

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

=====

1. Name of Property

historic name: Fulton Bag Company Buildings

other name/site number: John Milliken & Company Buildings

=====

2. Location

street & number: 612-18 South Seventh Street

not for publication: N/A

city/town: St. Louis

vicinity: N/A

state: MO county: City of St. Louis code: 510 zip code: 63102

=====

3. Classification

Ownership of Property: private

Category of Property: Buildings

Number of Resources within Property:

Contributing	Noncontributing	
<u>2</u>	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
<u>2</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: N/A

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Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: N/A

=====  
4. State/Federal Agency Certification  
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As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this   x   nomination \_\_\_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property   x   meets \_\_\_\_\_ does not meet the National Register Criteria. \_\_\_\_\_ See continuation sheet.

\_\_\_\_\_  
Signature of certifying official G. Tracy Mehan III Date   7/26/91  

\_\_\_\_\_  
Director, Department of Natural Resources and State Historic Preservation Officer  
State or Federal agency and bureau

In my opinion, the property \_\_\_\_\_ meets \_\_\_\_\_ does not meet the National Register criteria. \_\_\_\_\_ See continuation sheet.

\_\_\_\_\_  
Signature of commenting or other official Date

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

=====  
5. National Park Service Certification  
=====

I, hereby certify that this property is:

- \_\_\_\_\_ entered in the National Register \_\_\_\_\_  
\_\_\_\_\_ See continuation sheet.
- \_\_\_\_\_ determined eligible for the \_\_\_\_\_  
National Register \_\_\_\_\_  
\_\_\_\_\_ See continuation sheet.
- \_\_\_\_\_ determined not eligible for the \_\_\_\_\_  
National Register \_\_\_\_\_
- \_\_\_\_\_ removed from the National Register \_\_\_\_\_
- \_\_\_\_\_ other (explain): \_\_\_\_\_

\_\_\_\_\_  
Signature of Keeper Date  
of Action

=====  
6. Function or Use  
=====

Historic:   INDUSTRY/PROCESSING/EXTRACTION   Sub:   manufacturing facility    
  COMMERCE/TRADE     warehouse    
  OTHER     livery stable    
Current:   COMMERCE/TRADE   Sub:   warehouse    
\_\_\_\_\_  
\_\_\_\_\_

=====  
7. Description  
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Architectural Classification:

Romanesque

Craftsman

Other Description: \_\_\_\_\_

Materials: foundation limestone roof ASPHALT  
walls BRICK other iron

Describe present and historic physical appearance. X See continuation sheet.

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8. Statement of Significance  
=====

Certifying official has considered the significance of this property in relation to other properties: /OCA/

Applicable National Register Criteria: C

Criteria Considerations (Exceptions) : N/A

Areas of Significance: ARCHITECTURE  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period(s) of Significance: c. 1885 - c. 1925

Significant Dates : 1899 c. 1925 c. 1885

Significant Person(s): N/A  
\_\_\_\_\_

Cultural Affiliation: N/A

Architect/Builder: Eames, William S. and Young, Thomas C.  
[612-614 South Seventh Street]

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.  
X See continuation sheet.

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9. Major Bibliographical References

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X See continuation sheet.

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 # \_\_\_\_\_

Primary Location of Additional Data:

- State historic preservation office
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository: Landmarks Association of St. Louis, Inc.

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10. Geographical Data

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Acreage of Property: less than one acre

UTM References: Zone Easting Northing    Zone Easting Northing

A	<u>15</u>	<u>744310</u>	<u>4278240</u>	B	_____	_____
C	_____	_____	_____	D	_____	_____

N/A See continuation sheet.

Verbal Boundary Description: X See continuation sheet.

Boundary Justification: X See continuation sheet.

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11. Form Prepared By

=====

Name/Title: Mary M. Stiritz, Section 8; Cynthia Longwisch, Section 7

Organization: Landmarks Association of St. Louis, Inc. Date: 3/4/91

Street & Number: 917 Locust, 7th Floor Telephone: (314) 421-6474

City or Town: St. Louis State: MO ZIP: 63101

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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
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The Fulton Bag Company industrial buildings are located at 612-18 South Seventh Street in City Block 147, St. Louis, Missouri. The two attached buildings are located mid-block, directly on the sidewalk line (Photo #1). Northernmost is an 1899, four-story red brick building of Romanesque Revival design. It is one bay wide and nine bays deep; adjoining it is a one- and two-story, three-bay brick building of equal depth (see Site Plan and Photo #2). The two buildings have flat roofs; the single bay of the larger building prominently features a round arch at the fourth story. Adjoining it to the south, the shorter c. 1885 building has a c. 1925 facade of slip-glazed, variegated yellow brick. With the exception of the c. 1925 facade, the two buildings have been altered very little. Most of the windows of the larger building have been temporarily covered with corrugated fiberglass on the inside and some side and rear openings have been partially infilled with brick, none of which compromises the integrity of the building. The original brick cornice has been partially damaged and repaired; otherwise, the architectural integrity of the building remains intact and it is in good condition.

The four-story building at 612-14 South Seventh Street, designed by architects Eames & Young, features a handsome round-arched bay highlighted by triple rowlock brick banding and offsets. Rectangular spandrel panels are recessed and accented by the use of brick soldier courses around raised brick header trim. The basement and first story are separated from the upper stories on the primary elevation by the use of a molded-brick stringcourse/cornice. The cornice, found on all but the rear (east) elevation, is corbelled brick. A rectangular panel of raised brick headers and an oval window highlight the entrance to the building at the right (south) side of the facade. The building features a raised first floor. North side elevation windows are paired, with double-hung wood sash; they feature triple rowlock segmental arches. Windows on the south side are single. A loading dock bay is located in the north side elevation; directly above it, openings for two bridges that formerly connected the building to its sister building to the north can be seen today as brick patches (visible in Photo #1). A second loading dock bay in the rear elevation has been infilled to form a window (Photo #3).

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FULTON BAG COMPANY BUILDINGS

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The interior of the larger building is of post and beam construction (Photo #4 shows the fourth floor). Eight wooden posts are evenly spaced down the center of each floor, supporting a heavy center wood beam (see Floor Plan). Joists run north-south, at right angles to the beam. Walls are bare brick, coated with a thin layer of plaster in stairwells. Tongue and groove wood flooring is used throughout. The [freight] elevator is still operational. The interior has suffered some water damage but remains largely intact.

The adjoining building at 618 South Seventh Street is a typical example of the small-scale commercial architecture in the area. Its simple, functional design was originally meant to accommodate a livery stable. The rear portion of the building includes a section two stories in height (Photo #2, right rear); inside, this section is not divided into two stories, the upper windows functioning as a clerestory. About 1925, a new facade was applied to this building, using slip-glazed yellow brick. Simple basketweave-patterned brickwork crosses the building at the cornice. A recessed panel in the building's small parapet and another above the door probably held commercial signs. Terra cotta coping is used on the parapet. A centered doorway is flanked by large display windows.

The interior of 618 South Seventh is also of post and beam construction (Photo #5), somewhat less substantial in nature than that of the larger building. Very little appears to have been altered in the interior.

Both buildings are currently being used for furniture storage for a commercial business; interior access is available between the two buildings. Plans are presently underway to renovate the buildings and put them into commercial use, probably as restaurants.

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The Fulton Bag Company Buildings are eligible for listing in the National Register of Historic Places under Criterion C and are significant in the following area: ARCHITECTURE: Designed in 1899 by prominent local architects Eames & Young, the four-story building is closely related to a group of industrial buildings by the same firm which elicited national recognition in the architectural press for their artistic and functional qualities. It is distinguished by the quality of its modified Romanesque Revival design and fine brickwork. The building adjoins a one-story brick building featuring a circa 1925 Craftsman facade which emphasizes materials and patterned brickwork. It is a good representative example of an early 20th century St. Louis commercial property type whose numbers have diminished significantly.

BACKGROUND: At the turn of the 19th century, St. Louis was the nation's fourth largest metropolis and one of its leading centers of industry. The city's centralized location in the Mississippi Valley, together with excellent rail connections (second only to Chicago), made it a major distribution point, particularly to the South, the West and the Southwest - areas having significant potential for growth. The rapid expansion of St. Louis' trade territory and increase in manufacturing and wholesaling during the last quarter of the 19th century had pushed the city's southside riverfront industrial corridor westward as far as Seventh Street where large railroad freight depots offered convenient shipping and receiving services (Figure #1).

During the 1890s, the Samuel Cupples Real Estate Company, a subsidiary of Samuel Cupples Woodenware Company, developed a planned warehouse center located between Poplar and Spruce Streets, extending from the west side of Seventh to Eleventh Street (Figure #1). Known as Cupples Station, this complex of buildings (determined eligible for listing in the National Register) offered tenants a highly efficient system of freight distribution through a central clearinghouse supported by a system of spur lines and tunnels which connected buildings directly to rail transport lines. The man responsible for this ambitious, innovative scheme, Robert S. Brookings (1850-1932), was vice-president of the Cupples Real Estate Co., and partner



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and vice-president of the Cupples Woodenware Co. which he had built into the nation's largest woodenware company.<sup>1</sup> The unparalleled success of Cupples Station secured that section of the city as the premier trade territory for heavy wholesale business. In 1899, Samuel Cupples Real Estate Co. began construction of a much smaller warehouse project consisting of two four-story brick buildings (612-14 and 606-08 (demolished) South Seventh Street). These buildings were located on the east side of the street immediately southeast of the Cupples Station complex on a 100-foot parcel the company had purchased in 1898 (Figure #1). Ideally sited directly across the street from the freight depots of the Missouri Pacific and the St. Louis & San Francisco Railroad Company, the buildings were also carefully sited on the parcel with a 20-foot space or alley reserved between them which was designed to facilitate wagon loading and passage.

Upon completion, the buildings were leased and occupied by the Fulton Bag & Cotton Mills Co., an Atlanta, Georgia-based industry incorporated in 1876. Cupples sold the buildings in 1911 to Fulton Bag, which meanwhile had purchased the smaller building adjoining on the south (618 South Seventh Street). Fulton Bag occupied the buildings until the mid-1920s when they sold them to John Milliken & Co., a pharmaceutical firm. In 1964, the building at 606-08 South Seventh Street was razed when the Highway Commission acquired the north end of the block for construction of Highway 40, a project which also led to the demolition of nearly half of the Cupples Station buildings and incurred heavy losses in surrounding blocks, leaving the former Fulton Bag properties (612-14 and 618 South Seventh Street) stranded survivors. A 1988 Survey of the southside industrial corridor funded by the Missouri Department of Natural Resources identified these buildings as architecturally significant with potential for listing in the National Register.

ARCHITECTURE: The construction of the Cupples Station warehouses represented a milestone in St. Louis industrial design while receiving acclaim in national journals as having "brought warehouse design to a point where little improvement is possible."<sup>2</sup> Mindful of the need to attract tenants to the new

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warehouse center, Cupples vice-president Robert Brookings entrusted the design of the first warehouse (1889) to prominent St. Louis architects William S. Eames and Thomas C. Young, and then retained them for subsequent Cupples projects, including the Fulton Bag Co. buildings.

After graduating from the St. Louis School of Fine Arts in 1878, William S. Eames (1859-1915) studied in Paris and Rome before serving as Assistant Commissioner of Public Buildings for St. Louis from 1881-85.<sup>3</sup> Thomas C. Young (1858-1934) was educated at Washington University's School of Architecture, l'Ecole des Beaux Arts in Paris, and the University of Heidelberg in Germany. Before forming a partnership with Young in 1885, Eames worked in the offices of Ware & Van Brunt and E. M. Wheelwright in Boston. Both Eames and Young became Fellows of the American Institute of Architects in 1890, and Eames was elected president in 1904. The firm's early work consisted primarily of large private houses, including two for Robert Brookings. The wide acclaim of the Cupples buildings led to prestigious office building commissions in St. Louis as well as out of state.

For the Cupples Station buildings Eames & Young introduced a modified Romanesque Revival idiom which reflected influence of the Arts and Crafts aesthetic in many of the later buildings, whose restrained simple forms exploited the fine red brick masonry with little historical references. All of the buildings featured state-of-the-art solutions to functional requirements. Although no two buildings were identical, the primary facades were unified by a leitmotif of round-arched bays with recessed spandrels and featured spare cavetto or corbelled brick cornices. Critics praised the designs for their straightforward, "realistic" treatment in which unornamented, sedate, severely plain elevations depended for artistic effect upon architectural qualities of scale, proportions and brickwork.<sup>4</sup>

Characteristic of this design tradition, the Fulton Bag Co. building achieves a simple monumentality by means of a single round-arched bay of pleasing proportions and fine scale; triple rowlock brick banding and offsets subtly accentuate the arch. Recessed spandrel panels are effectively given definition by

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raised brick header trim and brick banding laid up in soldier courses. The raised first story is a functional feature also found in Cupples Station buildings, a specific design element to facilitate wagon loading so that the ground floor was on a level with wagon beds; the exposed high basement windows admitted ample light and ventilation. Cast-iron plates at the base of the building provided a protective shield against heavy traffic. Like all of the Cupples buildings, the Fulton Bag Building was installed with an automatic sprinkler system and fire-resistant stairways.

In 1909, Fulton Bag expanded its plant facilities through acquisition of a mid-1880s red brick building sharing a common wall on the south side of 612-14 S. Seventh. Originally constructed as a livery, this building (618 South Seventh) exhibited a simple linear plan and basic form which were easily adapted to the company's need for additional space. Sometime in the mid-1920s, either the Fulton Bag Company or the subsequent owner, John Milliken Co., improved this building with a new Craftsman facade.<sup>3</sup>

With the facade addition, no attempt was made to replicate the design or materials of the four-story 1899 main block of red brick. Instead, a new yellow brick facade composition was introduced which expressed an up-to-date commercial image of that time. The diverse mix of size, materials and designs of these two buildings reflected the urban landscape and patterns of street development characteristic of early 20th century St. Louis.

Richard Longstreth's recent analysis of American commercial architecture, Main Street, contends that most commercial buildings were designed to be viewed from the front, and offers a typology of facade compositions as a method for distinguishing and understanding commercial structures. The facade of 618 South Seventh corresponds to Longstreth's "enframed window wall" type, characterized by a large center glazed area which is unified by a simple border of enframing wall. This type evolved during the early 20th century as a means of achieving greater order on the facade. Within the context of early 20th century St. Louis, the

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one-story enframed window wall marked a departure from a widely-used 19th century standard of a two-part commercial block which typically featured residential units on the second floor. Because of land values, among other factors, the one-story commercial block never gained as wide currency in St. Louis as did the two- or multi-story commercial block. Urban Renewal has further diminished the number of one-story commercial buildings citywide, and left only a very few scattered examples in the Chouteau's Landing Survey area. Among those surveyed, 618 South Seventh is the best representative example of its type.

The stylistic detailing and materials exhibited in the facade of 618 South Seventh also express typical commercial building traditions of 1920s St. Louis. The building's use of a slip-glazed variegated yellow brick instead of conventional red brick reflects the taste of the times as well as developments in brick manufacturing which offered new opportunities for interesting effects in wall surfaces. The presence of terra cotta coping and the omission of a prominent ornamental cornice (usually pressed metal or brick) are characteristic of the period; reservation of the upper surround/parapet area for signage (now removed) is also characteristic of the enframed window wall commercial building type. The facade's dependence on simple soldier course brick banding and patterned brickwork for artistic effect rather than historical ornament expresses Arts and Crafts ideals which already were germinating in Eames & Young's 1899 design for 612-14 South Seventh.

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FOOTNOTES

1. "Cupples Warehouse District," National Register nomination, 1985. Determined Eligible: October 17, 1985.
2. Inland Architect and News Record, May 1900, p. 31.
3. Some confusion surrounds the actual dates of Eames' term, with several publications offering differing dates. However, the St. Louis City Directory lists Eames as a "Draughtsman for the Board of Public Improvement" for the year 1880 and "Assistant Commissioner of Public Buildings" for the years 1881 - 1885, inclusive. Eames resigned in 1885 to become Young's partner.
4. See St. Louis Republic, 5 May 1895; Brickbuilder, December 1900, pp. 251-55; Inland Architect and News Record, May 1900; Russell Sturgis, "Some Recent Warehouses," Architectural Record, May 1908.
5. No building permit could be found specifying the addition of a new facade. However, the design and materials indicate a mid-1920s date which may correspond to a 1926 building permit for an unspecified alteration.

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Bibliography

Brickbuilder, December 1900, pp. 251-55.

"Chouteau's Landing" industrial district survey, 1988, [Landmarks Association of St. Louis, Inc.] Missouri Department of Natural Resources.

"Cupples Warehouse District," National Register of Historic Places nomination, 1985.

Inland Architect and News Record, May 1900.

Longstreth, Richard. The Buildings of Main Street. Washington, D.C.: The Preservation Press, 1987.

St. Louis Republic, 5 May 1895.

Sturgis, Russell, "Some Recent Warehouses," Architectural Record, May, 1908.

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National Park Service

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FULTON BAG COMPANY BUILDINGS

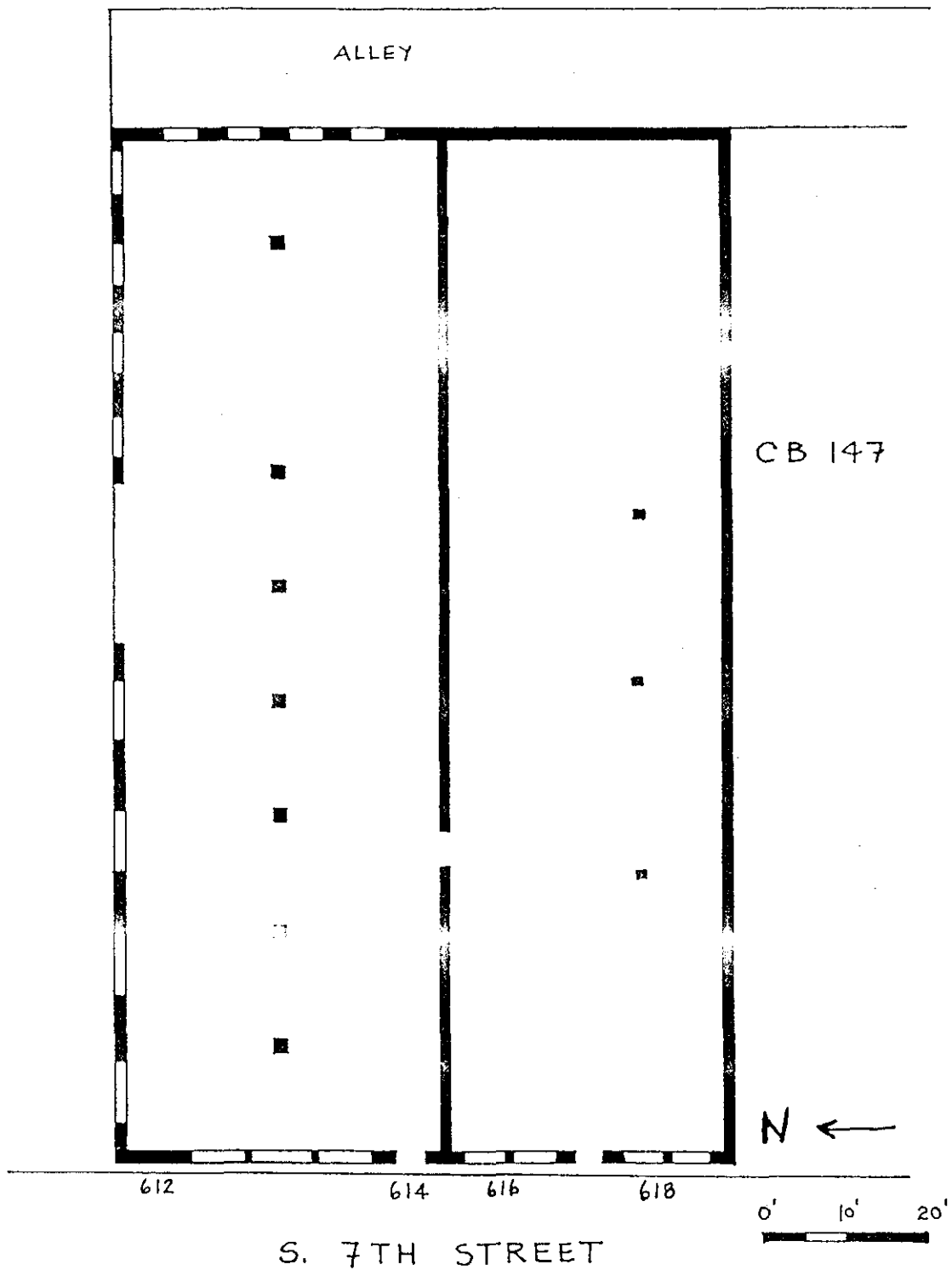
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Boundary description: Beginning at a point approximately 150' from the point of intersection of the east line of South Seventh Street and the south line of Poplar Street, thence southwardly along said line of South Seventh Street approximately 70' to a point approximately 190' from the point of intersection of the east line of South Seventh Street and the north line of Cerre Street; thence eastwardly to its point of intersection with the west line of the north-south alley of City Block 147; thence northwardly along said alley line to a point approximately 150' from the south line of Poplar Street; thence westwardly to its point of intersection with the point of beginning.

Boundary justification: The boundaries of this property are South Seventh Street on the west and the alley on the east; to the north and south they include the narrow remaining portions of the city lots that have been historically associated with the property.







# FULTON BAG BUILDINGS

FIRST FLOOR PLAN

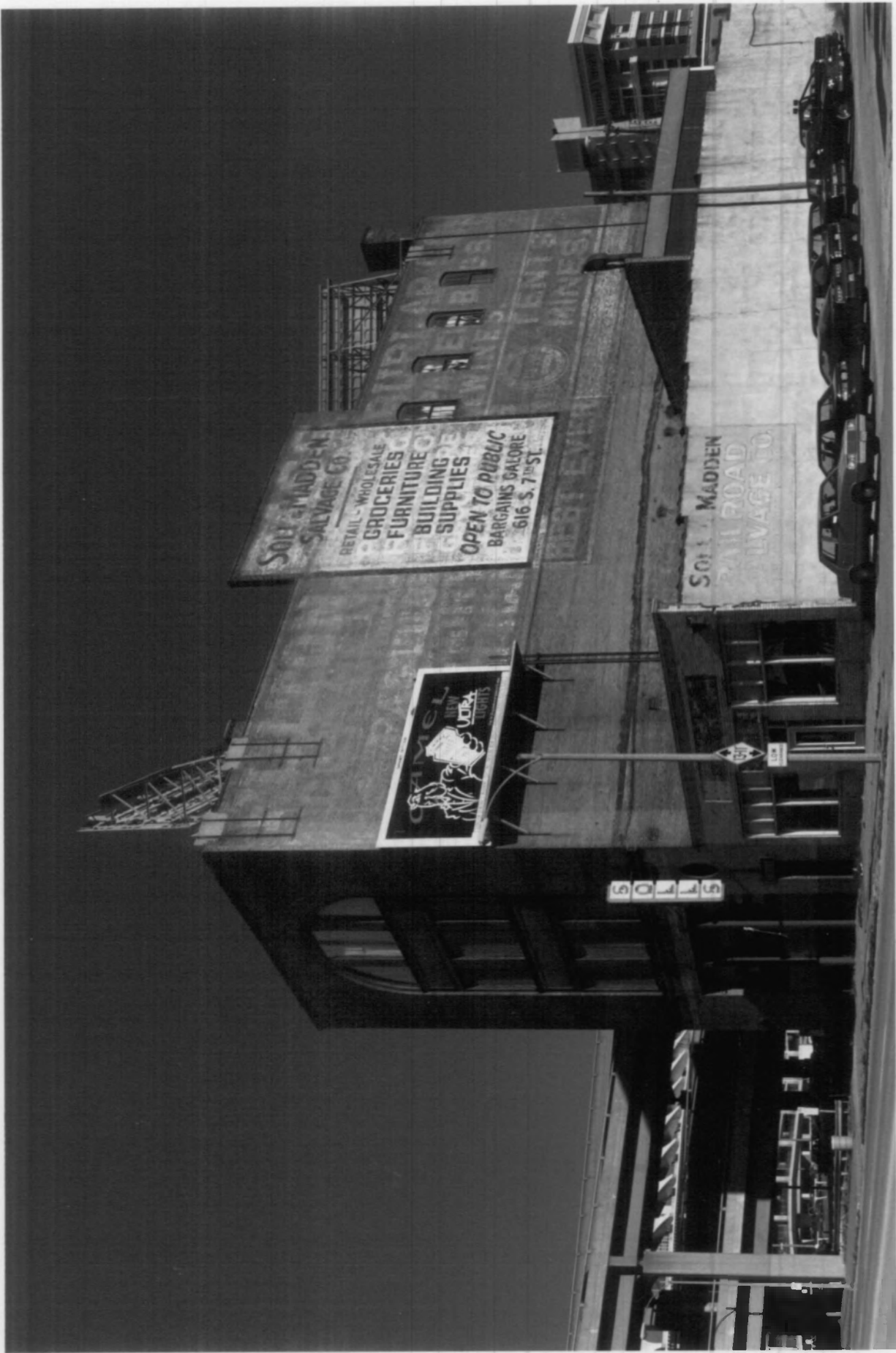
ST. LOUIS, MO



PRIMARY & NORTH SIDE ELEVATIONS; FACING SOUTHEAST  
FEBRUARY 1991  
PHOTOGRAPHER: CYNTHIA KONWISCH  
NEGATIVE: LANDMARKS ASSN. OF ST. LOUIS, INC.

FULTON BAG COMPANY BUILDINGS  
612-14 (L) - 18 (R) SOUTH SEVENTH STREET  
ST. LOUIS, MO

#1



#2  
FULTON BAG COMPANY BUILDINGS  
612-14 (L) - 18 (K) SOUTH SEVENTH  
ST. LOUIS, MO

PRIMARY & SOUTH SIDE ELEVATIONS; FACING NORTHEAST  
FEBRUARY 1991  
PHOTOGRAPHER: CYNTHIA LONGWISCH  
NEGATIVE: LANDMARKS ASSN. OF ST. LOUIS, INC.



#3

FULTON BAG COMPANY BUILDINGS  
612-18 SOUTH SEVENTH STREET  
ST. LOUIS, MO

REAR & NORTH SIDE ELEVATIONS; FACING SOUTHWEST  
FEBRUARY 1991  
PHOTOGRAPHER: CYNTHIA LONGWISCH  
NEGATIVE: LANDMARKS ASSN. OF ST. LOUIS, INC.



#4

INTERIOR, 4<sup>TH</sup> FL., FULTON BAG CO. BUILDING  
612-14 SOUTH SEVENTH STREET  
ST. LOUIS, MO

FACING SOUTHWEST  
FEBRUARY 1991  
PHOTOGRAPHER: CYNTHIA LONGWISCH  
NEGATIVE: LANDMARKS ASSN. OF ST. LOUIS, INC.



FACING EAST-SOUTHEAST  
FEBRUARY 1991  
PHOTOGRAPHER: CYNTHIA LONGWISCH  
NEGATIVE: LANDMARKS ASSN. OF ST. LOUIS, INC.

#5 INTERIOR, FULTON BAG CO. BUILDING  
618 SOUTH SEVENTH STREET  
ST. LOUIS, MO