

**ARCHITECTURAL/HISTORICAL SURVEY
OF THE
LINDENWOOD NEIGHBORHOOD
ST. CHARLES, MISSOURI**

FINAL REPORT

Fiscal Year 2015 Historic Preservation Fund Grant
Project No. 29-15-131224-005

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December 2015

This project is partially funded by a grant from the Missouri Department of Natural Resources, State Historic Preservation Office and the National Park Service, U.S. Department of the Interior. Grant awards do not imply an endorsement of contents by the grantor. Federal laws prohibit discrimination on the basis of race, religion, sex, age, handicap or ethnicity. For more information, write to the Office of Equal Opportunity, U.S. Department of the Interior, Washington, D.C. 20240.

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Introduction

The City of St. Charles was awarded a FFY 2015 Historic Preservation Fund (HPF) Grant to survey the Lindenwood Neighborhood. The City's 40% matching share was the personnel cost for City staff who conducted the survey. The survey area is an early twentieth century neighborhood that is about one mile northwest of the Missouri River and the oldest part of town, which is along Main Street. The seven-block, L-shaped, 25.9-acre survey area is part of a larger area that was identified as potentially eligible for listing in the National Register of Historic Places in 1989 by Maureen Jones during a reconnaissance-level survey that was jointly funded by the State Historic Preservation Office and the City of St. Charles. A smaller area than recommended by Ms. Jones was surveyed because it is a distinct neighborhood that was subdivided between 1902 and 1905 as Glosier's Subdivision #1 and #2 and Lindenwood Heights. Its architectural character is different from the adjacent area to the northeast of Elm Street, where the houses are generally smaller and less elaborately detailed, with many being simple vernacular designs. Also, the Lindenwood Neighborhood was developed later.

Survey Objectives

The survey encompassed archival research, field survey and architectural evaluation of each resource to determine the potential of the area for listing in the National Register of Historic Places as a historic district and to identify properties that may be individually eligible for listing. The objectives of the survey were to:

- record each property on a Missouri Historic Inventory Form;
- determine the approximate date of construction of each building;
- note physical characteristics of each property;
- assess each resource's potential for individual eligibility for listing in the National Register of Historic Places; and
- determine each resource's contribution to a proposed historic district.

The City's ultimate goal is to prepare a National Register nomination for any potential historic district identified. The neighborhood is located in the locally-designated Extended Historic Preservation District, but no properties have been listed on the National Register. No inventory forms were prepared for any of the buildings in the neighborhood during the previous reconnaissance-level survey, so this survey will provide an important addition to the Missouri Cultural Resources Inventory at the State Historic Preservation Office (SHPO). It will also help city planning efforts and should have a positive impact on local historic preservation efforts. At present, the public's awareness of the significance of the historic buildings in the neighborhood is limited. The survey and subsequent listing of a district on the National Register will be an excellent opportunity to educate the public and the locally-elected officials and increase their appreciation of the City's history and historic resources. Although it is a long-term goal, it is hoped that as a result of the survey the design standards for the Extended Historic Preservation District, which are very vague, can be updated, strengthened to be more protective of the historic resources, and rewritten so as to be more helpful to property owners. Another long-term goal would be the development of walking/driving tours and travel itineraries to promote heritage tourism in the area.

Methodology

The intensive survey of the Lindenwood Neighborhood encompassed both archival research and field survey under the direction of Brenda Rubach Thurmer, Preservation Planner for the City of St. Charles. Mrs. Thurmer meets the “Secretary of the Interior’s Professional Qualifications Standards” as an architectural historian. She holds a Master of Science degree in Historic Preservation from Ball State University and worked in the Mississippi State Historic Preservation Office (SHPO) as the National Register Coordinator for nine years and the Historic Preservation Tax Incentives Coordinator (federal and state) for twelve years. While at the Mississippi SHPO she prepared numerous National Register nominations for individual buildings and historic districts, conducted architectural surveys, and prepared a Multiple Property Documentation Form for the Historic and Architectural Resources of Copiah County, Mississippi. As the preservation planner for the City of St. Charles, she assisted preservation specialist Karen Bode Baxter with phase 1 of the survey of the Midtown and Commons Neighborhoods and completed phases 2-4 herself. She also prepared the National Register nomination for the Midtown Neighborhood Historic District, which was listed on October 29, 2014, based on phases 1-3. For the Lindenwood Neighborhood survey, Chuck Lovelace III, GISP, GIS Coordinator for the City, was responsible for the preparation of maps. Linda Prenger and Dale Schumpert, volunteers at the St. Charles County Historical Society, conducted city directory research.

The survey of the Lindenwood Neighborhood was completed in conformance with the procedures outlined in *National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning*. A research design was prepared in April 2015 and on July 20, 2015, a public information meeting was held after the regular monthly meeting of the St. Charles Historic Landmarks Preservation and Architectural Review Board to inform property owners and the interested public about the goals and scope of the project. Property owners were sent letters and the meeting was publicized on the City’s web site. Chuck Lovelace prepared maps for inclusion with the notifications. In addition to eight Board members and several City staff members, about 30 people attended the meeting.

Field work consisted of an inspection of every building on each property in the survey area to determine building materials, features and form, and details about the setting of each property were also noted. Field work was done from the public right-of-way. Multiple photographs of each building and the streetscape were taken and were used, along with the field notes, to write the descriptions of each building and its setting. Handouts explaining the project were available during the field work to distribute to property owners and/or residents inquiring about the survey. The streets that run northwest/southeast were surveyed first, beginning with Elm Street and progressing westward to Watson Street, after which the northeast/southwest streets were surveyed, beginning with Kingshighway Street and moving north to Gamble Street.

For each property, except for the one vacant lot, at least one 5”x7” black-and-white photograph was printed. Additional photographs were printed for properties having more than one building unless the secondary building was visible in the photograph of the primary resource. Photographs were printed using an Epson Stylus Photo R2880 printer, ink cartridges and photographic paper that meet the National Register Photography Guidelines.

(One set of photographs was printed for the SHPO and a second for the City.) Each photograph was labeled in pencil with the survey name and number, property name and address, and the date the photograph was taken.

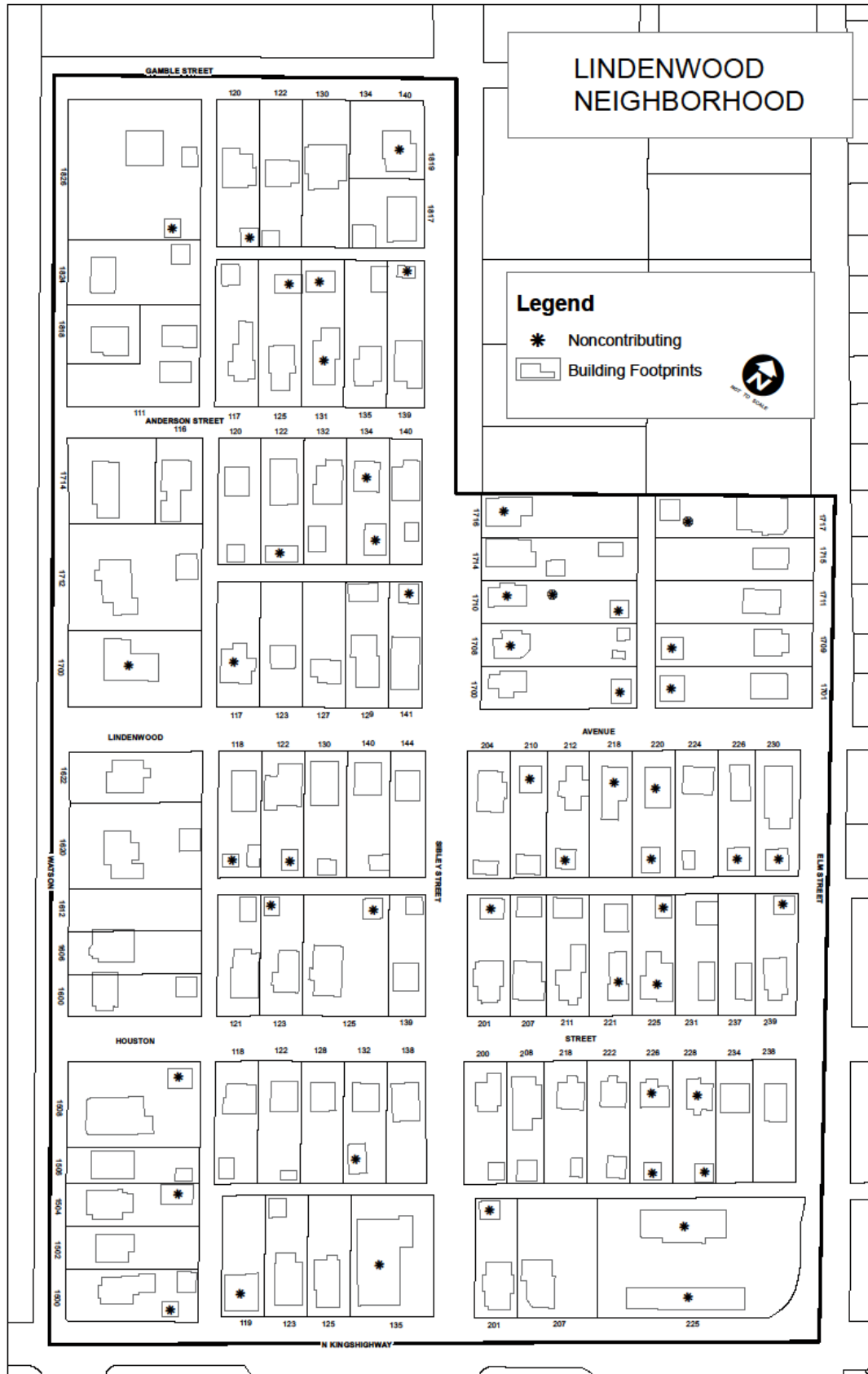
Missouri Architectural/Historic Inventory Forms were completed for 93 properties. Those properties that were built after 1965 (2 properties) were minimally recorded with an architectural description, construction date, and photograph. An inventory form was also completed for the one vacant lot in the survey area since it will have to be included when a National Register nomination for a historic district is prepared.

Archival research concentrated on collecting pertinent information about the development of the neighborhood, as well as the history of individual properties. Primary resources referenced include city directories, Sanborn Insurance Maps, plats, photograph collections, newspapers and other archival materials that were available at the St. Charles County Historical Society and the Kathryn Linnemann Branch of the St. Charles City-County Library District in St. Charles. As stated earlier, Linda Prenger and Dale Schumpert, volunteers at the historical society, conducted the city directory research, and Ms. Prenger also provided several abstracts that were helpful in compiling the history of the neighborhood. At the St. Charles Department of Community Development, subdivision plats were consulted and the City's Address files were referenced to determine dates of construction and alterations, but these records only provided information on more recent projects, such as alterations and additions to buildings and construction of garages.

Secondary resources referenced include the County Tax Parcels Database; written histories, such as Steve Ehlmann's *Crossroads: A History of St. Charles County, Missouri* and *A History of St. Charles County, Missouri (1765-1885)*; survey reports prepared by Mary Stiritz and Deborah Wafer in 1987-1988; Maureen Jones in 1989; and Brenda Rubach in 2011, 2012 and 2014. Evaluation of the resources for significance was in accordance with *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. The location of each property inventoried was indicated on a large scale map (1"=200') prepared by Chuck Lovelace. Property addresses and notation as to whether each property would be contributing or noncontributing to a historic district were provided on a map (see page 4), which was used to determine the boundaries of the potential Lindenwood Neighborhood Historic District. Upon approval of the final survey report by the SHPO, a second public meeting will be held to inform property owners about the survey results.

Geographical Description of the Survey Area

The survey area is located about one mile northwest of the Missouri River and the oldest part of town, which is along Main Street. It is immediately northeast of Lindenwood University and adjacent to the Midtown Neighborhood Historic District (listed on the National Register in October 2014), which is to the southeast. The L-shaped area includes the seven blocks bounded by Watson Street on the southwest, Gamble Street on the northwest, Sibley and Elm Streets on the northeast and North Kingshighway on the southeast. The 25.9-acre area is composed of three residential subdivisions that were established during the first five years of the twentieth century: Glosier's Subdivision (1902), Glosier's Subdivision #2 (1905) and



Lindenwood Heights (1905). There are 92 primary buildings and 73 outbuildings (a total of 165 buildings), one structure and one vacant lot. The status of these resources as contributing or noncontributing is provided in Table 1 below.

TABLE 1 RESOURCE TYPES				
	Primary Buildings	Accessory Buildings	Structures	Sites
Contributing	75	40		1
Noncontributing	17	33	1	
Total	92	73	1	1

None of the buildings in the survey area pre-date the establishment of the subdivisions and only two of the primary buildings were built within the last 60 years. In fact, nearly 80% of the primary buildings were constructed before 1930. Ninety-five percent were originally single-family dwellings, three percent were multi-family dwellings and two percent were commercial (see Table 2). The two commercial properties include the Kingshighway Motor Garage & Auto Repairs (now JC Car Care) at 135 North Kingshighway, which was built circa 1948, and the QuikTrip at 225 North Kingshighway, built in 1986.

TABLE 2 HISTORIC FUNCTIONS		
Use	No. of Resources	Percentage
Domestic/single dwelling	87	95%
Domestic/multiple dwelling	3	3%
Commercial	2	2%

According to Brink's 1875 plat map of the city (see page 14), the survey area was part of a larger area known as the Lindenwood Subdivision, which included land where Lindenwood University is located. At that time, Elm and Watson Streets were the only northwest/southeast streets in the survey area, but the existing northeast/southwest streets had already been built, although Houston Street was then named Sibley Street. The 1902 and 1905 maps for Glosier's Subdivision Nos. 1 and 2 show that Sibley Street had been renamed Houston Street and a new street had been built between Elm and Watson Streets and was named Sibley.

The neighborhood's streets are laid out in a regular grid running northwest/southeast and northeast/southwest and public concrete sidewalks span the front boundary of each property. Public alleys extend down the rear of most of the lots and many of the properties have mature trees and plantings. Some of the lots are flat, while others are elevated, and a few of the elevated lots have retaining walls. Setbacks are fairly uniform, but there are exceptions, as illustrated by the three houses on **Gamble Street** (see page 6), where each has a different front yard setback.



The three houses on Gamble Street each have a different front yard setback.

Most houses have small front yards, such as those in the **100 block of Lindenwood Avenue** (below), but a few have deep front yards, such as **1826 Watson Street** (see page 7). The majority of the houses appear to have been built as the homes of middle- and upper-middle class residents of the city, with the largest and most impressive houses and the largest lots being located on Watson Street. The properties vary in size due to the consolidation of some of the lots, and several houses were built on two or even three lots, while others are composed of a portion of a lot. For example, 1826 Watson Street (page 7) is a 150'x155' parcel composed of Lot Nos. 5-7 in Block 4 of Lindenwood Heights, while 1818 Watson Street is a 70'x85' parcel that is only part of Lot No. 1 in Block 4. The one vacant lot in the survey area is the 50'x150' parcel located at 1612 Watson Street.



East side of 100 block of Lindenwood Avenue

The houses date from the turn of the twentieth century to the mid-twentieth century and reflect influences of the popular styles and forms of their era, including Queen Anne and Queen Anne Free Classic, Folk Victorian, Colonial Revival, Tudor Revival, Mediterranean Revival, Craftsman and Minimal Traditional. There are also vernacular forms, including the Gable Front, Gable-Front-and-Wing, Pyramidal, Bungalow and Ranch types. Many of these vernacular forms display at least some detailing typical of architectural styles that were

popular during the period they were built. Unlike the city's other older residential areas, this neighborhood has a small percentage of brick buildings and is noteworthy because it contains three rusticated concrete block houses (1504, 1508 and 1606 Watson Street). Most (81%) of the buildings are finished with weatherboard or vinyl siding, 12% have brick walls, 3.5% have stucco walls and 3.5% have concrete block walls. Fifteen of the buildings are 1-story, 42 are 1½-stories, 21 are 2-stories, and 14 are 2½-stories.



1826 Watson Street is a 150'x155' parcel composed of three lots and has a deep front yard setback.

The survey area developed during the early twentieth century, with 90 of the existing 92 primary buildings dating from circa 1905 to circa 1956. Only two were built after 1956. Forty percent of the buildings were constructed before 1910, and 79.5% were built before 1930. (See Table 3 below.)

TABLE 3		
CONSTRUCTION DATES BY DECADE		
Construction Date	Number of Buildings	Percentage
1900-1909	37	40%
1910-1919	19	21%
1920-1929	17	18.5%
1930-1939	4	4%
1940-1949	5	5.5%
1950-1959	8	9%
1960-1969	0	0
1970 & after	2	2%
Total	92	100%

Although the survey area was developed as a residential neighborhood, during the late twentieth century zoning along Kingshighway was changed from single-family residential to commercial, and that street has become a busy four-lane commercial artery. In 1986 a Quik Trip was built at 225 North Kingshighway on five lots that historically held four houses. The business plans to expand and has received approval from the Landmarks Board to demolish the Colonial Revival style house at 207 North Kingshighway (see photograph below). The Landmarks Board found the house to be architecturally significant but determined that its rehabilitation would be economically infeasible. The other properties along Kingshighway are threatened by development and some of the houses have been converted to offices or commercial use.



QuikTrip (far right) is situated on five lots that originally held four houses. The Gable Front house in the center will be demolished so that QuikTrip can expand. The house on the left is used as offices.

HISTORIC CONTEXT

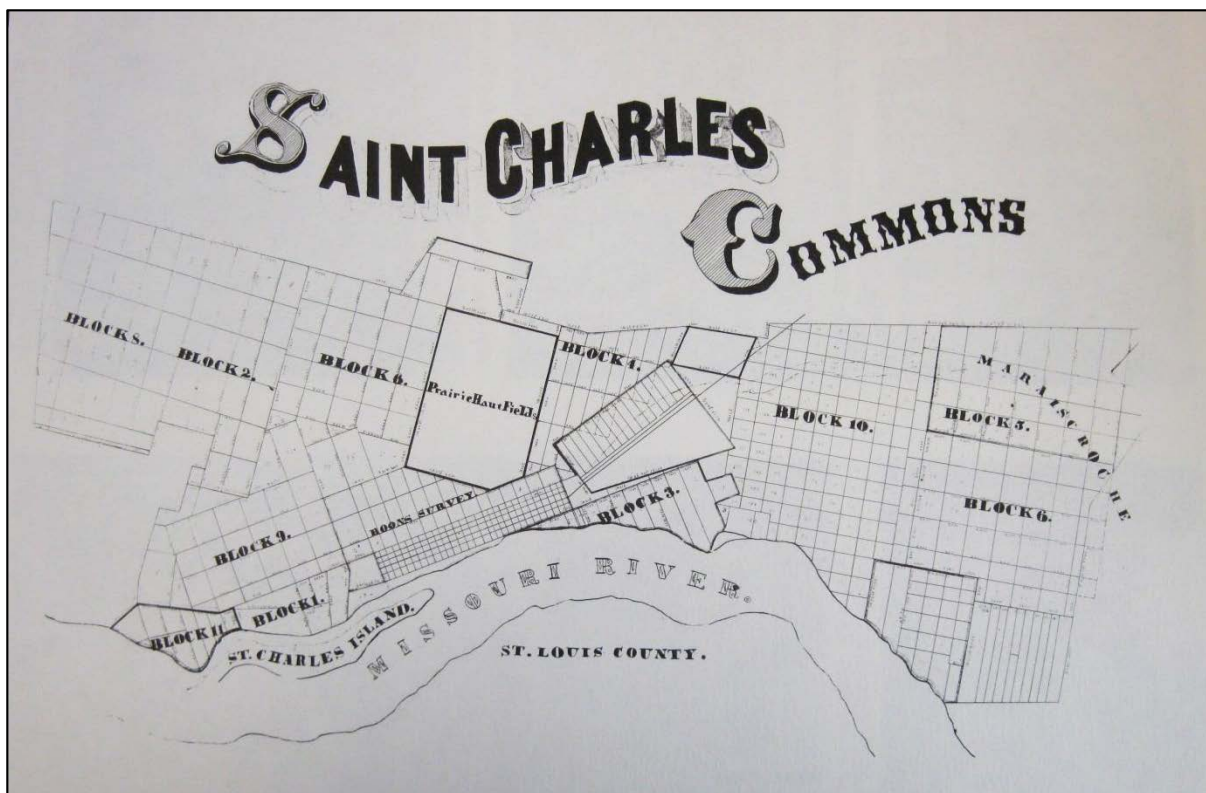
The Lindenwood Neighborhood is approximately one mile northwest of the original town of St. Charles, founded in 1769 by French Canadian Louis Blanchette. He and a small group of French and Creole hunters founded the settlement to serve as a base for their fur trade operations.¹ The French Canadian settlers brought with them a system of slavery, building traditions, and a semi-communal common field system of agriculture. Seven years prior to the founding of the town, France had ceded the area to Spain. Platted in the 1780s, the village was laid out in a regular grid following Spanish Colonial town designs, with two long streets of blocks paralleling the river. In 1791, Third Street was the western city limits, beyond which were the Commons.² The Commons of St. Charles was composed of several land grants made by the Spanish government from 1797 to 1800 to the inhabitants of the town, and these grants encompassed a total of 24,000 acres of land.³ The Lindenwood Neighborhood is

¹ Steve Ehlmann. *Crossroads: A History of Saint Charles County, Missouri*. St. Charles, MO: Lindenwood University Press, 2011, p. 21.

² Mary M. Stirtz. National Register of Historic Places Registration Form: *Frenchtown Historic District*. Washington, DC: US Department of the Interior/National Park Service, August 10, 1990, Section 8, pp. 1-2.

³ Abstract of Title for 729 Adams, p. 3.

located in what was the *Prairie Haute Common Field* (high field), as shown on the map below.



From “Historical Program Book,” St. Charles, Missouri Bicentennial 1769-1969”, page 28.

The common field was a group of long, linear agricultural tracts granted to individual residents. The strips were typically 40 arpents (about 1½ miles) long by 1 arpent (192.5 feet) wide. Holders of Common Field lots farmed their parcel, but after the harvest the Common Fields became a Commons on which all of the inhabitants were allowed to graze animals until the following spring. Once a person was granted a common field strip, he could then sell it, or it would become part of his estate upon his death, and strips could be consolidated. However, the owner could not exclude others from their land for roughly half of the year or use the property for a purpose other than farming.⁴

In 1800, Spain returned the Louisiana Territory to France, who then sold it to the United States in 1803. By the time the village was incorporated in 1809, its westernmost boundary was Fifth Street, although very few houses had been built west of Third Street.⁵ As the town grew, its grid plan was expanded westward up the steep hill and onto the plateau above.

In the early nineteenth century the majority of the town’s growth was due to American settlers who came primarily from the Upland South. They mainly settled on South Main Street (St. Charles Historic District, NR 1970) and made it the center of commerce, industry, finance,

⁴ Ehlmann, p. 18.

⁵ Ehlmann, p. 43.

worship and government. By the 1820s, the predominantly American residents preferred private ownership of land over the semi-communal system of commons and common fields. As a result, in 1824 the Missouri Legislature authorized and empowered the town to subdivide the Commons and rent or lease the lots for an annual rent. However, on December 28, 1832, the General Assembly of the State of Missouri passed an act authorizing the Trustees of the town to sell the lots in fee simple.⁶

One of the early owners of land within the survey area was Dr. Seth Millington. He came to St. Charles County from Warren, New York, in 1809 and purchased his Prairie Haute property from Daniel Colgan Jr. in 1819. Dr. Millington had an extensive botanical garden at Prairie Haute Plantation and used the plants to make medicines. He manufactured Castor Oil and shipped it to New York and New Orleans, making several thousand dollars per year from that business. He also had orchards, a silkworm business and owned the Seth Millington Brick Kiln, which failed in 1830 due to the high iron content of the clay.⁷ He died in 1834 and his farm passed to his mother Lydia.⁸ His brother Jeremiah purchased the farm from Seth's estate on July 25, 1844, but he died in 1847.⁹ Major George Champlin Sibley purchased ten arpents of land from the heirs of Jeremiah Millington in 1852. Sibley's widow, Mary Easton Sibley, sold the property to John and Mary Shaw in 1864, and in 1889 they sold it to Ignatz Glosier, who subdivided part of the property into Glosier's Subdivision Nos. 1 and 2 in 1902 and 1905.¹⁰ The Millington Cemetery was located in the survey area at the northwest corner of Kingshighway and Sibley Street; however, over time its location was forgotten and in May 1904 five bodies were unearthed by workmen who were excavating to build a foundation for a new house located at 201 North Kingshighway in Glosier Subdivision No. 1.¹¹

German settlers began to arrive in St. Charles County around 1830, influenced to move here by Gottfried Duden's book, *Report on a Journey to the Western States of North America*, published in 1829. It specifically referenced St. Charles and the fertility of the area, and as a result thousands of German settlers moved to St. Charles County in the 1830s.¹² A second heavy wave of German immigration to the area occurred in the 1850s as a result of the political unrest surrounding the Revolution of 1848 in Germany. St. Charles was the second largest town of German-settled Missouri, with only St. Louis being larger, and was part of the "German belt" that extended up both sides of the Missouri River. In 1870, when the city's population reached 5,570, it was estimated that 75% of the community was either German-born or first generation German-American.¹³

With the settlement of Americans and Germans in the area, the French commons and common fields system was replaced by larger homesteads farmed by yeomen farmers who sold their

⁶ Abstract of Title for 1028 Madison Street, p. 1.

⁷ Justin Watkins, "The Search for Millington Cemetery: Part II." *The Bulletin of the St. Charles County Historical Society*. Vol. 33, No. 4 (October 2015), pp. 156-157.

⁸ Watkins, Part II, p. 158.

⁹ Watkins, Part II, p. 164.

¹⁰ Justin Watkins, "The Search for Millington Cemetery." *The Bulletin of the St. Charles County Historical Society*. Vol. 33, No. 1 (January 2015), p. 17.

¹¹ Watkins, Part II, p. 152.

¹² Karen Bode Baxter and Ruth Keenoy, "Architectural/Historical Survey of the Mid-Town & Commons Neighborhoods, Saint Charles, Missouri: Final Report," 31 August 2011, p. 47.

¹³ Stirtz, *Frenchtown Historic District*, Section 8, p. 8.

crops in regional and national markets. St. Louis provided a nearby urban market for agricultural products, accessed first by river, then by road and later by rail. The rail lines that ran through St. Charles included the North Missouri Railroad, which was chartered in 1851 and reorganized in 1871 as the St. Louis, Kansas City and Northern Railroad Company; the Wabash Railway Company (later Wabash Railroad Company); and the Missouri, Kansas and Texas Railroad (known as The Katy).

In addition to providing farmers access to markets, the railroad enabled St. Charles to become an industrial center. Between 1856 and 1867 the North Missouri Railroad gave employment to a sizable work force in its maintenance and building shops located along the riverfront in Frenchtown; however, in 1867 the company moved its maintenance plant out of St. Charles, which was a devastating blow to the local economy. As a result, a Citizens Association was established to start a new business venture, which became the St. Charles Manufacturing Company (in 1873) and ultimately the American Car and Foundry Company (discussed in detail later in this report), which employed a large number of the residents of the Lindenwood Neighborhood.¹⁴

St. Charles was incorporated as a city in 1849 and in that year a large area west of the original town—but east of the survey area—was annexed. The following year the census indicates that the population was 1,498. In 1856 the Lindenwood Subdivision, which includes the survey area and additional areas to the south and west, was created by the Lindenwood Female College. The college was originally founded as the Linden Wood School for Girls in 1830 by Mary Easton Sibley and her husband Major George Champlin Sibley.¹⁵ The school was incorporated in 1853 as a Presbyterian women's college after efforts by the Sibleys and Judge Samuel S. Watson, who was a County Court Judge, a prominent local farmer owning more than 600 acres, a businessman, land speculator and director of the St. Charles branch of the Southern Bank and of the First National Bank of St. Charles.¹⁶

In the early 1850s Judge Watson was appointed by the Synod of Missouri to a committee to select a site for a Presbyterian women's college.¹⁷ On January 5, 1853, Judge Watson and Major Sibley sent a letter to the Presbytery of St. Louis, offering gifts of land and money. Sibley offered his 120-acre Lindenwood estate (valued at no less than \$30,000) and Watson offered to give 160 acres of land and \$1,000 provided that the Presbytery of St. Louis would raise \$20,000 for the erection of suitable buildings within six months.¹⁸ As a result, Linden Wood School for Girls was chosen as the site for the college and in 1853 Lindenwood Female College was incorporated by a special act of the Missouri Legislature, with Samuel Watson serving as president of its Board of Directors and one of its large shareholders.¹⁹

In 1856 the Sibleys filed a Quit Claim Deed to Lindenwood Female College for \$10 for the 120 acres, 20 acres of which was reserved from sale or lease and was to be maintained for use

¹⁴ Stiritz, *Frenchtown Historic District*, Section 8, pp. 11, 13.

¹⁵ Ehlmann, p. 233.

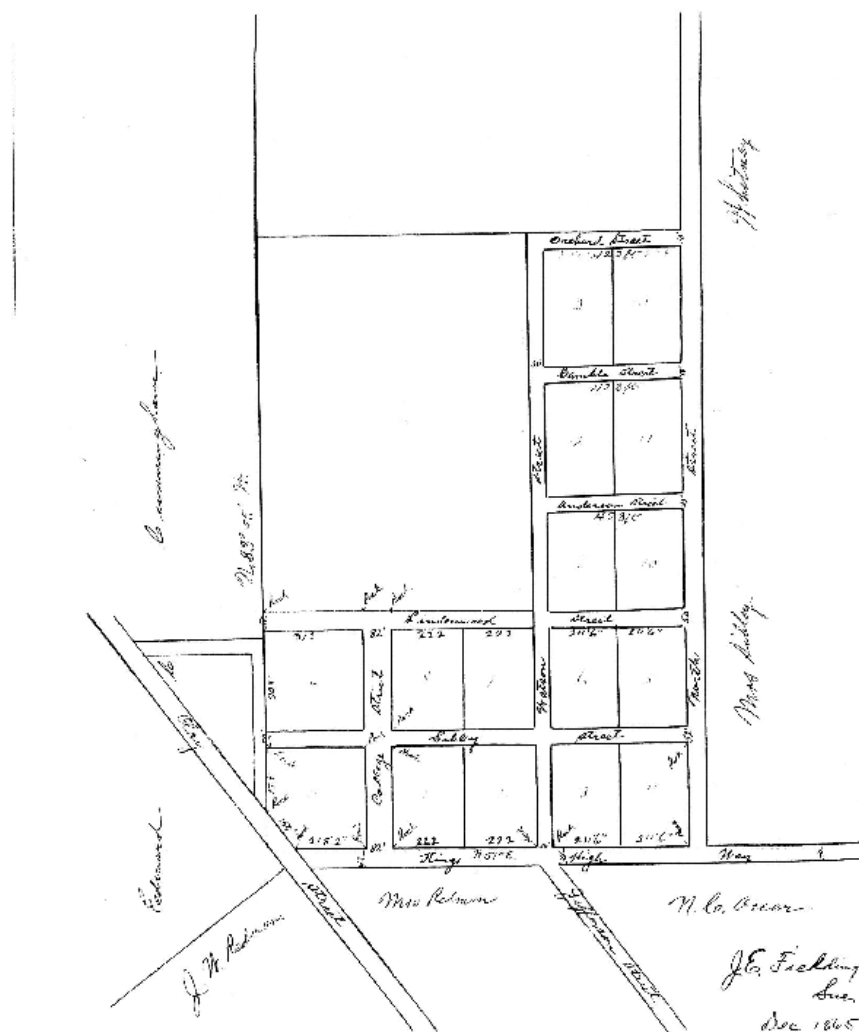
¹⁶ Noelle Soren. National Register of Historic Places Inventory—Nomination Form: *Watson, Samuel Stewart, House*. Washington, DC: US Department of the Interior/National Park Service September 1982. Section 8.

¹⁷ Soren, *Watson House*, Section 8.

¹⁸ *History of St. Charles County, MO*, p. 316.

¹⁹ Soren, *Watson House*, Section 8.

by the college. The Sibleys specified that when any of the remaining 100 acres were sold that the College must insert in the deed a strict prohibition against allowing any drinking or gambling house or any disorderly establishment. The Lindenwood Female College dedicated the Lindenwood Subdivision in 1859 and recorded the plat and subdivision in 1865. Streets within this subdivision were College, Watson, North (now Elm), Sibley (now Houston), Lindenwood, Anderson, Gamble and Orchard.²⁰



Lindenwood Subdivision Plat, December 1865

By 1862 the college was suffering financially and was sold at auction. Judge Watson bought the property and deeded it back to the college for a consideration of \$1.00 and later, in 1864, released the College from a \$4,000 debt owed to him. Upon his death in 1878, he left 92

²⁰ St. Charles County Historical Society Abstract Files, "St. Charles City Block 295, Lindenwood Heights." St. Charles, MO.

acres of his adjacent farm to the school and bequeathed a small endowment to aid indigent women in obtaining a college education.²¹ The school later received additional funds from the estate of his widow.²² The Watsons' Italianate style home, built in 1859 for their retirement, is located at 205 South Duchesne Drive (NR 9/23/82), just northwest of the University's campus.

Lindenwood University is considered to be the second-oldest higher-education institution west of the Mississippi River (after St. Louis University) and the first women's college west of the Mississippi. The school was accredited as a junior college in 1913 and in 1918 it moved from a two-year to a four-year curriculum. The college became co-educational in 1969 and changed its name to Lindenwood Colleges, with a separate college for men and women, but these were merged into Lindenwood College in 1983 and in 1997 the school changed its name to Lindenwood University.²³

Additional areas northeast and southeast of the survey area were annexed into the city in 1869, and in 1870 the population reached 5,570. The 1875 plat map of the city (see page 14) shows that the land within the survey area was owned by S.S. Watson, the estate of A.N. Overall, and Rev. R.P. Farris. Judge Watson owned five of the seven blocks in the survey area and the others each owned one. Asa Nathaniel Overall was a lumber merchant. In 1854 he was the City recorder and assessor and in 1859 and 1860 he was a City Councilman. He was elected Mayor of the City in 1861 at the outbreak of the Civil War; however, he was removed from office for refusing to take an oath of loyalty to the Union.²⁴ Reverend Robert P. Farris was the minister of the Presbyterian Church and a board member of Lindenwood Female College. He spoke in favor of secession, which resulted in his arrest on September 8, 1862, and imprisonment at Gratiot Prison in St. Louis for six weeks. He was then banished from St. Charles until March of 1863, when he agreed to take the oath of allegiance.²⁵ After Farris died in 1903, his widow sold the property to Walter Wills, who was one of the developers of Lindenwood Heights, which is one of the three subdivisions in the survey area.

By 1890 the population of St. Charles had grown to 6,161.²⁶ A large area northwest of Tenth Street and Kingshighway was annexed into the city in 1894,²⁷ and the Lindenwood Neighborhood is within that area. By 1900 the population of St. Charles had grown to 7,892, and by 1910 it had increased to 9,437.²⁸ During the first decade of the twentieth century, three subdivisions were created in the survey area: Glosier Subdivision #1, Glosier Subdivision #2 and Lindenwood Heights. Ignatz Glosier subdivided City Block Nos. 278 and 290 (bounded by Kingshighway, Sibley Street, Lindenwood Avenue and Elm Street) into 32 lots in 1902, and this was Glosier Subdivision #1 (see page 15). In 1905 he subdivided City

²¹ Soren, *Watson House*, Section 8.

²² Ehlmann, p. 233.

²³ "Lindenwood University," http://en.wikipedia.org/wiki/Lindenwood_University, accessed November 2015.

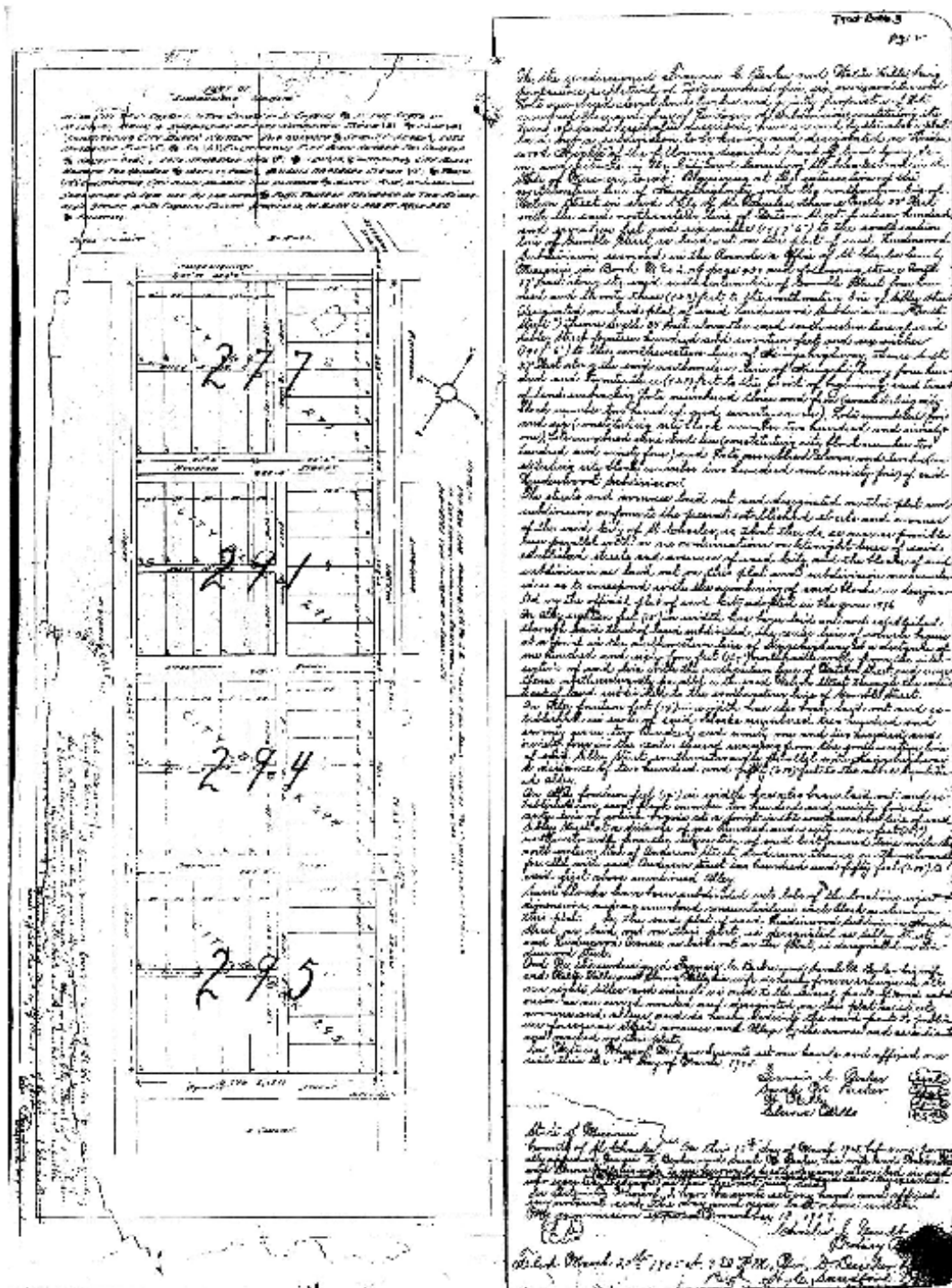
²⁴ *History of St. Charles County, Missouri* (1765-1885), Hollrah, Paul R., ed., no publisher, reprinted 1997, pp. 340-341.

²⁵ Riddler, pp. 86-87, 92-93

²⁶ St. Charles, Missouri. https://en.wikipedia.org/wiki/St._Charles,_Missouri. Accessed on 10/26/2015.

²⁷ "Annexation Map of St. Charles, Missouri." Department of Community Development, City of St. Charles, St. Charles, MO.

²⁸ https://en.wikipedia.org/wiki/St._Charles,_Missouri.



Construction of homes began in earnest shortly after the creation of these subdivisions, with 37 (40%) of the 92 extant primary buildings constructed prior to 1910. Francis and Charlotte Becker hired architect Arthur E. Lehmann to design their grand 2½-story Tudor Revival style house that was built at 1712 Watson Street in 1907. The contract to build the house was for \$2,756.95.³⁰ Walter and Elnora Wills built the 2½-story Queen Anne Free Classic house one block to the northwest at 1818 Watson Street in 1910.³¹

The city's population had risen to 9,437 in 1910, but by 1920 it had dropped to 8,503. Nevertheless, between 1910 and 1919, the neighborhood experienced a substantial amount of new construction, with 19 (21%) houses built. The Queen Anne Free Classic and Folk Victorian styles were popular in the neighborhood during the first two decades of the twentieth century, but the Colonial Revival style was popular much longer, with this style house being built from about 1906 to 1945. Although immigration restrictions slowed population increases during the 1920s, by 1930 the city rebounded, recording a total of 10,491 citizens. In the period from 1920 to 1929, 17 (18.5%) houses were built, but in the 1930s only four (4%) were constructed, undoubtedly due to the Great Depression. In 1940 the city's population reached 10,803, and during the 1940s only 5 (5.5%) primary buildings were constructed in the district, likely due to World War II. By 1939 the Minimal Traditional style had become popular, and examples were built in the district from that time through 1953. The city's population rose to 14,314 in 1950 and bounded to 21,189 by 1960.³² During the 1950s eight (9%) of the extant buildings were constructed. However, no buildings were constructed in the 1960s and only two were built after 1970, undoubtedly because there were no more vacant lots.

With the growth of the city, a number of upgrades were required to provide sufficient fire protection, safe drinking water, transportation improvements and utilities to attract industry and businesses.³³ The Saint Charles Electric Light and Power Company was established in 1901. Elmer Waye, owner of the Queen Anne Free Classic house at 117 Anderson, was a district representative for that company in 1925 and later became a foreman and manager of Union Electric. A modern waterworks plant was built on South Main Street in 1903, and a couple of laborers at the plant resided in the neighborhood. One was Louis Grau, who owned the gable-front-and-wing form house at 200 Houston Street from 1925-1938 and worked as a laborer at the plant. St. Charles remained an important hub for the county, with two major railroad lines, the Missouri, Kansas and Texas and the Wabash. An electric streetcar, the Saint Charles and Wellston Electric Railroad, was constructed in 1899 and in 1904 a new Missouri River bridge opened just in time for the St. Louis Centennial Exposition.³⁴

In the early twentieth century, the automobile gained importance. The first automobile dealership in St. Charles was opened in 1908. In 1916, St. Charles had more than 200 automobiles, and by 1921 there were 2,108.³⁵ Pressure to build better roads came from car owners as well as from auto-related businesses. The city's streets were first oiled in 1911,

³⁰ Address File for 1712 Watson Street, St. Charles County Historical Society, St. Charles, MO.

³¹ *R.E. Hackman and Company's St. Charles City Directory, 1910*. Quincy, IL: R.E. Hackman & Co., 1910.

³² https://en.wikipedia.org/wiki/St._Charles,_Missouri.

³³ Baxter and Keenoy, p. 55

³⁴ Ibid.

³⁵ Ehlmann, p. 373.

and by the end of the 1920s the City had paved 20 of its 35 miles of streets, and five automobile dealerships were in operation in the town.³⁶ In the survey area, the 1929 Sanborn map indicates that all of the streets were paved except Lindenwood Avenue and Sibley Street between Anderson and Gamble Streets.

City directories indicate that some of the residents in the neighborhood found employment in auto-related businesses or industries. For example, Ray Richardson built the house at 130 Lindenwood Avenue in 1926 and owned it until his death around 1955. He was a carpenter but was also employed at the Chrysler Service Station and the Kingshighway Garage. R. Wayne Threkeld was the secretary/treasurer of the St. Charles Motor Co. and lived in an apartment in 1818 Watson from 1942-1947. The bungalow at 122 Lindenwood Avenue was owned by William Mitchell from 1963-1970. From 1963-1967 he was a salesman and general manager at Brucker Motor Sales; in 1967 he was the vice president and general manager at Behle Motor Sales; and in 1970 he owned E. Mitchell Auto Sales at 135 North Kingshighway. In addition to the local auto-related businesses, some residents worked at automobile plants in St. Louis County. For example, the house at 1818 Watson was owned by Russell Eddington from 1952 to circa 1960 and he was a clerk at the Ford Manufacturing Co. He and his wife had created five apartments in the house in 1959, and one of the renters was Virgil Null, a guard at the Lincoln Mercury plant. Francis Davis (201 Houston Street, 1955-1963) was a steamfitter at Lincoln Mercury and Eugene Noble (226 Lindenwood, 1952-1955) was a body worker at the Chevrolet plant.

Industries

Local industries played a key role in the growth of the town. The three largest employers of residents in the survey area were the American Car and Foundry Co. (ACF) and the International Shoe Co. (ISC), both in St. Charles, and McDonnell Aircraft in St. Louis County.

As mentioned earlier, the St. Charles Manufacturing Company was established in 1873.³⁷ The company received its first contract in 1874 and began manufacturing railroad cars on the grounds formerly occupied by the North Missouri Railroad. It reorganized in 1881, expanded its facilities and workforce, and changed its name to the St. Charles Car Company.³⁸ However, in 1899, the company became part of a national merger of thirteen leading manufacturers of freight and passenger cars that formed the American Car and Foundry Company (ACF).³⁹ The buildings were demolished and replaced by the present brick structures in Frenchtown as the company began constructing steel railroad cars to be sold around the world.

³⁶ Ehlmann., pp. 373-374.

³⁷ Cleta Flynn. "The Car Shop: The Evolution of St. Charles Riverfront from Early Settlers to the Railroads to ACF. Part Two: The Search for a Business." *Saint Charles County Heritage*, Vol. 31, No. 2, pp. 48-50.

³⁸ Ehlmann, p. 351.

³⁹ Stirtz, Frenchtown, Section 8, p. 13.

During the 1910s, ACF employed from 1,500 to 2,000 men,⁴⁰ which was more than three times as many people as the Robert, Johnson and Rand Shoe Company (later the International Shoe Company), the next largest factory in town. ACF became the city's greatest asset and gained a national and international market for its cars in the 1890s when employment reached as high as 1,800 men. During both World Wars, ACF made substantial contributions to the war effort, adapting its production to the manufacture of military equipment. More than 2,500 Army escort wagons were produced during World War I, along with numerous parts for artillery vehicles.⁴¹ The St. Charles ACF plant also manufactured a large number of other items, including Army cots, ambulance water tanks and cast iron stoves. During World War II, the employees peaked at an all-time high of 3,000.⁴² These workers produced 1,800 tanks in addition to other military items and in 1944 the plant announced that it would build 100 custom-designed railroad hospital cars (earlier in the war the plant had converted 32 old rail coaches into hospital cars).⁴³ After World War II ended, the plant resumed commercial activity. In 1951 ACF formed an Aircraft Division, which produced the U.S. Air Force B-47 bomber. Due to the decline of rail passenger traffic, the St. Charles plant phased out car production in 1959.⁴⁴

In the Lindenwood Neighborhood, employees of ACF occupied 46 (51%) of the 90 houses at some time during the period between circa 1903 and circa 1956. The creators of the Lindenwood Neighborhood, Francis Becker (1712 Watson, 1907-1961) and Walter Wills (1818 Watson, 1910-1945), were both employed by ACF. Becker worked there for 40 years, 25 years of which he served as the superintendent of the Coach Shop, and Wills was a supply agent. Henry Buschmeyer (1701 Elm Street, 1950-1967) was an estimator. Alonzo Winchell lived in the duplex at 119 North Kingshighway from 1916-1922, at which time he was the Superintendent of the Iron and Steel Department. John Bidleman (220 Lindenwood, 1927-1967) was a clerk and Frank Charles (122 Gamble, 1951-1958) was a supervisor. Lloyd Boone (122 Houston) was a test engineer from 1966-1970. Arthur Bass, an electrical engineer, lived at 218 Lindenwood from 1929-1959.

Some of the foremen who lived in the neighborhood include Charles Belding (1717 Elm, 1910-1921), Robert Scott (1508 Watson, 1906-1915), Herman Neimeyer (1606 Watson, 1906-1915), Martin Thoele (123 North Kingshighway, 1952-1955), and Ramsey Lammers (128 Houston, 1916-1921). Many of the area's residents who worked at ACF labored in the factory in a wide variety of occupations, such as Charles Butemeyer, fireman (1709 Elm, 1913-1945); James Tuttle, molder (1711 Elm, 1918-1923); Joseph Amsinger, pipefitter (1710 Sibley, 1918-1952); James Cox, carpenter (1715 Elm, 1908-1913); Clete Richardson, electrician (1708 Sibley, 1918-1920); Walter Borgman, cabinetmaker (201 N. Kingshighway, 1950-1970); Frank Klippel, painter (125 Houston, 1905-circa 1913); Hugo Hollenberg, blacksmith (226 Houston, 1921-1933); J. Edward White, tinner (127 Lindenwood, 1910-circa 1913); and Fred Mindrup, machinist, (134 Anderson, 1907-1928).

⁴⁰ Baxter and Keenoy, p. 56.

⁴¹ Ehlmann, p. 362.

⁴² Stiritz, *Frenchtown Historic District*, Section 8, p. 19.

⁴³ Ehlmann, pp. 455-456.

⁴⁴ Stiritz, *Frenchtown Historic District*, Section 8, p. 19.

Another important industry was the Roberts, Johnson & Rand Shoe Company, which was incorporated in 1898 and operated in St. Louis.⁴⁵ By 1905 the company was looking to build a plant outside of St. Louis, so State Representative R.C. Haenssler and others raised money to attract the company to St. Charles. The company was given \$25,000 and property located on Pike Street worth another \$10,000, where a factory was built.⁴⁶ The facility, which began shoe production in January 1906, employed about 400 men and women.⁴⁷ In 1911 Roberts, Johnson & Rand consolidated with the Peters Shoe Company of St. Louis to form the International Shoe Company (ISC). By the mid-1920s, ISC was the country's largest manufacturer of shoes with 43 specialty shoe factories and 32 subsidiary plants.⁴⁸ During the Great Depression there was little private investment in the city, but ISC constructed a heel plant after local businessmen collected enough money to buy 8.8 acres next to Blanchette Park and donated it as the site for the new plant.⁴⁹ By 1940 the company employed 1,000 at the main plant and 160 at the heel plant, and during World War II the company manufactured boots for military troops. The plant closed in September 1953.⁵⁰

Thirteen houses in the neighborhood were home to employees of the International Shoe Co. (ISC), and over the years several houses were inhabited by multiple employees of ISC. For example, the Queen Anne Free Classic house at 1506 Watson Street was built in 1909 for John E. Hallowell, who was the superintendent of Roberts, Johnson and Rand Co., which became the International Shoe Co. in 1911. From 1916-1917 the occupant was George Jacobs, a foreman at ISC. Alphonse Pearson, a bookkeeper, lived at 1715 Elm Street from circa 1913-1917. The Queen Anne Free Classic house at 208 Houston Street was built circa 1909 for Charles Spathelf, a carpenter at ISC. The Colonial Revival house at 1717 Elm Street was home to Henry Dierker, a shoemaker, from 1939-1941, and from 1942-1944 the occupant was Otis Zaleuke, president of the United Shoe Workers Union #187. Ione Portilla, a cutter, lived at 1708 Sibley from circa 1913-1917, and Charles Hallemeier, a machine operator, lived at 128 Houston from 1950-1954.

McDonnell Aircraft, located in St. Louis County, was founded in 1939 and grew significantly during World War II, when it employed over 5,000 people, many of them from St. Charles County. By the end of the war the company had become the country's largest supplier of airplane parts.⁵¹ Both ACF and ISC were gone by 1959, and although other factories opened in St. Charles County, a large number of workers were driving to jobs in St. Louis County. McDonnell Aircraft was a big contributor to the local economy and by 1955, 1,371 of its employees were living in St. Charles County and commuting to work. In January 1959 the company was awarded a contract to design and construct the Mercury spacecraft, and by the following December there were 1,600 McDonnell Aircraft employees working to deliver 20 capsules to NASA.⁵² After World War II there was a housing shortage, and between 1945

⁴⁵ Mary M. Stirtz, National Register of Historic Places Inventory—Nomination Form, *Roberts, Johnson & Rand/International Shoe Company Complex*, June 1984, Section 8.

⁴⁶ Ehlmann, p. 351.

⁴⁷ Ehlmann, p. 362.

⁴⁸ Stirtz, *Roberts, Johnson & Rand*, Section 8, page 2.

⁴⁹ Ehlmann, p. 437.

⁵⁰ Ehlmann, p. 485.

⁵¹ Ehlmann, p. 456.

⁵² Ehlmann, p. 489.

and 1959 many homeowners in St. Charles created apartments in their homes, and many of these apartments were occupied by employees of McDonnell Aircraft.⁵³

Nineteen houses in the survey area were home to McDonnell Aircraft employees at one time or another and many of these employees lived in apartments that were created in the houses. An apartment created in 1955 at 1717 Elm Street was occupied by James Holmes, a machinist at McDonnell Aircraft, from 1955-1957 and by Harry B. Vandelft, an industrial engineer, from 1957-1960. Other engineers included Daryl Nelson (1700 Sibley 1964-1970), John R. Wiley (125 Houston, 1963-1970), Theodore Westermeier Jr. (129 Lindenwood, 1957-1970), and John Roppolo (122 Gamble, 1958-1970). The Craftsman style house at 1500 Watson Street was owned by Elmer Cooke, a supervisor, from 1964-1967. Another supervisor, Harold L. Thomas, rented the house at 211 Houston Street from 1966-1970. Arnold Propst, the owner of 207 Watson Street from 1966-1970, was a sheet metal worker. Louis Bruns, an assembler, rented an apartment at 1714 Sibley from 1957-1960; Charles Fuqua, a factory worker, rented an apartment in 1818 Watson in 1959; and an apartment at 220 Lindenwood was rented by Gerald Bossman, a sheet metal worker from 1955-1956 and by Jack Howell, a die maker, from 1957-1959.

A few residents of the Lindenwood Neighborhood were employed by the Fischbach Brewery, an important local industry. Jacob Fischbach came to St. Charles from Germany in 1875 and in 1910 formed a partnership with Charles Schibi, owner of Schibi Brewing Co. on Clay Street (now First Capitol Drive). Several years later Jacob bought out Schibi and the Fischbach Brewery was formed. Upon Jacob's death in 1950, his son John Fischbach became president of the brewery. John had been affiliated with the brewery for 47 years at the time of his death in 1957, at which time his widow, Ellen, became president. She served in that position until at least 1967. John and Ellen built the Minimal Traditional style house at 1622 Watson Street in 1948. Their daughter Mary and her husband Arthur Wilmes lived at 1600 Watson Street from 1950-1957 but moved in with Ellen upon John's death. Arthur was employed as a foreman at the brewery and later became plant manager. Henry Westoff, who lived at 1506 Watson Street from 1925-1956, was a bottler at the Fischbach Brewery from 1934 to 1949. Richard Patton, a fireman at the brewery, built the Folk Victorian influenced gable-front-and-wing form house at 226 Houston Street circa 1909.

Residents

The Lindenwood Neighborhood appears to have been inhabited by middle- and upper-middle class residents who were employed in a wide variety of professions, including doctors, lawyers, engineers, bankers, business owners, educators, salesmen, clerks, postal workers, laborers, men involved in the building trades, and factory workers. Doctors included Dr. Roy Belding, a physician, surgeon, City Coroner and City Health Physician (1711 Elm Street, 1924-1970); Dr. Landon McIntire (1500 Watson, 1950-1954); Dr. Walter Rugh (1500 Watson, 1955-1957); Dr. M.L. Currier (201 North Kingshighway, 1918-1920); Dr. Andrew Steele (122 Houston, 1927-1930); and Dr. Robert Budke, a physician and surgeon (130 Gamble, 1939). The rock-faced concrete block duplex at 1606 Watson was owned by Dr.

⁵³ Brenda Rubach. "Phase 3: Architectural/Historical Survey of the Midtown & Commons Neighborhoods, St. Charles, Missouri." Final Report. April 2013, p. 27.

August Westerfeld from 1916-1964; he was a dentist and the president of the Mutual Fire Insurance Co. Other dentists included Dr. Nathan McKee (118 Houston, 1921-1966); Dr. R.A. Hays (221 Houston, 1938); and Dr. Robert Schaefer (111 Anderson, 1959-1963). A veterinarian, Dr. J.E. Peterman, lived in an apartment at 125 Houston from 1916-1921.

A few of the residents of the neighborhood were attorneys and some were judges. Claude Tuttle built the Colonial Revival style house at 138 Houston Street in 1926 and lived there until his death in 1963. Mr. Tuttle practiced law for 35 years in St. Charles and served as city attorney from 1929-1939. The Colonial Revival style house at 1620 Watson was built circa 1933 for William W. Waye, Jr., a lawyer, and his wife Irma. He lived in the house until his death in 1958. John Bruere, an attorney, resided at 1504 Watson Street from about 1969-1970, when research ended. Webster and Vera Karrenbrock purchased the house at 230 Lindenwood in 1950 and were still living there in 1970, when research ended. He was a Judge for the County Probate and Magistrate Court and over the years served on the Board of Education as Secretary, President and Vice President. The Colonial Revival style house at 125 Anderson was owned by Fred and Louis Mindrup from 1942 through at least 1959. He was a Justice of the Peace and a City Police Judge.

As discussed above, many engineers associated with the American Car and Foundry Co. and McDonnell Aircraft lived in the neighborhood, but some of the other engineers living in the area included Don Kester, an engineer at Western Electric (117 Lindenwood, circa 1969-1970); Edward Schweitzer, an aeronautical engineer (204 Lindenwood, 1939-1940); Joseph Hepp, an engineer at Wagner Electric (111 Anderson, 1955-1957); and Robert Rosener, an aeronautical engineer for Curtis-Wright Aircraft Corp. (201 N. Kingshighway, 1945-1949).

Julius and Irene Willbrand built the Craftsman style house at 1500 Watson Street in 1909. At that time he was a cashier at the Central Bank, but he eventually became the Vice President and Treasurer. John Werner, Jr. and his wife Katherine owned the house at 1506 Watson Street from 1918-1925. Mr. Werner was an assistant cashier at the Central Bank and secretary of the St. Charles Milling Co. Henry Westhoff, the Vice President of Central Trust Co., and his wife Minnie bought the house from the Werners in 1925. Alois and Marie Moerschel built the Colonial Revival style house at 1600 Watson Street in 1927 and lived there until 1950. He was a cashier at the First National Bank and from 1932-1938 was the City Treasurer. The house at 120 Anderson Street was owned by William H. Bruns Jr. and his wife Alice from 1938-1970. He was the County Collector from 1934-1945 and in 1945 he became the Vice President of the Union Savings Bank, but by 1950 he was President. He became the Vice President of the Mutual Fire Insurance Co. of St. Charles in the late 1960s.

A number of residents owned their own business. For example, John Steinbrinker was the owner and president of Steinbrinker Furniture and Undertaker Co. He was also the mayor of St. Charles from 1918-1921. He purchased the grand rock-faced concrete block Queen Anne Free Classic style house at 1508 Watson in 1915 and lived there until his death around 1955. In 1931 Herman and Gretchen Braufman purchased the Craftsman style house at 1500 Watson. They owned Braufman's Ladies Coats, Dresses and Millinery Shop. Mr. Braufman had died by 1939, but Mrs. Braufman continued to operate the shop. Grover and Emma Parker built the bungalow at 123 Lindenwood Avenue circa 1923. Mr. Parker owned Parker Brothers Machine and Electric Co. The Colonial Revival influenced American Foursquare at 1502 Watson Street was built by George and Florence Null circa 1913. He worked for the

Lewis F. Martin Grain Mill and in 1924 purchased the business, which became the Grain, Flour and Feed Co. and in 1942 was renamed the Null Mill. He was on the St. Charles School Board from 1920-1953, organized the St. Charles Chamber of Commerce and was a member of the first Library Board at the founding of the Linneman Library in 1914. A public school at 435 Yale Street was named Null School in his honor in 1964, three years before his death.

Quite a few educators lived in the neighborhood. For example, the bungalow at 121 Houston Street was built circa 1924 for Edward and Willie M. Harris. He was a clerk at George H. Nienhuser Produce Co. and she was a teacher at the Black Jack School. She taught and was the principal until the early 1960s, when the school was renamed Harris School in honor of her retirement. Her sister, Junia Woodson, also taught at the school and lived at 218 Houston Street. John N. Crocker (123 Houston, 1909-circa 1913) was the principal at the St. Charles High School; Mary Buschmeyer (1701 Elm) taught at Benton School from 1963-1970; and Elvera Renick (1817 Sibley, circa 1953-1970) taught at the Blackhurst Elementary School.

Some of the residents of the Lindenwood Neighborhood were employed by Lindenwood University in various capacities. For example, Homer and Helen Clevenger purchased the house at 134 Anderson Street in 1950. He was a teacher at Lindenwood College, but by 1967 he was the Dean of the College. By 1970 he had retired and Gary H. Quehl (1500 Watson) then became the Dean. The house at 1504 Watson was home to Reverend Robert Calder (1925-30), a professor at Lindenwood College, and later (1931-1967) was home to Dorothy Ely, who was an associate professor of English there. Prior to joining the Lindenwood faculty in 1951, she taught at St. Charles High School for nearly 25 years and became the head of the English Department. The Mediterranean Revival house at 130 Gamble became the Gamble Street Apartments in 1952, and in 1961 two of the residents, Dorothy Ross and Hazel Toliver, purchased the building. They were both teachers at Lindenwood College. During their ownership, most of the residents of the apartments were teachers at Lindenwood, but several were employed by McDonnell Aircraft.

City, County, State and Federal employees occupied the neighborhood. For example, the American Foursquare at 132 Houston was built circa 1926 for Otto P. and Joan Boekemeier, and they lived there through 1958. Over the years Mr. Boekemeier was the City Clerk, County Deputy and Chief Deputy Sheriff. Lester Plackmeyer (1715 Elm, 1930-1933) was the Chief Deputy Sheriff of St. Charles and John Griffin (1717 Elm, 1941) was the Night Chief of Police. Hugh Holmes (139 Anderson, 1938-1944) was the Postmaster. The house at 1708 Sibley was home to George Hestwood, a rural postal carrier, from 1921-1926, but it was purchased in 1927 by Siegfried Knoerschild, who was a postal carrier from 1927-1941 and the Assistant Postmaster from 1942-1965. Fred Jacoby (131 Anderson, 1925-1941) was a County highway engineer and later supervisor for the U.S. Department of Agriculture. Herman Huntebrinker (123 Houston, 1916-1945) was employed at the State Highway Garage and Grover Studer (200 Houston, 1939-1950) was the foreman at the County Highway Garage.

Many neighborhood men were involved in the building trades. Louis Roth (224 Lindenwood, 1910) was a plasterer; Justin Fisher (122 Lindenwood, 1923-1927) was a bricklayer; and Mel Boettler (1714 Sibley, 1927-1952) was a painter, paper hanger and interior decorator. Quite a few carpenters resided in the neighborhood, and several of these were Edward Laumeier (201 Houston, 1921-1954); Theodore Westermeier (129 Lindenwood, 1914-1951); Ray Richardson (130 Lindenwood, 1926-1955); Commodore Null (circa 1913-1918) and William Pilgrim

(1918-1952), both at 144 Lindenwood; and Earl Zerr (116 Anderson, 1957-1970). Robert Droste (208 Houston, 1952-1970) was a carpenter with Alvin H. Droste & Sons Construction Co. and by 1963 became a co-owner with Raymond Droste. This company is still in business. The Gable Front house at 210 Lindenwood was home to Herman and Hilda Barklage. Mr. Barklage was employed as a carpenter at the American Car and Foundry Co., but from 1922-1925 he was the Street Commissioner and from 1925 until his death in 1950 he was a building contractor.

Surprisingly, about half a dozen farmers lived in the neighborhood rather than on the properties they farmed. For example, Herman Kettler, a farmer, owned 122 Houston from 1931-1955, and earlier the home was occupied by Walter Hendrix, a County Farm Adviser, from 1918-1921. Some of the other farmers include William Richards (118 Houston, 1909-circa 1913); Theodore Schroeder (128 Houston, 1921-1949); and Henry Boenker (134 Anderson, 1929-1939).

Results

During the survey of the Lindenwood Neighborhood, 93 properties were inventoried. These properties include 92 primary buildings, 73 outbuildings, 1 structure and 1 vacant lot. A total of 165 buildings were surveyed, of which 113 (68.5%) are contributing and 52 (31.5%) are noncontributing, and there is one contributing site and one noncontributing structure. Of the 92 primary buildings, 75 (81.5%) retain sufficient architectural integrity to contribute to the character of a historic district. Two buildings appear to be individually eligible for listing in the National Register of Historic Places and a potentially eligible historic district has been identified. The district appears to be eligible for significance in the area of Architecture. Of the 73 secondary buildings, 38 (52%) are contributing and 35 (48%) are noncontributing.

The survey area developed during the first half of the twentieth century, beginning with the establishment of Glosier's Subdivision #1 in 1902. The neighborhood developed rapidly, with 79.5% of the houses built before 1930. During the period 1930-1956, 18.5% of the buildings were constructed. Only 2% (2 buildings) were built after 1956, and these include a duplex that was built in 1973 and the Quik Trip, built in 1986. The neighborhood has a significant collection of early- to mid-twentieth century residential resources. Many of the residential buildings are vernacular folk forms, such as Gable Front, Gable-Front-and-Wing, Pyramidal, Ranch and Bungalow. The most popular styles found in the survey area include the Queen Anne Free Classic, Folk Victorian, Colonial Revival and Minimal Traditional styles. One excellent local example of the Tudor Revival style is in the district, along with one each of the Craftsman and Mediterranean Revival styles. The majority of houses are clad with weatherboard or vinyl siding, but three houses are built of rusticated concrete block, a building material that became popular in the early 1900s, especially for foundations. The following discussion of folk forms and specific stylistic features is based upon Virginia and Lee McAlester's *A Field Guide to American Houses*.⁵⁴

⁵⁴ Virginia and Lee McAlester, *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1984.

FOLK HOUSES

Although most American houses display some stylistic influences, folk houses were built with little regard for changing fashion. Early folk houses were constructed of materials found near the building site, such as logs and stone, and unlike fashionable styles, folk building traditions changed little with time. The first period of American folk architecture extended from the earliest permanent settlements of the seventeenth century to the growth of the railroads during the last half of the nineteenth century. McAlesters' *A Field Guide to American Houses* classifies folk houses built during this period as Pre-Railroad. No folk houses built in the pre-railroad period are located in the survey area.

With the expansion of the nation's railway network between 1850 and 1890, construction materials could be moved rapidly and cheaply over long distances. As a result, the traditional building materials and construction techniques of folk dwellings changed. Houses that had formerly been built with logs or heavy hewn frames were replaced by balloon-framed buildings. However, many of the previous folk shapes persisted well into the twentieth century even though different construction techniques were being used. The resulting houses were simple dwellings defined by their form and massing, but they lacked identifiable stylistic attributes. The McAlesters classify the period after the spread of the railroad as the National period. In the survey area, these folk house designs were built from circa 1905 to 1956 as an affordable alternative to more ornate and complex architectural styles. The National folk house forms that were identified include Gable Front, Gable-Front-and-Wing and Pyramidal. Each of these house forms is discussed below.

Gable Front

The Gable Front form house became popular in the pre-railroad era in New England and the northeast region, and with the expansion of the nation's railroad network in the 1850s and the resultant availability of inexpensive building materials, it was a dominant folk form well into the twentieth century. Architectural ornament is minimal and is generally limited to millwork on front porches. In the Lindenwood Neighborhood, four examples of Gable Front houses were identified that display no stylistic features. Three were built in the 1910s and one in 1956.

Built in 1910, the frame house at **118 Lindenwood Avenue** (page 27, top left) is the survey area's oldest example of a Gable Front cottage that displays no stylistic detailing. All four examples are 1½-story frame buildings. The three that were built between 1910 and 1914 originally had weatherboard siding, but all have been clad with vinyl, and they have steeply-pitched roofs. The 1956 example at **234 Houston Street** (page 27, top right) is finished with cement asbestos shingles and has a medium-pitched roof. The Gable Front houses range from two to four bays wide and all were built as single-family dwellings, including the house at 129 Lindenwood Avenue, which has two entrances on the façade. In St. Charles, it is not uncommon for single-family houses to have two front entrances.



118 Lindenwood Avenue Street, 1910



234 Houston Street, 1956

In addition to the Gable Front houses with no stylistic features, there are six examples that display stylistic influences. Four of these six are 1½-stories, while two are 2-stories, and all are frame. Three of the houses display the Colonial Revival influence while three have features from both the Colonial Revival and Folk Victorian styles. The circa 1907 Gable Front house at **1715 Elm Street** (below left) displays the Colonial Revival influence in its gallery and cornice returns. Built circa 1913, the house at **1709 Elm Street** (below right) has a Colonial Revival porch but the fish scale shingles in the gable end reflect the Folk Victorian influence. Although it has two front entrances, it was built as a single-family dwelling.



1715 Elm Street, circa 1907. The gallery and cornice returns on this Gable Front house display the Colonial Revival influence.



1709 Elm Street, circa 1913. The gallery has Colonial Revival features while the fish scale shingles in the gable end reflect the Folk Victorian influence.

Gable-Front-and-Wing

While the Gable Front house was a common urban folk form, the Gable-Front-and-Wing form became popular for use in rural areas. The Gable-Front-and-Wing house was created by adding a side-gabled wing perpendicular to the Gable Front block, giving the house its distinctive L-shaped massing. A shed-roofed porch was typically placed within the L made by the two wings, and architectural ornament was minimal. Three Gable-Front-and-Wing form houses that display no stylistic features were identified in the neighborhood, and they

were built between circa 1905 and circa 1917. All are frame, but two are 1½-stories while one is 2 stories. The house located at **200 Houston Street** (below left) appears to be a 1-story house from the front, but it is 1½ stories.

In the neighborhood are three additional Gable-Front-and-Wing form houses that display stylistic influences. The two 1½-story examples display Folk Victorian influences while the 2-story example at **127 Lindenwood Avenue** (below right) has both Folk Victorian and Colonial Revival detailing. All are frame and were built circa 1909. The Colonial Revival influence in these is limited to the galleries, and the Folk Victorian influence is reflected in the shingled gable end of 127 Lindenwood.



200 Houston Street, circa 1905. This Gable-Front-and-Wing house was built without stylistic references.



127 Lindenwood Avenue, circa 1909. This house has a Colonial Revival gallery but the shingles in the gable end reflect the Folk Victorian influence.

Pyramidal

Massed-plan folk houses that are nearly square in shape are typically built with pyramidal roofs, which require more complex roof framing but need fewer long-spanning rafters, making construction less expensive. At the turn of the twentieth century, 1-story Pyramidal houses became a popular replacement for the less spacious Hall-and-Parlor houses, while 2-story examples began to replace rural I-houses. From about 1900 to 1930, the 2-story examples became a popular urban house form, and most were built with Colonial Revival, Neoclassical Revival, Prairie, Tudor Revival or Craftsman detailing; however, many lacked such stylistic details.

In the survey area, five Pyramidal form houses were identified. The houses were built between 1907 and circa 1926 and range from 1-story to 2½-stories. The 1- and 1½-story examples in the neighborhood both have recessed porches under the main roof and gables piercing the front slope, mimicking the gable-front-and-wing form house. One such example is the house located at **224 Lindenwood Avenue** (page 29, left). It was built in 1910, and a 2-bay Folk Victorian gallery originally spanned the south half of the façade, but the northern bay has been enclosed and holds what appears to be the original door. It appears that this portion of the gallery may have been enclosed more than 50 years ago. The 2- and 2½-story Pyramidal houses are the American Four Square form. In the survey area the house at **1504**

Watson Street (below, right) has rock-faced concrete block walls while the other examples have walls finished with weatherboard or vinyl siding.



224 Lindenwood Avenue, 1910. The recessed gallery and intersecting gable mimic Cable-Front-and-Wing form houses.



1504 Watson Street, circa 1907. This Pyramidal form house/American Four Square is unusual as it is built of rock-faced concrete blocks and rather than a dormer it has a vented gablet on the front slope of the roof.

Nationally, the American Four Square house form became a popular choice for homes between 1900 and 1930. In the late nineteenth century, when public taste was turning away from the excessively ornate and asymmetrical Victorian style, the American Four Square represented a renewed sense of simplicity and restraint. The popular house form has precedent in the Georgian manor house. The comeback of the square shape is at least partly a matter of economy, with the cube yielding the most interior space for the money spent on the foundation, framing, and roof. Four Square variants appeared in virtually every pattern book between 1900 and 1925, and some companies, such as Sears Roebuck and Co., sold prefabricated versions. The basic Four Square has two stories (with four rooms on each floor), a pyramidal or hipped roof with broad overhanging eaves and a dormer on the front slope, a prominent front porch, and a boxy, nearly cubical shape. The house at 1504 Watson Street has a vented gablet on the front slope rather than the typical dormer. The porches have box columns or classical columns.

Houses built between 1940 and 1961

During World War II, most domestic building ceased, but when construction resumed after the war the public's tastes quickly shifted from the period houses of the 1920s and 1930s to new variations of the Modern styles that had only begun to be popular in the pre-war years. The Modern houses of the 1950s and 1960s grew from the earlier phases of Eclectic modernism and sometimes mimic details from the Craftsman, Prairie, Modernistic and International styles.

Ranch (nationally circa 1935-1975)

Several California architects developed the Ranch type house in the mid-1930s and it gained popularity during the 1940s and became the dominant type throughout the country during the

1950s and 1960s. With the end of World War II there was an extreme housing shortage in America as vast numbers of returning veterans wanted to finish their education and start families. In 1945 the U.S. government passed the Serviceman's Readjustment Act (known as the GI Bill), which allowed veterans to purchase or build their own houses using VA-insured, no-down-payment mortgage loans. During the next decade housing construction experienced unprecedented growth, aided by the technological advances achieved in wartime. Although labor and materials were expensive in the postwar years, there was still plenty of relatively cheap land available. The streetcar suburbs of the late-nineteenth and early twentieth centuries typically had relatively compact house forms on small lots because people walked to nearby streetcar lines. However, the country's increasing dependence on the automobile allowed compact houses to be replaced by rambling Ranch houses on much larger lots.⁵⁵

Three Ranch houses are located in the survey area. Two were constructed circa 1953 and one in 1973. Two examples are brick and one is stucco. This type house is typically an asymmetrical one-story building crowned by a low-pitched roof with moderate to wide eaves, and the plan sometimes includes an integral garage, such as at **1714 Watson Street** (below), which was built in 1953. Large, fixed-pane picture windows are common, and these are sometimes flanked by narrow sashes similar to the Chicago style window. The most common detailing is decorative iron or wooden porch supports and decorative shutters.



1714 Watson Street, 1953. This house has an integral garage, Chicago style window and decorative iron porch posts, which are common features for Ranch houses.

ARCHITECTURAL STYLES

Examples of many of the architectural styles that were popular nationally are represented in the survey area, and a discussion of these styles is provided below.

Victorian Houses (nationally 1860-1900)

Britain's Queen Victoria reigned from 1837 to 1901, but in America the architectural styles that were popular during the last four decades of her reign are generally referred to as

⁵⁵ Betsy Friedberg, "Postwar Housing Comes of Age," *Preservation Advocate*, Spring 2003, p. 6.

“Victorian.” During this period dramatic changes in house design and construction resulted from industrialization and the growth of the railroads. Balloon framing rapidly replaced heavy-timber framing as the standard building technique, which freed houses from their traditional box-like shapes by greatly simplifying the construction of corners, wall extensions, overhangs and irregular plans. In addition, growing industrialization allowed many complex house components to be mass-produced and shipped at relatively low cost on the expanding railway network. Victorian styles reflect these changes through their use of complex shapes and elaborate detailing. Since the Lindenwood Neighborhood did not begin development until the turn of the twentieth century, only the later Victorian Period styles are found here. These include the Queen Anne/Queen Anne Free Classic and Folk Victorian styles.

Queen Anne (nationally 1880-1910)

The Queen Anne style was named and promoted by a group of nineteenth-century English architects, but the historic precedents had little to do with the formal Renaissance architecture that was dominant during Queen Anne’s reign from 1702 to 1714. The precedents were actually Late Medieval models of the preceding Elizabethan and Jacobean eras. In America, the Queen Anne style was the dominant style of residential architecture during the period from about 1880 until 1910, and examples in the survey area were constructed between 1904 and 1917. The Queen Anne style is the most exuberant of the nineteenth-century styles and is characterized by its asymmetrical composition; steeply pitched, irregularly shaped roof, which is usually a hipped roof with an intersecting front-facing gable; the use of devices to avoid a smooth-walled appearance, such as patterned shingles, cutaway bay windows, towers, and turrets; and a porch that is partial-width, full-width or wraparound and typically only a single story.

The McAlesters’ *A Field Guide to American Houses* subdivides the style into two sets of overlapping subtypes based on variations in shape and decorative detailing. Three decorative detailing subtypes were identified in the survey area: the Spindlework, Free Classic and Half-Timbered modes. Nationwide, about 50 percent of Queen Anne houses have spindlework or “gingerbread” ornamentation, which most commonly appears on the porch in the form of delicate turned posts, corner brackets, balustrades and spindled friezes. Gable ends are also often decorated. In the Lindenwood Neighborhood, only one example of the Spindlework mode of the Queen Anne style was identified. Built circa 1909, the 1½-story, frame Queen Anne cottage at **239 Houston Street** (page 32, top left) has a cross-gabled roof and the front gable end is finished with fish scale shingles. A bracketed cutaway gabled bay is in the center bay of the T-shaped facade, and the porch has turned posts with corner brackets, a plain picketed frieze and a hip roof.

Nationally, about 35 percent of Queen Anne houses have classical detailing. The Free Classic subtype became popular after 1890 and has much in common with some early Colonial Revival style houses. In this subtype the porches have classical columns rather than turned posts with spindlework detailing. The 11 examples of the Queen Anne Free Classic style in the survey area were built between 1904 and 1917. Four are 1½-stories, one is 2-stories, and five are 2½-stories. Ten are finished with weatherboard siding, one is brick and one is rock-faced concrete block. The 2½-story frame house located at **1711 Elm Street** (page 32, top right) has a high cross-gabled roof and a tower with pyramidal roof. The wraparound gallery

has Doric columns in a nod to the Colonial Revival style, but Queen Anne features include the tower and its shingled wall surfaces, cutaway gabled bay with ornate corner brackets, and shingled gable ends.



239 Houston Street, circa 1909



1711 Elm Street, 1917

About 5 percent of Queen Anne houses nationwide are categorized as being the half-timbered subtype. Typical features include decorative half-timbering in the gable ends or upper-story walls, heavy turned porch posts, and groupings of three or more windows. Only one Queen Anne house in the survey area is built in the half-timbered mode, and it is **1818 Watson Street** (below). The gable ends of the house are finished with stucco and the front gable end, which is jettied with supporting brackets, has false half-timbering. However, this house also has Colonial Revival features, including the portico with Ionic columns, Palladian-influenced window in the front gable end, and pedimented gable on the side elevation.



1818 Watson Street, 1910. This house displays features from both the Half-Timbered and Free Classic subtypes.

Folk Victorian (nationally circa 1870-1910)

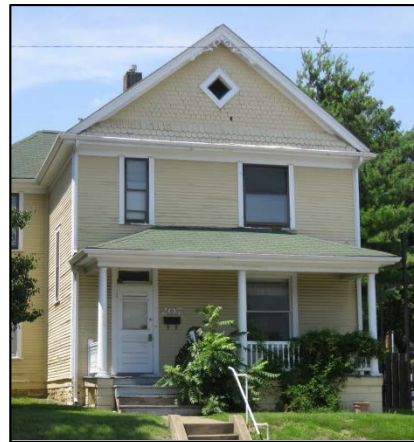
The Folk Victorian style is defined by the presence of Victorian decorative detailing on simple folk house forms, such as the Gable Front, Gable-Front-and-Wing, and Pyramidal folk

forms. This style house generally has a symmetrical façade (except for the Gable-Front-and-Wing form) and is much less elaborated than the Victorian styles (typically Queen Anne and Italianate) they attempt to mimic. The main areas for the application of decorative detailing are the porch and cornice line. Porches often have Queen Anne spindlework detailing or Italianate square chamfered posts, and cornices are sometimes bracketed. The house at **226 Lindenwood Avenue** (below left) is a gable-front-and-wing form house with spindlework detailing on the gallery.

The Folk Victorian style was popular nationally from about 1870 to 1910, but the six examples found in the survey area were built between 1906 and 1918. All are frame and two are 2-stories, while four are 1½-stories. All display spindlework detailing, but the house at **207 North Kingshighway** (below right) also has a Colonial Revival porch. Unfortunately, this Gable Front form house is slated for demolition.



226 Lindenwood Avenue, circa 1909



207 North Kingshighway, 1906. There are imbricated shingles and a gable ornament in the gable end.

Eclectic (nationally 1880-1940)

The Eclectic movement began in the last decades of the nineteenth century and gained momentum with Chicago's Columbian Exposition of 1893. The movement drew inspiration from America's Colonial architecture as well as the architecture of Europe. While the European models for period styles were almost exclusively built of solid masonry, most American houses were of wood-framed construction. Solid masonry was generally limited to the most expensive houses, but in the early 1920s, inexpensive techniques were perfected for adding a thin veneer of brick to the exterior of the traditional balloon-framed house. This allowed modest cottages to mimic the masonry facades of European landmarks. As a result, houses were built in a full historical spectrum of European and Colonial American housing styles and dominated domestic building during the 1920s and 1930s. Also, in the early 1900s modern houses began to be constructed, including the Prairie and Craftsman styles. In the survey area, examples of the Eclectic movement include houses in the Colonial Revival, Craftsman, Tudor Revival and Mediterranean styles.

Colonial Revival (nationally 1880-1955)

“Colonial Revival” refers to the rebirth of interest in the early English and Dutch houses of the Atlantic seaboard. Although the Philadelphia Centennial of 1876 created interest in the country’s colonial architectural heritage, the architectural firm of McKim, Mead, White and Bigelow is credited with popularizing the revival of colonial designs in 1877 after taking a widely publicized tour through New England to study Georgian and Adam buildings. Although these two styles are the basis for this revival, post-medieval English and Dutch Colonial prototypes were also influential. The early examples of the Colonial Revival style were not usually historically accurate copies but were free interpretations with details inspired by colonial precedents. However, by the first decade of the twentieth century the emphasis shifted to more accurate copies with correct proportions and details, and this emphasis continued to about 1935. The Great Depression, World War II, and changing postwar fashions led to a simplification of the style in the 1940s and 1950s.

In the survey area, there are 30 Colonial Revival style houses or houses that display the Colonial Revival influence. The Colonial Revival style houses were constructed between 1906 and circa 1944. The majority (24) was built between 1906 and 1913. The houses range from 1½- to 2½-stories. One has walls of rock-faced concrete block, three are brick and the remainder have weatherboard or vinyl siding. McAlesters’ *A Field Guide to American Houses* lists nine principal subtypes, and five of these subtypes were found in the survey area: asymmetrical, hipped roof with full-width porch, hipped roof without full-width porch, side-gabled, and gambrel roof (Dutch Colonial Revival).

Colonial Revival houses are typically symmetrical, but some have asymmetrical facades, a feature rarely seen on their colonial prototypes. An example of the asymmetrical subtype is **1606 Watson Street** (below), which was built in 1906. It is one of three houses on Watson Street built of rock-faced concrete block (see discussion of concrete block houses beginning on page 45). Although prior to 1900 about one-third of the Colonial Revival houses built in this style were asymmetrical, after 1910 few examples were constructed until the 1930s, when irregular facades reappeared with less elaborate detailing. These later examples were often asymmetrical due to the attachment of garages to the house.



1606 Watson Street, 1906

Approximately one-third of Colonial Revival style houses built before 1915 are the hipped roof with full-width porch subtype. The front slope of the roof is usually pierced by a dormer and the 1-story, full-width porches with classical columns are attached to a 2-story, symmetrical house with square or rectangular plan. The house located at **1502 Watson Street** (below left) is an example of this subtype, although the porch is actually slightly shorter than full width. Another subtype found in the neighborhood is the hipped roof without full-width porch subtype. According to McAlesters', about 25 percent of Colonial Revival houses are simple two-story buildings with hipped roofs and either no porch or a small entry porch. Although this subtype was built throughout the Colonial Revival era, it is the predominant form before 1910. An example of this subtype is **1600 Watson Street** (below right), which was built circa 1927. There is merely a stoop at the entrance, but the door is protected by a hood.



1502 Watson Street, circa 1913



1600 Watson Street, circa 1927

About one-fourth of Colonial Revival style houses throughout the country are simple, 2-story, rectangular blocks crowned by side-gabled roofs. A good example of the style is **1824 Watson Street** (page 36, top left), which was built in 1927. It has a 6-panel wood door with 4-light sidelights and a multi-light elliptical fanlight. Like many Colonial Revival houses, the windows of this example have multi-pane upper sashes but lower sashes with only a single large pane, a pattern never seen on colonial originals.

According to McAlesters', about ten percent of Colonial Revival style houses are the Dutch Colonial Revival subtype, with the identifying feature being a gambrel roof. From about 1895 to 1915 the most common form had a front-facing gambrel roof while side gambrels became the predominant form in the 1920s and 1930s. The steeply pitched gambrels have either separate dormer windows or a continuous shed dormer with several windows. A full-width gallery may be set under the main roof or else have a separate roof, or a one-bay Federal portico may replace the gallery. Only two examples of the Dutch Colonial Revival style are in the survey area, and they both have front-gambrel roofs. The house at **1701 Elm Street** (page 36, top right) was built circa 1913.



1824 Watson Street, 1927



1701 Elm Street, circa 1913

Tudor Revival (nationally 1890-1940)

The Tudor Revival style is loosely based on a variety of early English building traditions. Houses of this style typically have steeply pitched roofs, façades dominated by one or more prominent cross gables, decorative half timbering, and massive chimneys that are often crowned by decorative chimney pots. Unlike other period revival houses or the earlier Victorian period designs, Tudor Revival style houses do not usually have porches but rather have stoops. The entrances are often slightly recessed round-arched openings with round-arched doors designed to look like wood planks with hand-forged hardware, but in some cases the doorways are positioned in a small projecting bay that forms a small entry vestibule. Windows are often arranged in groups and have multi-pane glazing, and although casements are most popular, double-hung sash windows are also common. Tudor Revival style houses were built nationally from about 1890 to 1940, but the style was particularly popular during the 1920s and early 1930s as masonry veneering techniques allowed even modest examples to mimic the brick and stone exteriors seen on English prototypes.

In the survey area, there is one Tudor Revival style house and another that had Tudor Revival decorative half timbering added later. The high style Tudor Revival house at **1712 Watson Street** (page 37, top) was designed by architect Arthur E. Lehmann and built in 1907 by contractor/builder Virgil A. Owen for Francis and Charlotte Becker. The Beckers and Mr. and Mrs. Walter Wills created the Lindenwood Heights Subdivision in 1905. The Beckers' grand 2½-story Tudor Revival style house has stucco walls decorated with false half-timbering and a steeply-pitched, side-gabled roof with intersecting high cross gable. The entrance has leaded glass sidelights and on the side elevation is a polygonal bay with paired leaded glass casement windows flanked by large multi-paned, double-hung, leaded glass windows (all with diamond-shaped panes). Unlike most high-style Tudor Revival houses, this example has a wraparound porch.



1712 Watson Street, 1907

Mediterranean Revival (nationally 1890-1930)

The Mediterranean Revival style is an eclectic mix that incorporates elements from the Italian Renaissance Revival, Spanish Colonial and Beaux Arts styles, but the Mediterranean Revival style has flat or plainer surfaces, fewer projections and more limited ornamentation than the other styles. It was introduced in the United States around the turn of the twentieth century and became popular in the 1920s and 1930s. Buildings typically have a rectangular floor plan and symmetrical façade. They often have low-pitched hipped roofs covered with ceramic tiles and the wall surfaces are generally stucco or brick. The house at **130 Gamble Street** (below) is the only example of this style that was identified in the Lindenwood Neighborhood. The 2-story house, which was built circa 1930, has a low pyramidal roof with wide overhanging eaves. The roof of the portico is supported by both Classical columns and Italian Renaissance Revival-influenced brackets.



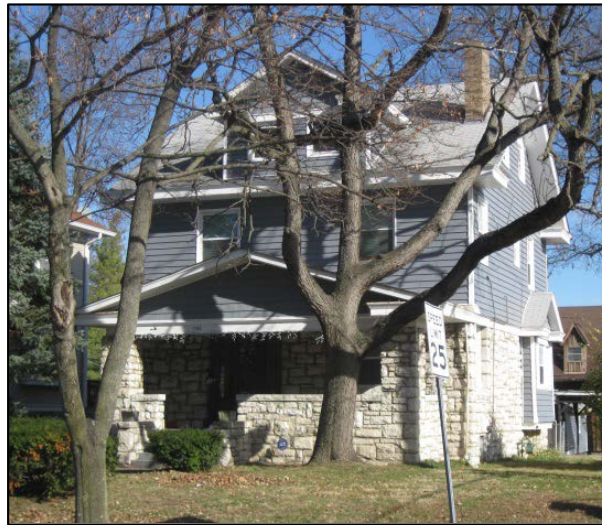
130 Gamble Street, circa 1930

Craftsman (nationally 1905-1930)

The Craftsman style was the most popular style for smaller houses built throughout the country during the period from about 1905 through the 1920s. It originated in southern California, where most landmark examples are concentrated, but quickly spread throughout

the country through extensive publicity in magazines and pattern books, and some companies offered complete pre-cut packages of lumber and detailing to be assembled by local labor. Craftsman houses were inspired primarily by the work of Charles Sumner Greene and Henry Mather Greene, two brothers who practiced architecture together in Pasadena from 1893 to 1914. The Greenes were influenced by the English Arts and Crafts movement, an interest in oriental wooden architecture, and training in the manual arts. High-style interpretations are rare except in California.

Identifying features include low-pitched, gabled roofs with wide, unenclosed eave overhangs that often have exposed rafter tails that may be cut into decorative shapes; knee braces under the gables; and porches with the roofs supported by tapered or battered square columns that often rest upon more massive piers or a solid balustrade. These columns, piers and balustrades often begin at ground level and extend well above the porch floor, and a variety of materials were used alone or in combination, including stone, clapboards, shingles, bricks, concrete blocks and stucco. The most common wall material is wood clapboard, but wood shingles, stone, brick, concrete block and stucco were also used. The house at **1500 Watson Street** (below) is the only Craftsman style house in the survey area, and it was built in 1909. The foundation and first floor are finished with coursed rock-faced limestone and the second floor and the upper half story were originally finished with shingles, but they have been covered with vinyl siding, except for the gable ends, which are still shingled. The $\frac{3}{4}$ -width gallery has stone piers and stone half-wall railing that extend to the ground.



1500 Watson Street, 1909

Bungaloid

The term “Bungaloid style” is often used to describe vernacular bungalows, which are 1- to 1½-stories and typically have front-gabled, side-gabled, or cross-gabled roofs penetrated by a minimal number of dormers. Stylistic references are usually limited to the front porch columns and railing and reflect modest classical or Craftsman treatments. Fifteen houses in the survey area exhibit elements of the Bungalow form but without elements of the formal Craftsman style. They were built between 1917 and circa 1951, but 12 of the 15 (80%) were

built in the 1920s. One is brick, one is stucco and the other 13 are finished with weatherboard or have had vinyl siding added. Three are 1-story and 12 are 1½-stories. Five are side-gabled, six have hipped roofs, three are front-gabled and one is cross-gabled.

Built in 1917, the 1½-story house at **141 Lindenwood Avenue** (below, left) is the earliest bungalow in the survey area. It has a high hip roof with undercut gallery that has box columns with stylized Ionic capitals. At **135 Anderson Street** (below, right), the gallery has battered piers supporting the roof and pedestals to each side of the stairway, typical Craftsman features.



141 Lindenwood Avenue, 1917



135 Anderson Street, circa 1926

The bungalow at **139 Anderson Street** (below left) was built circa 1926 and is one of three 1-story examples and one of three front-gabled examples in the neighborhood. Built circa 1951, the 1½-story bungalow at **123 North Kingshighway** (below right) is the only example in the survey area that has a cross-gabled roof. It is also the latest bungalow to be built.



139 Anderson Street, circa 1926



123 North Kingshighway, circa 1951

Minimal Traditional (nationally circa 1935-1950)

With the Great Depression, the Minimal Traditional style was a compromise that reflects the Tudor Revival influence but lacks its decorative detailing. First becoming popular in the late 1930s, the Minimal Traditional style dominated the post-World War II period of the 1940s and early 1950s, with a large number built in the large tract-housing developments of the

period. Typical features include a dominant front gable, but the roof pitches are typically lower than in the preceding Tudor Revival style; little eave overhang; a simple entry stoop; asymmetrical façade; and 1- or 1½-story height. Windows are usually 1/1 double-hung sashes and there is often a large picture window that is sometimes flanked by narrow sashes, which is similar to the Chicago style window. Eight Minimal Traditional houses built between circa 1939 and circa 1953 are in the survey area. Two are brick and six are frame, and four examples are 1-story and four are 1½-stories.

Built in 1947, the 1½-story frame example at **222 Houston Street** (below left) displays the Tudor Revival influence in the front-gabled entry bay, which has one eave line significantly lower than the other. The 1-story brick example at **122 Gamble Street** (below right) is a transitional Minimal Traditional and Ranch house.



222 Houston Street, 1947



122 Gamble Street, circa 1951

Recommendations

Based on the survey of the Lindenwood Neighborhood, it was determined that there is a potentially eligible National Register district and two houses that appear to be individually eligible; however, the interiors of the two houses, which were not inspected, would need to retain integrity. The Lindenwood Neighborhood Historic District, the Becker House at 1712 Watson Street and the Scott-Steinbrinker House at 1508 Watson Street appear to be eligible for architectural significance (Criterion C). The two individually-eligible houses are also located within the boundaries of the recommended historic district and the district designation would incorporate them and provide them a listed status. No properties in the survey area were previously listed on the National Register.

Lindenwood Neighborhood Historic District

During the survey of the Lindenwood Neighborhood, 93 properties were inventoried. These properties include 92 primary buildings, 73 outbuildings, 1 structure and 1 vacant lot. Seventy-five (81.5%) of the primary historic buildings retain sufficient architectural integrity to contribute to a historic district. The 17 (18.5%) noncontributing primary buildings are scattered throughout the district, but three of the seven houses on Sibley Street and three of the seven buildings on North Kingshighway are noncontributing. Two noncontributing

houses on Sibley Street are being omitted from the boundaries of the proposed Lindenwood Neighborhood National Register district because they are located at corners along the proposed boundaries. In addition, the buildings facing North Kingshighway are being omitted because this street has lost its historic character, mainly due to its zoning having been changed from single-family residential to commercial. Two of the four buildings in the 100 block are noncontributing, and in the 200 block there are only three buildings on what were originally eight lots. The 1917 Sanborn Insurance map shows that there had been six houses on these eight lots, but only two of these six remain, and one of these is slated for demolition. The modern Quik Trip building stands on the former site of four of the houses and will expand by removing the house located at 207 North Kingshighway. The proposed National Register district boundaries are shown on the map on page 43.

The proposed district includes 154 total buildings, of which 111 (72%) are contributing and 43 (28%) are noncontributing, and there is one contributing site. Of the 83 primary buildings, 71 (85.5%) are contributing and 12 (14.5%) are noncontributing. The district appears to be eligible for significance in the area of Architecture because it contains a locally-significant collection of architectural styles and forms that were popular from the turn-of-the-twentieth century to the mid-twentieth century. The period of significance extends from 1902, when the first of the three subdivisions was platted, to 1956, when the last contributing building was constructed. In the future the City of St. Charles will apply for a Historic Preservation Fund grant for the preparation of a National Register nomination. Streetscape photographs of the proposed district appear below.



1701-1717 Elm Street, view to SW



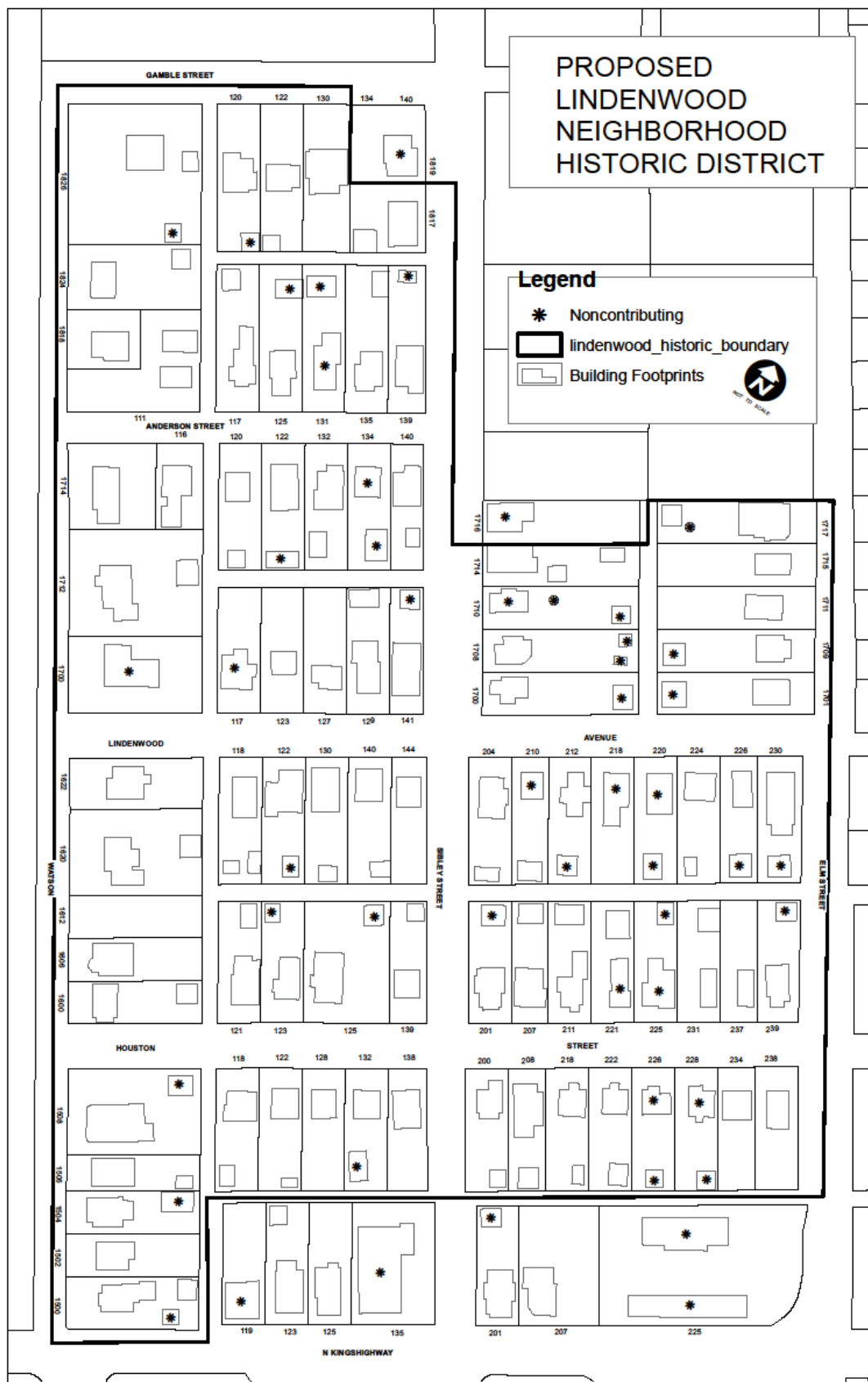
West side 100 block of Houston Street, view to SW



1500 block Watson Street, view to NW



West side 100 block of Lindenwood Avenue



Francis and Charlotte Becker House, 1712 Watson Street

The Francis and Charlotte Becker House appears to be individually eligible for the National Register as an excellent local example of Tudor Revival residential architecture. It was designed by architect Arthur E. Lehmann and built in 1907 by contractor/builder Virgil A. Owen. The 2½-story house has a coursed rock-faced limestone foundation, stucco walls decorated with false half-timbering, and a steep side-gabled, wood-shingled roof with clipped gable ends. The façade is highlighted by a 1-story wraparound gallery that has stone piers supporting a combination gable and hip roof and on the second floor is a large gabled hanging box bay supported by two pairs of knee braces. The walls of the box bay have false half-timbering and a tripartite window. The house retains its original windows, which are a variety of 8/8, 4/4, 10/1, 1/1 and 6/1 double-hung wood sashes, and there are also casement and double-hung windows with leaded glass in diamond-shaped panes.

Along with the house, the property retains its original garage/stable and a guest house that was built about 1951. The 1½-story garage has a wood-shingled, side-gambrel roof topped by a vented gabled cupola. The façade is finished with narrow weatherboard siding, but the other walls are stucco with decorative half-timbering. Gabled wall dormers finished with stucco and false half-timbering are on both the front and rear of the roof. The dormers have paneled and glazed wood doors, and the first floor retains one of its two original sliding doors. The garage would be a contributing building if the house were to be nominated to the National Register, but the guest house would not because it was built after the period of significance (1907).

Mr. and Mrs. Becker, along with Walter and Elnora Wills, created the Lindenwood Heights Subdivision in 1905. The Beckers built their house on lot Nos. 3, 4 and parts of 2 and 5 of Block 2 just two years later for \$2,756.95. Mr. Becker worked at the American Car and Foundry Company for 40 years, being the superintendent of the Coach Shop for 25 years. In the 1930s he was the general manager of the St. Mary Oil Engine Company. Mr. Becker died in 1961 and by 1966 the home had been sold by the family.



Becker House and Garage, 1712 Watson Street, 1907

Scott-Steinbrinker House, 1508 Watson Street

Built circa 1905, 1508 Watson Street is a 1½-story Queen Anne Free Classic style house distinguished by its concrete block walls, high truncated hip roof with iron cresting, and a wraparound gallery that spans the full length of both the façade and west elevation. The foundation is rock-faced concrete blocks, the water table is smooth concrete, and the walls are alternating rows of rock-faced and narrower smooth-faced concrete blocks. This house appears to be individually eligible for listing in the National Register as a good local example of the Queen Anne Free Classic style. It is also significant as a representation of the use of ornamental concrete block as a new building material in St. Charles in the early twentieth century.

Ornamental concrete block—also known as decorative, rock-faced and rusticated concrete block and imitation or artificial stone—was developed as an inexpensive yet strong alternative to stone and brick. It was promoted as a cheap, quick and practical building material. Popular from the early 1900s through the 1930s, concrete blocks were usually hollow for economy, insulation and waterproofing, and until the 1930s they were almost always finished with a decorative face, usually imitating rough-cut or faced stone. They were very popular for house foundations, and numerous houses throughout St. Charles have such foundations. Cast block was used to construct garages, such as the one at 120 Anderson Street, and was occasionally used for entire houses. Although there was occasional use of block in the Victorian era, its greatest use came in the post-Victorian period.⁵⁶

Although various patents for concrete block construction had been issued in the nineteenth century in England and the United States, the first commercially successful concrete block process in America was patented in 1900 by Harmon S. Palmer. Soon after, numerous other block machines entered the market. The 1904 World's Fair in St. Louis provided valuable exposure for the new building material, which was showcased in the Palace of Liberal Arts. Several manufacturers exhibited concrete wall sections showing various methods of manufacturing and finishing block. In fact, during the summer of 1904, one company made concrete blocks each day and erected a building on the Fairgrounds.⁵⁷

Relatively inexpensive cast-iron block-making machines became available to the general public. Sears, Roebuck and Company became a significant source of the machines and in 1908 devoted eight pages of the spring general-merchandise catalogue to the machines and related hardware. Most concrete blocks were produced by local contractors, building-supply companies or family businesses, but homeowners also made them for their own use.⁵⁸ The block-making machines were portable and had interchangeable face plates to create various surface textures.

⁵⁶ J. Randall Cotton, "Ornamental Concrete Block Houses," *The Old-House Journal*, October 1984/Vol. XII, No. 8, pp. 180-181.

⁵⁷ Mary M. Stiritz. National Register of Historical Places Inventory-Nomination Form: *Oakherst Place Concrete Block District*. Washington, DC: US Department of the Interior/National Park Service, December 1986, Section 8.

⁵⁸ J. Randall Cotton, 180.

Ten concrete block houses were identified on the 1917 Sanborn Insurance Map of St. Charles and one other concrete block house has been identified outside the Sanborn map coverage area. The two houses on North Second Street that are shown on the map are no longer extant, the American Foursquare at 427 North Kingshighway has been partially clad with vinyl siding, and the side-gabled house at 1125 North Third Street has lost integrity. The existing concrete block houses that retain integrity are listed below:

801 Adams Street	1½-story Colonial Revival
1155 S. Benton Avenue	1½-story side gabled
835 Madison Street	1-story Vernacular Shotgun form
718 South Sixth Street	2-story American Foursquare (Colonial Revival portico)
1504 Watson Street	2-story American Foursquare
1508 Watson Street	1½-story Queen Anne Free Classic
1606 Watson Street	2½-story Colonial Revival

The Scott-Steinbrinker House at 1508 Watson was built circa 1905, soon after the close of the Fair. Although the builder of the house has not been identified, John Platte is known to have constructed several concrete block houses in St. Charles. Platte spent an early apprenticeship in his father's brickyard and at age 16, learning carpentry from John Borgmeyer, went to St. Louis and Chicago as a builder. He studied architecture in the East and returned to St. Charles in 1891 as an architect and contractor. According to the 1989 Survey Plan for St. Charles, written by Maureen Jones, a 1906 St. Charles newspaper article in the Kathryn Linnemann Branch of the St. Charles City-County Library's collection titled "To Manufacturers and Mercantile Interest and Real Estate Investors," states that "Mr. Platte has taken up concrete block work and to demonstrate its usefulness and stability, he has erected several houses of concrete blocks, thus proceeding...in the belief that they are practical."⁵⁹ However, that article could not be located at the library and a search of the 1906 *Cosmos Monitor* newspapers did not reveal any information. The 1906 issues of the *Banner News* were unavailable.

The home's first owners were Robert W. and Emma Scott. He was a foreman in the painting department of the American Car and Foundry Co. About 1915 the Scotts sold the house to John H. and Elsie Steinbrinker. Mr. Steinbrinker was the owner and eventually the president of Steinbrinker Furniture and Undertaker Co. and in 1950 he became president of the St. Charles Building and Loan Association. He also was the mayor of St. Charles from 1918-1921. Mr. Steinbrinker had died by 1955 but his widow continued living in the house through 1970, when research ended.

⁵⁹ Maureen Jones, "Survey Plan, City of Saint Charles, Missouri." July 1989, pp. 23-24.



Scott-Steinbrinker House, 1508 Watson Street, circa 1905

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