

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

## 1. Name of Property

Historic name Chouteau's Landing Historic District  
Other names/site number N/A  
Name of related Multiple Property Listing N/A

## 2. Location

Street & number Cedar St., South 1<sup>st</sup> St., Chouteau Ave., South 3<sup>rd</sup> St.

N/A	not for publication
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City or town St. Louis

N/A	vicinity
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State Missouri Code MO County St. Louis City Code 510 Zip code 63102

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
I hereby certify that this  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  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:  
 national  statewide  local  
Applicable National Register Criteria:  A  B  C  D  
Bmk De DEPUTY SHPO 2-13-24  
Signature of certifying official/Title Date  
Missouri Department of Natural Resources  
State or Federal agency/bureau or Tribal Government

In my opinion, the property  meets  does not meet the National Register criteria.  
Signature of commenting official Date  
Title State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:  
 entered in the National Register  determined eligible for the National Register  
 determined not eligible for the National Register  removed from the National Register  
 other (explain:) \_\_\_\_\_  
Signature of the Keeper Date of Action

Chouteau's Landing Historic District  
Name of Property

St. Louis [Independent City], Missouri  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only **one** box.)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

<u>Contributing</u>	<u>Noncontributing</u>	
10	0	buildings
0	3	sites
3	0	structures
		objects
13	3	<b>Total</b>

**Number of contributing resources previously listed in the National Register**

7

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION –  
Manufacturing Facility

INDUSTRY/PROCESSING/EXTRACTION –  
Industrial Storage

TRANSPORTATION – Rail-related

**Current Functions**

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION –  
Manufacturing Facility

INDUSTRY/PROCESSING/EXTRACTION –  
Industrial Storage

TRANSPORTATION – Rail-related

VACANT/NOT IN USE

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY  
REVIVALS

OTHER: Utilitarian Warehouse

**Materials**

(Enter categories from instructions.)

foundation: Stone, Concrete

walls: Brick, Concrete Block, Stucco

roof: Tar & Gravel

other: Stone, Terra Cotta

**NARRATIVE DESCRIPTION ON CONTINUATION PAGES**

Chouteau's Landing Historic District  
Name of Property

St. Louis [Independent City], Missouri  
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**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- 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**

(Mark "x" in all the boxes that apply.)

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 old or achieving significance within the past 50 years.

STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES

**9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

**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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: **St. Louis Public Library; Missouri Historical Society**

Historic Resources Survey Number (if assigned): N/A

**Areas of Significance**

Industry

**Period of Significance**

1889 – 1954

**Significant Dates**

1889, 1909

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Mauran, Russell & Garden (Architect)

Mauran, Russell & Crowell (Architect)

Kellermann Construction Co. (Builder)

Hess, Ernest (Architect)

Chouteau's Landing Historic District  
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**10. Geographical Data**

**Acreeage of Property** 15.5 acres

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

1	<u>38.618388</u> Latitude:	<u>-90.189791</u> Longitude:	6	<u>38.616501</u> Latitude:	<u>-90.191779</u> Longitude:
2	<u>38.617583</u> Latitude:	<u>-90.187732</u> Longitude:	7	<u>38.617254</u> Latitude:	<u>-90.191273</u> Longitude:
3	<u>38.614962</u> Latitude:	<u>-90.189243</u> Longitude:	8	<u>38.616760</u> Latitude:	<u>-90.190255</u> Longitude:
4	<u>38.615809</u> Latitude:	<u>-90.190966</u> Longitude:	9	<u>38.617499</u> Latitude:	<u>-90.189707</u> Longitude:
5	<u>38.616030</u> Latitude:	<u>-90.190803</u> Longitude:	10	<u>38.617687</u> Latitude:	<u>-90.190255</u> Longitude:

**Verbal Boundary Description** (On continuation sheet)

**Boundary Justification** (On continuation sheet)

**11. Form Prepared By**

name/title Molly Maguire (Historic Preservation Specialist), Rachel Consolloy (Sr. Historic Preservation Specialist)  
organization Rosin Preservation date January 17, 2024  
street & number 1712 Holmes St. telephone 816-472-4950  
city or town Kansas City state MO zip code 64108  
e-mail [molly@rosinpreservation.com](mailto:molly@rosinpreservation.com); [rachel@rosinpreservation.com](mailto:rachel@rosinpreservation.com)

**Additional Documentation**

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Photographs**
- **Owner Name and Contact Information**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Chouteau's Landing Historic District

Name of Property

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## Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

## Photo Log:

Name of Property: Chouteau's Landing Historic District

City or Vicinity: St. Louis

County: St. Louis City State: Missouri

Photographer: Brad Finch, f-stop Photography

Date

Photographed: August 30, 2023

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 01 of 20: Chouteau Avenue and South 3<sup>rd</sup> Street, view E
- 02 of 20: Chouteau Avenue between South 2<sup>nd</sup> and South 3<sup>rd</sup> streets, view SW
- 03 of 20: 205-09 Chouteau Avenue, NW corner of Chouteau Avenue and South 2<sup>nd</sup> Street, view NW
- 04 of 20: 137-45 Chouteau Avenue / 916-918 South 2<sup>nd</sup> Street, SE corner of Chouteau Avenue and South 2<sup>nd</sup> Street, view NE
- 05 of 20: 100-146 Chouteau Avenue, NW corner of Chouteau and South 2<sup>nd</sup> Street, view SE
- 06 of 20: 101-121 Chouteau Avenue, SW corner of Chouteau Avenue and Risley Street, view NE
- 07 of 20: 912-916 Risley Street, Grain elevator, view SE
- 08 of 20: SE corner of Chouteau Avenue and South 1<sup>st</sup> Street, view NW
- 09 of 20: NE corner of Chouteau Avenue and South 1<sup>st</sup> Street, view SW
- 10 of 20: SW corner of Chouteau Avenue and South 1<sup>st</sup> Street, view NE
- 11 of 20: 825 South 1<sup>st</sup> Street, SE corner of South 1st and Lombard streets, view NW
- 12 of 20: 811-823 South 1<sup>st</sup> Street, South 1<sup>st</sup> Street between Lombard and Gratiot streets, view SW
- 13 of 20: Elevated track, South 1<sup>st</sup> and Gratiot streets, view N
- 14 of 20: Elevated track and Crunden-Martin Manufacturing Co., view SW
- 15 of 20: Cedar Street, Crunden-Martin Manufacturing Co., view SE
- 16 of 20: NW corner of Gratiot and South 2<sup>nd</sup> streets, view SE
- 17 of 20: SW corner of Lombard and South 2<sup>nd</sup> streets, view NE
- 18 of 20: NE corner of Lombard and South 2<sup>nd</sup> streets, view SW
- 19 of 20: 218-222 Lombard Street, South 3<sup>rd</sup> and Lombard streets, view SE
- 20 of 20: South 2<sup>nd</sup> Street between Chouteau Avenue and Lombard Street, view NW

## Figure Log:

Include figures on continuation pages at the end of the nomination.

**Figure 1.** Context Map. Google Eearth, 2023.

**Figure 2.** Context Map. Google Earth, 2023.

**Figure 3.** Site Map, Google Earth, 2023.

**Figure 4.** Resource Map.

**Figure 5.** Photo Map.

**Figure 6.** St. Louis Iron Mountain & Southern Railroad map, 1878.

**Figure 7.** Oliver & Whipple Fire Insurance Map of St. Louis, 1876, Volume 1, Sheets 24 and 30.

**Figure 8.** Oliver & Whipple Fire Insurance Map of St. Louis, 1888, Volume 1, Sheets 24 and 30.

**Figure 9.** Oliver & Whipple Fire Insurance Map of St. Louis, 1897, Volume 1, Sheets 24 and 30.

**Figure 10.** Oliver & Whipple Fire Insurance Map of St. Louis, 1901, Volume 1, Sheets 24 and 30.

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**Figure 11.** Oliver & Whipple Fire Insurance Map of St. Louis, 1908, Volume 1, Sheets 24 and 30.

**Figure 12.** Sanborn Fire Insurance Map of St. Louis, 1932, Volume 1, Sheets 16, 67, 68, 69, 70.

**Figure 13.** Sanborn Fire Insurance Map of St. Louis, 1950, Volume 1, Sheets 16, 67, 68, 69, 70.

**Figure 14.** Historic Photograph (Lemen 1762), South Main (S. 1st) Street and Chouteau Avenue, 1930. St. Louis Iron & Machine Works (#16) at center with Municipal Bridge viaduct (#22) above. The George P. Plant Milling Company complex (#14) is visible on the left side of the photo. St. Louis Public Library, Lemen Collection.

**Figure 15.** Historic Photograph (Lemen 1800), South Main (S. 1st) Street and Chouteau Avenue, 1930. St. Louis Iron & Machine Works (#16) at center with Municipal Bridge viaduct (#22) above. St. Louis Public Library, Lemen Collection.

**Figure 16.** Historic Photograph (Lemen 1876), Cedar Street, view east, 1930. The Crunden-Martin Manufacturing Company Complex (#2-5) is on the right side of the photo. The buildings on the left side of the photo are no longer extant. St. Louis Public Library, Lemen Collection.

**Figure 17.** Resource 20, view NW, Finch, 2023.

**Figure 18.** Resources 1, 7, and 8, view NE, Finch, 2023.

**Figure 19.** Resources 8 and 12, view SE, Finch, 2023.

**Figure 20.** Resource 8, view SW, Finch, 2023.

**Figure 21.** Resources 9, 8, 6, and 5, view NW, Finch, 2023.

**Figure 22.** Parcel map from the City of St. Louis GIS.

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Chouteau's Landing Historic District
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N/A
Name of multiple listing (if applicable)

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**SUMMARY**

Chouteau's Landing Historic District (Chouteau's Landing) occupies a 15.5-acre site along the Mississippi riverfront, immediately south of the Gateway Arch National Park in downtown St. Louis [Independent City], Missouri. The district covers roughly five blocks and contains twenty-three resources: seventeen buildings, three structures, and three sites. There are ten contributing buildings and seven buildings previously listed as the Crunden-Martin Manufacturing Company Historic District. The district also includes three contributing structures, including two elevated steel viaducts that contain rail lines that traverse the district and one elevated concrete viaduct that supports a rail line that runs north-south along the west edge of the district. These viaduct structures convey the importance of the railroad to the industrial success of the district. There are three non-contributing sites that were not vacant during the period of significance. The buildings vary greatly in size and footprint, from a one-story building that is less than 2,500 square feet to the six-story Crunden-Martin complex that occupies a full city block with a six-story annex. However, the buildings have a common utilitarian character with brick cladding and minimal ornament that conveys the historic industrial function of the district. The buildings were constructed between 1889 and 1935 (with some later additions) to house a variety of industrial operations, including flour mills, foundries, sheet metal works, manufacturing of paints and other coatings, woodenware production, and general storage. The district retains excellent integrity, and the extant resources clearly convey the significance of the area as an early industrial enclave.

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**ELABORATION**

**SETTING**

The Chouteau's Landing Historic District occupies 15.7 acres site just outside the southwest corner of downtown St. Louis (*Figures 1 & 2*). The district consists of roughly five blocks that vary in size, although they align with the historic street grid of 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> streets laid out with the initial town plat. The blocks are flat; some have sidewalks that directly abut the buildings while others have narrow grass strips, while still others have grass or gravel that abut the buildings. The narrow streets have asphalt paving. There is one location where the historic South 1<sup>st</sup> Street street-level railroad tracks are exposed (*Figure 20*). A small portion of the steel tracks that was the rail spur from the main South 1<sup>st</sup> Street tracks curves in a northwesterly direction and historically ran into the center of the Crunden-Martin Complex (*Resources 2-7*). The remaining street-level tracks were removed or covered with asphalt or gravel. The concrete viaduct (*Resource 21*) on the east side of the district aligns with South 1<sup>st</sup> Street and carries the tracks above street level until it curves to the northwest at the northeast corner of the district,

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north of the Crunden-Martin Complex (*Resources 1-7*). The large steel viaduct for the main approach to the St. Louis Municipal Bridge (MacArthur Bridge, *Resource 22*) cuts a slightly diagonal east-west path through the district between Lombard Street and Chouteau Avenue (*Figure 3; Photos 8, 9, & 10*). The viaduct for the south approach to the bridge curves southeastward across the southeast corner of the district, directly above the St. Louis Iron & Machine Works building (*Resource 16*). The south approach connects to the main line just east of the district. Large steel supports at regular intervals support viaduct that contains the rail lines that traverse the bridge (*Photo 8*). The district clearly retains its historic industrial character. The boundary does not include the vacant block between Gratiot and Lombard streets, from South 2<sup>nd</sup> to South 3<sup>rd</sup> streets, as well as the mostly vacant lot from Chouteau Avenue south to LaSalle Street. The one small building extant on this south block first appears in the 1968 aerial photo and was thus constructed outside the period of significance. Nothing is known about its original function. Its function as what appears to be a single-vehicle garage does not contribute to the significance of the district.

The low, concrete elevated roadway for I-55 along South 3<sup>rd</sup> Street provides a visual separation between the district and the more commercial areas to the west (*Photos 1, 2, & 19*). Similarly, I-64 and the Poplar Street Bridge one vacant block north of the district, provide a visual separation between the district and the commercial core of downtown St. Louis, although the district remains physically accessible from both the north and the west. The large open space of Gateway Arch National Park is directly north of I-64. Cedar Street, on the north side of the Crunden-Martin complex forms the north boundary (*Figure 2*). The elevated rail line on South 1<sup>st</sup> Street forms the east boundary. The levee and the Mississippi River are one block east of the district. The south property line of the St. Louis Iron & Machine Works (*Resource 16*) forms the south boundary of the district. The area to the south of the district is industrial in character, but any historic industrial resources that had been there have been demolished and replaced in recent decades. The area to the south does not adhere to the historic urban street grid as much as the district. More recent industrial properties are larger in footprint but lower in height.

### PHYSICAL DESCRIPTIONS

The following descriptions begin at the north end of the district (Cedar Street) and go south block-by-block to the south boundary. Descriptions are grouped by individual clusters that comprise the resources associated with significant industrial companies. Numbers refer to the resource number (*Figure 4*). Addresses listed below are the current parcel addresses. The



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addresses used in the 1988 survey are listed as well for easy cross-reference, along with the survey numbers from the survey forms.

If architect and/or contractor is known, they are listed, as is the historic names of companies associated with the resources. Dates of construction were determined by available building permits. Where permits are not available, dates are estimated based on available Sanborn and Whipple insurance maps. The 1988 survey helped provide dates of construction, as well.

Demolitions and site alterations occurred within the district during the historic period of significance. Vacant lots were counted as non-contributing sites only when the lot was documented to have contained a building during the period of significance.

Common alterations in the district include the infill of historic masonry openings and the replacement of windows and doors. These alterations do not inhibit the buildings from communicating their historic associations. All buildings within the district are considered contributing because they were built within the period of significance and retain integrity to communicate their historic industrial functions and associations with the railroad. The character-defining features of the district are the adherence to the urban street grid, masonry construction with little to no ornament, prominent freight entrances, and irregular building footprints designed to accommodate a rail spur.

CRUNDEN-MARTIN MANUFACTURING COMPANY (NRHP)

The Crunden-Martin Manufacturing Company occupies the entire city block bounded by Cedar Street (north), South 1<sup>st</sup> Street (east), Gratiot Street (south), and South 2<sup>nd</sup> Street (west), as well as the west side of South 2<sup>nd</sup> Street between Cedar and Gratiot streets. This complex of seven buildings was previously listed in the National Register of Historic Places (NRHP) on 9 February 2005. Although the buildings are not counted as contributing resources in this district, the Crunden-Martin complex is included due to its historic associations with the district. The district buildings were resurveyed as part of this district to verify conditions and integrity.

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Chouteau's Landing Historic District

Name of Property

St. Louis [Independent City], Missouri

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N/A

Name of multiple listing (if applicable)

1. 753-765 S South 2<sup>nd</sup> Street/210-213 Gratiot Street (1912)

*1988 Survey Address (Survey #):* Same (#36)

*Architect:* Mauran, Russell & Crowell

*Contractor:* Edward Ward

*Photo:* 15; *Figure:* 18

The six-story red brick building is a contributing resource to the Crunden-Martin Manufacturing Co. Historic District. Freight openings fill the first story of the east, west and south elevations. There are no openings on the north elevation. All other aspects of the building are identical in design to the building at 760-764 South 2<sup>nd</sup> Street /125 Gratiot Street (*Resource 7*). A four-story wood connector spans South 2<sup>nd</sup> Street, joining the east elevation of this building to the west elevation of 760-764 South 2<sup>nd</sup> Street /125 Gratiot Street (*Resource 7*). Each of the four stories has four rectangular openings with historic two-over-two wood sash; two at approximately the center of each story flanked by one on the east and west ends. Large block letters painted on the wall between the windows read "Crunden Martin Mfg. Co." This configuration is repeated on the north and south elevations of the connector, visible from South 2<sup>nd</sup> Street. A fire destroyed the building's interior and caused a partial collapse of the north wall in 2011. There is a large, paved parking lot associated with this property. The lot was historically vacant.

2. 122-130 Cedar Street (1920)

*1988 Survey Address (Survey #):* Same (#54b)

*Architect:* Tom P. Barnett & Co.

*Contractor:* Gamble Can. Co.

*Photo:* 15; *Figure:* 16 (historic photo)

The concrete warehouse is a contributing resource to the Crunden-Martin Manufacturing Co. Historic District. It was the last building constructed for the company, in 1920, and differs in style and construction from the rest of the complex. The building is six stories tall with a seven-story crenelated tower on the northwest corner of the building. The exposed elevations are on the north and west. Raised loading bays fill the first story of both elevations and a loading dock runs the width of the west elevation's first story. The upper stories feature multi-light industrial steel windows divided by concrete pilasters.

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Chouteau's Landing Historic District

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N/A

Name of multiple listing (if applicable)

3. 108-116 Cedar Street (1907)

*1988 Survey Address (Survey #):* 108-120 Cedar Street (#54c)

*Architect:* Mauran, Russell & Crowell

*Contractor:* Edward Ward

*Photos:* 14, 15; *Figure:* 16 (historic photo)

The five-story red brick factory building is a contributing resource to the Crunden-Martin Manufacturing Co. Historic District. The exposed elevation faces north and is similar in design to the other buildings in the complex. Six loading bays with historic wood doors and transoms fill the first story and rows of wood sash fill the upper stories.

4. 104 Cedar Street (1918)

*1988 Survey Address (Survey #):* Same (#54d)

*Architect:* Mauran, Russell & Crowell

*Contractor:* James A Godfrey & Co.

*Photo:* 14; *Figure:* 16 (historic photo)

The five-story reinforced concrete and brick warehouse building is a contributing resource to the Crunden-Martin Manufacturing Co. Historic District. The building's only exposed elevation faces north onto Cedar Street. It was added to the Crunden Martin Complex in 1918 to replace a metal shed constructed in 1905. The 1918 building is integrated with the existing design through the use of red brick and terracotta cornice decoration. Freight openings fill the first story and rows of industrial steel windows span the upper stories.

5. 104 Cedar Street (1904)

*1988 Survey Address (Survey #):* 100-102 Cedar Street (#54e)

*Architect:* Mauran, Russell & Garden

*Contractor:* Edward Ward

*Photo:* 14; *Figure:* 16 (historic photo), 21

The five-story red brick industrial building is a contributing resource to the Crunden-Martin Manufacturing Co. Historic District. It has a flat roof with a decorative cornice and corbelled brick above the fifth-story windows. Large rectangular freight openings pierce the first story of the street facing elevations and wood sash fill a regular pattern of window openings on the top four stories.

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Name of multiple listing (if applicable)

6. 101-111 Gratiot Street (1906)

*1988 Survey Address (Survey #):* Same (#54f)

*Architect:* Mauran, Russell & Garden

*Contractor:* Edward Ward

*Photo:* 17; *Figure:* 21

The six-story red brick industrial building is a contributing resource to the Crunden-Martin Manufacturing Co. Historic District. The south elevation is identical in design to the building immediately to the east. Freight openings with historic wood doors and transoms fill the first story at the street level and above a corbelled brick band course, the upper stories have a regular pattern of rectangular window openings. The east elevation faces the alignment of the former rail tracks on South 1<sup>st</sup> Street and has two corrugated metal freight terminals at the first story. The northeast wall of the building was constructed in a former open tunnel into a railroad access courtyard at the center of the complex and follows the curved shape of the original courtyard. This courtyard historically contained two rail sidings that had connected to the main line along South 1<sup>st</sup> Street.

7. 760-764 South 2<sup>nd</sup> Street & 125 Gratiot (1905)

*1988 Survey Addresses (Survey #):* 764 South 2<sup>nd</sup> Street & 125 Gratiot Street (#54a)

*Architect:* Mauran, Russell & Garden

*Contractor:* Edward Ward

*Photo:* 17; *Figure:* 18

The six-story red brick industrial building is a contributing resource to the Crunden-Martin Manufacturing Co. Historic District. It has a flat roof with decorative cornice and corbelled brick above the sixth-story windows. Large rectangular freight openings pierce the first story of the street-facing elevations and above a corbeled band course, wood sashes fill a regular pattern of window openings on the top five stories. The contemporary main entrance is on the west elevation and has aluminum and glass door with glass block and brick infilling first floor openings.

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DISTRICT RESOURCES

8. 100-120 Gratiot Street (1909, 1910, ca. 1932, ca. 1950, ca. 1968) Contributing Building

*Historic Companies:* Campbell Paint & Varnish Company; Glidden Paint Company

*1988 Survey Addresses (Survey #):* 114-120 Gratiot Street (#51); 100-110 Gratiot Street/803 South 1<sup>st</sup> Street (#52)

*Architect:* Baker & Knell

*Contractor:* Kelleraman Construction Co.

*Photos:* 13, 16, 17; *Figure:* 18-21

This building sits at the southwest corner of Gratiot and South 1<sup>st</sup> streets, with its longest elevation paralleling Gratiot Street. The current footprint is the result of at least four eras of construction between 1909 and circa 1968. The original four-story red brick east section (100-110 Gratiot) was constructed in 1909 following a fire that destroyed the previous building in that location. The building has street-facing elevations to the east and north. A straight parapet with simple terra cotta coping hides the flat roof. The building has a stone foundation, and masonry window openings have steel lintels and stone sills. Seven bays organize the slightly raised first story of the *east elevation*. Historic loading bays fill bays 1, 2, & 5. The bays contain historic bi-fold wood doors with adjacent two-over-two wood sash windows over a wooden bulkhead. A pedestrian door replaced the historic window in bay 2. Four historic two-over-two wood windows with protective metal screens fill the openings in bays 3, 4, 6, & 7. Ten bays organize the second through fourth stories; metal panels cover the windows in this upper story openings. A historic metal fire escape projects from bays 6 & 7 at the north end of the east elevation. A one-story concrete block addition (after 1968, according to aerial images) extends to the south of the east elevation and runs the length of the south elevation. No openings pierce the east wall.

Thirteen bays organize the *north elevation* of this original building. At the first story, a historic loading bay with historic bi-fold door fills bay 3 from the east. Bay 8 contains the recessed historic primary entrance marked by an arched stone surround. Historic two-over-two wood windows fill the window openings in the upper stories. First floor windows have protective metal screens, and painted plywood covers some openings to the west of the recessed pedestrian entrance. The parapet is lowered at the center (bays 4 through 10).

A two-story red brick addition extends three uneven bays to the west of the original building. This addition, which according to Sanborn maps was constructed between 1910 and 1932, has a

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poured concrete foundation and internal structural system, as seen by the exposed end of the floor slab between the tall first story and second story. A historic wood door fills a pedestrian doorway at the center of the first story. A loading bay with a historic wood overhead door fills a raised loading bay immediately to the west of the pedestrian entrance. Historic industrial steel windows fill two rectangular openings with brick sills on the second story. A small concrete block addition (unknown date) rises from on the west side of the second story.

The 1910 west block (114-120 Gratiot Street) was originally a free-standing building. The circa 1932 addition connects this to 100-110 Gratiot Street. Although four stories tall, the building is the same height as the east block of the building. This red brick building also has a stone foundation, raised first story, and flat roof behind a simple brick parapet. Brick pilasters divide the north elevation into six bays. Historic steel windows with stone sills and mullions fill most openings. The outer bays contain a pair of six-over-six windows. Interior bays contain three four-over-four windows. At the first story, painted plywood covers the doors of the historic raised loading bays in the second and third bays from the east. Historic transoms and sidelights surround the plywood panels. Brick fills a former ground-level entrance at bay 1. An overhead wood door fills a freight opening in bay 4 on the fourth story. A historic metal fire escape projects from the top three stories of bay 5. A one-story shed addition with corrugated metal siding and shed roof was added to the *west elevation* between 1932 and 1950, according to Sanborn maps. Three loading bays pierce the west elevation of this addition. Painted steel windows pierce the brick west elevation above the shed addition.

9. 811-825 South 1<sup>st</sup> Street (1935, ca.1950, 1965, ca. 1990) Contributing Building

*Historic Companies:* Hayes Freight Lines Freight Terminal; Glidden Paint Company

*1988 Survey Addresses (Survey #):* 825 South 1<sup>st</sup> Street (#53)

*Contractor:* J.S. Ozer

*Photos:* 11, 12, 17; *Figure:* 21

This simple one-story simple brick and concrete block building fills the southeast corner of its block (south of *Resource* 8). At the northwest corner of South 1<sup>st</sup> and Lombard streets, the original portion, constructed in 1935, is a one-story brick rectangular block facing South 1<sup>st</sup> Street. Plywood and painted brick fill three rectangular window openings with stone sills on the east elevation, and painted plywood fills one basement window. The stepped east parapet with clay tile coping hides a low-slope roof. A red brick addition with concrete foundation, constructed circa 1950, extends to the south of the 1935 building. The roof of this one-story

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addition is also flat. Plywood covers the two window openings with stone sills on the basement and upper levels. A one-story concrete block warehouse addition with a flat roof was constructed circa 1965 to the north of the 1935 building. Overhead doors fill two freight openings at the north and south ends of the east elevation. A metal slab door fills a single pedestrian entrance at the center of the east elevation. Corrugated metal fills a row of rectangular window openings that span the length of the east elevation high on the wall.

The *south elevation* of the circa 1950 addition abuts Lombard Street. The symmetrical, three bay elevation contains a centered entrance flanked by rectangular masonry openings in the basement and upper stories. Plywood covers all openings. A non-historic canopy with asphalt shingles and metal columns shelters the entrance. The stucco-clad south elevation of the 1935 sits back from Lombard Street and faces an asphalt covered lot. A concrete stair with metal railing leads up to a metal slab pedestrian door at the east end of the elevation. Concrete buttresses at ground level line the elevation to the west of the door, indicating the locations of loading bays. Stucco covers the center six bays. In bay 7, the former loading dock has been altered to fit a pedestrian entrance with a non-historic wooden stair. Seven more raised loading bays extend east down the south elevation. These bays vary in size and have a combination of non-historic overhead garage doors, plywood, and wood paneled doors. A second pedestrian door accessed via concrete stair pierces the elevation east of these loading bays, followed by three more raised loading bays of similar configuration. The loading bay at the west end of this section is accessed via a non-historic concrete ramp and has a non-historic overhead door. Six additional loading bays fill the rest of the south elevation. These six openings are filled with metal overhead doors.

The *west elevation* of the circa 1950 addition has two rectangular window openings with stone sills on the upper level, fixed windows remain in place. A concrete stair with metal railing provides access to a single pedestrian entrance on the south end of the basement level. Painted plywood fills one rectangular window opening with a stone sill on the north end of the basement level. No openings pierce the west elevation of the 1935 block.

In the 1990s, a flat-roofed concrete block addition was constructed to the west of the 1965 addition. Four loading bays with overhead doors pierce the west elevation, two on either side of a pedestrian door. A set of concrete stairs provide access to the entrance. There is a second pedestrian door at the north end of the elevation. The north elevation is behind a fence, largely inaccessible and obscured from view. There is one pedestrian entrance at the east corner of the north elevation.

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10. 812 South 2<sup>nd</sup> Street (1952)

Contributing Building

*Historic Company:* Unknown

*1988 Survey Addresses (Survey #):* not surveyed

*Photo:* 17

The free-standing, one-story painted concrete block garage is located just south of the southeast corner of South 2<sup>nd</sup> and Gratiot streets. A barrel roof covers the rectangular building. An oversized garage opening with overhead door pierces the south end of the *west elevation*, there is a metal slab pedestrian door immediately north of the garage door. One punched rectangular window opening with metal safety bars pierces the north end of the elevation. Two garage openings with overhead doors pierce the center of the south elevation, flanked by two windows of identical style and configuration, punched rectangular openings with metal safety bars, at the north and south ends of south elevation. No openings pierce the north elevation.

11. 820-826 South 2<sup>nd</sup> Street/145 Lombard Street (ca. 1998)

Non-Contributing Site

*Historic Company:* Seibel-Suessdorf Copper & Iron Mfg. Co.

*1988 Survey Addresses (Survey #):* Same (#50)

*Photo:* 17

This unimproved vacant lot historically housed a three-story brick warehouse. The building was demolished between March 1996 and April 1998, according to Google Earth aerial images. The site is considered non-contributing because it was not historically vacant.

12. 218-222 Lombard St. (1917) & 907 South 2<sup>nd</sup> St (1901) (1950, 1965)

Contributing Building

*Historic Company:* Alois Aufrichtig Copper & Sheet Iron Works; M.A. Bell

*1988 Survey Addresses (Survey #):* 222-228 Lombard Street (#39) & 905 South 2<sup>nd</sup> Street (#40)

*Architect:* Helfensteller, Hirsch & Watson and Ernest Hess

*Contractor:* Kellerman Construction Co. & Kemp & Co.

*Photos:* 18, 19, 20; *Figure:* 19

The building consists of four distinct but connected parts that have been historically altered over time to accommodate different uses and tenants. The oldest portion dates to 1901 and sits at the



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southwest corner of South 2<sup>nd</sup> and Lombard streets (907 South 2<sup>nd</sup> Street).<sup>1</sup> This two-story painted brick block has a concrete foundation and a flat roof behind a parapet. A corbeled brick cornice caps the east elevation. All other elevations have undecorated flat brick parapets. The narrow *east elevation* faces South 2<sup>nd</sup> Street. Concrete blocks fill a raised loading bay slightly north of center at the first story. A steel lintel spans the opening. Painted plywood fills the two segmental arch masonry openings centered above the loading dock opening in the second story.

The *south elevation* of the 1901 block angles to the northwest. The eight bays of this elevation have segmental arch openings at both stories. Brick, painted plywood, glass block, or various combinations thereof fill the openings. One nine-light sash remains in the first-story east opening. A small chimney rises from the parapet between the second and third bays from the east, and a metal fire escape projects from the wall at the west end. Two window openings and a metal pedestrian door are visible on the second story of the *west elevation* above the west addition. The one-story addition, loading dock and canopy cover the first story of the *north elevation* of the 1901 building. A raised loading bay fills the east end of the north elevation. There is one freight opening with an overhead metal door and a pedestrian entrance with a metal slab door at the east end of the elevation. A flat metal canopy covers this loading dock area and extends west to the roof of the one-story addition. A second raised loading dock with a sliding metal door and concrete stair is located at the west end of the addition. Two segmental arched window openings pierce the west end of the second story. Three chimney/vent features rise from the north elevation roofline and a small gabled section rises from the parapet indicating the location of an earlier alteration.<sup>2</sup>

The westernmost block is located at the southeast corner of Lombard and South 3<sup>rd</sup> streets (218-222 Lombard Street). It abuts an elevated rail track to the south and a one-story section to the west. Constructed in 1917, it is utilitarian in design and largely unornamented.<sup>3</sup> This section of the building is two-stories tall, though the interior is open to full height. This was likely to accommodate large equipment associated with its industrial use. On the *north (primary) elevation*, corrugated panels fill two oversized rectangular openings with stone sills that flank

<sup>1</sup> A building permit was issued for this address in November 1901, and the building first appears on the 1908 insurance map (*Figure 13*).

<sup>2</sup> No research is available to confirm the details of this alteration though the 1988 survey references a 1927 certificate that is now missing.

<sup>3</sup> The 1988 survey references a 4/19/1917 building permit.

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one large rectangular opening with an overhead garage door and an integrated pedestrian door. The west opening is slightly larger than the east opening. The trim on the west side of the garage opening is wider than the trim on the east side of the opening, suggesting the opening has been altered (unknown date). Corrugated metal panels fill a section above the overhead door suggesting that the opening was originally taller. Terracotta caps the straight parapet on the north elevation. Five bays divide the *west elevation*. Concrete block, brick, and corrugated panel fill portions of the first three bays from the north. These may have historically been storefronts, though the entire elevation is now enclosed. Metal coping caps the west parapet, and a slightly pitched section of metal siding was added at the top of the elevation sometime after the 1988 survey. Where the west elevation meets the north elevation, the wall steps down on the west side. Flue tile extends from the lowered portion of the wall indicating that it was historically a chimney. The *south elevation* is largely obscured from view by the elevated rail tracks. Plywood fills a pedestrian doorway near the west end of the elevation, and a small rectangular window opening is high on the wall above the doorway. The *east elevation* above the one-story addition features an unusual triangular section near the center of the otherwise flat wall and the east parapet extends above the roofline. The reason for these features is unknown, though the east elevation would have historically abutted the second story of the block to the east, which was lost to fire in 1965.<sup>4</sup>

The 1917 block abuts a one-story block of a similar industrial design constructed in 1965. Terra cotta coping caps the parapet. Three bays divide the *north elevation*. Painted "ghost signs" on the north elevations of the 1917 and 1965 blocks advertise M.A. Bell Co., who occupied the building after 1940 and until at least 1988 when the area was surveyed. A rectangular freight opening pierces the center bay flanked by engaged pilasters. Paired metal doors fill the opening. A permit for the construction of the existing one-story concrete block building was issued June 1965.<sup>5</sup> Engaged pilasters divided the *east elevation* of the 1965 block, which has no openings.

A circa 1950 one-story addition extends from the south end of the east elevation of the 1965 block and connects to the 1901 block to the east. The addition first appears on the 1950 Sanborn map (*Figure 13*). The addition has a low-pitched roof, a concrete foundation, and metal siding on the visible north elevation. It covers the first story of the west elevation of the 1901 block and

<sup>4</sup> Photograph "Foundry Supply Firm Blaze," *St. Louis Post Dispatch* (24 March 1965): n.p. Photograph shows the building to the east was historically two stories and of brick construction.

<sup>5</sup> Permit B9992: 1-sty. Conc. Blk warehouse, \$15,000.00

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wraps around the north elevation of that building. There is an enclosed pedestrian entrance accessed by a concrete stair at the mid-point of the north elevation. The east end of the addition is a raised loading bay with a flat metal canopy.

13. 900 South 2<sup>nd</sup> Street (2004) Non-Contributing Site

*Historic Company:* Unknown machine works

*1988 Survey Addresses (Survey #):* not surveyed

*Photo:* 17

This unimproved vacant lot historically housed a two-story brick machine shop and warehouse. The building was demolished circa 2004, according to Google Earth aerial images. The site is considered non-contributing because it was not historically vacant.

14. 101-121 Chouteau Avenue (ca.1910, 1917-1919) Contributing Building

*Historic Company:* George P. Plant Flour Milling Company; Corneli Seed Company

*1988 Survey Addresses (Survey #):* 101-107 Chouteau Avenue (#49b & 49c); 109-117 Chouteau Avenue (#49a); and 119-121 Chouteau Avenue (#48)

*Photos:* 6, 8; *Figure:* 14 (historic photo)

Though the flour milling company operated out of buildings on this site as early as the 1880s, the original buildings were razed between circa 1900 and 1919, and the existing buildings constructed in their place. A grain elevator (circa 1880s, not extant) occupied the width of the block and was demolished sometime after 1950, according to insurance maps (*Figure 13*). The extant building associated with the George P. Plant Flour Milling company include this brick building, spanning the entire block of Chouteau Avenue between South 1<sup>st</sup> Street and Risley Street and the building at 912-916 Risley Street to the north (*Resource 15*).

This brick building at 101-121 Chouteau Avenue is comprised of four parts constructed between circa 1910 and 1919. The oldest portion sits at the northeast corner of Chouteau and Risley. Constructed circa 1910, this three-story brick building anchors the west end of the block and historically housed the boiler for the plant. Three bays organize the *south elevation*. In the west and center bays, historic corbelled, recessed brick rectangular areas fill the first and second

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stories.<sup>6</sup> The mechanical use of the building suggests that there were never windows on the south elevation and these recessed areas are part of the original aesthetic design. A stepped parapet with recessed brick panel and terracotta coping rises from slightly west of center and extends to the east. The slightly recessed, three-story east bay has a raised freight opening on the first story, a square window opening with a brick sill on the second story, and a large rectangular window opening on the third story. Painted plywood fills all the openings.

The *west elevation* of the circa 1910 block abuts Risley Street. The historic masonry openings pierce this wall in an irregular pattern; these openings have stone sills. There is one basement level window at the north and south ends of the elevation, historic wood windows remain in both openings. A non-historic overhead door fills a raised loading bay at approximately the mid-point of the first story. Plywood fills the frame of a pair of windows in the second story above the loading bay, and a historic corbelled recessed area decorates the third story above the window. Plywood fills one opening on the north end of the second story and four openings on the north end of the third story. Lighter brick infill above and below most of the window openings indicates they may have been altered. Plywood fills three window openings at the south end of the elevation, one on each of the three stories. Brick fills a distinctive circular opening at the south end of the west elevation. This opening is likely related to the building's historic industrial use and the fact that it likely historically housed large boilers.

The eight-story circa 1917 block and its integrated two-story circa 1918 addition extend to the east of the circa 1910 block. Both blocks have a reinforced concrete foundation that extends up a half-story. A former concrete loading dock spanned the full extent of the *south elevation* above a series of evenly spaced masonry openings. The loading dock historically accessed a spur of the St. Louis, Iron Mountain & Southern line (*Figure 12*). The dock was removed at an unknown date, and plywood covers the basement openings. Engaged columns divide the first two stories into twelve even bays. A glazed terra cotta cornice lines the top of the second story, becoming the top of the parapet on the six east bays. The six first story west bays have corbelled brick tops and uneven masonry openings covered with corrugated metal panels. The plain east bays also have uneven openings covered with metal panels and plywood. A historic shed awning supported by metal brackets shelters the east bays, wrapping around the southeast corner of the building. Brackets remain on the rest of the elevation, indicating that the awning historically extended the

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<sup>6</sup> Photograph "Block Acquired by Seed Concern," *St. Louis Post Dispatch* (27 October 1935): n.p. The photograph confirms that the recessed panels are historic.

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length of all twelve bays. The second opening from the east was converted to a pedestrian entrance and a brick stair and retaining wall were added at an unknown date. Glass block (date unknown), plywood with small square metal framed windows (non-historic), and corrugated metal fill the second story windows openings. The circa 1917 block rises to a height of eight stories above the band of terra cotta. These upper stories have a darker brick. Engaged brick pilasters with stone bases divide the upper stories into six even bays like the first two stories. Simple stone capitals ornament the seventh story of the pilasters below a stone string course, separating it from the eighth story. Terra cotta coping lines the parapet wall. Masonry openings have stone sills. Plywood and corrugated panels cover the openings of the third story; non-historic one-over-one windows pierce the center of each bay. Brick fills the openings on the fourth through eighth stories. The top five floors and a stone string course separates the top floor from the ones below. Louvered windows pierce the center of the brick infill on the upper five stories and one metal one-over-one hung window pierces the center of corrugated metal infill on the second and third stories.

The east and west elevations of the eight-story block match the design of the south elevation. Brick pilasters divide both walls into four even bays. Brick fills the historic masonry openings. Louvered windows pierce the center of the infill in all sections on the west elevation that are visible from the ground and the top five stories on the east elevation. Corrugated metal fills the third story openings on the east elevation. There do not appear to be any windows in these openings. A small rectangular brick block projects from the second bay from the north on the west elevation, rising approximately one story above the roof of the 1910 block. The details of this projection are not visible from the ground and its purpose is unknown.

The *east elevation* of the circa 1918 east block is two stories tall. The south bay matches the design of the south elevation with terra cotta parapet and metal awning sheltering the first story. The concrete loading dock extends from this side of the building. At the loading dock, corrugated panels fill a pedestrian door opening and a rectangular window opening with a stone sill on the first story and a large rectangular window opening on the second story. The wall becomes taller and uses a darker brick to the north of the loading dock. There is a second raised freight opening at the north end. The freight openings likely provided external access to the former street-level tracks on South 1<sup>st</sup> Street after the removal of the spur track. Corrugated panels fill five rectangular window openings with stone sills on the second story and a large section at the center of the first story. The northeast edge of the elevation is chamfered to accommodate a former spur track. According to the insurance maps this track was in place until

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at least 1908 (*Figure 11*) and was likely closed off by 1919. The entire building's *north elevation* has a number of intact industrial steel windows; no additional details are visible from the street.

15. 912-916 Risley Street (1914)

Contributing Building

*Historic Company:* George P. Plant Flour Milling Company; Corneli Seed Company

*1988 Survey Addresses (Survey #):* Same (#47)

*Photos:* 6, 7

The reinforced concrete grain elevator is approximately ten stories tall. The rectangular building has a flat roof with a slight overhang. Coiling garage doors fill two large freight openings that span the first and second stories of the *west elevation*. Metal awning frames project from above the openings though no awning is present. There are two smaller rectangular punched openings offset in placement at the center of the first story between the freight openings. Painted plywood fills the north opening, and paired metal doors fill the south opening. Painted plywood fills four rectangular punched window openings each high on the first story of the north and south elevations. These openings also have projecting metal awning frames. Historic three-over-three hung sash fill two window openings near the top of each elevation. The *east elevation* has two square window openings and one rectangular window opening centered below the two. Plywood partially infills some openings on the upper stories, and many windows have broken panes of glass. There are no openings in the middle stories of the elevator.

16. 100-146 Chouteau Avenue (1889, 1890, 1914, 2012)

Contributing Building

*Historic Companies:* St. Louis Iron & Machine Works; G.S. Robins

*1988 Survey Addresses (Survey #):* 126-146 Chouteau Avenue (#44)

*Photos:* 5, 9; *Figure:* 14, 15 (historic photos)

Constructed in five sections between 1889 and 1914, this brick building fills the entire block between South 1<sup>st</sup> and South 2<sup>nd</sup> streets, facing north onto Chouteau Avenue. The west section (southeast corner of Chouteau Avenue and South 2<sup>nd</sup> Street) was constructed in 1889 and has a stone foundation. Brick pilasters divide the *west elevation* into four bays. The north bay is a tall one story with corbeled brick cornice. The three bays to the south are two stories tall with a stepped parapet. A simple brick corbel separates the first and second stories. Terra cotta coping lines the parapet. Bays 1 & 2 (from the north) have tall segmental arched masonry openings with stone sills. Bay 3 contains a historic loading bay with metal dock; a segmental arched opening with brick sill pierces the wall above the loading dock. The dock historically provided freight

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access to the South 2<sup>nd</sup> Street rail tracks. A rectangular masonry opening with stone sill pierces the south bay; this opening may have been rebuilt. Segmental arched openings pierce the upper story bays; the north and center bays have stone sills, but the south bay has a brick sill and is slightly smaller. Corrugated metal panels cover all openings in this wall. A one-story utilitarian brick addition was constructed to the south of the 1889 elevation in 1914. This addition has a stone foundation and a flat roof with terra cotta coping. Simple brick pilasters divide the west elevation of the addition into three bays.

Engaged brick pilasters divide the *north elevation* of the 1889 west section into seven even bays. Decorative corbelling continues at the terra cotta-lined parapet. Except for the easternmost bay, each bay contains a tall segmental arched masonry opening with stone sill; corrugated metal panels fill the openings. A historic freight opening fills the easternmost bay; corrugated metal panels cover this opening. A three-story section (circa 1889) constructed of lighter red brick abuts the west side of the west section. The stepped parapet features the decorative brick corbeling seen on the rest of the north elevation. Four even bays organize this elevation with the first story taller than the upper two. Each masonry opening has a segmental arch and a stone sill; non-historic windows fill the window openings. The west entrance bay of the first story contains a non-historic slab door with non-historic fabric awning over the door. A two-story brick section (1889) extends to the east of the three-story center section. Brick pilasters divide this wall into eight bays. Two-story segmental arches with stone sills fill bays 1, 4, 5, 7, & 8. Loading bays fill the first story of bays 2, 3, & 6; corrugated metal panels fill these openings, as well as the first story windows of the other bays. Paired windows fill the openings at the second story. In 1890, a two-story brick addition was constructed to the east of the 1889 building just described. The foundation up to the middle of the first story has been rebuilt with concrete blocks. Three bays organize this addition's north elevation. Each masonry opening has a segmental arch. Corrugated panels fill the openings except the second story openings on the center and east bay which have non historic fixed windows. A corbelled brick and terra cotta coping decorate the parapet. The two-and-a-half-story east section of the building dates to circa 1902 and has simpler corbeling at the cornice. Ten bays organize this elevation, which also has a partially rebuilt foundation of concrete blocks. Each masonry opening has a segmental arch, including the short windows at the upper half story. Corrugated metal panels fill the openings. This section of the building is situated directly under the elevated rail tracks and directly abuts the steel supports of the track at the northeast corner of Chouteau Avenue and South 1<sup>st</sup> Street.

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The roofline on the *east elevation* slopes and the northeast corner to accommodate the elevated rail. The east elevation parapet steps to the south; the southernmost bay is two stories. This elevation continues the regular pattern of infilled arched window openings with stone sills. A non-historic metal stair leads to a non-historic metal slab door at the north end of the second story. Non-historic concrete blocks fill portions of the first story at the north end of the elevation below the metal stair. There is a non-historic oversized rectangular freight entrance with overhead metal door at the south end of the three-story portion of the east elevation. This elevation is separated from South 1<sup>st</sup> Street by a non-historic metal fence. Corrugated panels fill the arched window openings evenly spaced on the few portions of the *south elevation* that are visible due to restricted access to the property. A large non-historic metal shed roof (2012) was constructed over the concrete loading docks that span most of the south elevation. The loading docks are not visible because the property is still an active industrial site and the loading docks are in use. Historically, the property had multiple rail sidings that accessed the south loading docks and terminated at the west edge of the property, south of the building.

17. 137-45 Chouteau Ave. & 916-918 South 2<sup>nd</sup> St. (ca. 1900, 1950, 1975) Contributing Building  
*Historic Companies:* St. Louis Iron & Machine Works Co. Pattern Warehouse; Gunther Salt Co.  
*1988 Survey Address (Survey #):* Same (#45a) & Same (#45b)  
*Photo:* 4; *Figure:* 15 (historic photo)

The oldest portion (circa 1900) of this four-story brick building sits on a limestone foundation at the northeast corner of Chouteau Avenue and South 2<sup>nd</sup> Street. Brick pilasters divide the *south elevation* into seven bays and the *west elevation* into three bays. Each bay on these street-facing elevations, except the third bay from the east on the south elevation and the center bay on the west elevation, has a single evenly spaced arched window opening with a stone sill on each of the four stories. Wood windows (unknown date) remain on the south elevation, in the second-story openings of the two west bays and in all second-story openings on the west elevation. Painted plywood, corrugated metal, and brick infill the remaining openings. Painted concrete block infills a loading door in the third bay from the east on the south elevation. A recessed pedestrian entrance pierces the center bay of the west elevation. A painted green surround with triangular pediment defines the doorway with a non-historic door (this entrance may not be original but is historic). A corbelled brick cornice decorates the south and west elevations at the parapet, and raised brick details cap the tops of the pilasters. The north and east elevations of the building are simplified in design and do not have any decorative detail. The east elevation has only minimal window openings, one arched opening at the center of third and fourth stories. A



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N/A
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historic divided window with transom remains in the third-story opening, and a corrugated panel fills the fourth story opening. The north elevation has no openings. A painted "ghost sign" that reads "Gunther Salt Co." spans the width of the north elevation at the roofline. The first stories of both the north and east elevation are obscured by later additions to the building.

The two-story brick addition to the north of the west elevation was constructed after 1950. The building has no windows and no decorative detailing. The use of common bond is the only element that gives it visual interest. There is a single pedestrian door on the south end of the west elevation. A second concrete block addition, approximately two-stories tall, extends from the 1950s addition to the east and wraps around the original 1900 section of the building in an L-shape. This addition was likely constructed sometime between 1975 and 1980. Overhead doors fill two loading bays on the north elevation. Eight raised loading bays pierce the east elevation, overhead doors infill two of the openings while the rest are filled with concrete blocks. One pedestrian entrance with metal slab door is located at the center of the east elevation. The south elevation is constructed of brick in a common bond, and concrete block fills an oversized centered rectangular opening.

18. 205-09 Chouteau Avenue (1923)

Contributing Building

*Historic Company:* Hassendeubel Grocer Company

*1988 Survey Address (Survey #):* Same (#41)

*Contractor:* Nat. Abrahams Inc.

*Photo:* 3

The three-story building at the northwest corner of Chouteau Avenue and South 2<sup>nd</sup> Street is constructed of brick and has a concrete foundation. Seven bays organize the *south elevation*, and five bays organize the *east elevation*. The utilitarian, trapezoidal building has a flat roof with terra cotta coping at the parapet. Brick chimneys project beyond the roof line on the north and south ends of the east elevation, and slightly south of center on the west elevation. Brick and metal panels fill the basement window openings.

The first story of the *south elevation* is painted red and has one pedestrian entrance with painted surround in the third bay from the east. A metal door with historic sidelights and transoms fills the opening. A historic raised loading bay with a projecting metal canopy and metal screen pierces the third bay from the east. Brick and three-hung sash infill a second ground level loading bay on the west end of the south elevation. Pairs of non-historic one-over-one hung sash

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fill historic rectangular openings with brick sills on all three stories. All first-story windows on the south elevation have metal security bars. A painted "ghost sign" spans the width of the elevation at the parapet.

The *east elevation* repeats the same fenestration pattern. One raised historic raised loading bay with historic metal door and overhead light fills the first story of the second bay to the north. A second raised historic loading bay with historic metal door, metal screen and overhead light fills the northernmost bay. These loading bays historically accessed a rail siding on South 2<sup>nd</sup> Street. Pairs of non-historic one-over-one windows fill the historic rectangular openings in each of the five bays on the second and third stories. All first and second story windows have metal security bars.

Brick fills historic window openings on all three stories of the first bay on the *north elevation*. Otherwise, the window openings and non-historic windows are identical to the south elevation. There is a small, one-story shed addition with a gable roof at the center of the north elevation. One metal pedestrian door, and a loading bay pierce the raise first story of the addition's east elevation. The west elevation was historically obscured from view by the adjacent building, now demolished. Openings on the second and third story are infilled brick and a painted "ghost sign" spans the parapet.

19. 211-213 Chouteau Avenue (ca. 1972)

Non-Contributing Site

*Historic Company:* Unknown machine shop

*1988 Survey Addresses (Survey #):* Not surveyed

*Photo:* 17

This unimproved vacant lot historically housed a two-story brick machine shop.<sup>7</sup> The building was demolished between 1971 and 1974, according to USGS Earth Explorer aerial images. The site is considered non-contributing because it was not historically vacant.

<sup>7</sup> Sanborn Fire Insurance Map, St. Louis, 1950, Volume 1, Sheet 16.

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20. 219-221 Chouteau Avenue (1915)

Contributing Building

*Historic Company:* Unknown

*1988 Survey Address (Survey #):* Same (#42)

*Photo:* 1; *Figure:* 17

The small one-story painted brick building is simple and utilitarian in design. The building has a flat roof with a stepped parapet on the east and west elevations. The south parapet rises slightly at the center. Terra cotta coping caps all parapet walls. Three bays organize the *south elevation*. Arched masonry window openings with stone sills flank a centered oversized arched entrance. A non-historic overhead garage door fills the opening. The arched portion of the opening is filled with non-historic decorative concrete and glass mosaic. Painted plywood covers the west opening, and a concrete and glass mosaic panel infills the east opening. A metal slab door fills an arched pedestrian entrance to the immediate west of the oversized arched entrance. There are three window openings on the *east elevation*. Brick fills one arched opening with a brick sill on the south end of the east elevation. Painted plywood fills a punched rectangular opening with a stone still at the center of the elevation, and a second punched rectangular opening with metal security bars is open to the elements at the north end of the east elevation. A rectangular opening with an overhead door pierces the *north elevation*. There is one rectangular window opening with a stone sill to the immediate west of the door. Plywood and concrete blocks fill the opening. There are non-historic concrete block repairs on the east side of the north elevation. The *west elevation* has three evenly spaced rectangular window openings with stone stills. Concrete blocks fill the north and center openings and open plywood shutters leave the south opening open to the elements. The south opening has metal security bars.

21. South 1<sup>st</sup> Street Concrete Viaduct (ca. 1954)

Contributing Structure

Missouri Pacific Railroad

*Photos:* 8, 10, 13, 14; *Figure:* 20

A reinforced concrete viaduct, constructed ca. 1954, runs the length of South 1<sup>st</sup> Street, north to south on the east edge of the district and continues outside the district to the north and south. The viaduct curves across South 1<sup>st</sup> Street, around the northeast corner of the Crunden-Martin Complex (*Resources 1-7*) and continues northwestward. The viaduct runs east of the buildings that front South 1<sup>st</sup> Street and parallels the alignment of the first street-level railroad in the area, the St. Louis, Iron Mountain & Southern Railroad (*Figure 7*). Missouri Pacific Railroad, successor to St. Louis, Iron Mountain & Southern Railroad, utilizes the tracks supported by the

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viaduct. The viaduct has a reinforced concrete deck with groups of three hexagonal concrete supports. The rail lines and rights-of-way supported by the viaducts are not being nominated. The rail lines and tracks carried on the viaducts are not included in the nomination because they comprise only a short segment of a linear resource that is miles long and extends outside the boundaries of the district. Construction of the viaduct that circumvented the area marked the initial decline of direct access to rail lines for buildings in the district. The street-level rail lines and sidings along South 1<sup>st</sup> Street are no longer extant and are therefore not recognized as a resource. There are small remnants of the steel tracks embedded in the asphalt paving on South 1<sup>st</sup> Street (*Figure 20*).

22. Steel Viaduct – Municipal Bridge Approach (East) (1909-1930, 2013) Contributing Structure

St. Louis Municipal Bridge

*Engineer:* Boller & Hodge

*Photos:* 1, 3, 4, 5, 6, 8, 9, 10, 11, 16, 18, 20; *Figure:* 14, 15 (historic photos)

A large steel viaduct supports an elevated rail track that runs east to west through the district, between Chouteau Avenue and Lombard Street (*Resource 22*). The viaduct serves as the east approach to the St. Louis Municipal Bridge (Renamed MacArthur Bridge in 1942). The rail bridge connects St. Louis, Missouri with East St. Louis, Illinois, across the Mississippi River (*Photo 10*). Riveted steel plates, beams, cross bracing, and trusses form the vertical supports that raise the steel track bed above many of the buildings in the area (*Photos 8 and 9, Figures 14 and 15*). Historically, Municipal Bridge and the east approach contained an additional deck for automobiles. The automobile deck was removed in 2013. The rail lines and rights-of-way supported by the viaducts are not being nominated. The rail lines and tracks carried on the viaducts are not included in the nomination because they comprise only a short segment of a linear resource that is miles long and extends outside the boundaries of the district.

23. Steel Viaduct for Municipal Bridge Approach (South) (1909-1930) Contributing Structures

St. Louis Municipal Bridge

*Engineer:* Boller & Hodge

*Photos:* 1, 3, 4, 5, 6, 8, 9, 10, 11, 16, 18, 20; *Figure:* 14, 15 (historic photos)

A large steel viaduct supporting an elevated rail track, runs north to south along the Mississippi river, south of the district (*Resource 23*). The south viaduct crosses Chouteau Avenue and South 1<sup>st</sup> Street and curves eastward before connecting with the east approach viaduct at the St. Louis

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Municipal Bridge (Renamed MacArthur Bridge in 1942). The rail bridge connects St. Louis, Missouri with East St. Louis, Illinois, across the Mississippi River (*Photo 10*). Riveted steel plates, beams, cross bracing, and trusses form the vertical supports that raise the steel track bed above many of the buildings in the area (*Photos 8 and 9, Figures 14 and 15*). The south approach did not historically contain an automobile deck. The rail lines and rights-of-way supported by the viaducts are not being nominated. The rail lines and tracks carried on the viaducts are not included in the nomination because they comprise only a short segment of a linear resource that is miles long and extends outside the boundaries of the district.

### INTEGRITY OF THE DISTRICT

Chouteau's Landing Historic District retains integrity to convey its significance as an intact industrial district that reflects the patterns of industrial development in St. Louis. The district remains in its original location with its historic setting in proximity to rail lines and the Mississippi River. Although the street-level rail lines no longer serve buildings within the district and have since been removed or covered, the viaducts that traverse the district support elevated tracks that remain active and a large presence that is unchanged from the period of significance. The riverfront remains an industrial center south of the Gateway Arch National Park, starting with the district. There are two blocks at the northwest and southwest corners of the district that are now vacant. These blocks were left out of the boundary as they no longer convey the historic industrial character of the district. The built resources in the district retain integrity of design, materials, and workmanship. These resources were intentionally built as industrial resources with sturdy, relatively fireproof materials (brick, stone, or concrete block), and with minimal ornament. These utilitarian buildings were designed with loading bays to access adjacent street-level rail lines (*Resources 2, 12, 14, 16, and 18*) or with openings to accommodate internal rail spurs (*the George P. Plant Mill, Resource 14 or the Crunden-Martin Complex, Resources 2-7*). These intentional design features reflect the importance of the railroad in the district and convey its historic industrial character. The later resources to the district illustrate the rise of trucking as an alternative to rail transport, specifically the freight terminal constructed in 1935 (*Hayes Freight Lines, Resource 9*). The district maintains the historic urban street grid established with the platting of St. Louis. Later industrial resources in other areas are less adherent to the older street grid. The most common alterations in the district are window and door replacement, infilling historic openings, and the construction of additions. Many of these alterations have left the original openings and the spatial relationships of the buildings intact. The additions are either on rear elevations or on land that was previously vacant. The resources of Chouteau's Landing

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Historic District were constructed for companies and industries that were important to the St. Louis economy, including milling and iron and metal work. They retain integrity to convey historic feelings about and associations with the importance of the railroad and patterns of industrial development in St. Louis.

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**Architect/Builder (cont.)**

Kemp & Co. (Builder)

Nat Abrams Inc. (Builder)

Baker & Knell (Architect)

Ozer, J.S. (Builder)

Ward, Edward (Builder)

T.P. Barnett Co. (Architect)

Helpfensteller, Hirsch & Watson (Architect)

**SUMMARY**

Chouteau's Landing Historic District (Chouteau's Landing<sup>8</sup>), located just south of the Gateway Arch National Park, is a 15.5-acre industrial area on the west bank of the Mississippi River just southeast of downtown St. Louis, Missouri. The district is locally significant under Criterion A in the area of Industry. Chouteau's Landing is one of the few remaining collections of late nineteenth and early twentieth century industrial resources, including mills, manufacturing facilities, and warehouses that represent historic patterns of industrial growth in St. Louis and its reliance on rail as the primary means of transporting raw materials and finished products. The district is roughly bounded by Cedar Street on the north, South 1<sup>st</sup> Street concrete viaduct on the east, Chouteau Avenue and the curve of South 1<sup>st</sup> Street on the south, and South 3<sup>rd</sup> and South 2<sup>nd</sup> streets on the west. It contains a collection of resources associated with the manufacture, distribution, and storage of goods and merchandise that illustrate the status of St. Louis as an industrial crossroads. The nominated resources illustrate the variety of economic activity in the district, from small-scale one-story machine shops for local production and repairs to large-scale multi-building milling, manufacturing, and warehousing facilities housing companies with national and international distribution. The character-defining features of Chouteau's Landing are the utilitarian design of the buildings to communicate their industrial function with minimal ornament, fireproof construction, and prominent freight entrances and loading docks; irregular building footprints designed or modified to accommodate the railroad rights-of-way, sidings, and internal spurs; and viaducts supporting elevated rail lines through the district. Chouteau's Landing contains twenty-three resources constructed between 1889 and 1954, with some later additions outside the period of significance. In addition to the seventeen buildings (ten contributing, seven previously listed), there are three contributing structures in the district: two steel viaducts containing elevated railways that traverse the district and one concrete viaduct that

<sup>8</sup> While "Chouteau's Landing" is a twentieth century moniker, like "Laclede's Landing," the naming of the area after one of the city's founders reflects its historic associations with the early development of the settlement.

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supports an elevated railway that forms the east boundary. The period of significance begins with the estimated date of construction for the earliest extant building in the district, 1889, and ends in 1954 with completion of the concrete viaduct on the east side of the district (*Resource 20*). Construction of the South 1<sup>st</sup> Street viaduct and elevation of the rail line signifies the decline of rail service to the buildings within the district. While the railroads continue to use the elevated tracks through the district and the occupied buildings retain manufacturing, warehousing, and distribution functions, the current businesses rely on truck transport rather than rail. The start of construction of the Municipal Bridge and the viaducts containing its elevated approaches through the district in 1909 make that a significant date. The project required the demolition or modification of buildings to accommodate the right-of-way as well as the erection of the large steel structure among and above existing buildings. Despite the loss of some buildings in blocks on the periphery of the district, the district retains the buildings and railroad resources that exemplify the patterns of development that helped establish St. Louis as an important industrial center.

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### ELABORATION

#### INDUSTRIAL HISTORY OF ST. LOUIS

St. Louis initially developed as a trading post in the mid-1700s and evolved into an important commercial hub at the center of the country. It was a crossroads through and from which raw materials and finished goods were processed and shipped. St. Louis was already a major commercial/industrial hub, thanks to the steamboat and the nation's system of inland waterways, when, in December 1852, the Missouri Pacific Railroad ran its first line westward from St. Louis to Kansas City, and eventually California.<sup>9</sup> In subsequent decades, cities across the country invested in railroad infrastructure and the numerous companies forming, dissolving, and merging to build a web of national connectivity. Railroads provided a new level of access to goods and materials, which spurred commercial and industrial development, particularly at major connection points such as St. Louis. Like in other major cities across the country, the variety of industries in St. Louis was wide-ranging and included all the necessities for modern civilization:

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<sup>9</sup> J. Thomas Scharf, *History of Saint Louis City and County*, Volume 2, (Philadelphia, PA: Louis H. Everts & Co., 1883), 1158. Available through HathiTrust, <https://babel.hathitrust.org/cgi/pt?id=uiuo.ark%3A%2F13960%2Ft2s46k61b&seq=7> (accessed September 18, 2023).



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food, clothing, building materials, machinery, power, and transportation.<sup>10</sup> The US Census Bureau tracked the value of the products manufactured in the thirty-eight leading industries in St. Louis, in each decade between 1880 and 1940.<sup>11</sup> The values fluctuated each decade among the industries, but the types of industries remained consistently important to the economy of the city.<sup>12</sup> The Chouteau Landing Historic District is a concentrated group of resources associated with a select few of these leading industries throughout the period of significance, specifically flour and grist mill products; foundry and machine shop products; paints and varnishes; and tinware, copperware, and sheet-iron ware.<sup>13</sup> The nominated resources are also associated with the predominant industries served by the railroad that historically had its trunk line, spurs, and freight depot adjacent to the district: St. Louis, Iron Mountain & Southern Railroad.<sup>14</sup>

In an attempt to capitalize on the 1850s discovery of a substantial iron ore deposit in St. Francis County, Missouri, ninety miles south of St. Louis, a group of enterprising individuals formed the St. Louis & Iron Mountain Railroad Company to connect this natural resource (Iron Mountain) to industrial processing facilities.<sup>15</sup> Construction on the new rail line from St. Louis to Little Rock, Arkansas, through Iron Mountain, began in 1856, although service did not begin in earnest until 1873.<sup>16</sup> Reorganized as the St. Louis, Iron Mountain & Southern Railroad Company in 1874, the company built a line heading south through Arkansas, eventually connecting St. Louis to other major rail lines in Texas (*Figure 6*). This rail line provided connections to cities and towns in the southwest part of the country, which were previously inaccessible due to a lack of connection with the existing inland waterway system.<sup>17</sup> Within one year of commencing operations, the St. Louis, Iron Mountain & Southern Railroad Company was the leading railroad

<sup>10</sup> Harry L. Purdy, Ph.D., "An Historical Analysis of The Economic Growth of St. Louis, 1840 – 1945." Prepared for Missouri Pacific Lines, 1945, Appendix I. FRASER, Economic Research, Federal Reserve Bank of St. Louis. <https://fraser.stlouisfed.org/title/historical-analysis-economic-growth-st-louis-1840-1945-401> (accessed November 10, 2023).

<sup>11</sup> Purdy, Appendix I-1.

<sup>12</sup> Purdy, Appendix I-1.

<sup>13</sup> Purdy, Appendix I-1.

<sup>14</sup> Purdy, Appendix E-4.

<sup>15</sup> Purdy, 80.

<sup>16</sup> "Chronological List of Events in the History of the St. Louis, Iron Mountain and Southern Railway," Missouri Pacific Historical Society, 2012. <https://www.mopac.org/corporate-history/57-st-louis-iron-mountain-southern-railway> (accessed November 10, 2023).

<sup>17</sup> Purdy, 62.

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company in the transportation of iron and other metal products, with the receipt of 280,265 tons of iron ore; 31,249 tons of pig iron; 24,133 bundles of iron and steel; and 123,142 pigs of lead.<sup>18</sup> Foundries in St. Louis processed this raw material to make railroad track, building materials, machine parts, boilers, and engines. Machine shops used processed material to make finished products. An analysis of the value of foundry and machine shop products manufactured in St. Louis between 1880 and 1929 indicates that it has consistently been the third or fourth leading industry in the city.<sup>19</sup> The St. Louis Iron & Machine Works (*Resources 16 and 17*) illustrates the growth of this industry, as it was one of twenty-eight machine shops in 1876, the year after the company incorporated.<sup>20</sup> By 1891, it was one of twenty-five iron manufacturers, indicating an increased manufacturing capacity. By 1901, it was one of only eight iron foundries, again indicating increased capacity as the company occupied a more important role in the manufacturing process, which corresponds to the construction of the larger complex that is extant within the district.

By the 1870s, St. Louis had 1,500 miles of connecting rail lines, representing six companies.<sup>21</sup> Early in the development of the rail network, crossing the Mississippi River remained a substantial impediment to complete rail connectivity across the country. Goods delivered to one side of the river were transported by ferry to the other side to continue the journey by rail.<sup>22</sup> A major factor in St. Louis securing its status as an industrial center and a transportation crossroads was the completion of the St. Louis-Illinois (Eads) Bridge in 1874. This was reportedly the first railroad bridge to cross the Mississippi River and truly connect the east and west sides of the river.<sup>23</sup> As illustrated on the 1878 map (*Figure 6*), rail lines from states north and east converged at St. Louis to cross the river. Although by 1878 there were rail bridges crossing the Mississippi

<sup>18</sup> Purdy, Appendix E-3 and E-4. A “pig” is an unrefined, cast block of metal, either lead or iron. Prior to construction of the current resources in the district, there was a large lead processing and corrosion facility in the blocks on either side of Lombard Street between South 1<sup>st</sup> and South 2<sup>nd</sup> streets: Southern White Lead Co. (Oliver & Whipple Fire Insurance Map of St. Louis, Missouri, 1876 and 1888, Volume 1, Sheets 24 and 30).

<sup>19</sup> Purdy, Appendix I-1.

<sup>20</sup> Gould's St. Louis Directory, 1876.

<https://www.ancestry.com/imageviewer/collections/2469/images/11452759?src=&backlabel=Return&id=1098951201> (accessed November 10, 2023).

<sup>21</sup> James H. Lemly, “The Mississippi River: St. Louis’ Friend or Foe?” *Business History Review*, Vol. 49, No. 1, Spring 1965, 11.

<sup>22</sup> Purdy, 8.

<sup>23</sup> L.U. Reavis, *A History of the Illinois and St. Louis Bridge* (St. Louis: Tribune Publishing Company, 1874), 16.

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River at other cities, St. Louis had the infrastructure to foster the development of a hub for the transfer and storage of goods, not just provide a river crossing. The Eads Bridge extended eastward across the river from the north end of the early commercial and industrial area that fronted the river, at Washington Avenue, roughly one mile north of the nominated district.

The efficiency and connectivity of railroads increased demand for their construction, and crossroads cities, such as St. Louis, expanded railyards and industrial areas to maximize the advantage of the additional rail capacity. As the city grew west and south through the late nineteenth and into the twentieth century, development became more concentrated by use, with a deliberate commercial core at the heart of the city and outlying commercial nodes, platted residential neighborhoods, and distinctly industrial areas that spread through the city alongside the various major rail lines: St. Louis, Kansas City & Northern Railroad heading north along the Mississippi River before turning westward along the Missouri River; Missouri Pacific Railroad heading directly westward; and St. Louis, Iron Mountain & Southern Railroad Company heading southward along the Mississippi River.<sup>24</sup> By 1873, there were fifteen railroad companies servicing St. Louis. The annual report from the St. Louis Merchants' Exchange that year tallied the receipts for each railroad by commodity.<sup>25</sup> Rail receipts for all commodities were not proportionately distributed among all railroads. Some railroads transported more coal while others transported more livestock.<sup>26</sup> St. Louis, Iron Mountain & Southern Railroad transported more iron ore and related commodities than any of the other fourteen railroads listed.<sup>27</sup>

The milling industry featured prominently early in the St. Louis economy. While river transport served these early agricultural communities, the railroads brought a significant influx of wheat from communities throughout the growing rail network. Prior to the Civil War, St. Louis had twenty-two mills, making it the milling capital of the country and this status only solidified in subsequent decades as the milling companies grew and expanded their facilities.<sup>28</sup> St. Louis flour mills gained a reputation for generating a high-quality product and thus began exporting the flour

<sup>24</sup> Purdy, 43. Selwyn K. Troen and Glen E. Holt, ed., *St. Louis*, (New York, NY: New Viewpoints, 1977), xxiv. In one of the many mergers and reorganizations of the railroad companies, Missouri Pacific acquired St. Louis, Iron Mountain & Southern Railroad in 1917. Similar reports for later years were sought but not yet found.

<sup>25</sup> Purdy, Appendix E-3 and E-4.

<sup>26</sup> Purdy, Appendix E-3 and E-4.

<sup>27</sup> Purdy, Appendix E-3 and E-4.

<sup>28</sup> Purdy, 69.

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to Cuba and the West Indies, as well as to England.<sup>29</sup> Flour milling was the leading industry in St. Louis by value in 1880. The number of mills in the city fluctuated between sixteen and twenty-eight, but the value of the flour industry decreased through 1910 before rebounding by 1920.<sup>30</sup> The George P. Plant Milling Company complex (*Resources 14 and 15*) illustrates these trends as the company grew from a small, single building to a block-long complex.

The area that now comprises Chouteau's Landing Historic District developed slowly from the early days of the settlement of St. Louis through the early nineteenth century. The blocks originally contained a mix of residential, religious, commercial, and small-scale industrial resources. None of the buildings from this initial development of the area remain extant within the district. The area developed in close proximity to the riverfront but began transitioning to its predominantly industrial character with the arrival of the railroad and the adjacent freight depot in the early 1870s. In 1874, the St. Louis, Iron Mountain & Southern Railroad constructed a small wood-frame passenger depot and a large wood-frame freight depot on the south side of the original commercial area. The passenger and freight depots occupied nearly full blocks along the riverfront, between Plum and Cedar streets and from Mulberry Alley (now Gratiot Street) to Chouteau Avenue, respectively, from South 1<sup>st</sup> to Main streets, just east of the nominated district (*Figure 7*).<sup>31</sup> The immediate presence of rail lines and freight depots attracted more industrial concerns to the area in the remaining decades of the nineteenth century. The riverfront shed its eighteenth-century mixed-use character as large warehouses and manufacturing facilities replaced the small commercial and residential resources.

Late nineteenth and early twentieth century industrial resources were often compact, multi-story masonry buildings, with additions or outbuildings constructed as needed to accommodate operations. Industrial companies modified or purposely designed their buildings to take advantage of adjacent rail lines through external loading docks or the creation of openings for the rail spur to enter the building. These methods of direct access to transportation reduced costs and increased efficiency. The relationship of the building to the orientation of the railroad determined how the company would use the rail line, which impacted the footprint and exterior façade. Concrete loading docks on the exterior provided access to the siding, if it could run adjacent to the building. Some buildings were rectangular, with straight sidings on one or more sides of the

<sup>29</sup> Purdy, 69.

<sup>30</sup> Purdy, Appendix I-1.

<sup>31</sup> Oliver & Whipple, Fire Insurance Map of St. Louis, Missouri, Volume 1, 1876, Sheet 30L.

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building (*Resources 2 and 18*). Others were trapezoidal or had a curved or canted corner to accommodate the rail line (*Resource 12*). There are examples of this type of intentional design or modification in Chouteau's Landing Historic District, including Crunden-Martin Manufacturing Company (*Resources 2-7*) and Plant Milling Company Complex (*Resource 14*).

As the commercial core of St. Louis solidified several blocks west of the riverfront at the turn of the twentieth century, it became increasingly difficult to connect the industrial areas on the north and south of the commercial center. This made it cumbersome for industries located south of the commercial area to utilize the Eads Bridge and the Merchants Bridge. There was also a desire to connect St. Louis to the growing industrial area across the river in East St. Louis, Illinois. In 1906, the city of St. Louis received congressional authorization to construct a new steel bridge, using \$3.5 million in bonds issued. The city completed the two-track lower deck for railroads in 1930.<sup>32</sup> The bridge was designed to be elevated as it crosses the river to accommodate floods and barge traffic, which required the approaches to be elevated as well, using steel viaducts (*Resources 22 and 23*). The right-of-way for the approach cut an east-west path through the nominated district on the blocks between Lombard Street and Chouteau Avenue, which required the demolition or modification of existing buildings. Several small buildings were demolished in these two blocks, while one resource was modified (*east end of Resource 12*). The viaduct for the east-west approach (*Resource 22*) connects to the rail lines coming in from the west while the viaduct for the curved approach (*Resource 23*) connects to the rail lines coming up from the south. The viaducts for the elevated approaches are a significant feature that contribute to the industrial character of the district as they cross over and among the buildings. Using plans submitted by the engineering firm Boller & Hodge in 1908, the city began construction in 1909, and, following a second bond issue of \$2.75 million in 1914, completed the upper deck for automobiles in 1917.<sup>33</sup> The City renamed the bridge for General Douglas MacArthur in 1942 and it continued its multi-modal function until the 1980s when the city closed the automobile deck, removing it in 2013. The bridge continues to operate exclusively as a railroad bridge.

St. Louis remained an industrial hub through the Great Depression and World War II, with many different industries contributing to the war effort, including the Crunden-Martin Manufacturing

<sup>32</sup> "MacArthur Bridge," *Preservation Research Office*, <http://preservationresearch.com/projects/macarthur-bridge/> (accessed September 18, 2023).

<sup>33</sup> James H. Lemly, "The Mississippi River: St. Louis' Friend or Foe?" *Business History Review*, Vol. 49, No. 1, Spring 1965, 14.

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Company, which produced gas cans, stoves, and helmets for the US military.<sup>34</sup> By 1932, a line of the Manufacturers Railway, which originated roughly two miles southwest at the Anheuser-Busch Brewery, ran along South 2<sup>nd</sup> Street at street level, with sidings that provided internal and/or external loading dock access.<sup>35</sup> Rail remained an important mode of transportation, although with a general improvement to the quality and quantity of paved roads and specific investment in a system of inter-state highways, trucking became an increasingly efficient alternative mode of transporting freight. Freight trucking companies, such as Hays Freight Lines (*Resource 9*), evolved from earlier horse-drawn drayage companies that would distribute locally or short distances goods and materials that had been transported by ship or rail.<sup>36</sup> By 1954, Missouri Pacific Railroad had purchased the St. Louis, Iron Mountain & Southern Railroad. Missouri Pacific continued to operate the rail lines on South 1<sup>st</sup> Street, but constructed a concrete viaduct (*Resource 21*) to elevate the tracks above street level and increased truck traffic. The construction of this viaduct indicates the decline of direct rail access in the district.

St. Louis continues to function as an industrial crossroads, with active shipping transport, rail lines, and trucking routes. The Mississippi River riverfront remains an active industrial corridor within the city. While other industrial areas along the riverfront or inland along the western rail lines are less dense and have larger stand-alone warehouses, Chouteau's Landing Historic District exemplifies patterns of development from the late nineteenth century through the mid-twentieth century, including an adherence to the urban street grid, compact multi-story buildings used for a variety of industrial functions, and the incorporation of the railroad into the design of the building, either through loading docks or an irregular footprint to accommodate a rail spur.

<sup>34</sup> Matthew Bivens, "Crunden-Martin Mfg. Co. Historic District," National Register of Historic Places Registration Form, 2005, 8-10.

<sup>35</sup> "Manufacturers Railway Company MRS #460," Union Pacific website, [https://www.up.com/customers/shortline/profiles\\_1-p/mrs/index.htm](https://www.up.com/customers/shortline/profiles_1-p/mrs/index.htm) (accessed January 2, 2024). The railway started in 1887, but does not appear on the Sanborn Maps for the district until 1932. The railway lines are present on the 1950 Sanborn Map, but are not visible in historic aerial photos by 1968. It is unclear when the railway ceased operations. It appears on the 1988 survey map, but it is unclear whether it was functional at the time. There is no extant evidence of the rail line, other than the loading docks on buildings that abut the street.

<sup>36</sup> "Since 1884 We Deliver the Goods," ad for Hayes Freight Lines, Inc., *Journal Gazette*, Mattoon, IL, September 1, 1955. [www.newspapers.com](http://www.newspapers.com) (accessed November 10, 2023).

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## HISTORY OF CHOUTEAU'S LANDING HISTORIC DISTRICT

The Chouteau Landing Historic District stands out as a collection of extant industrial resources from the early twentieth century developed to utilize the St. Louis, Iron Mountain & Southern Railroad. St. Louis Iron & Machine Works Company, Crunden-Martin Manufacturing Company, Campbell Paints & Varnishes/Glidden, and Plant Milling Company are the four companies that developed large complexes in the nominated area. These and other resources had external loading docks to accommodate rail sidings and/or internal rail spurs to facilitate the transportation of raw materials and manufactured goods. The complexes occupy the four blocks on the east side of the district, between South 1<sup>st</sup> and South 2<sup>nd</sup> streets while the one west block between South 2<sup>nd</sup> and South 3<sup>rd</sup> streets contains the smaller resources that illustrate the variety of industries that comprise the district. The resources in the west block also illustrate how some buildings were intentionally designed with irregular footprints to accommodate rail rights-of-way while some existing buildings were modified to accommodate the rail lines. The following history of the district describes each block in order proceeding clockwise around the district, starting with the northernmost block, City Block(CB) 42.

### *CB42*

The Crunden-Martin Manufacturing Company (*Resources 1-7*), organized in 1891 with a merger of two existing woodenware companies, was one of the most successful producers of woodenware, willowware, and metal goods throughout the twentieth century.<sup>37</sup> The company constructed a large complex on the northernmost block of the district (*CB42*), beginning in 1904. Prior to the construction of the complex, the company occupied three small buildings in the central riverfront area, north of the nominated district.<sup>38</sup> Crunden-Martin commissioned local architect Mauran, Russell & Garden to design its first building (*Resource 5*) at the northeast corner of the block in 1904.<sup>39</sup> Upon completion of the first building, Crunden-Martin laid a spur line along the angled south elevation to connect the factory to the St. Louis, Iron Mountain & Southern Railroad that ran along South 1<sup>st</sup> Street, which “eliminated drayage, ensured rapid turnover of goods and provided general convenience for workers and customers alike.”<sup>40</sup>

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<sup>37</sup> Matthew Bivens, “Crunden-Martin Mfg. Co. Historic District,” National Register of Historic Places Registration Form, 2005, 8-10.

<sup>38</sup> Bivens, 8-12. These buildings are no longer extant.

<sup>39</sup> Bivens, 8-13.

<sup>40</sup> Bivens, 8-13.

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With the new larger facility, Crunden-Martin diversified its production to become a “manufacturer and jobber of toys, furniture, specialties, baby carriages, go karts, and refrigerators.”<sup>41</sup> This diversification required a significant investment in the company’s physical plant. Within eight years, Crunden-Martin constructed four additional buildings to fill the south half of the block as well as the southeast corner of the adjacent block to the west (*CB51*) and its four-story connector bridge (*Resources 1, 3, 6, 7*).<sup>42</sup> Mauran, Russell & Garden (Mauran, Russell & Crowell by 1912) designed each building, all with similar Classical Revival detailing that stood in contrast with the simpler utilitarian brick façades of the surrounding resources.<sup>43</sup> Crunden-Martin continued to grow and diversify during the early to mid-twentieth century, necessitating the construction of additional warehouse space, completed in 1918 (Mauran, Russell & Crowell) and 1920 (Tom P. Barnett) (*Resources 2 and 4*).<sup>44</sup> The 1920 warehouse included a concrete platform on the west elevation to access a siding of the Manufacturers Railway that ran at street level on South 2<sup>nd</sup> Street.<sup>45</sup> Crunden-Martin supported the war effort in 1940s with the manufacture of helmets and gas cans for the US military.<sup>46</sup> In the 1950s, the company focused on the manufacture of metal products, although it remained a “diversified manufacturer.”<sup>47</sup> The company filed for bankruptcy in 1990 and remains underutilized today.<sup>48</sup>

### *CB43*

The Campbell Glass & Paint Company had operated a paint warehouse in a four-story building at the northeast corner of the block at the intersection of South 1<sup>st</sup> and Gratiot streets at least as far back as 1897. However, in 1908, the barrels of turpentine stored there caught fire, creating a three-alarm blaze that destroyed the building.<sup>49</sup> The following year, Campbell Glass & Paint

<sup>41</sup> Bivens, 8-14.

<sup>42</sup> Resource 1 is in CB51.

<sup>43</sup> Bivens, 8-14.

<sup>44</sup> Bivens, 8-15, 8-16.

<sup>45</sup> Sanborn Fire Insurance Map, St. Louis, 1950, Volume 1, Sheets 16, 67, 68, 69, and 70. <https://www.mymcpl.org/>. Accessed September 18, 2023.

<sup>46</sup> Bivens, 8-17.

<sup>47</sup> Bivens, 8-17.

<sup>48</sup> Bivens, 8-17.

<sup>49</sup> “Spectacular Downtown Fire Witnessed by German Day Crowds Sunday Afternoon,” *St. Louis Globe-Democrat*, October 5, 1908.



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Company constructed a new four-story brick building (*Resource 8, Figure 19, Photo 16*) in the same footprint as the previous building. The company continued to utilize the rail siding of the St. Louis, Iron Mountain & Southern Railroad that abutted the east elevation. The city issued a building permit in 1910 for the construction of a four-story building on the west side of the 1909 Campbell building (*Resource 8, Figure 20*). Kansas City architects Baker & Knell designed the 1910 building.<sup>50</sup> By the 1920s, both Campbell Glass & Paint Company and Glidden Paint Company listed this building as their address, indicating a long-time business association.<sup>51</sup> The owner constructed a two-story connector between the four-story buildings by ca. 1932.<sup>52</sup> The 1950 Sanborn Fire Insurance Map listed both Glidden and Campbell as occupying the building, with a varnish factory in the west building and storage, printing, and warehousing in the east.<sup>53</sup> By the 1970s, Glidden had fully acquired Campbell Glass & Paint Company, along with all of the associated property, including the Hayes Freight Lines building, described below.<sup>54</sup> The Gross Chandelier Company purchased the property in the 1980s.<sup>55</sup>

The Hayes Freight Lines Inc. started as a dray business in Mattoon, Illinois in 1884. Hayes, with a single horse and wagon, began transporting goods between Mattoon and St. Louis. By 1917, Hayes had a fleet of trucks and was ready to expand the business as the country started paving more roads beginning 1926.<sup>56</sup> In 1935, Hayes commissioned the construction of a one-story freight terminal on land it leased in St. Louis, eventually purchasing the building in 1938 (*Resource 9*).<sup>57</sup> In addition to purchasing the building, Hayes also purchased the vacant lot between the freight building and the Campbell Glass & Paint Company building.<sup>58</sup> Hayes converted the vacant lot to parking for its trucks. By the early 1960s, Glidden Paint Company

<sup>50</sup> Chouteau Landing Survey, #51, 1988. The 1910 building has architectural details that are similar to the 1909 building. There is no building permit for the 1909 building, so it is assumed that architects Baker & Knell designed the 1909 building as well (Chouteau Landing Survey, #52, 1988).

<sup>51</sup> Chouteau Landing Survey, #51, 1988.

<sup>52</sup> Chouteau Landing Survey, #51, 1988.

<sup>53</sup> Sanborn Fire Insurance Map of St. Louis, 1932 corrected to 1950, Volume 1, Sheet 16.

<sup>54</sup> Chouteau Landing Survey, #51, 1988.

<sup>55</sup> Chouteau Landing Survey, #51, 1988.

<sup>56</sup> "Since 1884 We Deliver the Goods."

<sup>57</sup> "New \$12,000 Freight Terminal for First St." *St. Louis Globe-Democrat*, March 31, 1935. "Hayes Freight Line Acquires Corner of First and Lombard," *St. Louis Globe-Democrat*, February 20, 1938.

<sup>58</sup> "Hayes Freight Line Acquires Corner of First and Lombard."

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had acquired the building and likely constructed the one-story concrete block warehouse addition that fronts South 1<sup>st</sup> Street (*Photo 12*).<sup>59</sup> As described above, Glidden Paint Company occupied the complex through the 1970s before Gross Chandelier Company took over in the 1980s.

Seibel-Sussdorf Copper & Iron Manufacturing Co. had constructed a brick complex that occupied the southwest corner of the block while brick and wood frame buildings associated with the Southern White Lead Company occupied the northwest corner of the block.<sup>60</sup> While the complexes were constructed as early as 1888, the Southern White Lead Company buildings were demolished by 1932.<sup>61</sup> A small, one-story concrete block building with a barrel vault roof (*Resource 10*) was constructed c.1952 at the center of the lot previously occupied by the lead company.<sup>62</sup> The Seibel-Sussdorf buildings were demolished by c.1998, rendering that lot a non-contributing site (*Resource 11*).

### CB44E<sup>63</sup>

The George P. Plant Milling Company constructed another of the large complexes in the district. George P. Plant built his first flour mill at Franklin Avenue and 5<sup>th</sup> Street in 1840.<sup>64</sup> Within ten years, it was one of twenty-two flour mills in St. Louis, and Plant continued to grow the family business as Plant Milling Company until it necessitated the construction of a new facility. Plant Milling Company moved to the north side of Chouteau Avenue between South 1<sup>st</sup> and South 2<sup>nd</sup> streets in 1884 and continued to add to the complex through 1906.<sup>65</sup> Construction of the new complex increased capacity of the mill from 200 barrels per day in 1884 to 3,500 barrels per day

<sup>59</sup> Chouteau Landing Survey, #53, 1988. The addition does not appear on the 1958 aerial photo but does appear on the 1968 aerial photo, indicating that it was constructed outside the period of significance.

<sup>60</sup> Oliver & Whipple Fire Insurance Map of St. Louis, 1888, Volume 1, Sheet 30R.

<sup>61</sup> Oliver & Whipple Fire Insurance Map of St. Louis, 1888, Volume 1, Sheet 30R. Sanborn Fire Insurance Map of St. Louis, 1932, Volume 1, Sheet 16.

<sup>62</sup> Sanborn Fire Insurance Map of St. Louis, 1932 corrected to 1950, Volume 1, Sheet 16. USGS Earth Explorer aerial photo, 1952. The historic function of the building is unknown at this time.

<sup>63</sup> Risley Street divides CB44 into east and west.

<sup>64</sup> Esley Hamilton, "Plant, Samuel, House," National Register of Historic Places Registration Form 1983, Statement of Significance. <https://mostateparks.com/sites/mostateparks/files/Plant%2C%20Samuel%2C%20House.pdf> (accessed November 10, 2023). The 1840 flour mill is no longer extant.

<sup>65</sup> Hamilton. The 1884-1906 mill buildings are no longer extant.

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in 1932.<sup>66</sup> In the 1910s, Plant Milling Company replaced the earlier mill complex with a new complex that occupied the same footprint. While the new buildings were taller, they incorporated the same curved internal rail spur on the east side of the building from the St. Louis, Iron Mountain & Southern railroad, which had been part of the previous complex (*Resource 14*).<sup>67</sup> The three internal spurs to the north provided access to the elevator at the northwest corner of the property (*Resource 15*) and the earlier elevator at the northeast corner, which is no longer extant. Another siding ran along the south side of the building on Chouteau Avenue, accessing the loading docks on the front of the building (*Photo 6*). Plant Milling Company purchased wheat on the Merchants' Exchange and imported it from cities and towns along the wide-spread rail network.<sup>68</sup> Once processed, Plant Milling Company shipped flour across the country, as well as internationally to Europe and the West Indies.<sup>69</sup> Plant constructed a new ten-story concrete grain elevator in 1914 to accommodate the growth of the business.<sup>70</sup> In 1924, Plant Milling Company developed a highly successful marketing tactic that spurred multiple lines of products. While people, mostly those in rural communities, had long been in the practice of using empty cotton flour sacks to make clothing, Plant Milling Company patented the use of decorative patterns and washable ink on their flour sacks to provide a more attractive alternative to the plain cotton used by other companies.<sup>71</sup>

The Plant family sold the business to Texas and Oklahoma interests in 1926, continued to operate Plant Milling Company at that location until 1935.<sup>72</sup> Plant Milling sold the complex to the Corneli Seed Company in 1935, which converted it to seed cleaning, storage, and distribution

<sup>66</sup> "The Plants who have been in the Milling Business in St. Louis for 86 Years," *St. Louis Globe-Democrat Magazine*, March 6, 1927, p. 1 and 15. Sanborn Fire Insurance Maps of St. Louis, Missouri, 1932, Volume 1, Sheets 67-69.

<sup>67</sup> Sanborn Fire Insurance Maps of St. Louis, Missouri, 1932, Volume 1, Sheets 67-69.

<sup>68</sup> "The Plants who have been in the Milling Business in St. Louis for 86 Years."

<sup>69</sup> "The Plants who have been in the Milling Business in St. Louis for 86 Years."

<sup>70</sup> Chouteau Landing Survey, #47, 1988.

<sup>71</sup> "2. The Early History of Decorative Feedsacks," *The Textile Research Centre – Leiden*, exhibition "For a few sacks more... How feedsacks clothed and warmed Americans during the Depression, and later," January – July 2018. <https://trc-leiden.nl/trc-digital-exhibition/index.php/for-a-few-sacks-more/item/118-2-the-early-history-of-decorative-feedsacks> (accessed November 10, 2023).

<sup>72</sup> Hamilton, 8-1.

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until the 1960s.<sup>73</sup> Corneli sold the property to Gunther Salt Company in the 1960s. The complex is currently unoccupied.

The viaduct for the east-west approach to the Municipal Bridge occupies the north half of CB44E. Construction of the steel viaduct through the right-of-way beginning in 1909 required the clearance of the nineteenth century buildings that occupied the north half of the block. The lots beneath the viaduct are historically vacant.

#### CB44W

The St. Louis Iron & Machine Works constructed the four-story brick building at the southwest corner of the block c.1900 (*Resource 17*). Constructed across Chouteau Avenue from the main complex in CB45 (*Resource 16*), the building served as a pattern warehouse for the foundry and machine shop.<sup>74</sup> The St. Louis Iron & Machine Works Company sold the former pattern warehouse to Gunther Salt Co. in the 1940s.<sup>75</sup> A shallow two-story brick building constructed on the north side of the pattern warehouse c.1950.<sup>76</sup> Between 1974 and 1985, a one-story L-shaped addition wrapped around the north and east sides of the pattern warehouse.<sup>77</sup>

Several small nineteenth century buildings at the center of the block were cleared for the Municipal Bridge viaduct right-of-way beginning in 1909. A small two-story brick warehouse building at 900 South 2<sup>nd</sup> Street with a one-story addition occupied the northwest corner of the block by 1950, with a later one-story addition the 1990s. The building was demolished in 2004 rendering the lot a non-contributing site (*Resource 13*).

#### CB45

The earliest extant resource in the district is the block-long two-story building constructed for the St. Louis Iron & Machine Works (*CB45, Resource 16*). German immigrant Gerhard H. Timmermann established the St. Louis Iron & Machine Works Company in 1854 and

<sup>73</sup> Chouteau Landing Survey, #49, 1988. "Acquires Block of Plan Company Near Free Bridge," *St. Louis Post Dispatch*, October 27, 1935.

<sup>74</sup> St. Louis Iron and Machine Works, "St. Louis Corliss," catalogue, 9 (St. Louis, MO, n.d.). <https://www.worthpoint.com/worthopedia/1910-st-louis-iron-machine-works-1922637436> (accessed November 13, 2023).

<sup>75</sup> Chouteau Landing Survey, #45, 1988.

<sup>76</sup> A. Whipple & Co. Fire Insurance Map of St. Louis, Missouri, Volume 1, 1901, Sheet 24R.

<sup>77</sup> USGS Earth Explorer, St. Louis, aerial photo, 1968, 1974.

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incorporated the business in 1875.<sup>78</sup> By 1876, Timmermann had built a small machine shop in a collection of buildings on the south side of Chouteau Avenue between South 1<sup>st</sup> and South 2<sup>nd</sup> streets, but took out a series of permits in 1889, 1890, and 1902 to construct, in that same location, the building that stands today.<sup>79</sup> The building was designed with a foundry at the west end, a machine and erecting shop in the center, and offices and pattern warehouse at the east end, with smaller outbuildings containing the blacksmith shop and pattern room.<sup>80</sup> A rail siding from the Iron Mountain line historically ran through the property, south of the building. Another siding terminated at the southeast corner of the building. Timmerman, an entrepreneur and inventor, built a company that designed and manufactured different types of heavy machinery, including ice machines and engines.<sup>81</sup> In 1897, the *Engineering & Mining Journal* reported that St. Louis Iron & Machine Works had “secured a contract for what is said to be the largest engine ever made in that city.”<sup>82</sup> The 1500 horsepower engine, with a flywheel weighing 90,000 pounds, was designed for use in mills in Pittsburgh, Pennsylvania.<sup>83</sup> In 1901, St. Louis Iron & Machine Works supplied two of its standard Corliss engines to the St. Louis, Belleville and Suburban Railway, illustrating the company’s contribution to the local industry associated with the construction of street car infrastructure.<sup>84</sup>

The Ball Ice Machine Company, which evolved from St. Louis Iron & Machine Works, occupied the block-long building for roughly a decade before selling to G.S. Robins Co. in the 1940s.<sup>85</sup>

<sup>78</sup> St. Louis Iron and Machine Works, “St. Louis Corliss,” catalogue, title page.

<sup>79</sup> Chouteau Landing Survey Form #44, 1988.

<sup>80</sup> A. Whipple & Co. Fire Insurance Map of St. Louis, Missouri, Volume 1, 1897, Sheet 24R.

<sup>81</sup> Elizabeth Barry Fallstrom, “Gerhard H. Timmermann, 1824-1910,” *St. Louis Genealogical Society Biographies*, October 2019. <https://stlgs.org/research-2/community/st-louis-biographies/gerhard-h-timmerman> (accessed November 10, 2023).

<sup>82</sup> “Industrial Notes,” *The Engineering and Mining Journal*, Volume 63, Issue 21, May 22, 1897, p. 517. [https://upload.wikimedia.org/wikipedia/commons/4/4c/The\\_Engineering\\_and\\_Mining\\_Journal\\_1897-05-22-Vol\\_63\\_Iss\\_21\\_%28IA\\_sim\\_engineering-and-mining-journal\\_1897-05-22\\_63\\_21%29.pdf](https://upload.wikimedia.org/wikipedia/commons/4/4c/The_Engineering_and_Mining_Journal_1897-05-22-Vol_63_Iss_21_%28IA_sim_engineering-and-mining-journal_1897-05-22_63_21%29.pdf) (accessed November 10, 2023).

<sup>83</sup> “Industrial Notes,” 517.

<sup>84</sup> Purdy, 82. “St. Louis and Vicinity,” *The Age of Steel*, St. Louis, Volume 90, Number 10, p. 28. [https://books.google.com/books?id=SnUgAQAAMAAJ&pg=RA9-PA28&lpg=RA9-PA28&dq=%22st.+louis+corliss%22+catalogue&source=bl&ots=QF-QM8\\_kf7&sig=ACfU3U37ajD4x285k2T9ESpNG5gCAD8bGg&hl=en&sa=X&ved=2ahUKEwjm5vf0qsaCAXwFjQIHfYftDVg4ChDoAXoECAUQAaw#v=onepage&q&f=false](https://books.google.com/books?id=SnUgAQAAMAAJ&pg=RA9-PA28&lpg=RA9-PA28&dq=%22st.+louis+corliss%22+catalogue&source=bl&ots=QF-QM8_kf7&sig=ACfU3U37ajD4x285k2T9ESpNG5gCAD8bGg&hl=en&sa=X&ved=2ahUKEwjm5vf0qsaCAXwFjQIHfYftDVg4ChDoAXoECAUQAaw#v=onepage&q&f=false) (accessed November 10, 2023).

<sup>85</sup> Chouteau Landing Survey, #44, 1988

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Robins was a distributor of chemicals, similar to the company that currently occupies the building, Brenntag. By the 1970s, the rail spurs on the south side of the building had been replaced with paving to accommodate truck transport, but the loading docks were retained and enlarged.<sup>86</sup>

*CB49*

The westernmost block, CB49, has several resources that were not associated historically. The construction of the viaducts in the right-of-way for the Municipal Bridge required the clearance of land through the middle of the block. The block previously contained small brick buildings identified as flats, stores, and machine shops and all but one building was demolished. The one remaining building was eventually combined with two later buildings to create a portion of the M.A. Bell Co. complex (*Resource 12*). The two-story building at 907 South 2<sup>nd</sup> Street (*Photo 20*) retains its original rectangular footprint from before the construction of the Municipal Bridge necessitated the canting of the southeast corner. The city issued a building permit to the J.H. Buel Company in 1901 for the construction of a building for its "Japanning" company, which produced goods using a special metal finishing technique.<sup>87</sup> In 1917, the Alois Aufrichtig Copper & Sheet Iron Works Company commissioned local architects Helfensteller, Hirsch & Watson to design a new foundry building at 222-228 Lombard Street (*Photo 19*).<sup>88</sup> The company could weld copper or iron tanks and repair boilers and smoke stacks.<sup>89</sup> Prior to construction of the building at 222-228 Lombard Street, Aufrichtig operated from a smaller two-story building at 218-220 Lombard where it produced boilers, galvanized boxes for pasteurizing, and casks.<sup>90</sup> Aufrichtig acquired the building at 907 South 2<sup>nd</sup> Street by 1925.<sup>91</sup> By 1932, the Manufacturers Railway ran at street level along South 2<sup>nd</sup> Street. The loading dock on the east elevation of the building provided access to this rail line. A series of small metal companies occupied the buildings in the 1930s and 1940s. In c.1950, a one-story addition was constructed to connect the two buildings to create a complex (*Photo 18*).

<sup>86</sup> USGS Earth Explorer, aerial photograph, 1974. [www.earthexplorer.usgs.gov](http://www.earthexplorer.usgs.gov) (accessed November 10, 2023).

<sup>87</sup> Landmarks Association of St. Louis, Survey form for #40, 905 South 2<sup>nd</sup> Street, "Chouteau's Landing Survey," St. Louis, 1988.

<sup>88</sup> Landmarks Association of St. Louis, Survey form for #39, 222-228 Lombard Street, "Chouteau's Landing Survey," St. Louis, 1988.

<sup>89</sup> Alois Aufrichtig Copper and Sheet Iron Works ad, *Modern View*, September 29, 1916.

<sup>90</sup> Classified ads, *St. Louis Post Dispatch*, September 22, 1918.

<sup>91</sup> Chouteau Landing Survey, #39 and #40, 1988.

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Michael A. Bell started the M.A. Bell Co. in 1928 in a small building at 217 Lombard Street but gradually acquired other buildings to create a complex for his foundry equipment firm.<sup>92</sup> M.A. Bell Co. acquired the buildings on the south side of Lombard Street in the district in the 1940s. A fire in 1965 destroyed the building at 218-220 Lombard and a new one-story building was constructed as an addition to 222-228 Lombard (*Photo 19*).<sup>93</sup> The 1965 building connected to the 1950s wing as well (*Resource 12*). The M.A. Bell Co. buildings on the north side of Lombard Street, outside the boundary of the historic district were demolished in 2021; the company still owns the buildings on the south side (*Resource 12*).

The steel structure of the viaduct for the Municipal Bridge approach fills the strip of land that cuts through the middle of the block. On the south side of the block are two buildings and two vacant lots. Although the building permit for 219-221 Chouteau Avenue (*Resource 20, Figure 17*) indicates that the building was constructed in 1915, only city directories could confirm that Andreas Pscheid operated a horse shoeing shop from that location by 1917. In the 1930s, the building housed the Lawrence Elliott Trucking Co.<sup>94</sup> By the 1960s, the M.A. Bell Company had purchased the building to expand its complex.<sup>95</sup>

Philip Hassendeubel founded the Hassendeubel Commission Company in 1880 and incorporated as the Hassendeubel Grocery Company in 1910. The company operated its wholesale grocery business at North 6<sup>th</sup> and Biddle streets until 1923.<sup>96</sup> In 1923, the Hassendeubel Grocer Company hired the local contractor Nat Abrahams, Inc. to construct a new three-story warehouse building at the southeast corner of Chouteau Avenue and South 2<sup>nd</sup> Street (*Resource 18*).<sup>97</sup> The building, along with the building at 907 South 2<sup>nd</sup> Street, have loading docks on the east elevations, designed to access adjacent rail lines of the Manufacturers Railway (*Photos 3, 18, 20*).<sup>98</sup> During

<sup>92</sup> "Michael A. Bell Dies; Head of Foundry Equipment Firm," *St. Louis Post Dispatch*, October 22, 1946.

<sup>93</sup> "Two Slightly Hurt in Fire at Plant," *St. Louis Post Dispatch*, March 24, 1965.

<sup>94</sup> "Trucking Company Leases Chouteau Avenue Space," *St. Louis Globe-Democrat*, July 19, 1936.

<sup>95</sup> Chouteau Landing Survey, #42, 1988.

<sup>96</sup> "Philip Hassendeubel Celebrates 90<sup>th</sup> Birthday," *St. Louis Globe-Democrat*, March 14, 1939.

<sup>97</sup> Landmarks Association of St. Louis, Survey form for #41, 205-209 Chouteau Avenue, "Chouteau's Landing Survey," St. Louis, 1988.

<sup>98</sup> Sanborn Fire Insurance Map for St. Louis, 1950. There are no extant remnants of the Manufacturers Railway on South 2<sup>nd</sup> Street.

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the period of significance, there was a two-story machine shop building immediately east of Hassendeubel Grocery. The building was demolished between 1971 and 1974 and is therefore a non-contributing site (*Resource 19*).

While a few of the buildings in the district are vacant, most are still in use and many have an industrial or light manufacturing use. In keeping with the historic character of the district, "large businesses like Crunden-Martin and Glidden set up longtime operations in manufacturing or wholesaling; the companies acquired whole city blocks for their businesses."<sup>99</sup>

### COMPARABLE PROPERTIES

There are other areas in St. Louis that retain resources from the late nineteenth century, as well as those that benefitted from proximity to the railroad. It is the combination of both characteristics that illustrates the significance of Chouteau's Landing Historic District. There are only two other areas that are comparable in terms of those characteristics. The Eads Bridge entered St. Louis at the north end of the original commercial center, to an area dubbed "Laclede's Landing."<sup>100</sup> Laclede's Landing retains its historic nineteenth century warehouses but is generally more commercial in character than industrial.<sup>101</sup> The buildings in Laclede's Landing are higher style and have more architectural ornament than those in Chouteau's Landing. Chouteau's Landing clearly communicates its historic industrial function through the utilitarian designs of its buildings.

The North Riverfront Industrial Historic District shares some similarities with Chouteau's Landing in that it is a group of industrial resources that was once part of a larger industrial district. This small grouping of eleven resources was constructed within a twenty-five-year span. Most of the contributing buildings to the North Riverfront Industrial Historic District were associated with either power generation or cold storage.<sup>102</sup> They are not as concentrated due to demolitions on various blocks and the area is not as compact as Chouteau's Landing.

<sup>99</sup> Matthew Bivens, "Crunden-Martin Mfg. Co. Historic District," 8-18.

<sup>100</sup> Nancy Breme, "Laclede's Landing" National Register of Historic Places Registration Form, 1976, 3 (Description).

<sup>101</sup> Lynne Josse, "North Riverfront Industrial Historic District," National Register of Historic Places Registration Form, 2003, 8-10.

<sup>102</sup> Josse, 8-9.



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**CONCLUSION**

While St. Louis has many industrial areas throughout the city, Chouteau's Landing Historic District is significant as a collection of industrial resources constructed in the late nineteenth and early twentieth centuries that illustrate the patterns of industrial development in the city. It contains a collection of resources associated with the manufacture, distribution, and storage of goods and merchandise that illustrate the status of St. Louis as an industrial crossroads. The nominated resources illustrate the variety of economic activity in the district, from small-scale one-story machine shops for local production and repairs to large-scale multi-building milling, manufacturing, and warehousing facilities housing companies with national and international distribution. The character-defining features of Chouteau's Landing are the utilitarian design of the buildings to communicate their industrial function with minimal ornament, fireproof construction, and prominent freight entrances and loading docks; irregular building footprints designed or modified to accommodate the railroad rights-of-way, sidings, and internal spurs; and the viaducts for the elevated rail lines through the district.

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[exhibition/index.php/for-a-few-sacks-more/item/118-2-the-early-history-of-decorative-feedsacks](https://www.nps.gov/exhibition/index.php/for-a-few-sacks-more/item/118-2-the-early-history-of-decorative-feedsacks) Accessed November 10, 2023.

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**Verbal Boundary Description**

The boundary for Chouteau's Landing Historic District is Cedar Street on the north side of the Crunden-Martin Manufacturing Company complex (*Resources 1-7*), South 1<sup>st</sup> Street and the elevated tracks on the east, and the south property line of the St. Louis Iron & Machine Works building (*Resource 16*) and Chouteau Avenue on the south. The west boundary jogs from South 2<sup>nd</sup> Street to South 3<sup>rd</sup> Street then back to South 2<sup>nd</sup> Street to include the block between Chouteau Avenue and Lombard Street. It jogs westward again at Gratiot Street to include the Crunden-Martin annex (*Resource 1*) and then returns to Cedar Street along South 2<sup>nd</sup> Street.

**Boundary Justification**

The boundary includes all the extant resources (buildings and structures) that communicate the industrial significance of the district. The nomination boundaries are held tight to the extant resources, specifically the individual buildings and industrial complexes that comprise this collection of late nineteenth and early twentieth-century industrial resources. and do not include the two adjacent blocks where buildings have been demolished. The boundary does not include the vacant block between Gratiot and Lombard streets, from South 2<sup>nd</sup> to South 3<sup>rd</sup> streets, as well as the mostly vacant lot from Chouteau Avenue south to LaSalle Street. The one small building extant on this south block was constructed outside the period of significance and nothing is known about its function. Its function as what appears to be a single-vehicle garage does not contribute to the significance of the district.

1	38.618388 -90.189791
2	38.617583 -90.187732
3	38.614962 -90.189243
4	38.615809 -90.190966
5	38.616030 -90.190803
6	38.616501 -90.191779
7	38.617254 -90.191273
8	38.616760 -90.190255
9	38.617499 -90.189707
10	38.617687 -90.190255

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Figure 1. Context Map. Google Earth, 2023.



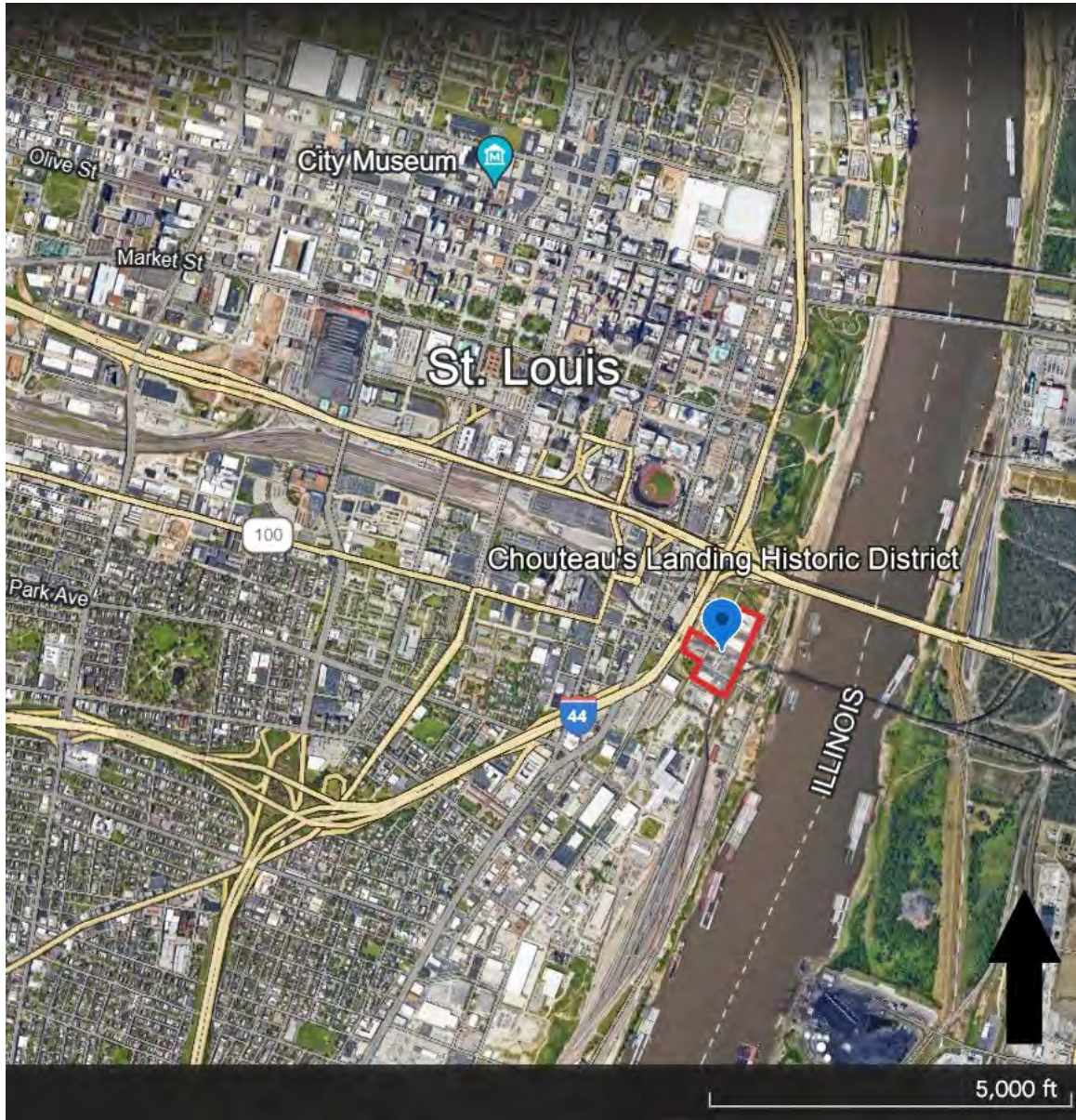


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Figure 2. Context Map. Google Earth, 2023.

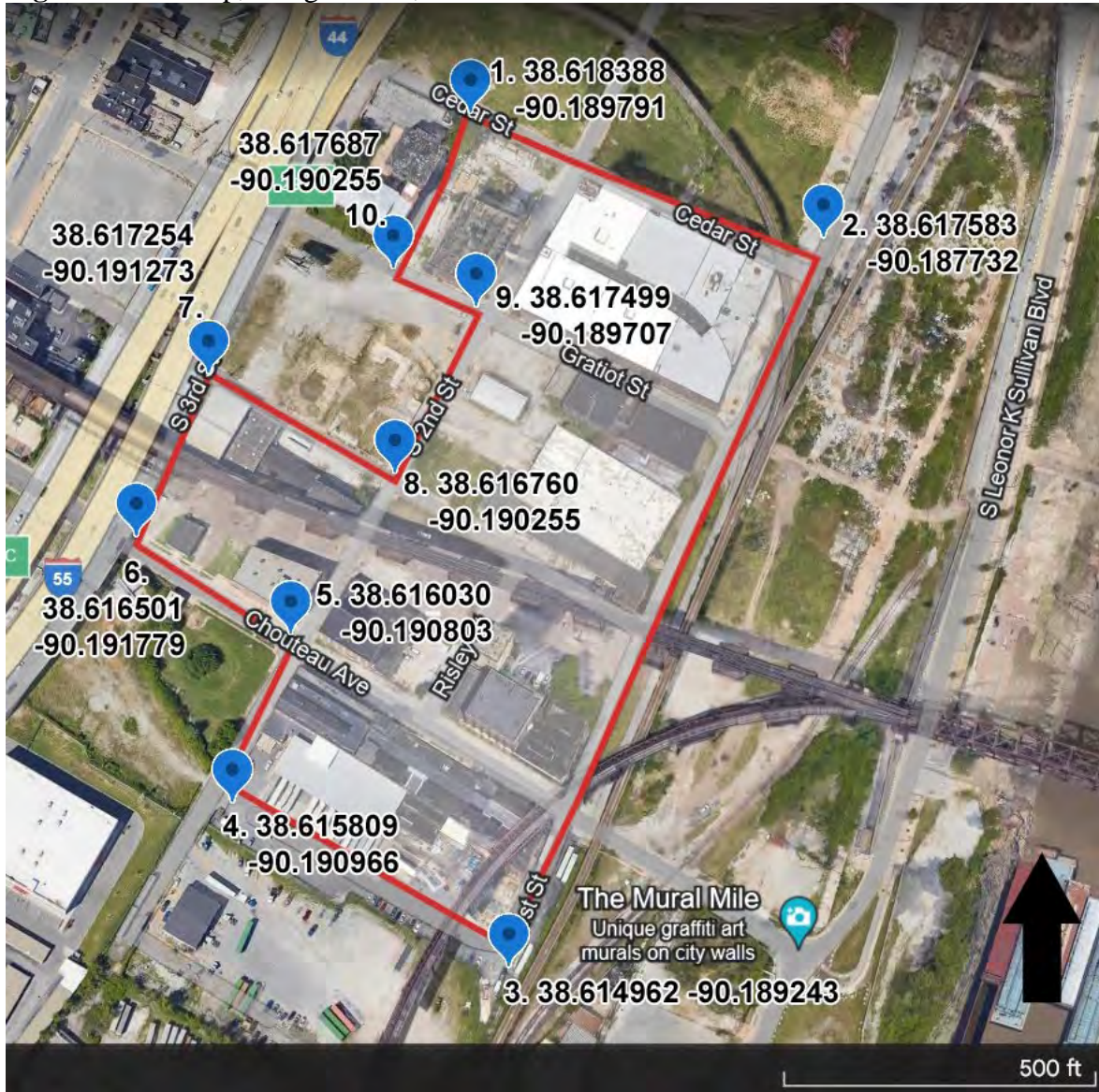


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Figure 3. Site Map, Google Earth, 2023.



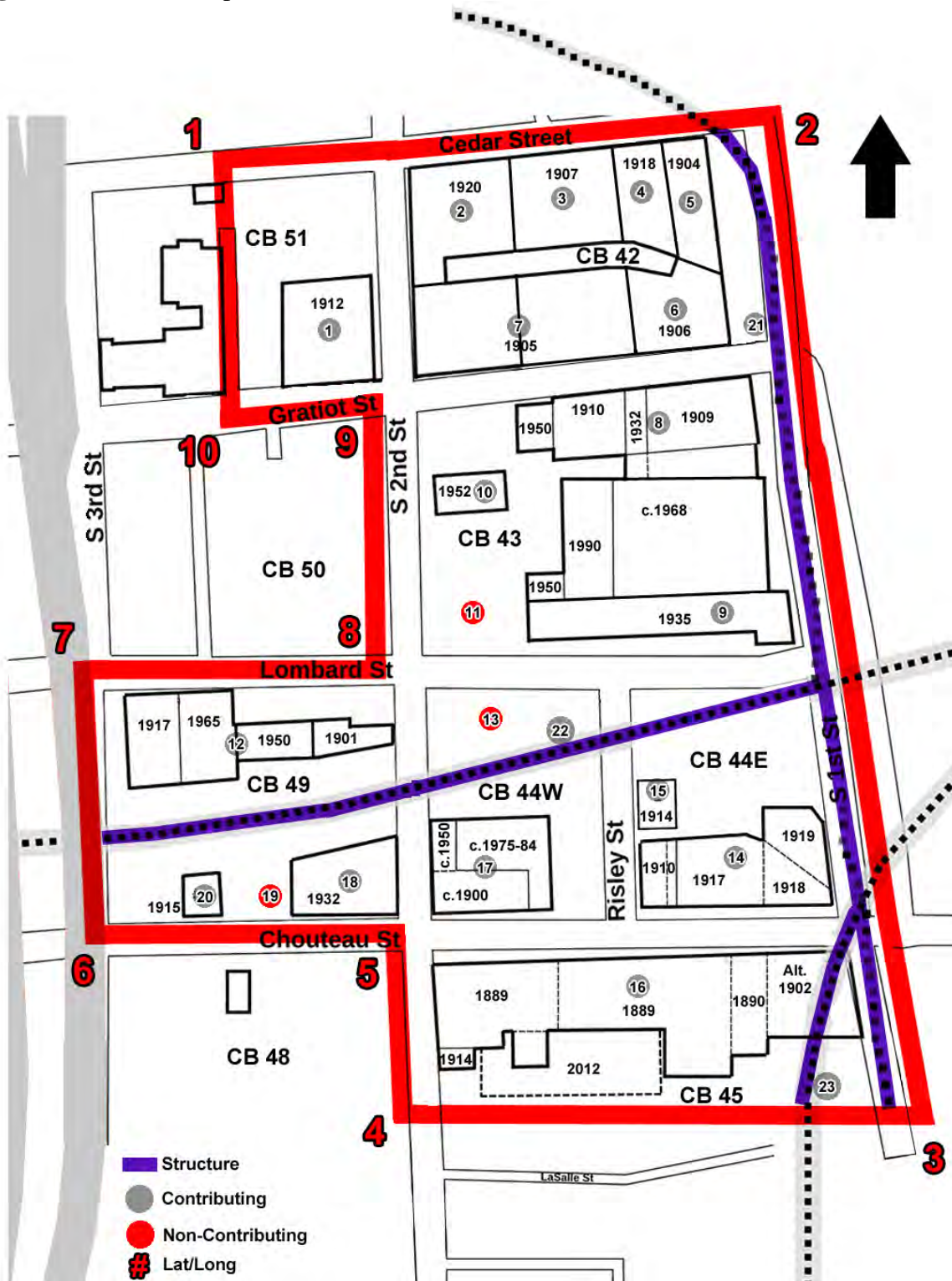
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2	38.617583	-90.187732
3	38.614962	-90.189243
4	38.615809	-90.190966
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6	38.616501	-90.191779
7	38.617254	-90.191273
8	38.616760	-90.190225
9	38.617499	-90.189707
10	38.617687	-90.190255

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Figure 4. Resource Map.

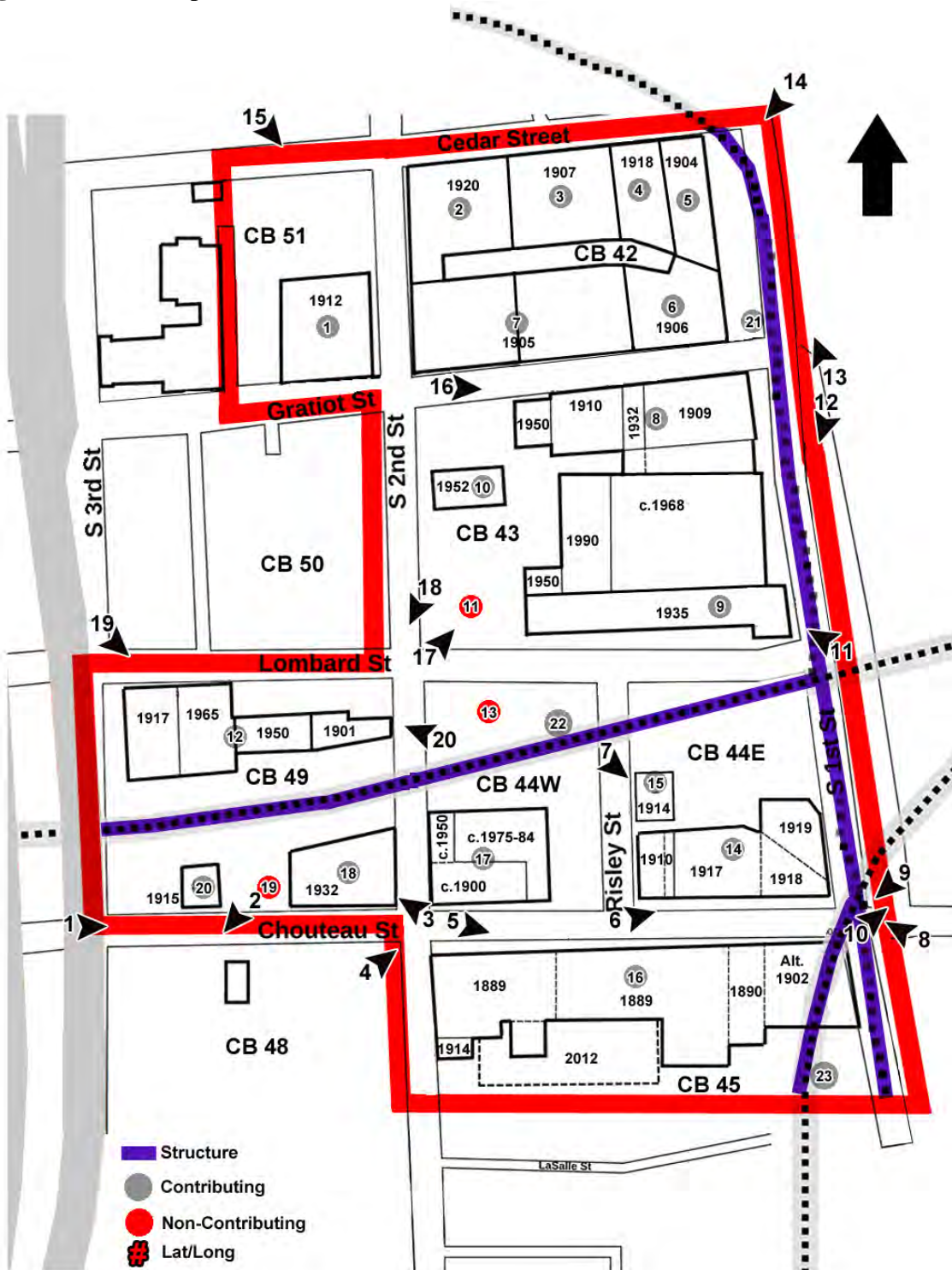


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Figure 5. Photo Map.



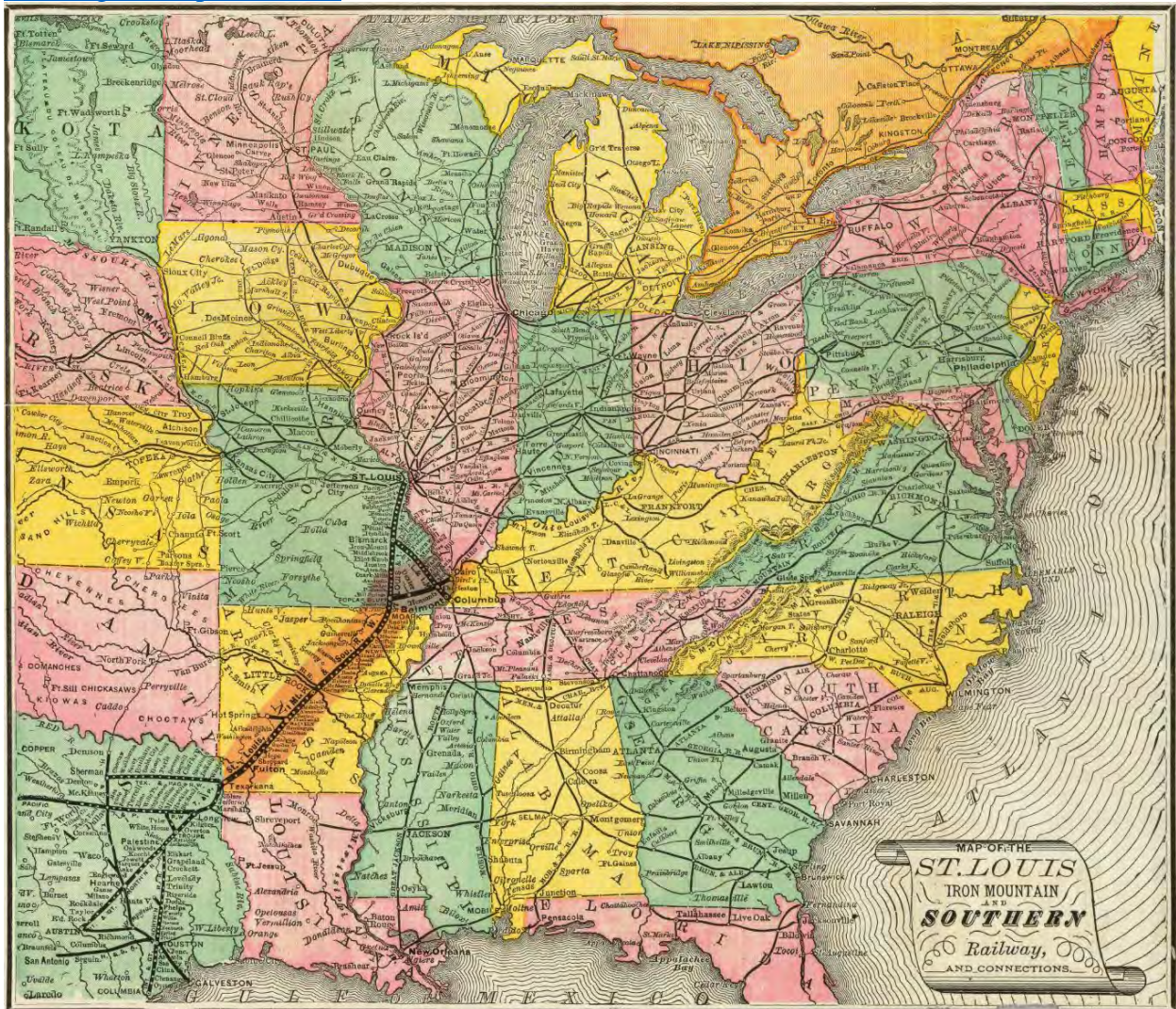
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**Figure 6.** St. Louis Iron Mountain & Southern Railroad map, 1878.

<https://historictexasmaps.com/collection/search-results/95784-map-1-a-geographically-correct-county-map-of-states-traversed-by-the-st-louis-iron-mountain-and-southern-railway-and-its-connections-map-2-map-of-the-st-louis-iron-mountain-and-southern-railway-and-connections-cobb-digital-map-collection>. Accessed November 10, 2023.

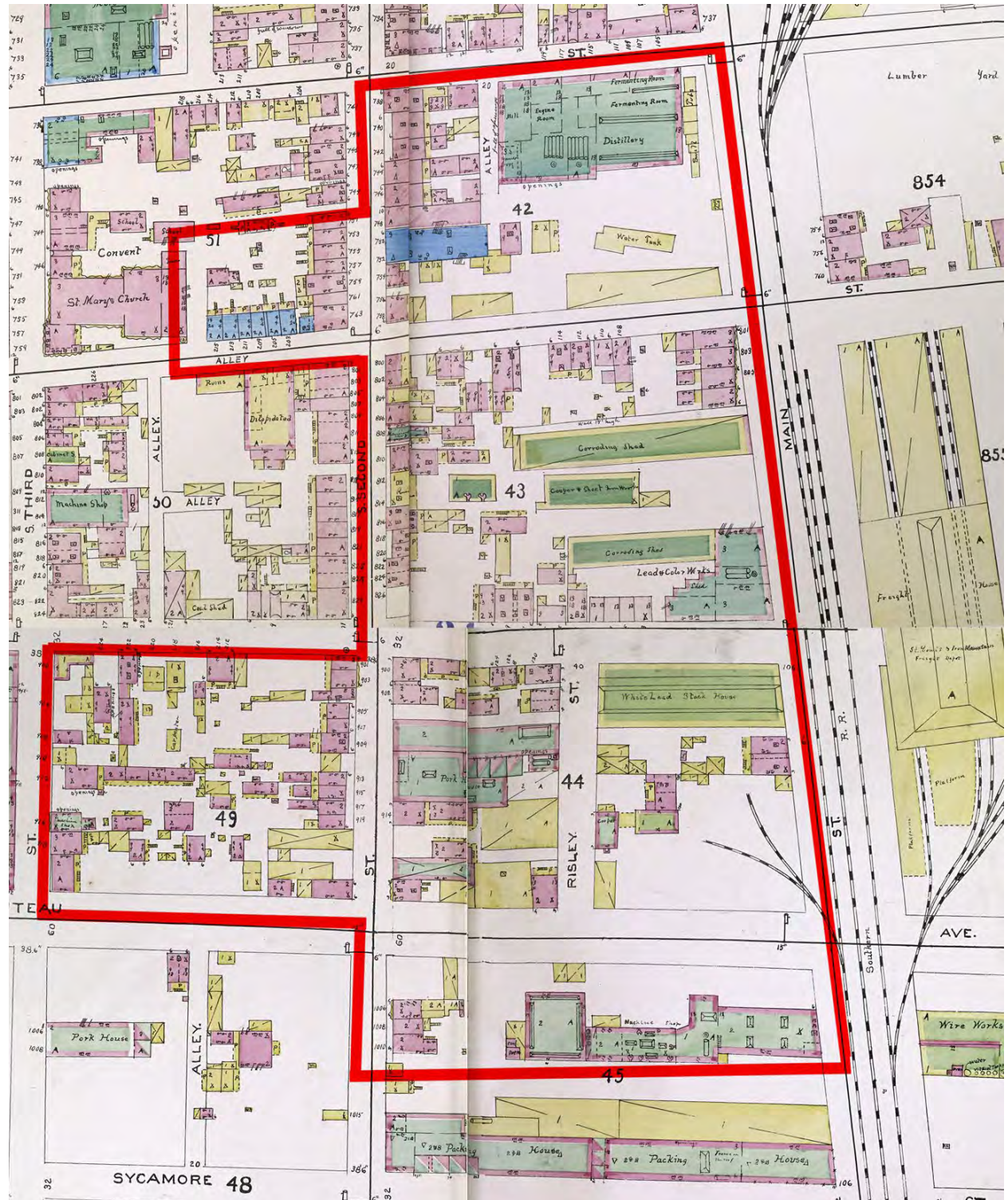


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Figure 7. Oliver & Whipple Fire Insurance Map of St. Louis, 1876, Volume 1, Sheets 24 & 30.

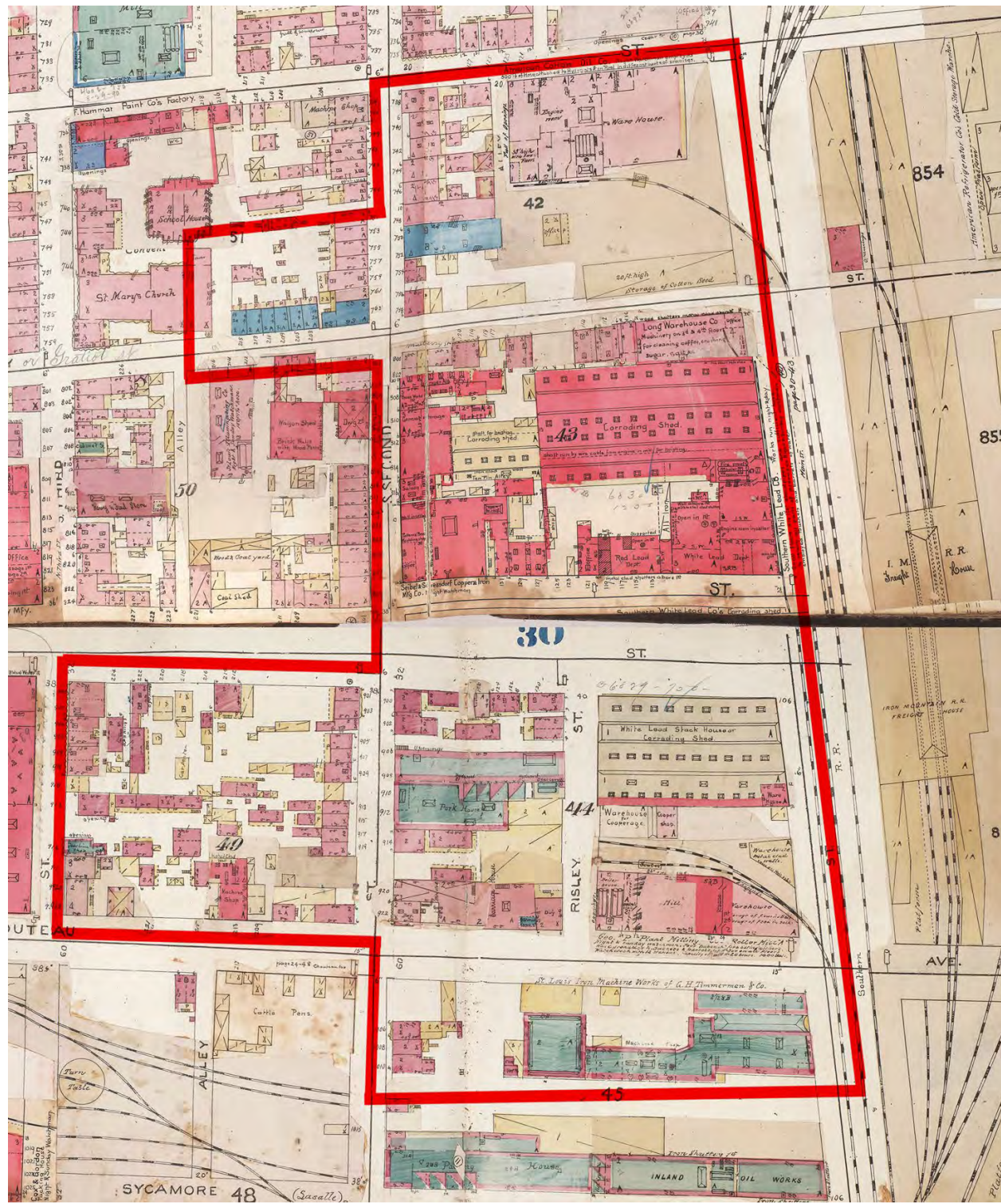


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Figure 8. Oliver & Whipple Fire Insurance Map of St. Louis, 1888, Volume 1, Sheets 24 & 30.

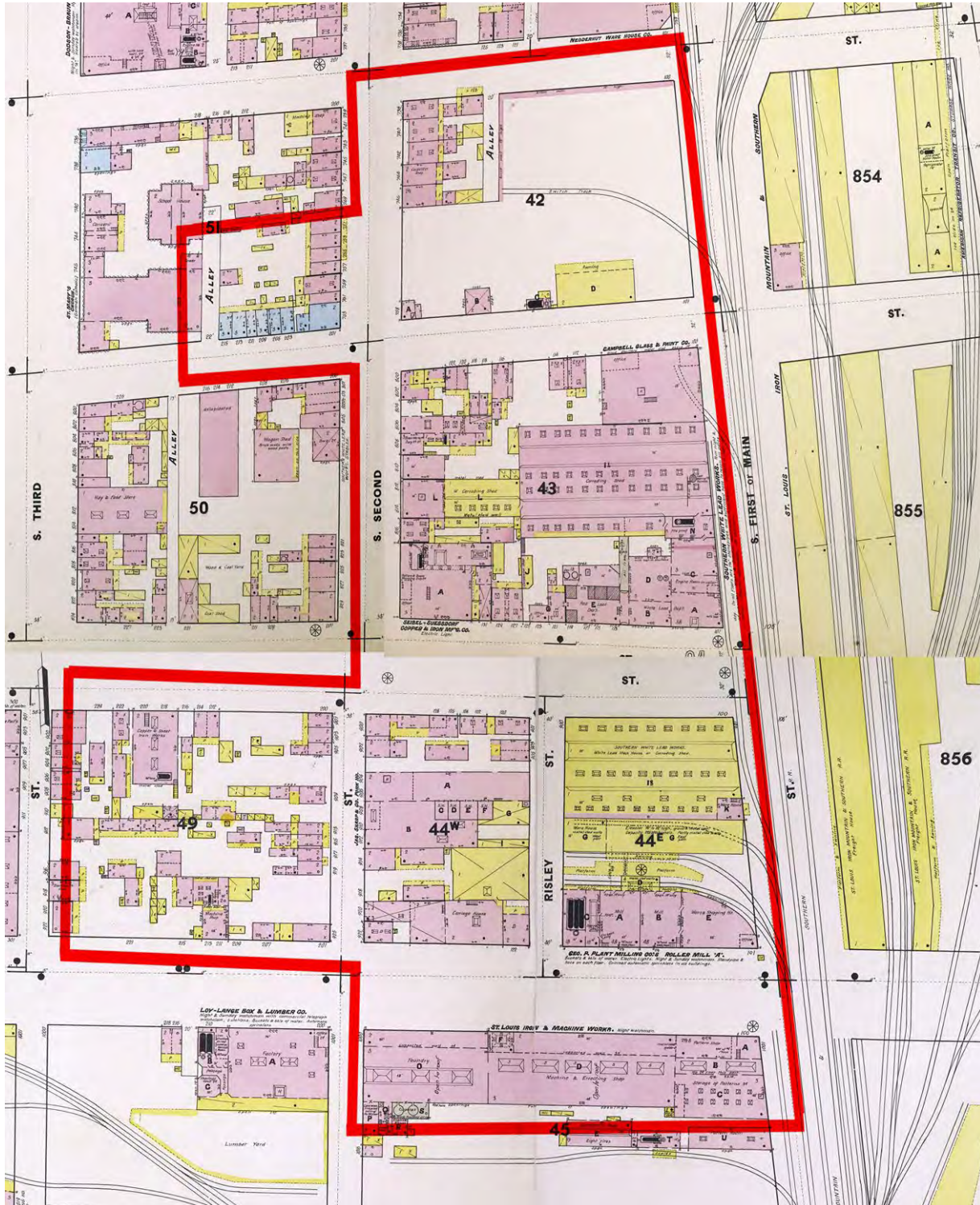


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Figure 9. Oliver & Whipple Fire Insurance Map of St. Louis, 1897, Volume 1, Sheets 24 & 30.



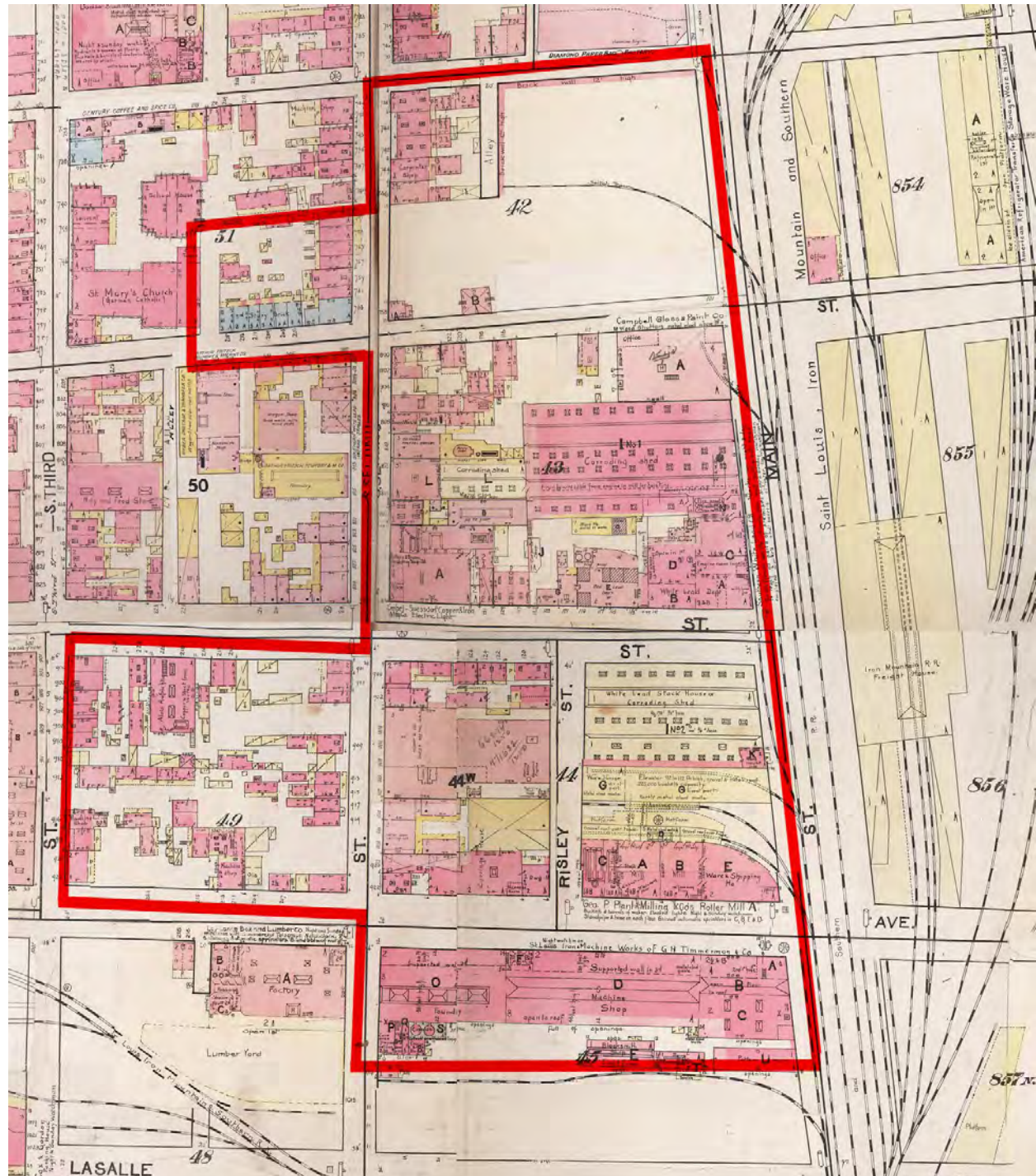


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Figure 10. Oliver & Whipple Fire Insurance Map of St. Louis, 1901, Volume 1, Sheets 24 & 30.

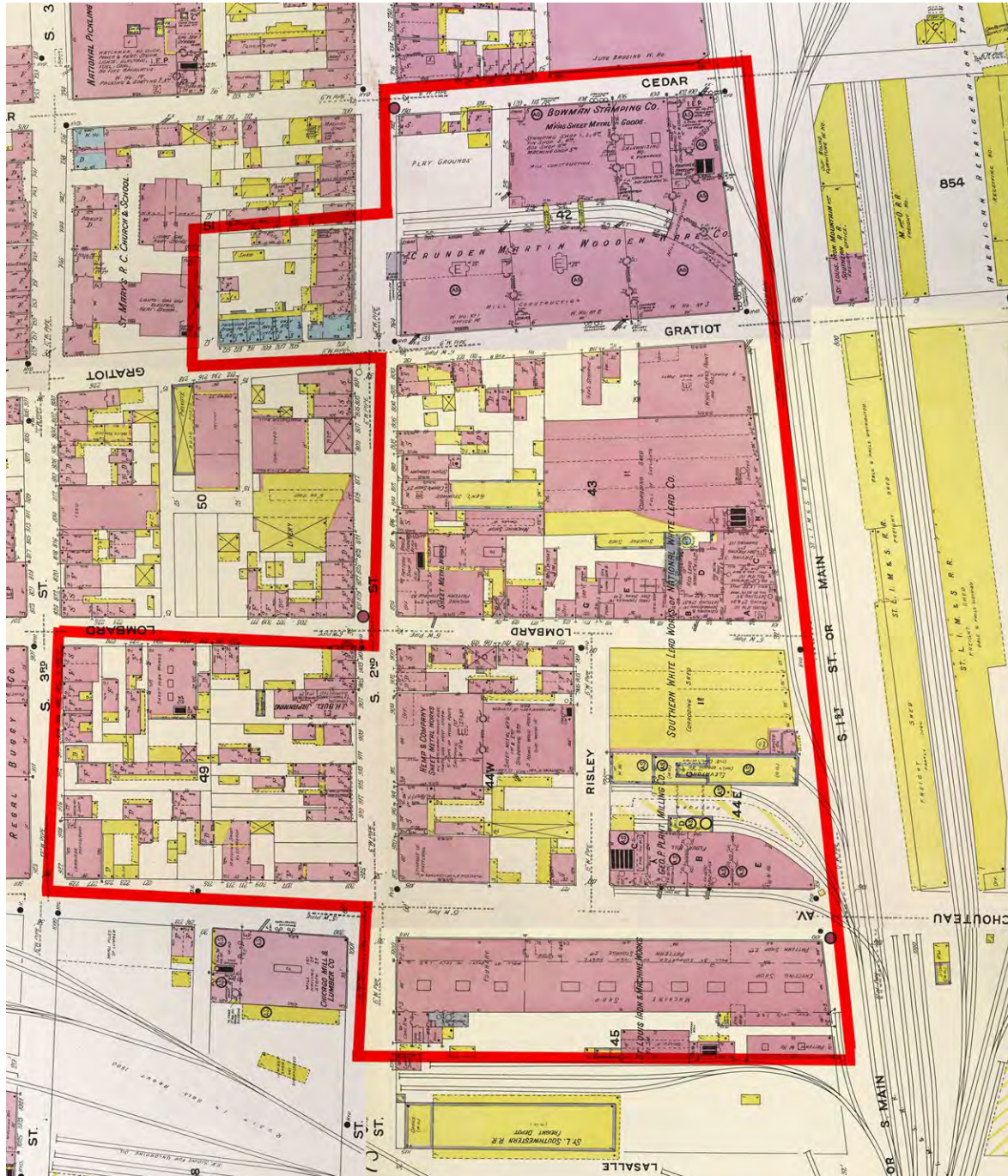


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Figure 11. Oliver & Whipple Fire Insurance Map of St. Louis, 1908, Volume 1, Sheets 24 & 30.



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Figure 12. Sanborn Fire Insurance Map of St. Louis, 1932, Volume 1, Sheets 16, 67, 68, 69, 70.



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Figure 13. Sanborn Fire Insurance Map of St. Louis, 1950, Volume 1, Sheets 16, 67, 68, 69, 70.

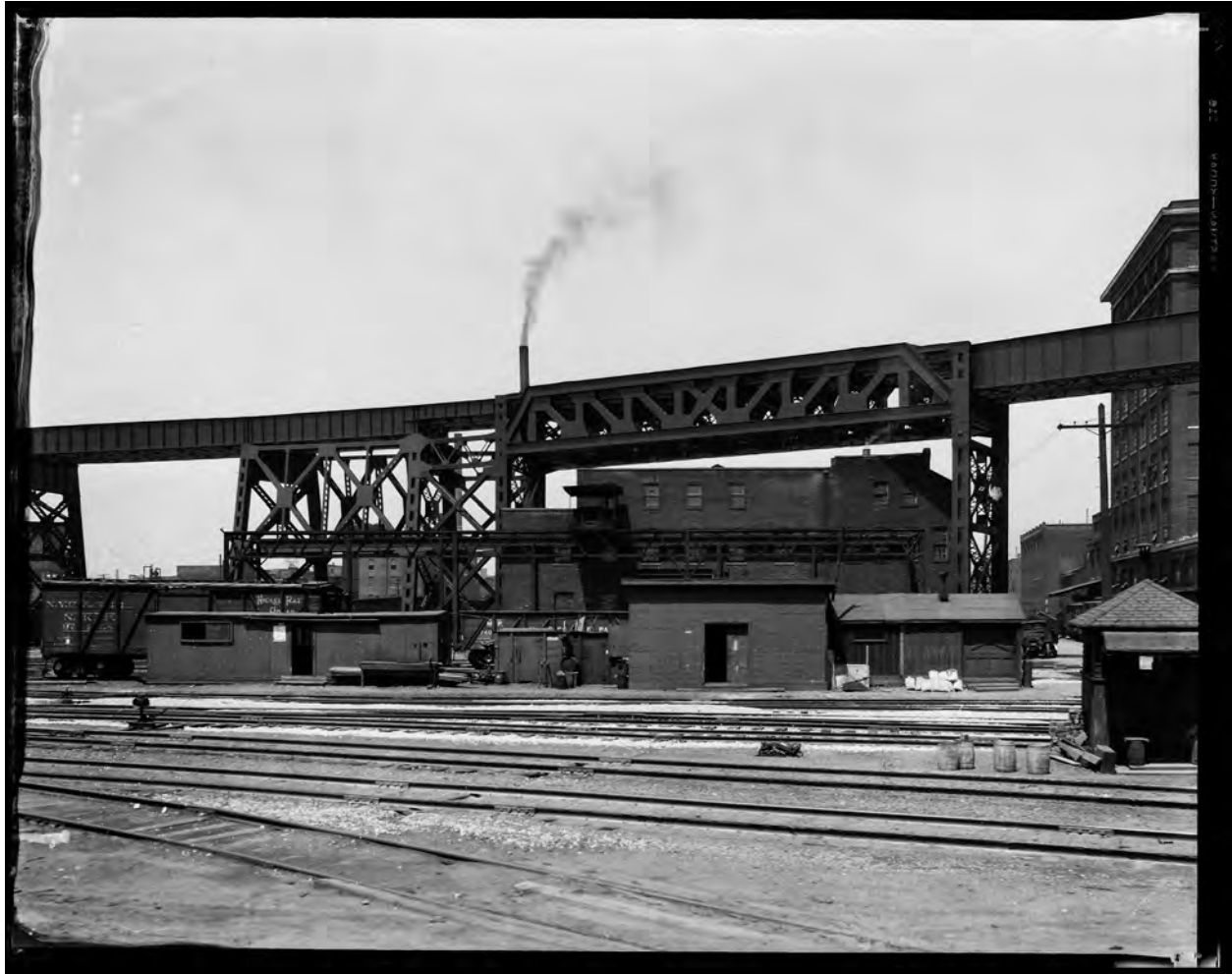


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**Figure 14.** Historic Photograph (Lemen 1762), South Main (S. 1<sup>st</sup>) Street and Chouteau Avenue, 1930. St. Louis Iron & Machine Works (#16) at center with Municipal Bridge viaduct (#22) above. The George P. Plant Milling Company complex (#14) is visible on the left side of the photo. St. Louis Public Library, Lemen Collection.



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**Figure 15.** Historic Photograph (Lemen 1800), South Main (S. 1<sup>st</sup>) Street and Chouteau Avenue, 1930. St. Louis Iron & Machine Works (#16) at center with Municipal Bridge viaduct (#22) above. St. Louis Public Library, Lemen Collection.



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**Figure 16.** Historic Photograph (Lemen 1876), Cedar Street, view east, 1930. The Crunden-Martin Manufacturing Company Complex (#2-5) is on the right side of the photo. The buildings on the left side of the photo are no longer extant. St. Louis Public Library, Lemen Collection.



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**Figure 17.** Resource 20, view NW, Finch, 2023.





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**Figure 18.** Resources 1, 7, and 8, view NE, Finch, 2023.



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**Figure 19.** Resources 8 and 12, view SE, Finch, 2023.



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Chouteau's Landing Historic District
Name of Property
St. Louis [Independent City], Missouri
County and State
N/A
Name of multiple listing (if applicable)

**Figure 20.** Resource 8, view SW, Finch, 2023.



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Chouteau's Landing Historic District
Name of Property
St. Louis [Independent City], Missouri
County and State
N/A
Name of multiple listing (if applicable)

**Figure 21.** Resources 9, 8, 6, and 5, view NW, Finch, 2023.



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Chouteau's Landing Historic District
Name of Property
St. Louis [Independent City], Missouri
County and State
N/A
Name of multiple listing (if applicable)

**Figure 22.** Parcel Map, City of St. Louis GIS.















































