

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Registration Form**

**1. Name of Property**

historic name South Fourth Street Commercial District

other names/site number n/a

**2. Location**

street & number 740-908 South Fourth Street, 319 Gratiot, 317-321 Lombard [ n/a ] not for publication

city or town Saint Louis [ n/a ] vicinity

state MO code MO county St. Louis (Independent City) code 510 zip code 63102

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally.  
( See continuation sheet for additional comments [ ]. )



28/FEB, 2006

Signature of certifying official/Title Mark A. Miles/Deputy SHPO

Date

Missouri Department of Natural Resources  
State or Federal agency and bureau

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

Signature of certifying official/Title

State or Federal agency and bureau

**4. National Park Service Certification**

I hereby certify that the property is:

entered in the National Register  
See continuation sheet [ ].

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

determined not eligible for the  
National Register.

removed from the  
National Register

other, explain  
See continuation sheet [ ].

Signature of the Keeper

Date

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**5. Classification**

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	13	_____ buildings
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	_____	_____ sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ objects
	<input type="checkbox"/> object	_____	_____ Total
		13	_____ Total

Name of related multiple property listing.

n/a

Number of contributing resources previously listed in the National Register.

0

**6. Function or Use**

**Historic Function**

DOMESTIC/multiple dwelling \_\_\_\_\_  
 COMMERCE/TRADE/business \_\_\_\_\_  
 COMMERCE/TRADE/specialty store \_\_\_\_\_  
 COMMERCE/TRADE/restaurant \_\_\_\_\_  
 FUNERARY/mortuary \_\_\_\_\_  
 MEDICAL CARE/medical business/office \_\_\_\_\_

**Current Functions**

COMMERCE/TRADE/business \_\_\_\_\_  
 COMMERCE/TRADE/restaurant \_\_\_\_\_  
 VACANT/NOT IN USE \_\_\_\_\_  
 WORK IN PROGRESS \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**7. Description**

**Architectural Classification**

LATE VICTORIAN/Italianate \_\_\_\_\_  
 OTHER/Two Part Commercial Block \_\_\_\_\_  
 OTHER/One Part Commercial Block \_\_\_\_\_  
 \_\_\_\_\_

**Materials**

foundation STONE/Limestone \_\_\_\_\_  
 walls BRICK \_\_\_\_\_  
 STONE/Limestone \_\_\_\_\_  
 roof ASPHALT \_\_\_\_\_  
 other METAL/Cast Iron \_\_\_\_\_

**Narrative Description**

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

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

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

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

**Criteria Considerations**

Property is:

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

**B** removed from its original location.

**C** a birthplace or grave.

**D** a cemetery.

**E** a reconstructed building, object, or structure.

**F** a commemorative property.

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

**Areas of Significance**

ARCHITECTURE

COMMERCE

**Periods of Significance**

1870-1950

**Significant Dates**

N/A

**Significant Person(s)**

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Armstrong, W. Scott, architect

Krieg, Otto, architect

May, Charles F., architect

Schaumberg, Jr., Henry, architect

**Narrative Statement of Significance**

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

**9. Major Bibliographic References**

**Bibliography**

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

**Previous documentation on file (NPS):**

preliminary determination of individual listing (36 CFR 67) has been requested

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey

# \_\_\_\_\_

recorded by Historic American Engineering Record

# \_\_\_\_\_

**Primary location of additional data:**

State Historic Preservation Office

Other State Agency

Federal Agency

Local Government

University

Other:

Name of repository: \_\_\_\_\_

\_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** 1.75 acres

**UTM References**

A. Zone	Easting	Northing	B. Zone	Easting	Northing
15	744470	4278110			
C. Zone	Easting	Northing	D. Zone	Easting	Northing

[ ] See continuation sheet

**Verbal Boundary Description**

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

**Boundary Justification**

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

**11. Form Prepared By**

name/title Karen Bode Baxter, Ruth Keenoy, Timothy P. Maloney, Mandy Ford  
 organization Karen Bode Baxter, Preservation Specialist date February 24, 2006  
 street & number 5811 Delor telephone (314) 353-0593  
 city or town Saint Louis state MO zip code 63109

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

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

**Additional Items**

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

**Property Owner**

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

name \_\_\_\_\_  
 street & number \_\_\_\_\_ telephone \_\_\_\_\_  
 city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

**South Fourth Street Commercial District  
St. Louis, (Independent City), MO**

**Section number** 7 **Page** 1

**Summary**

The South Fourth Street Commercial District encompasses a three block long commercial strip along the east side of Fourth Street, stretching from the Municipal Railroad Bridge (just north of Chouteau) to the corner of Cedar and the intersection with the Merchants' Terminal Railroad Bridge. The district is less than six blocks from the Market Street in the core of the city's central business district. This commercial district is principally characterized by one to three story commercial storefronts, including early side gabled designs as well as parapeted flat roofed buildings that are connected by their common setback, with their storefronts abutting the sidewalks. All but two of the thirteen buildings in the district were constructed between 1870 and 1917 and all buildings are contributing to the district. Because most of the buildings were well built initially, they still retain their character defining features, especially the masonry piers flanking the display window openings or cast iron storefront systems, the round or segmental arched windows across the upper facades, and the distinctive rooflines (the side gable with dormers facing the street or a masonry parapet). Unfortunately, some of the cornices are missing decorative elements, a common feature on St. Louis' historic commercial buildings today. While storefront display windows are boarded or blocked in for security at the street level, these usually do not represent structural changes, retaining the massing that separates the storefront display windows and street level entries, the upper level fenestration pattern, and parapet details, as well as any of the characteristic cast iron storefront details. While some details have been hidden under later attempts at face lifts, current renovation projects have already begun to uncover additional original cast iron details and other storefront details, including original entry doors. These current renovation projects are slated to reopen many of the display windows and have already begun removing false facades covering historic masonry facades.

Along Fourth Street, which is just four blocks from the river's edge, this three block commercial district remains intact on the east side of the street, backing up to the industrial facilities that still characterize Chouteau's Landing. Within the district's boundaries, most of the primary buildings are still intact, as they appeared in 1950 (the end of the period of significance for the district). Even the large open lot at 800-808 S. 4<sup>th</sup> Street is as it appeared on the 1950 fire insurance map, although the frame buildings at the front of 812-816 have been demolished, with the small brick freight building to the rear now visible from the street. Beyond the historic district's boundaries, Fourth Street was equally dense historically and commercial in character, but significant alterations to many of the surrounding buildings, as well as demolition of large sections, has left the South Fourth Street Commercial District as the remaining area of densely developed historic commercial buildings. These later alterations provide a sharp contrast to the area within the district boundaries. It faces late twentieth century commercial development, mostly fast food establishments, on the west side of Fourth Street. To the north is the large, Merchant's Railroad Bridge, still in use, that cut through the landing in 1889 as part of the expansion of rail services into this industrial area, but this bridge led to the deterioration and demolition of all of nearby buildings, land that was left undeveloped and later converted into large surface level parking lots. Another railroad bridge, the Municipal (MacArthur) Bridge sliced midblock through Fourth Street adjacent to the southern edge of the historic district in 1917, actually requiring the reconstruction of the south wall of the Eberle and Keyes Undertaking Company Building at 904-908 S. 4<sup>th</sup> and the demolition of the remaining buildings in the block to the south of the bridge. To the north is the modern highway system that connects U.S. 40 to Interstate 70 east of the downtown and across the river to Illinois. Directly behind the district, the elevated section of Interstate 55 is merging into Interstate 70, separating the historic district from the rest of Chouteau's Landing.

**Individual Building Descriptions**

**South Fourth**

**740 Koenig, George W., Doctor's Office; c. 1900. Contributing.**

This two-story, flat roofed, light brown, brick building features a projecting, wood cornice with brackets, a continuous limestone sill for the first and second floor windows, two rows of egg-and-dart molded brick just below the second floor sill, and small stone brackets that accent the entrances. The three round arched, second floor windows and the two round arched doors in each end bay have pressed-brick surrounds while the paired, flat-headed windows in the center bay on the first floor have a square pressed-brick hood molding. At the rear of the building there is a two-story, flat-roofed, painted wood porch has narrow wood supports and horizontal slats; it is not original but may very well reflect the appearance of the historic rear porch. Windows and doors are modern replacements, but the openings remain intact and still convey the building's massing and style.

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South Fourth Street Commercial District  
St. Louis, (Independent City), MO

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## Individual Building Descriptions(continued)

- 742 **Bloss Bros. Commercial Building; c.1870. Contributing.**
- A single dormer with a triangular pediment and a 1/1 window is centered on the side gabled roof. The original (probably corbelled) cornice has been removed and replaced with a band of stucco/concrete, although it is not as obvious at this time since the building is currently painted red. The second floor has three, segmentally arched, 1/1, double-hung, replacement windows with original wood sills. The first floor storefront has been altered but it does retain two storefront windows and a single entry with a transom above. A large sign for "IMO'S PIZZA" is located above the storefront, possibly covering a historic transom.
- 744-746 **Daeumer, Edward C. and Boettger, A. G., Commercial Building; c. 1870. Contributing. (Landmarks' survey addressed as 746-748)**
- The gabled roof has small, double flue chimneys connected by a short parapet wall at each end of this two-story, five-bay, brick, commercial building. The most elaborate feature of the building is the cornice: a course of V-shaped, pressed brick at the frieze with corbelling. The second floor windows are currently blocked up, although the segmentally arched lintels and stone sills (only on center and end windows) remain intact. The cast iron storefront seems unusually tall, although this appearance may simply be reflective of the 1950s alteration that replaced display windows and transoms with glass block and outlined the two storefronts with buff brick, retaining the limestone step and water table. The original central entry, however, is unchanged. It features a paneled, wood double door with a square transom above; unmarked, cast-iron columns, which serve as the jambs for the entryway, accent the doors. On either side of the central entry is a single-light, wood door with a large transom above; display windows are located in each end bay. At the rear of the building there are six segmentally arched (now blocked in) windows with stone sills. A one-story concrete block warehouse was attached to the rear of the building in the 1960s, removing the historic second story porch, as indicated by the remaining shadow lines.
- 750-752 **Amann, John, Warehouse; 1950; Otto J. Krieg, architect; Willingham Construction Co., builder. Contributing.**
- This one-story, three-bay, flat roofed, multi-colored beige brick building features a simple stepped parapet capped with terra cotta. There is a garage door centered on the building; it retains an older style, multi-light, multi-panel wood garage door. The north bay features paired, 3 x 7, steel framed windows, with a single window of the same configuration in the south bay. A steel man-door with a small rectangular light is located to the south of the garage door.
- 754 **Schroeder, Fred, Commercial Building; 1898; Henry Schaumberg, Jr., architect; Fred Schroeder, contractor. Contributing.**
- Elaborately decorated, this three-story, four-bay, red brick building has a projecting metal cornice and features grooved brackets interspersed with recessed, rectangular molded panels. The second and third floors have vertically aligned, 1/1, double-hung, sash windows with segmentally arched lintels and bracketed limestone sills. The first floor storefront is intricately detailed and an excellent example of work by the Pullis Bros., as their logo (with no date) is embossed on the bases of the four pilasters that support and separate the openings. Detailing on the pilasters includes fan and ladder designs on the three-part bases; strips accented by short, horizontal bands, which create the impression of separate sections instead of one continuous pilaster; and embossed kickplates (below the storefronts) with interwoven, curved designs. The display windows and recessed central entry have two-light transoms; the opening on the south end provides access to the second floor; it is no longer recessed and features an elongated transom and full-light, modern door. It is interesting to note that the rear section is only two-stories, identical to its appearance on the turn of the century Whipple maps.

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South Fourth Street Commercial District  
St. Louis, (Independent City), MO

## Individual Building Descriptions(continued)

**756 Hoerr, William, Commercial Building; 1897; Conrad Kellerman, contractor. Contributing.**

This two-story, three-bay, beige brick commercial building has a flat roof with a terra cotta capped parapet. Below the parapet is a wide horizontal brick frieze. On the second floor there are three, double hung, 1/1, round-arched windows with pressed brick surrounds and lug limestone lintels. The half-round section at the top of the windows has been infilled with painted brick; square aluminum awnings project over the windows. The first store storefront area has been seriously modified, although beneath the modern coverings there are glimpses of original cast iron storefront and the entries that were not currently visible. (In the 1970s, the first floor of this and the adjacent building (758 S. 4<sup>th</sup>) were covered with permastone, vertical wood siding, and a wood awning covered with wood shingles; the front entrances of this building were eliminated and internal access was gained through a door in the common wall. These coverings were recently removed.). Now visible are panels, insulation, and related framing for the 1970s façade. The entrance for the second floor unit is located at the north end bay; it most likely had a transom above. Elements of the recessed, central entry and display windows on either side are now apparent, including three light transoms above the entry and display windows (visible on interior only). Most striking are the two cast iron pilasters, located at each end of the storefront. These pilasters feature flared capitals, inset vertical panels with projecting iron torches. The east (rear) elevation has two, smaller replacement windows with brick sills that are located within the original window openings; the segmentally arched lintels and brick sills are still visible although the remainder of the space has been infilled with brick. A metal awning extends the width of the building and covers the first floor. Behind the building is a raised concrete patio enclosed by a stockade fence, creating a parking area behind the building. Most of the plaster on the first floor has been removed and rafters are currently exposed; remnants of a pressed metal ceiling are evident and the storefront retains its open feel. Alterations have also been made to the second floor but many of the historic details remain. At the second floor landing there is a balustrade with turned spindles and a square, decorative newel post capped with a round knob. Trim details include three-member baseboards, backband trim with bull's-eye corner blocks, crown molding (lowered to accommodate drop ceilings), five-horizontal panel wood doors with two-light transoms above (top trim piece also lowered when drop ceilings added), and chair rails located on each side of the hall walls.

**758 Milhoff, John, Commercial Building; c. 1910. Contributing.**

This two-story, red brick commercial building has a parapeted roof capped with clay tiles. Below the projecting corbeled cornice and above the second floor windows is a checkerboard pattern of recessed brick. The façade features two, flat-headed windows with stone sills and 1/1, double-hung windows. Recently, the outer layers of the 1970s alterations were removed. (In the 1970s, the first floor of this and the adjacent building (756 S. 4<sup>th</sup>) were covered with permastone, vertical wood siding, and a wood awning covered with wood shingles). Now visible are panels, insulation, and related framing for the 1970s façade. The north end bay appears to be the entrance to the second floor, with a display window to its south. The canted, corner entry along the southwest corner of the façade has remnants of vertical panels around it, suggesting this entry had sidelights and a transom; the brick piers at each corner remain intact beneath the modern coverings. The 1/1 windows on the south elevation have segmental arched lintels and brick sills. Centered along the second floor of the east elevation is a 2/2, double hung, wood sash window with a segmentally arched lintel and a lug limestone sill; there is an additional opening at the north end of the first floor. Most of the plaster on the first floor has been removed and rafters are currently exposed; the commercial storefront area retains its open feel. The second floor has drop ceilings, faux wood paneling, some non historic vinyl windows, and furred out walls, there are historic details that remain. These include a built-in butler's pantry, three-member baseboards, five-panel (two vertical panels with a center horizontal panel and two smaller panels below) wood doors with two-light transoms above, wide trim with simple plinth blocks and unadorned corner blocks, a chair rail that extends the length of the hall and wood floors.

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South Fourth Street Commercial District  
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## Individual Building Descriptions(continued)

800-808/ (also 330 Gratoit) VACANT LOT

812-816 Motor Freight Station; pre- 1950. Contributing

At the rear of the lot there is a one story, flat roofed brick building which was possibly a loading dock. This building may only be accessed through the adjacent 818 building. There originally were wood framed store fronts at the front of the lot but they have since been demolished.

818-822 Risch, Max, Saloon/Gass, John, Butcher Shop; c. 1890. Contributing.

This imposing, two-story, three-bay, red brick commercial building has a, wood-framed extension between the parapet, perhaps a poor attempt to repair the mansard roof on the facade. The second floor retains its original, 1/1, double-hung, wood sash windows with segmentally arched lintels and limestone sills; the slightly projecting, center bay has a pair of windows and each end bay has two adjacent windows. Currently the storefront features garage doors in the end bays and man doors in the two center bays, with corrugated fiberglass infill; each bay separated by a highly decorative, square, cast iron pilaster. Each pilaster features a paneled base, vertical groves in the shaft, converging to an hour-glass shape, embossed flower medallions near the capitals and triangular motifs on the capitals. Embossed on the base of one of the pilasters is the name "Union Iron Foundry Co.," although no date is indicated. At the rear of the building is an attached, one-story brick building, possibly a loading dock historically.

900 Riecker, Ernst, Medical Building; 1887. Contributing.

This three-story, two-bay, red brick, corner commercial building has a rounded corner, delineated on each side to give it a "tower" appearance. The "tower" has a rounded, metal cornice with dentils at the top and corbelling utilized to resemble crenellation below it. The remainder of the metal cornice on the façade features modillions and dentils interspersed with frieze panels. The second and third floors have adjacent, 1/1, round arched, wood sash windows along the main building, with vertical sections of glass block on the tower. Limestone stringcourses accent the windows and give further emphasis to the "tower." The first floor storefront area retains portions of its original storefront, which was probably very elaborate considering the remaining details on the upper floors and at the cornice. The corner of the storefront retains its original cast iron sill plate and corner column, but the windows have been replaced at some point and the configuration altered. Historically, it had a recessed central entry with what was probably a rounded corner display window, as evidenced inside by remaining ceiling details. The north elevation has a side entrance with windows on either side on the first floor; the upper floors each have eight vertically aligned, segmentally arched windows (currently covered with metal paneling) with limestone sills. The second and third floors of the west elevation have three bays of 2/2, double hung, sash windows with segmentally arched lintels and a center doorway with a two light transom above. A small, 1-story flat-roofed brick extension as well as a smaller, concrete block addition is attached at the first floor of this elevation; the addition dates from 1932.

902 VACANT LOT

904-908 Eberle & Keyes Undertaking Co. Building; c. 1883. Contributing.

The façade of this three-story, imposing, red brick commercial building is divided into three primary bays, one for each storefront, as delineated by three cast-iron, square pilasters on the first floor below the carved, rusticated limestone pilasters extending from the second floor to the cornice, although sections near the attic are missing. The original cornice of the building has been altered and is now simply a plain band without ornamentation. The second and third floor windows are segmentally arched and have continuous limestone sills; above these windows, the arched openings are wood; the windows are 1/1, double hung windows. There is a continuous limestone sill. The cast iron storefront, embossed with the "Christopher & Co." logo, is further divided by a series of slender colonnettes with Corinthian capitals and support decorative iron brackets, which provide strength to the horizontal



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South Fourth Street Commercial District  
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## Individual Building Descriptions(continued)

sections, dividing the storefront into ten bays. Curved brackets accent the projecting cornice, located below the second story sills. Siding covers the inset sections of most of the storefronts, but the interior framework remains intact. One of the original shoulder arched lighted doors is intact, but boarded over. Decorative tie rods at the south end of the façade and the rebuilt southeast corner suggest this building was made smaller to accommodate the construction of the adjacent bridge without totally demolishing the building. Windows on the side elevation are 2/2 and 4/4 segmentally arched, wood windows with openings that are boarded up. The second and third floors of the east (rear) elevation have seven bays of vertically aligned window openings (currently boarded in) with segmentally arched lintels and limestone sills. The first floor of this elevation has an attached, one story, concrete block addition that extends to the alley and has an angled corner on the south end; the L. E. Sauer Machine Company constructed it in 1952. This building retains its historic wood floors and its masonry divisions between each storefront, although internal access between the storefronts has been completed on all floors. The first floor has exposed rafters as most of the plaster has been removed from the brick walls; or, in some cases, it may never have existed at all. There is an open staircase located between the 904 and 906 storefronts. The 908 storefront is narrower than it was historically; the south wall had to be rebuilt due to the construction of the adjacent railroad bridge in 1917. (The wall was rebuilt in brick and wood windows were used.) The second floor of the 906 storefront retains some of its original office divisions. Originally the 904 and 906 storefronts had massive skylights, which created an atrium that extended from the first to the third floor, although one of the skylights is no longer intact.

### **Gratiot**

**319 Pfeiffer, Michael, Barber Shop; 1947; Hy. Pruess, engineer. Contributing.**

A permit in 1947 was issued for a "1-story barber shop, 20 x 30, \$3700." This one-story, painted brick building, located behind 758 S. 4<sup>th</sup> St., has a slightly recessed man door that has two vertical lights and a panel below. There is a large display window to the east of the man door; it is currently covered with vertical siding but the projecting brick sill and soldier course, flat-headed lintel remains visible. The parapet has two projecting horizontal brick courses and is capped with clay tiles. The north and west elevations are void of penetrations.

### **Lombard**

**317-321 Saxony Mills Office and Warehouse Building; 1917; Charles F. May, architect; Franke-Sutter Construction Co., contractor. Contributing.**

This one-story, brick, architecturally designed, warehouse and office building is an important building because is the only remaining building relating to Saxony Mills, whose main production center was across the street and is non-extant. The brick parapet is capped by terra cotta coping tiles and has a terra cotta belt course at its base with a series of recessed brick friezes underneath. The building is divided into 5 bays, with windows flanking the doorway. These windows have soldier course lintels. Additional soldier courses extend around the building, just below the windows. The building entrance is flanked by narrow sidelights and has a square window above it, all with limestone sills. A raised stone watertable is visible on the Lombard elevation only.

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# National Register of Historic Places Continuation Sheet

South Fourth Street Commercial District  
St. Louis (Independent City), MO

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Map of City of St. Louis, MO

Locating District



United States Department of the Interior  
National Park Service

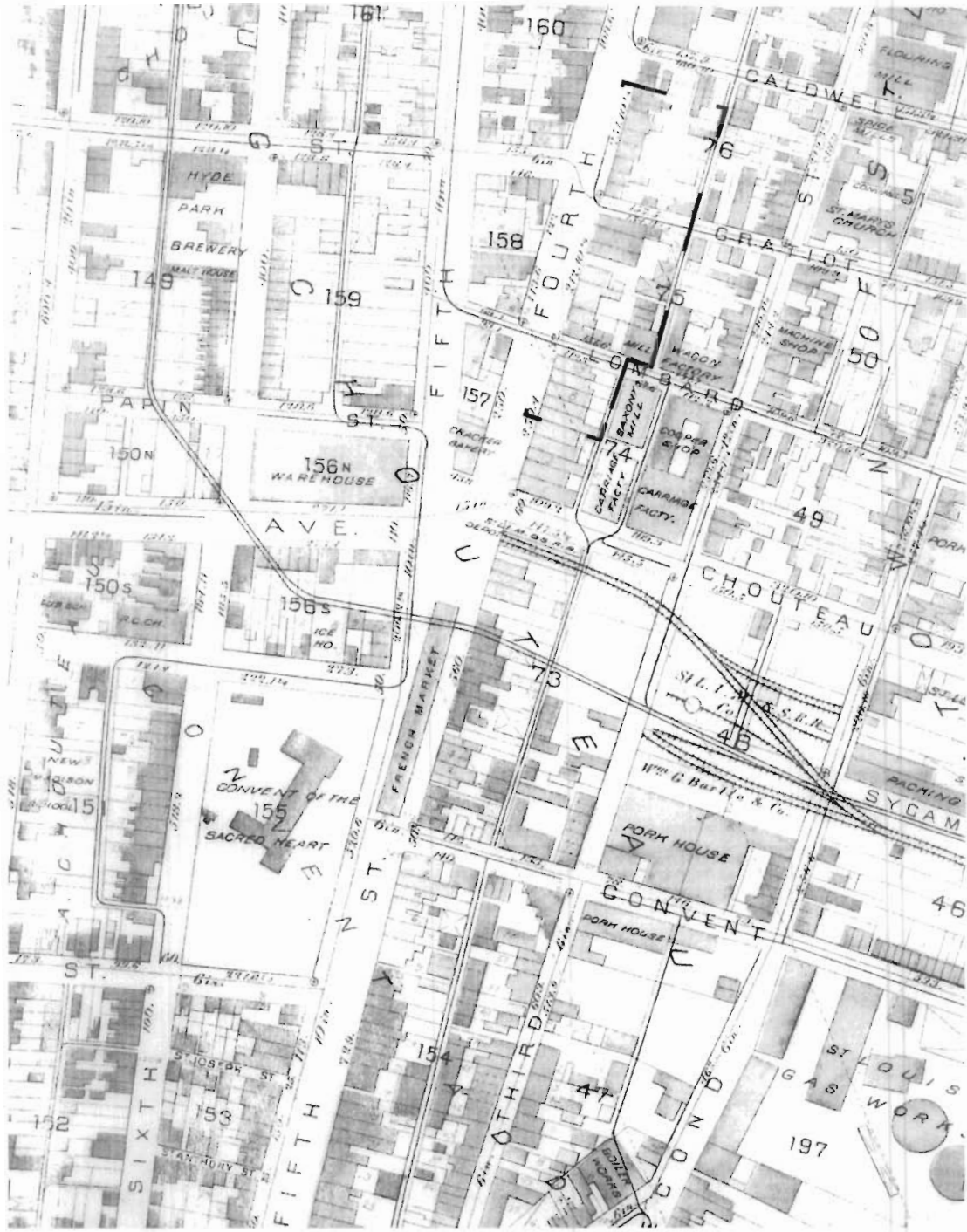
# National Register of Historic Places Continuation Sheet

South Fourth Street Commercial District  
St. Louis (Independent City), MO

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Historic Map

C. E. Hopkins, *Atlas of the City of St. Louis, Missouri, 1883*



United States Department of the Interior  
National Park Service

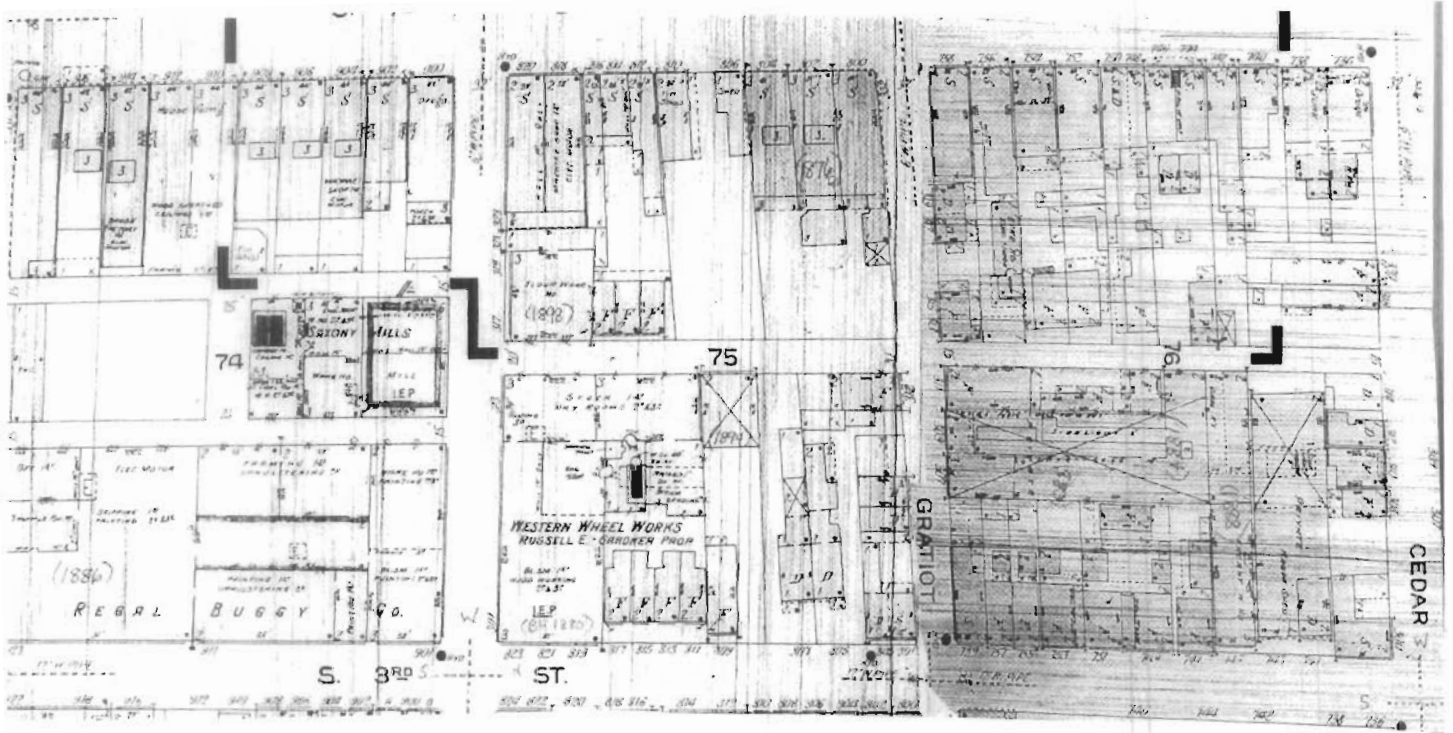
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South Fourth Street Commercial District  
St. Louis (Independent City), MO

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Fire Insurance Map

Sanborn Map Company, 1908



United States Department of the Interior  
National Park Service

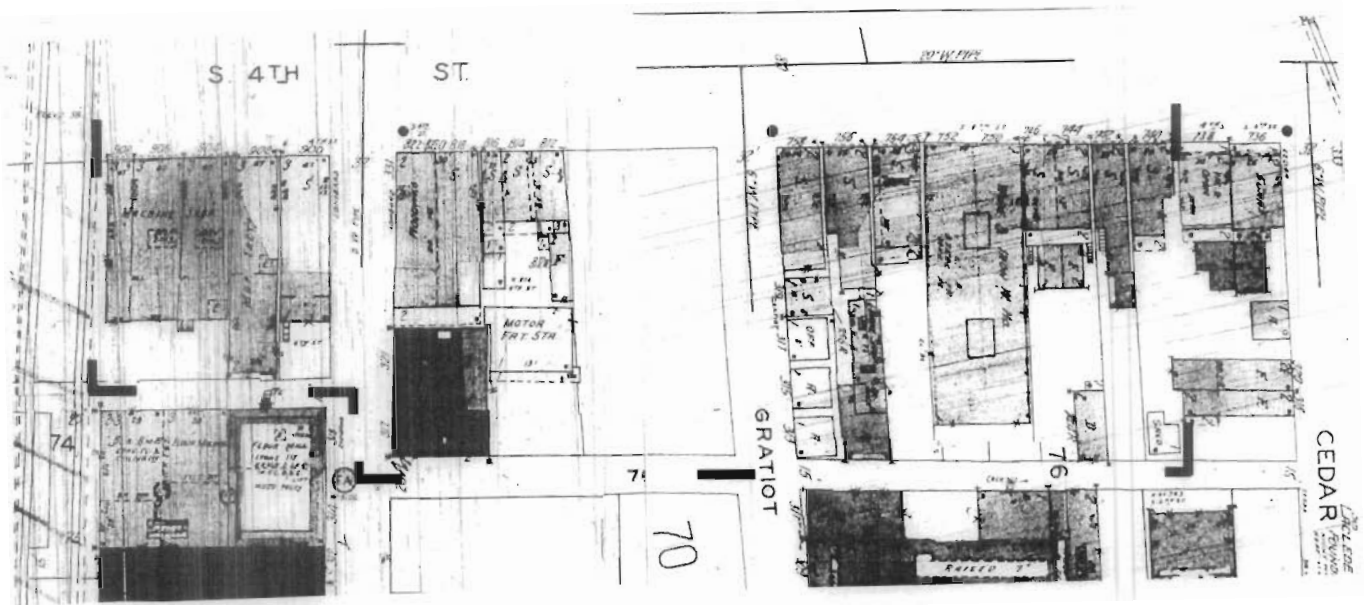
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Fire Insurance Map

Sanborn Map Company, 1950



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South Fourth Street Commercial District  
St. Louis (Independent City), MO

Courtesy of the Missouri Historical Society

Historic Photograph of Fourth Street  
William Swecosky, photographer  
ca. 1947



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## Narrative Statement of Significance

### Summary

The South Fourth Street Commercial District in St. Louis [Independent City], Missouri is significant under Criterion A: Commerce as one of the last vestiges of the mid-to-late nineteenth century commercial development within the city of St. Louis that originally concentrated downtown along the city blocks parallel to the Mississippi River. Located at the southern edge of downtown and along the western edge of what has been dubbed Chouteau's Landing, this commercial district has always been distinguished from the industrial developments east along the riverfront and has managed to survive despite post World War II developments that surrounded the district with parking lots, fast food businesses, and highways. It serves as a prominent visual reminder of the city's late nineteenth century commercial development and growth that had been closely tied to the proximity of the river and rail services. Isolated after 1950 by the railroad and highway bridges on three sides, the district extends the length of three city blocks and is also significant under Criterion C: Architecture since it contains some of the last intact examples of the nineteenth-century and early twentieth-century small scale (one to three story) commercial buildings that once characterized the commercial development of downtown St. Louis. Examples of the district's architectural contributions include intact late nineteenth-century cast-iron storefronts and mid-to-late nineteenth-century examples of side-gabled plan commercial buildings. Similar styles and scale of construction formerly characterized the commercial development of St. Louis, particularly during the years following the Civil War, but few remain downtown, except in the South Fourth Street Commercial District and in Laclede's Landing (NR listed 8/25/76). From its initial development around 1870 through 1950, the district remained intact and viable, rebuilding all but four buildings after the devastating tornado in 1896. By 1917 when the Municipal (MacArthur) Bridge was finished at the south end of the district, all but two of the district's current buildings had been finished. The district still retains its distinctive commercial character, having changed very little since then. It continued to be a viable commercial district throughout the first half of the twentieth century as evidenced by the construction of two new commercial buildings in 1947 and 1950. These two post-World War II era buildings repeat the earlier architectural pattern of pedestrian-oriented commercial development that is characterized by facades abutting the sidewalks to provide a cohesive streetscape commonly seen in late nineteenth and early twentieth century commercial designs. All thirteen of the buildings within the district contribute to the district's commercial character and fall within the period of significance for the district, 1870-1950. There are now two vacant lots within the boundaries of the district, which historically housed other commercial buildings, but the lot where three 1870s buildings were clustered at 800 South Fourth had been cleared prior to 1950 and the new freight depot constructed on the site in 1951 was deeply recessed on the lot—it has since been demolished after it collapsed and that lot has now returned to its historic 1950 appearance. The district is visually prominent, despite bordering post-1950 development and new construction that surround the area. The district supported a major streetcar corridor for at least a century, beginning in the 1840s, and continues to serve as a primary access route into the heart of the city's downtown business district. The South Fourth Street Commercial District is significant historically and architecturally as a visual reminder of the scale of downtown St. Louis and its development in the late nineteenth-century as a prominent commercial center.

### Historic Commercial Development in St. Louis

St. Louis established its earliest commercial and industrial developments along the Mississippi riverfront. Initially this stretch of development was merely one to three blocks deep but it eventually extended nearly twenty miles along the river's western bank. While the city's riverfront development originated as one that centered on residences and a central market, it evolved rapidly as industrial enterprises and commercial establishments were erected along the riverfront to serve the needs of the city's growing population and industrial interests. Seven blocks north of what is now the South Fourth Street Commercial District, St. Louis' original commercial center was a "market house" located at the base of "Market Street" (for which the route was named) near the riverfront. The market opened in 1812, featuring an open stall plan. By 1830, a larger market building was constructed that included interior space for a town hall. The new facility covered an entire city block, situated (north-south) between Walnut and Market Streets, and extending east from Main Street to the levee along the Mississippi River. The lower level of the building housed market stalls, and government offices were located on the upper floor. By 1816, the city established its first subdivision which extended west from Fourth Street to Seventh Street, and south from St. Charles Street to Spruce Street. A public square was situated centrally within the city's subdivision plan, measuring 240 by 300 feet. A courthouse site was provided centrally within the square (the current site of the Old Courthouse) and offset at the west by a two-story jail.<sup>1</sup>

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### Narrative Statement of Significance (continued)

Instrumental to the city's early growth and expansion as a commercial center was the steamboat, which reached St. Louis in 1817. The steamboat essentially "liberated river commerce" – as it promoted trade along the river that had formerly been reliant upon flatboats, which were unreliable and difficult to navigate. Congress further encouraged the city's development in 1827 when it authorized the construction of an arsenal in St. Louis, near present day Second and Arsenal Streets.<sup>2</sup>

In 1822, St. Louis' city streets remained poor in condition due to narrow widths, seasonal hindrances that prevented passage, and lack of adequate government funding to improve existing routes or to construct new streets.<sup>3</sup> The average street in St. Louis during the 1820s measured only 32 to 38.5 feet in width. Only the lower end of Market Street (adjacent to the river) was noted by one visitor as being "well paved."<sup>4</sup> A description of Front Street in 1825 – which bordered the Mississippi River -- indicates that the route was not "a [true] street or landing, except at the east end of a few cross streets," featuring instead a "serrated limestone ledge of rocks."<sup>5</sup> The city relied upon direct access to the river and the steamboat for its commercial trade. This combination provided St. Louis with the means to develop as an early commercial center, despite the lack of access to good roads. Market Street Road, known as Manchester Road after it exits the downtown area, served as the city's most reliable route, extending west through St. Louis County as an early post road by the 1820s.<sup>6</sup>

St. Louis' streets were officially renamed in 1826 under the administration of the city's first mayor, William Carr Lane, who adopted the Philadelphia Plan – in which streets extending in a north/south direction were enumerated (First, Second, Third, etc.) and streets running east/west were given the names of trees, including Spruce, Cherry, and Poplar. Market Street served as a central division for the city's north/south grid system. Prior to that time, streets were named using alphabetical characters (A, B, C, etc.) and all streets north of Market Street were preceded by the word "North;" whereas streets south of Market Street were preceded with the word "South."<sup>7</sup> This latter designation remained in place after 1826.

The 1830s and 1840s the city experienced rapid growth, during which time numerous churches, a public school system, and a modern waterworks facility were constructed. Yet in 1837, St. Louis' commercial development still focused on the blocks facing the riverfront and around Market Street and it still supported no hotels, stores, or saloons west of Fourth Street. Public facilities such as libraries, banks, and parks were nominal. In 1837 the city began to heavily promote its urban status, constructing a theater and a new hotel. In addition, the state legislature approved charters for railroads, banks, insurance companies, a gas facility, and a chamber of commerce. It was around this time that Fourth Street began to operate as the city's primary center of retail businesses, and commercial developments were established further south and west to accommodate the growing needs of the city.<sup>8</sup> By 1841, the City of St. Louis encompassed an area of 4.5 square miles and supported a population of 16,469. The city's newly expanded boundaries that year included Dock Street at the north, Lynch Street at the south, and 18<sup>th</sup> Street at the west.<sup>9</sup>

In 1849, St. Louis experienced a devastating fire that started on a steamship banked near Cherry Street. The fire destroyed approximately 15 blocks of the city's commercial and residential district from the river to as far west as Third Street. The event was devastating, yet it provided the city with a clean slate for future development. As a result, St. Louis instituted plans for wider paved streets; reconstruction of the levee to prevent flooding; and the construction of multi-story commercial and industrial buildings using fireproof materials such as brick and cast-iron.<sup>10</sup> The city's central retail district which formerly extended west from the river to Third Street was replaced by a row of retail buildings constructed along Fourth Street,<sup>11</sup> where the omnibus now ran. The era of expansion after 1849 was one of unprecedented growth in which "a new commercial center" emerged "from the ashes [featuring] wider streets and more elegant public buildings."<sup>12</sup> The city's post-1849 expansion was further spurred by arrival of the railroad in 1855. That year, city boundaries were expanded to encompass 13.94 square miles bordered at the south by Keokuk Street, at the west by Grand Avenue, and at the north by Bellefontaine Road.<sup>13</sup>

Concurrent with railroad expansion was the development of the city's streetcar system. In 1844, a horse-drawn omnibus began operating in St. Louis, with service between the National Hotel on Third and Market Streets and a ferry located north of the central business district. As the line was expanded, one route ran from Market and Fourth Streets to Camp Springs; and another extended from the Planters' Hotel on Fourth Street between Pine and Chestnut Streets to Arsenal Street along Fourth Street.<sup>14</sup> Expansion of the



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city's limits necessitated that existing omnibus routes be extended and improved. By 1859, the city supported eleven omnibus lines. That same year, a streetcar track was laid along Olive Street between Fourth and Tenth Streets which provided smoother travel.<sup>15</sup> Trolleys and streetcars were lifelines to the city's commercial viability, particularly as city limits expanded north, south and west, creating new residential suburbs that demanded rapid and reliable public transportation into the city's downtown area where people shopped and worked.

The general impact of the railroad on St. Louis mirrored that of most urban communities in that it expanded commercial and industrial development. The railroad soon surpassed the steamboat as the preferred mode to transport goods, services, and passengers across the nation. Although the train did arrive in St. Louis by 1855, two factors limited its early potential. The Civil War prevented construction of a line between St. Louis and Kansas City until 1865; and prior to Eads Bridge, which opened in 1874, no bridge spanned the Mississippi River in St. Louis. Despite these limitations, St. Louis was recognized as most prominent city west of the Mississippi River by the mid-nineteenth century.

In 1860, on the eve of the Civil War, St. Louis had become a mature city having undergone the transition from a town entirely dependent upon river traffic to a commercial metropolis with both river and rail connections. The city's population in 1860 was 160,733, considerably more than double that of ten years before."<sup>16</sup>

By 1875, St. Louis supported at least a dozen railroad lines, including the Iron Mountain Railway which ran parallel to the river east of the South Fourth Street Commercial District.<sup>17</sup>

Throughout the Civil War (1861-1865), the city's commercial growth came to a halt as its port was closed to trade with southern states. Although St. Louis did not experience any major battles, it did host numerous conflicts related to its occupation by both the Union (supported by the city) and Confederacy (reflecting Missouri's pro-slavery stance).<sup>18</sup>

Compton and Dry's publication provides the "most detailed bird's-eye view of an American city ever published."<sup>19</sup> These maps illustrate that by the mid-1870s, most of the commercial buildings parallel to the riverfront were one-to three-stories in height, reflecting side-gabled and half-flounder plans with roofline parapets and cast-iron storefronts. Large industrial and warehouse facilities dominated the riverfront area, and the city's early residential flats and row-houses had all but disappeared, particularly near downtown. The central business district became the focus of larger and taller commercial buildings, even more so after the Civil War.

The juxtaposition of the grand opening of Eads Bridge and the publication of Compton & Dry's topographical map collection was "more than coincidental" as city developers and businessmen "conjured up a grand vision of St. Louis" as a "future great city" that would be recognized as such worldwide.<sup>20</sup> St. Louis was capable of accommodating both river and rail transportation facilities. In addition, the city was not dominated by a single industry or commercial venture, but in fact, many. It supported a variety of industrial interests such as brick making, granaries, and steel production; as well as numerous small shops, retail establishments, and markets. The city also continued to operate as a center of fur trade. St. Louis began to market its trade opportunities nationwide by publishing catalogs, advertisements, and sales promotions. The mass production of such journalistic efforts, combined with the rapid development of railroads to markets across the country helped to catapult St. Louis' development as a center for retail and wholesale trade, as well as manufacturing. By 1870, St. Louis was the nation's fourth largest city, supporting a population of 310,865.<sup>21</sup>

The rapid increase and shifting focus of regional trade changed the internal geography of St. Louis. Downtown expanded westward. Long-established jobbers, wholesalers, and other bulk suppliers formerly housed on the levee began moving into larger and more efficient quarters served directly by rail. By the mid-1890s, the city's economic and symbolic axis had pivoted ninety degrees, creating two business districts: the older river-linked downtown paralleling the levee as far west as 7<sup>th</sup> Street; and a newer, rail-linked commercial strip running westward along Market Street from Cupples Station to Union Station, paralleling the Mill Creek Valley railyards.<sup>22</sup>

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The city's development in the 1880s and 1890s began to shape the modern character of the city. In 1876, the city expanded its boundaries for the final time, and also formed a government separate from that of the county under a home rule charter. The city's boundaries after 1867 encompassed 61.37 square miles. Population growth began to decline during the 1880s, but following the development of the city's public transportation system and new subdivisions west of Grand Avenue, quickly rebounded. By 1900, St. Louis held a population of 575,238 citizens. At that time, the city consolidated its transit system and skyscrapers began to emerge downtown as Broadway became the central configuration for the city's commercial interests. St. Louis reached its status as the nation's fourth largest city again in 1910 when its population reached 687,029.<sup>23</sup>

The 1910s brought changes to the downtown central business district. In 1914, the city constructed its largest office building, the Railway Exchange on Washington Avenue; and hotels were erected further west, including the Jefferson and Mayfair Hotels [located on Twelfth and St. Charles Streets, respectively]. These building patterns again illustrated westward expansion of the city's business, government, and entertainment sectors. The former theater district on Broadway and Walnut was transformed as a warehouse district and new theaters opened west of downtown, providing central access to the expanding districts. Although the city's growth slowed during World War I, massive civic improvements followed the era, including the opening of the St. Louis Zoo in 1913 and a Municipal Opera in 1914 – both at the site of the 1904 World's Fair. In 1917, the City published its first major street plan which included street widening and construction of major connectors. In 1917, it finished construction on the municipal bridge now known as the MacArthur Bridge that cut across Fourth Street, eliminating several commercial buildings at the southern end of the commercial district. A bond passed in 1923 brought about these anticipated improvements, and included the construction of hospitals, a new government center, a modern sewage and drainage system (River Des Peres), and electric street lighting. Similar city improvements continued throughout the 1920s.<sup>24</sup>

During the 1910s and 1920s, the city quickly adapted to accommodate private auto ownership, at which time buses were introduced and trucks competed with trains and river traffic as the most efficient way to ship goods in and out of the city. Outer areas bordering the city's limits were subdivided for residential use and new neighborhoods were constructed. In 1926, residents rejected a plan to expand the city's boundaries, a decision that deflated the city's rank as the nation's fourth largest city.

Although St. Louis did suffer consequences of the Great Depression as banks and businesses closed, this period brought about completion of the 1923 bond improvement projects. The work was further supplemented in 1934 by a \$16 million bond for the construction of utilities, hospitals, public facilities, parks, and street improvements. The city's primary retail district operated east of Twelfth Street throughout the 1930s. In order to promote civic endeavors, plans were formed in 1935 to redevelop the riverfront as the Jefferson National Expansion Memorial. The project resulted in removal of most historic features demonstrating the city's early riverfront use, and construction of the Gateway Arch, completed in 1965.<sup>25</sup>

In 1941, the City's former downtown district along the river was described as follows:

The plan of the city has undergone important modifications in the past 15 years, and even greater changes are contemplated. For a mile and a half along the wide brown body of the Mississippi stretches a granite paved, almost deserted wharf. Bordering this was, until very recently, a close-packed belt of empty warehouses, commercial buildings and factories dating from the period following the great fire of 1849. Once the commercial core of the city, this section was virtually abandoned when St. Louis turned its back on the river. The heart of the present city lies several blocks to the west, and for many years the dead belt along the old levee was a problem. A solution has been found, however, in plans for a river-front plaza, commemorating Thomas Jefferson and national expansion. It is planned to preserve only those buildings of special historic significance, and work has already begun on razing the useless structures. On either side of this cleared area, however, one can still observe the stratification of a century, from the trappings of the steamboat era to the jagged towers of modern skyscrapers.<sup>26</sup>

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## Narrative Statement of Significance (continued)

During the 1940s, South Fourth Street continued to operate as a viable business district and the downtown's commercial development extended nearly all the way (west) to Grand Boulevard. Large retail establishments were located primarily between Sixth and Eleventh Streets, with smaller businesses and older retail storefronts bordering the early streetcar routes along Fourth Street.<sup>27</sup> An additional bond issue passed in 1944, combined with a federally-funded 1941 defense program, allowed improvements to continue, many of which mirrored projects completed by the Works Progress Administration (W.P.A.) during the 1930s. Many of these projects continued into the 1950s, such as improvement of the city's water and sewage systems associated with River Des Peres, Chain of Rocks, and Willmore Park.<sup>28</sup>

Although trucking became important to the city's commercial and industrial interests, St. Louis continued to rely heavily on the river and the railroad for transportation. St. Louis ranked as the nation's second largest truck and rail center for freight after World War II, and river traffic continued to increase after 1950.<sup>29</sup> The city's progress throughout the 1950s continued, although not as rapidly as the 1940s. In the mid-1950s, the city issued plans for construction of a new highway to provide access once again to the riverfront – in essence an “expressway designed to ‘unbind’ downtown St. Louis” in terms of its commercial and manufacturing expansion interests.<sup>30</sup> Underground tunnels were revamped for public transportation systems, and elevated roads – incorporated into the interstate system -- were constructed above the city's inner core to provide rapid flow of traffic.<sup>31</sup> That highway construction, now identified as U.S. Highway 55, led to the demolition of large swaths of historic commercial, industrial and warehouse buildings paralleling the river east of the Fourth Street.

Today, only a few pockets of the city's early-to-mid-nineteenth-century mixed residential and commercial buildings survive in downtown St. Louis, having been consumed by extensive commercial development in the central business district; construction of large industrial complexes south and east of the South Fourth Street Commercial District; and more recently, the introduction of large transportation corridors. Within the heart of the city's business district, which is now separated from the South Fourth Street Commercial District by highways and railroad bridges constructed by the mid-twentieth century, first and second generation brick commercial buildings ranging in one-to-four-story heights are nearly all gone – replaced by taller and larger buildings constructed during the late nineteenth and early twentieth centuries when St. Louis reached its status as “the Fourth City.”

Outside of the South Fourth Street Commercial District -- which historically served as the city's southern extension of its central business district -- the only remaining examples of commercial buildings similar in scale and age are those located in Laclede's Landing (a National Register district, 8/25/76) and along South Broadway in Carondelet, which was actually a separate settlement historically (several examples of which are within the National Register-listed St. Boniface Neighborhood Historic District, 5/9/02).

### Development of South Fourth Street as a Commercial District

South Fourth Street evolved into a major transportation route leading into the core of the St. Louis' central downtown business district during the mid-to-late nineteenth century. After 1849, the city's commercial and industrial interests expanded rapidly south and west beyond the central riverfront area that centered on Market Street. Based on maps and early city directories, it appears that prior to 1850, the character of the South Fourth Street district area was residential. It is not known exactly what type of housing was constructed within the district, although most likely the district supported urban residences constructed for more than one family, including row houses, such as the Eugene Field House situated northwest of the district. The district did not fully develop commercially until after 1849, at which time street improvements strengthened the route's importance as a vital link to downtown. The omnibus and later the electrified streetcar, which operated along South Fourth Street by the mid-1840s, further established the district's importance as a commercial center.

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Early commercial corridors in urban settings relied heavily upon streetcars, and the district was no exception. Commercial corridors extending beyond original Main Streets became known as “taxpayer strips” because of the customers or “taxpayers” that the streetcars carried. “The evolution of shopping streets” such as the South Fourth Street district originated during “the second half of the nineteenth century when many cities started expanding, in long fingers of development.”<sup>32</sup> In 1870, St. Louis’ downtown area was several blocks from the district. This was a major journey by foot for residents and those working in nearby factories. The commercial strip along Fourth Street provided direct access to necessary goods and services for these persons, as well as to passengers using the streetcar.

The area of South Fourth Street situated north of the district began to support commercial ventures as early as the mid-1830s. The 1836-37 St. Louis city directory lists a few business interests along South Fourth Street by that time, including two carpenters located at 20 and 23 South Fourth Street; and one unidentified business -- the J.S.P. & Co. at 40 South Fourth Street. A few small businesses along Lombard and Mulberry (Gratiot) Streets (cross streets within the boundaries of the district) show up in the city’s 1840 directory, indicating a southern extension of commerce along Fourth Street at least as far south as the district<sup>33</sup> In 1850, a business directory was published for the City of St. Louis which lists the following businesses on or near South Fourth Street.<sup>34</sup>

- Two architects at 75 and 162 South Fourth Street;
- Two bakers at 174 and 277 South Fourth Street;
- One boot/shoe store at 10 South Fourth Street;
- Two dressmakers and one milliner located at 12 and 16 South Fourth Street;
- One dry goods establishment at 77 South Fourth Street;
- One “gold beater” at 172 South Fourth Street;
- One grocery located a 243 South Fourth Street;
- One iron foundry – Gelford & Loehner -- located at the corner of Third and Lombard;
- One spice mill – Collett & Johnson – Seventh Street between Gratiot and Chouteau;
- One flour mill – J.G. Shands & Co. – intersection of South Fourth and Fifth Streets;
- One notary at 30 South Fourth Street;
- One organ/piano builder at the corner of South Fifth & Gratiot
- One painter at 4 South Fourth Street;
- One physician at 4 South Fourth Street; and
- One packer at 205-211 South Fourth Street

The city’s 1850-1860 business directories illustrate the shift of downtown St. Louis businesses after the fire of 1849, when streets were widened and businesses were established further west and south. The following businesses are noted south of Market Street in 1860.<sup>35</sup>

- One accountant at 111 South Fourth Street;
- One auctioneer / commission merchant at 14 South Fourth Street;
- One bricklayer at 14 South Fourth Street;
- One real estate broker at 3 South Fourth Street;
- One cigar/tobacco wholesale company at 267 South Fourth Street;
- One commercial college – Louis Rohrer -- at 111 South Fourth Street;
- Seven attorneys at 3, 11, 19, 47, and 58½ South Fourth Street
- One mirror/frame maker at 18 & 20 South Fourth Street
- One lottery office at 12 South Fourth Street
- One miller at South Fourth/Fifth Streets between Hazel and Lombard

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- Five doctors at 5, 11, 14, 27 and 76 South Fourth Street
- One plumber at 228 South Fourth Street
- One tailor at 92 South Fourth Street
- One jewelry dealer at 14 South Fourth Street

The 1860 St. Louis City Directory also lists the following railroad offices near the district, which reflects the both the industrial and commercial significance of this area:

- North Missouri Railroad Company at the northwest corner of Locust and Fourth Streets; Ohio & Mississippi Railroad Company at Main and Walnut;
- St. Louis, Alton & Chicago Railroad Company at 17 N. Fourth Street (tickets) and 19 N. Levee Street (freight);
- St. Louis and Iron Mountain Railroad Company at the southwest corner of Main and Chestnut (passengers) and S. Main between Plum and Cedar (freight);
- Terre Haute, Alton & St. Louis Railroad Company at 41 S. Fourth Street; the northwest corner of Second and Poplar (freight); and 32 Fourth Street, Plantation House (ticket office).

The commercial character of the South Fourth Street district was significant by 1859; however not until after the Civil War did this character become fully disassociated with primary residential use. The blocks bordering the district supported a mixed residential/industrial use throughout the 1870s – including residential flats, stables, and larger enterprises such as mills and factories. Industrial warehouses were primarily located east of the district, creating the character of the three blocks nearest the riverfront and along the St. Louis and Iron Mountain Railroad. The completion of a railroad bridge in 1889 fully defined the district's northern boundary and eventually led to deterioration and abandonment of adjacent commercial buildings along Fourth Street.

Commercial businesses operating in the district by the mid-1870s included doctors' offices, a butcher shop, bars, restaurants, a dry goods store, grocers, a dress shop, a furniture dealer, pharmacies, an undertaker, a hardware store, and barber shop. Historically, the area also supported small factories, including a coffin-maker and a broom factory. As noted above, many of the district's early commercial buildings included residential quarters either behind commercial establishments (as seen in the district's half-flounder shaped buildings) or on upper floors. As late as 1950, when much of the surrounding area had changed in its appearance and use, the district continued to serve the community commercially.

As noted previously, industrial interests were established east of the district, particularly after 1855 when the train made its way into St. Louis. In 1883, immediately south and east of the district (toward the river and railroad) were Saxony Mill (a large flour mill) located on Third Street, a carriage factory at the intersection of Chouteau and Third Streets, and a cooper shop south of Saxony Mill on Third Street.<sup>36</sup> Industry remained located primarily east of South Fourth Street; even after trucking became an important means for shipping goods in and out of the city during the early-to-mid-twentieth century. Today, some of this industrial development still exists as Chouteau's Landing along the riverfront, separated from the South Fourth Street Commercial District by the elevated U.S. Highway 55, but the large Saxony Mill complex was demolished for the highway's construction, leaving only the small office and warehouse at 317-321 Lombard (within the South Fourth Street Commercial District) as a reminder of this important industry.

In 1896, St. Louis was struck by a cyclone that extensively damaged the southern half of the city, centering on the residential suburb of Lafayette Park. The greatest impact of destruction occurred south of Chouteau and east of Tenth Street in the Souldard neighborhood (NR listed 12/26/72).<sup>37</sup> Within the direct path of the cyclone was the South Fourth Street District, which may explain the limited number of commercial properties within this neighborhood that pre-date 1890. Of the district's ten pre-1920 era buildings, four were constructed prior to 1896; six buildings date from 1897 to 1917.

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By 1900, storefronts once again lined South Fourth Street, featuring a wide variety of retail and service establishments that continued to cater to the streetcar, surrounding neighborhoods, and industrial employees. Construction of a new railroad bridge (MacArthur Bridge) just south of the district in 1917, in combination with the development of an elevated Third Street corridor completed in 1954, effectively framed this small commercial district.<sup>38</sup> The bridges and roadways bordering the district to the north and south isolated the area and ironically ensured preservation of the neighborhood's historic commercial character.

The commercial character of South Fourth Street has always distinguished it from the industrial developments to the east along Chouteau's Landing. Burgeoning post World War II developments and urban renewal projects that surrounded the district included expansive demolition for parking lots; construction of fast-food businesses; and the introduction of Interstate 55 which resulted in obliteration of buildings along Third Street. Today, this small enclave of commercial buildings along South Fourth Street serves as a prominent visual reminder of the city's late nineteenth-century commercial development and growth, particularly in relation to the river and rail services that once dominated the patterns of growth and development in St. Louis.

### **Architectural Context – South Fourth Street Commercial District:**

Following the Great Fire of 1849, St. Louis began to rebuild its industrial and commercial properties downtown. At that time, streets were widened and paved, and the city's business district began to expand west and south of central downtown. Commercial properties constructed in St. Louis during the 1850s were "deliberately large and solid."<sup>39</sup> These buildings were constructed to insure that the city would never succumb to fire again; utilizing modern fire-proof building materials such as brick, concrete, and cast iron. Cast iron is particularly significant as a building material in St. Louis. By the late nineteenth century, the city served as a large production center for cast iron specifically designed for architectural use.<sup>40</sup>

Companies such as Mesker & Brothers which manufactured "complete house fronts" issued catalogs illustrating numerous architectural products available in cast iron, including (to name a few) stairs, fire escapes, window sills, cornices, skylights, doors, gutters, and elevators.<sup>41</sup> The building located at 754 South Fourth Street, constructed in 1898, features a first-story cast iron storefront manufactured by the T.R. Pullis and Brother Company, also of St. Louis. Pullis did a fair amount of work in the city, including the ornamental cast iron roofs utilized for the Cypress Pavilions in Tower Grove Park.<sup>42</sup> Four other buildings in the district also have cast iron storefront components, from a variety of St. Louis cast iron manufacturers, standing today as rare testament to the once important St. Louis contribution to commercial architectural design. Ore deposits and mines south of St. Louis provided an abundance of iron exploited by the railroad after the Civil War. Cast iron architectural features, particularly in relation to commercial buildings, brought the city to the forefront of modern architecture and spurred construction in downtown St. Louis.<sup>43</sup> Although the use of cast iron for storefronts was frequent by the mid-1800s, not until later in the century was iron used structurally in commercial buildings.<sup>44</sup> Once the use was adapted, skyscrapers outdated earlier types of load-bearing masonry construction, such as that seen in the South Fourth Street Commercial District.

In St. Louis, commercial buildings constructed after the Civil War primarily reflected the Italianate style of architecture, featuring large arched windows, thick cornices, and heavy embellishments surrounding entries and window openings, as illustrated at 754 South Fourth Street, 900 South Fourth Street (constructed in 1887), and 904-908 South Fourth Street (constructed in 1883). Also within the district are unique examples of side-gabled plan two-story brick commercial structures. Situated at the north end of the district, these buildings today appear unconventional, as few examples remain intact. The buildings are, however, typical of mid-nineteenth-century commercial architecture once abundant in downtown St. Louis.

Utilized commercially and residentially, the side-gabled plan two-story buildings located at 742 and 746-748 Fourth Street (both constructed ca. 1870) feature unique architectural elements such as rear flounders, corbelled cornices, and (in the example at 746-748) a lower level cast iron storefront. These buildings demonstrate the transition of the district from residential to commercial use after 1865. They provided living quarters above and/or behind commercial space that fronted sidewalks and streetcar lines. The properties also illustrate the extensive growth of downtown St. Louis' commercial character that burgeoned after 1849. These are the district's

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### Narrative Statement of Significance (continued)

two earliest buildings and are representative of what was commonly found along the riverfront area prior to re-development during the twentieth century. Brick load-bearing construction and cast iron decorative features are consistent with most post-Civil War era commercial buildings in St. Louis. These stocky buildings juxtaposed with the district's taller Italianate style buildings create a unique visual streetscape.

Also noteworthy within the district is the property located at 317-21 Lombard Street, constructed in 1917 – the Saxony Mills office and warehouse. This building is important architecturally because it illustrates the district's direct relationship to the riverfront and railroad situated toward the east, as well as its connection to the industrial character of Chouteau's Landing. Like the South Fourth Street Commercial District, Chouteau's Landing supported a mixture of residential and commercial properties but in contrast to the district, Chouteau's Landing developed more industrially after the Civil War. Flour mills (such as Saxony) were significant in St. Louis. The city's location along the Mississippi River provided it with an opportunity to operate successfully as an industrial processing center. Grain was shipped into the city via the river, where it was processed as flour. By the early 1870s, more than 25 flour mills were located in and around the district, including Saxony Mills on Third and Lombard Streets.<sup>45</sup>

The Saxony Mills building located at 317-21 Lombard Street is believed to have been utilized as a modern office and storage facility, replacing an earlier mill structure dating to the mid-nineteenth century. The property's architectural designer, Charles F. May, is a well-known architect who established an office in St. Louis at Broadway and Olive in 1880. May designed numerous buildings in the city, including St. Peter's Evangelical and Trinity Lutheran Churches. Prior to opening his own firm, May worked as a draftsman for George I. Barnett, a nationally renowned architect whose work in St. Louis included Henry Shaw's mausoleum at the Missouri Botanical Garden and St. Vincent de Paul Church in LaSalle Park.<sup>46</sup>

Today, the only intact pocket of commercial buildings near the riverfront similar to those within the South Fourth Street Commercial District is that associated with Laclède's Landing. This is fully illustrated by buildings on the landing that border the intersection of North First and Lucas Streets. Like the South Fourth Street Commercial District, Laclède's Landing features a wide range of building heights and styles; and all are constructed of fireproof materials such as concrete, brick, and cast iron.<sup>47</sup> In addition, the buildings at Laclède's Landing and within the district were designed primarily for commercial use, and all demonstrate the importance of the streets that they align, reflecting dependence upon the streetcar, pedestrian traffic, and eventually the automobile.

The South Fourth Street Commercial District features an eclectic collection of late-nineteenth and early twentieth-century commercial buildings. Although small – extending for only three blocks bordering the east side of South Fourth Street – this area richly illustrates St. Louis' commercial riverfront growth, development, and eventual dissolution from 1870 to 1950. Examples of combined commercial/residential space; typical period styles utilizing fireproof materials such as cast iron; and turn-of-the-century industrial buildings are all represented in the district. Areas bordering the district illustrate the district's architectural encapsulation which saved the area from demolition despite encroachment from modern developments and city-wide improvements. As such, the South Fourth Street Commercial District is an important architectural vestige of the city's former riverfront commerce.

### Individual Building Histories

Most of the historical information about the buildings within the South Fourth Street Commercial District was provided through examination of the building permits (located at City Hall and published in the *St. Louis Daily Record*), historic maps (especially Compton and Dry's 1875 map and the Hopkins and Sanborn fire insurance maps), St. Louis City Directories, and Missouri Historic Inventory Forms and Final Report prepared by Landmarks Association of St. Louis, Inc. in 1988 during evaluation of Chouteau's Landing.

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**Narrative Statement of Significance (continued)**  
**Individual Building Histories**

**South Fourth**

**740 Koenig, George W., Doctor's Office; c. 1900. Contributing.**

The George W. Koenig Doctor's Office was built around 1900. The earliest known occupant was physician George W. Koenig; he practiced medicine here from at least 1909 through 1931. Another physician, C. J. Slattery, had his office here in 1932. The next year, however, Glen B. Northrup was in the building, staying at least through the 1940s. By the 1970s, physician John Daake, had his practice here. This building is significant as one of the few extant early medical buildings in this area of downtown, as countless buildings of this period were removed for either interstate construction or the Arch.

**742 Bloss Bros. Commercial Building; c.1870. Contributing.**

The original building permits for this building could not be found but the building does appear on the 1875 Compton & Dry Map, with a "flounder" attached to the rear. The earliest known occupant was Bloss Bros., but preliminary research has not identified the type of business. By 1899 a baker, W. Hoerr, had his business here. Charles Totsch & Son, having moved from 738 South Fourth St. [now demolished], ran their butcher shop out of this storefront from at least 1909 to 1916. A fruit vendor, Michael Louis, occupied the store in 1920 but by 1925 Alex Mitchell was selling "drinks." Later businesses included a restaurant and mop manufacturing company. By the late 1940s the Southern Salvage Company occupied the building. In the late 1970s the interior of the building was converted into an extended care facility.

**744-746 Daeumer, Edward C. and Boettger, A. G., Commercial Building; c. 1870. Contributing.**

No original building permits could be located, information from the current owner dates the building to 1878, although there is some indication of the building on the 1875 Compton & Dry map. A comparison of the 1883 Hopkins map and the 1902-1909 Whipple maps provided some additional clues as both maps clearly show the commercial building, with either an attached (1883) or detached rear addition and a "flounder" building at the rear of the lot. The first known occupants of the building are Edward C. Daeumer (744) and A. G. Boettger (746); their occupations are not known. By 1899 Charles Adler, a grocer (744) and W. Suess, a dry goods merchant (746), operated their businesses here. Bott Dry Goods and Wroughton cigars occupied the building by at least 1909 but by 1916 two new occupants, jewelers Tabash & Slyman (with John Tabash later identified as living on the second floor above the 746 storefront) and grocer Conrad Lutz were in the building. Occupation of the building by a grocery business continued with Adolph Lutz (possibly a brother or son of Conrad Lutz), taking over by 1920 and Emma Rothhaar's grocery store beginning in the 1930s and continuing until at least 1946. Businesses in the other storefront included a cleaners, dress seller, and in 1946 a substation for the *St. Louis Post-Dispatch*. In the 1970s Central Wire & Iron Works, Inc. removed the rear buildings and in their place built a concrete warehouse that is attached to the original building.

**750-752 Amann, John, Warehouse; 1950; Otto J. Krieg, architect; Willingham Construction Company, builder. Contributing.**

An older commercial storefront once occupied this lot, but it was torn down in 1942 and replaced in 1950 with a 1-story, brick and concrete block warehouse. Because its parapeted brick façade abuts the sidewalk and blends well with the other buildings in the district, this warehouse was the last commercial building constructed in the district.



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## Narrative Statement of Significance (continued)

### Individual Building Histories

#### South Fourth

- 754 **Schroeder, Fred, Commercial Building;** 1898; Henry Schaumberg, Jr., architect; Fred Schroeder, contractor. **Contributing.**
- A permit for this building was issued in 1898 to Fred Schroeder. The earliest known occupant was Joseph Meinhardt, who operated a saloon on the premises until around 1909 when Cornelius Bundschuh operated a saloon at this address. Cornelius turned the business over to Frank Bundschuh, presumably his son or brother, by 1916. Frank Bundschuh continued to operate the saloon, but was selling “drinks” in 1920 (during prohibition). In 1925, John Tabash, who had formerly been associated with the jewelry store of Tabash & Slyman at 746-748 South Fourth from around 1916-1924, moved into the building. From 1925 Tabash operated a wholesale jewelry store at this site, continuing in business through at least the 1970s, being one of the longest occupants of any business in this area.
- 756 **Hoerr, William, Commercial Building;** 1897; Conrad Kellerman, contractor. **Contributing.**
- The building permit information indicates this building was commissioned by surgeon Herman Lewis Nietert, although the owner in the *Daily Record* is listed as K. Witters, who lived at 740 South Fourth St., suggesting Witters was perhaps a real estate developer for Nietert. Nietert was never listed at the address, indicating he intended the property solely for rental or speculative development. The earliest known occupant, in 1909, was baker William Hoerr, who was listed in 1899 as operating his business at 742 South Fourth St. Hoerr remained at this location until about 1936 when Emil Rheinheimer, also a baker, took over the business. In the 1940s, Standard Meat & Grocery Company occupied the building. In the 1970s this property and the adjoining one at 758 South Fourth were interconnected with access between a common interior wall.
- 758 **Milhoff, John, Commercial Building;** c. 1910. **Contributing.**
- Building permits for this property did not provide a clear indication of the date of construction, but this building is on the 1902-1909 Whipple Map and early survey research puts the date of construction at about 1910. The earliest known occupant was John Milhoff in 1916; Milhoff has a billiards business but T. M. Louis, a grocer, replaced him by 1920. In 1925 Joseph Consiglio operated a confectionery store at this address. By 1930, Michael Pfeiffer occupied the building with his barber and beauty shop, staying through 1946 when he relocated his business to a new building at the rear of this lot, addressed as 317 Gratiot. In the 1970s, a restaurant/tavern occupied the building, altering the storefront level in both this and the adjacent 765 South Fourth building, creating access between the buildings internally.
- 800-808 **VACANT LOT**
- 812-816 **Motor Freight Station;** pre- 1950. **Contributing**
- This building was identified as a motor freight station in the 1950 fire insurance map. It was separate from the buildings at the front of the lot and was accessed through the building on the neighboring lot.
- 818-822 **Risch, Max, Saloon/Gass, John, Butcher Shop;** c. 1890. **Contributing.**
- The Max Risch Saloon/John Gass Butcher Shop was built around 1890, based on the fact that it does not appear on the 1883 Whipple Map but it does have an embossed logo at the base of one of the pillars that reads “Union Iron Foundry Company,” which was not incorporated until 1888; and its earliest known occupants were in 1892. The 818 storefront was used as a saloon in 1892, with Max Risch as its proprietor. By 1909 John Knopf was operating the saloon, replaced by 1925 by John Bourg, who sold “drinks” during prohibition. In 1930 a shoe repair shop occupied this storefront, staying at least until 1938. Butcher John Gass occupied the 820 storefront in 1892; by 1916 Charles Kerry had a restaurant. Around 1920 A. J. Slyman operated his dry goods store in the 820 storefront, followed by other dry goods or grocery stores into the 1940s. In 1946 Emil Erdman, a used furniture dealer, occupied the building, utilizing both storefronts. In the early 1970s National Electric Service was in the building.

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### South Fourth

The Union & Iron Foundry Co., incorporated in 1888, was noted for its manufacture of structural steel and iron and ornamental iron for buildings. Their foundry at Barry, Kosciusko and S. 2<sup>nd</sup> (south of this area), employed 150-200 workers in 1902. Among their notable commissions were the Mercantile Club Building, plants for Liggett & Meyers Tobacco, and the Alhambra Building in Chicago. The company is not listed in city directories of the late teens, suggesting it either merged with another company or simply went out of business.

**900 Riecker, Ernst, Medical Building; 1887. Contributing.**

A building permit was issued to E. Riecker for "3 story brick flats" at the "southeast corner of Fourth & Soulard Sts." in 1887. Since this permit (and other similar permits on this block) predates 1890, when the *Daily Record* began production, there is little chance to verify the accuracy of the building permit; it seems likely that Soulard was simply a mistake and the permit should have said Lombard. In addition, the building is not on the 1875 Compton & Dry map nor is it on the 1883 Whipple Map. Ernst Riecker initially operated a pharmacy in the building, leaving this address sometime after 1917 but before 1920. By 1899 physician John C. Lebrecht had his office in the building. In 1909 physicians George B. Godfrey and Adolph F. G. Bardenheier ran their practice here. Godfrey stayed into the early 1920s. By 1925 Louis Schwab sold meats out of the storefront and took in boarders in the upper floors; in 1932 Schwab Meats took out a permit for a 1-story addition. Listed as a tenant, Harry Belenzon operated a grocery here in 1938. The Federal Bag Company used the building in the mid-1940s. Sambo Sheet Metal Works occupied the building in the early 1970s.

**902 VACANT LOT**

**904-908 Eberle & Keyes Undertaking Company Building; c. 1883. Contributing.**

The building is not shown on Compton and Dry's 1875 Map but it appears to be on the 1883 Hopkins Map; permits for this area are sketchy or missing entirely and existing permits do not match this building. The Eberle & Keyes Undertaking Company is listed at this address (904) in 1890.

Previously advertising for "Coffinmakers & Undertakers" in city directories from 1859-1879, listed Charles Eberle as an undertaker at 269 S. 2<sup>nd</sup> St. in 1859, who relocated by 1870 to 746 S. 2<sup>nd</sup> St. The 1885 ads listed J. Eberle (perhaps a son) listed in 1885 as an undertaker at 710 South Fourth St. By 1890 the address for the Eberle & Keyes Undertaking Company is 904 South Fourth. *Gould's Commercial Register of the City of St. Louis* (1892) adds the Meyer Bro. at 906 and Kraatz Bros. (stoves) at 908. The 1899 city directory only mentions the Kraatz Bros. at the 908 address, possibly indicating they occupied the entire building, which makes sense since the Eberle & Keyes Undertaking Company relocated to 1108 St. Ange St. in 1900. By 1909 Theodore Kraatz's hardware store occupied the building, along with The Country Hydrant Company, a manufacturer of pumps, and Charles J. Mueller, who sold harnesses. The 904-908 addresses are not listed in the 1916 reverse directory. By 1920 and continuing through 1924 the Liberty Cone Company, manufacturers and jobbers of ice cream cones, occupied the building. It was replaced in 1925 by the Safe Guard Sales Company, Inc. From at least 1930 through the mid-1950s the L. E. Sauer Machine Company operated their business from here; they added a 1-story concrete block addition in 1952. In the 1950s and 1960s the building was used for a machine shop and then sat vacant for most of the next 20 years. In the 1980s the Missouri Machinery & Engineering Company occupied at least part of the building.

The Christopher & Company logo on the cast iron storefront was the same company that designed the storefront of a very similar building at 916 South Fourth (now demolished). The firm is known for its architectural cast iron work. It's important to note that in 1874 the company changed its name to Christopher & Simon, relevant because this building is not on Compton & Dry.

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## Narrative Statement of Significance (continued)

### Individual Building Histories

#### Gratiot

**319 Pfeiffer, Michael, Barber Shop; 1947; Hy. Pruess, engineer. Contributing.**

This 1-story, brick building was built in 1947 for Michael Pfeiffer, who had operated a barber and beauty shop in the 758 South Fourth St. building from around 1930 to 1946. As one of the last contributing buildings in the area to be built, this barber shop reflected the continued viability of the district.

#### Lombard

**317-321 Saxony Mills Office and Warehouse Building; 1917; Charles F. May, architect; Franke-Sutter Construction Company, contractor. Contributing.**

In 1917 a permit was issued to Saxony Mills for a 1-story office and storage building with a composition roof, terra cotta cornices, and steam heat at 321 Lombard for \$10,000. The Saxony flour milling operation was founded in 1849 and managed by the Leonhardt family. The 1879 *Compton & Dry* map identifies the buildings on this site as being utilized by Saxony milling, with 321 Lombard occupied by a building of essentially the same size, indicating the new building in 1917 was a replacement for the earlier edifice. Across the street from their new offices, Saxony Mills main operations continued across the street, occupying the entire block; this building continued its association with Saxony Mills through at least the late 1940s. (The other buildings associated with Saxony Mills, including their complex across the street are non-extant). The National Electric Service, which also occupied the 818-822 South Fourth St. building at the front of the lot, occupied this building in the early 1970s.

Charles F. May (1854-?) began his architectural career working as a carpenter for his father in the early 1870s. He received more formal architectural instruction working as a draftsman in the office of George I. Barnett, one of the most prolific and noted architects in St. Louis at that time. He opened his own practice by 1880, located his offices at Broadway & Olive. He has several major St. Louis buildings to his credit, including Concordia College (demolished) at Jefferson & Winnebago, at least 3 Lutheran churches, a commercial building at 2605 N. 14<sup>th</sup> St. and Maull's Spaghetti factory at 1219-1229 St. Louis Avenue. May was one of only five St. Louis architects who had been admitted to the AIA by 1884; he became a fellow in 1889. His work continued through the early 1920s.

### Endnotes

<sup>1</sup>Dena Lange, "A History of St. Louis – The City Surrounded by the United States, Volume 1 (Old St. Louis)," Public School Messenger Vol. 28, No. 9 (St. Louis: St. Louis Public Schools, 20 November, 1930) 64.

<sup>2</sup>City of St. Louis, "St. Louis City Plan Commission- 1996; Physical Growth of the City of St. Louis," <http://stlouis.missouri.org/heritage/History69/> accessed (12 October 2005): 5.

<sup>3</sup>Lange, "A History of St. Louis, Volume 1," 62-63; "St. Louis City Plan Commission," 6.

<sup>4</sup>John Francis McDermott, *The Early Histories of St. Louis*, (St. Louis: St. Louis Historical Documents Foundation, 1952) 69.

<sup>5</sup>"St. Louis City Plan Commission," 6.

<sup>6</sup>Karen Bode Baxter, Ruth Nichols, Timothy P. Maloney, and Mandy K. Ford, "National Register of Historic Places Registration Form: Forest Park Southeast Historic District (Boundary Increase)" (St. Louis: Forest Park Southeast Neighborhood Association, 15 April, 2005) Section 8:21.

<sup>7</sup>Lange, "A History of St. Louis, Volume 1," 63; "St. Louis City Plan Commission," 6; Eric Sandweiss, *St. Louis- The Evolution of an American Urban Landscape*, (Philadelphia: Temple University Press, 2001) 37.

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**Endnotes (continued)**

<sup>8</sup>“St. Louis City Plan Commission,” 6.

<sup>9</sup>Norbury Wayman, *A Pictorial Historic of St. Louis*, (St. Louis: Self-Published: 1968) 10-12.

<sup>10</sup>Charles van Ravenswaay, *Saint Louis- An Informal History of the City and its People, 1864-1865*. (St. Louis: Missouri Historical Society Press, 1991) 383-388.

<sup>11</sup>A History of St. Louis – The City Surrounded by the United States, Volume 2,” Public School Messenger Vol. 29, No. 2, (St. Louis: St. Louis Public Schools, 30 September, 1931) 121.

<sup>12</sup>Van Ravenswaay, 412.

<sup>13</sup>“St. Louis City Plan Commission,” 7.

<sup>14</sup>Lange, “A History of St. Louis, Volume 2,” 36 Wayman, *A Pictorial History of St. Louis*, 10.

<sup>15</sup> “St. Louis City Plan Commission,” 8.

<sup>16</sup>Ibid. 9.

<sup>17</sup>L.U.Reavis, *Saint Louis: The Future Great City of the World*, (St. Louis: St. Louis Historical Documents Foundation, 1876) 107.

<sup>18</sup>“St. Louis City Plan Commission,” 9. After the Civil War, St. Louis began once again to expand rapidly, as evidenced by the 1875 publication of *Pictorial St. Louis: A Topographical Survey Drawn in Perspective* by Richard Compton and Camille Dry.

<sup>19</sup>Katharine T. Corbett and Howard S. Miller, *St. Louis in the Gilded Age*. (St. Louis: Missouri Historical Society Press, 1993) viii.

<sup>20</sup>Ibid. 6.

<sup>21</sup> United States Census Bureau, “Table 10. Population of the 100 Largest Urban Places: 1870,” <http://www.census.gov/population/documentation/twps0027/tab10.txt> accessed (12 August 2004).

<sup>22</sup>Corbett and Miller, 8-9.

<sup>23</sup>“St. Louis City Plan Commission,” 11-13.

<sup>24</sup> “St. Louis City Plan Commission,” 13, Norbury Wayman, *History of St. Louis Neighborhoods: Downtown*, (St. Louis: St. Louis Community Development Agency, 1979) (also available online at <<http://stlouis.missouri.org/neighborhoods/history/cbd/index7.htm>.> (accessed 12 October, 2005).

<sup>25</sup>Ibid; Workers of the Works Progress Administration in the State of Missouri, *Missouri the WPA Guide to the “Show Me” State*. (Reprinted St. Louis: Missouri Historical Society, 1998, originally printed 1941), 305.

<sup>26</sup>Ibid., 296.

<sup>27</sup>Ibid.

<sup>28</sup>, Ibid; “St. Louis City Plan Commission,” 15.

<sup>29</sup>Ibid.

<sup>30</sup>*St. Louis Post Dispatch*, “St. Louis Streets and Roads: Clippings Scrapbook, Volume 1. (Saint Louis: Missouri Historical Society, clippings from 1941), 78.

<sup>31</sup>Ibid.

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### Endnotes (continued)

- <sup>32</sup> Chester H. Liebs, *Main Street to Miracle Mile*, (Boston: Little, Brown and Company, Inc., 1985) 11.
- <sup>33</sup> Charles Keemle, *The St. Louis City Directory for 1836-1837*, (St. Louis: Self Published, 1836), 7.
- <sup>34</sup> McKee, *The Saint Louis Business Directory*, (St. Louis: McKee Printers, 1850).
- <sup>35</sup> Kennedy, R. V. & Co., *St. Louis Directory 1860, Including also a Business Mirror Appendix*, (St. Louis: Self Published, 1860).
- <sup>36</sup> C. E. Hopkins, *Atlas fo the City of St. Louis, Missouri*, (Philadelphia: Self-Published, 1883), Plate 12.
- <sup>37</sup> St. Louis Chronicle, *Great Cyclone at St. Louis, May 27, 1896*. (St. Louis: I. Haas Publishing and Engraving Co., 1896), 2-4.
- <sup>38</sup> *St. Louis Post Dispatch*, 18.
- <sup>39</sup> van Raavenswaay, 413.
- <sup>40</sup> Carolyn Hewes Toft and Osmund Overby, *Laclede's Landing: A History and Architectural Guide*. (Philadelphia: Temple University Press, 1977), 20.
- <sup>41</sup> Mesker and Brothers, *Mesker and Brothers General Catalog*, (St. Louis: St. Louis Historical Documents Foundation, 1905), cover.
- <sup>42</sup> "Historical Features & Attractions in Tower Grove Park," [http://stlouis.missouri.org/parks/tower-grove/Hist\\_Features/pavillions.htm](http://stlouis.missouri.org/parks/tower-grove/Hist_Features/pavillions.htm), accessed (2 November 2005).
- <sup>43</sup> Workers of the Works Progress Administration in the State of Missouri, 192.
- <sup>44</sup> David P. Handlin, *American Architecture* (New York: Thames and Hudson, 1985) 82.
- <sup>45</sup> Cynthia H. Longwisch, "Final Report- Chouteau's Landing Survey" (St. Louis: Landmarks Association of St. Louis, Inc., Unpublished documents and copies of survey files, 1988), 4.
- <sup>46</sup> Carolyn Toft Hewes, "George I. Barnett [St. Louis Architects: Famous and Not So Famous, Part 13]" <http://stlouis.missouri.org/501c/landmakrs/architects13.html> accessed 12 October, 2005.
- <sup>47</sup> Toft and Overby, 22.

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South Fourth Street Commercial District  
St. Louis (Independent City), MO

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## Verbal Boundary Description

The boundary is shown by the dashed line on the to-scale historic district map.

## Boundary Justification

These boundaries incorporate all of the property that has been historically associated with this commercial district. Beyond these boundaries to the north are vacant lots and modern commercial development. To the south is the Municipal Bridge with vacant lots to its south. The west side of Fourth Street has been redeveloped with gas stations and fast food restaurants. To the east has always been more of an industrial and warehouse district, now known as Chouteau's Landing and currently separated by the overhead Interstate Highways 55 and 70.

Photographer: Sheila Findall  
February 2005

Negatives with photographer: Karen Bode Baxter, 5811 Delor Street, St. Louis, MO 63109

Photo #1: Exterior, from 904-908 S. 4<sup>th</sup>, looking northeast at 800 and 900 blocks

Photo #2: Exterior, from 800 S. 4<sup>th</sup>, looking southeast at 800 and 900 blocks

Photo #3: Exterior, from Lombard Street looking northwest at 317-321 Lombard and 818-822 S. 4th

Photo #4: Exterior, from intersection of Gratoit and S. 4<sup>th</sup> looking northeast at 700 block

Photo #5: Exterior, from intersection of Cedar and S. 4<sup>th</sup> looking southeast at 700 block





SOUTH 4th STREET  
 COMMERCIAL DISTRICT  
 SITE PLAN  
 03 January 2005

THE LAWRENCE GROUP  
 ARCHITECTS

SCALE: 1" = 50'-0"



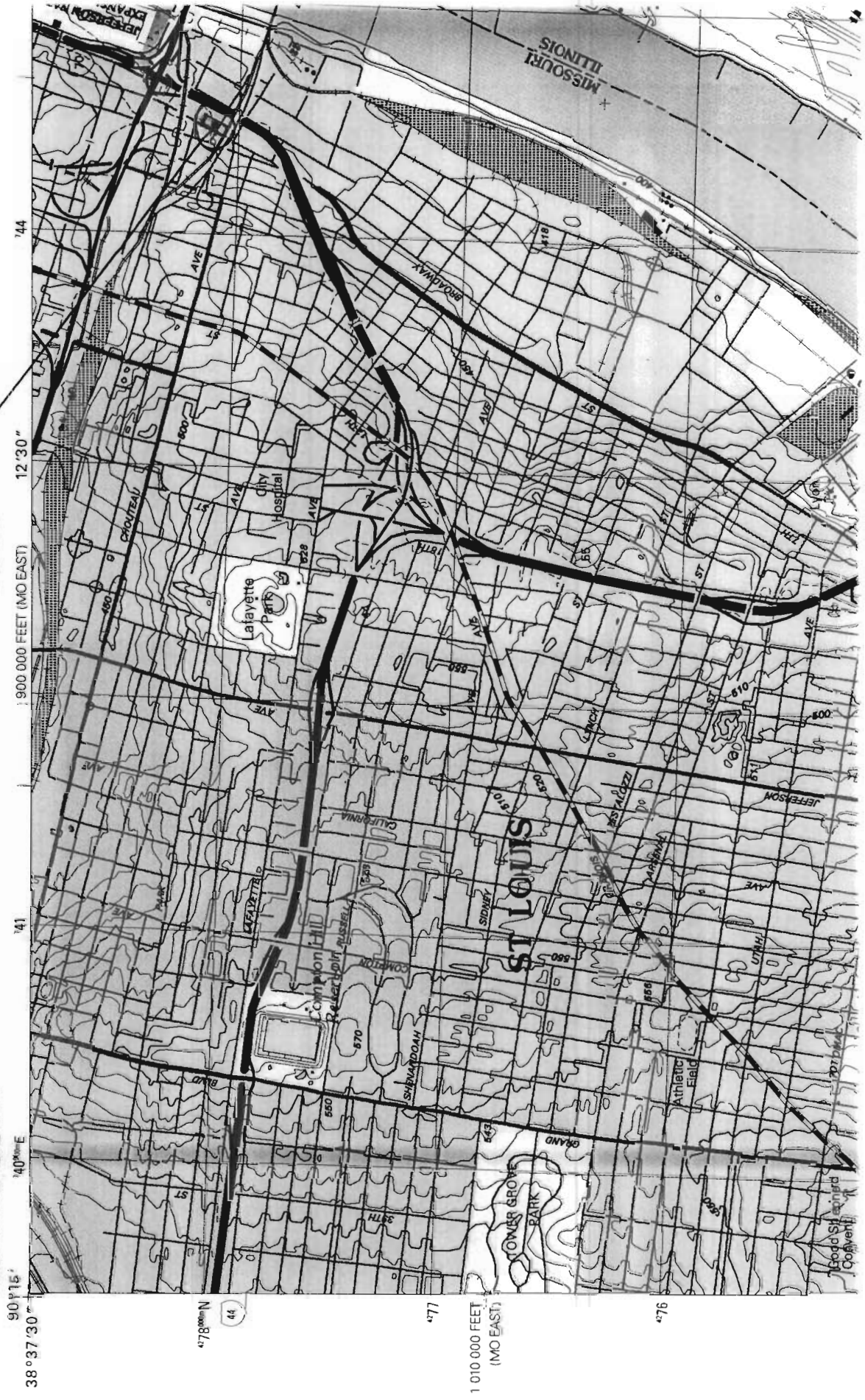
North



U.S. DEPARTMENT OF THE INTERIOR  
U.S. GEOLOGICAL SURVEY



South Fourth Street Commercial Distric  
St. Louis (Independent City), MO.  
UTM Reference:  
15/744470/4278110





South Fourth Street Commercial District  
St. Louis (Independent City), Mo.  
Photo # 1



South Fourth Street Commercial District  
St. Louis (Independent City), MO.  
Photo # 2



South Fourth Street Commercial District  
St. Louis (Independent City), MO.  
Photo # 3



South Fourth Street Commercial District  
St. Louis (Independent City), Mo.  
Photo # 4



South Fourth Street Commercial District  
St. Louis (Independent City) Mo.  
Photo # 5