

United States Department of the Interior  
National Park Service

## National Register of Historic Places Registration Form

### 1. Name of Property

historic name Blackwater Commercial Historic District

other names/site number Downtown Blackwater

### 2. Location

street & number 100 Block of Main Street, except for 118, 120 and 122 Main St. [N/A] not for publication

city or town Blackwater [N/A] vicinity

state Missouri code MO county Cooper code 053 zip code 65322

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [ x ] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [ x ] meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant [ ] nationally [ ] statewide [ x ] locally.

( See continuation sheet for additional comments [ ]. )

Mark A. Miles 12/02/04  
Signature of certifying official/Title Mark A. Miles/Deputy SHPO Date

Missouri Department of Natural Resources  
State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria.  
( See continuation sheet for additional comments [ ]. )

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

### 4. National Park Service Certification

I hereby certify that the property is:

[ ] entered in the National Register.  
See continuation sheet [ ].

[ ] determined eligible for the National Register.  
See continuation sheet [ ].

[ ] determined not eligible for the National Register.

[ ] removed from the National  
Register.

[ ] other, (explain):

Signature of the Keeper Date of Action

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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**5. Classification**

Ownership of Property	Category of Property
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)
<input type="checkbox"/> private	<input type="checkbox"/> building(s)
<input type="checkbox"/> public-local	<input type="checkbox"/> district
<input type="checkbox"/> public-State	<input type="checkbox"/> site
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure
<input type="checkbox"/> object	

Number of Resources Within Property		
Contributing	Non-contributing	
12	3	buildings
0	0	sites
0	0	structures
0	0	objects
12	3	Total

Name of related multiple property listing.

N/A

Number of contributing resources previously listed  
in the National Register.

N/A

**6. Function or Use****Historic Functions**COMMERCE/TRADE/specialty storeCOMMERCE/TRADE/department storeDOMESTIC/hotelGOVERNMENT/post office**Current Functions**COMMERCE/TRADE/specialty storeCOMMERCE/TRADE/department storeDOMESTIC/hotelGOVERNMENT/city hallGOVERNMENT/post office**7. Description****Architectural classification**Late VictorianOther: one-part commercial blockOther: two-part commercial blockfoundation stonewalls brickweatherboard

roof \_\_\_\_\_

other wood

See continuation sheet [ ]

Narrative Description See continuation sheet [x].

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**8. Statement of Significance**

**Applicable National Register Criteria**

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

See continuation sheet [x].

**9. Major Bibliographic References**

**Bibliography** See continuation sheet [x].

**Previous documentation on file (NPS):**

☐ preliminary determination of individual listing (36 CFR 67) has been requested

☐ previously listed in the National Register

☐ previously determined eligible by the National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings Survey

#

☐ recorded by Historic American Engineering Record

#

**Areas of Significance**

Commerce

Architecture

**Period of Significance**

ca. 1889-ca. 1950

**Significant Dates**

N/A

**Significant Person(s)**

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

unknown

**Primary location of additional data:**

☒ State Historic Preservation Office

☐ Other State Agency

☐ Federal Agency

☐ Local Government

☐ University

☐ Other:

Name of repository:

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**10. Geographical Data**Acreage of Property: approximately 2.35 acres**UTM References**

A. Zone	Easting	Northing	B. Zone	Easting	Northing
15	500801	4314713	15	500872	4314627

C. Zone	Easting	Northing	D. Zone	Easting	Northing
15	500811	4314566	15	500770	4314591

[x] See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Debbie Sheals  
organization Private Contractor  
date September, 2004  
street & number 406 West Broadway telephone 573-874-3779  
city or town Columbia state Missouri zip code 65203

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets****Maps**

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative black and white photographs of the property.

**Additional Items**

(Check with the SHPO or FOP for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name see continuation sheets  
street & number \_\_\_\_\_  
telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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**Summary:** The Blackwater Commercial Historic District encompasses most of the 100 block of Main Street, in Blackwater, Cooper County, MO. It is the intact core of the town's century-old commercial district, which was at its height only slightly larger than the district is today. All of the resources are commercial buildings; there are no outbuildings or other resources within the district boundaries. All of the buildings were built for some type of commercial use, and all or most are commercial properties today. The oldest building in the district, the ca. 1889 Frady Hotel, is also one of the largest buildings on the block. It was a prominent railroad hotel when new, and has recently been fully restored and returned to service as a hotel. The other buildings of the district are one- and two-story commercial buildings, most of which share side walls with the neighboring buildings. Most are simple one-part commercial blocks with some sort of ornamental brickwork along their upper facades. All of the contributing buildings are of brick, with wood-framed storefronts. Construction dates for the contributing buildings in the district range from ca. 1889-ca. 1920, and most have been in nearly continual commercial use since they were built; the period of significance runs from ca. 1889 to 1950, at which time the downtown area entered a period of decline. Overall, the buildings of the district are intact and in very good condition. Of the 15 buildings within district boundaries, 12 are contributing. Thanks to an impressive amount of rehabilitation and restoration which has taken place over the last few years, almost all are in excellent physical condition. Main Street in Blackwater today looks much as it did in the 1930s, and it strongly reflects its long history as the commercial center of Blackwater, Missouri.

**Elaboration:** The Blackwater Commercial Historic District is located at the northern edge of the community. The district encompasses a large portion of the town's small commercial center. The commercial center is located along the northeast end of Main Street, which becomes State Route K outside the town limits. Route K leads southwest to Interstate 70, which is approximately 3 miles away, and to the northeast, the road connects with State Highway 41, which leads to Arrow Rock.

The residential portion of the town surrounds the commercial center on three sides, and the fourth side adjoins the right of way of the Missouri Pacific Railroad, which is still in service. (See enclosed topo map.) Main Street runs northeast through the community, at a right angle to the railroad tracks. There are no buildings on the northeast side of the tracks; that land is in the floodplain of the Blackwater River and is used only for agricultural purposes.

The commercial center of town includes all of the 100 block of Main Street, as well as a handful of other properties located near the intersection of Trigg and Main Street. The

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historic Bank of Blackwater, which occupies the west corner of that intersection, appears to be the only intact historic commercial building in the town which is not within the present district boundaries. It is separated from the district by a row of newer structures; plans call for an individual nomination of that property in the future.

The district, like the town, is bounded on the northeast by the railroad right-of-way. It occupies roughly three fourths of the 100 block of Main Street. All of the buildings on the southeast side of the block are included, along with just over half of those on the northwest. The part of the block which is excluded from the district contains one newer building, one greatly altered historic building, and two empty lots. All of the addresses between 101 and 114 are included in the district, as are all of the odd numbered addresses from 115-129. District boundaries follow the property lines for those parcels. Integrity within the district is high; there are 12 contributing buildings, 3 non-contributing buildings, and one empty lot. The three non-contributing buildings are of sympathetic scale and design, and do not overly detract from the general streetscapes.

All of the buildings in the district are modest commercial buildings. Most are one story tall, with brick walls and open frame storefronts. All have flat roofs and most have simple rectangular footprints. Most of the buildings have level back lots, a few of which have fences; there are no outbuildings. Three of the buildings on the northwest side of the street are extra deep, extending all the way back to the alley which runs along the back of the properties. Those buildings are located at 108, 110-112, and 114 Main. Each is 150 feet deep, compared to about 80 feet for those at 100-108, for example.

The tidy streetscape offered by this small district belies the fact that the town nearly disappeared in the late 1980s and early 1990s. The majority of these buildings were vacant, and many were about to collapse when restoration efforts began less than a decade ago. Although some storefronts had to be at least partially rebuilt, great care was taken to salvage everything that could be, and historic photos, when available, were used to guide any reconstruction work that was done. Today, the buildings of the district are in good to excellent condition, and, for the first time in decades, all are occupied, and once again serving in a commercial capacity.

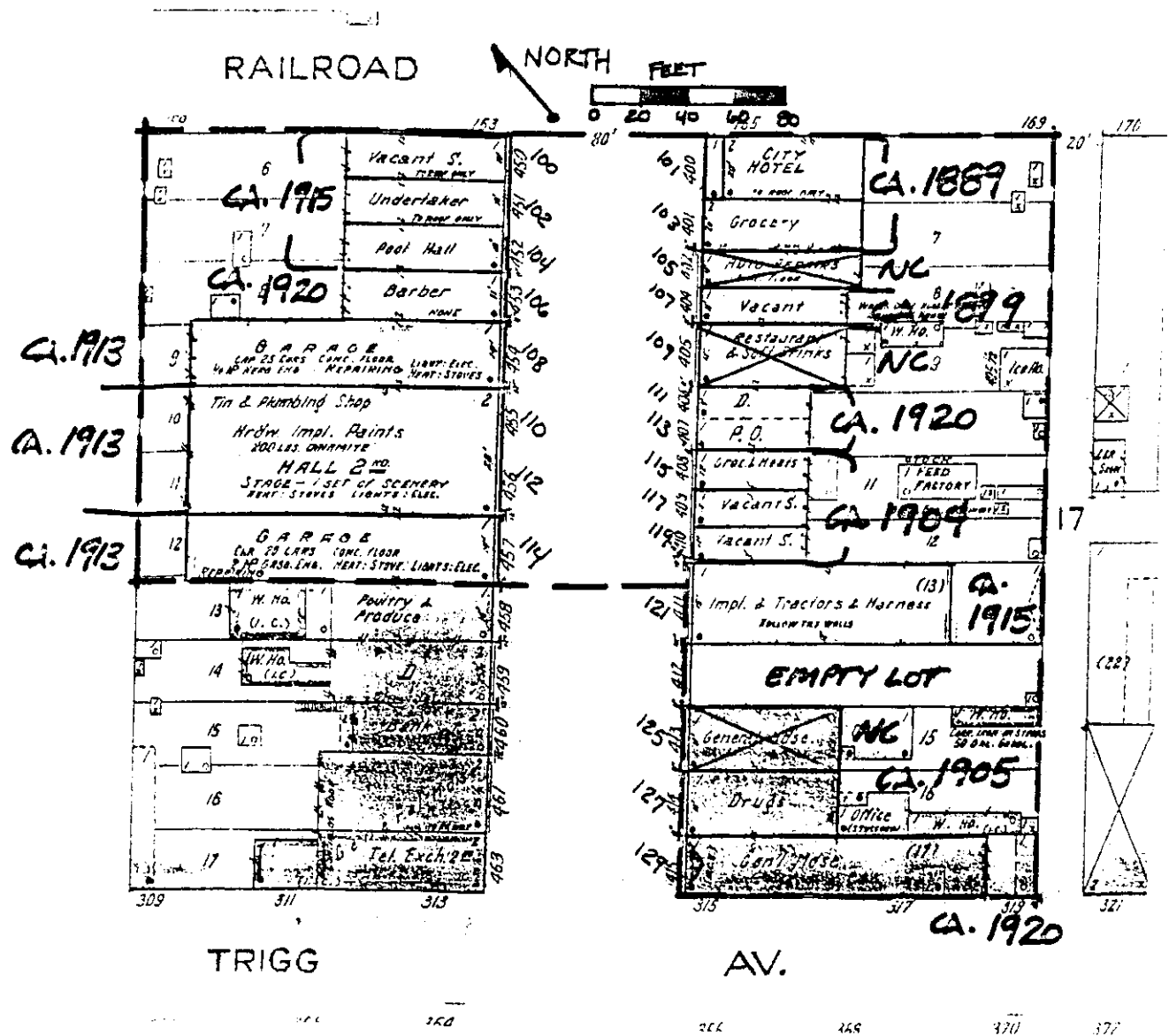
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Figure One. Site Map. Base map is a 1921 Sanborn Map; the district boundaries are indicated by the dashed line. Current addresses have been added, along with estimated construction dates.



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**Individual Property Descriptions**

The historic names given below represent the first known owner of the property; uses listed on the 1921 Sanborn Map are in parentheses. Historic names and construction dates are based upon earlier survey data, real estate tax records (1898-1961), a 1914 County Atlas map, and a 1921 Sanborn map. See Figure One for addresses and locations.

1.) 100-104 Main Street, ca. 1915, **Schuster, Adam, Building.** (Pool Hall, Undertaker.) This is a one story tall brick building with three frame storefronts. The upper part of the façade features a simple brick cornice fashioned of an angled soldier course set above a deep-set dogtooth course and a simple string course. Brick walls divide the three spaces, and the cornice is also divided into three sections which correspond with the storefronts. Each storefront is topped by a steel beam, beneath which sits an open frame storefront. Each storefront has a low paneled bulkhead, with large display windows and a multi-light cornice. The storefront of 100 is the most intact; even the plate glass of the display window appears to be original. That storefront has an angled side entrance, and the end wall of the building, which faces the railroad tracks, has a large open brick archway. The storefront of 102 is nearly as complete, although the transoms are currently covered by plywood sheathing. The storefront at 104 is newer, but sits within the original opening and is similar to the other two units.

[c] See photos 10, 11 and 12.

2.) 101-103 Main Street, ca. 1889. **Frady Hotel, Amanda Frady Property.** (City Hotel, Grocery) This recently restored building is one of the largest and most ornate in the district. It is a two story tall brick building with a high limestone foundation and a flat roof. The building features corbelled brick cornices on the front and side walls, and early or original two-over-two windows which are set into segmental arched openings. The hotel has two main parts; the northern section (101) sits back a bit from the sidewalk and is faced by an open two-level frame porch. The porch has turned posts, with curved brackets and spindlework along the roof line. The upper and lower balusters are also turned. All of the porch materials except the upper balustrade are original; the upper members were recreated, using surviving parts as a model. The southern section (103) sits directly on the sidewalk; it has an open frame storefront on the ground floor and three tall two-over-two windows on the second floor. The storefront has a central recessed entrance flanked by large display windows over paneled bulkheads. Ornamental cast iron columns flank the front door. The front door and the columns are original, most of the other materials on the storefront are newer. Historic photos were used to guide the recent reconstruction of the storefront, which is now shaded by a canvas awning which also matches the original unit.

[c] See photos 1, 2 and 12, and Figure One.



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Figure Two: Historic photo of the hotel.  
 From the collection of current owner,  
 Bobby Danner.



3.) 105 Main Street, ca. 1990.  
 (Automobile Repairs.) A one-part  
 commercial block with one storefront,  
 and a brick archway. Most of this façade  
 has recently been installed, and the rest  
 of the building was built in the 1990s.  
 [nc] See photo12.

4.) 106 Main Street, ca. 1920.  
 Haoliday, E. L. Building/ Fritz Schupp  
 Barbershop. (Barber) A brick one -commercial block with a simple brick cornice and a frame storefront. The cornice is composed of a soldier course with alternating rows of recessed bricks, set above a simple brick string course. The open frame storefront has a recessed central entrance, and low brick bulkheads. The two-part display windows extend up to the top of the storefront opening. A photo of the shop taken ca. 1940 shows the current storefront, which appears to be early, but not original.  
 [c] See photos 1, 7, and 10.

5.) 107 Main Street, ca. 1899. Shemwell, A. T., Building. (Vacant in 1921.) A brick one-part commercial block with a simple brick cornice and a frame storefront. The cornice is composed of a soldier course with alternating rows of recessed bricks, set above a simple brick string course. The open storefront sits below a metal cross beam. It has paneled bulkheads, large display windows, and a multi-light transom. The wide wooden door has a single large light over a single panel. The door and much of the transom and framing are original, some of the other parts of the storefront were recreated, using an historic photo as a guide.  
 [c] See photos 3 and 4.

6.) 108 Main Street, ca. 1913. O'Neal, Lee, Garage. (Garage) This is a one story tall brick building with an ornamental cornice and an early frame storefront. The cornice is very similar to the cornice of 100-104 Main Street; it has an angled soldier course set above a deep-set dogtooth course and a simple string course. The open storefront sits below a metal cross beam, and is topped by a deep multi-light transom. The beam is faced with widely spaced ornamental metal rosettes, and it matches those found on the two buildings just to the south of this one. (All three were built about the same time.) Half of the storefront contains

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a set of paneled accordion garage doors which are early or original, and the other half, which is newer, has paneled walls and a recessed central entrance. This is one of a row of three buildings which are much deeper than the other commercial buildings in the area. This is the most intact historic garage in the district.

[c] See photos 7 and 10.

7.) 109 Main Street, ca. 1904-1990s. A one story building with an all-new front wall. The façade features an open storefront which is similar to others on the block, and the upper façade is covered with narrow weatherboards and a small cornice.

[nc] See photos 3 and 4.

8.) 110-112 Main Street, ca. 1913. O'Neal, Lee, Hardware Store. (First floor, Hardware and Implements, second floor, Hall.) This is the largest building in the district. It is a tall brick two-part commercial block with ornamental brickwork and arched windows on the upper façade. The first floor storefronts are largely covered with horizontal lap siding; much of the original framing remains in place beneath that siding, and the original doors still occupy early recessed entryways. A prefabricated cast iron column divides the ground floor into two spaces, and the original iron support beam remains in place above the storefront. The beam is faced with widely spaced ornamental metal rosettes, which match those found on the buildings on either side of this one. The upper façade contains six evenly spaced one-over-one windows. A band of rough textured brick runs along the façade at the level of the window tops, and the segmental arches above the windows are outlined in the same type of brick. That rough brick is also used for a wide band of raised squares, and as infill for recessed panels, all of which are near the top of the tall façade. There is an open square vent set into the wall between each of the four panels. The roofline is accented by another band of ornament consisting of soldier and dogtooth courses. The building is very deep; the rear elevation is close to the alley behind it. The rear elevation has a large garage type door to one side, and segmental arched windows like those found on the façade.

[c] See photos 7, 8, and 9.

9.) 111-113 Main Street, ca. 1920. Goldthwait, Maggie, Building. (Dwelling, Post Office) This two-bay commercial building has a lower roofline and slightly more horizontal massing than most of the one-story buildings in the district. It has brick walls and a frame storefront system on the façade. Paired entry doors are centered on the façade and a heavy horizontal band runs between the low transom windows and the display windows. The tall bulkhead is of brick, and the upper façade is covered with horizontal boards; the boards and the front doors themselves are the only elements which appear to be relatively new. The doorways and surrounding framing are early or original.

[c] See photos 3 and 4.

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10.) 114 Main Street, ca. 1913. Fisher, Joseph, Garage. (Garage) This is a one story tall brick building with an ornamental cornice and an early frame storefront. The cornice is almost identical to that found on 108 Main Street, which is also a garage, built about the same time. The cornice has an angled soldier course set above a deep-set dogtooth course and a simple string course. A large metal beam with widely spaced ornamental rosettes runs along the top of the ground floor opening, which contains a newer garage door. The beam and rosettes match those found on the two buildings to the north. The garage door is flanked by an early pedestrian doorway and a small storefront with a three-light transom and display window. The lower half of the storefront has been bricked over. This is one of a row of three buildings which are much deeper than the other commercial buildings in the area.  
[c] See photos 6 and 7.

11.) 115-119 Main Street, ca. 1904. L. F. Berry, John Smith and Lizzie Fisher Building. (Grocery and Meats, 2 vacant shops) This is a one story brick building with three separate shop spaces. The two northernmost shops have recessed central entrances, and the one on the south end has a side entrance which is also recessed. All three shops have large display windows, with paneled wood bulkheads and multi-light transoms. Two of the three shopfronts are original. The third, which is on the south end, has been largely reconstructed, using historic photos to guide the design. That storefront does retain an original cast iron support post. A brick pier separates the northernmost space from the other two, and the top of the building features a continuous ornamental brick cornice composed of a panel set above a slender brick string course. The panel is filled with a double dogtooth course.  
[c] See photos 3 and 4.

12.) 121 Main Street, ca. 1915. Day, Henry, Implement Store. (Implements, Tractors & Harness) This is a tall one story building with a white-glazed brick façade. The façade has a single large framed opening with raised ornamental panels in the brick above. The panels are of the same white glazed brick, with square black accent tiles in the corners. One-third of the framed opening is filled with the original storefront, which has a glazed tile bulkhead beneath a display window and transom. The transom and part of the display window are currently covered with horizontal boards. The other two-thirds of the front contain a large garage door and a smaller pedestrian door, the pedestrian door is topped by a narrow transom. A photo of the building taken in 1980 shows that the garage door and other framing was in place at that time, and all of it appears to be over fifty years old.  
[c] See photos 3 and 4.

13.) 125 Main Street, ca. 1995. Blackwater City Hall.  
A one story tall frame building with glass display windows and a central front door. The

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upper façade is covered with flat wooden sheathing.  
[nc] See photos 5 and 6.

**14.) 127 Main Street, ca. 1905. Gibson, Robert, Building. (Drug Store)**

This is a wide brick one-part commercial block with a single open storefront. The central doorway is recessed, and the door itself is early or original, as is most of the storefront unit. The side units of the storefront have single large display windows, beneath large single-light transoms. The high frame bulkheads have vertical beadboard panels. The upper façade has the same type of brick detailing found on other buildings on the street. The brick cornice consists of a wide panel filled with a double dogtooth course sits above a single brick string course.

[c] See photos 5 and 6.

**15.) 129 Main Street, ca. 1920. Huffman, M. R., General Store. (General Merchandise)**

A one and one-half story brick building with a highly intact façade. This building has some of the more complex masonry work in the district. The edges of the tall storefront are lined with large rock-faced concrete blocks which imitate limestone, and the tall upper façade has a combination of smooth and rough textured bricks. The brick ornamentation of the upper façade is almost exactly like that used on the building at 110-112 Main Street. That brickwork utilizes special rough surfaced brick for ornamental detailing. The rough bricks are used for an ornamental band of repeating open squares, and as infill for a row of wide recessed panels above. Open square vents are set into the wall between the three panels. The roofline is accented by another band of ornament consisting of soldier and dogtooth courses. The storefront has heavy wood-framed display windows which are set to either side of a wide recessed entrance. The bulkheads of all three sections of the storefront are constructed of the same type of rock-faced blocks which outline the windows. All elements of the façade appear to be original. There is a low mezzanine at the back of the building; it is lighted by wide one-over-one windows set into segmental arched openings near the top of the back wall. Those windows also appear to be early or original. The side wall of this building, which faces Trigg street, has two painted signs, one for Huffman's Store, and another recently restored "Holsum" sign.

[c] See photos 5 and 6.

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**Summary:** The Blackwater Commercial Historic District encompasses the intact core of the historic commercial center of Blackwater. It is significant under Criteria A and C, in the areas of Commerce and Architecture, for its long association with commerce in Blackwater. Blackwater came into existence when the Missouri Pacific Railroad came through the area in 1887, and Main Street has served as the town's commercial center ever since. Almost all of the intact historic commercial buildings left in the community today can be found within the district, which covers most of the 100 block of Main Street. This collection of late 19<sup>th</sup> and early 20<sup>th</sup> century commercial buildings forms a cohesive grouping, and the district reflects the strong interrelationship between the town and the railroad that characterized the community in its early years. Blackwater was a typical railroad town of the time, in that the commercial center served area farmers as well as town dwellers. Early 20<sup>th</sup> century patrons of the businesses there ranged from railroad linemen to local bankers, and available wares included everything from hair ribbons to chicken feed. The buildings of the district utilize the nationally prominent commercial forms of the one- and two-part commercial blocks, and the streetscape is unified by common construction materials and ornamental motifs. Construction dates range from ca. 1889 to ca. 1920, and the period of significance runs from ca. 1889, to 1950, at which time the business district entered a period of decline that has only recently been reversed. The overall level of integrity is high; of the 15 buildings within the district boundaries, 12 are contributing resources. Main Street in Blackwater today looks much as it did in the early 20<sup>th</sup> century; the district provides an intact, significant reflection of the long commercial history of this modest railroad town.

**Elaboration:**

Blackwater takes its name from the Blackwater River, which flows just a few hundred yards to the north. The river was named by Native Americans, after the rich dark soil of its banks and the surrounding river bottoms. As is the case for countless communities, Blackwater owes its existence to the introduction of railroad service through the area. Although there was a trading post and post office with the name of Blackwater in the late 1870s, it was not until the Missouri Pacific Railroad started surveying this part of the county for a route that concerted settlement began. The Missouri Pacific Railroad Company started laying tracks through the area early in 1887, and a plat for the town of Blackwater was filed by W. C. Morris on September 21st of the same year.<sup>1</sup>

Morris's involvement appears to have been mostly speculative. He bought the land upon which the town was laid out just a month before the plat was filed, and sold most of his holdings just a few months later. His name disappears from local records after the end of

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<sup>1</sup> Mary C. Davis, *History of Blackwater, Missouri*. (Blackwater: Blackwater Preservation Society, ca. 1987) p. 1.

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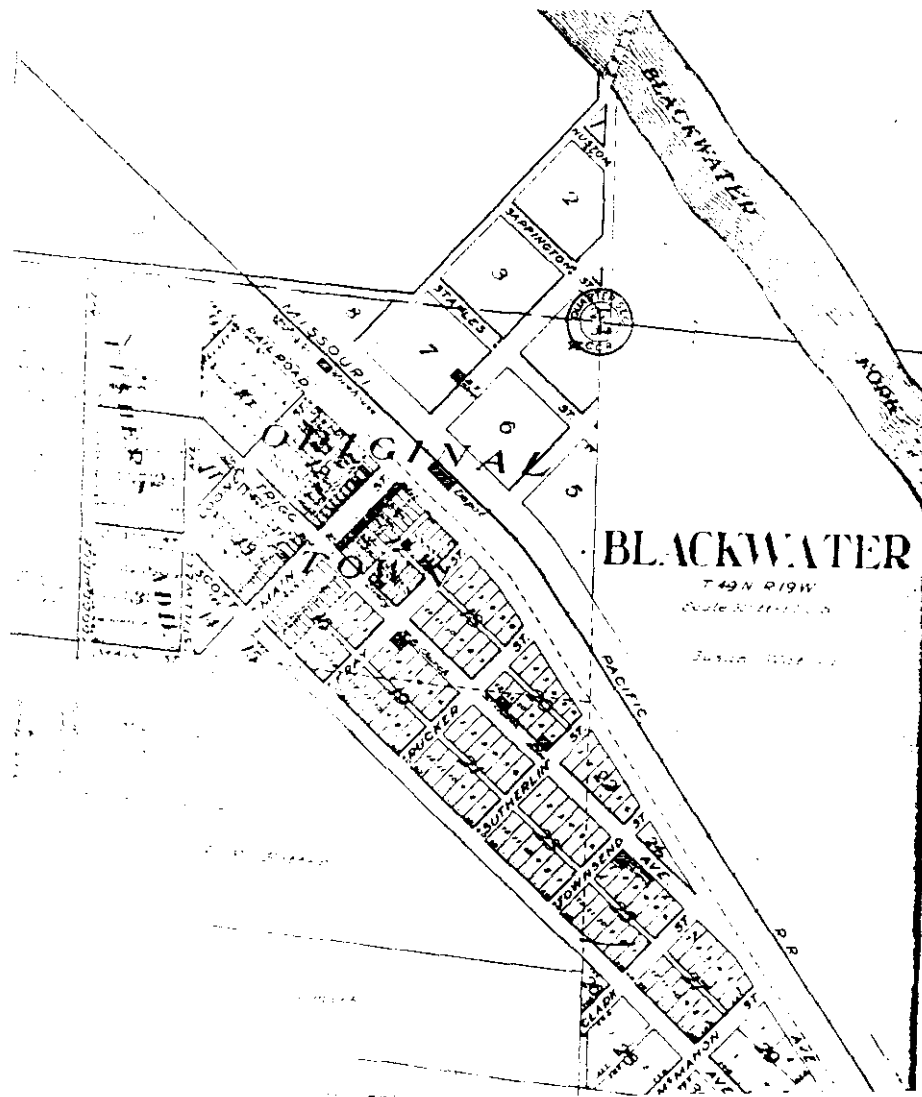
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1887. The town he created is still around, however, and the streets today still follow the plat he filed in 1887. (Compare Figure Three with the enclosed topographic map of the community.)

The layout of Blackwater clearly reflects the important role of the railroad. The streets in the original part of town are all oriented to the tracks of the Missouri Pacific, which runs through the area at an angle to the compass points. The layout of the lots also makes it clear that Main Street, which runs perpendicular to the tracks, was meant to be used for commercial purposes. All of the lots on that street are long and narrow, to maximize valuable street frontage. (See Figure Three.)

**Figure Three. Map of Blackwater, from a 1914 Cooper County Atlas. (The map was reprinted on page 3 of *History of Blackwater, Missouri*. Blackwater: Blackwater Preservation Society, ca. 1987.)**



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The new town developed at an impressive rate. An entry in an 1889 state Gazetteer shows that in just two years, Blackwater had grown to become a "flourishing village," with a population of about 150, and some 29 different business listings.<sup>2</sup> The commercial listings in that Gazetteer include a variety of businesses. Farm families could come to town to visit the flour mill, and to buy grain or hardware. There were also three general stores, two doctors and a drug store. The construction boom that grew from building a town of 150 in two years had also spawned businesses, including two lumber stores, a painter, a mason, and a contractor.

The Gazetteer shows that the town also offered services to travelers. Listings include a livery stable and two hotels. One of those hotels, the Frady Hotel, survives today; it is the oldest building in the district, and one of the oldest in the entire community. The Frady Hotel, at 101-103 Main Street, is located at the end of Main Street, right next to the railroad tracks. That large brick building has recently seen a full rehabilitation and has been returned to service as a hotel and restaurant. The Gazetteer ad noted that Mrs. Frady offered "Every Accommodation for the Traveling Public; Rates, \$1.25 Per Day."

The Frady Hotel was operated by Mrs. Amanda Frady, a widow with five children who started out boarding workers on the railroad and soon expanded her business. She The spacious brick hotel on Main Street was Mrs. Frady's second hotel building. She first built a three story frame structure for her new lodging business. That was lost to fire in a short time, after which she erected the current building. An ad for the hotel which ran in a local paper in 1889 read "Mrs. A. Frady, Proprietress. Building new. Rooms large and well furnished. Board by the day or month."<sup>3</sup>

As was the case for Mrs. Frady's operation, most of the businesses listed in that early gazetteer no doubt occupied frame buildings. Lumber was inexpensive and easy to come by, and it met the demands of a rapidly growing town. It was also, however, less durable, and it appears that many of the first business structures in the community were replaced by brick buildings after a relatively short time. The Frady Hotel is one of only two buildings in the district to have been built before the turn of the century. The other buildings there all appear to have been built between 1904 and 1920, and it appears that several replaced earlier structures. A photo of Main Street taken during a flood in 1904, for example, shows at least one frame building at what is now 100 Main Street; that lot is now occupied by a brick building constructed around 1915. (See Figure Four.)

Even though many residents of the community worked in a nearby rock quarry, brick became the construction material of choice on Main Street. All of the contributing buildings in

<sup>2</sup> Missouri Gazetteer and Business Directory 1889-1890, (Vol. VI. St. Louis, MO: R.L. Polk & Co. 1890) p. 161.

<sup>3</sup> Blackwater Advance, January 9, 1889, p. 1.



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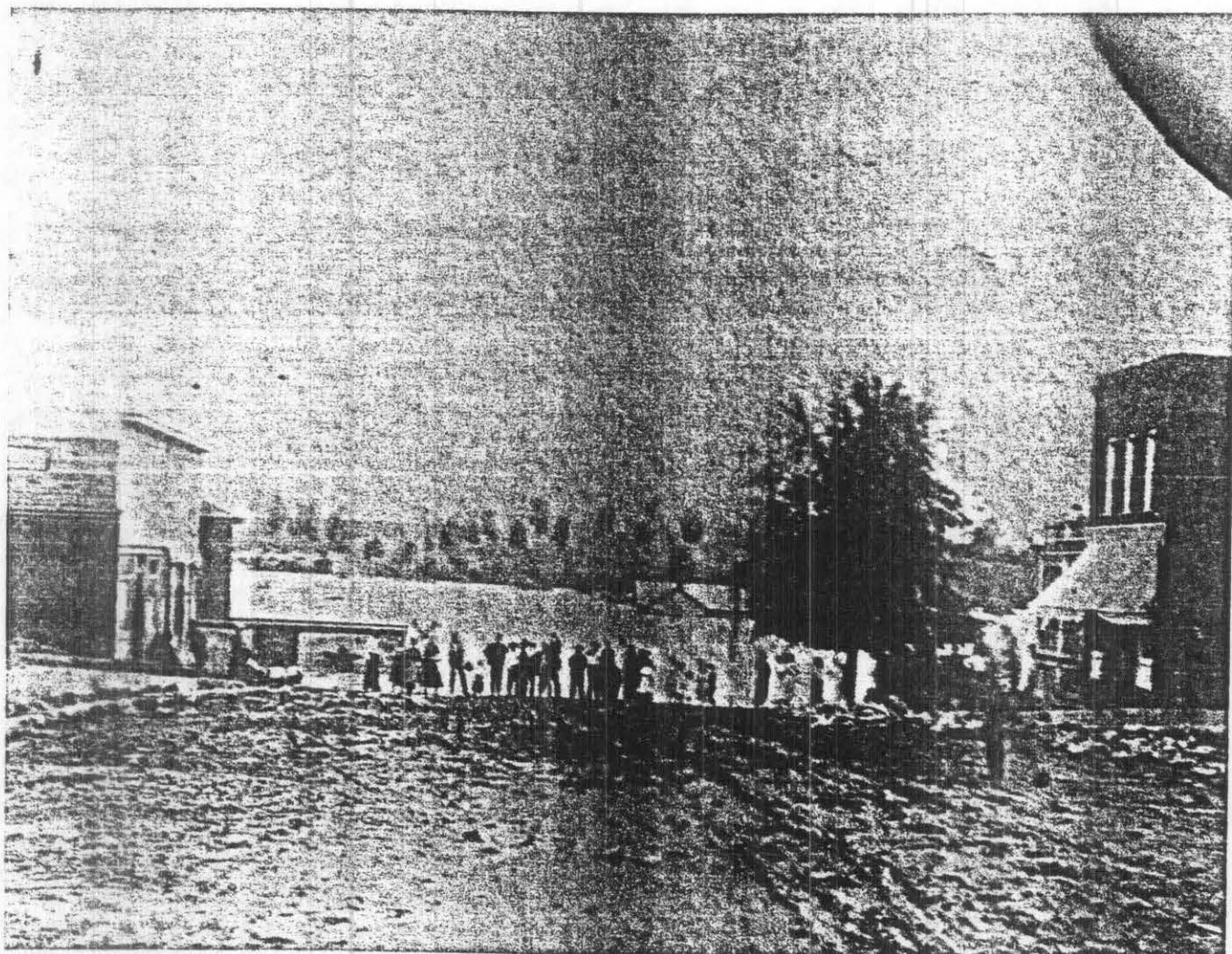
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the district are of brick, and it appears that most of those bricks were locally made. The 1898 Gazetteer lists a brickyard owned by "Robert Gibson and Co." and a local history noted that a brick kiln was set up and that Ed Stephens was hired to make bricks for new fronts in 1904.<sup>4</sup> The similarity of the ornamental brickwork found on the upper facades of the business buildings in the district suggests that the buildings are the work of just a few masons. At least some of the early brick masons may have been from out of town; census records from 1900 and 1910 list several carpenters in Blackwater, but no masons of any sort.

Figure Four. The northern end of Main Street. ca. 1904. Photo courtesy the City of Blackwater.



<sup>4</sup> *Rediscover Blackwater: Tourbook*, p. 8.



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Early brickyard owner Robert Gibson was also involved with other businesses in the community. He was operating a saloon along with the brickyard when the 1898 Gazetteer was published, and by 1904 had a grocery store on Main Street.<sup>5</sup> Census entries for 1900 and 1910 both list him as the owner of a general store.<sup>6</sup> He may also have dabbled in real estate; tax records show that he owned at least two buildings on Main Street in the early 20<sup>th</sup> century.<sup>7</sup> His general store was probably located at what is now 125 Main Street, and it appears that he also built the one story brick building at 127 Main Street. (The building now at 125 is newer.) The building at 127 Main, which was built around 1905, housed the Blackwater Drug Store for many years.<sup>8</sup> Gibson owned the property from around 1905 into the 1940s.

Just a few doors down the street from the Gibson property is another small brick building which appears to have been built ca. 1899 to serve as a rental property. Property tax records indicate that the small brick commercial building at 107 Main Street was built for A. T. Shemwell, who was by that time the owner of the Frady hotel as well. The building at 107 may have been built specifically to house the Blackwater News, a local newspaper which was edited by M. T. Horne and his wife, Annie from 1899 into the 1920s.<sup>9</sup> The News was the longest-lived paper to operate in the community during the period of significance.

It does not appear that Shemwell had anything to do with the business that occupied the small building at 107 Main; he was probably busy enough running the hotel, which had by that time been renamed the City Hotel. Shemwell bought the hotel and the adjacent lot just after the turn of the century, and operated the hotel for much of the next decade. He is mentioned in association with the hotel in the local paper several times over the first decade of the 20<sup>th</sup> century, and tax and census records show he owned the property until after 1910. Amanda Frady had apparently moved on before the turn of the century; the 1898 gazetteer listed Benjamin Hickerson as the proprietor of the Frady Hotel, and the 1900 census list for Blackwater named Amos O'Neal, a resident of Main Street, as the only person in town operating a hotel.

The December 1903 issues of the Blackwater News included two different notices that offer an interesting snapshot of Shemwell's life. One issue included the following note: "A.T. Shemwell, proprietor of the City Hotel, who has been sick some 2 weeks, is much improved."

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5 Davis, p. 14.

6 Population Census, Blackwater, Saline County, Missouri : 1900, pps. 10-12, 1910 pps. 1-4. Microfilm copies on file with the State Historical Society of Missouri, Columbia.

7 Property tax records for the town of Blackwater from 1916 to the present are on file with the City of Blackwater; earlier records are at the Cooper County Courthouse.

8 Higbie, J. Et. Al., Survey Form for BW-64, Dec. 1980. (Form on file with the Missouri State Historic Preservation Office, Jefferson City, MO.)

9 The survey form for this property says it was built for the Blackwater Times, according to an interview with a local resident in 1980. No mention of that paper has been found elsewhere, and it is assumed the person was referring to the News. Census records show that both Mr. and Mrs. Horne were involved with the operation of the News.

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Shortly after: "On account of my health; I will sell the City Hotel in Blackwater, a first class brick building of 16 rooms, all in splendid repair. A.T. Shemwell."<sup>10</sup> He apparently recovered fully, and changed his mind about the sale, as he was still running the hotel when recorded by the census in 1910.

The modest one story commercial buildings that Shemwell and others erected on Main Street in Blackwater at the turn of the century can be classified architecturally as "one-part commercial blocks."<sup>11</sup> One-part commercial blocks are just one story tall, with an open storefront which takes up most of the façade. Ornamental cornices and space for signage above the storefronts are common to the form, and all of the Blackwater examples have bands of ornamental brickwork at their rooflines. Historic photos show that canvas awnings were also commonly used to shelter the storefronts.

Modest commercial building forms such as the one-part commercial block became popular nationally in the mid-1800s, in response to a growing need for specialized and relatively inexpensive commercial properties. As one source put it "catering to the swelling demand for services, these buildings could generate income, yet they represented a comparatively small investment."<sup>12</sup> The form was popular in developing commercial areas, as it allowed landowners, like Gibson and Shemwell, to create rentable retail space without investing in large buildings right away. Often, property owners built one-part commercial blocks with the thought that they could be replaced in the future with larger buildings, a plan that did not always come to fruition, especially in areas like Blackwater where commercial growth tapered off after the initial period of development.

One-part commercial blocks were also sometimes constructed in unified rows, with common walls dividing the individual store units. There are two such buildings in the Blackwater district; 115-119 Main Street was built ca. 1904, and 100-104 Main was built around 1914. Each of those is a one story brick building with three frame storefronts and a band of ornamental brickwork along the entire upper façade. The oldest of the three, at 115-119, actually had three different owners from the time it was built, while the very similar building at 100-102 had a single owner throughout the period of significance.

The building at 115-119 was probably built in 1904. Even though the building has a single unbroken cornice and unified methods of construction, it appears to have had three owners from day one. Tax records show that the first three owners of the property were L. F. Berry, John Simms, and Lizzie Fischer, and ownership of that land was divided to match the lines of the shops. Berry's name appears in no other early sources. Simms was a stock trader, and he and Berry were probably involved purely for speculative purposes.

<sup>10</sup> Blackwater News, Dec. 1903, excerpted in the Blackwater News, Dec. 1, 2001.

<sup>11</sup> Richard Longstreth, The Buildings of Main Street, (Washington, D.C.: National Trust for Historic Preservation, 1987) p. 54.

<sup>12</sup> Longstreth, p. 54

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Lizzie Fischer, by contrast, appears to have opened a millinery shop in her part of the building, which is slightly narrower than the other two spaces. A description of her business which was written in 1909 described her as “the town’s popular milliner.....She has been in business here for 5 years and during that time, has gained many customers.”<sup>13</sup> It has been assumed that she started her business at this location. Tax records and local merchant license lists show that Fischer owned that property into the 1940s, and that later owners of the other shops included produce merchant H. H. Overstreet, and Henry Langlotz, a merchant active in the area in the 1920s and 1930s.

The varied functions of those shops reflect the growing sophistication and specialization of the commercial center. The range of businesses grew steadily as the years passed. The late 19<sup>th</sup> century Gazetteer entries for the town show that at that time, retail offerings were limited, and that general stores were among the most common type of retail business. In 1889-90, for example, three of the six retail businesses in Blackwater were general stores. By the turn of the century, specialized retail businesses were much more common. The gazetteer entry for 1899 listed nine different retail businesses, including a milliner, a dress shop, a shoe store, a meat market and a furniture store, as well as two general stores. Other historical accounts show that the trend continued, and that early 20<sup>th</sup> century patrons of the business district of Blackwater could choose from a generous assortment of goods and services.

The growing variety of offerings in the district followed regional and national trends. In pioneer situations, shoppers were usually only interested in a few basic staples to supplement what they could make for themselves. A study of commercial activity in the Midwest, for example, followed a description of the typical general store of the 1870s with the note that although the offerings of those early stores “were limited, they were more than adequate when every home in town kept a garden for summer vegetables and every housewife canned fruits for winter use...” and “...farmers were even more self-sufficient than townsmen.”<sup>14</sup> That trend towards self-sufficiency was changing by the turn of the 20<sup>th</sup> century, however. Consumers had more disposable income than in the past, and they were often eager to spend it on new products. One study of rural consumer behavior from the 1880s to the 1920s noted that “...the level and scope of rural consumption was rising by the turn of the twentieth century. Country people increasingly purchased more of the goods and services that they had once either produced for themselves or simply had done without.”<sup>15</sup> The growing diversity of shops in downtown Blackwater reflects similar changes in local buying habits.

The other multi-bay one part commercial block in the district is located near the

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<sup>13</sup> Blackwater Rustler, May 27, 1909. Excerpt reprinted in the Blackwater News, July 1, 2004, p. 10.

<sup>14</sup> Lewis Atherton, Mainstreet on the Middle Border, (Bloomington: Indiana University Press, 1984) p. 48.

<sup>15</sup> Thomas J. Schlereth, “Country Stores, County Fairs, and Mail-Order Catalogues,” in Simon Bronner, ed. Consuming Visions: Accumulation and Display of Goods in America 1880-1920, (New York and London: W. W. Norton and Co, 1989), p. 343.

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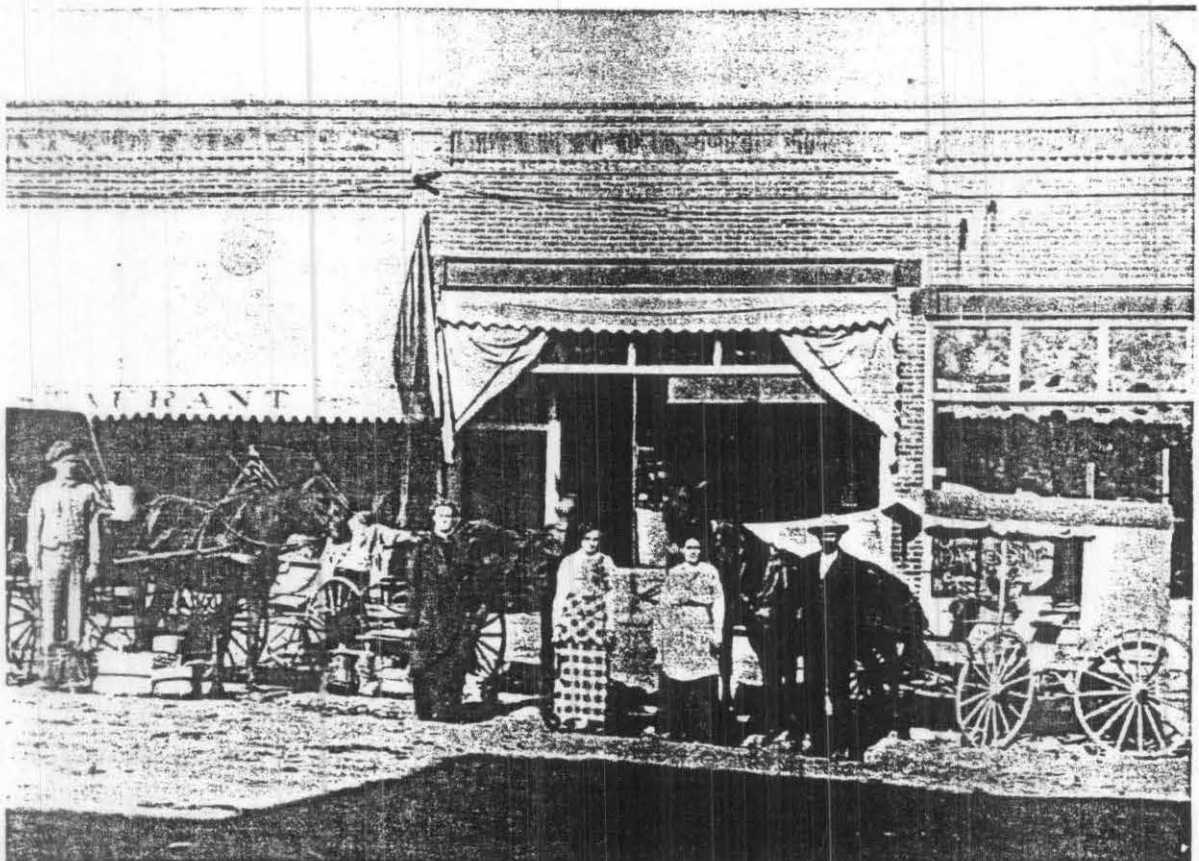
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railroad tracks on the west side of the street, at 100-102 Main. Although that building is very similar to the building at 115-119, with three evenly spaced frame storefronts beneath one wide brick cornice, it differs in that was a single parcel of land throughout the period of significance. It was built by or for Adam Schuster around 1914, and remained in his family into the 1940s.<sup>16</sup> This too must have been a rental property; Schuster appears in no early commercial listings. A photo taken shortly after it was completed shows that it was occupied at that time by a restaurant (104), the post office (102), and a barber shop (100). (See Figure Five.)

**Figure Five.** Photo of 100-104 Main Street, ca. 1916. Photo courtesy of the City of Blackwater. The photo was also printed in History of Blackwater, Missouri. The caption in that book notes that the people in front are the letter carriers, Archie and Rupel Eichman and postmistress Maggie Goldthwait.



<sup>16</sup> The Schuster family name appears in tax records for this property from 1912 into the 1950s; there was a slight jump in valuation between 1912 and 1916. The building is not on the 1914 Atlas map, and it is therefore assumed that it was built just before the photo was taken in 1916.

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The 1921 Sanborn Map shows that all three of those spaces had already changed occupants by then. The restaurant space had become home to a "Pool Hall", the post office space housed an undertaker, and the end spot once occupied by a barber was empty. Two of those businesses may have moved into their own buildings by that time. The Post Office was across the street, at 111-113 Main Street. That low one story building, which had two shop spaces, may have been built specifically for post office use. Tax records list the owner of that property in 1921 at Maggie Goldthwait, who was also the postmistress. (See Figure Five.) The post office stayed in that location until 1941, and today it is, ironically, back near its early site, at 100 Main Street.

It appears that the barber shop in that early photo moved from 100 Main to a new building at 106 Main Street just a year or two after the photo was taken. The building at 106 is a small brick one-part commercial block with an open frame storefront; it was labeled as a barber shop on the 1921 Sanborn. That building was built by or for Earl Holiday, the likely occupant of the shop at 100 Main Street. Holiday moved around quite a bit in that time period. He sold the building at 106 Main to his brother-in-law, Fritz Schupp, around 1920, and apparently opened another shop just across the street not long after.<sup>17</sup> Holiday had a barber shop at 111 Main Street for over a decade, possibly in the years just after he sold this business.<sup>18</sup>

Fritz Schupp owned 106 Main Street into the 1950s, and operated his own barber shop there throughout that period. His son, Guy Schupp, worked there in the early 1940s, with his older brother. Mr. Schupp remembers having the job of pumping water to fill an elevated tank in the back so that the shop had running water for shaves and baths. (The town did not have a public water system until the 1950s.) Baths were particularly popular with railroad workers, and many local men were regular customers as well. Schupp also remembers "the nearly continuous pitch game" and that some "regulars would have a few beers from time to time in the rear or out back of the shop."<sup>19</sup>

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<sup>17</sup> Tax records, and Guy Schupp, "Blackwater Barbershop Recollections", Blackwater News, Jan. 1, 2003, pp. 10-11. Schupp also has a photo of the barber shop when it was at 100 Main Street.

<sup>18</sup> Higbie, J. Et. Al., Survey Form for BW-60, Dec. 1980. (Form on file with the Missouri State Historic Preservation Office, Jefferson City, MO.)

<sup>19</sup> Guy Schupp, pp. 10-11.

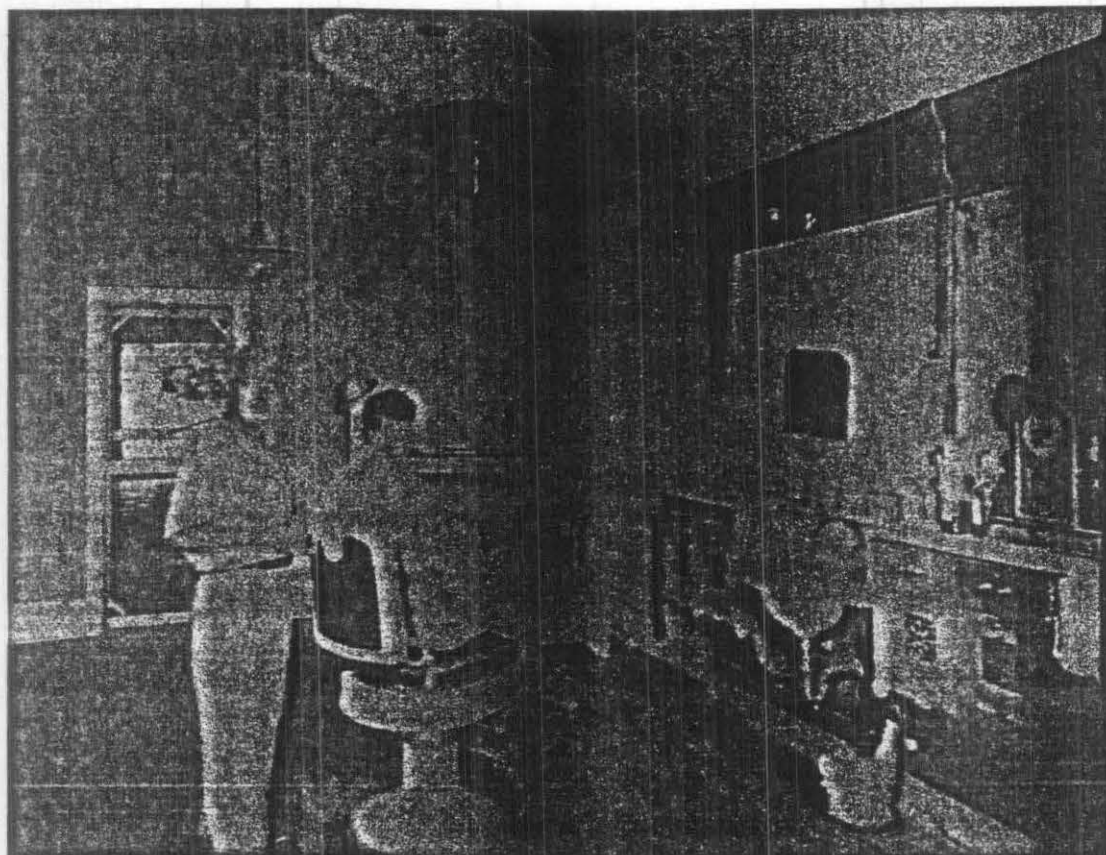
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**Figure Six. Fritz Schupp's Barber Shop, 106 Main Street.** Donated to the City of Blackwater by Guy Schupp. The photo was probably taken in the late 1930s or early 1940s.



The numerous buildings erected on Main Street in the early 20<sup>th</sup> century reflect the growing prosperity of the town. By the turn of the century, Blackwater had over 300 residents, and some 38 different businesses.<sup>18</sup> Civic improvements kept up with the commercial growth. The town laid new stone gutters in 1903, and a 1907 issue of the paper noted work being done by the "street commissioner."<sup>19</sup> In 1905, merchants pooled their money to buy a gasoline-powered pump for the city well at the intersection of Main and Trigg Streets. Before that, the well was powered by a large windmill, a replica of which was put back at the well site in recent years. The 1907 paper also noted that the city had recently sponsored the installation

<sup>18</sup> 1898-99 Gazetteer, p. 166.

<sup>19</sup> Blackwater News, February 1907, abstracted in the Blackwater News, February 1, 2003.



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of "the gasoline hollow wire system," of lighting for several businesses. The News claimed the system made their office bright enough that "the light is sufficient to see the smallest type used in the print shop."<sup>20</sup> The article mentioned that about half of the businesses in town, as well as a few residences, were by that time using the system.

Blackwater could also boast of two newspapers through its early years of existence. In addition to the News, the Blackwater Advance was in publication in the early years. The Advance was sold and renamed the Rustler in 1909, but failed to make the transition, and closed after only a few months under the new ownership. An early issue of the Rustler survives, however, and with it is an extensive list of businesses in operation at the time. There were 41 different entries in the description of stores and services. That list included a varied selection of merchants, as well as doctors, dentists, the town marshal, and the railroad agents. The article also noted that the "town has a public school, fine churches and many elegant homes," and noted that the rich surrounding farmland had greatly increased in value since train service and the town were established. The writer described estimated that surrounding land values had jumped from \$10 to \$15 and acre to \$75 to \$100 per acre.<sup>21</sup>

The Rustler included a description of the hotel in that edition as well, claiming that the City Hotel was "widely known along the line of the River Route, in fact from St. Louis to Kansas City, the City Hotel is a favorite resort."<sup>22</sup> The continued success of the hotel was emblematic of the ongoing importance of the railroad in the community. Because of the railroad, the stores in town continued to be patronized by a mix of local residents and visitors from elsewhere. In addition to hotel guests, out-of-town patrons for the stores included local farmers, who came to town to ship farm products and livestock, and stayed to replenish their stores and catch up on local happenings.

As the century progressed, another mode of transportation began to play a role in area commerce as well. The first automobile in Blackwater was owned by Lon Slayton in 1911. Slayton is said to have spent Sunday afternoons on Main Street, giving rides to anyone who cared to experience the new contraption.<sup>23</sup> With the automobile came a new type of local business; automobile-related businesses soon dotted Main Street. The 1914 Atlas map for the community shows two different garages in operation, and a 1921 Sanborn map of the street shows those two garages, plus an auto repair shop.

Both of the garages shown on the 1914 Atlas map are contributing buildings in the district. The two buildings, located at 108 and 114 Main Street, are very similar buildings which appear to have been built at the same time, ca. 1913. They also appear to have been built by residents who already had businesses in town. The building 114 was built for Joseph

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<sup>20</sup> Ibid.

<sup>21</sup> Blackwater Rustler, May 27, 1909, reprinted in the Blackwater News, July 1, 2004, p. 9.

<sup>22</sup> Ibid.

<sup>23</sup> Davis, p. 17.

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Fischer, who had been in business in Blackwater since the early 1890s. (He was milliner Lizzie Fischer's brother, according to the 1900 census.) Joseph Fischer operated one of the largest general stores in the area, out of two large buildings at the southern end of the block, and he was described in the 1909 issue of the Rustler as having "an immense stock of merchandise." The general store buildings are no longer standing; the garage is the only commercial building associated with him known to have survived.

The other garage, which is located just up the street, at 108 Main Street, was built for Lee O'Neal, who in 1909 was part of the firm of Marshall and O'Neal, who founded a local farm implement and feed business in 1906.<sup>24</sup> It appears that by the time he built the garage, O'Neal was a sole proprietor; he was listed as the only owner of the property into the 1950s. Merchant lists from the City of Blackwater indicate that he was not simply a landlord for that operation; the list includes entries for "O'Neal's Garage" in the 1930s and 1940s.

O'Neal did not drop the implement and feed business when the garage opened, however. He built a large two story brick store for that operation about the same time that the garages were being done. It is possible they were part of the same construction project; the garages sit on either side of the two story feed store. The O'Neal Feed Store building, at 110-112 Main Street, is the largest building in the district today. It is also the only building there to have continually served in its original function into modern times. It housed O'Neal's Feed and Implement business into the 1950s, and continued in that function even after it left the O'Neal family. The feed business finally closed its doors in 2004. The longevity of that business is testament to the continued combination of "town and country" customers for area businesses.

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<sup>24</sup> 1909 Blackwater Rustler, in Blackwater News, p. 9



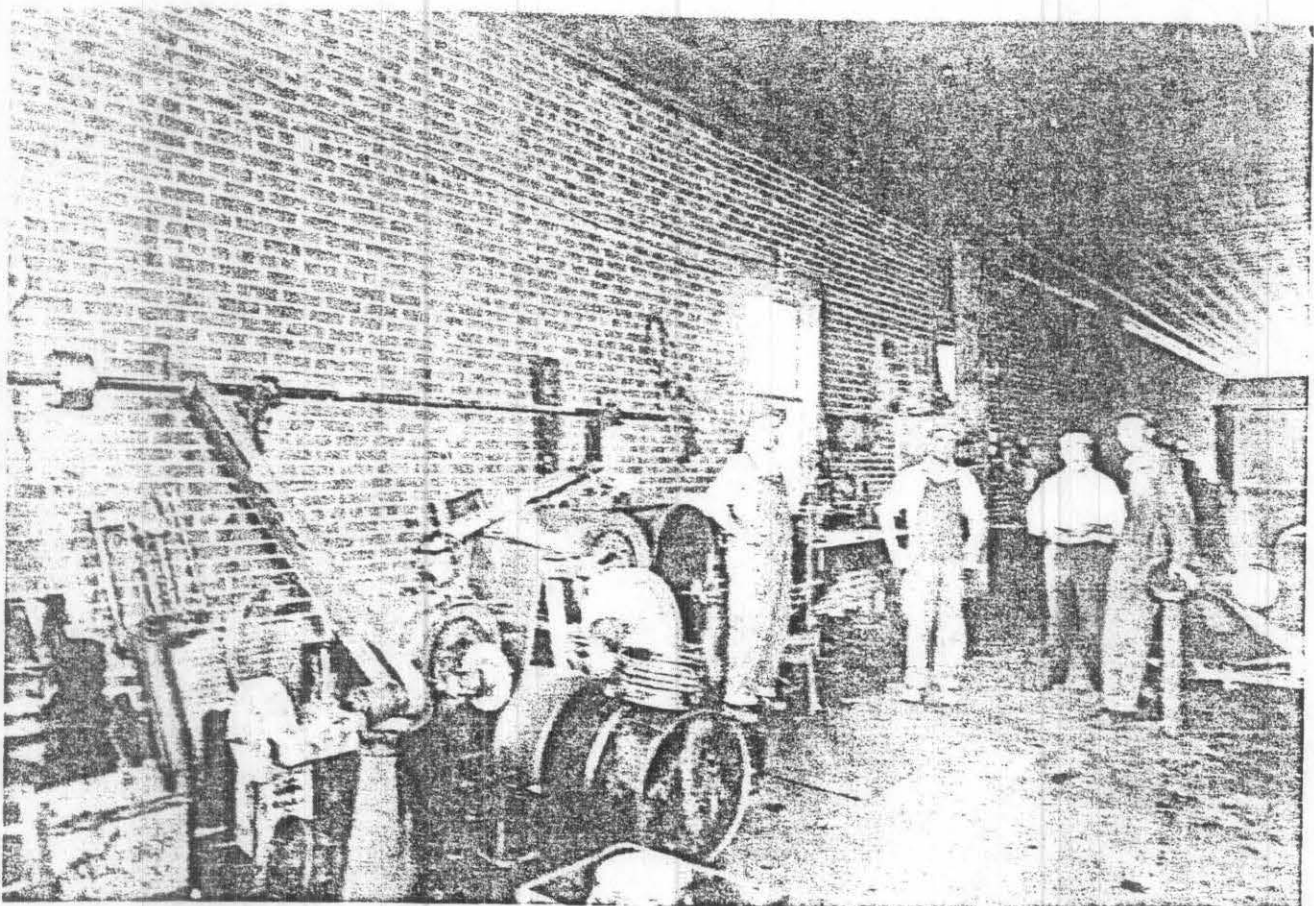
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Figure Seven. Interior of the Garage at 108 Main Street. Photo courtesy of the City of Blackwater.



O'Neal's large brick feed store also utilized a nationally prominent commercial building form; it can be classified as a two-part commercial block. Two-part commercial blocks are commercial buildings which are at least two stories tall, and characterized by a horizontal division of form and function. The single story lower zones were designed to be used as public or commercial spaces, while the upper floors were used for more private functions, such as offices, residences or meeting halls. The O'Neal Building is a typical example, in that the ground floor of the facade was built with open storefronts, and the second floor is more enclosed. The ground floor housed the store, and the second floor has been used for everything from school basketball games to apartments over the years.

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Architectural historian Richard Longstreth describes the two-part commercial block as “the most common type of composition used for small and moderate sized commercial buildings throughout the country.”<sup>25</sup> Two-part commercial blocks with Victorian detailing were extremely popular in America from 1850 into the first decades of the 1900s, and by the turn of the century, Main Streets throughout the country were lined with them. Blackwater had its share of them in the early 20<sup>th</sup> century as well, although few survive today. The part of the block which is not within the district originally contained a row of two-part commercial blocks. The O’Neal Feed Store building is the only one to survive today.

Another building erected about that time also catered to the internal combustion engine, in a slightly different form. Around 1915 local harness-maker Henry L. Day built a large new shop for his harness and implement business, and by the time of the 1921 Sanborn he was also offering tractors. Day had already been in business on Main Street for many years when he built that shop; he had been operating out of a smaller frame building on the now-empty lot next door.<sup>26</sup> Day also served as the city treasurer in 1909, and a newspaper article written that year noted that “there is not a more popular man in Blackwater.”<sup>27</sup>

Day’s tall brick building stands out among its contemporaries. It is sheathed with glossy white glazed bricks, which are said to have been shipped in from St. Louis specifically for the construction project. It is the only building in the community to use that type of brick, and it provides an interesting contrast to the red brick buildings around it. The building also bears the marks of one man’s early interest in those distinctive bricks. One row of bricks in the center panel of the upper façade is pocked with bullet marks. They were put there by an early resident of a second floor apartment across the street, who reportedly liked to target practice on the new building after having a few drinks.<sup>28</sup> He was apparently a good shot; the pock marks are almost all in the dead center of the bricks.

Another building just a few doors down from Day’s shop is also a bit unusual for the district. The brick building at 129 Main Street is the only one and one-half story building on the block, and also the only one to mix rock-faced concrete blocks with red brick. The tall storefront openings are outlined with rock-faced concrete blocks which emulate stone, and the same type of blocks are used in the bulkheads beneath the windows.

The ornamentation of the upper façade of that building, which mixes standard smooth red brick with highly textured brick ornamentation, is also notable. It is very similar to that on the upper façade of the O’Neal feed store at 110-112 Main; they are almost surely the work of

25 Richard Longstreth, *The Buildings of Main Street*, (Washington, D.C.: National Trust for Historic Preservation, 1987) p. 24.

26 *Blackwater News*, May 1, 2000, p. 5, from a letter written by Mr. Day’s daughter, Elinor Day Cummings. Tax records show he had owned the property since just after the turn of the century.

27 *Blackwater Rustler*, May 27, 1909.

28 City of Blackwater, *Rediscover Blackwater: Tour Book*, (Blackwater: 2004) p. 8.

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the same mason. The building was the home of Martin R. Huffman's general store for decades; Huffman apparently had it built around 1920, and the business stayed in his family into the 1950s or later. The Huffman store, which is highly intact and in very good condition, is the only historic general store left in Blackwater today.

By the early 1920s, Blackwater's Main Street was home to a bustling commercial district. The 100 block of the street was lined with businesses, and additional commercial properties had been developed around the intersection of Trigg and Main. By 1930, the town had a population of 650, and in 1946 Blackwater upgraded its official status from "village" to "fourth class city."

But, as was the case for many rural communities, the late 1940s saw a marked decline in population and commercial activity. Advances in transportation introduced a whole new type of competition for local merchants. Farmers were able to ship their products via trucks, which were often cheaper and more convenient than the railroad, and widespread automobile ownership made it easy for any resident to spend the afternoon shopping in larger cities. As one study of Midwest commercial history noted "every aspect of village life felt the impact of the truck and automobile."<sup>29</sup>

Blackwater's economy received an extra blow around 1950, when the town's largest employer of the time, the nearby Blackwater Stone Quarry, went out of business. That date marks the end of the district's period of significance. After that, the population dropped, and storefronts began to empty. A wholesale antique dealer, Estil Oswald, used many of the buildings on Main Street for his business from the late 1960s to the mid-1980s, but he, too, left around 1987. By 1993, the Blackwater commercial center was in danger of disappearing. There were only four businesses open in town, and Main Street was filled with empty buildings, several of which were near-collapse. As a local history put it "Sagging roofs, broken windows, decrepit facades were the norm."<sup>30</sup>

Unwilling to see their hometown fade away, a group of volunteers banded together to revitalize the community. The decision was made to capitalize on the history of the town, and the Blackwater Preservation Society was formed soon after. The group used money raised through NAP credits to establish a revolving fund to encourage restoration, and additional support was provided by the newly formed Community Club, and the Impatiens Garden Club.<sup>31</sup> Restoration of the long-vacant City Hotel by the Danner family early in the process helped anchor restoration efforts.

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<sup>29</sup> Atherton, p. 239.

<sup>30</sup> *Rediscover Blackwater: Tour Book*, p. 4.

<sup>31</sup> Ibid.

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Today, there are no empty shops in Blackwater, and there are as many businesses in operation as there were in the 1920s. The historic buildings in the district are now in good to excellent condition, and as a group, they reflect national trends in commercial architecture. They utilize building forms which were popular across the country at the time. As one scholar noted, the "buildings on Main Street reflect a standardization that became a fact of life in the American small town in the latter half of the nineteenth century."<sup>32</sup> Perhaps more importantly, the now-full storefronts are also emblematic of a successful community-wide effort to "save" a town. The buildings continue to express a sense of their time and place, and a walk down Main Street in Blackwater today makes it easy to imagine buggies in front of the stores and passengers waiting to board the train at the end of the street.

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<sup>32</sup> Richard V. Francaviglia, Main Street Revisited, (Iowa City: University of Iowa Press, 1996) p. 35.

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Cooper County, Missouri**

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National Park Service**

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National Park Service**

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Cooper County, Missouri**

**10. Geographical Data, cont.**

**UTM References, continued.**

<b>E. Zone</b>	<b>Easting</b>	<b>Northing</b>	<b>F. Zone</b>	<b>Easting</b>	<b>Northing</b>
15	500795	4314621	15	500754	4314672

**Verbal Boundary Description**

The boundaries encompass the land associated with the intact historic commercial buildings in downtown Blackwater, Cooper County and are shown on the scaled site map of the district on Section 7 page 3 of the nomination. The boundary of the district is denoted by the dashed line.

**Boundary Justification**

The current boundaries encompass all of the land associated with the properties of the district which retains significance.

**Photographs**

The following information is the same for all photographs:

Blackwater Commercial Historic District  
100 block of Main Street , Blackwater  
Cooper County, MO  
Debbie Sheals  
July, 2004

Negatives on file with Debbie Sheals 406 West Broadway, Columbia, MO 65205

**List of Photographs**

See photo key for description of camera angle.

1. Looking southwest on Main Street, from the railroad.
2. City Hotel, 101-103 Main.
3. Looking northeast, l to r, 119-103 (odd numbers) Main.
4. Looking southwest, l to r, 107-121 (odd numbers) Main.
5. l to r, 125-129 (odd numbers)
6. Looking northeast down Main Street, 129 is on the right.
7. l to r, 114-100 (even numbers).
8. rear, l to r 114-108 (even numbers).
9. Detail, l to r 112-108 (even numbers).
10. l to r 100-114 (even numbers).
11. Detail, 100 Main St.
12. Looking past 100 Main.

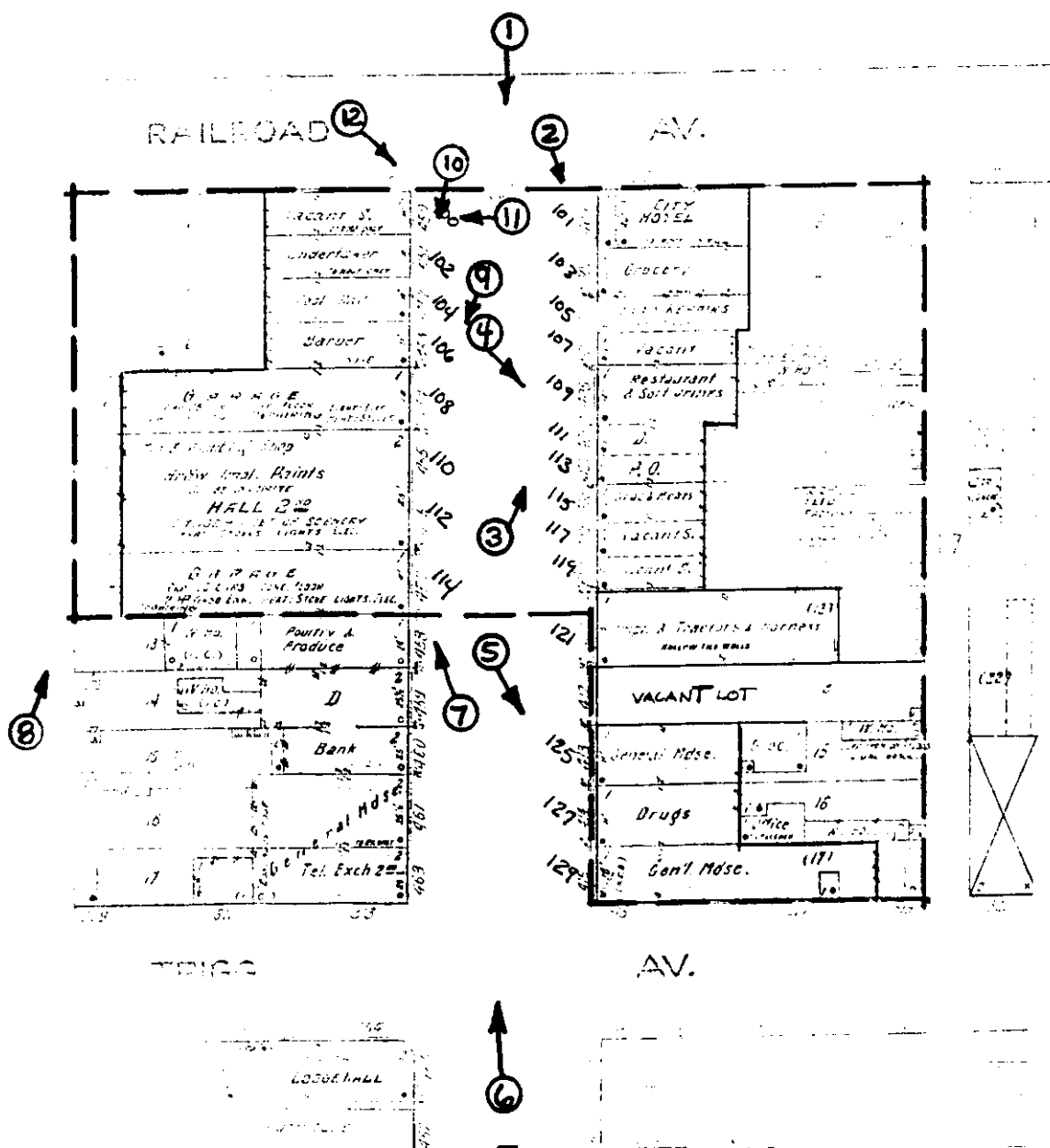
United States Department of the Interior  
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Cooper County, Missouri

Photo Key.



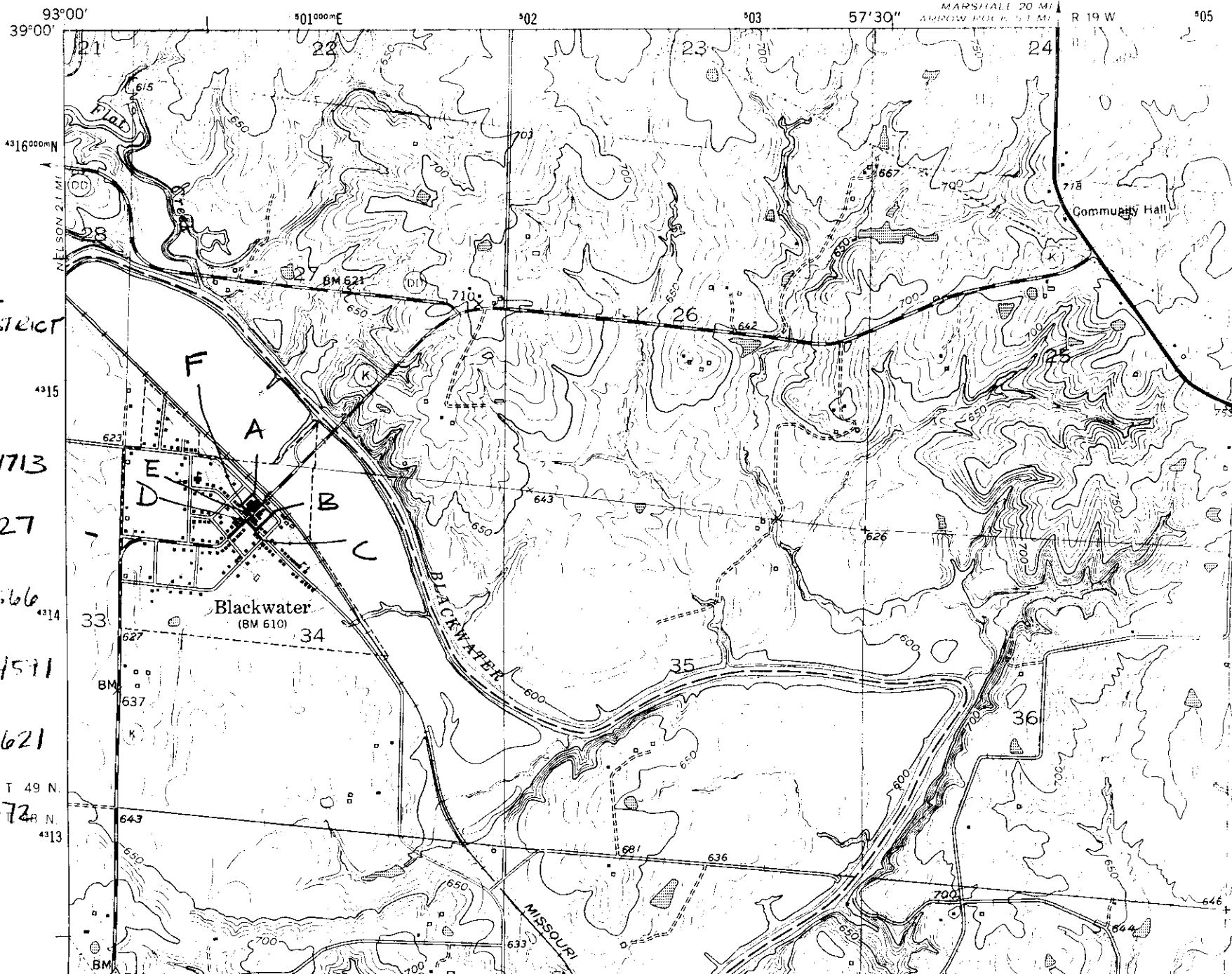


UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY



STATE  
DEPARTMENT OF  
WALLACE B. H.

762 II SE  
(NAPOL)



BLACKWATER  
COMMERCIAL  
HISTORIC DISTRICT  
COOPER CO.,  
MISSOURI

A.  
15/500801/4314713

B.  
15/500872/4314627

C.  
15/500811/4314566

D.  
15/500770/4314511

E.  
15/500795/4314621

F.  
15/500754/4314672

T 49 N.

R 19 W.



















GUARANTEED  
**KENT**  
FEEDS

FAHRENDORF'S SUPPLY

KENT FAHRENDORF'S SUPPLY KENT

FAHRENDORF  
SUPPLY





