson Davis addressed the Press Association convention in Pascagoula.

In 1886 a single telephone line was established between Captain Castenera's house in Pascagoula and Denny & Co. in Moss Point, but it was not until 1896 that Southern Bell Telephone came to Pascagoula to serve the general population.

During the 1880s seven tracts of land were subdivided, indicating the growth of the area (V. Delmas, Jr. 1881; Wells Strip, 1882; W.I. Porter, Baptiste, Eugenie Baptiste and Sarrazin Tracts, 1883; Krebsville, 1887; and Hegbrard tract, 1889).

The Democrat Star in 1890 reported on the progress of Pascagoula and Scranton: "The old town of Pascagoula . . . is improving rapidly . . . there are not enough streets in the town. We have never heard of but three, to wit: Washington, Buena Vista, and Pascagoula. The town was laid off and incorporated in 1836 [sic] and at that time, of course, the streets were marked off." Population was listed at 1,353, of which 1,150 lived in Scranton.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number   E   Page   9  

The 1893 Sanborn map indicates Scranton's population was 2,800. Industry was mostly confined along the river. The town had two volunteer fire companies. Most water was supplied by private means; however, there were city water tanks, and plans for an artesian well. By 1898 there was a city water supply capable of 750,000 gallons, fed by an artesian well and distributed by six miles of pipes and pressurized by a 120-foot-high standpipe. The Scranton Water Works & Electric Light Plant was located on the corner of Delmas and Frederic. The company in 1899 had two Edison Dynamics furnishing power to 516 incandescent lights and 24 arc lamps throughout the town.

The 1893 storm destroyed the Methodist, Lutheran and Union churches, and shifted the Catholic church off its piers. Three miles of railroad track, including the bridge, vanished between Gautier and Pascagoula, as did all wharves, bathhouses and most boats. Much of the Pascagoula's seafood industry was also destroyed.

On February 7, 1896, the Pascagoula Commercial Club of Scranton, Mississippi, was organized as a civic and social association with forty members. The objectives of the club were to 1) promote the local economy; 2) maintain a meeting and social hall; 3) promote good government; 4) attract new business to the area; 5) promote the natural resources and development of publicly held lands; and 6) promote and develop the port. The Commercial Club also published that year, in conjunction with the Moss Point Merchants Association, The Scranton & Moss Point Pocket Business Directory, which listed a Baptist, Catholic, Methodist, Lutheran, Presbyterian, and several Black churches, two public and three private schools, two fire companies (Scranton No. 1 and Mississippi No. 2), three communication companies, and eight lodges and clubs. Among the professions and trades were four law offices, two dentists, two druggists, three physicians, three barbers, two blacksmiths, one cobbler, three butchers, two painters, one photographer, two tailors, one tanner, one undertaker, two jewelers, and one wheelwright. Also listed were one bank, one box factory, two coalyards, three notions and dry goods stores, seven general merchandise and grocery stores, one ice factory, one laundry, three liveries, two machine shops, and two ship chandlers. In 1899 the Commercial Club secured the federal appropriation for dredging the port to allow deepwater-draft vessels to enter the port.

During the 1890s, nine tracts of land were subdivided: Vincent Baptiste and Dean and Wolf, 1890; J.C. Krebs, 1894; Mead, 1892; Re-Survey Sarrazin tract, 1894; Valentine Delmas Heirs, 1895; J.B. Delmas land, 1895; Volney Brown, 1896; and Delphine Grant, 1897.

The 1898 Sanborn map indicates the population had increased by 100, and the principal streets were shelled and almost level. The Democrat Star that year quoted a Milwaukee visitor as saying that "Scranton is a lively town, with good buildings, waterworks, schools and newspapers. A Northerner feels at home in this enterprising place."

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number   E   Page   10  

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At the turn of the century, the population of the resort community of East Pascagoula stood at 708, and that of Scranton at 2,025. The 1900 census records fifteen manufacturing businesses in Pascagoula, with a capital of \$372,655, each employing an average of 167, with an annual payroll of \$66,045. In 1902 Scranton's city-owned electric and water plant was sold to a private concern. The following year, that company, under the name of Pascagoula Street Railway and Power Company, inaugurated a streetcar line that ran from Moss Point to Anderson Park. The company also produced ice.

In 1904, when East Pascagoula and Scranton were merged into the City of Pascagoula, the area boasted a population of 4,063, according to a city guide that also listed two banks, two newspapers, eighty-eight businesses and twenty professionals.

During the 1906 storm, the Pascagoula lighthouse and the railroad bridges were destroyed. Virtually every beachfront house was severely damaged, and at least twenty percent of the local timber was destroyed. Local newspapers estimated the damage at \$75,000. The 1910 U.S. Census recorded a population 3,379.

Early twentieth century subdivisions include Steven Routh tract and Kell's Addition (1900), Delmas Bros. (1902), A.P. Cassel (1906), Community tract (1907). During this period, the local economy flourished, with many local industries achieving great heights.

**THEMATIC AREAS OF SIGNIFICANCE**

The period from 1870-1917 was Pascagoula's Golden Age, when it developed into a real town. Significant commercial and maritime activities and improved transportation helped Pascagoula to grow and prosper.

**Commerce: Lumber**

The timber industry, which suffered greatly from the blockade of the port during the Civil War, was revived with the planned New Orleans, Mobile & Chattanooga Railroad Co. through contracts for railroad bridges and cross ties. Related industries also began to flourish, producing turpentine, charcoal, tar, and rosin. An 1874 newspaper account noted there were seventeen large vessels in the harbor, loaded with 500,000 board feet of lumber that was destined for worldwide markets.

In 1877 a Mobile newspaper reported that the federal government had shut down the local thriving lumber industry after allegations that lumber was being taken from federal lands. The paper noted that "at Pascagoula alone (including Moss Point) there are some twenty first-class sawmills and this busy port ships annually between thirty-five to forty million of [board] feet, the large portion of it to Europe, and in its bay is

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number     E     Page     11    

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always quite a fleet of vessels. Besides the timber and lumber business, the manufacture of charcoal is carried on . . . and that of turpentine to a limited extent."

From 1875 to 1879 shipments from the port of Pascagoula averaged 45 million board feet per year. By 1880 it had reached 60 million, with 3,000 logs, averaging twenty inches in diameter and forty feet in length, being fed daily to local mills. Initially, most of the wood was sold in New Orleans--reportedly, much of the construction lumber for the 1884 New Orleans World's Fair was produced in or near Pascagoula and shipped from its port in light-draft vessels--but eventually the area's lumber would obtain an international market.

The peak year of the lumber boom was 1891, when 170 million board feet were cut in the area, making Pascagoula second only to Pensacola in the number of board feet shipped from a Gulf port. Vessels flying flags of Great Britain, Norway and Sweden as well as the United States could be seen in the port. Shipments commonly went to Central and South America, the Caribbean, Europe and Africa. In the United States, favorite coastal ports were New York, Boston and Philadelphia. A large number of lumber shipments were also made by rail, the big markets being Louisville, Indianapolis, Chicago, Cincinnati and St. Louis.

The 1893 Sanborn map of Scranton illustrates five mills: Farnsworth Lumber Co., R.G. Luce and Sons Saw Mills, Edgar B. Martin Shingle & Veneer Mill, Mead Brothers Saw & Planing Mill, and Venice Lumber Co. The Farnsworth Lumber Co., operated by R.A. Farnsworth, was one of the largest.

According to the 1896 Scranton directory, over 13,700,000 board feet of pine was exported to domestic markets through the port, and over 95,600,000 to foreign ports. Of the sixteen lumber mills in the area, three--Farnsworth Lumber, Mead Brothers, and New Venice M'f'g. Co.--were located in Scranton. Mead Brothers also produced shingles, and New Venice produced boxes. A New Orleans paper that year noted "the Farnsworth Lumber Co. does an extensive export business, the saw mill, dry kiln and planer having a capacity of 105,000 feet per day. Oliver & Kitchen's molding plant is a new feature and has two of the finest molders manufactured. This firm exports to increase their output by other additions."

An 1899 account reported there were eighteen sawmills in a five-mile radius, with a daily capacity of nearly one million board feet, and six planing mills capable of producing 141,000 board feet, noting particularly the Mead Bros. Mill and the L.N. Dantzler Lumber Co. in Pascagoula. By 1904, the P. Blanchard Saw Mill and F.C. Waller Saw Mill were added, and in 1909 the Lake Shingle Co., the Scranton Shingle Co., the Gro. R. Thompson Saw Mill, and the F. Gautier & Son Saw Mill appeared in Gautier. This would be the greatest period of the local lumber industry, which began to decline after World War I.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number     E     Page     12    

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**Commerce: Resorts**

The arrival of the New Orleans, Mobile & Chattanooga Railroad Co. in 1870 boosted Pascagoula's tourist trade as people found it simpler and cheaper to travel by rail than steamer. By 1891, five to six passenger trains were bringing visitors daily to Pascagoula. An account that year stated a "large number of people from the north and west are making their homes there [Pascagoula] during the winter, finding a delightful and healthy climate."

Around the railroad depot were eventually built the Scranton, Noy's (also known as Krebs'), and Pascagoula hotels, and Rolys Hotel for Negroes. A New Orleans newspaper in 1890 noted that "many new buildings are being erected, and the older ones renovated in advance of the Summer season," and that the Pascagoula Hotel had changed owners, a Mrs. L.W. O'Connell being the new hostess. According to a circa 1886 travel brochure, Pascagoula had the largest hotel in the South, with several hundred rooms capable of accommodating 1,000 guests, most of whom were wealthy Mississippians and Alabamians. Whether this was the Pascagoula Hotel or another one is not clear. The Scranton Hotel was established in 1893; it was enlarged, remodeled and renamed the New Scranton Hotel in 1895. Operated by Wm. D. Storm and Roy Miller, the New Scranton achieved a fine reputation, being lauded in an 1896 magazine as having "a very large dining room" and "what few hotels outside of a large city have, baths for the convenience of guests."

Two local boarding houses were featured in an 1899 magazine--the Lindinger House on Krebs Street, which had obtained a reputation among the traveling public since opening in 1884, and the Delmas House on Front Street, opened in 1887. An article described the Delmas House as "patronized by a very select class of New Orleans and Mobile proper throughout the summer months and Northern tourists during the winter."

Along the beach, the "Cottage by the Sea" was opened about 1872 by Charles Boster. It was composed of several detached structures accommodating sixty to seventy guests, and was described as one of the best and most completely furnished hotels on the Mississippi Sound. Other late nineteenth-century beach hotels were the Dodson Hotel (1880) near the beach, and Judge Oliver's Gulf Cove Inn (1891) on Beach Boulevard. An 1890 New Orleans newspaper account reported that Pascagoula's "long stretch of beach was lined with summer homes and hotels and elegant steamers" and "the elite of Louisiana, Mississippi and Alabama came to Pascagoula to enjoy its recuperative healthfulness and natural offerings."

Besides the commercial establishments, many individual homes were built along the beach for use as summer vacation houses or boarding houses. In 1872 several summer homes were built for the New Orleans French Opera Company. 1717 Beach in 1900 was operated by Volney Brown as a boarding house, and 1611 Washington by 1925 was rented as a summer home.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number     E     Page     13    

For entertainment, tourists and locals alike had several attractions to choose from. Anderson Park was established at the western end of the beach to provide amusement for the increasing number of visitors; it was a showplace for the trolley company electric service, featuring the wonders of electricity, and had a restaurant, open-air theatre and pavilion. The park is referred to as Derson Park on the 1909 Sanborn map. The 1896 directory lists five restaurants and four saloons in the town, and in 1899 there were several theaters and halls for concerts, the largest being the 705-seat Odd Fellows Hall and the 400-seat Smith Hall. Pascagoula became known as "the best show town between New Orleans and Mobile."

**Commerce: Seafood**

Although Pascagoula was acknowledged early in its history to be ideally situated for seafood industry, it was not until this period that it really began to thrive. An 1874 news account stated that Pascagoula was "renowned for its oysters--for flavor and size they are equal to any in any country," and noted potential markets in Europe and the North. By 1893 seafood was a major industry in Pascagoula, supporting probably more independent businessmen per capita at the turn of the century than any other town in America. The 1896 directory lists four oyster and fish shippers in Scranton--C.H. Delmas, Jno. Foster, I.M. Pelham, and Geo. T. Rosson and notes that "the celebrated oyster reefs of Jackson County, between East and West Pascagoula river, are three miles long and one mile wide, and are inexhaustible in their supply. The culture of oysters in the Pascagoula bay is attracting much attention now and its development is proving a great financial success. The natural reefs are protected by liberal laws, but sufficiently stringent to prevent their destruction by overuse, were that probable."

According to an 1899 account, "there is no place in the world where oysters grow to such perfection and flavor as in the waters of the Mississippi Sound, and this in their natural reefs or beds. These reefs exist in all parts of the Sound, and although oysters have been taken there from in great quantities, there are no signs of exhaustion, and the fishing for those being caught serve as a cultivation, and the natural reef oysters are rapidly increasing in size." The account also notes the "great number of private planting grounds, wherein oysters are grown to a perfection in size and quality to suit any market in either respect. One of the largest . . . is owned by a Chicago syndicate (of which Col. John B. Lyon, of No. 12 Sherman street is the head) and has an annual yield of 100,000 barrels." Another private bed was owned by M. Paquette in front of his beach residence, Point View, on Lake Yazoo.

The Gulf Coast's first shrimp cannery was built in Pascagoula in 1878. By this time, the town's fishing industry was well-established. Catches of catfish, mullet, croakers, redfish, speckled trout, shrimp, oysters and crabs were regularly sold in Pascagoula and surpluses sold in adjoining communities. The J. Foster Canning Factory, shown on the

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number     E     Page     14    

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1893 Sanborn insurance map of Scranton, was opened by Captain John Foster in 1889 to can shrimp and oysters. H.K. Almes founded the Pascagoula Fish Company in 1896, which he sold to E.A. Colle in 1916; in 1929 the company moved and changed its name to Gulf Packing Company. Other canneries processing seafood as well as fruits and meats were John Foster's Mexican Gulf Canning Factory, and the Pascagoula Canning Company, owned by several prominent local investors. Related businesses were James Summergill's Scranton Cold Storage & Ice Manufacturing Co. and the Pascagoula Ice Co.

The 1893 Sanborn insurance map of Scranton shows the the D&S oyster saloon near the train depot, and by 1898 there were three oyster houses in the old Scranton area, one of which was Victor Bosarge Jr.'s Champion Oyster Saloon. Two years later, J.C. Peyrene and Miguel Pol opened the Scranton Fish Company. The 1904 Sanborn illustrates three seafood establishments: A. Bloomer Fish House, Frank Foster's Fish & Oyster House, and C.H. Delmas Fish House. The 1909 map added the Delmas Oyster House and J.W. Cox Fish & Oyster House. C.H. Delmas operated a small fleet of boats and schooners, catching oysters and fish and shipping them throughout the south and even up into western states. Delmas also sold his catch to the other oyster and fish houses in Scranton.

In 1915 three companies in Pascagoula were handling fish. They sold and iced mullet, croaker, catfish and speckled trout for northern markets.

**Commerce: Miscellaneous**

As Pascagoula grew, so did the demand for services. The community's first bank was chartered by W.H. Brumble in 1882. Two years later, the Scranton Bank was opened by H.F. Krebs; it moved into larger headquarters in 1897, and eventually opened a branch in Moss Point. Other banks opened during this period included the Merchants Bank, Pascagoula National Bank, Merchants and Marine Bank, and Peoples Bank of Pascagoula.

Ben F. Pickett on Cedar pioneered the livery business, operating a hack line between Scranton, Moss Point and Pascagoula. Others providing transportation services included the Robert Westeberg Livery, C.B. Frederick Livery, C.L. Krebs Livery, Chas. Ferrer Livery, and the John Y. Morgan drayage business.

Machine shops such as T.C. Gaiti, C.L. Luce and the Scranton serviced the local economy, and general merchandisers such as S.R. Thompson, W.R. Canty, M.G. Flore, Hughes & Merrick, and DeJean & Mitchell [ship chandlers?] and drugstores such as M.M. Watkins' Palace Pharmacy and McVea Young's Drugstore provided necessary goods. Other typical business of the period included Mrs. W.S. Cooley's Millinery Shop, Peerless Steam Laundry, Paquette's Sanitary Plumbing, Cole Jacobson's Algona Saloon, W.C. Allman's grocery, J.Y. Morgan's Mortuary, C.H. Hudson Soda Works, and the Pascagoula Ice Co. There was real estate agent A.L. Moore, butcher M.C. Allman, and barber F.D. Becht. The town had cobblers, tailors, jewelers, photographers, and printers. There were also

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number     E     Page     15    

bakeries, billiard parlors, restaurants, haberdasheries, hardware stores, movie theaters, and furniture stores. Medical needs were met by Dr. Wm. R. Kell, who also served as coroner and health officer, Dr. W.A. Cox, and Dr. W.H. Clarke, and by dentists Dr. A.C. Ulmer and Dr. W.D. Talbot.

With respect to agriculture, an 1899 report stated that "of the three coast counties in the State, Jackson county is specially well adapted to the raising of fruits and vegetables, as shown by the great quantities of these products shipped from here every year. Of the fruit varieties, the pear (Keiffer, Bartlett and LeConte) and peach are almost exclusively cultivated, with great success; which latter is also true of the fig, the vine, scuppernong, and the pecan." The pecan orchard of A.G. Delmas, proprietor of the Gem Saloon, was described: "Among the interesting places to visitors is the Pecan Orchard of Mr. A.G. Delmas, located on the edge of town. It consists of about 300 trees, 200 of which are bearing. The pecan is of the large, papershell variety, which is very superior because of its rich flavor, clear kernel, thin shell and large size. It has a ready sale for seed purposes and during the harvest is shipped extensively for eating purposes."

**Maritime History: Shipbuilding**

The local shipbuilding industry would gain national recognition during this period. Henry Longfellow even wrote a poem, "Building of the Ship," reportedly inspired by the Krebs shipyard. Shipbuilding strengthened the local economy during the 1870s, as evidenced by articles in local papers such as one in 1874 announcing "another launch" of an 80-foot white and live oak schooner named Campechanc for the Mexican trade. The Democrat-Star in 1878 reported that business at local shipyards was good, with recent launches including two schooners at Pol & Frentz's, a barge at Smith's, and a schooner at Irving's shipyard. An 1880 article noted the leading ship chandlers of the coast were located in Pascagoula, and in 1891 the paper reported that Frentz's shipyard was very busy.

Not until the timber boom did shipping grow in earnest. Many companies were both lumber and ship yards, because of common needs. When the need for seagoing vessels was recognized, several shipyards sprang into operation. Earlier, in 1860, Miguel Pol established Pol shipyard. About 1875 he formed a partnership with George Frentz. After Pol's death, Frentz took over and changed the name to Frentz Shipyard Company, which continued until 1918 when it was sold to Captain H.H. Colle and A.F. Dantzler, at which time it became known as the Gulf Shipbuilding Company. In 1935 F.B. Walker & Sons bought this yard and continued building tugs and barges for the U.S. government. In 1893 Gandy Boat Yard was opened on Krebs Lake, and George Thompson that same decade began a yard on the lake, specializing in tugboats. Miguel Flechas built his first ship in 1896, and in 1906 began a shipyard, producing three-masted schooners and, occasionally, barges. A circa 1896 publication noted that of the ship chandleries, DeJean & Mitchell Co. was



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number     E     Page     16    

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the largest business house of Scranton, and that the New Orleans firm of J.W. Menge and Sons operated a branch in Pascagoula. It also stated that Frentz's shipyard was capable of taking on its steamways vessels of very large tonnage and "in this industry may be said to over top Mobile."

During the Spanish-American War, Pascagoula shipyards provided numerous ships to the government for battle in Cuba.

The 1893 Scranton Sanborn map illustrates only two shipyards: P. Blanchard and G. Frentz. The 1896 city directory lists five shipyards: Geo. Frentz; Phoenix Shipyard, Marine Ways & W. Co.; Peter Blanchard; Smith Bros.; and Wm. Gandy. The 1904 Scranton city directory lists six shipyards: George Frentz; Smith Bros.; M. Flechas; O. Christensen; Geo. Thompson; and New Venice. In 1907 the Pointeven brothers established a shipyard on Krebs Lake, and in 1909 the Delmas & Krebs Shipyard was in operation. Ten years later L.N. Dantzler Lumber Co. announced a contract to build twenty composite vessels and Piaggio, Dierks-Blodgett and John de Angelo announced a total of thirty-four vessels totaling over \$12 million.

**Maritime History: Port**

The port of Pascagoula came into its own during this period. The 1872 port report indicates that ninety-eight vessels entered the port, carrying 41,294 tons of goods; a local newspaper, however, believed this to be one-third the actual amount.

A local paper observed in 1874 that "at no other place on the coast have we seen such indication of business. . . . What Pascagoula seems to need is deepening of the bar, more steam tugs and a horse-car railroad to Dog River [Moss Point]." The paper's editor, Melanathon Smith, was the port's chief advocate. The mouth of the river by then had silted to a depth of three feet. A U.S. engineering report, commissioned by the War Department, that same year recommended dredging a channel one hundred feet wide and seven feet in depth at low tide in order to allow a much larger class of vessels to enter the river. The cost of this project was to be paid jointly by the federal government, the state, and the City of Pascagoula. In January of 1875 the paper announced that the city had raised its share, but in May the state legislature refused to pay its portion.

The year 1875 is considered to be the beginning of the development of the modern port. That year Congress appropriated \$100,000 for a lighthouse, a customhouse, and dredging of the harbor, and declared Pascagoula a Port of Delivery.

The port was deepened to between eight and eight and one-half feet in 1882, and eight years later, in 1890, was dredged to eleven feet. That year the New Orleans Daily Picayune reported of Pascagoula, "It is so conveniently situated that it is the nearest seaport to deep water for the larger fleet of vessels engaged in the lumber trade of the

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number     E     Page     17    

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surrounding region, and it is the chosen headquarters of the government for a custom service." The 1896 directory lists a total of 216 vessels as having sailed from the port of Pascagoula over the past twelve months, 175 destined for foreign ports. It also cites two towing companies, Tug Leo and Tug Native. In 1899 the Pascagoula Commercial Club succeeded in obtaining \$317,600 in federal funds for improvements to the Pascagoula and Escatawpa rivers and Horn Island harbor.

In the early 1890s Pascagoula was second only to Pensacola in the number of board feet shipped from Gulf ports. Simultaneously, there was a shift from sailing to steam vessels--by 1895 twenty-five percent of all vessels in the port were steamers.

Associated with port economy were the local ship chandlers, who supplied goods to the vessels. DeJean & Mitchell Co. was Pascagoula's largest chandlery, located at the corner of Cedar Street and Krebs Avenue in Scranton. It was established in 1891 and by 1896 was one of Scranton's largest businesses, with stock valued at about \$25,000. A branch of the New Orleans firm of J.H. Menge & Sons operated in East Pascagoula. It carried in 1896 stock valued at \$20,000, and was reported "to attend to all disbursements of vessels, free of charge." Other late nineteenth-century local chandleries included C.H. Alley, M.G. Feore, and Adolph Soderstrom.

Stevedoring concerns were another allied business. The companies of Capt. Edmund Mitchell, Landnier Bros., P. Feore, and James McFaul were among those working in the 1890s, with Landnier Bros. being perhaps the oldest firm.

Other businesses associated with the port were Capt. Edmund Mitchell's packet service for passengers and freight along the Pascagoula River and his Mississippi Sound and Tow Boat Co. service for passengers and freight between Pascagoula and Ship Island.

Among the numerous ship captains and bar pilots of the period were Charles Boster, John Foster, Wm. George, L.D. Herrick, P.K. Mayers, and Edmund Mitchell.

**Transportation: Railroad**

The railroad helped the growth and development of Pascagoula as a coastal resort area and a thriving industrial and port community. It was the New Orleans, Mobile & Chattanooga Railroad Co., later known as the New Orleans, Mobile & Texas Railroad Co., that made this possible by connecting the two major port cities of New Orleans and Mobile. The railroad was first chartered in Alabama in 1866, and in Mississippi the following year. Construction of the railroad began in 1869, and service was inaugurated the following year. In 1880 the Louisville & Nashville Railroad Co. leased the Gulf Coast route and the following year, purchased the line. In 1887 passenger receipts through Pascagoula totaled \$212,504.69, and freight \$251,964.59.

**United States Department of the Interior  
National Park Service****National Register of Historic Places  
Continuation Sheet**Section number     E     Page     18    

The L&N Railroad played a major role in the development of the local lumber industry, but as the lumber industry waned, the railroad diversified. More and more tourists began to use the line, as the line offered special rates for "tourist tickets." In 1905, more than half of L&N's gross receipts resulted from passenger and freight traffic on the company's 73.74 miles of Mississippi coastal track.

In 1884, the Moss Point, Scranton & East Pascagoula Railroad Company began operation, running down Market Street, linking the three communities. In 1903, the Pascagoula Street Railway & Power Company began operation of streetcars. The line ran from Anderson Park on the beach, down Farnsworth, up Pascagoula Street to Krebs, where it went into town, with a loop near the depot. It continued up Pascagoula, past its barn, and north to Dantzler Point in Moss Point, and then to the Dantzler Shipyard. In 1919, Ebb J. Ford purchased the company and operated the line until 1921, when he shut it down as automobiles replaced the demand for mass transit.

**Architecture**

Much of Pascagoula's historic architecture dates from this period, as this is when the area became a true town. The economic growth of the area demanded more residential and non-residential structures. Much was built without the aid of architects; thus the architecture is much simpler than that of the same period in other parts of the state. Although it follows national trends, it lags chronologically, as does much of the architecture of the state. The Greek Revival continued to be popular, complemented by Italianate, Gothic, Queen Anne, late Victorian, and Colonial Revival.

Most extant historic buildings date after 1880, when the area's lumber boom began (twenty-six from the 1880s and thirty-nine from the 1890s). The vast majority of architecture is wooden, obviously attributable to the local lumber industry. There are no surviving nineteenth-century and very few early twentieth-century buildings that are not wooden. Among carpenters and builders working in the area were G.W. Tagert, Pol & Laurehdine, J.L. Ostrom, and B.B. Krebs.

**PASCAGOULA BETWEEN THE WORLD WARS (1917-1941)****HISTORY**

World War I provided an immense increase in business to Pascagoula through the shipbuilding industry. New residential subdivisions were developed, such as Dierks Blodgett, 1917; Liberty, Blodgett, and Lewis and Lane subdivision, 1918; and later, International Shipbuilding in 1922 and Lakewood by 1937. By 1920, the population of Pascagoula had risen to 6,082. However, growth during this period was not so dramatic as in the previous period, especially after the initial growth during World War I.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number     E     Page     19    

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A great fire in 1921 devastated most of downtown, destroying twenty-five businesses and twenty-five homes. This followed another major fire just a few months earlier.

During Prohibition, rumrunning was common in the Pascagoula area because of the numerous places to hide along the coast. In 1927 five Coast Guard cutters docked in Pascagoula to fight the rumrunners.

In 1929 the concrete seawall was built. During the Great Depression, the W.P.A. worked on Mississippi's backwoods highways and bridges, and the city lost population to the country--by 1930 the population of Pascagoula had dropped to 4,439. The county, however, did float bonds for the improvement of the port. Pascagoula's economy did not rebound until World War II, when it was spurred by the demand for war ships.

**THEMATIC AREAS OF SIGNIFICANCE**

The period between the two world wars was one of slow economic decline in Pascagoula, as in the rest of the nation. Significant commercial and maritime activities reflected this trend.

**Commerce: Lumber**

The 1918 Sanborn map demonstrates the lumber industry's decline, with only two mills surviving: M.M. Flechas Saw and Planing Mill and the Edgar B. Martin Shingle and Veneer Mill, which was founded in 1910. The 1924 map shows six companies, indicating diversity in the industry: Scranton Shingle Co., Gulf City Lumber Co., Gulf Woodenware Co., E.B. Martin Shingle and Veneer Mill, Martin Veneer Co., and Pointeven Saw Mill, Planing Mill and Shipyard.

The Southern Kraft Paper Co. was established in 1914, and by 1922 had an annual payroll of \$350,000. The 1924 Sanborn map indicates that Southern Kraft was taking over a large building off Washington Street. By 1928 it employed 500 men, with a weekly payroll of \$10,000.

In 1939, a federal writers' project reported there were five factories working with wood products in Pascagoula: one making Kraft paper bags, three making wooden duck decoys, and a veneer and plywood factory. The first decoy factory in Pascagoula was established by C.W. Grubbs, prior to 1910. Local decoys achieved a regional reputation.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number     E     Page     20    

---

**Commerce: Resorts**

Little is known about the resort industry during this period, but economic and political conditions did not favor growth. About 1917 a two-story, fifty-room hotel was built on Belfast near Stella, and the 1918 Sanborn map illustrates an additional hotel off Elk Drive, out between Live Oak and Krebs, off Magnolia.

**Commerce: Seafood**

During this period, the seafood industry, unlike most, continued to grow. The 1918 Sanborn map lists Pascagoula Fish Co., C.H. Delmas Fish House, William Davidson Fish House, and M. Pol Fish House. The 1924 map also includes Pascagoula Fish Company and Pascagoula Packing Company. By 1934, J.M. Pelham Co. employed 350 people, canning 100 barrels of shrimp and 30,000 dozen crabs daily, as well as shipping tons of salt and fresh fish to nationwide markets.

**Maritime History: Shipbuilding**

World War I increased the demand for ships. A 1918 newspaper article states that twenty oceangoing barkentuses (wood ships) were under construction for the Emergency Fleet Corporation, but that steel ships up to 8,000 tons would soon be made. Fifteen hundred shipworkers were employed at four companies--Dierks-Blodgett Shipbuilding Co., Dantzer Shipbuilding & Dry Docks, Hodge Shipbuilding Co., and the International Shipbuilding Co. Dierks-Blodgett received a government contract for ten 9,000-ton steel ships, the largest contract of any southern shipyard. Dantzer Lumber was awarded a contract for twenty steel-frame ships, which provided employment for 400 men. Pascagoula had a weekly payroll of \$80,000 for shipbuilding that year.

The end of the war was devastating for Pascagoula. Dantzer, for example, laid off 500 men in a single day. However, several yards--Pointeven, DeAngelo and Walker--continued building barges and tugs. The 1924 Sanborn insurance map illustrates the abandoned Dierks-Blodgett Shipbuilding Co. with dismantled mills, partly constructed wood ship hulls, and vacant offices and warehouses.

International Shipbuilding Company, founded by Italian capitalists in 1916, opened its plant in Pascagoula in 1918. It launched its first all-steel vessel the following year, and built numerous ships for the government. The company developed housing for its laborers and provided lumber for a new public school. Just three years after its opening, however, due to governmental regulations, labor strikes and the post-war demand for fewer ships, the yard was forced to close.

In 1939 Jackson County floated a \$100,000 bond issue and rented the site to Robert Ingalls. According to A Mississippi History by John K. Bettersworth: "Of the many

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number  E  Page  21

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substantial industries that brought prosperity to Mississippi in World War II and after, few were so spectacular as Ingalls Shipbuilding Corporation at Pascagoula." On June 8, 1940, the company launched the Exchequer, the world's first all-welded ship, and went on to produce eighty of the C03 all-purpose ships for World War II. After the war, Ingalls produced luxury liners, submarines, and cargo vessels. By the late 1950s, the company became the state's largest single employer.

### **Maritime History: Port**

A U.S. Senate appropriation of \$250,000 allowed the port to be deepened to nearly twenty-five feet in 1902, and a public bond issue in 1938 increased the depth of the channel to thirty-two feet. The Jackson County Port Authority was created in 1956 and purchased thousands of acres for Bayou Casotte Industrial Park. The State Port Act of 1958 expanded port activity to the west bank of the Pascagoula River.

### **Architecture**

Architecture in Pascagoula during this period was dominated by the Craftsman/Bungalow style, although eclectic styles such as Mission, Colonial Revival, Renaissance, and Spanish are found, as well as a few modern designs. During this period, there was a break from the use of the traditional raised cottage to the bungalow, which like the cottage, was designed to respond to the climate of the region. The use of brick also became more widespread during this period.

The demand for architecture was not as great during this period as the previous one, as Pascagoula's population declined. Most new building examples replaced old ones which had served their usefulness. It would not be until after World War II that the demand for architecture would again grow.

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## F. Associated Property Types

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### I. Name of Property Type RESIDENTIAL ELEMENTS

### II. Description

The historic character of Pascagoula's residential architecture is similar to that found in other Mississippi towns. The typical historic house is a modest, one or one-and-one-half-story center-hall cottage. This distinctive regional house type persisted throughout the area's history. In its purest form, it is a wood frame, side-gabled, center-hall house with four bays and a full-width, undercut front porch and two double-hung windows on each side of the entrance, with louvered blinds hung by surface-mounted hinges. It is clad with weatherboards, with embellishment usually only on the street facade. Often, there is a small attached service wing. Bedrooms are generally in the attic, if not on the first floor.

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### III. Significance

Pascagoula's residential elements serve as important links to its historic context by providing tangible evidence of the area's socio-economic history. The results of a city-wide survey of historic structures parallel the growth of the city.

Only five structures not already on the National Register were found to date from Pascagoula's early history; the John Delmas house (1850) in the Front Street Historic District, and Old Spanish Fort (1726) are already listed.

Between 1870 and World War I, Pascagoula grew into a real town and prospered. Correspondingly, the survey identified 144 residential elements dating to this period. The Frank Lewis house (1889) and Charles B. Delmas house (1890-1900), both in the Front Street District, are already on the Register and were not part of this survey. Of the 144 elements from this period, 46% date from the first decade of the twentieth century, 27% from the 1890s, 16% from the 1880s, 6% from the second decade of the century, and 5% from the 1870s. These statistics closely parallel the city's growth.

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### IV. Registration Requirements

Eligible residential properties have either architectural or historical significance, or both. The extent of integrity necessary for eligibility naturally depends upon the type of significance. However, common to both are setting and location, as well as materials, workmanship and design, which must be evaluated.

An architecturally significant property is an outstanding example of a particular style or house type that is relevant to Pascagoula's historic context, or an unusual example of a style with intrinsic artistic value, or, if a district, buildings collectively must have relevance to Pascagoula's architectural heritage.

Architecturally significant buildings under Criterion C must retain the design features which make them important as a house type and/or style. With respect to setting and location, it is preferable that the residence not have been moved from its original site; however, a residence moved from one residential site to a similar one could still be significant from an architectural standpoint, but not if moved to a commercial location.

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See continuation sheet

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See continuation sheet for additional property types

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number F. II. Page 2

[RESIDENTIAL ELEMENTS]

In plan, it is bisected by a central hall, flanked to each side by pairs of nearly square rooms. The hall in one and one-half story residences contains the stairs, which commonly have closed stringers and most often face the rear of the cottage rather than the front door. The pair of rooms to the left of the hall are connected by a pair of sliding pocket doors, and have corner wood mantels on the same wall. On the right side of the hall, the common wall between the rooms has a centrally located chimney, with fireboxes designed for coal-burning facing each room, and a single door connecting the two. Detailing generally reflects the late nineteenth century. Cornices are wood, and never very elaborate, usually with a pendant in the corners, and bases have a finial. Walls and ceiling are boards, either beaded or matched and beaded, and can run either horizontally or vertically. These boards would have originally been covered with cheesecloth or lining paper, and then wallpaper applied in a tripartite pattern. Picture molding and chair rails were commonly used to set up the three distinct fields. (A wainscot would often be substituted for the lower pattern). Ceilings are wood, often covered with paper.

Most of these houses are unsophisticated examples of nationally popular architectural styles. Most, if not all, were executed without the aid of an architect. Naturally, the basic cottage form was affected by the characteristics of each different style, but was affected even more by the climate of the area. Climatically sensitive design elements such as porches (usually full width), large windows and louvered blinds are common throughout Pascagoula's architectural history.

The most prevalent historic house style in Pascagoula is Victorian Vernacular, with modest Eastlake or Queen Anne details. It is followed by the California Bungalow style, in which details are integral with the design, rather than applied as in the earliest styles.

Other house types include summer houses, tenements, company housing, bungalows, and shotguns. Summer houses respond to Pascagoula's climatic conditions by featuring numerous porches and windows to take advantage of Gulf breezes, and are geared to a casual lifestyle. Renter houses, or tenements, are small, modest homes reflecting the laborers' economic status. Company housing was built by the shipbuilding industry as homes for its workers. A bungalow is a small residence, informally planned, in which space flows from one room to the next. A shotgun is a modest house in which rooms are arranged one behind the other, without a hall, and, like the center-hall cottage, is an indigenous house type. Old photographs indicate that shotgun houses once proliferated in Pascagoula.

There is not a sufficient number of house types or styles to develop a thematic nomination.



United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number F. II. Page 3

[RESIDENTIAL ELEMENTS]

**EARLY PASCAGOULA**

Very few houses survive from Pascagoula's early history. Despite the age of the city, there is only one element from its French period (1699-1763)--"Old Spanish Fort." No elements remain from the English (1763-1780), Spanish (1780-1810), or Territorial (1810-1817) periods. Photographs of lost buildings, such as the Valentine-Delmas house, Frederic de St. Ferol house, and the Yelverton home, all on Front Street, provide a feeling for some of these lost elements.

The Greek Revival is the first architectural style which merits mention. It reflects the American influence in the area, and the absorption of national trends. The oldest surviving example is 606 Columbus, built circa 1840; it has, however, been significantly altered. The Greek Revival was commonly used with the typical center-hall cottage, and is perhaps the most prototypical example of the house type, as reflected by the Longfellow house (1850), which has unfortunately been unsympathetically altered. However, several houses from this period of style are not center-hall cottages, such as 2903 Beach (1851), which has a full-width, two-story porch on a two-and-a-half-story structure. Another is 2916 Front Street, the John B. Delmas House (1850), already on the National Register. Unfortunately, there is not enough surviving from this period to develop many common threads.

**PASCAGOULA FROM 1870 TO WORLD WAR I (1917)**

Between 1870 and 1917, the typical center-hall cottage remained popular, but became more picturesque with changing architectural taste. The Greek Revival, however, continued to enjoy popularity, its simplicity relatively unchanged, through the 1880s. A good example is 803 Buena Vista, built in 1885. It is a five-bay, center-hall cottage with full-width front porch, symmetrical facade, central doorway, and a gable roof with its ridge parallel to the street. More modest forms of the Greek Revival were built until the twentieth century, such as 1003 Krebs. Most examples, however, date from the 1870s and the 1880s, decades after the style lost popularity nationwide. This trend, though, seems to be consistent with the rest of the state.

The typical center hall house was modified slightly by the Italianate style. It continues the style of a relatively small, one-story residence, with a full-width front porch, in response to regional climactic conditions, but there is a tendency toward the picturesque. Rarely do these examples achieve the sophistication of those in national pattern books or, for that matter, in other parts of the state; most continue the simplicity of the Greek Revival, but introduce projecting bays, segmental heads to openings, bay windows, and brackets. Only eight elements were identified in a city-wide survey as having Italianate influence. Because most of these examples only hint at the Italianate style, many have been classified as late Victorian. These houses date primarily from the 1880s and 1890s. The oldest is 3511 Frederic, built in 1883, but it

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number F. II. Page 4

[RESIDENTIAL ELEMENTS]

has been significantly altered. The best example of Italianate influence is 523 Orange, built in 1890, but it is not a center-hall cottage; it is a two-story, asymmetrical house with a partial front porch abutting a projection with a two-story bay window, completely breaking from the simplicity of the center-hall cottage.

The rapid growth of the lumbering industry during this period made possible, both economically and physically, the proliferation of picturesque ornamentation added to the typical center-hall cottage. This trend continued and expanded the precedents established by the Italianate.

The center-hall cottage tradition continued, but in lieu of an undercut front porch, the full-width front porch is independently roofed, and dormers tend to be larger and more elaborate, 3012 Canty (1882) being a typical example. Others have a cross gable forming an entrance porch. In atypical examples, such as 802 Buena Vista (1900) and 1015 Brecht Avenue (1907), the roof edge runs perpendicular to the street. More sophisticated examples take on a very picturesque mass and roof line, such as 1203 Pascagoula (1896) and 1101 Beach (1904), breaking away from the box or L-shape of the center-hall cottage. Others, such as 2503 Pascagoula Street, completely break from the center-hall cottage, achieving a great deal of height, complexity and picturesqueness. When the center hall is abandoned, the "living stair hall" is generally employed.

The vast majority of Pascagoula's historic houses are middle-income dwellings with a minimum architectural detailing representative of the styles previously described or a combination of those styles. These houses may be considered vernacular forms of the styles, reflecting the socio-economic life-style of much of the middle-class of Pascagoula during its Golden Age. Typical examples of the late Victorian include 1403 Washington (1885), 3803 Willow (1906), 901 Beach (1898), and 1709 Beach (1899).

Many of the houses from this period were built as rental property or as company housing. It was also during this period that the vast majority of the historic shotgun and summer houses were built.

The early picturesque phase of the Colonial Revival is virtually absent in Pascagoula. 3438 Pascagoula, built in 1880 and remodeled in 1907, was an excellent example of the style; however, during this survey in 1988 it burned. Another example, 811 Tucker (1905), has been significantly altered. Twentieth-century colonial cottages are more common--three such examples are 907 Grant (1906), 1226 Jackson (1924), and 703 Pascagoula (1903).

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

F. II. 5

[RESIDENTIAL ELEMENTS]

Section number \_\_\_\_\_ Page \_\_\_\_\_

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**PASCAGOULA BETWEEN THE WORLD WARS (1917-1941)**

While there was a rapid demise of the center-hall cottage during this period, some architectural historians have tied the evolution of the Craftsman or California Bungalow to the Creole cottage and center-hall cottage. The 1904 St. Louis World's Fair celebrating the Louisiana Purchase is often cited as an influential event. Examples in Pascagoula which would substantiate this theory include 1001 Beach (1936), 803 Herrick (1927), 709 Buena Vista (1921), and 1309 Beach (1917), the latter a very large, pretentious example. These bungalows continue a response to the subtropical climate of Pascagoula, and also reflect the spread of an international house type.

Other examples differ radically, with shallow roofs and asymmetrical massing, often with integral carports. Brick and concrete block is used for the style, breaking the local tradition of a prevalence of wood. The largest extant example of this style is 1615 Beach Boulevard, built in 1911 for Bessie Young. In 1922 the International Shipbuilding Company developed an entire subdivision of houses in this style for its workers; unfortunately, most of these have been extensively modified. Bungalow/Craftsman style houses can be found throughout Pascagoula.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation Sheet

F. III. 2

[RESIDENTIAL ELEMENTS]

Section number \_\_\_\_\_ Page \_\_\_\_\_

As the local economy declined after World War I, so did the demand for housing--which is borne out in the survey. Survey forms were not prepared for all buildings from this period. Houses in the subdivision developed during the 1920s by the International Shipbuilding Company, for example, were excluded because they have been so altered. Only twenty-three elements dating from the period between the two world wars were surveyed.

Properties can be significant for their architecture and/or their association with persons important in commerce or industry, and be eligible under criterion A, B or C.

Residential elements can be considered architecturally significant because of house type or style. Among the house types significant to the area are the center-hall cottage and the shotgun, both of which are distinctive regional house types that persisted throughout the area's history. Bungalows continued a response to the subtropical climate of Pascagoula. Summer homes or beach homes are significant in their response to the area's resort heritage, and reflect a casual lifestyle geared to the beach and gulf breezes. Renter houses or tenements are significant as tangible links to the laborers and industries that built Pascagoula. "Company houses" reflect the influence of the shipbuilding industry in Pascagoula and its impact on urban growth.

Stylistically, the Greek Revival, Italianate, Queen Anne, Eastlake, late Victorian, Craftsman, Colonial Revival, and Gothic styles are significant in that each style reflects on a part of Pascagoula's history and, depending on the sophistication of each example, reflects on the social status of its owner.

Homes with historical significance contribute to Pascagoula's historic context through their association with an individual, family, event or pattern of events important to the thematic development of Pascagoula's historic context. Jobs created by the local economy mandated these houses. Additional research is needed in this area to identify more of these individuals. The more sophisticated and larger residences, important as examples of a particular style, are also often significant as the homes of prominent individuals, usually professionals, owners of businesses, or elected officials. Small homes usually were simpler in design, employing standard design formulas, and are significant as homes of small businessmen--of which Pascagoula at one time had the highest percentage in the nation--or as homes of laborers in local industry.

Residential elements relating to the various themes defined in the historical context are significant for their association with the individuals--both business owners and laborers--linked to the area's industries such as seafood, ship-building and the railroad.

Houses associated with the lumber industry are historically significant as the homes of lumbermen and laborers, and are notable for their wooden architectural details made possible by this local industry.

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United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

F. III. 3

[RESIDENTIAL ELEMENTS]

Section number \_\_\_\_\_ Page \_\_\_\_\_

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Historically significant houses associated with the area's resort industry are summer homes such as 901 Beach, the beach home of lumberman Farnsworth, or homes of hotel owners.

Homes of prominent ship captains, shipyard owners, ship chandlers, sailors, and longshoremen, are historically significant for their association with the maritime industry which helped to define the area's historic context.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation Sheet

F. IV. 2

[RESIDENTIAL ELEMENTS]

Section number \_\_\_\_\_ Page \_\_\_\_\_

Features such as materials, building fabric, workmanship and design must be in place or retrievable for a building to be architecturally significant under Criterion C; however, a building remodeled or altered within a historic time period significant to Pascagoula's historic context could still be eligible. Properties with replacement roofing materials, windows, decks or siding, or applied non-historic materials over historic ones, or missing shutters, or with alterations to the rear of the structure not apparent from the public right-of-way are eligible in a case-by-case basis, so long as the overall spirit of the house is not compromised. The city-wide survey identified many buildings that, were they restored, would be eligible for the National Register.

Other factors were also considered. For instance, a building which has been modified but is the best surviving example from the period in which it became important, is considered architecturally significant, so long as the modifications were not to features integral to the stylistic expression, such as the removal of all "gingerbread" from an Eastlake house.

A historically significant property nominated under Criterion A and B must contribute to Pascagoula's historic context. It must be relate to the area's economic, social or cultural growth, as defined in the historic context. Architectural integrity is not so important as it is for architecturally significant properties; however, the building must maintain the physical character which associates it with its historical significance. A residence significant for its association with a lumber magnate in the 1880s, for example, which has been radically changed to a subsequent architectural style by a subsequent owner, would not be eligible for its historical association with that individual, but may be architecturally significant if the remodeling has architectural value.

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**F. Associated Property Types**

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**NON-RESIDENTIAL ELEMENTS****I. Name of Property Type** \_\_\_\_\_**II. Description**

The evolution of Pascagoula's economy, which fueled the need for residences, unfortunately has left little historical evidence of its own existence. A citywide survey of extant elements has identified very few non-residential elements associated with its historical context, and many of those have been significantly altered. Several factors contribute to this. First, the very growth of the local economy resulted in the replacement of older buildings with newer ones and a twentieth-century shift from a diversified economy to one focused on shipbuilding; second, the numerous hurricanes which devastated the area destroyed many of the older structures; and finally there was the destruction of much of downtown by the great fire of 1921.

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**III. Significance**

Because so many non-residential elements have been lost to hurricanes, fires and demolitions, those which survive are indeed significant. The citywide survey identified only seventeen non-residential elements. These links to Pascagoula's socio-economic historic context can be significant under Criterion A, B, and C for both their architecture and their historical association with important individuals or events in Pascagoula's history. For the most part, however, surviving elements are historically rather than architecturally significant.

Although shipbuilding and the port had a great impact on Pascagoula's historic development, only one element associated with those industries survives: the schooner Governor Stone. Generally, the amount of integrity necessary for eligibility depends upon the type of significance.

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**IV. Registration Requirements**

Non-residential elements in Pascagoula can be historically and/or architecturally significant under Criterion A, B, or C. Generally, the amount of integrity necessary for eligibility depends upon the type of significance. Architecturally significant properties under Criterion C must retain the exterior design features which make them important. Properties with replacement building materials or elements, or with missing shutters, or with alterations not apparent from the public right-of-way are eligible so long as design intent is not compromised. Since the interiors of non-residential structures are more commonly updated than residential structures, more latitude is given here. If, for example, a bank's well-detailed banking room were lost, the building would not be eligible; however, if original tellers' cages were changed to reflect current banking trends, this would not make the building ineligible.

Historically significant properties under Criterion A and B must contribute to Pascagoula's historic context. Architectural integrity is not as important as it is for architecturally significant properties; however, the element must maintain the physical character which associates it with its historical significance.

 See continuation sheet See continuation sheet for additional property types

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number F. II. Page 2

[NON-RESIDENTIAL ELEMENTS]

**Overview**

Examination of old photographs reveals the loss of many significant non-residential buildings related to Pascagoula's historic context. The Spanish-style Pascagoula Community House on Magnolia, the Italianate-style Palace Drug Store on Delmas, the Eastlake-style Scranton State Bank on Krebs Avenue, the ornate Becht's Barber Shop on Krebs, and the Gothic-style First Presbyterian Church are just a few lost structures.

Investigation into the significant thematic areas of historic context of the non-residential elements of Pascagoula has yielded little. Areas investigated included shipbuilding, lumbering, the port, tourism, railroads, fishing/seafood, government, commerce, and history. Because so few elements were identified, detailed investigation into the architectural evolution of each building type proved needless, if not impossible. For the purpose of analysis, the original usage of the property was considered, despite the fact that many have changed, particularly to residential.

**Historical Perspective - 1870-1917**

Non-residential designs built between 1870 and 1917 were generally of wood frame construction, with little stylistic detailing. Those in the business center generally were set up to the street's right-of-way, were no more than two stories, and had a large parapet hiding a gable roof running perpendicular to the street, pairs of casement doors, double-hung windows and some type of porch extending over the sidewalk. Buildings such as DeJean Mitchell Store and Scranton State Bank are good examples that have been lost.

Those elements away from the business center were very simple, functional buildings when used for industry such as for lumberyards, and occasionally for commerce, such as Pascagoula Steam Laundry and the Oyster & Fish House. Those used for the tourist trade, however, were very residential in appearance (see residential elements). The L&N train depot (1909) reflects this functional building type, and is already on the Register.

There is evidence of only a handful of masonry buildings dating from this period, such as the Scranton Pharmacy, A.C. Gottsche Grocery, W.M. Canty Store, and the State Bank and Post Office. Unfortunately, none remain. These buildings were generally of modest design, with ornate corners, and often had verandahs over the sidewalk.

**1917-1941**

Non-residential elements built between 1917 and 1941 are indeed few. These are generally buildings of masonry construction which demonstrate a preference for Classical or Eclectic styles, and abandon the galleries and louvered blinds that typify the local response to climatic conditions. Examples include the Pascagoula Community House, Merchants & Marine Bank, Peoples Bank of Pascagoula, and Pascagoula Street Railway & Power Co.



United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number F. II. Page 3

[NON-RESIDENTIAL ELEMENTS]

**Extant Elements**

The extant historic non-residential properties are primarily associated with the area's resort industry. These properties have more the character, however, of residential architecture. The oldest and most intact of these is the building at 1205 Beach Boulevard, built in 1872 and by 1878 used as a tavern for the "Cottage by the Sea" resort complex. It is now a private residence. The adjacent house at 1211 Beach was also part of the complex, but it has been substantially altered by the loss of its second story. A Greek Revival cottage at 708 Pascagoula, built in 1880 as part of the Dodson Hotel, has been altered but is restorable. At 2615 Beach Boulevard is a large, two-story building built about 1891 in the Queen Anne style as the Gulf Cove Inn. It, too, has been substantially altered.

Built in 1900 as a tavern, 919 Beach Boulevard was remodeled, probably due to the 1906 hurricane. Its modifications are well within the area's historic context, and its present appearance maintains much of the regional influence. 701 Beach was built in 1901 as the Anderson Park Restaurant and Pavilion, and is associated with the beachfront park.

Elements identified with local government include several schools: 1315 Washington, a 1904 Queen Anne structure; 1111 Washington, an 1875 structure too modified to determine its style; 2903 Pascagoula, a 1939 Streamline Modern design; and 803 Kell, a 1909 Free Classic structure. Of these structures, 803 Kell is the most significant. Other properties associated with local government are 623 Delmas, the 1924 Old Delmas Fire Station, already in the Register, and 1105 Beach, a building traditionally known as the old jail, although this is not documentable.

No building or structure associated with the early shipping and shipbuilding industry survives. The historic sailing vessel Governor Stone was not selected for nomination at this time because it is not regularly located in Pascagoula, being owned by a Floridian.

The only element in the survey associated with the railroad industry is the 1904 Louisville & Nashville Railroad Depot, which is already on the Register.

As one of the oldest settled areas in the state, a substantial amount of historic commercial structures would be expected in Pascagoula; however, most were burned in 1921, or have been altered beyond recognition. Only three commercial structures were identified in the survey: 525 Krebs (ca. 1925), 535 Delmas (1928), and 703 Krebs (1906).

Most of Pascagoula's churches are of recent origin and traditional Georgian design. There are, however, two historic buildings: 608 S. Pascagoula, built in 1868, and 3010 Pascagoula, built in 1888. Both churches are modest Gothic structures; the former has been brick veneered.

There is only building identified with the seafood industry in Pascagoula, the Pascagoula Ice Company, which was established in 1882 on the river, near Krebs.

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

**National Register of Historic Places  
Continuation Sheet**

Section number F. IV. Page 2

[NON-RESIDENTIAL ELEMENTS]

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An element significant for its association with a prominent individual would not be eligible if it is substantially altered and other elements associated with that person exist intact. However, if it is the sole element associated with a historical figure, it would still be eligible if that person could still recognize the altered element.

An element eligible under Criterion A must retain the character which make it significant under this criterion. For example, if an element important as a theater were so remodeled into an office building as to lose its character as a theater, it would not be eligible; however, if an old school were adaptively reused as a residence, retaining most of the classrooms, it would be eligible.

Setting and location are also considered. It is preferable that the element not be moved from its original site; however, if an element significant for its association with a prominent individual under Criterion B is moved to a similar setting, it would still be eligible. Thus, if a hotel significant for its association with the beachfront were moved away from the beach, it would not be eligible.

Any element which currently is not eligible under Criterion A, B, or C could be eligible if the defects were corrected. For example, if non-historic alterations were removed and the element restored, it could be nominated.

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

**National Register of Historic Places  
Continuation Sheet**

Section number F. III. Page 2

[NON-RESIDENTIAL ELEMENTS]

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The resort industry has the greatest number of surviving elements associated with its development. The three best representative structures are the tavern at 919 Beach Boulevard (1900), the Anderson Park Pavilion (1901), and 1205 Beach Boulevard, an 1872 surviving element of Cottage by the Sea.

Of the elements associated with local government that are not on the Register, 803 Kell, a 1909 Classical Revival building, is the most significant.

Most of Pascagoula's historic elements associated with the local commerce were destroyed in a 1921 fire. Two significant surviving structures, 525 Krebs (1925) and 535 Delmas (1928), represent the area's growth during the post-World War I era.

There are other elements significant to the area's historic context that would contribute were they restored. Additional research may reveal more elements.

## G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

A survey of historic resources in Pascagoula was conducted in 1986-87 by Robert J. Cangelosi, Jr., of the firm of Koch and Wilson Architects, under contract to the City of Pascagoula, with funding from a Certified Local Government grant through the Mississippi Department of Archives and History. The survey recorded every building in the city believed to have been constructed before 1911, and every building that retained appreciable architectural character dating between 1911 and 1937. The survey recorded 211 buildings. Following the completion of the survey, research was undertaken to determine the major historic contexts within which the resources could be evaluated. On the basis of this research, the surveyed buildings were evaluated for National Register eligibility in consultation with the state historic preservation office, and National Register documentation was prepared for about 30 individual buildings and one small district. The other buildings were determined to lack sufficient integrity or significance in terms of the contexts. In 1991, at the recommendation of the National Register office, additional historical research was conducted and the interior integrity of the selected buildings was addressed. On the basis of this additional information, several of the buildings were deemed to have insufficient integrity and were removed from consideration, leaving 27 individual buildings and one district to be proposed for registration.

See continuation sheet

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See continuation sheet

Primary location of additional documentation:

- State historic preservation office  
 Other State agency  
 Federal agency

- Local government  
 University  
 Other

Specify repository: \_\_\_\_\_

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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number \_\_\_\_\_ H. \_\_\_\_\_ Page \_\_\_\_\_ 2

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