

**Dallas Landmark Commission
Landmark Nomination Form**

1. Name

historic: Henderson's Palace Blacksmith Shop
 and/or common: Carson Warehouse Building
 date: 11-1-97

2. Location

address: 2814 Main Street
 location/neighborhood: Deep Ellum/East Dallas
 block: 14/479 lot: 04 land survey: John Grigsby tract size: lot

3. Current Zoning

current zoning:
Deep Ellum P.D.D.269

4. Classification

Category	Ownership	Status	Present Use	<input type="checkbox"/> museum
<input type="checkbox"/> district	<input type="checkbox"/> Public	<input type="checkbox"/> occupied	<input type="checkbox"/> agricultural	<input type="checkbox"/> park
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> residence
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> religious
<input type="checkbox"/> site	Public	Accessibility	<input type="checkbox"/> entertainment	<input type="checkbox"/> scientific
<input type="checkbox"/> object	Acquisition	<input checked="" type="checkbox"/> yes:restricted	<input type="checkbox"/> government	<input type="checkbox"/> transportation
	<input type="checkbox"/> in progress	<input type="checkbox"/> yes:unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> other, specify
	<input type="checkbox"/> being considered	<input type="checkbox"/> no	<input type="checkbox"/> military	

5. Ownership

Current Owner: Carson Warehouse Limited Liability Company
 Contact: Robert Hunt Phone: (214) 207-4868
 Address: 3529 Beverly Road City: Dallas State: Texas Zip: 75205

6. Form Preparation

Date: 11-1-97
 Name & Title: Alan S. Mason, Preservation Consultant Historian
 Organization: A.S. Mason, Planning Fax: (214) 691-7182
 Contact: Alan Mason Phone: (214) 691-7182

7. Representation on Existing Surveys

Alexander Survey (citywide) local state national National Register
H.P.L. Survey (CBD) A B C D Recorded TX Historic Ldmk
Oak Cliff TX Archaeological Ldmk
Victorian Survey
Dallas Historic Resources Survey, Phase high medium low
For Office Use Only

Date Rec'd: _____ Survey Verified: Y N by: _____ Field Check by: _____ Petitions Needed: Y N
Nomination: Archaeological Site Structure(s) Structure & Site District

8. Historic Ownership

original owner: Gustavas Baker Henderson
significant later owner(s):

9. Construction Dates

original: 1914
alterations/additions:

1914

10. Architect

original construction: _____
alterations/additions: Joseph A. Proctor, "specializing in store fronts"(sic), 1914

11. Site Features

natural: _____
urban design: above. c. 1900 party wall commercial architecture

12. Physical Description

Condition, check one: _____ excellent _____ deteriorated _____ unaltered _____ Check one: X _____ original site
_____ good _____ ruins X _____ altered _____ moved(date _____)
X _____ fair _____ unexposed

281 1/2 Main Street is a two story commercial building, with full lot coverage located between Crowds Street (west) and Oakland Avenue (east) on the south frontage along Main Street. The building is a six bay, red brick building, the front facade (north facing) is the only fully visible elevation. East and west elevations (sides) are observable from the second level, the rear (south) facing wall is a party wall adjoining the former Henderson Auto Parts (2813 Commerce), it too is only visible from the second level.

Although it would appear that the building has had extensive alterations, much of the work is cladding that only obscured original fabric. Most transoms and window openings are still in place. the central opening is the major area where replacement reconstruction will be required. Current ownership is committed to a program of historic replacement and restoration, as necessary.

13. Historical Significance

A building permit for "a two story brick building" was applied for by Gus Henderson on April 27, 1914 (City of Dallas Building Permits, December, 1912-December, 1915, p. 81, line 40, Permit No. 851). Henderson was a blacksmith and apparently intended to move his operation, The Palace Shop, from its location at 1715 Wood Street to the newly developing industrial and commercial area just east of downtown. Vestiges of the earlier users, marginally residential wood frame units that lead from the railyards and depot east of downtown, were much in evidence at the time of Henderson's construction (Sanborn Map Company, 1890-1915).

Henderson's plan for a blacksmith operation on the site was apparently delayed for several years, as the Directories do not show him and his son Gus, Jr. (Shug) on site until 1923. Earliest users were Star Manufacturing, soda fountain supplies (1915-16) followed by J.B. Menefee, an automobile mechanic who stayed at this location for a number of years, sharing space with the Hendersons. Henderson, by this time made the transfer to the new automobile technology and moved to the location in 1923 with a City Directory listing:

... Gus Henderson, Jr. Manager, Horseshoers, General Blacksmithing, Oxy-Acetylene Welding, Automobile, Truck, Wagon, Commercial and Passenger Car Body Building and Repairing, Painting, tops, Curtains and Cushions, Woodwork, Fender Repairs, etc. (sic) (City Directory, 1923, p. 1278)

By 1928 it appeared that Henderson's Palace had made the transformation to automobile, with blacksmith work a passing secondary occupation:

... automobile body builders and repairers, wrecked automobiles, bodies rebuilt, painted tops, upholstering, authorized "Ducco" refinishing station, blacksmithing (City Directory, 1928, p. 1491)

Continuation Sheet

Item # 13

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Beyond Henderson's role as a businessman and automobile personality, his longevity on the local scene is notable. Gustavas Baker Henderson was born in Bryan, Texas about 1870 during the Reconstruction Era that followed the Civil War. He moved to Dallas when he was about twenty years of age in 1889 and lived in Dallas until his death at age 94 on September 8, 1964. In 1914 he added automobile repair to his blacksmith business and then established Henderson Automobile Parts and Repair Company in 1929. He was active in the business located at 2812 Main Street until his retirement in 1955. The auto parts store, adjoining the building at 2813 Commerce was added a short time later. The Henderson name is still visible on the cornice signage.

An additional name of interest associated with the building is that of Herbert D. Brin. Brin is identified as the building owner on a permit applied for on September 18, 1914, (Building Permits, 1912-1915, p. 101, line 18, permit 1592) shortly after the building's construction by Henderson. The permit identified work as a remodel of the building's front. J.A. Proctor was identified as the contractor. The 1922 Directory (no listing in 1915) identifies Joseph A. Proctor as a "General Contractor, Specializing in Store Fronts and Fixtures and Fine Interior Finish Work", (p. 1193, also advertisement, p. 152). No further association with Brin has been located. At the time Brin was the secretary-treasurer of Myer Beer Company. Brin lived with his brother, Ellis, who was president and general manager of the beer company. Myer Beer was located at 1010 Canton and distributed Pabst Beer. Herbert Daniel Brin died on January 24, 1965. His obituary omits his association with The Myer Beer Company, but lists him as president of the Royal Investment Association and National Oil and Grease Company and secretary-treasurer of the Primrose Oil Company. He was in the oil business since the 1920's and was co-founder of Hydrotex Industries. It is possible that Brin was involved with the Star Manufacturing Company, the building's initial tenants

The building is located in the neighborhood east of downtown generally referred to as Deep Ellum. Today a lively cacophony of mixed industrial, residential and entertainment users, the area has had a long and interesting history. Established after the Civil War, the neighborhood began as a freedman's town, with streets extended east from downtown. Shortly after the area was first settled the neighborhood became particularly lively due to the intersection of two rail lines entering Dallas, the Houston and Texas Central (north/south line, 1872) and the Texas and Pacific (east/west line, 1873). The area that developed around the old Union Station was popular as a red light district, and active for its blues and jazz clubs, theaters and cafes. By the turn of the century, commercial and industrial users began to replace the marginal housing units that had developed around the rails. The handling and storage of goods became an important activity for the area, as it developed as a major junction for shipping throughout the south and west, adding to Dallas' commercial and business prominence nationally. Henderson's Palace and parts store played a long and familiar role in this activity. The most recent past occupants, Carson Warehouse, continued the building's long association as an automotive parts house and storage facility. The building has been generally considered vacant during the 1980's, used as a storage facility for office furniture.

14. Bibliography

City of Dallas, Building Permits for December, 1912 - December, 1915 (Permit 851, p. 81 Line 40 and Permit 1592, p. 101, Line 18.

City Directory, John F. Worley, (Directory Company, Dallas), assorted years.

Dallas Morning News

Sept. 28, 1952, Obit. Gus B. Henderson, III, 2.
Jan. 25, 1965, "Herbert Brin Dies", IV, 4.

Dallas Times Herald

"Gus B. Henderson," Sept. 9, 1964, A, 63.
"Brin's Rites Slated Here on Tuesday," Jan. 25, 1965, B, 13.

William L. McDonald, Dallas Rediscovered: A Photographic Chronicle of Urban Expansion 1870-1925, Dallas, The Dallas Historical Society, 1978.

15. Attachments

- District or Site Map
- Site Plan
- Photos (historic & current)
- Additional descriptive material
- Footnotes
- Other: _____

16. Inventory of Structures-Historic District Only (Page ___ of ___)

Please complete this form for each structure in a proposed historic district

a. Location and Name

b. Development History

Original owner: _____

Architect/builder: _____

Construction/alteration dates: _____

c. Architectural Significance

Dominant style: _____

Condition: _____

Alterations: _____

d. Category

Contributing _____ Compatible _____ Non-contributing _____

excellent example of an supportive of the district in age, architectural style that is typical of style and massing but is not or integral to the district; retaining representative of the significant essential integrity of design

intrusive; detracts form the character of the district

style, period and detailing, or area of significance typical of the district

e. Statement of Significance

This transition, from horse and wagon to automobile, which occurred in numerous locations throughout Dallas, and the remainder of the country, might appear at first glance to be fairly perfunctory and uneventful. Implications both locally and nationally are quite significant and unmistakable. The twenties would be the decade of Henry Ford, the mass consumption of the horseless carriage and a decade of massive growth. The era, dubbed by historians "The New Age" saw the extension of roads outside of central cities and the development of satellite and suburban communities. In his small contribution, Gus Henderson and his Palace Auto Repair personified this trend, so characteristic of the modern Dallas. Many that initially were attracted to the business eventually found other interests and affairs. Henderson not only witnessed the period of automobile development from its infancy to post World War II, but would also contribute as a pioneer in the field, having survived the earliest years' consolidations and the period of the Great Depression to successful post World War II shopkeeper and businessman.



LANDMARK DESIGNATION FORM
CRITERIA FOR ELIGIBILITY

History, heritage and culture: Represents the historical development, ethnic heritage or cultural characteristics of the city, state, or country.

Historic event: Location of or association with the site of a significant historic event.

Significant persons: Identification with a person or persons who significantly contributed to the culture and development of the city, state, or country.

Architecture: Embodiment of distinguishing characteristics of an architectural style, landscape design, method of construction, exceptional craftsmanship, architectural innovation, or contains details which represent folk or ethnic art.

Architect or master builder: Represents the work of an architect, designer or master builder whose individual work has influenced the development of the city, state or country.

Historic context: Relationship to other distinctive buildings, sites, or areas which are eligible for preservation based on historic, cultural, or architectural characteristics.

Unique visual feature: Unique location of singular physical characteristics representing an established and familiar visual feature of a neighborhood, community or the city that is a source of pride or cultural significance.

Archeological: Archeological or paleontological value in that it has produced or can be expected to produce data affecting theories of historic or prehistoric interest.

National and state recognition: Eligible of or designated as a National Historic Landmark, Recorded Texas Historic Landmark, State Archeological Landmark, American Civil Engineering Landmark, or eligible for inclusion in the National Register of Historic Places.

Historic education: Represents as era of architectural, social, or economic history that allows an understanding of how the place or area was used by past generations.