

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1. Name of Property

historic name Hamilton-Brown Shoe Factory

other names/site number Security School Factory; American Lady Factory;

Rothschild Brothers Hat Factory

2. Location

street & number 2031 Olive Street [n/a] not for publication

city or town St. Louis [n/a] vicinity

state Missouri code MO county St. Louis [Independent City] code 510 zip code 63103

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 nationally statewide locally.
(See continuation sheet for additional comments [])

Claire F. Blackwell
Signature of certifying official/Title Claire F. Blackwell/Deputy SHPO

30 March 2000
Date

Missouri Department of Natural Resources
State or Federal agency and bureau

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

Signature of certifying official/Title

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register
See continuation sheet [] .

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

determined not eligible for the
National Register.

removed from the
National Register

other, explain
See continuation sheet [] .

Signature of the Keeper

Date

5. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)		
<input type="checkbox"/> public-local	<input type="checkbox"/> district	1	0
<input type="checkbox"/> public-State	<input type="checkbox"/> site		
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	0	0
	<input type="checkbox"/> object	0	0
		0	0
		0	0
		1	0

Number of contributing resources previously listed in the National Register.

Name of related multiple property listing.

N/A

N/A

6. Function or Use

Historic Function
INDUSTRY: manufacturing facility

Current Functions
WORK IN PROGRESS

7. Description

Architectural Classification
LATE 19TH AND EARLY 20TH CENTURY
AMERICAN MOVEMENTS: Commercial style

Materials
foundation METAL: cast iron
BRICK
CONCRETE
walls BRICK
CONCRETE
roof Asphalt
other Terra Cotta

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

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

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

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

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

Criteria Considerations

Property is:

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

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

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

Areas of Significance

ARCHITECTURE

INDUSTRY

Periods of Significance

1903-1924

Significant Dates

1903

Significant Person(s)

N/A

Cultural Affiliation

N/A

Architect/Builder

Taylor, Isaac S.

Enders, Oscar/

Murch Brothers Construction Company

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

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:

Name of repository: Landmarks Association of St. Louis, Inc.

10. Geographical Data

Acreage of Property less than one acre

UTM References

A. Zone Easting Northing
15 742920 4279680

B. Zone Easting Northing

C. Zone Easting Northing

D. Zone Easting Northing

[] See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Lynn Josse, Associate Research Director

organization Landmarks Association of St. Louis

date February 14, 2000

street & number 917 Locust 7th Floor

telephone 314/421-6474

city or town St. Louis

state MO

zip code 63101-1413

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative **black and white photographs** of the property.

Additional Items

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

Property Owner

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

name Flatness & Lutz

street & number 2031 Olive Street

telephone 314/436-2399

city or town St. Louis

state Missouri

zip code 63103

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1

Hamilton-Brown Shoe Factory
St. Louis [Independent City], Missouri

The Hamilton-Brown Shoe Factory is a seven story red brick building located at the northeast corner of Olive Street and 21st Street just west of downtown St. Louis, Missouri. Primary elevations front three bays on Olive and seven bays on 21st. These elevations are divided into a one-story base with cast iron piers, a five story body, and single story crown. The rear elevation features blocked windows at all levels. Above a one-story addition to the east, the wall has been painted white and features both infilled and open windows. Interiors are open and largely unfinished. The building is in good condition and the primary elevations show relatively little alteration. The addition to the east is the most notable alteration; others include blocked windows on the secondary elevations and some replacement windows on the primary elevations.

Exterior

Rhythms for the seven story red brick building are defined by three bays at the Olive Street (south) elevation and seven at the 21st Street (west) elevation. At the ground level, bays are defined by cast iron piers with simple abstract capitals. Ground floor windows are boarded.

The shaft of the building is separated from the base by a course of rose terra cotta with dentils. The five-story brick body is articulated with brick piers following the bays established at the ground level. The piers separate triple sets of one-over-one sash windows. At the south elevation and the southern bay of the west elevation, these are replacement windows. Smaller than the originals, the replacement windows are topped by a strip of black infill material. The original windows are intact in the northern six bays on the west side.

Between stories, simple recessed brick spandrels are capped by terra cotta moldings which serve as sills for the windows at the next story. Above the sixth story windows, raised brickwork suggests keystones which drop down from two layers of corbeled courses above.

The top story is separated by another terra cotta course which serves as a sill for separated pairs of wide one-over-one sash windows at each bay. The brick surface between bays is broken by centered recessed panels. The cornice repeats the same rose terra cotta found between the vertical divisions of the building, using larger dentils, modillions and a cavetto crown.

Two black metal fire escapes, believed to be non-original, run down the full height of the west elevation. The north bay on this elevation also has a non-historic door and infill around it.

At the east elevation, a single-story addition runs along Olive Street (see below). Above the first

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Hamilton-Brown Shoe Factory
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floor, this elevation is plainly articulated. Wide segmental arched windows have been bricked in at the front half of the building, leaving this area blind except for two vent openings at the fifth and sixth stories and one glass block window at the fifth. At the rear, starting at the fourth floor, two-over-two windows appear to be historic. An elevator tower projects at the rear of the building. Failing white paint leaves this elevation with a mottled appearance.

The north elevation has three bays of wide windows filled with concrete block; an extra bay at the east side for the stairs has its narrower windows filled in with plywood. This side once had two bridges located at the third and sixth floor, connecting the factory to another Hamilton-Brown factory across the alley to the north. These are shown on non-historic maps dating from before the demolition of the second building. There is no longer any obvious visual evidence that they existed, and it is not known if they were original to the building.

The single-story addition to the east is approximately twice as wide as the original building. Constructed in 1955, the addition has a primary entrance at the west end of the south elevation. This elevation is divided into four unequal bays. The entrance bay has two rectangular windows. It is separated by a blank space from the three bays to the east, each of which place four rectangular windows within a setback brick panel. The rest of the front elevation is faced with concrete; the east and rear elevations are of red brick. The dominant feature of the east elevation is an auto ramp, built into the east wall, which leads from the alley to the parking level at the second story. The rear elevation is also brick and has boarded windows over a concrete foundation.

Interior

Although the exterior shows three bays along Olive Street, the interior actually has two structural bays east-west. North to south, the seven structural bays are expressed on the exterior. A passenger elevator has been added at the southeast corner of the building (to be removed); an older elevator is located at the northeast corner, its shaft open to the stairwell immediately south (but separated by fencing).

At the first floor, six concrete columns with modified Doric-style capitals bisect the building north-south. The unusual capitals have squarish tabs projecting to each side and an overlapped circle motif adorning the abacus. Some of the capitals are missing parts. The floor is wood board; diagonal subflooring at the next story constitutes the ceiling. Electric, plumbing and

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Hamilton-Brown Shoe Factory
St. Louis [Independent City], Missouri

HVAC systems run close to the ceiling. Boarded storefront windows are separated by structural brick piers.

The first floor has two openings to the addition. At the south end of the east wall, a door opens into a common foyer. In the stairwell at this level, an added doorway opens onto a steep ramp into a connecting hall. An additional door at the south end of the second story opens onto a rooftop parking area on the addition.

Above the first story, square wood posts are used instead of concrete columns. The largest, at the second floor, are fifteen inches square; the posts decrease in size at the upper floors. Some of the posts and walls are painted, and some of the floors have carpet and other non-original materials over them. There is some evidence of former openings through the floors in various locations, but any factory equipment installed here has been removed. Some water damage is evident at the top story.

The basement is generally open except for a separate room in the very northwest corner separated by thick brick walls with a segmental arched opening. The basement walls extend out under the sidewalk approximately six feet to both the south and west. The concrete floor does not appear to be original.

The addition is divided by non-structural walls into a service and utility area off a corridor at the western end of the building, and an open office area lined by offices at the eastern end. The area under the parking ramp will be used as a kitchen/multi-purpose area, with storage at the northern end of the space as the ceiling height decreases.

Alterations

The most obvious major alterations affect only the secondary elevations: blocked windows at the east and north, and the 1955 one-story addition at the east. As noted above, there are replacement windows on the south elevation and some on the west as well; there are also two fire escapes located at the west elevation. The storefront windows were altered and the first story piers covered, but these alterations were reversible and are being removed at the time of this submission. It also appears that original chutes or other conveyances between floors have been removed, but this appears to be a historic alteration. None of these alterations substantially detract from the building's ability to convey its historic significance under Criterion A or C.

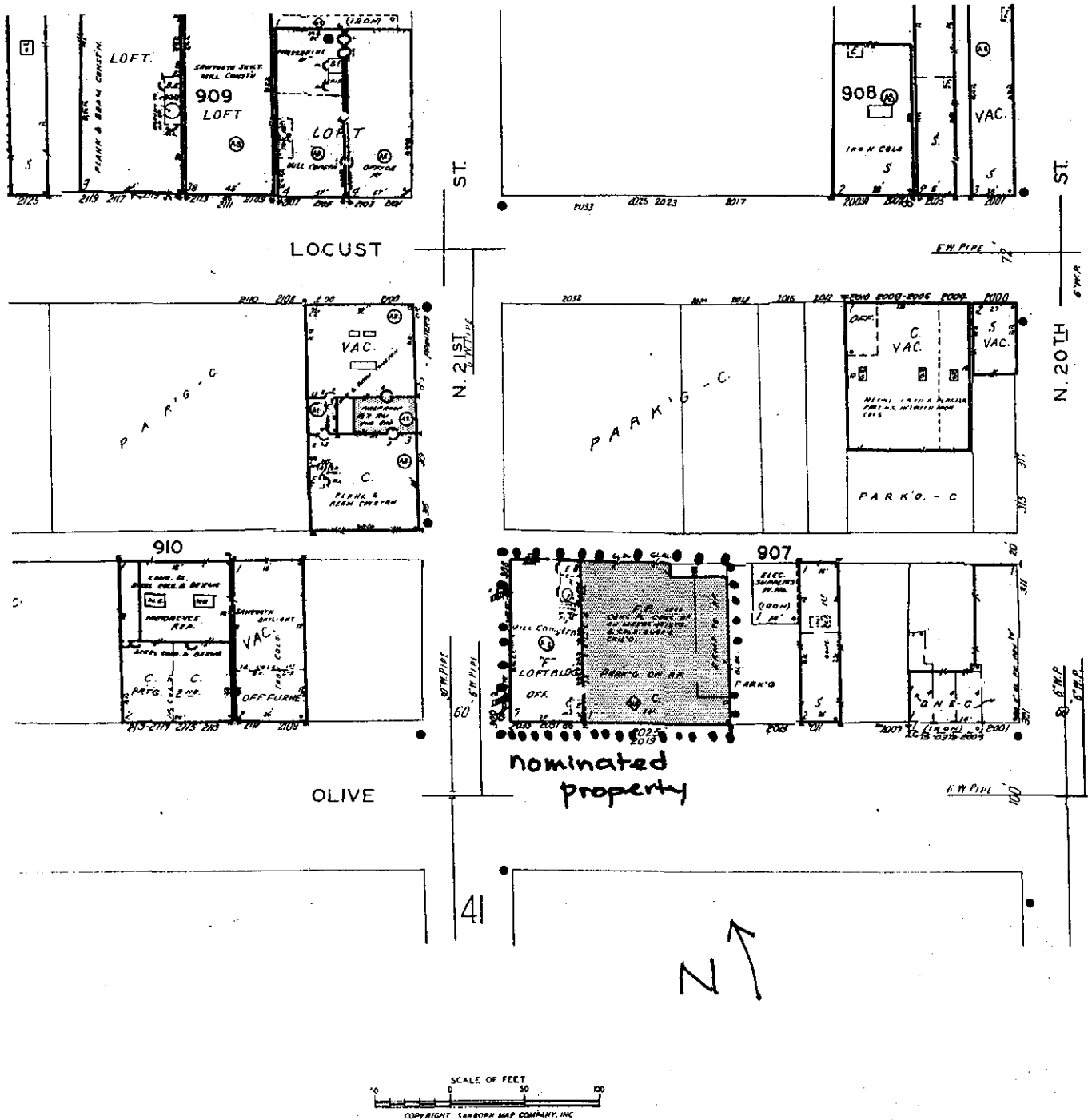
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Hamilton-Brown Shoe Factory
St. Louis [Independent City], Missouri

Site map. Source: Sanborn map company.



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Hamilton-Brown Shoe Factory
St. Louis [Independent City], Missouri

Summary of Significance

The Hamilton-Brown Shoe Factory, built in 1903, is locally significant under National Register Criterion C in the area of Architecture and Criterion A in the area of Industry. This graceful manufacturing facility is a significant example of the type of factory/warehouse building which was constructed in downtown St. Louis outside of the prime Washington Avenue district. Like other buildings in this category, the Hamilton-Brown factory lacks the high-style showmanship of the Washington Avenue group or the unembellished functionality of many factories outside the central business district, occupying a distinctive niche of simply ornamented downtown commercial/industrial buildings. It is distinctive among the work of local architect Isaac Taylor's firm for its formal organization but an almost complete lack of historical ornament. The abstract detailing, including flat piers which flow into corbeled keystone-like courses above the sixth story, is attributed to Taylor's designer Oscar Enders. In addition to its architectural value, the building has significant associations with the city's historic shoe manufacturing industry. It was constructed for Hamilton-Brown, which by 1903 claimed to be the world's largest shoe company. In the early 20th century Hamilton-Brown operated at least six different manufacturing facilities in St. Louis. This factory is one of only two which are extant. The building retains integrity; exterior alterations primarily appear on the secondary elevations. The most obvious alteration, the 1955 addition of a single-story extension to the east, does not detract from the building's design qualities or significance as a factory. The period of significance, 1903-1924, reflects the time period starting with the date of construction and ending with the last year the building was listed as a shoe factory in City Directories.

Narrative

The Hamilton-Brown Shoe Company was formed in St. Louis in 1872 by J. M. Hamilton and Alanson D. Brown. Like most local shoe companies of that period, it began by distributing products from the East Coast to the St. Louis region. As the manufacturing process became more industrialized, Hamilton-Brown began to produce its own shoes in a series of progressively larger headquarters buildings. Its first separate factory was built at Locust Street and 21st Street, just west of the downtown core, in 1888. A decade later, the company moved into its landmark headquarters building at Tucker and Washington, an anchor of the Washington Avenue Historic District (1897-98; individually listed on the National Register in 1980).¹

¹Carolyn Toft and Jill Johnson, "A. D. Brown Building" National Register of Historic Places Registration Form. U. S. Department of the Interior, National Park Service, History Division. Listed 1980.

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Hamilton-Brown Shoe Factory
St. Louis [Independent City], Missouri

The expansion of the company before the turn of the century parallels the industrial development of St. Louis in general. While the recession of the 1890s slowed growth, by the turn of the century St. Louis held a national rank of fifth or sixth in all of the following industries: dress manufacturing, furniture production, book publishing and job printing, boots and shoes, lumber products, and newspaper and periodical publishing.² With one exception, no western city ranked higher in any of these categories. (Louisville outproduced St. Louis in one category.) St. Louis was well-poised to take advantage of the growing local market, as well as the new trade territories in the southwest made accessible by the Missouri Pacific Railroad.

In the shoe industry, production for these markets was a precursor to national expansion. Census reports indicate that Missouri's shoe and boot industry rose from the nation's eighth-ranked in 1899 to second place in 1909.³ Hamilton-Brown's place in that expansion is indisputable: according to company publications, sales grew from \$3.4 million in 1890 to \$6.1 million in 1900, expanding further to over \$8.4 million when this facility was constructed in 1903. While Hamilton-Brown had once been a distributor of shoes from the East Coast, by 1908 the company had opened a Boston office to distribute its own goods.⁴

The company's association with architect Isaac Taylor may have begun when Hamilton-Brown bought a factory building which Taylor had designed for the Liggett & Myers Tobacco Company in 1894. Hamilton-Brown purchased the property in 1902 and selected Taylor to design an alteration (estimated at \$8,500) in the same year. Over the course of the next fifteen years, Taylor designed all of the known St. Louis facilities of Hamilton-Brown, including numerous additions and new buildings at the Randolph Street facility and the Locust Street facility as well as new factories at 21st and Olive (the nominated property) and 9th and Carroll (known as the "Sunlight" factory, 1906). Of this group, only the nominated property and the Sunlight Factory still exist.

For the company selecting an architect to define its corporate image in 1902, Isaac Taylor was an obvious choice. Recently named Chief Architect for the Louisiana Purchase Exposition, Taylor was at the top of his field.

²James Neal Primm, *Lion of the Valley* (Boulder, Colorado: Pruett Publishing Company, 1981), 349.

³See John O. Roberts and Steve Mitchell, "International Shoe Company Building" National Register nomination (St. Clair, Missouri).

⁴Hamilton-Brown Shoe Company Advertising Department, *Hamilton-Brown Household Book* (St. Louis: Hamilton-Brown Shoe Company, 1910), 46.

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Hamilton-Brown Shoe Factory
St. Louis [Independent City], Missouri

Isaac Taylor's professional career spanned almost half a century in St. Louis. The young architect had recently graduated from St. Louis University when he began work in the office of George I. Barnett in 1869. He practiced jointly with Barnett for several years in the late 1870s, then left to begin his own practice. Among his few known large commissions of the 1880s is the building often considered to be his masterpiece - the 1888 Liggett and Myers/Rice-Stix Building, commonly known as the Merchandise Mart (NR 1984). During this early period of his career, Barnett's classicizing influence had slipped in favor of the more contemporary Romanesque style. The Merchandise Mart, with its soaring arcades and varied materials, is one of the city's best examples of the style. Other published designs from Taylor's office during this period reveal an even more Richardsonian approach, particularly in the design for a train depot dated 1890.⁵

The signature on this striking drawing would be found on many others from Isaac Taylor's office over the next three decades. Oscar Enders, a Milwaukee native who developed his extraordinary drafting talents as a member of the Chicago Architectural Sketch Club, joined Taylor's office by 1890 to become his draftsman, designer and eventually his heir. It is possible that the Richardsonian bent of some of Taylor's work could be attributed to Enders, who used the style in some of his own published sketches.

By the early 1890s, Taylor's practice was a busy one, and sources agree that Enders' place in the firm was much more than that of draftsman. Among Taylor's work of the 1890s, Enders has been credited with the design for the Planters Hotel (1894, demolished) and the Board of Education Building (1891).⁶ Both buildings demonstrate the taming of the Romanesque, as multi-story arcades were classicized, and classical and Renaissance elements became common. The use of arcades as a primary organizing element would become one of the most obvious trademarks of Taylor's practice.

⁵"Depot and Office Building for the Monterey & Gulf R. R. at Monterey Mexico, Isaac S. Taylor Architect." *Inland Architect*, September 1890.

⁶Notes from architectural historian John Albury Bryan, 22 Feb. 1973, collection of Landmarks Association of St. Louis. Also Henry Withey and Elsie Rathburn Withey, *Biographical Dictionary of American Architects (Deceased)* (Los Angeles: New Age Publishing Co., 1956; facsimile ed., Los Angeles: Hennessey & Ingalls, Inc., 1970) 198-99, and "Oscar Enders Dies in Chicago at 60" obituary in Missouri Historical Society scrapbook 920 N28 v. 13 p. 116, 24 December 1926, source unknown. Another obituary (Hugo H. Zimmerman, "Oscar Enders," *Pencil Points* August 1927) states that "in attributing to Oscar the design of Isaac Taylor's work of this period, I believe that I violate no confidence, for Isaac Taylor was always generous enough to credit Oscar as the author" (506). The "period in question" is not defined.

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Hamilton-Brown Shoe Factory
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By the time Taylor's appointment as Chief Architect of the Louisiana Purchase Exposition was announced in 1901, his firm had already designed approximately 20 buildings in St. Louis' Central Business District.⁷ Ten of his 1888-1901 buildings are extant in downtown St. Louis.

Examination of Taylor's multi-story commercial work from this period reveals a set of relatively consistent organizing principles. Most notably, Taylor is known for the use of round-arched multi-story arcades as the primary vertical element. The arcaded organization is used in most of his extant tall buildings before 1903, across a variety of styles. It appears equally at home in the enormous Romanesque Liggett & Myers/Rice-Stix Building and the small, classically inspired Hadley-Dean Glass Company Building (1903, NR 1979). The Italian Renaissance is the inspiration for the 1007 Washington Building (1899), where pairs of windows separated by a beaded mullion culminate in a pair of round-arched windows at the top story; each vertical pair of arcades is installed within a round-arched frame centered by a contrasting brick roundel in the spandrel area.

Only a few of Taylor's buildings of this period and type depart from the arcaded formula. The first known example which features trabeated bays is the Silk Exchange, 1901 (NR 1982; demolished after fire, 1995). The eight-story building shares many design elements with the Hamilton-Brown Factory, particularly at the nine-bay Tucker Boulevard elevation. Here, recessed bays are set between six-story piers, their simple capitals embellished by small adjacent circles running across the top. National Register documentation calls the building a "distinct design departure for Taylor's office," noting its relative lack of historical detail. Most of the references to classical architecture are in simple geometric details: dentils, square and octagonal piers, rusticated brick courses, and simple round motifs in terra cotta courses at the third and eight stories. The building is so spare and simple that the Renaissance-inspired window surrounds built into the third story appear somewhat misplaced.

If the Silk Exchange marked a "distinct departure," the Hamilton-Brown factory two years later was a step even farther away from historical design. Where the Silk Exchange used pilaster-like piers with capitals, the Hamilton-Brown factory let the piers flow into the horizontal space above the five-story body of the building. Instead of classical keystones, the designer suggested keystones with subtle corbeling of the brick. The first-story windows are separated by cast iron piers with geometric, non-historical capitals. Instead of ornamental motifs in spandrel panels, inset brick rectangles are used. The only real classical detailing is the use of a dentil course between stories and a dentil-modillion-cavetto cap at the top.

The stark simplicity of the Hamilton-Brown Building is highlighted by comparison with another Taylor commission of the same year: the Hadley-Dean Glass Company Building. Both

⁷East of Jefferson.

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have similar proportions and materials, but the Hadley-Dean Building uses the typical arcade formula, with classical capitals and keystones instead of the stylized abstract brickwork of the Hamilton-Brown.

If the design was unusual for Taylor's office, it should be remembered that the building was, after all, still a factory. In St. Louis, high-style factory buildings were mostly located on or near Washington Avenue, where the image of a company was often projected by the grandeur of its corporate facilities. Off Washington, the designs tended to be simpler. The factory at 2031 Olive belongs to a group of warehouses and factories downtown which received a simpler, but still dignified treatment (likely due to the stature of the client and/or the downtown location). Many examples are found in the Cupples Station complex (NR district, 1998), which is characterized by very fine but generally quite simple buildings. A more directly comparable example is the Winkelmeyer Building, 1902 (NR 1985). Built as a warehouse, architect O. J. Wilhelmi's trabeated design is restrained in its use of historical detail. Simple brick panels separate and frame various elements, and a crown of modillions caps the composition.

Compared to the Winkelmeyer Building, the Hamilton-Brown factory shows more creativity in its detailing. The corbeled keystone detail at the top of the shaft is particularly telling of the talent of Oscar Enders, who was said to be in charge of Taylor's office while Taylor was working on the Fair. One of Enders' obituaries mentions his interest in the Vienna Secession; this building is one of the few places in the work he did under Taylor where he may have had the opportunity to experiment with abstract design. The Hamilton-Brown Factory Building stands out among the work of Isaac Taylor's office as one of the least tied to historical precedent.

By 1903, Hamilton-Brown claimed to be the largest manufacturer of shoes and boots in the world.⁸ Although it would be dislodged from the top ranking in 1911 by the merger of the Peters Shoe Company and Roberts, Johnson and Rand to form the International Shoe Company, Hamilton-Brown continued as a major presence for several decades.

As the industry leader, the new International Shoe Company boosted the level of competition among shoe companies by establishing factories outside of the city, where labor costs were less. Its predecessor Roberts, Johnson & Rand began major relocations in 1906, and sped up the pace of rural industrialization after World War I. Hamilton-Brown was one of many

⁸Hamilton-Brown Shoe Company weekly letter: "Largest Shoe House in the World." March 21, 1903. Missouri Historical Society Archives. See also "Hamilton-Brown Shoe Co., Largest in the World" advertisement (1906) reproduced in *Gateway Heritage*, Fall 1998, v.9 no.2. 11.

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Hamilton-Brown Shoe Factory
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companies which copied this policy in order to stay competitive.⁹ While the company continued to expand its St. Louis facilities through the 1910s (a one-story warehouse by Isaac Taylor was issued a permit in 1917 just months before the architect's death), by the end of the 1920s the majority of its factories were outside of St. Louis. A 1928 advertisement proclaimed "12 factories to serve you," but the City Directory of the same year listed only six in St. Louis. The following year, only four were listed.

The decentralization of the shoe industry affected 2031 Olive earlier than the other Hamilton-Brown plants. Its last Red-Blue book listing as a shoe factory was in 1924, but a photo view of Hamilton-Brown facilities from 1923 shows that the factory's main product during the preceding years (the Security School Shoe line) was already being manufactured in East St. Louis, Illinois. During the later years of the 1920s the building was rented by the Excelsior Paper Bag Company and then the Emerson Electric Company. By 1929 the City Directory listed the building as vacant.

After the onset of the Depression, Hamilton-Brown entered a steady decline. The company underwent two major re-organizations in the 1930s but continued to operate at a loss. A syndicate of 31 investors purchased a majority share of the stock (the shares of A. D. Brown, which had been held by trustees since his death in 1914) in 1938, prompting a judge to rescind his receivership order. The corporate headquarters were moved from the A. D. Brown Building (which the company had never owned) into the vacant 2031 Olive in late 1938 or early 1939. Soon after, members of the syndicate discovered that the company was in much worse financial shape than they had believed. After declaring bankruptcy in 1939, the company presented a reorganization plan which the courts considered "unworthy of consideration."¹⁰

The company's St. Louis factories were to be sold, but few bids were received for the five remaining properties. The 2031 Olive location was rented to the WPA for a time, and finally sold in 1942. The new owner, Rothschild Brothers Hat Company, established a factory in the building, shared with the Stetson Glove Company. The one-story addition to the east was added in 1955.

Integrity

Primary elevations of the Hamilton-Brown factory have undergone little alteration since its construction in 1903. The only significant alterations to the south and west elevations are the

⁹Rosemary Feurer, "Shoe City, Factory Towns," Gateway Heritage Fall 1988, v. 9 no. 2. 5.

¹⁰All information on the dissolving of Hamilton-Brown in the 1930s is from the Hamilton-Brown envelopes of the Mercantile Library's Globe-Democrat archives.

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replacement windows (full replacement at the south, partial to the west), and the addition of two fire escapes at the west. At the eastern elevation, the one-story addition (1955) was built after the historic period and does not contribute to the significance of the historic building. Its presence does not seriously impact the integrity of design, materials or workmanship of the original building (factors which are most important to the its architectural significance). Because the addition replaced an earlier building on the same site, none of the factory's essential physical features are obscured or altered. Both of the subordinate elevations have blocked windows and other alterations. This is more noticeable because of the demolition of surrounding buildings, leaving a clear view of what were designed as secondary elevations.

The immediate neighborhood was once a densely built industrial and commercial district, which included a larger Hamilton-Brown factory across the alley to the north. The two buildings were once connected by bridges over the alley (although it is not known if this was an original feature). Most of the historic buildings have been removed due to disrepair, highway construction, urban renewal and other factors. Many of those which remain, such as the Swift Printing Company (NR) just across 21st Street to the north, have been restored and returned to productive use. It is the intention of the new owners to return the Hamilton-Brown Shoe Factory to use, not as a factory, but as an office building.

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Sources

"Depot and Office Building for the Monterey & Gulf R. R. at Monterey Mexico, Isaac S. Taylor Architect." *Inland Architect*, September 1890.

Feurer, Rosemary . "Shoe City, Factory Towns," Gateway Heritage Fall 1988, v. 9 no. 2.

"Hamilton-Brown" envelopes. Globe-Democrat archives, Mercantile Library of St. Louis.

Hamilton-Brown Shoe Company Advertising Department, *Hamilton-Brown Household Book* .
St. Louis: Hamilton-Brown Shoe Company, 1910.

Hamilton-Brown Shoe Company. *Shoelight* #32. St. Louis: Hamilton-Brown Shoe Company,
1923.

Hamilton-Brown Shoe Company weekly letter: "Largest Shoe House in the World." March 21,
1903. Missouri Historical Society Archives.

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United States Department of the Interior
National Park Service

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Hamilton-Brown Shoe Factory
St. Louis [Independent City], Missouri

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United States Department of the Interior
National Park Service

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Hamilton-Brown Shoe Factory
St. Louis [Independent City], Missouri

VERBAL BOUNDARY DESCRIPTION

The nominated parcel consists of Lots 1- 5 and the western 14' 4 7/8" of Lot 6 of J. H. Lucas & Ann L. Hunt's Addition in the City of St. Louis Missouri, measuring 145' 10 7/8" x 107' 4".

BOUNDARY JUSTIFICATION

The nominated parcel includes the original Hamilton-Brown facility and its 1955 addition. The parcel is roughly equal to the footprint of the building.

720 000 FEET (ILL.)

HAMILTON-
BROWN
SHOE
FACTORY

ST. LOUIS
INDEPENDENT
CITY, MO

ZONE
15

EASTING
742 920

NORTHING
4279 680

4279
38°37'30"

4280
90°15'00"



Produced by the United States Geological Survey
in cooperation with U.S. Corps of Engineers

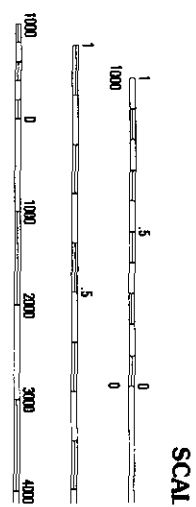
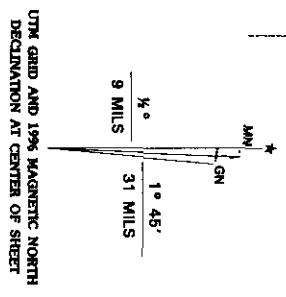
Compiled by planimetric surveys 1930 and 1933. Revised from imagery dated 1952. Field checked 1954. Revised from imagery dated 1993. P.I.S.S. and survey control current as of 1994. Map edited 1996. Contours not revised.

Contours that conflict with revised planimetry are dashed.

North American Datum of 1983 (NAD 83). Projection and blue 1000-meter ticks: Universal Transverse Mercator, zone 15 10 000-foot ticks: Illinois (west zone) and Missouri (east zone) Coordinate Systems of 1983

North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

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



CONTOUR 1
SUPPLEMENTARY C
NATIONAL GEODETIC

FOR SALE BY U.S. GEOLOGICAL SURVEY, DEN
ILLINOIS GEOLOGICAL SUR
AND DIVISION OF GE
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UNIVERSITY OF MISSOURI

Hamilton Brown Shoe Factory

St. Louis [Independent City], MO

photo by: Lynn Josse

9/1999

negative: Landmarks Assoc, of St. Louis

camera facing NNE

prior to removal of first floor veneer

Photo #1



Hamilton Brown Shoe Factory
St. Louis [Independent City], MO

Lynn Josse

10/1999

neg: Landmarks Assoc. of St. Louis

ground floor after removal of non-historic sheathing
camera facing north

Photo #2



P

Paris People Make The Difference

PARIC

10000 10th Street, Suite 100
Paris, TX 77661
PH: 281-233-1234

Hampton: Brown Shoe Factory

St. Louis [Independent City], MO

Photo by: Lynn Josse

9/9/99

neg: Landmarks Assoc. of St. Louis

camera facing NW

Photo #3



Hamilton Brown Shoe Factory
St. Louis [Independent City], MO

Lynn Josse

10/1999

neg: Landmarks Assoc. of St. Louis

Hamilton Brown factory to left; Swift Printing Co (NR) right
camera facing south

Photo #4



Hamilton Brown Shoe Factory
St. Louis [Independent City], Mo

Lynn Jesse

10/1999

neg: Landmarks Assoc. of St. Louis
4th floor, camera facing south
Photo# 5

