

CERTIFIED LOCAL GOVERNMENT PROGRAM
HISTORIC INVENTORY - PHASE 1 SURVEY
KIRKWOOD, MISSOURI
1986

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for the Kirkwood Landmarks Commission

The Kirkwood Landmarks Commission has contracted for a reconnaissance level survey of one square mile of Kirkwood, Missouri, bounded by Essex Avenue on the north, Woodlawn (formerly Walker) Avenue on the east, Woodbine Avenue on the south and Geyer (formerly Jackson) Road on the west. The area to be surveyed is located in sections 1 and 2 in township 44 of range 5 east and section 6 in township 44 of range 6 east in the County of St. Louis and the State of Missouri, known as the City of Kirkwood. This survey is designed to provide a comprehensive inventory of historically and architecturally significant buildings. Secondly, this survey can be used as a tool in the identification and protection of historic resources and for making decisions pertaining to land use. It will also provide an outline of the cultural heritage and the development patterns of Kirkwood.

In Phase 1 of this survey 150 buildings were inventoried on a reconnaissance level. All of these buildings are located within the original 40 blocks of the 1853 Kirkwood Association's Village of Kirkwood, bounded by and including one block north of Washington Avenue on the north, Fillmore Avenue on the east, Monroe Avenue on the south and Geyer (formerly Jackson) Avenue on the west. By means of a field survey, each block considered was systematically examined for evidence of buildings built before 1936. A Historic Inventory Sheet was prepared for each building suspected of falling into that category. These sheets include: the street address; a description of prominent architectural features with emphasis on the facade; an estimated date of original construction; identification of obvious alterations; a designation of style or design; an on-site verification and consideration of #'s 28-40 on the Historic Inventory Sheet; and at least one photograph of the facade and other prominent features. In some instances dates of alterations, current owners, previous owners and historical background have been included. For the most part #44, the description of environment and outbuildings, has been lightly touched upon. Because of the high density of buildings built before 1936, this Phase 1 Survey covers only a portion of the original 40 blocks. The Historic Inventory Sheets and their attachments have been arranged according to City Block number. Lists of buildings within those blocks, for which there is no Historic Inventory Sheet, have been included along with reasons for their omission. For the most part, these buildings were omitted either because they were built after 1936 or because of the 150 building limitation of this Phase 1 Survey. Two maps accompany this report. One indicates current land use. The other map indicates all the buildings and their addresses within the blocks that were surveyed, the individual properties for which Historic Inventory Sheets were prepared and their estimated periods of construction, buildings already on the National Register of Historic Places and buildings designated as Local Landmarks.

A vast compilation of facts and folklore is available in A History of Kirkwood Missouri, 1851-1965 by June Wilkinson Dahl and in the Kirkwood Historical Reviews 's put together by the Kirkwood Historical Society over the past 25 years. Old atlases of St. Louis County and interviews with long-time residents have also been helpful, especially in the dating of buildings. The City Hall of Kirkwood houses building permits after 1936. Due to the nature of a reconnaissance level survey, the time limitations of this Phase 1 Survey and the limitations of this resource, these permits were not consistantly used as a primary source. Another source used was the Historic Inventory Sheets prepared by St. Louis County Parks Department.

1803-1850 - Rural/farming community formation and settlement:

The area that was to become Kirkwood, Missouri was originally part of the territory of the 1803 Louisiana Purchase. In 1821 part of the Louisiana Purchase was admitted to the United States as the State of Missouri. At that time and for many years following, a trip of 25 miles southwest from St. Louis would have taken the traveler through a rural area known as Gravois. This area was occupied by a few scattered farm families whose farms were connected by wagon roads. In later years these roads became major thoroughfares such as Manchester, Gravois, Geyer and Sappington Roads. Stone and logs were the prominent construction materials of the farm complexes in this rural area. Part of the Holmes-Mitchell-Brent house at 598 N. Taylor, a designated Local Landmark, is one such log farm house. In 1821, James Holmes bought 153.06 acres. He built a 16' by 18' log cabin sometime in the 1820's. The log cabin is still enclosed within the walls at the rear of the present house. Elizah Calvert bought the property at an auction in 1851; and in 1852, Abram S. Mitchell, the Secretary of the Pacific Railroad, bought 53 of these acres and built a house around the cabin, adding a second story. Also in 1852, Mitchell sold 40 acres of his property to the Kirkwood Association to become part of the original 40 blocks of the 1853 Village of Kirkwood. A slightly later extant example of the built environment of this period is the Hoch Farm at 1301 W. Adams. While this complex is outside of the boundaries of the purposed one square mile of the historic survey area, it is within the current city limits of the city of Kirkwood and typical of the early rural farm buildings built in Kirkwood. It is in fact a designated Local Landmark. Still visible to the north of an 1870 frame house is the dog-trot log cabin built by Henry Hoch. Henry Hoch purchased 40 acres along Sugar Creek from the United States Government in 1837. He built a dog-trot log cabin using the open breeze-way for a horse and cow. Within a couple of years he built a separate log barn (still

visible) and enclosed the cabin's breeze-way to be used as a kitchen. The Hoch family quarried limestone on their property for many of the foundations of early homes in Kirkwood. In 1870 the Hock family had Kossuth Strohm, a near-by carpenter, build them a frame house just south of the cabin. Claims have been made that remnants of log cabins have been encased within other Kirkwood buildings. However, these claims have not been pursued during this Phase 1 Survey. There are no obviously visible buildings from this period in the area covered by this Phase 1 Survey.

There are two other relevant themes for this period of early history in the Kirkwood area - ethnic heritage and religion. Increasing numbers of immigrants came to the United States after 1800. In particular, the Irish came because of over population, agricultural reorganization, famine and economic and political unrest. The Germans came because of rapidly increasing population, remnants of the feudal system, heavy debts, the potato blight, favorable reports from Germans already settled in the United States and activities of emigration agents in Germany. Immigrants who could afford to do so pushed westward after reaching the United States, in search of homes. Land could be bought at reasonable prices in the vast undeveloped regions west of the Mississippi River. One such immigrant was Owen Collins who purchased a farm from the United States Government in 1824. Part of his property later became the 1853 Village of Kirkwood.

A number of the families in rural Gravois were Roman Catholic. They gathered in homes for services when a priest came from St. Louis or a Jesuit came from Carondelet or Florissant. Often these services were held in the home of Owen Collins. As their membership grew it became obvious that larger quarters were needed. By 1833 they had raised enough money to purchase 80 acres west of present Geyer (formerly Jackson) Road between Argonne (formerly Main) and Woodbine Avenues. The cornerstone for St. Peter's Church was laid in August of 1833, and a small stone church was erected (destroyed by fire in 1875). For a number of years the little church was served by missionary priests who commuted to St. Peter's from the Old Cathedral in St. Louis. Evidently some of the membership held slaves; because, as June Dahl notes in her history of Kirkwood, the Marriage Register, 1843-1858 records the marriages of slaves.

1851-1863 - The Kirkwood Association/The Village of Kirkwood:

Interest in the building of railroads rose in Missouri - specifically in the building of one from St. Louis to the Pacific Ocean. Missourians recognized that the routing of such an east-west railroad through the state would do two things: (1) provide desirable and convenient transportation and (2) enable them to exploit the natural resources of iron, coal, lead, copper and other minerals found in Missouri. The Missouri Legislature granted a charter to the Pacific Railroad on March 12, 1849. On April 22, 1850, this company appointed James Pugh Kirkwood of the New York and Erie Railroad as chief engineer of the Pacific Railroad. Field work began on May 24, 1850 with the surveying of 3 proposed routes. The Missouri route was selected on June 18, 1851. The ground-breaking on July 4, 1851 was a cause for great celebration and festivity.

Five factors eminently figured in the establishment of Kirkwood as a planned suburban residential community near St. Louis: (1) the choice of Kirkwood as a stop on the route of the Pacific Railroad, (2) the increased population of St. Louis chiefly due to the German and Irish immigration, (3) the cholera epidemic in the city of St. Louis in 1849 due to overcrowding and its low-lying location, (4) the tragically extensive fire of 1849 in the city of St. Louis and (5) the resourceful real estate speculation of Hiram W. Leffingwell and Richard S. Elliott.

In 1843 Leffingwell became the deputy surveyor in St. Louis County, as well as a deputy United States Marshall. He was associated with the Stoddard Addition to St. Louis, as well as the sale of the Daniel D. Page property. Leffingwell and Elliott established a real estate firm in 1849. By 1850, Leffingwell had become an authority on matters relating to real property. He was the first person in St. Louis to collect plats of additions to the city, as well as other data regarding the location and boundaries of property. In 1852, he laid out the plan for Grand Avenue when it was so far out in the country that he proposed it as suburban drive around the city. He also established Forest Park. Elliott was a printer, lawyer and newspaperman. He began to publish a Real Estate Register to designate the parcels of real estate for sale, to give reasons why these parcels should be bought and to point out the facts likely to affect the future growth of the country and the city. He claimed that his register was the first publication of the kind ever issued anywhere in the world. Leffingwell and Elliott were associated between 1849 and 1855. Both moved their families to Kirkwood after it was established. By 1851 there was extensive sale of property outside of the city limits of St. Louis with a large portion sold to Germans.

Because of the promotional work of Leffingwell and Elliott, the increasing population of St. Louis, the outbreaks of contagious diseases and fires and the discomforts of heat, dust and dirt in the city, country living appeared very attractive to many people. The advent of the railroad with its fast, inexpensive, regular transportation, unaffected by weather, except under the most severe conditions, enabled those interested and financially able to escape the undesirable parts of city living and yet remain within commuting distance of its business district and cultural advantages.

The establishment of Kirkwood was a business enterprise. Leffingwell and Elliott got together a number of St. Louis businessmen. At a meeting on October 20, 1851, the Kirkwood Association was formed. They officially named themselves the Kirkwood Association on January 21, 1852. On May 13, 1852 the association purchased 3 parcels of land and set up a system of government for their association. 120 acres were purchased from Owen and Catherine Collins for \$10,000, with a land grant for a depot (with the stipulation that the land be used for the depot and an adjoining road or it goes back to the heirs.). 80 acres were purchased from Thomas and Rachel Walsh for \$6,000, and 40 acres were purchased from Abram S. and Mary B. Mitchell for \$3,200. On February 9, 1853 the Kirkwood Association was incorporated. Its charter gave the association the power to purchase and dispose of not more than 500 acres in the establishment of a town on the Pacific Railroad in St. Louis County. The plat of Kirkwood was officially recorded in the office of the Recorder of Deeds on May 3, 1853. The town was to be made up of 40 blocks in a grid pattern. All except 4 of these blocks were laid off in 4 equal lots to be sold. The 4 blocks of exception were divided into smaller lots to be sold by the number of feet fronting on the streets. The railroad and depot were also indicated. The streets were named after past presidents. Beginning at the northline and moving south was Washington, Adams, Jefferson, Madison and Monroe. The second Adams was omitted. The street between Jefferson and Madison was Main Street. From the westline and moving east was Jackson, Van Buren, Harrison, Clay and Webster (instead of Tyler and Polk because of political affiliations of some of the members of the association), Taylor and Fillmore. To accommodate those interested in relocating to Kirkwood and those interested in a resort whose location was high and healthful, the association decided to erect a hotel. Plans were drawn up by architect, Joseph C. Edgar. The hotel opened on August 17, 1853, costing \$14,000 (no longer extant). On May 11, 1853 the first train with passengers aboard made the trip from St. Louis to Kirkwood, and the turntable in Kirkwood was used for the first time. On May 23, 1853, the Daily Missouri Republican announced the forthcoming sale of lots in Kirkwood and reported that the lots were of sufficient size to allow the development of gardens and lawns. On May 26,

1853, Leffingwell served as the auctioneer, auctioning lots in Kirkwood. The general consensus, as reported in the May 28, 1853 Daily Missouri Republican, was that most of the purchasers bought the lots planning to build on them - not merely for speculation purposes. Additional land was purchased in Kirkwood in 1854 through the firm of Leffingwell and Elliott. However, another public auction was not held in Kirkwood by the Kirkwood Association until May 5, 1859. By December 30, 1863, all of the property of the association had been sold and proceeds collected. The association was thus terminated. For the most part, the people that purchased lots in Kirkwood were people of means.

Religion is another of the relevant themes of this period. Once the Village of Kirkwood began to develop, a full time pastor was needed for St. Peter's Catholic Church. Other denominations were also increasing their numbers and organizing.

In 1853 Rev. Jordan Winston organized the Olive Chapel of the African Methodist Episcopal Church, an off-spring of the Wesley Methodist Church in the city of Philadelphia which was organized in 1816. The members of the Olive Chapel came not only from the village of Kirkwood but also from Meacham Park, Clayton, St. Louis and Oakland. The membership was served by a circuit rider who also served the African Methodist Episcopal Churches in Carondelet and Labadie. A crude small stone church was erected at 330 W. Washington sometime in the 1860's. (It is now used as a residence.)

The First Presbyterian Church of Kirkwood was organized in 1854. At first services were held in the home of Mr. and Mrs. Henry Singleton. Money was raised to erect a church, and on January 13, 1857, the Kirkwood Association donated land on the southeast corner of Adams and Webster (now Kirkwood Road). A plain brick church was built (later replaced).

In 1854 the Episcopalians organized, calling themselves Grace Episcopal Church. One of their founding members was Harry I. Bodley. He had moved from Kentucky to St. Louis in 1850 and had an insurance business in St. Louis. He purchased 60 acres just outside of Kirkwood, and he and his family used an old log house on the property as a summer house. Mr. Bodley decided to build a year-round house after it became evident that the Pacific Railroad would come through town. Another Episcopalian family who owned property in the Kirkwood area before the railroad came through were the Abram S. Mitchell's. As previously mentioned, he became the Secretary of the Pacific Railroad and sold 40 acres to the Kirkwood Association. In the early years, the Episcopalians held services in homes - usually in the large Bodley residence. When there was a visiting clergyman, services were held in the Kirkwood Hotel. These services were attended by both blacks and whites. On April 21, 1859, the Articles of Association were signed, and a parish was officially organized. By May of that same year

the parish was admitted into Union with the Diocesan Convention. The cornerstone for a church was laid on August 7, 1859, and the church was consecrated on Whitsunday, 1860 (May 27). Built of native stone and acclaimed to be in the pure Early English Gothic style the building cost \$12,000. Robert S. Mitchell, the architect, was well known because of his association with the construction of the Old Courthouse in St. Louis. The completion of this structure was considered momentous enough to warrant the scheduling of a special train for the day of the church's consecration. The train left St. Louis at 9:00 a.m. and returned at 6:30 p.m. The church building was clearly visible to everyone aboard the passing Pacific Railroad trains, and in the early days it was a landmark telling passengers they were 13 miles from St. Louis. Today it is on the National Register of Historic Places.

Social life during these early years of the Village of Kirkwood seemed satisfying - evidenced by diary entries and newspaper clippings. The large homes of many of its financially well-off easily accommodated visitors. Lengthy visits were typical, especially if the visitor had come a great distance. An example of such a home was that of Harry I. Bodley which was built in 1854, surviving almost a century. It featured double parlors, a dining room, a library, a nursery, numerous bedrooms and a separate kitchen which was 8' from the house, and contained living quarters for the black servants. This home was called "Homewood." Short term visiting was also popular. One of the most widely enjoyed activities was reading. Games such as jack straws, backgammon and chess were also enjoyed. The Kirkwood Hotel was the scene of more elaborate social events.

To round-off the ambience of this period - Kirkwoodians proudly described their town as one in which there was no business or industry. The few shops that existed were there for the convenience of the residents. There were no obvious examples of commercial architecture from this early period in the area covered by this Phase 1 Survey. Medical care was available through Dr. Cary N. Howes, Dr. John T. Douglas and Dr. John Pitman. Water supply and sewage disposal was handled by individual property owners. The streets alternated between mud and dust; and wood-plank sidewalks, when laid, were done so at the discretion of property owners.

Three residential architectural resources have been found in the area of this Phase 1 Survey. They are all designated Local Landmarks. One of them is at 217 E. Adams. It is of the Gothic Revival style, built in 1859 for Henry Hough, an early Kirkwood civic leader. This is the second of three

houses that he occupied in the area. One of the elementary schools in Kirkwood is named for him. The style of the Italianate house at 235 E. Jefferson suggests that it was built in the 1850's or early 1860's. An 1878 atlas of St. Louis shows this house belonging to Catherine J. Hoyt. St. Louis Directories from 1872 through 1878 show her to be the widow of Cyrus J. Hoyt. In the 1870's the property was purchased by Harlow Phelps. Before the Civil War, Mr. Phelps had been the president of the New Orleans Cotton Confederacy and had owned some riverboats. He fought for the Confederacy during the Civil War with Alfred Douglas Donovan. The two men promised each other that if either of them should die in the war, the other one would take care of the dead man's family. Donovan died in the war, and Phelps brought his family with him to Kirkwood and raised them with his own. One of the Donovan boys, Douglas Donovan, designed the Kirkwood Missouri Pacific Depot. Basically, these two homes reflect the monied class. They are multi-level frame structures covered by clapboard, featuring stylistic qualities of the Romantic Movement. A more modest residence from the period is Swan Cottage at 305 N. Harrison. William B. Swan bought his lot from the Kirkwood Association and built a cottage with Greek Revival details. He served in the Union Army during the Civil War. His 4 daughters are mentioned at Kirkwood social functions until the turn of the century.

1865-1899 - Incorporation of the Town of Kirkwood:

Little information has been recorded about Kirkwood during the 14 months after the termination of the association, probably because of the Civil War. (As a side note - slavery was legal in Missouri by the terms of the Missouri Compromise of 1820, but it never became a commercial institution. Kirkwood had both slaves and free blacks among its residents.) For the 14 months after the termination of the Kirkwood Association, Kirkwood was an unincorporated village in St. Louis County with no local government. Marshal Law had been in effect from August 30, 1861 to March 7, 1865. Steps had been taken to have the town chartered by the State of Missouri, and February 20, 1865 the Missouri Legislature acted upon the request of the residents and issued a charter. The town was to be governed by a group of 6 trustees to be elected by qualified voters. The Chairman of the Board of Trustees was the chief official, but he was not the mayor. The first ordinance passed provided for the publication of all ordinances, but this did not happen until 1879. One question plagued the town officials for years - the question of the sale of liquor. Ordinances were passed to regulate it, and ordinances were passed to prohibit it entirely. The year 1866 saw the first tax levied - 1/4 of one percent on all taxable property, both real and personal. Revisions to the original town charter were approved by the Missouri Legislature on February 27, 1869. In April of that

year the Board of Trustees rented the upper story of a ca. 1865 building owned by Levi House on the northwest corner of Webster (now Kirkwood Road) and Jefferson for official town business. The building still exists with little changed at 201 N. Kirkwood Road. The trustees held their meetings there until October 1, 1871, when they began renting space in Dr. John Pitman's building, south of the railroad tracks. When Pitman expanded and needed the space back, a proposal was submitted to the voters for authorization to borrow \$2,500 to build or buy a building to be used as the town hall. Lemuel G. Pardee's house was purchased as well as the south half of 2 lots located on the north side of Madison Avenue, just west of Webster (now Kirkwood Road). This building was razed in 1915.

There were other factors of community planning and development which affected life in Kirkwood during this period. Programs for the protection, planting and replacement of Kirkwood's beloved trees were implemented. The roadways were a perpetual problem. So in 1869 \$10,000 was borrowed to macadamize parts of Main Street (now Argonne) and Webster Avenue (now Kirkwood Road), the business district. James Way was the superintendent of this project. In June of 1890 the residents approved the borrowing of \$10,000 to macadamize parts of Clay, Monroe, Taylor, Washington and Main (now Argonne) Streets. These new streets needed to be maintained. So in 1889 L. W. Wright was employed on a full time basis to maintain the streets. In 1870 the town built a small wooden overpass-bridge across the railroad tracks at Clay Avenue. The railroad demanded the removal of the bridge in 1873 but later reconstructed it in 1875. A town ordinance called for the installation of granitoid sidewalks for the central part of town in 1895. In 1879 two coal oil street lamps were installed near the depot, followed by a few additional lamps some months later. In January of 1896 a contract was let with Suburban Electric Light and Power Company to supply 100 20-candle-power electric lights for \$1,500 per year for 5 years. These were turned on for the first time on September 26, 1896. The Kirkwood Improvement Association cooperated in the beautification of the Missouri Pacific Depot in 1895, was instrumental in inaugurating flower shows in Kirkwood and offered prizes to residents for beautiful lawns and flower gardens.

By 1870 the population of Kirkwood was 1,200. To support this population Kirkwood's commerce boasted 5 grocery stores, 2 drug stores, 2 boot and shoe shops, 3 restaurants, 1 bakery, 1 wagon shop, 2 blacksmith shops, 1 barber, 1 livery stable, 2 wood and coal yards, 1 jeweler, 2 tin shops, 2 lawyers and 2 physicians (ca. 1875). The building at 156 W. Main (now Argonne) contained Heinzelmänn's Bakery which was established by Rudolph Heinzelmänn in 1875. It was given a cast iron front and new Italianate facade after a

fire in 1899. Probably typical of early in the period, it is a two story brick masonry building with a planar facade, storefronts on the first level and offices or apartments on the second level. A later example of commercial architecture from this period is on the opposite corner at 155, 157, 159 W. Main (now Argonne). It was probably built around 1895, but this was not thoroughly researched during this Phase 1 Survey. After the fire at Heinzelmann's Bakery, Leo E. Heinzelmann, the son of the founder, bought this property. He expanded the business to include bakery goods, groceries and meats and later on, a drug store. Originally, the building featured a second story balcony which spanned the facade and wrapped around onto the Clay Street elevation. It was a 2 story frame structure with clapboard siding, first level storefronts, second level offices or apartments and a front gable intersected by a flat roof. Ca. 1920 clay tiles were added to the #159 roofline, and stucco finish applied to the exposed exterior elevations. This building was typical of commercial construction for small midwestern rural towns of the time. Other 1890 commercial structures in Kirkwood featured 2 stories, brick masonry construction, storefronts on the first levels, apartments or offices on the second levels and planar facade surfaces. Distinguishing features included parapets and decorative corbeling at the roofline. These were suitably small scaled buildings. The area of this Phase 1 Survey revealed 6 commercial buildings from this period - all located in the downtown business district. In 1890 Kirkwood's Board of Trustees emphasized in the town's ordinances that Kirkwood was a residential community and that industrial enterprises would not be permitted in the town without the written consent of its citizens.

When the City of St. Louis was separated from St. Louis County in 1876, the people of Kirkwood tried to have their town made the county seat, since it was centrally located and on the railroad. Much to their dismay, Clayton was the winner of this distinction in the election on December 4, 1877.

Four churches had been founded in Kirkwood before its incorporation as a town in 1865 - St. Peter's, the Olive Chapel of the African Methodist Episcopal Church, the First Presbyterian Church of Kirkwood and Grace Episcopal Church. They continued to develop and grow during this period.

St. Peter's had outgrown the first small stone church. A 3 acre lot was purchased and part of the original tract of land surrounding the stone church on Jackson (now Geyer)

Avenue was sold to raise funds for a new church. The cornerstone for a brick church, 40' wide and 100' long, was laid on May 26, 1867. A rectory was built next to the church. The original stone church was totally destroyed by fire in 1875, the rectory is no longer extant. Both German and English were used in church services.

The First Presbyterian Church also increased in membership after the Civil War and the incorporation of the town. In 1867 they had a full time pastor, Dr. John R. Warner of Gettysburg, Pennsylvania. Articles of Incorporation were signed and approved by December 23, 1867. Plans for a larger church were drawn-up gratuitously by a Kirkwood architect, J. G. Cairns, in 1887. A contract was let to Patrick J. Moynihan to erect the church according to specifications for \$12,190. Ground was broken on August 13, 1888. On Thursday, October 25, 1888 the cornerstone was laid. The extreme northwestern corner in the buttress of the tower was the selected location. In it was placed a metal box containing a copy of the Bible, Westminster Confession of Faith, Minutes of the Centennial Assembly, a list of the officers and members of the church, names of the architect, the contractor and building committee, selected issues of the Globe-Democrat, Republic, and Post-Dispatch, catalogues of the Lindenwood and Kirkwood Seminaries, and selected issues of the religious papers entitled Mid-Continent, Interior, and Herald and Presbyterian. On June 30, 1889 the first worship service was held in the new building. The older brick church was demolished. The new church is of the Romanesque Revival style. It later burned and only the square stone tower remains. It is a designated Local Landmark.

The congregation at Grace Episcopal Church had not found it necessary to build a new church. Instead they enlarged and improved upon the one that had been erected in 1859. They built a rectory in 1866. It was a 2 story Georgian-style, frame home (no longer extant). In 1883 a Vestry Room was added to the northeast corner of the church. In 1888 the south transept was added and the organ was moved from the choir loft to the new south transept.

As previously mentioned, 4 churches had been founded in Kirkwood before its incorporation as a town in 1865. After its incorporation the town gained some new residents. Among them were several Methodist families. But Methodism was plagued with the problem of a division within its ranks dating back to 1844, over the question of slavery. There were basically 2 camps - those opposing slavery, the Methodist Episcopal, and those approving slavery, the Methodist Episcopal, South. At first, there was not a sufficient number in either camp to establish and support a church. A canvass was made in the fall of 1868 to see how many living in and around Kirkwood would be interested in

establishing a Southern Methodist Church. Members of 11 different families displayed interest. So in April of 1869 a church was formally organized. At first, regular services were held at Armentrout's Hall, located at the corner of Main (now Argonne) and Clay (no longer extant). A circuit rider serviced the group. As their membership increased, the members began to work toward the building of a church. A lot was purchased at the corner of Clay and Washington Avenues, and in February of 1872 Dr. John Pitman was appointed to supervise the actual construction of the church. After many disagreements, the church was ready for occupancy in the summer of 1873. Unfortunately, the whole country was overwhelmed by a financial depression. Hence, persons who made pledges to the building fund could not meet their pledge. In August of 1877 the congregation could no longer meet its financial obligations, and the church had to be given up. Dr. Pitman donated a lot on the southeast corner of Clay and Adams. Many people gave money, some not even Methodist; and a small chapel, called Boyle chapel in honor of the presiding Elder under whom the church had been established in 1869, was erected - debt-free. In 1885 their original church on Clay and Washington was repurchased and remodeled. On Easter Sunday morning, March 25, 1894, the roof caught fire; and due to the inadequate supply of water to control a fire, the church could not be saved. With the help of the congregation and sympathetic townspeople, a new building was completed by August 10, 1895. By 1899 it was financially free and clear (no longer extant).

Some black residents of Kirkwood and the surrounding area established the Rose Hill Baptist Church, also known as the First Baptist Church, in 1870. A small frame church was erected just outside of the boundaries of the original Village of Kirkwood, at Railroad Street and Clinton Avenue. It was debt-free by 1883. Further research of this building was not pursued during this Phase 1 Survey, because it is outside of the focus area.

Also in 1870 a Baptist Church for white Baptists was organized. It was called the First Baptist Church of Kirkwood, Missouri. At first services were held in the home of Dr. B. F. Edwards. Once the Reverend John R. Downer arrived as their pastor, the Presbyterians granted the use of their church on Sunday afternoons for Baptist services. Not wanting to take advantage, the Baptists rented space from Dr. John Pitman on Webster Avenue adjacent to the Pacific Railroad tracks; and services were conducted there beginning January 1, 1871. Official recognition by the Baptist Churches of St. Louis City and County was given in April of 1871. However, financial troubles plagued the congregation off and on throughout this period. Finally, the congregation was able to erect a brick church on the corner of Webster (Kirkwood Road) and Washington Avenue in 1874. In 1887 a mission Sunday School was organized in

South Kirkwood, and a building was acquired for these purposes. In 1896 a new frame church was constructed to replace the earlier brick church (no longer extant).

Another denomination which organized during this period in Kirkwood was the Lutherans. In 1865 Peter Bopp, Sr. moved his family to Kirkwood. At first, the family made the difficult trip to attend Lutheran services at St. Paul's Lutheran Church in Des Peres. Finally, Mr. Bopp decided to erect a little frame church on Madison avenue slightly west of Webster (now Kirkwood) with the help of his 3 sons - Henry, Peter, Jr. and Theodore. A 20' by 30' chapel was completed by February 10, 1874. The Lutherans in and around Kirkwood were invited to attend an organizational meeting in the new chapel on April 12, 1874. They called themselves the Concordia Lutheran Church in Kirkwood. Early in 1875 the congregation purchased the chapel that Bopp had built. A 16' addition was added in 1883. In 1885 the congregation became a member of the Missouri Synod. In 1888 they purchased the lot adjoining the church, and erected a 2 story house on it. The house was to serve as home for a full time pastor and as a school building. Until 1897 all services were conducted in German. At that time evening services began to be conducted in English. These buildings have been razed.

Two more churches were established in Kirkwood before the end of 19th century. Both of these were Baptist churches founded by black residents. One called the Second Baptist Church was organized in 1878. By 1880 the members had erected a frame church located on the corner of Taylor and Monroe Avenues (no longer extant). The other Baptist church was also organized by a number of black residents and took the name of Harrison Avenue Baptist Church. It was located outside of the boundaries of the original 40 blocks of the Village of Kirkwood at Harrison and Clinton Avenues; therefore, not researched during this Phase 1 Survey.

Since the residents of Kirkwood prided themselves in being upstanding people of culture, education was considered important. Great strides in education were made during this period. Their effects were felt beyond Kirkwood. In 1861 a small private school for girls was opened by Miss Anna E. Sneed. She held classes in a cottage near what is now Harrison Avenue and Main (now Argonne). It was called the Kirkwood Seminary. Until that time most of Kirkwood's children were being educated in their homes, sometimes a governess was employed. As Miss Sneed's enrollment increased, she was joined by her sister, Miss Mary E. Sneed. By 1866 a third sister, Miss Hattie E. Sneed joined the faculty. The cottage was no longer adequate. So an entirely new school building was designed and erected on the property. A 2 story structure which contained an auditorium, class rooms and music rooms was completed by the fall of 1868. Each year found an increasing number of young women registering from outside the Kirkwood area, but the

building was not able to accommodate boarding students. When the William McPherson property, adjacent to and north of the seminary, became available, the seminary's Board of Directors approved the borrowing of the money necessary to make the purchase. An addition was made to the McPherson home in 1880 to accommodate additional boarding students. In 1881 an entirely new dormitory, designed by J. G. Cairns, was erected to accommodate 50 boarding students. Mr. Cairns was also local architect responsible for the 1888 First Presbyterian Church of Kirkwood. He married Anna Sneed. The stone house which had been purchased from the McPherson estate became known as Seminary Hall, and after the erection of the new dormitory, the rooms in Seminary Hall were used as study halls and classrooms for Kirkwood students and those who commuted daily. None of these buildings exist today. In 1889 the school was relocated to Oakland Avenue in St. Louis under the name of Forest Park University.

In the mean time other schools had opened in Kirkwood. Father Van der Sanden of St. Peter's Catholic Church had opened a parochial school in 1863. Two nuns conducted classes in a small house near St. Peter's Church. At that time there were not many houses nearby. When a new rectory was erected in 1867, the two nuns were left with no one in their immediate vicinity. They felt isolated and frightened. When they decided to return to their mother-house in Indiana, Mr. Klinkhardt, a layman living in Kirkwood, taught the pupils and held the school together until several nuns from the Sisters of Mercy in St. Louis arrived in Kirkwood to assume the responsibility. The school was moved to the old 1833 church building. When fire destroyed the building in 1875, temporary classrooms were set-up in the newer church. In 1878 space was rented in the town hall for classes. Classes were also held in the rectory. During this interim period, two lay teachers, the Misses Timon conducted school. In 1882 Father Bernard G. Stemker became the pastor. With his own funds he paid for the erection of a little 2 room frame school building on the site of the present St. Peter's grade school. The Ursuline nuns took over the teaching responsibilities in 1886. The school building had to be enlarged to accommodate these nuns, and the building became known as the "sisters' house." Ursuline nuns taught the children who attended the parish school from 1886 until 1900, using rooms in the "sisters' house" and the rectory for classes.

Most children in the Kirkwood area did not attend private or parochial schools. The first public school serving children in the locality was operated by the state. The charter of the Kirkwood School District was granted by the Missouri Legislature on February 17, 1865, three days before the original charter was granted to the town of Kirkwood. The charter stipulated that education must be made available to all children, regardless of color. Nearly 100 years would lapse before children in Kirkwood would be educated at the

nearest public school, regardless of color. The first public school in Kirkwood was situated on the lot bounded on the east by Clay, on the south by Jefferson and on the north by Adams. It opened September 24, 1866 for white students only. Classes for black children were held in a rented church in 1867. Shortly after 1869 the first black school, named for Booker T. Washington, was located in the block bounded by Van Buren, Adams, Jackson (now Geyer) and Jefferson. The little school building occupied by the white children had not been designed for permanent occupancy. As soon as possible, the directors employed John F. Mitchell as the architect and superintendent of the project to erect a permanent school patterned after the Compton School in St. Louis. In July of 1869 the contract to build the school for \$8,500 was awarded to E. W. Halsey, a local contractor. The children moved into the new facility on December 23, 1869. In 1874 it became necessary to rent the second floor of a building owned by William Armentrout for some of the classes because of continuing increases in enrollment. By 1877 a two story addition was completed on the brick school, and all the white children were under one roof again. In 1880 another room was added to the overcrowded frame school for blacks, providing some small relief. The school accommodated young blacks between the ages of 5 years and 21 years during the day and black adults at night.

Exactly when Kirkwood began to offer courses at the secondary or high school level was not specifically recorded in the official records of the school board. Mention is made of high school in 1873-1874, but it was not then a 4 year program. In 1876 the school board members adopted the course of study used in the St. Louis High School for the first 2 years. At first, high school classes were held in 2 rooms on the second floor of the school for the white students. A 2 room brick building which also contained a hall was erected near the public grade school building in 1888. It was built to face Adams Avenue to distinguish it from the grade school which was built to face Jefferson Avenue. An addition was made in 1895, when more rooms were added to the west side of the building. A wing built in 1897 completed the high school building program at least for a while. A 4 year program was offered beginning in 1896. It was the first high school in St. Louis County. It accommodated students inside as well as outside the Kirkwood School District - students from Maplewood, Webster Groves, Clayton, Ferguson and Valley Park.

Other private schools came and went during this period. One of the more prominent ones was known as the Kirkwood Military Academy. It had been established by Col. Edward Haight, who served in the Civil War, in Glendale in 1882 and was known as the Glendale Boy's School. Col. Haight relocated the school to Kirkwood in 1885, occupying the Kitchen family property on Harrison Avenue. When fire

destroyed the building the following year, Col. Haight moved the academy to temporary quarters until arrangements could be worked out for occupancy of the Hiram W. Leffingwell property at Main (now Argonne) and Taylor. In 1888 Col. Haight purchased property on the corner of Washinton and Fillmore Avenues. The school closed in early 1900's. Its building was destroyed by fire in 1910. Few communities the size of Kirkwood can boast of the wide range of educational facilities offered there by the turn of the century. While most of these institutions continued to grow after the turn of the century, virtually none of their buildings from this period have survived.

Cultural and recreational activities in Kirkwood during this period included literary discussion groups, extensive horticultural activities, the cultivation of gracious hospitality, choral groups, lecture series on a wide variety of topics, commercial entertainment such as traveling shows, circuses, etc., the resort activities of Meramec Highlands and the Women's Christian Temperance Union. The locations of these various endeavors was not pursued during this Phase 1 Survey.

Residential architectural resources from this period were prevalent in the area covered by this Phase 1 Survey. 48 structures have been identified, representing three stylistic movements - National Folk, the Romantic Revivals and Victorian. No cohesive districts were found, although there are small scattered clusters of buildings from each movement. The National Folk houses are of three basic types - the gable-front-and-wing plan, the I house plan and the small pyramidal-roof type. As the gable-front-and-wing-plan's name suggests a front facing gable was compounded by the intersection of a gabled wing. Common features are porches at the L made by the intersection of the 2 wings, uniform roof ridges (rather than stepped), one room depth to each wing, balloon-frame construction and consistant (rather than varied) clapboard wall surfaces. The area of this Phase 1 Survey produced 12 examples. 316 W. Jefferson and 225 W. Jefferson are examples of 1 story homes of this type. 218 N. Clay and 243 E. Argonne are examples of 1 1/2 story homes of this type. 243 E. Argonne also features Victorian aspirations. 418 N. Taylor and 125 E. Adams are examples of 2 story homes of this type, and 231 W. Jefferson is the only example of a 2 1/2 story home of this type. 10 I houses were found in the area of this Phase 1 Survey. For the most part these buildings had low side gables, consistant with suburban/rural I houses of the time. They also featured balloon-frame construction, symmetrical facades, secondary centered wall gables on the facade and open-frame facade porches. Those not recovered featured consistant (rather than varied) clapboard wall surfaces. Both 1 1/2 and 2 story structures were seen. The following are fine representative examples: 406 N. Taylor, 410 N. Taylor, 439 W. Argonne, 328 W. Jefferson, 234 W. Jefferson. 5 houses were found of the small pyramidal-roof type. These were 1 story frame buildings with facade entry porches, secondary

wall gables on the facade, and clapboard siding. Three examples include: 161 W. Jefferson, 427 W. Argonne and 126 E. Washington. 126 E. Washington is a designated Local Landmark. This Phase 1 Survey identified 15 Victorian Queen Anne houses. These were large homes of 2 1/2 stories, featuring frame construction, asymmetrical facades, complex rooflines often with dominant front gables, projecting bays, cut-away bays, facade porches which emphasize the entry and varied wall textures often emphasizing the different levels of the building. Fine representative examples include: 220 W. Washington, 211 E. Jefferson, 218 E. Adams, 201 N. Taylor, 430 W. Argonne, 123 N. Harrison, 124 N. Taylor and 212 E. Jefferson. Examples of the Revivals were fewer - 6 in all. There were 4 Colonial Revivals. Representational examples include 231 E. Argonne and the more modest 226 E. Argonne. 237 W. Jefferson was of the Dutch Colonial Revival style. 321 N. Harrison is a nice example of the Italian Renaissance style. All of these revival style homes are of frame construction, featuring the characteristics of the individual style revived. The residential architecture pretty much represented the rural atmosphere of Kirkwood. Many of the houses had barns to house the livestock. The lots were relatively large, and fruit and vegetable bearing gardens were a mainstay. There had been a building boom in the 1880's and 1890's. Many of these property owners had enough money to support their families comfortably, as well as servants and hired hands to take care of the home and grounds.

In 1893 the Richardson Romanesque train depot was constructed. It was designed by Douglas Donovan. This station replaced an 1863 frame station. It is on the National Register of Historic Places. Around 1896 the electric streetcar system was completed between St. Louis and Kirkwood, making Kirkwood accessible to the rising middle class. Before it had been home to the monied and those that served them. Telephone systems were installed in the 1890's. Kirkwood was being pushed into the 20th century and a faster pace.

1899-1936 - Reclassification to city of the fourth class:

According to 1889 Revised Statutes of Missouri, any city or town having a population between 500 and 3,000 persons could become a city of the fourth class by passing an ordinance or proposition for reclassification and submitting it to the voters for approval. In 1899 Kirkwood voters chose reclassification under an aldermanic government. The city was divided into wards, each of which would be represented

by 2 aldermen. The Board of Trustees ceased to function.

Concerning community planning and development during this period - the turn of the century brought with it the completion of a second electric streetcar called the St. Louis and Meramec River Railroad. It provided service between the Meramec River and downtown St. Louis via Kirkwood. For many years the fare was only a nickel. The 1904 World's Fair began the rumblings of the automobile. Kirkwood was slowly growing, and many people outside the city limits enjoyed the various municipal services that the town now offered but paid no taxes to the city. In order to increase the amount of taxable property many extensions were made in the geographical area of Kirkwood from 1899 to 1958. A thorough research of the history of Kirkwood's additions was not pursued in this Phase 1 Survey. In 1901 an electric plant was constructed on Monroe and Taylor. That same year the delivery of mail to the homes of many Kirkwood residents began, and street numbers were required for the first time. In 1903 a municipal water system was installed to furnish water to homes which had previously relied on cisterns and wells. Also the Kirkwood Volunteer Fire Company No. 1 was established. Because Kirkwood was in a whirlwind period of transition, the city marshall had to notify residents that they could no longer keep hogs within the city limits - cows and chickens were allowed. In 1909 gas mains were installed. In 1912 permission was given for the first gasoline station and garage. In 1914 street signs were installed, identifying 56 streets. By 1915 Kirkwood had a population of 5,000. In 1919 Kirkwood established a paid fire department. A firehouse, Firehouse No. 1 at 123 W. Argonne, was erected. Fred Howell was awarded the contract to construct the new firehouse for \$7,900. Along with the building of Firehouse No. 1 came the decision to purchase machine-driven vehicles. (The volunteer fire department was still using a horse-drawn engine when they decided to disband in 1918.) On December 8, 1919 voters approved the issue of \$35,000 in bonds for water improvements. The 1920's saw the wide use of the automobile, the rapid development of the radio, and silent movies. In 1924 Kirkwood established its own water works on Marshall Road near the Meramec River. Also in 1924, Kirkwood's first public library was located in the old city hall with claims that it was the first publically supported library in the county. By 1930 Kirkwood had a population of 9,169 and became a city of the third class under a commission form of government.

In 1906, 37 of Kirkwood's business and merchants established the Businessmen's Credit Association of Kirkwood. The association was designed to lend a social network, provide a code of ethics and increase business in cooperation with similar organizations in St. Louis and St. Louis County. The association was assisted by a number of newspapers which

were circulated to Kirkwood residents, such as The Kirkwood Argus, The Kirkwood Courier, The Countian, The Tablet and The Kirkwood Messenger. By 1920 Kirkwood's business establishments began to show evidence of some of the major changes which were taking place in American life. The Kirkwood Motor Company was established in 1919 by J. E. Shnell and John Heutel as the retail outlet in Kirkwood for Chevrolet cars, trucks, and accessories. Around the same time John F. Kullmar, who had specialized in making harnesses, saddles, trunks and valises, announced that he would provide automobile curtains and other items made of leather and fabrics for use in automobiles. The blacksmith, Emil A. Krueger, added an automobile and body repair shop to his shop. He also became the agent for International trucks and machinery and Overland automobiles. While Peter Prough continued to manage the family feed business, in 1912 he rented the Kirkwood Hotel Building and converted it into a storage building for household goods and furniture. A permanent bank was established in 1906, called the Kirkwood Savings Bank, later called the Kirkwood Trust Company. Another bank was established in 1920 - the Kirkwood Bank. Both banks were able to weather the Great Depression and still serve Kirkwood and a large surrounding area.

A number of commercial buildings from this period were identified by this Phase I Survey. Of the 21 total, 2 were turn-of-the-century buildings. They are brick masonry buildings, of 2 stories, with planar facades. They are located at 117 N. Kirkwood and 113 W. Argonne. Corresponding to Kirkwood's increased population and its increased accessibility, Kirkwood's business district underwent a boom in the early 1920's with more activity in the later 1930's. The business district includes the blocks fronting on Kirkwood Road, approximately from Clinton Avenue on the south to Bodley Avenue on the north. Most of the 19 commercial structures of these two decades are one story brick masonry storefront buildings with planar facades. Sometimes decorative brick panels have been incorporated and a parapet embellishes the facade roofline. Representative examples of these architectural types include: 117, 119 W. Argonne and 125 W. Argonne. The 1930's commercial structures often used multi-colored bricks and had no parapets. Representative examples include 125, 127 E. Argonne and 105, 107 E. Argonne. In addition, stucco finishes became popular in the 1920's in Kirkwood. Therefore, a few of the commercial structures from this period (as well as a few older buildings) have stucco surfaces. Two fine examples, which are appropriately in the Mission style, include the Friehouse No. 1 at 123 W. Argonne and 108 N. Clay.

The only new church organized in Kirkwood during this period was the First Church of Christ, Scientist. Quite a few members of the First Church of Christ, Scientist in St. Louis lived in St. Louis County. In 1906, 20 county residents decided to organize a First Church of Christ, Scientist in Kirkwood. The first service was held on October 7, 1906 in rented Choral Hall on Bodley Avenue. As membership increased, property was purchased at the Northwest corner of Clay and Washington Avenues. The purchase transpired on October 10, 1907, but ground was not broken until July 22, 1909 with cornerstone ceremonies being held on October 11, 1909. Apparently, the construction of the church was planned to take place in stages, according to membership and affordability. By August 14, 1916 all outstanding indebtedness against the first stage of the building had been paid. World War I building restrictions delayed construction on the next stage. After complete revision of plans, the building was completed in 1924.

Shortly after the First Church of Christ, Scientist was organized in Kirkwood, the Concordia Lutheran Church congregation decided to build a larger church. They purchased property at the corner of Taylor and E. Clinton Avenues in 1905 for \$3,500. Plans were drawn up for a new church, parsonage and a temporary school building. The cornerstone was laid on May 12, 1907. Dedication services for the church were held on September 1, 1907. This complex is out of the area covered during this Phase 1 Survey.

A fire partially destroyed Grace Episcopal Church on December 14, 1914. The damage was repaired and the building refurbished. At the same time members approved a resolution that the congregation begin working toward a new church and parish house. The southwest corner of Taylor and Washington was the site of the new parish house. Construction was started in 1924 and completed in 1925, costing a total of \$51,529.50. It provided an administrative office, Sunday School classrooms, a large hall and several rooms suitable for both large and small meetings. The Tudor style, grey stone structure with its Half-timbering and gables is in use today as the Kirkwood YMCA at 325 N. Taylor. In the meantime discussion of a new church was put on hold.

Meanwhile, in 1923, the African Methodist Episcopal Church purchased property at the corner of Monroe and Harrison Avenues for a new larger church. This building is outside of the area covered by this Phase 1 Survey.

As a result of growth, in June of 1929 the Kirkwood Presbyterian Church awarded contracts for the construction of a 2 story educational building and complete renovation of the sanctuary of their church.

Much of the activity at St. Peter's Church during this period centered around the establishment of parish activities.

While many of Kirkwood's private and parochial schools went out of existence, St. Peter's Catholic School enjoyed a continuous existence. In fact, in 1907 a new school building had to be built to accomodate its growing enrollment. The white frame school building was moved to make room for the new 6 room brick school near the corner of Clay Avenue and Argonne. It featured an assembly room on the second floor. For a number of years, it was the largest such room in Kirkwood. The new building was built by Theodore Bopp for approximately \$30,000. The old white frame building continued to be used as the nuns' living quarters. The increased population of the 1920's caused the addition of four classrooms and an auditorium in 1923.

Concordia Lutheran's parochial school also continued to grow. Classes were held in the parsonage until 1907, when a separate building was erected. It also became overcrowded in the 1920's and received a 2 room addition.

In 1900 Kirkwood's beloved high school was totally destroyed by fire. A new structure was built on the same site. Grades four through eight were on the first level, high school classes were on the second level and the third level was used for a study hall and science laboratories. Kindergarten was introduced to the Kirkwood public system in 1908. By 1910 the increase in the number of students of elementary age taxed the limits of the Jefferson Avenue school, and there was no space in the high school building to accommodate the additional elementary-age children. Property was purchased for the construction of a new high school on March 5, 1910 for \$5,000. However, the issue of building a new high school was not dealt with again until the 1920's when overcrowding became intolerable. 7.205 acres of the Edwards property on Kirkwood was purchased for \$10,807.50. William B. Ittner was the architect on the project and W. A. Bopp was the contractor. Building got under way in 1922. This building is now Nipher Middle School. The old high school on Adams was converted into an elementary school. (No longer extant.)

Cultural and recreational activities in Kirkwood during this period included choral and other musical groups, discussion groups covering a wide variety of topics, the Kirkwood Country Club and extensive horticultural activities. Kirkwood was the home of a well-known writer, William Vincent Byars, whose home is a designated Local Landmark at 425 N. Taylor. The expertise and imagination of Kirkwood's Peter Seltzer, a landscape architect, was widely sought after. His home was called Studio Garden and was the scene of exclusive social gatherings. Its attraction was that he creatively used broken and used bricks from the 1904 World's Fair in a rather unpromising location. Hopefully, this building will be investigated in a future survey. A group of women from the Meacham Park area founded an organization to help needy persons living in the vicinity. In 1900 they

called themselves the Willing Workers' Aid Society. When in 1905 they discovered that there were no institutions in St. Louis County for the care of the aged, they opened a bank account into which they placed whatever amount of money they could spare for the founding of an old folks' home. Homes of this sort in St. Louis were not open to county residents. At first a house on East Monroe Avenue, belonging to the DeHoog Family was rented for \$18 a month. It was known as the Willing Workers' Home for the Aged. The name was changed to the Old Folks' Home when it was incorporated on July 8, 1907. The DeHoog property quickly became too small. The Old Folks' Home occupied several other houses between 1907 and 1910, when the Orrick property was purchased with its large Queen Anne house at 135 E. Washington. The basic structure is still visible despite all the additions over the following years.

Predictably, residential architectural resources from this period are abundant in the area covered by this Phase 1 Survey - some 75 buildings. The turn of the century homes still tended to be large - even boxy. Both Homestead houses, with their front facing gabled roofs, and American 4-Squares, with their hipped roofs, were prevalent in the surveyed area. These are frame buildings, with 2 1/2 stories and dominant front porches. 112 N. Harrison is an example of Kirkwood's Homestead house. Representative examples of Kirkwood's abundant American 4-Square include: 237 W. Adams, 245 W. Adams, 221 E. Jefferson, 244 W. Adams and 124 N. Harrison. The influence of the English Arts and Crafts Movement and the American Prairie School Movement are seen throughout homes built between 1900 and 1940. The increased accessibility of Kirkwood due to the advent of streetcars, automobiles and buses and the constant pattern of subdivision of larger properties aided in the greatly increased population of the late teens and early 1920's. Much smaller homes become the standard rather than the exception, at least in the area of this Phase 1 Survey. The bungalow seemed the desirable solution to solid building for middleclass Kirkwoodians, as well as for middleclass Americans. Bungalows have been identified with both frame and masonry construction, one, 1 1/2 and 2 story construction. Many have the exposed rafters and greatly overhanging eaves of the Craftsman style. A few are stuccoed. High style examples include 441 W. Argonne, 337 W. Argonne and 409 W. Argonne. It was also during this time that apartments were introduced to Kirkwood within what had been single-family, residential areas. Also a few Eclectic Revival houses were built. These were frame with the characteristic features appropriate to the style which was being revived. Even 1 late Queen Anne house was identified at 315 W. Adams, distinguished by its very low truncated hip roof with dominant front gable. Of course, also identified were vernacular adaptations which were noncontributing. As with the previous period of Kirkwood's history, no cohesive district was found within the confines of the area covered

during this Phase 1 Survey.

Conclusion:

While the area of this Phase 1 Survey contains a high density of buildings from 1865-1899 and 1899-1936, no cohesive district was found. This was probably due to the pattern of subdivision and resubdivision of large estates and the fact that the oldest section of town is bound to be the most redeveloped. Since this survey served as a basic introduction to the variety of architectural resources in Kirkwood, no conclusive judgements regarding contributing and noncontributing status were made during this stage of surveying. Overall, this area of Kirkwood is a pleasant older suburban community which is residentially oriented. The area contained lovely tree shaded lots, often large, as well as tree lined streets. The identified buildings represented degrees of conscious style and included buildings designed by noteworthy architects, vernacular adaptations of academic styles by community craftsmen and oddities built by eccentrics. Throughout the historical narrative in this report, references were made to buildings which have been razed for two reasons: (1) to provide an ambience and (2) because this survey involved the investigation of such structures when they were originally in the confines of the area of this Phase 1 Survey. In order to identify either a thematic approach to a district or to identify a cohesive district or districts, it will be necessary to survey beyond the original 40 blocks of the Village of Kirkwood. It appears that the area to the north and the area to the east of the original 40 blocks should be the targets for the next phase of surveying. A 1909 plat map and a windshield survey have indicated a high density of older buildings in that area.

The photography is by Linda Stockmann. The negatives are located at 3724 Utah Place, St. Louis, Missouri, 63116, (314) 773-2746.

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