NPS Form 10-900
(3-82)

OMB No. 1024-0018
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United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only

received

date entered

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

1. Name

historic Dorris Motor Car Company

and or common Lindberg Cadillac

2. Location

street & number 4100 Laclede ___ not for publication

city, town St. Louis ___ vicinity of

state Missouri code 29 county St. Louis City code 510

3. Classification

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

4. Owner of Property

name Cordage Mill Management Corporation

street & number 393 N. Euclid, Suite 312

city, town St. Louis ___ vicinity of state Missouri 63108

5. Location of Legal Description

courthouse, registry of deeds, etc. St. Louis City Hall

street & number Market Street at Tucker Boulevard

city, town St. Louis state Missouri 63103

6. Representation in Existing Surveys

title Missouri State Historical Survey has this property been determined eligible? ___ yes X no

date December 1985 ___ federal X state ___ county ___ local

depository for survey records Landmarks Association of St. Louis, Inc.

city, town St. Louis state Missouri

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	X original site
X good	___ ruins	X altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

Constructed in 1911-12 at an estimated cost of $68,000 by the St. Louis Unit Construction Company, the three-story Dorris Motor Car Building at 4100 Laclede Avenue features a reinforced concrete frame sheathed in red brick trimmed with terra cotta and limestone. St. Louis architect John Ludwig Wees designed the factory and showroom. On October 1, 1911 the St. Louis Globe-Democrat published Wees' drawing of a U-shaped building; the building permit was issued later that month. Sometime before March 6, 1912, the decision was made to reduce the size of the building by eliminating three bays on Sarah and the southern wing of the U.[1]

Measuring 300 x 60 feet and 59 by 60 feet, the L-shaped building is divided into 15 bays on the north (Laclede) elevation and six bays on the east (Sarah) elevation, (see Figure #1). Those elevations are articulated by vertical brick piers which rise from stone bases at street level (except at the corner) to the terra cotta cornice just below the roof line (Photos #1 and #2). White stone sills and brick soldier courses define the windows; first-floor windows have been glass-blocked. Terra cotta coping is highlighted on the north elevation by a pediment (which once capped an elaborate terra cotta parapet) of the same material bearing the Dorris logo (Photo #3). Originally, large "Dorris" terra cotta panels were installed between the second and third floors at the northeast corner bays (Photo #4). Other alterations include the removal of the brick and terra cotta parapet at the northeast corner bays, replacement windows in reduced openings at the 5th and 6th bays on the third floor of the Sarah elevation, the removal of terra cotta ornament surrounding the entrances and relocation of the Laclede entrance to the 3rd bay. Six bays on Laclede and two on Sarah have been faced with stone at the first floor. (Compare Photo #4 and Photo #1.)[2] The remaining elevations (Photo #5) are devoid of ornamention.

Originally, the large fixed-glass bays at the corner of Laclede and Sarah opened into the showroom; sales offices occupied the southern three bays on Sarah. Photo #6, looking north from the sales area, documents the 1919 Dorris models and the mushroom column/paneled-slab construction. (In 1928, the offices were installed with quarter-sawn oak paneling, leaded glass windows and a fireplace.)[3] Reinforced concrete construction in a work space is visible in Photo #7. Illumination is provided by large 60-pane metal frame windows. The original corporate offices of the Dorris Motor Car Company occupied third floor space at the west (rear) of the Sarah elevation. Details which have survived include a fireplace with black marble surround and hearth, ornamental plaster cove molding and a bay window. In 1947, a one-story brick addition (Photo #2) designed by Hugo Graf (AIA) for the Forest Cadillac Co. was attached to the west end of the original building.

Today, a construction fence (Photo #1) capitalizes on the building's original use and serves as a marketing tool for condominium sales.

FOOTNOTES

[1]A permit for a free-standing rather than attached power house was issued on March 6, 1912. The earliest paste-on over a 1909 base on the Sanborn Insurance Map shows the bays and southern wing "proposed."

[2]Alterations at the roofline may have been precipitated by nature rather than man. The path of the 1927 tornado included a swath through this area.

[3]Most of that 1928 interior for the Oliver Cadillac Motor Company is still intact.

8. Significance

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

Specific dates 1911-12 **Builder/Architect** John Ludwig Wees

Statement of Significance (in one paragraph)

The Dorris Motor Car Building qualifies for listing in the National Register of Historic Places under Criteria A, B and C and is significant in the following areas: ENGINEERING: In addition to the finely crafted handmade automobiles built from his design between 1898 and 1926, George Preston Dorris is credited with many "firsts" in St. Louis motor vehicle history and with significant innovations in the advance of the fledgling American automobile industry. Perhaps his most important innovation, the "distillator," was first introduced in his 1916 models that were produced at this 1911-12 factory. Though sheathed in brick and dressed with terra cotta by St. Louis architect John L. Wees, the building is the earliest known St. Louis example of mushroom capital/paneled-slab technology--the most advanced reinforced concrete construction of the day. It is also the building with the strongest association to the remarkable career of George P. Dorris. Minor alterations and a 1947 addition for a Cadillac dealer have not detracted from its strong sense of time and place. INDUSTRY: The St. Louis Motor Carriage Co./Dorris Motor Car Company was the first St. Louis-based company to manufacture automobiles and the only company in operation for almost three decades (1898-1926). Although St. Louis failed to sustain its leading role as an automobile manufacturing center, the pioneering efforts of the St. Louis/Dorris Company laid the groundwork for St. Louis' later significance as a location for major assembly plants and automobile parts manufacturing.

The history of the Dorris Motor Car Company began in Nashville, Tennessee where teenagers John L. French and George Preston Dorris built a gasoline motor for a second-hand steam launch in 1891. In 1895, French moved to St. Louis to work at the family-owned piano and organ company and Dorris decided to attend the Thanksgiving Day Road Race in Chicago. Fascinated with that event and by accounts of early German and French experiments with the horseless carriage as reported in Scientific American, Dorris returned to Nashville determined to build an automobile. By the spring of 1897, Dorris' car was in operation: "It attracted a great deal of attention," as he reported some years later.[1] Meanwhile, in 1896, French's father had ordered a single-cylinder car from the Winton Motor Carriage Co. but the car (the sixth produced by Winton) did not arrive until 1898. That same year, French decided to organize the first automobile manufacturing company in St. Louis and sent to Nashville for Dorris and his experimental car. Dorris arrived on Thanksgiving Day in 1898 and the St. Louis Motor Carriage Co. was inaugurated with $5000 in capital stock. French, whose father provided the equity, was President; Dorris, Vice President and Chief Engineer.[2]

The new company's first two cars, virtual copies of Dorris' Nashville experiment with twin-cylinder 4 x 5-inch motors, were completed and delivered in 1899--one to A. L. Lambrick of St. Louis and the other to E. H. R. Green of Dallas, Texas. In 1900, Dorris developed a motor-powered omnibus during the St. Louis streetcar strike and French won the gold medal in the five-passenger race at the "First International Automobile Exhibition and Race Meet." His "St. Louis" had a single-cylinder unit power plant machine with the patent issued to Dorris. The motor, clutch and transmission were built as a single unit. French also drove a "St. Louis" in the New York City to Buffalo Race in

1901. After the race, French shipped the car to Boston where he spent the summer demonstrating its prowess. "He sold sixty-five in Boston, which was practically the entire output of the St. Louis Motor Carriage Company for that season."[3] The following year, the same car was produced by Dorris and French as the "Boston Model" with brisk sales in Boston handled by Reed & Underhill. The "Boston," née "St. Louis," sold for $1,200.

French died in May of 1903 from injuries received in a 1902 accident with a streetcar while demonstrating the car in Pittsburgh. French's brother Jesse Jr. continued the business for almost two years in St. Louis before moving the St. Louis Motor Carriage Company to Peoria, Illinois in 1905. Dorris resigned rather than move and with wealthy grocer Henry B. Krenning as President formed the Dorris Motor Car Company, incorporated in August of 1905 with capital of $315,000. The first "Dorris" was completed in time for the 1906 New York Automobile Show at Madison Square Garden. The new car incorporated a four-cylinder vertical valve-in-head motor with the valves in a line, a concept Dorris had been working on for several years. In 1907, the company moved to a new plant on Forest Park Boulevard. The building, of masonry construction and interior iron columns, was designed by St. Louis architect John L. Wees. Wees had designed a 1902 mercantile building for Krenning's wholesale grocery operation.[4]

Dorris was one of ten St. Louis-based companies manufacturing automobiles in 1909; an additional eight enterprises would only build to order. Regular model "Dorris" cars, the Roadster and touring cars, cost $2,500 on the average with the limousine priced at $3,500. The competition's average cost per car was about $1,300. The total St. Louis production for 1909 was 2,400 cars; 1,850 employees turned out products with a total value of $3,890,000. Boosters claimed that St. Louis was experiencing greater production and sales of the automobile than any other city in the country and forecast a continuing boom based on the new industry:

> On the whole, the automobile business for St. Louis gives greater promise than any other line here. To the south and west of this city is a virgin territory in which the automobile is all but unknown. It is a rich country and its people are financially in a position to own motor cars so that St. Louis manufacturers, agencies and dealers seem to have nothing to do but offer their cars for sale to find buyers.[5]

The Dorris Co. made plans for expansion as early as 1909 with the purchase of a lot at Sarah and Forest Park Boulevard. In 1911, the company bought a larger piece of property at Sarah and Laclede. Reinforced concrete technology, a parallel evolution to the automobile, was uniquely suited for automobile plants. The new building for Dorris designed by Wees in 1911 utilized state-of-the-art flared, or mushroom, capitals to reduce the shearing stress at the perimeter of the columns and paneled-slab construction. The principles of the mushroom columns have been attributed to the 1905-06 work of Minneapolis engineer C. A. P. Turner. The modification of his continuous slab to the broad, shallow beam system between columns (paneled-slab) was introduced by engineers Condron & Sinks of Chicago in 1909 and first utilized in the Studebaker Automobile Building in Chicago.[6] The Dorris building is the earliest known example of its use in St. Louis. The primary elevations of the exterior, however, were dressed with the more traditional brick veneer and terra cotta ornament of early 20th century St. Louis industrial designs.

The 1913 model "Dorris," the first line produced in the new plant, like all preceding models was entirely produced by hand with all parts manufactured by Dorris. The company's early motto "Built to Last" was now revised to "Built up to Standard, Not down to Price." The basic model Dorris cost $2400 in 1914 and by then Ford could turn out an assembly-line car for $325. (The St. Louis Ford assembly plant constructed in 1913 is visible

in the background of Photo #4). The Dorris six-cylinder engine with improved fuel distillator was inaugurated in 1916. The "distillator" collected heavy petroleum residues in the low-grade gasoline where heat from the warming engine would vaporize the residue before being drawn into the engine and burned. "The 'distillator,' unnecessary with today's high-octane fuels, resulted in greater fuel and oil economy, longer engine life (especially bearings), fewer carbon deposits, and smoother engine performance at colder temperatures."[7] Retaining the valve-in-head, the new "six" was cast three in a block and had a bore of four inches and a stroke of five inches. The car included a transmission-run speedometer(another Dorris "first) and a self-starter, standard in the Dorris since 1911--a year before Cadillac. The model held the economy record for its class and weight for three successive years.[8] In spite of the technological success of the new car, actual production of automobiles at Dorris was on the decline and the company turned to an emphasis on tracks and buses during the WWI era. By 1919, the cost of producing a Dorris automobile had sent the retail price soaring to $4340. Nonetheless, Dorris production peaked at an all time high in 1920 with an output of almost 400 cars and 117 trucks.

St. Louis' geographical advantages, "Ship From the Hub, Not the Rim," continued to attract assembly plants for Detroit-based competition. A massive Chevrolet plant that could produce over 100,000 cars a year was built in 1920. The days of the open, "sporty" cars driven for pleasure by well-heeled gents were over. The consumer expected a closed car with new models and many color selections every year. Performance was still important but durability had become secondary. The Dorris Company production plummeted in 1921, turning out less than three cars a week. After an unsuccessful attempt to improve the financial status by producing the lower-cost "Astra" in 1924, Krenning (who had resigned as President of Dorris in 1917 but still held $100,000 of the preferred stock) applied for a disolution of the corporation. The following year Krenning paid $115,000 for all the assets of the old company and reorganized the business as Dorris Motors Inc. with himself as President and Dorris as Vice President. The new corporation lasted only a year. A newspaper story about the St. Louis automobile industry in 1926, "Five Large Auto Manufacturing Companies Here," was really an account of four remaining plants: Chevrolet, which produced 110,000 cars in 1925; Ford, 72,635 cars; Moon (a St. Louis-based company) 15,000 cars and Gardner (the other St. Louis-based company) 3,600 cars. The Cupples Company, however, shipped automobile tires from its St. Louis plant all over the country. McQuay-Norris had become one of the world's leading manufacturers of pistons. Smaller companies turned out spark plugs and a variety of other parts, accessories and supplies for automobiles. The diversity of St. Louis' economic/industrial base would help it weather the lean years of the Depression in better shape than many single-industry cities. By 1931, however, both Moon and Gardner were finished.

The first of three Cadillac dealers to occupy the Dorris Building moved there in 1928. Meanwhile, George P. Dorris had started a gear manufacturing company which is still in business today.[9] Indefatigable, Dorris (described in 1943 as a "lean and sharp inventor") retooled his operation for airplane parts during WWII. (The former Dorris Building also did service. Requisitioned by the Army, the building housed the McDonnell Aircraft Engineering Department and Model Shop.) Although alleging that he was retired, the 69 year old Dorris spent at least six days a week at his shop. At age 80, Dorris (and two brothers ages 82 and 71) set off for California in a 1919 "Pasadena" model

Dorris, the last of his many successful excursions undertaken in antique Dorris autos.

George P. Dorris died in November of 1968 at the age of 94. (The building at 4100 Laclede had been acquired by Washington University for warehousing a year earlier.) In addition to St. Louis "firsts" (1. Chief Engineer and partner in the first automobile company; 2. designed and produced the first cars, the first truck, the first bus and the first skidoo or paddy wagon), Dorris is acknowledged by experts in the field to have made important contributions to the evolution of the American automobile industry. Dorris was the first to use Timken roller bearings, to perfect a one-cylinder engine with multiple-disc clutch and sliding gear transmission running in oil, to invent the first float-feed carburetor, to design the first valve-in-head four-cylinder engine and to produce the first transmission-run speedometer. His 1916 "distillator" is considered a key innovation in the era of low-grade gasoline. Nelson Metz, in his 1977 account of the Dorris Motor Company,estimated that only twelve Dorris-designed cars were still in existence. One of the earliest, a 1901 "St. Louis," is on display at the National Museum of Transport in St. Louis County.

According to a 1928 article, St. Louisans regarded Dorris' arrival in St. Louis with his experimental car as "the best joke since the McKinley-Bryan election returns."[10] Only a portion of the one-story building on Vandeventer where Dorris and French produced the "St. Louis" cars is still standing and that portion has been refaced. Although the 1907 plant on Forest Park Boulevard is still standing, it was used for production for less than five years. The 1911-12 building at 4100 Laclede is not only significant for structural engineering but also as the site associated with Dorris' technological genius for the longest period of time.

[1]George P. Dorris et al., Four Wheels No Brakes: a History of Automobiles in St. Louis and the Part That City Has Taken in the Development of the Automobile. (St. Louis: Von Hoffmann Press, St. Louis Society Automobile Pioneers, c.1930), p. 5.

[2]Several sources report that Dorris attended Vanderbuilt University only briefly before deciding that he knew more about engineering than the professors.

[3]Ibid., p. 7.

[4]Wees, John Ludwig, (FAIA), (1861-1942) was born in Alsace-Lorraine and educated in Heidelberg. At eighteen he spent a year of architectural study in Paris before emigrating to the United States in 1879 where he worked in a sewing maching factory in Bridgeport, Connecticut while studying art at night. After employment as a draughtsman in Bridgeport and New York City, Wees came to St. Louis in 1882. Wees was in partnership with August M. Beinke until the latter's death in 1894. Wees practiced on his own in St. Louis from 1894-1916; his portfolio included houses, commercial and institutional buildings--some for prestigious clients. Other industrial commissions after his forward-looking 1911 design for Dorris included automobile plants for Packard and Cadillac. Wees also designed ball parks for both the American and National league clubs. The last 25 years of his career were spent in Paris, Texas.

FOOTNOTES, cont.

[5]The Motor Industry of St. Louis, circa 1910.

[6]Carl W. Condit. American Building Art: The Twentieth Century (New York: Oxford University Press, 1961).

[7]Nelson Metz, "Dorris: Great Name in St. Louis Automotive History," St. Louis Commerce, (October 1977).

[8]Horseless Carriage Club Gazette, Los Angeles, September 1946.

[9]An undated newspaper clipping at the Missouri Historical Society reported that George Krenning had commited suicide at his country house. His loss of $115,000 in the Dorris failure was cited as a factor.

[10]Post-Dispatch, 9 December 1928.

9. Major Bibliographical References

See continuation sheet

10. Geographical Data

Acreage of nominated property 2 acres

Quadrangle name Granite City, IL/MO Quadrangle scale 1:24,000

UTM References

	Zone	Easting	Northing
A	15	739640	4279850
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification The Dorris Motor Company Building is bounded by a rectangular parcel measuring 187'6" on Sarah and 483' on Laclede in CB 3916.

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

state	code	county	code
state	code	county	code

11. Form Prepared By

(c) Landmarks Association of St. Louis, Inc.

name/title Carolyn H. Toft, Executive Director & Cynthia Longwisch, Researcher.

organization Landmarks Association of St. Louis, Inc. date December 19, 1985

street & number 721 Olive, Room 1113 telephone (314) 421-6474

city or town St. Louis state MO 63101

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state _X_ local

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

State Historic Preservation Officer signature Wayne E. Dion

for title Frederick A. Brunner, Ph. D., P.E., Director, Department of Natural Resources, and State Historic Preservation Officer date 3/18/86

For NPS use only

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

date

Keeper of the National Register

Attest: date

Chief of Registration

BIBLIOGRAPHY

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Brennan, Frederick H. "When the Horseless Carriage was a Sporty Trifle," St. Louis Post-Dispatch, 9 December 1928.

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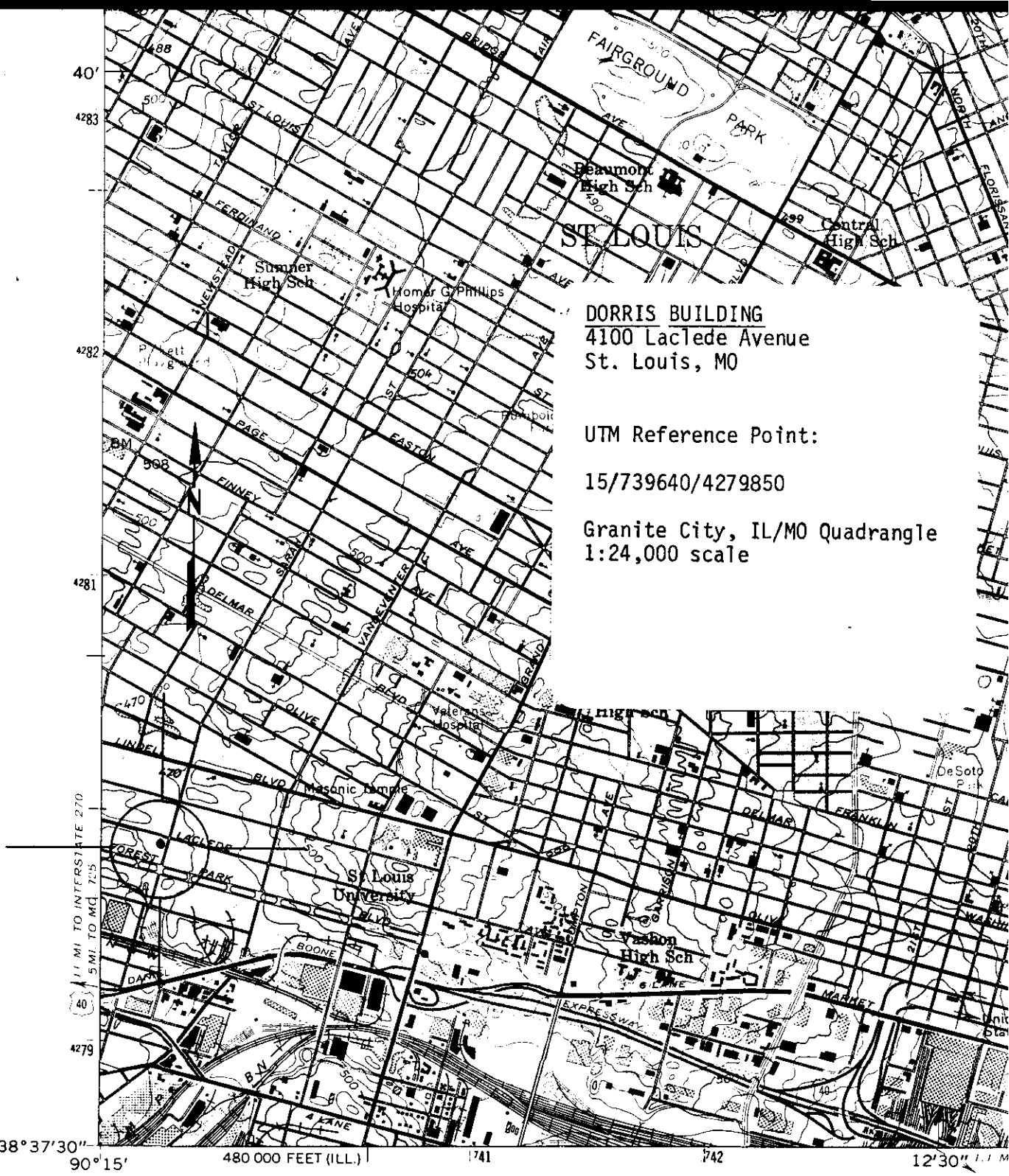
"The Motor Industry of St. Louis." Unidentified clipping, circa 1910, (Landmarks' files).

"Work Starts on Motor Car Factory at Sarah Street and Laclede Avenue," St. Louis Globe-Democrat, p. 16 A, 1 October 1911.



(WEBSTER GROVES) 796 III SE

Mapped by the Geological Survey
Revised by the Army Map Service
Published for civil use by the Geological Survey

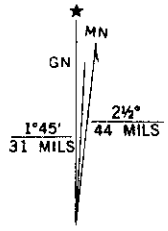
Control by USGS and USC&GS

Topography from planetable surveys by the Geological Survey 1930 and 1933. Planimetric detail revised from aerial photographs taken 1952. Field check 1954

Polyconic projection. 1927 North American datum
10,000-foot grids based on Illinois coordinate system, west zone and Missouri coordinate system, east zone
1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue

Red tint indicates areas in which only landmark buildings are shown

To place on the predicted North American Datum 1983 move the projection lines 2 meters south and 9 meters east as shown by dashed corner ticks

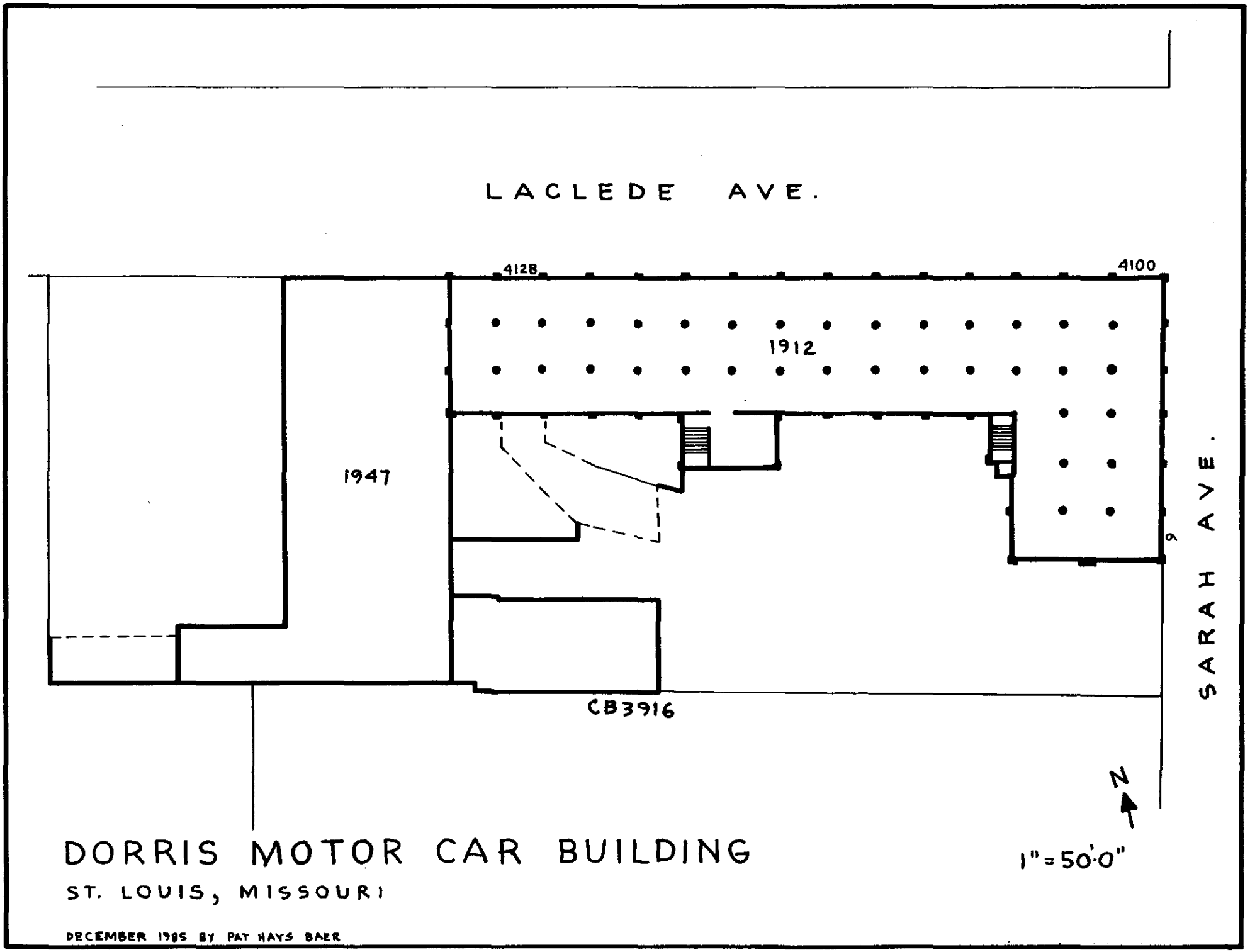


UTM GRID AND 1982 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

There may be private inholdings within the boundaries of the National or State reservations shown on this map

FOR SA

DORRIS MOTOR CAR BUILDING
4100 Laclede
St. Louis, MO
Figure #1 of 1
Plan, Dorris Motor Car Building
Drawn by: Pat Hays Baer
Date: December, 1985


LACLEDE AVE.
4128
4100
1912
1947
SARAH AVE.
CB3916
N
DORRIS MOTOR CAR BUILDING
ST. LOUIS, MISSOURI
1"=50'0"
DECEMBER 1985 BY PAT HAYS BAER

DORRIS MOTOR CAR BUILDING
4100 Laclede
St. Louis, MO
Photo #1 of 7
Photographer: Cynthia Longwisch
Date: December 1985
Negative: Landmarks Association of St. Louis, Inc.
Camera facing southwest at corner of Laclede & Sarah.

DORRIS MOTOR CAR BUILDING
4100 Laclede
St. Louis, MO
Photo #2 of 7
Photographer: Cynthia Longwisch
Date: December 1985
Negative: Landmarks Association of St. Louis, Inc.
Camera facing southeast.


CADILLAC

DORRIS MOTOR CAR BUILDING
4100 Laclede
St. Louis, MO
Photo #3 of 7
Photographer: Ilana Feitlowitz
Date: December 1983
Negative: Landmarks Association of St. Louis, Inc.
Detail, north roof line.


Dorris

DORRIS MOTOR CAR BUILDING
4100 Laclede
St. Louis, MO
Photo #4 of 7
Photographer: W. C. Persons for Dorris brochure
Date: 1919
Photocopy: Silver Image, 1983
Negative: Landmarks Association of St. Louis, Inc.
Camera facing southwest at the corner of Laclede & Sarah


DEC. 20, 1919.

DORRIS MOTOR CAR BUILDING
4100 Laclede
St. Louis, MO
Photo #5 of 7
Photographer: Cynthia Longwisch
Date: December 1985
Negative: Landmarks Association of St. Louis, Inc.
Camera facing northwest--south (rear) elevations.


UNIVERSAL
DISPLAY
CORP.
OPEN 11-5

DORRIS MOTOR CAR BUILDING
4100 Laclede
St. Louis, MO
Photo #6 of 7
Photographer: W. C. Persons for Dorris brochure
Date: 1919
Photocopy: Silver Image, 1983
Negative: Landmarks Association of St. Louis, Inc.
Interior: showroom.


DEC. 20, 1919
W. C. PERSONS
SAINT LOUIS

DORRIS MOTOR CAR BUILDING
4100 Laclede
St. Louis, MO
Photo #7 of 7
Photographer: Ilana Feitlowitz
Date: December 1983
Negative: Landmarks Association of St. Louis, Inc.
Interior.