

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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SITE FILE COPY

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

AND/OR COMMON

Laclede's Landing

2 LOCATION

STREET & NUMBER Boundaries as shown on Site Plan Map

CITY, TOWN

St. Louis

VICINITY OF

#1 - Hon. William L. Clay

STATE

Missouri 63102

CODE
29COUNTY
St. Louis CityCODE
510**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input checked="" type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Multiple public and private

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Office of the Recorder of Deeds, St. Louis City Hall

STREET & NUMBER

Twelfth and Market streets

CITY, TOWN

St. Louis

STATE
Missouri 63103**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

1. The Building Art in St. Louis: Two Centuries

DATE

1967

 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS

published: St. Louis: American Institute of Architects,

CITY, TOWN

St. Louis Chapter

STATE

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-
2. Landmarks Association of St. Louis, Inc. Survey
(formerly Heritage/St. Louis Survey)
1974-1975 local
611 Olive Street - Suite 2187
St. Louis, Missouri 63101

 3. Community Development Agency of St. Louis Survey
1976 local
Community Development Agency
City of St. Louis
1015 Locust Street - Suite 1201
St. Louis, Missouri 63101

 4. Missouri State Historical Survey
1972-1976 state
Department of Natural Resources
P.O. Box 176
Jefferson City, Missouri 65101

7 DESCRIPTION

CONDITION		CHECK ONE		CHECK ONE	
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE	<input type="checkbox"/> MOVED	DATE _____
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED			
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED				

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Laclede's Landing is a relatively recent designation for the section of the old St. Louis, Missouri, waterfront bounded by the Mississippi River, the Eads and Dr. Martin Luther King (Veterans Memorial) bridges, and Third Street. The term "Laclede's Landing," although not historically accurate, is nevertheless a common name describing the over 22-acre site.

Strongly defined borders and exceptional topography give Laclede's Landing a cohesiveness and uniformity unusual for an area so close to the Central Business District. The Mississippi River is, of course, a pronounced natural barrier on the east. The Jefferson National Expansion Memorial adjoins Laclede's Landing on the south, providing another distinct boundary. The Eads Bridge, a National Historic Landmark, separates the two areas. Many structures in Laclede's Landing have remained basically intact from the period of industrialization in the late nineteenth century, partially due to the close proximity of the two bridges which effectively limited accessibility to the area.

The unity of the district with the national park is strongly felt because of the continuation of the north-south streets through the Eads Bridge approach to the northern edge of the Jefferson National Expansion Memorial. Furthermore, the internal cohesion of the area is enforced because most commercial buildings front on the north-south streets.

Laclede's Landing consists of most of nine city blocks. Included in the historic district are all of CB15, CB16, CB26, CB25, CB67, and CB68 and portions of CB14, CB27, and CB66. The inclusion of partial blocks in the district is necessary because of the existence of the bridge approaches. The slope of the streets toward the Mississippi River is basically intact as it appeared in the original village of St. Louis. The street pattern, forming small blocks about 300 feet long, reflects the Chouteau and Laclede plan for St. Louis and is one of the few waterfront areas in the city which retains this early characteristic. Almost every block is developed except for CB25 which is used as a parking lot and cab stand. On most streets the space between the buildings is seldom greater than 50 feet.

The character of Laclede's Landing is reinforced by its position between the river and the taller buildings of downtown. The expressway to the west and the two bridge approaches on the north and south enframe the site and direct the viewer's attention to the wharf and river. This visual effect adequately reinforces the historical relationship between Laclede's Landing and the levee.

Over half of the structures date from before 1884; most of these appear worth preserving for their architectural merit. Many facades are of cast iron and are richly worked with pilasters, cornices, arches, and capitals which provide a simple expression of load and support, a satisfying effect of light and shadow, and a very inviting and comfortable human scale.

Provided below is a block-by-block description and evaluation of the architectural significance of various buildings in Laclede's Landing.

CB14: (Bounded by First Street, Lucas Avenue, Wharf Street, and the Eads Bridge approach). This block contains the Switzer Licorice Company buildings (formerly Excelsior Manufacturing Company); the bridge approach occupies much of the remainder of the

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remainder of the block. Switzer Company occupies two, companion structures at 612-618 and 622-624 North First Street. Switzer's main building is a five-story, brick factory/warehouse of eight-bay proportion. Fenestration is of a round-arched style, and the first-story commercial facade utilizes cast-iron pilasters. Entrance is provided through doors in the middle two bays. The structure is fundamentally unaltered with the exception that the cornice has been removed and a canopy installed across the front above the first story. The companion building is a two-story, brick warehouse which has been modified extensively, including the removal of the third story and alteration of the commercial facade facing the bridge railroad station.

Nestled close to the base of the Eads Bridge is the nineteenth century Eads Bridge Railroad Station (617 Wharf Street) with a tunnel connection to Union Station at Market and 18th streets. It served as either the first or last stop in St. Louis.

CB15: (Bounded by First Street, Lucas Avenue, Wharf Street, and Delmar Boulevard). The block contains a variety of light industrial and commercial uses, including a box and label factory, a cleaning supply wholesaler, a diner, and other functions. Of primary architectural significance are buildings at 700-702, 704-706, 708-710, and 720-722 North First Street. The buildings in this block appear to have been constructed earlier than the cast-iron structures of other blocks. 700-702 North First Street (Missouri Box and Label Company) and the Brenco Corporation buildings at 704-714 North First Street are especially suggestive of the Federal style in their use of regular fenestration, the modest brick cornices, and stone sills and lintels. The two remaining buildings on the river side of the block (710 and 712-716 Wharf Street) present much-altered remnants of the typical, narrow-front, commercial structures which once lined the river.

CB16: (Bounded by Delmar Boulevard, Dr. Martin Luther King Drive [Franklin Avenue], First Street, and Wharf Street). This block contains a mixture of industrial uses and is approximately half vacant or occupied by the Dr. Martin Luther King (Veterans Memorial) Bridge approach. Of architectural significance in this block are two structures: the Cherrick Distributing Company Building at 800-804 North First Street and the Bronson Hide Company Building at 806-808 North First Street. The Cherrick Building is a three-story, Federal-style, brick, commercial structure. It is of six-bay proportion and displays a modest cornice on the front facade. Fenestration is rectangular; the commercial front appears to have been quite modified in later years to accommodate larger window and doorway openings.

The Bronson Building abuts the Cherrick Building on the north and is a four-story, brick, commercial structure. The prolific use of cast-iron window railings and column capitals, irregular spacing of fenestration, and the use of round-arched windows are of Victorian influence, placing the Bronson Building in a later chronology than the Federal-style, brick structures of Laclede's Landing.

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CB25: (Bounded by Dr. Martin Luther King Drive [Franklin Avenue], Second Street, Delmar Boulevard, and First Street). This block has been entirely cleared of early structures and is primarily used as a parking lot. The Dr. Martin Luther King (Veterans Memorial) Bridge approach occupies a portion of the block.

CB26: (Bounded by Delmar Boulevard, Second Street, Lucas Avenue, and First Street). This block is the most densely developed in Laclede's Landing and contains several of the more architecturally significant structures of the district. Of primary importance are the Christian Peper Building at 719-[727] 729 North First Street, the Wamser & Ferman Company Building at 700-702 North Second Street, the Scharaff, Bernheimer & Company Building at 714 North Second Street, and a warehouse at 716 North Second Street.

The Peper Building is recognized as one of the more important cast-iron structures in St. Louis. Completed in 1874 for the Peper Tobacco Company, it was designed by Frederick W. Raeder, a St. Louis immigrant architect who planned several commercial and residential buildings during the 1870's and 1880's. With the exception of the removal of the cornice, the Peper Building is intact from the time of its construction according to an 1889 view. It is a six-story, cast-iron-fronted structure abundant in pilaster and fenestration detail. Eight bays in width, the main facade includes an intact, cast-iron, commercial front.

The building at 700-702 North Second Street is a five-story, brick factory/warehouse displaying a cast-iron commercial front on the first story only. The regular plan, the symmetrical spacing of fenestration, and the relatively modest brick cornice suggest the Federal style, but the round-arched windows and richly ornamented cast-iron front are Victorian features. This building, therefore, represents a transition between the earlier and later structures in Laclede's Landing. The five-story building at 714 North Second Street is dated 1883. The recessed fenestration, framed and supported by decorated columns, and the ornamented belt coursing between story levels produce an irregular and highly embellished front facade which is reminiscent of the Victorian commercial style. The warehouse at 716 North Second Street is a significant cast-iron structure, although its detailing is not as richly ornamented as that of the Peper Building. This three-story, brick structure of six-bay proportion has rectangular fenestration in the form of paired, double-hung sash windows and double doors in each bay of the first story. The lack of fenestration detail and unembellished pilasters and cornice indicates a predominantly functional intent for the building. 718 North Second Street is a companion, four-bay structure; its commercial front has been severely altered.

CB27: (Bounded by Second Street, Lucas Avenue, First Street, and the Eads Bridge approach). The Riverfront Design Center, 612-616 North Second Street, was constructed in 1860 and subsequently purchased by Henry Shaw as a real estate investment. The

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five-story, brick and mill construction features a central bearing partition wall of eight segmental arches. On the first floor the arches are ten feet wide and 16 feet high.

The Greeley Building, 618-624 North Second Street, was built in 1881 by Carlos S. Greeley as the main office and warehouse of the firm of Greeley-Burnham Grocer Company. The building is a fine example of the functional tradition during the industrial revolution in this country. Built as a warehouse, it is essentially concerned with utility; expenditure was concentrated on such necessities as strength, wide, uninterrupted floor spaces, easy handling of goods, and the protection of the fabric of the building against rough treatment that the loading and unloading of goods often involves. Especially noteworthy is the use of cast iron in the framework and original front facade. A lithograph from 1883 documents the iron columns and pilasters of the original facade.

The structures fronting North First Street are of comparatively little architectural merit. Their significance is derived from scale, proportion, materials, continuity of streetscape, and control of the corner.

CB66: (Bounded by Third Street, Lucas Avenue, Second Street, and the Eads Bridge approach). The structures facing North Second Street maintain the visual environment of the historic district, serving as "background" buildings within the area. The Kroger, Amos and Jones Grocer Building at the corner of Lucas Avenue and North Third Street is one of a few buildings in Laclede's Landing with sufficient mass and independence of design necessary to stand alone. A ca. 1915 picture (in the collection of the Community Development Agency of the City of St. Louis) shows the Washington-Street entrance to Laclede's Landing; this turn-of-the-century building is the focal point. While other buildings in that block have gradually disappeared, the richly decorated cornice of the Kroger Building still announces Laclede's Landing.

CB67: (Bounded by Third Street, Lucas Avenue, Delmar Boulevard, and Second Street). This block contains a variety of retail and industrial uses and includes several structures of architectural importance to Laclede's Landing. Among these are "Cafe Louie" at 718-720 North Third Street, the Central Egg Company Building at 702 North Third Street, and the two buildings of the Schoellhorn-Albrecht Machine Company, 721 and 723 North Second Street. "Cafe Louie," a restaurant, is housed in a three-story, brick, square-plan building of three-bay width and depth. The double-hung sash windows are arranged in pairs equally spaced in the center of each bay. The modest cornice and relatively unembellished front facade suggest a Federal-style influence, but the round-arched windows and irregularly spaced fenestration are of a later tradition. The Central Egg Company Building is a three-story, Victorian-style structure employing a partial cast-iron facade. Fenestration detail is moderately embellished. Round-arched windows dominate the second story; rectangular windows are utilized on the third

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story. The cornice has been removed.

The Schoellhorn-Albrecht buildings are brick factory structures. One building, 723 North Second Street, is a three-story, rectangular-plan structure utilizing round-arched windows on the third story, half-round-arched windows on the second story, and an altered commercial front on the ground story. Stone belt courses appear below each tier of windows. This building was constructed prior to the grading of Morgan Street (now Delmar Boulevard) from Second to Third streets in 1842. An early brick sidewalk at the original level of Morgan Street (Delmar Boulevard) still exists in a room adjacent to the basement of 723 North Second Street. The slope of the windows on the Morgan (Delmar) facade suggests the existence of the buildings prior to the construction of the present roadway; the placement of fenestration does not correspond to the current grade. The four-story building at 721 North Second Street is similar in design and function to its companion, but is noteworthy for its Gothic-style, recessed windows on the front facade.

Additionally, this block contains a building at 705-[717] 719 North Second Street that until 1975 housed one of the oldest companies in St. Louis. Founded in 1849, the Witte Hardware Company was listed with a Laclede's Landing address (158 Franklin Avenue) as early as 1863. In 1902 the firm located in its new building at 705-[717] 719 North Second Street where it continued to do business for the ensuing 73 years.

CB68: (Bounded by Delmar Boulevard, Third Street, Second Street, and Dr. Martin Luther King Drive [Franklin Avenue]). Of primary significance in this block is a row of commercial structures occupying the southeast half of CB68. The Levee Building, 801-805 North Second Street, is a large, brick warehouse, one half block in depth and four stories in height. All fenestration is rectangular in form, including the commercial front on the Second-Street side. The low-pitched, gable roof is suggestive of the Federal style and is similar in design to the Lohman's Landing Building in Jefferson City, Missouri, a site already enrolled on the National Register of Historic Places. Fenestration on the Delmar Boulevard-facade also suggests that this building was constructed prior to 1842. 807 North Second Street is a smaller, three-story, three-bay, commercial structure utilizing half-round-arched windows; its commercial front has been highly modified. The Ivan T. Bauman Company buildings at 811-819 North Second Street are two, companion, three-story, four-bay, flat-roofed structures. 815-819 North Second Street is a Federal-style business building quite similar to others in Laclede's Landing in the use of rectangular fenestration and an unembellished facade; 811-813 North Second Street is a similar structure, but the half-round-arched windows suggest a slightly later construction date. Both buildings have early commercial fronts surviving relatively intact.

SOURCES OF INFORMATION

1. Fruco and Associates Inc., "Central Riverfront Study" (November 21, 1966),

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pp. 1, 2, 7, 12. (Typescript.)

2. Ordinances of the City of St. Louis (Ordinance #913), February 25, 1842.
3. Collected information furnished by the Laclede's Landing Redevelopment Corporation.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION		
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Laclede's Landing, St. Louis, Missouri, is significant as the only portion of the old riverfront commercial district which has survived from the nineteenth century. The district is additionally noteworthy for the large number of surviving examples of cast-iron commercial fronts to be found in the area.

Laclede's Landing is the only surviving portion of the street pattern laid out in the original survey for the French village which grew up around the trading post established in 1763 by Pierre Laclede Liguette and Auguste Chouteau.¹ The grid system established with this 1780 survey was reminiscent of town planning in New Orleans, regular, rectangular superblocks knit together by narrow, 32-foot streets with the only expansion at a commercial center reserved for the church and its traditionally associated market.

St. Louis was a planned town, not a chance growth around a mission, not a gathering place of frontiersmen, not a boatmen's landing, not a backwoods settlement. From its earliest days it was a commercial center and a seat of government.²

By the time of the Louisiana Purchase, adaptive French colonial-style buildings of vertical timbers, "poteaux en terre," quickly constructed without foundations, "partaux en terre," frame construction on a heavy foundation, and more pretentious buildings of native limestone masonry dotted the St. Louis riverfront. Each property owner took pains to enclose his holdings with eight-foot pallisade walls for defense against possible Indian attacks and the inevitable domestic livestock meanderings.

The 1803 signing of the Louisiana Purchase brought Anglo-American representatives and culture. Streets were renamed Main, Second, and Third, and brick replaced earlier building materials. While growth in the frontier town proceeded at a leisurely pace, the self-contained homesteads of Laclede's Landing began to be removed for transitional hotel and commercial functions. By 1819 the Missouri Hotel, site of the first Missouri legislative assembly, was completed at the southwest corner of First Street and Delmar Boulevard; other hotels and inns subsequently appeared on adjacent blocks.³

St. Louis in 1830 was still a small town. The families of the original settlers had been joined by a substantial number of English-speaking Southerners, predominantly from Kentucky and Virginia, and a smaller group of pioneers from the New England states. The total population, including free blacks and slaves, stood at less than 6,000, in contrast to Cincinnati, the largest inland city, which had almost 25,000 inhabitants. By 1830, however, many of the political and economic problems which had contributed to the

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relatively slow growth of St. Louis had been resolved. The 1814 treaty of peace with England brought security to the western frontiers and inland waterways. The United States Army established forts to maintain that security, and St. Louis became the westernmost outfitting post for wagon trains opening up the countryside beyond the Mississippi River. The fur and Indian trade was no longer a high-risk, high-profit business directed by local entrepreneurs; the American Fur Company, controlled by John Jacob Astor, promoted an international monopoly with St. Louis supplying more pelts than any other market in the world. The completion of a new brick courthouse and the beginning of the construction of the U.S. Arsenal a mile south of the city limits highlighted the start of a construction boom which would continue until the Civil War. Steamboats, introduced to St. Louis in 1817, provided regular service linking the Mississippi Valley to the Ohio River system. New wharves and warehouse concentrations mushroomed along the river on both sides of the old French village. Soon steamboats would bring the first major influx of European immigrants and transform a frontier trading post into a cosmopolitan commercial center of national importance.⁴ Many of these immigrants were to play an important role in the development of Laclede's Landing.

By 1840 Laclede's Landing included a mill, a foundry, commercial shops, and owners' places of residence.⁵ Emphasis was not on the scenic development of the riverfront. As the economic lifeblood of the city, the levee was a place of business, and the Laclede's Landing area was lined with steamboats.

In 1849 the steamboat "White Cloud" caught fire, igniting four other boats and spreading rapidly through fifteen square blocks just south of the district area. The first detailed view of the city after the holocaust (Krause Engraving - 1852) shows the riverfront completely rebuilt.⁶

Pre-fabricated, iron-fronted buildings, cast-iron skeletons, and iron pillars, railings, shutters, and ornamental details manufactured in St. Louis made recovery possible virtually overnight. While many of the forms were copies or adaptations of ornate, classical themes, the function was practical. "St. Louis could hardly have retained its commercial prestige in the rapidly expanding west without this new form of construction."⁷

Prosperity in St. Louis continued until the Civil War. New iron foundries opened as some of the old French families turned their investments from the fur trade to iron mining acquisitions.

Virtually dependent on the river traffic, St. Louis suffered serious economic problems during the War. In the decade immediately following, however, the city emerged as the fourth largest in the nation, and Laclede's Landing assumed much of its present form and character. By 1875 most of the surviving buildings on blocks CB14, CB15, CB66, CB68, and CB27 had been constructed. The Switzer Licorice Company buildings at 612-

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618 North Main (First) Street were built in 1874 for the Excelsior Manufacturing Company ("Charter Oak Stoves"); the Christian Peper Tobacco Company was standing in 1875. Camille N. Dry's Pictorial St. Louis: The Great Metropolis of the Mississippi Valley, indicating ownership, usage, and appearance of all buildings in St. Louis in 1875, suggests that surprisingly few major changes had occurred in the Laclede's Landing area in over a century.⁸

Laclede's Landing, compact and perfectly situated for the days of the steamboat, could not supply the spatial requirements for the age of railroads. The completion of the Eads Bridge in 1874, the first bridge spanning the Mississippi River at St. Louis, stimulated further expansion of industrial and warehouse construction near Union Station at 18th Street.

By 1880 the St. Louis levee extended north and south from the old commercial district (in the vicinity of Market Street) to approximately Biddle Street and Chouteau Avenue. In contrast to the older central section, the north and south ends of the waterfront were more industrial in character. Business directories indicate that most commercial establishments were concentrated along Market, St. Charles, Olive, and Pine streets in numbers below 400 (east of Fourth Street) and that many of these enterprises involved merchandising, wholesaling, and banking rather than manufacturing. A sampling of businesses and industries in Laclede's Landing, gleaned from various guidebooks and commercial pamphlets published during the last decades of the nineteenth century, included:

1. Excelsior Manufacturing Company, maker of stoves, 612-618 North Main (First) Street
2. Western Oil Company, maker of oils, 812-816 North Main (First) Street
3. Van [Vane], Colvert [Calvert] & Company, maker of paints, 811-816 North Main (First) Street
4. L.M. Rumsey and Company, manufacturer of machinery, occupied an entire block bounded by Morgan Street (Delmar Boulevard), Cherry Street (Dr. Martin Luther King Drive), First Street, and Second Street
5. Curtis and Company, maker of saws and edged tools, offices at 811 North Second Street
6. Metal Stamping and Engraving Company, maker of housewares and other stamped products, 708-712 North (First) Street
7. B.H. Newell, hides, 724 North Main (First) Street
8. James Blackman, hides, 618 Commercial Street
9. Scharaff, Bernhelmer and Company, 704-706 North Second Street

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10. Christian Peper Tobacco Company, 719-729 North
First Street
11. Moses P. Johnson, saw and engine maker, 717 North
Second Street

Siegfried Giedion in Space, Times and Architecture; The Growth of a New Tradition, called attention to the relatively prolific use of cast-iron facades among St. Louis' commercial buildings and indicated the importance of this innovation for the subsequent development of pre-fabricated architecture and the perfection of the skyscraper and curtain wall technique of more recent times. Giedion recognized the St. Louis waterfront as an equal to New York City's "Cast-Iron District" in the number and quality of commercial buildings employing this particular design technique.¹⁰ However, since the time of Giedion's publication, most of the St. Louis waterfront has been lost; the only exception is Laclede's Landing.

Laclede's Landing is the single conglomerate of nineteenth century business buildings remaining in St. Louis which reflects the appearance of the levee in the early days of the city's industrial growth. Before the 1930's much of the St. Louis waterfront from north of Market Street to Biddle Street and west to Broadway retained the character of the early industrial St. Louis. Construction of the Jefferson National Expansion Memorial necessitated clearing the levee from the Eads Bridge to Poplar Street as far west as Third Street. Furthermore, the addition of two highway bridges in the waterfront vicinity since the 1940's has caused the removal of other early structures; construction of the Veterans Memorial Bridge (renamed Dr. Martin Luther King Bridge) at Dr. Martin Luther King Drive (Franklin Avenue) required dislocation of nineteenth century factories and warehouses in Laclede's Landing. Additional demolition of the St. Louis waterfront has occurred south of Chouteau Avenue. Precipitated by the expansion of Monsanto Chemical Company factories east of Broadway, much of the nineteenth century character of the levee was destroyed south of the district as early as the 1920's. To the north of Laclede's Landing, construction of Union Electric generating facilities and other mixed industrial growth hastened a significant removal of unwanted nineteenth century commercial buildings.

It may be worthwhile to speculate why Laclede's Landing has survived. The primary reason appears to be that the availability of land was not adequate in Laclede's Landing to accommodate newer industries; chemical, aircraft, and auto plants were not especially suited to the congested waterfront and, therefore, chose to build on more peripheral locations. As an additional impediment to redevelopment, the district area has been surrounded on three sides by bridges: the Eads on the south, the Dr. Martin Luther King (Veterans Memorial) on the north, and the Third Street viaduct on the west. As a result, Laclede's Landing was isolated and could not be considered for industrial expansion by firms north of the area or by the Jefferson National Expansion Memorial

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LACLEDE'S LANDING

CONTINUATION SHEET

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on the south. Because of this fortunate location which encouraged the survival of Laclede's Landing, this area may now be utilized in such a manner as to preserve the nineteenth century commercial character of this portion of the old St. Louis waterfront.

By the mid sixties, the City of St. Louis had determined that Laclede's Landing was being abandoned for more efficient facilities in other parts of the metropolitan area. Many of the multi-storied buildings were no longer effective for traditional uses of light manufacturing and warehousing.

Recognizing the symptoms of economic disorder and failure, the Plan Commission evaluated the conditions in Laclede's Landing and decided that it would qualify for designation under Chapter 353 of the Missouri Urban Redevelopment Law. This law contains two important features. First, it allows a developer relief from property taxes (on a scheduled basis over a twenty-five-year period) for investing in a high-risk, designated redevelopment area, and secondly, it provides for the use of eminent domain by a redevelopment corporation approved by the Board of Aldermen of the City. Laclede's Landing was recommended for designation under this law by the Plan Commission and approved by the Board of Aldermen in 1966.

Since the law allowed for a diversity of plans to be submitted to the authorized planning agency in St. Louis within a defined time period, two different development concepts were submitted in 1968 to redirect the economic condition of the area. One concept emphasized the mixture of new construction with the rehabilitation of selected buildings; the other considered the demolition of all the buildings and the construction of a totally new environment. After a year and a half, the Board of Aldermen decided against the recommendation of the Plan Commission and selected the concept utilizing a mixture of new construction and rehabilitation. Due to the delays in the selection process and serious national economic problems, the project did not materialize. The City of St. Louis terminated the redevelopment contract with the developers in 1972.

In late 1974, a group of businessmen and property owners in Laclede's Landing began meetings to determine if there were alternative approaches to redevelopment other than single ownership. After a number of discussions, an approach was formulated allowing for Laclede's Landing to be redeveloped in an organized and controlled manner involving a multiplicity of ownerships. By selecting this approach, the redevelopment corporation (Laclede's Landing Redevelopment Corporation), formed by this combination of property owners and civic interests, did not have to utilize capital to option property in the district area.

In approximately July, 1975, the Corporation forwarded a plan to the Community Development Agency, the newly authorized planning agency of the City of St. Louis. In

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late September, the plan was approved by that agency and sent to the Board of Aldermen for its approval. After a public hearing, approval by the Board of Aldermen, and the signature of Mayor John H. Poelker of the City of St. Louis on December 17, 1975, the plan presented by the Laclede's Landing Redevelopment Corporation became official.

The approved plan provides for the imaginative rehabilitation of approximately 1,000,000 square feet of existing space for mixed uses -- residential, retail, office, and entertainment.¹¹ At this time, asphalt is being removed from the old, narrow, cobblestone streets as the area begins to attract merchants, artisans, and twentieth century inn-keepers. Ten years from now, Laclede's Landing may once again serve as a vital, bustling center of activity; the future of this unique district of old St. Louis depends on the careful re-use of the past.

The survey of Missouri's historic sites is based on the selection of sites as they relate to theme studies in Missouri history as outlined in the "Missouri State Historic Preservation Plan." Laclede's Landing is, therefore, being nominated to the National Register of Historic Places as an example of the themes of "Architecture," "Economics," "Technology," and "Urban Design."

FOOTNOTES

1. Landmarks Association of St. Louis, Inc., "Laclede's Landing" Area (St. Louis: Landmarks Association of St. Louis, Inc., November, 1968), p. 11.
2. John Francis McDermott, "Myths and Realities Concerning the Founding of St. Louis," The French in the Mississippi Valley, ed. John Francis McDermott (Urbana, Illinois: University of Illinois Press, 1965), p. 15.
3. "Laclede's Landing" Area, p. 4.
4. Carolyn Hewes Toft and others, Soulard: The Ethnic Heritage of an Urban Neighborhood (St. Louis: Social Science Institute, Washington University, November, 1975), p. 3.
5. John Albury Bryan, "Tour Notes for Laclede's Landing," n.d., p. 3.
6. "The Old St. Louis Riverfront," April 11, 1938 (engraving in the Art Room, St. Louis Public Library).
7. John Albury Bryan, "Cast Iron Architecture of the St. Louis Riverfront" (unpublished paper, n.d.), p. 6.

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8. Camille N. Dry, Pictorial St. Louis: The Great Metropolis of the Mississippi Valley (St. Louis: Compton & Company, 1876), plates 2 and 22.
9. Commercial and Architectural St. Louis (St. Louis: Jones & Orear, 1888), passim; and J.A. Dacus and James W. Buel, A Tour of St. Louis, or The Inside Life of a Great City (St. Louis: Western Publishing Company, 1878), passim.
10. Siegfried Giedion, Space, Time and Architecture; The Growth of a New Tradition, 2nd edition (Cambridge, Massachusetts: Harvard University Press, 1954), pp. 198-200.
11. Tom Purcell, "Laclede's Landing Redevelopment Corporation" (unpublished paper, St. Louis, Missouri, 1976), p. 2.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Atlas of the City of St. Louis, Missouri. Philadelphia: G.M. Hopkins, C.E. 1883.
2. Bryan, John Albury. "Cast Iron Architecture of the St. Louis Riverfront." Unpublished paper, n.d.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approx. 22 acres (8.90688 hectares)

UTM REFERENCES

A	1,5	7,4,5	4,0,5	4,2	7,9	4,2,0	B	1,5	7,4,5	3,7,5	4,2	7,9	2,1,5
	ZONE	EASTING		NORTHING			ZONE	EASTING		NORTHING			
C	1,5	7,4,5	0,0,0	4,2	7,9	2,4,0	D	1,5	7,4,5	0,0,0	4,2	7,9	4,7,0

VERBAL BOUNDARY DESCRIPTION

Laclede's Landing is bounded on the north by the north side of the approach to the Dr. Martin Luther King (Veterans Memorial) Bridge, on the east by the Mississippi River bank, on the south by the north side of the approach to the Eads Bridge, and on the west by an irregular line following Third Street (see Site Plan Map).

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

1. Nancy B. Breme, Research Associate

ORGANIZATION	Department of Natural Resources Office of Historic Preservation	DATE	June 10, 1976
STREET & NUMBER	P.O. Box 176	TELEPHONE	314-751-4096
CITY OR TOWN	Jefferson City	STATE	Missouri 65101

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X STATE _____ LOCAL _____

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE	Director, Department of Natural Resources, and State Historic Preservation Officer	DATE
-------	---	------

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
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LACLEDE'S LANDING

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3. _____. "Tour Notes for Laclede's Landing." N.d.
4. Collected information furnished by the Laclede's Landing Redevelopment Corporation.
5. Commercial and Architectural St. Louis. St. Louis: Jones & Orear, 1888.
6. Dacus, J.A., and James W. Buel. A Tour of St. Louis; or The Inside Life of a Great City. St. Louis: Western Publishing Company, 1878.
7. Data excerpted from a draft National Register Inventory-Nomination Form prepared by the Community Development Agency of St. Louis Survey (a sub-survey of the Office of Historic Preservation).
8. Development Plan of Laclede's Landing Redevelopment Corporations. July 11, 1975.
9. Dry, Camille N. Pictorial St. Louis: The Great Metropolis of the Mississippi Valley. St. Louis: Compton & Company, 1876.
10. Fruco and Associates Inc. "Central Riverfront Study." November 21, 1966.
11. Giedion, Siegfried. Space, Time and Architecture; The Growth of a New Tradition. 2nd edition. Cambridge, Massachusetts: Harvard University Press, 1954.
12. Hagen, Harry M. This Is Our St. Louis. St. Louis: Knight Publishing Company, 1970.
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14. Levee Redevelopment Company, Inc. A Development Plan for Laclede's Landing. St. Louis: Levee Redevelopment Company, Inc., 1966.
15. Levee Redevelopment Company, Inc. "Laclede's Landing." 1968. (Typescript.)
16. McDermott, John Francis (ed.). The Early Histories of St. Louis. St. Louis: St. Louis Historical Documents Foundation, 1952.
17. _____. The French in the Mississippi Valley. Urbana, Illinois: University of Illinois Press, 1965.
18. "The Old St. Louis Riverfront." April 11, 1938. (Engraving in the Art Room, St. Louis Public Library.)

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19. Ordinances of the City of St. Louis (Ordinance #913), February 25, 1842.
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22. St. Louis [Missouri] Post-Dispatch, June 18, 1972.
23. Taylor and Crooks. Sketch Book of St. Louis. St. Louis: George Knapp and Co., 1858.
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25. Yeakle, M.M. The City of Saint Louis of Today. St. Louis: J. Osmun Yeakle & Co., 1889.

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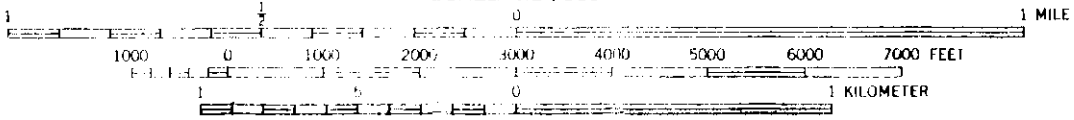
2. Carolyn H. Toft, Historic Preservation Officer
Community Development Agency
City of St. Louis
1015 Locust Street - Suite 1201
St. Louis, Missouri 63101

3. Stephen J. Raiche, Research Associate
Department of Natural Resources
Office of Historic Preservation
P.O. Box 176
Jefferson City, Missouri 65101



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SCALE 1:24,000



U.S.G.S. 7.5' Quadrangle
 "Granite City, Ill. - Mo." (1968)

Scale: 1:24,000

Laclede's Landing
 UTM References

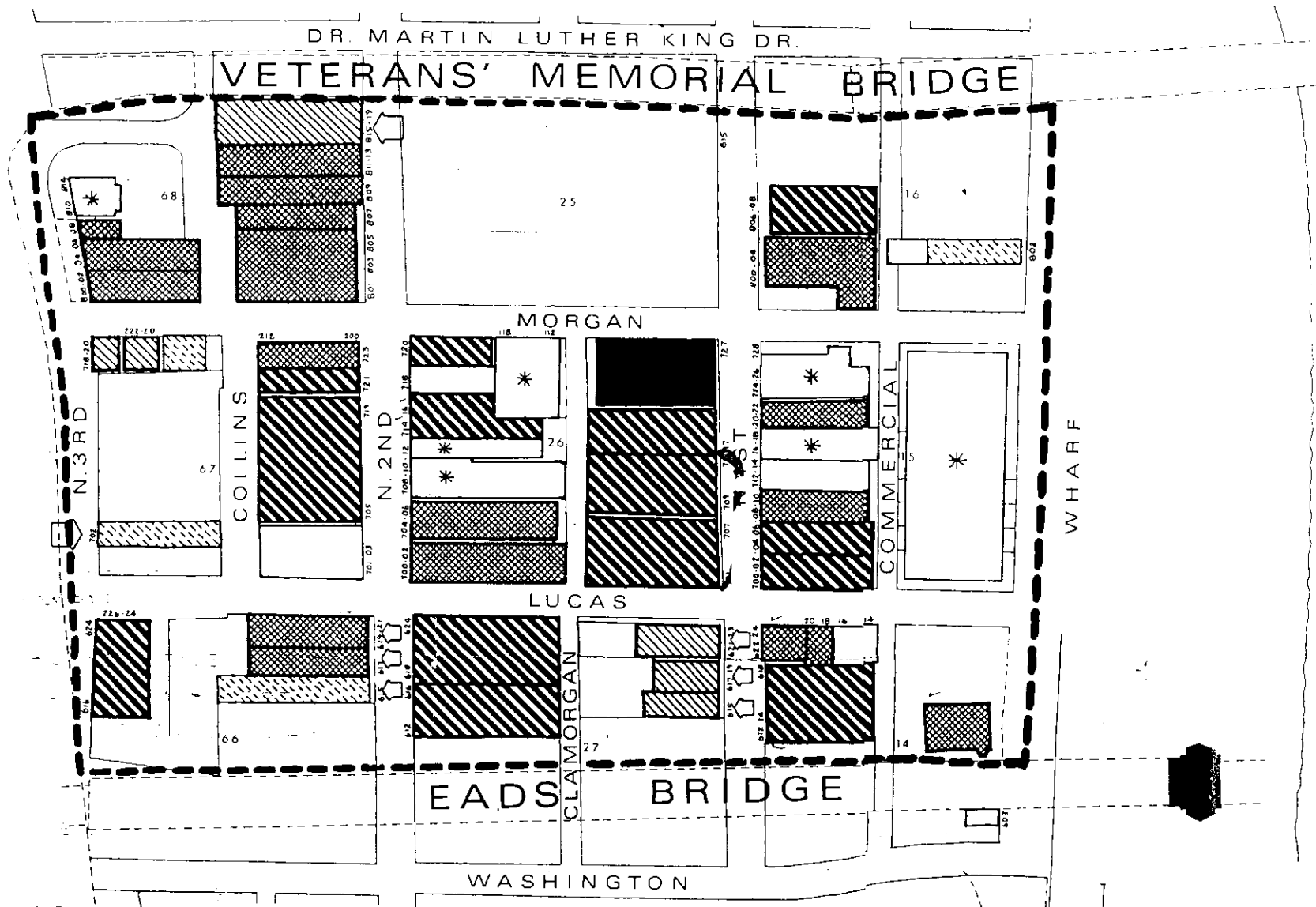
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- LEGEND:
- NATIONAL SIGNIFICANCE
 - ▨ STATE SIGNIFICANCE
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 - * BUILT SINCE 1941
 - ⊖ DEMOLISHED SINCE APRIL 1976
 - - - LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES

ARCHITECTURAL SURVEY OF LACLEDE'S LANDING

LANDMARKS ASSOCIATION OF
ST. LOUIS, INC.

APRIL 1976 ST. LOUIS, MISSOURI
REVISED MARCH 1983

MISSISSIPPI RIVER

SURVEY:

CAROLYN HEWES TOFT
WILLIAM B. SEIBERT
PAT HAYS BAER - MAP

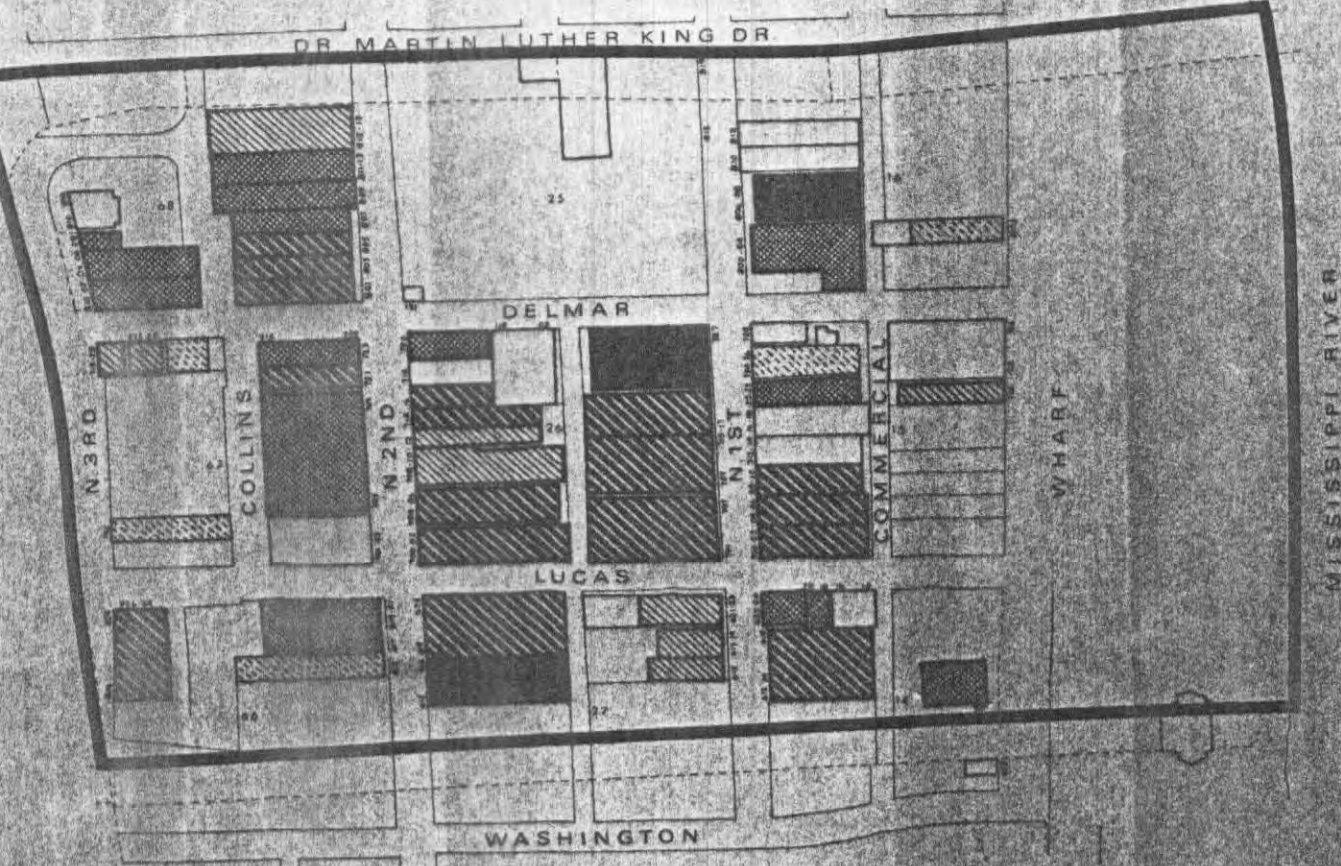
REVIEW:

WILLIAM HAYES
GERHARDT KRAMER
OSMUND OVERBY

RATINGS REFLECT CURRENT ARCHITECTURAL, NOT HISTORICAL OR ASSOCIATIVE, SIGNIFICANCE. ALTHOUGH BUILDING CONDITIONS PER SE ARE NOT EVALUATED, INSENSITIVE ALTERATIONS AND/OR THE LOSS OF ARCHITECTURAL ELEMENTS MAY LOWER RATINGS. THIS SURVEY IS REVISED PERIODICALLY TO NOTE DEMOLITIONS AND ASSESS RENOVATION

THE PREPARATION OF THIS MAP WAS FORWARDED IN PART THROUGH A GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER TITLE 1 OF THE HOUSING AND COMMUNITY DEVELOPMENT ACT OF 1974.

LACLEDE'S LANDING St. Louis, Missouri



Scale: 1/2" = 100'

LEGEND







-  NATIONAL SIGNIFICANCE
 -  STATE SIGNIFICANCE
 -  CITY SIGNIFICANCE
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 } DEMOLITION WOULD BE INCONSEQUENTIAL OR ADVANTAGEOUS



Photo Log:

Name of Property: Laclede's Landing
City or Vicinity: St. Louis [Independent City]
County: St. Louis [Independent City] State: MO
Photographer: Stephen J. Raiche (unless otherwise noted)
Date
Photographed: Sept. 1972 (unless otherwise noted)

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

- 1 of 11. View of Laclede's Landing from above the Mississippi River, view looking W. Photo by Community Dev. Agency of St. Louis, 1976.
- 2 of 11. Bronson Building (1106-1108 N First St.), view looking E. It is an example of brick commercial architecture employing cast iron embellishments on the capitals and railings.
- 3 of 11. Christian Peper Building (719-[727] 729 N First St.), view facing W-SW. The Peper building is a primary example of cast iron architecture in Laclede's Landing.
- 4 of 11. Brenco Corporation Buildings (704-714 N First St.) and Missouri Box and Label Company (9700-702 N First St), view facing S-SE. These buildings are especially suggestive of the Federal style.
- 5 of 11. Switzer Licorice Company Building (612-618 N First St.), view facing S-SE. A cast iron front on the first story (obscured by the canopy) ornaments this building. 622-624 N First St, a companion building is in the left foreground.
- 6 of 11. Warehouse (716 N Second St), view facing SE. A primary survivor from the period of early application of cast iron architecture in St. Louis, it utilizes a full cast iron front.
- 7 of 11. Schoellhorn-Albrecht Buildings (723 and 721 N Second St) and Witte Hardware Company (705-[717] 719 N Second St.), view looking S-W.
- 8 of 11. Photo missing.
- 9 of 11. Kroger, Amos and Jones Grocer Company (corner of Lucas Ave and N Third St.) and Central Egg Company Building (702 N Third St.), view facing S-SE. Structure between Kroger Building (right background) and Central Egg Company Building (left) has been demolished.
- 10 of 11. Old view showing the NE corner of N Third and Washington Sts., view looking E. While most of the pictured buildings have now been demolished, the six story Kroger Building (center) remains.
- 11 of 11. This 1889 view of the Peper building is from M.M. Yeakle, The City of Saint Louis of Today (St. Louis: J. Osmon Yeakle & Co., 1889), p. 155.





J.R.
BROCKMAN
CO. INC.

WAREHOUSE
808 BRONSON HIDE & WOOD CO. 806

CHERI

804



THE
LEVEE BUILDING

ASSOCIATED
BUSINESS FORMS
& PRINTING INC.



THE BREINCO CORP

HOME O
Tobacco
ORI

702 MISSOURI



CE.

LUCAS AV

618

612



718

716

714

SCHOELLHORN - ALBRECHT
MACHINE CO.

TOWBOAT
EQUIP

SCHOELLHORN - ALBRECHT MACH. CO.





729

ONE WAY

WAREHOUSE
OFFICE
BANKING
611 180





WHITE HARDWARE CO.

AWNINGS

TENTS

GOLD

MR. [unreadable]



THE PEPER BUILDING.