

FY 1988 March 1, 1989 - July 31, 1989

Project Number 39-88-30113-081

HISTORIC PRESERVATION SURVEY REPORT

Commercial Districts: St. Joseph, King Hill, and
Lake Avenues, St. Joseph, Missouri

Prepared by Dale E. Nimz

for the Landmarks Commission, Community Development
Department, and the City of St. Joseph

Maps and additional survey by Dennis Enslinger, Survey Assistant

This project funded by the State of Missouri Department of Natural Resources, Division of Parks, Recreation, and Historic Preservation by a grant under provisions of the Historic Preservation Act of 1966, as amended, from the National Park Service, U.S. Department of the Interior and the Community Development, City of St. Joseph.

TABLE OF CONTENTS

Introduction (proposed research design)

Survey Report

 St. Joseph Avenue area (SJ1-80)

 History

 Architecture

 King Hill (KH1-62) and Lake Avenue (1-38)

 History

 Architecture

Recommendations

Bibliography

Maps/Property Lists/Inventories

PROPOSED RESEARCH DESIGN
FOR
COMMERCIAL PROPERTY SURVEY:
ST. JOSEPH AND KING HILL AVENUES, ST. JOSEPH, MISSOURI
Project Number 39-88-30113-081

This project is intended to document the architectural resources of two commercial districts in St. Joseph, Missouri. The survey will contribute to the inventory of historically significant commercial properties in the city. It will help identify patterns of commercial development and property types that are characteristic of the city's historical periods.

In the north the survey will cover an area of St. Joseph Avenue from Highland south to Augusta and a short section of North Third south to Franklin. In the south the survey will cover an area of King Hill Avenue from Kansas to Indiana and a two-block section at the intersection with County Highway 752.

The goals of this project are to survey the buildings in each area, to identify at least 180 properties with architectural and/or historical significance, to prepare inventories for these properties, to evaluate the buildings, and to present the analysis and record of the survey in a project report.

Historic context

This project will document the relationship of properties in the survey areas to the economic and architectural development of St. Joseph. Major periodic stages in this development have described by Deon Wolfenbarger and Mary Jo Winder as:

- a. early settlement-1865 (little construction in St. Joseph during the Civil War DW)
- b. 1865-1890
- c. 1890-1915, importance of livestock as product, establishment of St. Joseph Stockyards, Classicism in architecture
- d. 1915-1940, little development and change after 1920, deterioration, rehabilitation, and demolition (MJW)

The history of the St. Joseph Avenue survey area appears to represent all stages of the city's development from 1843 to 1939. The context of this area includes the development of western outfitting, 1843-1865 and wholesale distribution, 1866-1914. North Third Avenue was platted as part of Robidoux's Second

Addition October 8, 1850. St. Joseph Avenue was platted in the St. Joseph Extension recorded September 3, 1855. The land in this survey area was annexed to the city by 1857. Development along St. Joseph Avenue was particularly influenced by the construction of the Union streetcar line in 1876. This horse-drawn transportation system ran down St. Joseph Avenue with a terminus at Krug Park. The Union line was electrified in 1887-88.

Development in the King Hill Avenue survey area occurred later. This area is related to the meatpacking and agricultural processing historic context, 1846-1939. A commercial district along King Hill Avenue grew up in response to the establishment of the St. Joseph Stockyards in 1886. 413 acres of flat land south of the city near the Missouri River were chosen for the yards which were constructed in 1887 and ready for operation by the end of the year. At this time John Donovan platted the St. George Addition. The stockyards were relatively unsuccessful for the first few years. However, after Gustavus Swift purchased 80% of the yards and also the lands and buildings in the St. George Addition October, 1896, the industry prospered. The most dramatic development of the King Hill area occurred after 1898. The streetcar line was extended to the stockyards in January, 1898 and the larger improved yards opened for business April 1, 1898. A Jubilee Days celebration was held to express the city's hopes for this industry May 11 and 12, 1898.

Research background

The St. Joseph and King Hill Avenue surveys will help identify and document commercial property types as well as provide additional information to support the preparation of a commercial property context statement in 1989-90. The results of these surveys will be compared with information from a survey of the St. Joseph central business district (1986) and a proposed multiple resource nomination, "Historic Resources of Frederick Avenue, St. Joseph" (1985). The survey methodology will follow that of the most recent work in the city represented in the "Cathedral Hill Survey Project II" (1988).

Research procedure (methodology)

The St. Joseph and King Hill Avenue surveys will be performed during the period from March to July, 1988. The work will be carried out by consultant Dale Nimz and a student assistant, Dennis Enslinger. Preliminary research will consist of a review of existing historic preservation data and a literature search. Reconnaissance survey of the King Hill area will be performed and inventories prepared; then the survey of St. Joseph Avenue will be performed and inventories for those properties prepared. Survey will include on site inspection and photography of each property in the survey areas deemed to be approximately fifty years old or older. An estimate of the

building's construction date will serve as a guide to archival research. Public records, i.e. city building permits, city directories, Sanborn insurance maps, County Record of Deeds, and plat maps will be studied. Other sources of information may include newspapers, periodicals, and other historical publications. Inventoried properties will be recorded on maps of each survey area.

Expected survey results

Important historical themes associated with the St. Joseph Avenue survey area will probably be related to commercial activity downtown and along the streetcar line. An expected theme in the King Hill areas is the growth of services for the meatpacking and agricultural processing industries and the workers in those industries. Property types in both areas may include commercial blocks, industrial and institutional buildings, and residences (some converted to commercial use). Architectural styles represented in the St. Joseph Avenue area may include Greek Revival and Italianate with later Romanesque and Classical Revival examples. Styles in the King Hill area may range from Romanesque and Classical to the simple paneled brick fronts of modest early twentieth century commercial buildings. Comparing the two areas should reveal similar building types and patterns of distribution since both are linear business districts.

Conclusion

Some buildings in both survey areas may be National Register eligible individually or as examples of distinctive property types. Properties in the St. Joseph Avenue area are likely to be older and less common. Significance will also depend on the establishment of relationships between individual buildings and the broad historic contexts outlined so far. Many of the buildings in the two survey areas have been altered and a large proportion of the historic properties are deteriorated so the problem of integrity may affect their eligibility for designation. Such properties may be considered for local designation and some may have prospects of rehabilitation.

INTRODUCTION

This survey of three linear commercial districts was planned to complete the investigation of major concentrations of historic commercial buildings on the periphery of the St. Joseph central business district. The existence of such districts at a considerable distance from the historic city center is evidence of a distinctive pattern of urban development. Commercial districts on St. Joseph, King Hill, and Lake Avenues were smaller and less pretentious than downtown and less extensive than the Frederick Avenue corridor. Frederick Avenue was surveyed in 1981 and the central business district was surveyed in 1986. Although this survey was originally planned for only St. Joseph and King Hill Avenues, it was possible to include commercial properties on Lake Avenue as well.

Information from the commercial district surveys will be used in 1989-90 to develop the statement of historic contexts and to prepare an outline of commercial building types. According to the Secretary of the Interior's Standards for Preservation Planning, Identification, and Evaluation, the evaluation of historic resources must be referenced against broad patterns of historical development within a community. These patterns are defined as historic contexts. Furthermore, the Secretary's Guidelines for Local Surveys now recommends that historic contexts be developed prior to conducting survey. Even though historic contexts for commercial properties in St. Joseph have not been explicitly developed, the buildings identified in this survey can be tentatively evaluated according to the outline of contexts prepared by Deon Wolfenbarger in 1988. Her earlier analysis of nearby Liberty, Missouri commercial and residential property types was also useful.

The earliest contexts identified in St. Joseph history were not relevant to this survey. Only one building in the survey, Robidoux Row, was before 1865. The King Hill and Lake Avenue districts were basically developed after annexation to the city in 1899. Buildings in this survey were not associated with the periods of exploration (1799-1826), early settlement (1826-1843), and western outfitting in St. Joseph (1843-1865). In the St. Joseph Avenue survey, one building appears to date to the mid-1870s. Several buildings survive from the 1880s and late nineteenth century, but the largest group of significant commercial buildings was constructed in the first decade of the twentieth century. Also, a number of buildings were built from 1910 to 1930. Few buildings in South St. Joseph were older than c. 1897 and the largest group of commercial buildings was built during the first decade of the twentieth century. Others were added until c. 1930.

The context, "Wholesale Distribution in St. Joseph, 1866-1914," was relevant to some of the properties in the survey areas, although it was most important for evaluating the central business district and associated residential districts. The

context, "Suburban Growth, 1900-1929," was indirectly relevant since much of the commercial development in the survey areas served adjacent residential districts. Development of the King Hill and Lake Avenue districts was largely determined by the growth of "Meat Packing and Agricultural Processing" after the establishment of the St. Joseph Stock Yards in 1887 and the expansion ten years later. Two properties, the old Lincoln School on St. Joseph Avenue and the Wesley Community House on Cherokee near Lake Avenue were significant properties associated with the context, "Institutional and Educational Development in St. Joseph, 1857-1930." Finally, an analysis of individual building chronologies and the histories of each survey area suggest that another context, "Commercial Development in St. Joseph, 1865-1930," might be useful to describe the businesses (i.e. groceries, drugstores, saloons, banks, etc.) which served the neighborhoods with the historic city. Many of the properties in the survey originated from this sector of the local economy.

Survey of these districts indicated a hierarchy of urban design with important buildings on corners to anchor and encourage further development. This is particularly evident in South St. Joseph where development was more planned and comprehensive. Public buildings (police and fire stations, post offices) were distributed regularly and helped encourage surrounding improvement. Also, two building types--movie theaters and service stations--which appeared late in the survey areas foreshadowed a dramatic change in the city's development. Modern transportation and communication eventually changed economic and social life resulting in a different pattern of land use. This profound change has left most of the commercial buildings in the survey areas under-utilized. Many of the buildings were deteriorated and altered, and particularly in South St. Joseph, a number of the buildings were vacant.

ST. JOSEPH AVENUE--History

Sections of North Third and Fourth Streets which were included in the St. Joseph Avenue survey area were platted October 8, 1850 as Robidoux's Addition. The rest of the survey area on St. Joseph Avenue to the intersection with Highland was platted September 3, 1855 as the St. Joseph Extension Addition. An unusual landmark building in this area is Robidoux Row (225 Poulin) constructed about 1850. This National Register property was built by the founder of St. Joseph, Joseph Robidoux, to rent as temporary housing for new settlers. A few blocks east of North Third and St. Joseph Avenue at 6th and Albemarle, Max and Goetz established the City Brewery in 1859.

In modern times, the southern part of the survey area has been substantially altered by construction of a modern freeway entrance. The street pattern has been altered and a number of buildings demolished at the intersection of North Third and St. Joseph Avenue.

The most important influence in the early historical development of St. Joseph Avenue was the horse-drawn streetcar line which began operating from Market Square to New Ulm (now Krug) Park in 1876. By 1880 this line was extended south to Sixth Street and then down to Atchison which was the southern boundary of the city at the time. "This was the best street railway in the city, its horses being of a high quality and its cars equipped with stoves." By 1884 this operation was known as the Union Street Railway Company.

Eventually, the company began experimenting with electrical power and "electric cars were run between the powerhouse at Highland and St. Joseph avenues and New Ulm Park in the fall of 1887. In the spring of 1888 they were run to Market Square. The Union was the first electric line in the West."

In 1890 the People's Street Railway, Electric Light, and Power Company bought the Union and Wyatt Park lines consolidating the entire streetcar system of St. Joseph under one management. A large central power generating plant was constructed downtown and the powerhouse on the southwest corner of St. Joseph and Highland was abandoned. The company was reorganized as the St. Joseph, Railway, Light, Heat and Power Company in 1895. Later in January, 1898 the Union line was extended to the stockyards in South St. Joseph. Between July, 1902, and May, 1904 more than \$500,000 was invested to make significant improvements in the streetcar system and powerplant. New car barns and shops were built on the northwest corner of St. Joseph and Highland. This structure (SJ80) remains as one of the most significant buildings in the survey.

Paralleling the route of the Union line along St. Joseph Avenue, the Chicago Great Western Railroad built its line to St. Joseph in 1892. Related development was indicated by the story of Mrs. Mary A. Friede, the owner and proprietor of the First Ward Hotel. She opened a boarding house on Grand near St. Joseph Avenue in 1876. Two years later she established the hotel in a two-story wood frame structure. This was moved to the rear of the lot and a four-story brick building erected on the corner in 1894. Only a one-story remnant of that hotel remains. As the reporter described in a 1927 interview, the First Ward Hotel was on the route of the Union line, "but cars from all other lines pass her place from the car barns, just one block to the north, to their various routes. Many street car operators live in the neighborhood, too. The rear of the hotel property borders the right-of-way of the Chicago Great Western Railroad and many of the guests of the hotel have been railroad men."

ST. JOSEPH AVENUE--Architecture

Architecture in the St. Joseph Avenue survey area was considered in two general classes of late nineteenth and early twentieth century buildings. 32 buildings dated from the 1880s and 1890s; only 11 were commercial structures. Relatively more

residences survived from this period; several were adapted or enlarged later for use as commercial buildings. More commercial buildings dated from the early twentieth century--19 from the first decade, 9 from the second, and 12 from the 1920s and 1930s. Most of the commercial buildings were constructed of brick, although a few, relatively early buildings were of wood frame construction. There were more single-family residences, but a few multi-family structures were found. Functional types identified in the survey area were commercial, industrial, institutional, and residential buildings.

Certain ornamental styles typical of the nineteenth century were evident in the survey. Other styles were associated with the early twentieth century buildings. Commercial types included both one and two-part commercial blocks. Nineteenth century styles included Italianate, Queen Anne, and Victorian commercial examples. Residences were identified in Italianate, Queen Anne, and folk Victorian styles. Twentieth century commercial buildings with Beaux Arts detail were one of the most common styles. There were also a few Neoclassical, Romanesque, and early twentieth century commercial (equivalent to the nineteenth century Victorian commercial) examples as well as a few buildings dating from the 1920s and 1930s in the Moderne style.

Stylistic features of the buildings in the survey area were attributed as follows: 4 Italianate/commercial, 1 Queen Anne/commercial, 1 Victorian/commercial, 3 Romanesque, 9 Beaux Arts/commercial, 3 Neoclassical/commercial, 9 early twentieth century/commercial, and 3 Moderne. There were 4 Italianate/residential, 5 Queen Anne/residential, 12 folk Victorian/residential, and 5 Craftsman/residential. 8 commercial buildings and 4 residences were so altered that they were not classified by style.

All the styles mentioned were described in the Liberty Missouri Summary Survey Report except the Beaux Arts/commercial and the generalized early twentieth century commercial style. Exuberant surface ornamentation based on classical details distinguished Beaux Arts from the more restrained and formal Neoclassical style. Simple brick detailing without direct reference to particular historical details characterized many simple early twentieth century commercial buildings.

Representative commercial buildings from the nineteenth century included the J.F. Schagel building constructed in 1888 (SJ43). It has a double storefront with historic fenestration and detail. Later the building housed the Eclipse IOOF Lodge hall. Although the upper story has been altered, distinctive features of the Queen Anne/commercial style remain, especially a circular oriel corner bay sheathed in ornamental pressed metal. A commercial building with typical Italianate features (SJ3) was constructed by 1883 when the P.H. Adler saloon was listed at this address. The building is very deteriorated and threatened by neglect. Another relatively well-preserved example of the Italianate/commercial style is the John Lanhart building (SJ17) constructed c. 1887. Lanhart probably built the adjacent block

which has identical features. Both sections were recorded in the 1888 Sanborn map.

Buildings from the 1890s illustrating the emergence of a Classical stylistic influence were the First Ward House (SJ62), the Veragluth saloon (SJ60), and the Samuel D. Senor building (SJ13). Only the first floor remains from the First Ward House built in 1894. It was originally a four-story structure. A number of square ornamented iron posts and a brick dentil eave cornice are Classical details. Across the street the Veragluth saloon constructed in 1899 has been altered, but the building retains an ornamental display window frame surmounted with a broken pediment, an entrance date plaque with ornamental garlands, and an unusual octagonal vent cupola on the roof.

One of the more interesting buildings in the survey area, now isolated by highway construction, is the Samuel Senor building constructed in 1899 (SJ13). Senor, a physician and surgeon, used the structure as both office and residence. Its form is that of a duplex or small apartment house. Several other buildings in the survey combined residences with commercial buildings either by design or adaptation. The second oldest building in the survey, the Gustav Vollmer house (SJ8) was also listed as a store when first recorded in the 1875 city directory. William Henze, a boot and shoemaker, built a store and residence building (SJ20) in 1900. The differences in material, a brick first story with a wood frame and weatherboard second story correspond to the different uses. The Frank P. Moskau general store (SJ52), a wood frame building now substantially altered was only one story in the 1880s. Moskau received a building permit for a residence on the property in 1900; after that it was recorded as two stories.

Twentieth century commercial buildings include some of the largest and best preserved resources in the survey area. The old Bank of North St. Joseph constructed in 1903 (SJ46) is a brick one-part commercial block with simple Romanesque brick detailing. Four significant commercial buildings with Beaux Arts massing and ornament are the Louis Fischer bakery constructed in 1907 (SJ2), the Schenecker Drugs block constructed 1909 (SJ6), the Felix Rich hardware block constructed 1906 (SJ10), and the Billingsley Block constructed 1904 (SJ73). Five other commercial buildings dating from this period were substantially altered, but retain some Beaux Arts detail.

Several other buildings which were used more as industrial than strictly commercial buildings evidence a simplified brick masonry style common in the early twentieth century. The street car barn is one of the most significant properties in the survey along with associated buildings at the intersection of St. Joseph and Highland avenues. The brick car barn has a central raised round-arched facade with recessed panel side bays (SJ80). Constructed in 1903, it is one of the few Romanesque style buildings in the survey. The office and storage complex south of the car barn from the same period (SJ79) has simple brick detailing. The garage (SJ78) was also built about 1903, but the

Moderne facade with its smooth surface and inset ornament appears to be a later alteration. Other examples of early twentieth century utilitarian construction include the Nold Lumber Co. garage (SJ12), the Pearl Laundry building (SJ18), and the North End garage (SJ31).

The change from historic allusions and ornamentation in architecture to the Art Deco or Moderne style was evidenced in three buildings identified in the St. Joseph Avenue survey. The old Shell service station constructed in 1929 (SJ 19) was a modern building for a modern function. The Regal Theater (SJ56) originally constructed in 1926 was substantially renovated in 1941. It has been altered, but the facade retains some characteristics of the Moderne style. Lincoln School (SJ27), constructed in 1939, has been altered, but its original form resembles the P.W.A. buildings influenced by the Art Deco/Moderne style.

Residences

Robidoux Row is the earliest and most significant multi-family residence in the survey area. Other examples of multi-family residential properties from the nineteenth century identified in the survey were a wood frame duplex constructed c. 1888 (SJ25) and a similar brick duplex with Italianate detail constructed in 1899 (SJ5). These buildings are examples of the duplex residential property type defined in Wolfenbarger's Statement of Historic Contexts.

Well-preserved single-family residences in the survey include the Fred Henze house constructed c. 1888 (SJ39). This one-story brick building has a sidegable roof and Italianate detail. Other interesting residences include a group of three (SJ63-65). The earliest, a brick flat-roofed structure, was constructed c. 1883. A wood frame and weatherboard cottage was constructed beside the brick residence in the 1890s. On the other side, a detached wood frame cottage with Queen Anne ornamentation was built in 1890. Besides this group, an example of the shotgun house type, of Afro-American origin, was identified (SJ24). This wood frame residence was constructed about 1897.

Examples of single and multi-family residences from the twentieth century include a well preserved brick foursquare type with Craftsman detail constructed in 1911 (SJ40). A wood frame triplex with free classical detail was constructed in 1913 (SJ76).

KING HILL AND LAKE AVENUES (South St. Joseph)--History

Unlike the St. Joseph Avenue survey area, development of the King Hill and Lake Avenue districts was strongly influenced by one man, John Donovan, and two companies--the South St. Joseph Town Company and the St. Joseph Stock Yards Company. Donovan laid out the St. George Addition including much of the King Hill Avenue survey area in 1886. Later he received building permits in his own name for at least three buildings in the Lake Avenue survey.

John Donovan came to St. Joseph in 1875. He envisioned the establishment of a stock yards and purchased land southwest of the city for that purpose in 1881. Until new and competing railroad lines were built to St. Joseph, however, rate discrimination made the city uncompetitive. Construction by the St. Joseph Stock Yards Company began in the spring of 1887. The yards were ready by the end of 1887 and six leading railroads built tracks to the site. By 1891 three packing plants had been constructed.

The operation was still too small and under-capitalized to compete with other regional markets. The stockyards did not really flourish until after October, 1896 when Gustavus F. Swift purchased 80% of the entire property of the Stock Yards Company and also the land and buildings in the St. George Addition. According to the 1897 Sanborn map of the stockyards area, the Lake Avenue area was undeveloped and little improvement was recorded on King Hill Avenue. The Union streetcar line was extended to the Stock Yards in January, 1898. After new investment and construction in 1897, the business began operating again April 1, 1898. Stockyards receipts and shipments jumped from 1898 to 1905. The activity was reflected in the building record; many of the landmark buildings in the survey areas were constructed during this period. South St. Joseph was incorporated into the city in 1899. W.T. Van Brunt, manager of the Railway and Power Company, described the activity in a letter September 2, 1897 to W.M. Harriman, president of the board. "The Stock Yards business is growing faster than we could imagine it would in the time they have been at it... Everything is bustle and stir down there. Buildings are going up fast; they cannot secure laborers enough in the city and it has caused everybody to feel encouraged and that the town at last is on the road to prosperity."

KING HILL AND LAKE AVENUE-Architecture

In the King Hill Avenue survey area there were 48 commercial buildings and one institutional building, Fire Station #10. There were 11 single-family residences and two multi-family residential buildings. Three residences constructed c. 1897 and one commercial block constructed c. 1898 were the earliest buildings surveyed in South St. Joseph. The largest group of

commercial buildings (28) were constructed in the first decade of the twentieth century. 10 commercial buildings were erected in the next decade and 8 in the 1920s. 6 residences dated from the first decade, only two were constructed in the next decade, and one each in the following decades.

In the Lake Avenue area, a generally similar pattern of age distribution occurred. There were 35 commercial and three institutional buildings--a police station, post office, and the Wesley Community House. No residences were surveyed in this area. The earliest building identified in the Lake Avenue area was erected in 1900. The largest group of buildings (13) were constructed in the first decade of the twentieth century. 9 were built in the next decade, 11 in the 1920s, and only 1 in 1936 although two earlier buildings were substantially altered in 1935.

Neoclassical and Beaux Arts styles were most notable in the two South St. Joseph survey areas. There were 12 Neoclassical/commercial buildings and 9 Beaux Arts/commercial structures. 5 buildings had late Victorian features and 12 were considered simply early twentieth century commercial style. 2 buildings had Romanesque features, 2 Georgian revival, 2 Mediterranean, and one service station was Moderne. 30 commercial buildings were altered so that the original style could not be determined.

Of the 13 residences in the King Hill Avenue survey area, 2 had Queen Anne detail, 1 Colonial revival, and the remaining 10 were substantially altered. They were probably Queen Anne or folk Victorian style in their original details.

The intersection of Missouri and King Hill avenues was the most prominent concentration of commercial buildings in the survey area. Three of the four corner lots were occupied by significant buildings. The earliest, the Stouffer/Turner Drugstore building (SJ5), constructed c. 1898 has a double storefront and an ornamental rear entrance to the second floor. There are round-arched openings in the King Hill Avenue facade, but the pressed metal ornamentation expressed Beaux Arts influence.

Across the street the three-story Neoclassical Bank of Commerce building was the largest building surveyed. It has two storefront bays facing Missouri and four bays facing King Hill Avenue. The Georgetown IOOF Lodge hall occupied the third floor. Principals in the Citizen Improvement Company which constructed the building were probably associated with the South St. Joseph Town Company as well.

Beside the Commerce Building, the three-bay Mell Block had rich Beaux Arts detail. This commercial building was constructed in 1901-02. On the corner opposite the Commerce Building, the People's Furniture Company building was constructed in 1902-03. This doublefront had applied Neoclassical ornament in pressed metal. Another nearby three-story block, the Neoclassical English Building (KH22) was constructed in 1903. It has been considerably altered.

Two other buildings exemplified somewhat architectural treatments. The J.W. Stauffer building (KH36) constructed in 1900 was a corner commercial building with modest free classical detail in the late Victorian style. The Pearl Steam Laundry building (KH34) constructed in 1906 had similar detail, but the front has been altered. A rear addition was constructed in 1912.

Farther south where King Hill intersects Hyde Park avenue, another cluster of commercial buildings was surveyed. The most notable example was the Farmers State Bank constructed c. 1906 (KH62). This one-story Georgian Revival style building has a round-arched corner entrance and classical brick detailing. One of the most intact examples of an ordinary two-part commercial block is the Innis Lewis Hardware store constructed c. 1907 (KH58). The first floor storefront with transom is an excellent example of early twentieth century commercial style. The second story has free classical brick detailing. Another two-part commercial block constructed c. 1907 (KH53) was the only example in the survey of rusticated concrete block masonry construction. This building may be a product of the South St. Joseph Cement Stone Manufacturing Company which had an office in the same block. The Hyde Valley Motor Company building constructed in 1921 (KH61) was a one-story building with a steel barrel truss roof spanning five storefront bays. It was an example of progressive building technology for a modern function.

LAKE AVENUE--architecture

Because Fire Station #10 was located at the intersection of King Hill and Illinois Avenue, it protected both of the historic commercial districts surveyed. Likewise, the old Police Sub-Station was situated between the commercial avenues. The Fire Station constructed c. 1900 (KH38) has two aisles separated by a projecting bay with Beaux Arts detail. The police station constructed c. 1900 (LA1) has been altered but retains elaborate pressed metal ornamentation in the same style. Another institutional building in a more restrained modernistic style was the Wesley Community House constructed in 1923 (LA2). This building has numerous modern additions.

Prominent commercial buildings in the Lake Avenue area included the Drovers and Merchants Bank (LA5) constructed in 1904 and altered in 1935 according to plans by Eckel and Aldrich. The ornamental smooth-cut stone entrance frame may date from the Eckel design. A post office across the intersection was constructed in 1912, remodeled in 1935, and again in the 1950s (LA7).

Other buildings with more architectural integrity than the post office and bank included the Neoclassical Putter building (LA19) constructed in 1911. Although the first floor storefront has been altered, the recessed panels, cornices, and pier capitals express the original style. The Stock Yards Hotel (LA30-34) constructed in 1905 for John Donovan had a simple facade representative of the Neoclassical/commercial style with



The principles of organization, design, economic restructuring, and promotion may be the best program for the St. Joseph, King Hill, and Lake Avenue districts as well.

Now that the properties have been surveyed in these areas, the historical information could be used for educational and promotional activities. Presentations of historical, architectural, and appropriate maintenance information related to each district should encourage discussion of the resources in each area and the potential for revitalization.

BIBLIOGRAPHY

- Atlas of the City of St. Joseph (St. Joseph, MO: Wm. H. Floyd & Co., 1884).
- McDonald, E.L. and W.J. King. History of Buchanan County and St. Joseph, Missouri to 1915 (St. Joseph, MO: History Publishing Company, 1915).
- Morton, Daniel. mss "History of the Wesley Community House," (1921), St. Joseph Public Library.
- Popplewell, Frank S. "St. Joseph, Missouri as a Center of the Cattle Trade," M.A. thesis (1937) University of Missouri.
- Rutt, Chris. Daily News History of Buchanan County (St. Joseph, MO: Lon Hardman Press, 1899).
- History of Buchanan County and the City of St. Joseph (Chicago, IL: Biographical Publishing Company, 1904).
- Slater, Robert L. St. Joseph Light & Power Company: A Century of Progress (St. Joseph, MO: St. Joseph Light & Power Company, 1983).
- Building permits (c. 1887-present) Community Development Department, City of St. Joseph.
- Sanborn Insurance Company maps (1883, 1888, 1897, 1911, 1956).
- St. Joseph City Directories (c. 1870-1947) St. Joseph Public Library.
- Water service records. Missouri-American Water Company, St. Joseph, Missouri.
- St. Joseph News-Press? March 17, 1927? clippings file: St. Joseph Public Library

HISTORIC PRESERVATION

- Denman, David. Central Business District Survey City of St. Joseph (December, 1986).
- Longstreth, Richard. The Buildings of Main Street (Washington, D.C: Preservation Press, 1987).

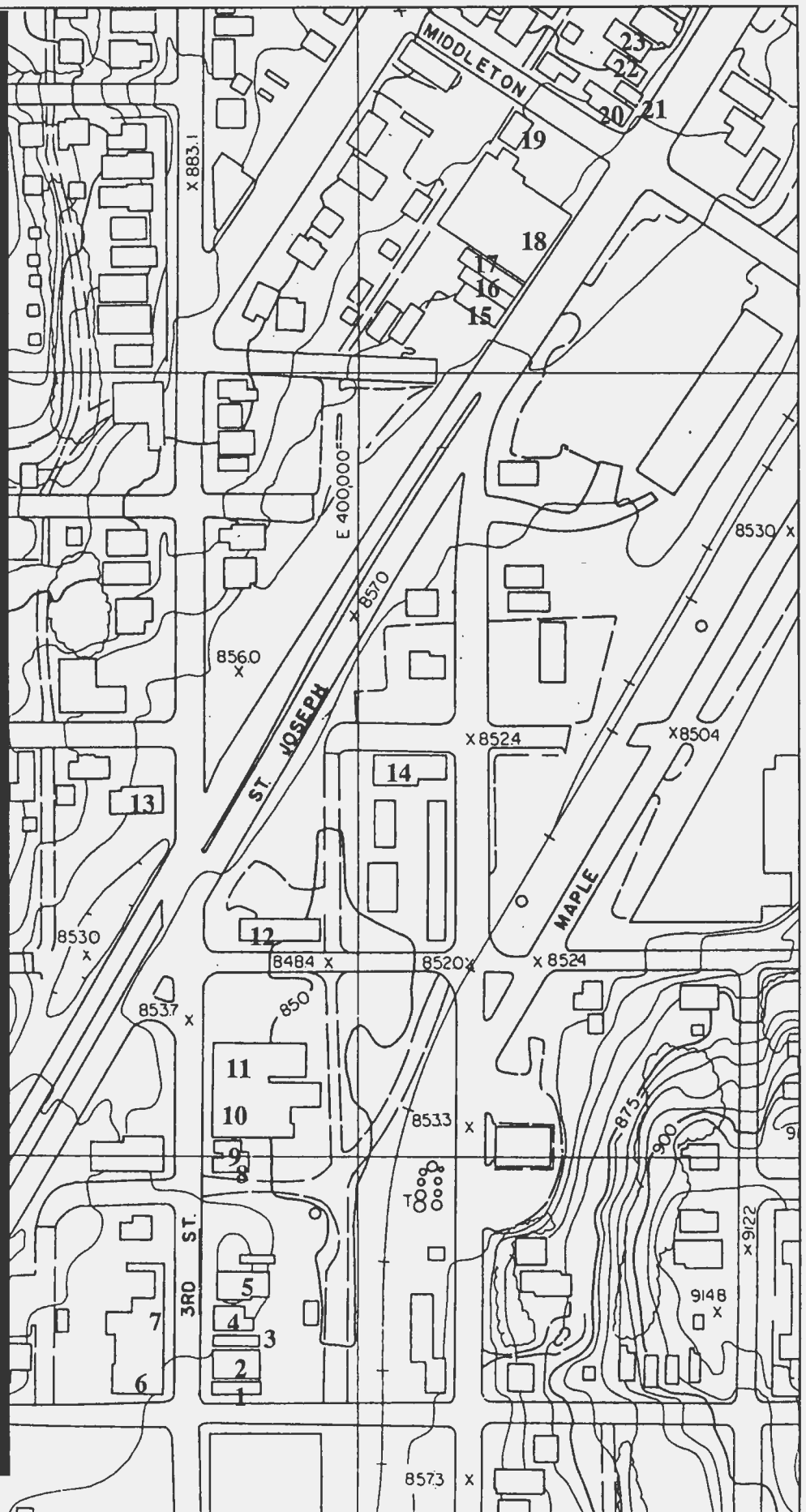
- McAlester, Virginia & Lee. A Field Guide to American Homes (New York: Alfred A. Knopf, 1986).
- Upton, Dell, ed. America's Architectural Roots (Washington, D.C: Preservation Press, 1986).
- Winder, Mary Jo. Cathedral Hill Survey Project II City of St. Joseph (June 10, 1988).
- Whiffen, Marcus. American Architecture Since 1780 (Cambridge, MA: MIT Press, 1969).
- Wolfenbarger, Deon Statement of Historic Contexts City of St. Joseph (June 20, 1988).
- Liberty Survey Summary Report Liberty, Missouri (1987?)
- Wright, Bonnie. Frederick Avenue MRA National Register District nomination (September 12, 1985).

St. Joseph Avenue Survey

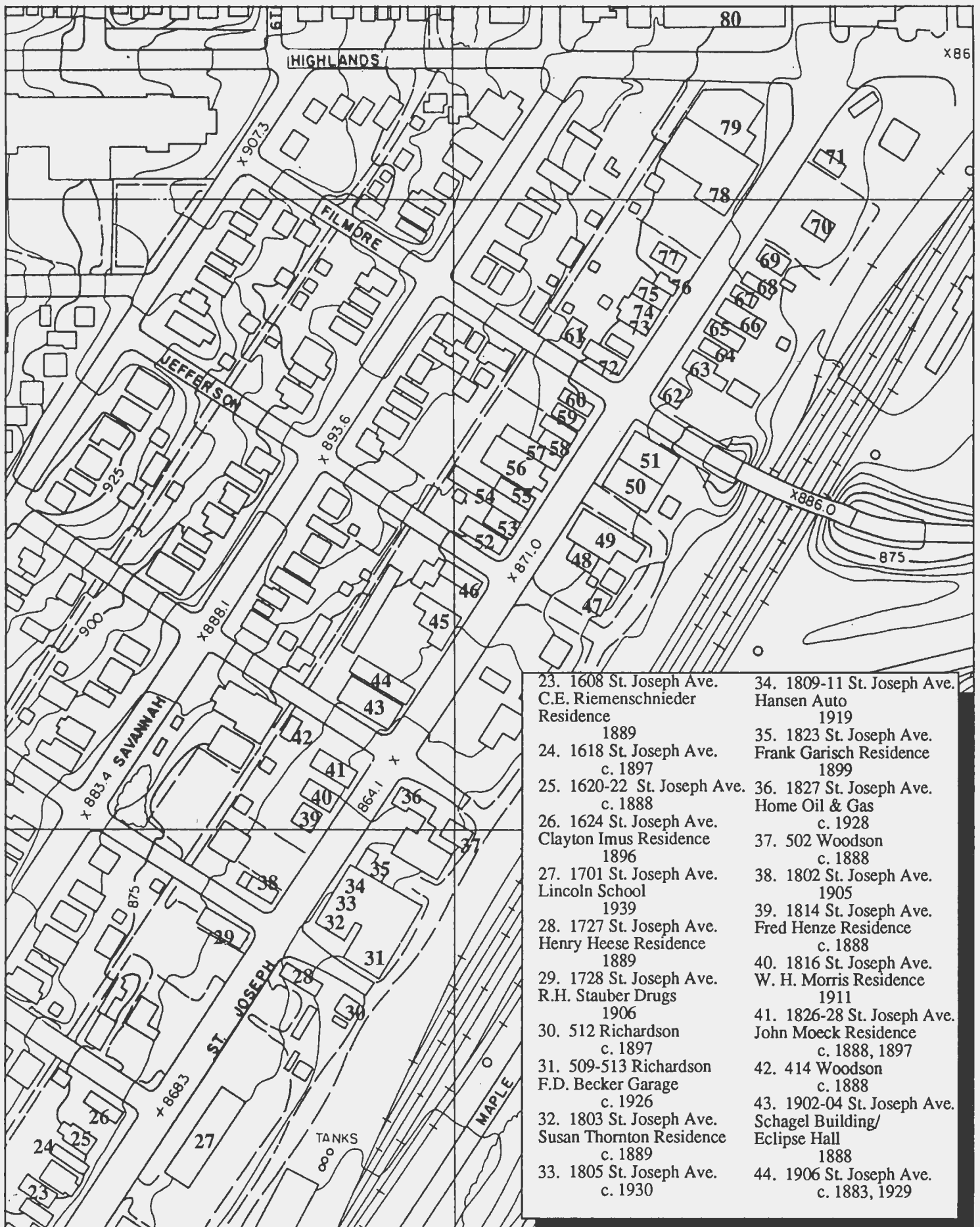


ST. JOSEPH AVE. SURVEY-- MAP #1

1. 1001 N. Third
Pat Welty Saloon
1908
2. 1003-05 N. Third
Louis Fischer Bakery
1907
3. 1007 N. Third
c. 1883
4. 1009 N. Third
c. 1889
5. 1013-15 N. Third
J. Brandell Residence
1899
6. 1002-08 N. Third
Scheneker Drugs
1906
7. 1010-12 N. Third
c. 1924
8. 1101 N. Third
Gustav Vollmer Residence
c. 1876
9. 1103 N. Third
Bertha Vollmer Residence
c. 1888
10. 1105-07 N. Third
Rich Hardware
1905
11. 1109 N. Third
Bernard Boukens Building
1915
12. 1201 N. Third
C. H. Nold Lumber Co.
1924
13. 1220 N. Third
S. Senor Office/Residence
1899
14. 1224 N. Third
C.H. Nold Lumber Co. Office
1915
15. 1506 St. Joseph Ave.
c. 1883
16. 1508 St. Joseph Ave.
George Miller Saloon
c. 1888
17. 1510 St. Joseph Ave.
John Lanhart Building
1887
18. 1512-18 St. Joseph Ave.
Pearl Steam Laundry
1911, 1924
19. 1528 (1524) St. Joseph Ave.
Shell Service Station
1929, 1934
20. 1602 St. Joseph Ave.
Wm. Henxe Store/ Residence
1900
21. 1604 St. Joseph Ave.
J. G. Hall Building
1910
22. 1606 St. Joseph Ave.
Wm. Allen Residence
1913
23. 1608 St. Joseph Ave.
C. E. Riemenschnieder Residence
1889

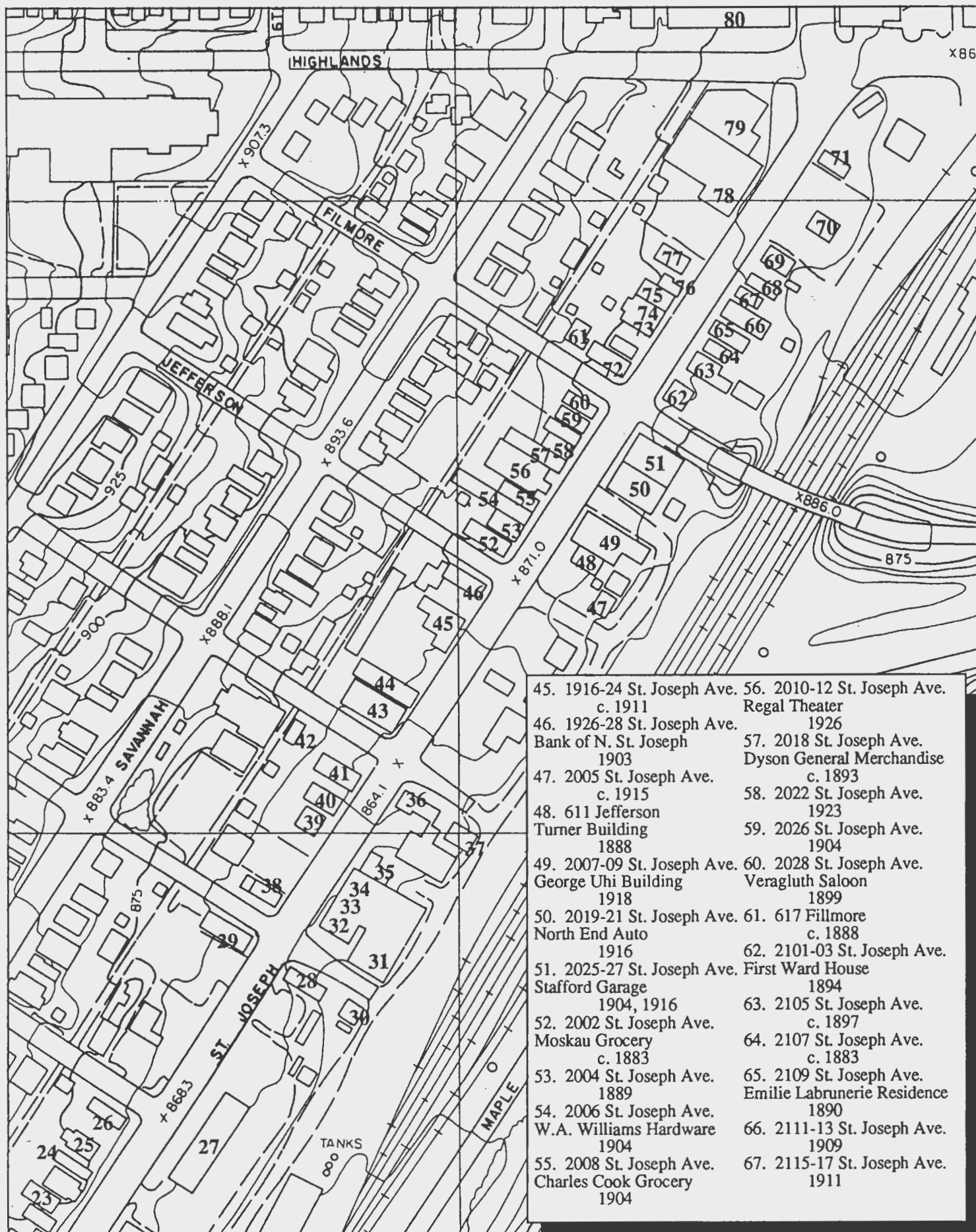


ST. JOSEPH AVE. SURVEY-- MAP #2

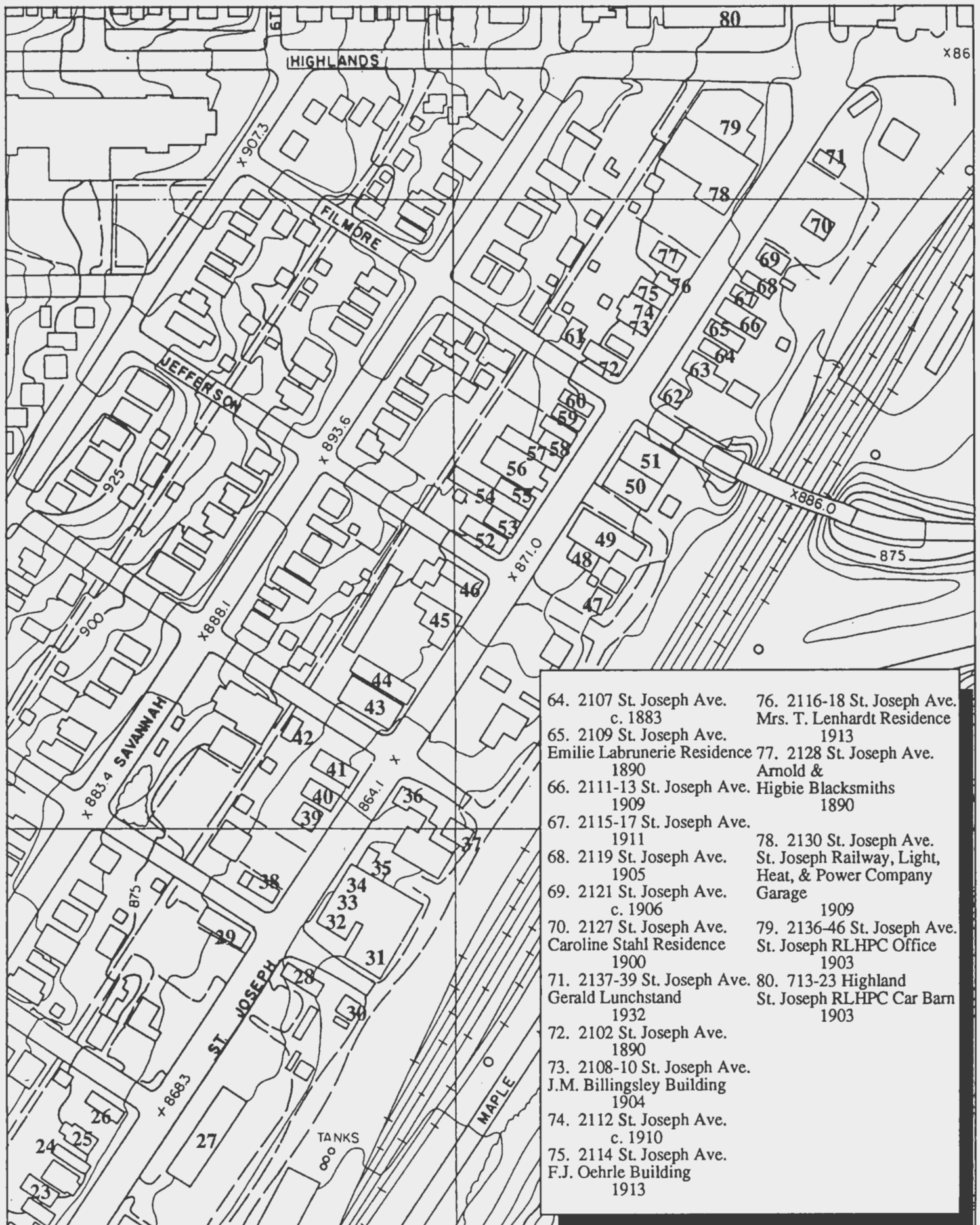


- | | |
|---|--|
| 23. 1608 St. Joseph Ave.
C.E. Riemenschnieder
Residence
1889 | 34. 1809-11 St. Joseph Ave.
Hansen Auto
1919 |
| 24. 1618 St. Joseph Ave.
c. 1897 | 35. 1823 St. Joseph Ave.
Frank Garisch Residence
1899 |
| 25. 1620-22 St. Joseph Ave.
c. 1888 | 36. 1827 St. Joseph Ave.
Home Oil & Gas
c. 1928 |
| 26. 1624 St. Joseph Ave.
Clayton Imus Residence
1896 | 37. 502 Woodson
c. 1888 |
| 27. 1701 St. Joseph Ave.
Lincoln School
1939 | 38. 1802 St. Joseph Ave.
1905 |
| 28. 1727 St. Joseph Ave.
Henry Heese Residence
1889 | 39. 1814 St. Joseph Ave.
Fred Henze Residence
c. 1888 |
| 29. 1728 St. Joseph Ave.
R.H. Stauber Drugs
1906 | 40. 1816 St. Joseph Ave.
W. H. Morris Residence
1911 |
| 30. 512 Richardson
c. 1897 | 41. 1826-28 St. Joseph Ave.
John Moeck Residence
c. 1888, 1897 |
| 31. 509-513 Richardson
F.D. Becker Garage
c. 1926 | 42. 414 Woodson
c. 1888 |
| 32. 1803 St. Joseph Ave.
Susan Thornton Residence
c. 1889 | 43. 1902-04 St. Joseph Ave.
Schagel Building/
Eclipse Hall
1888 |
| 33. 1805 St. Joseph Ave.
c. 1930 | 44. 1906 St. Joseph Ave.
c. 1883, 1929 |

ST. JOSEPH AVE. SURVEY-- MAP #2a

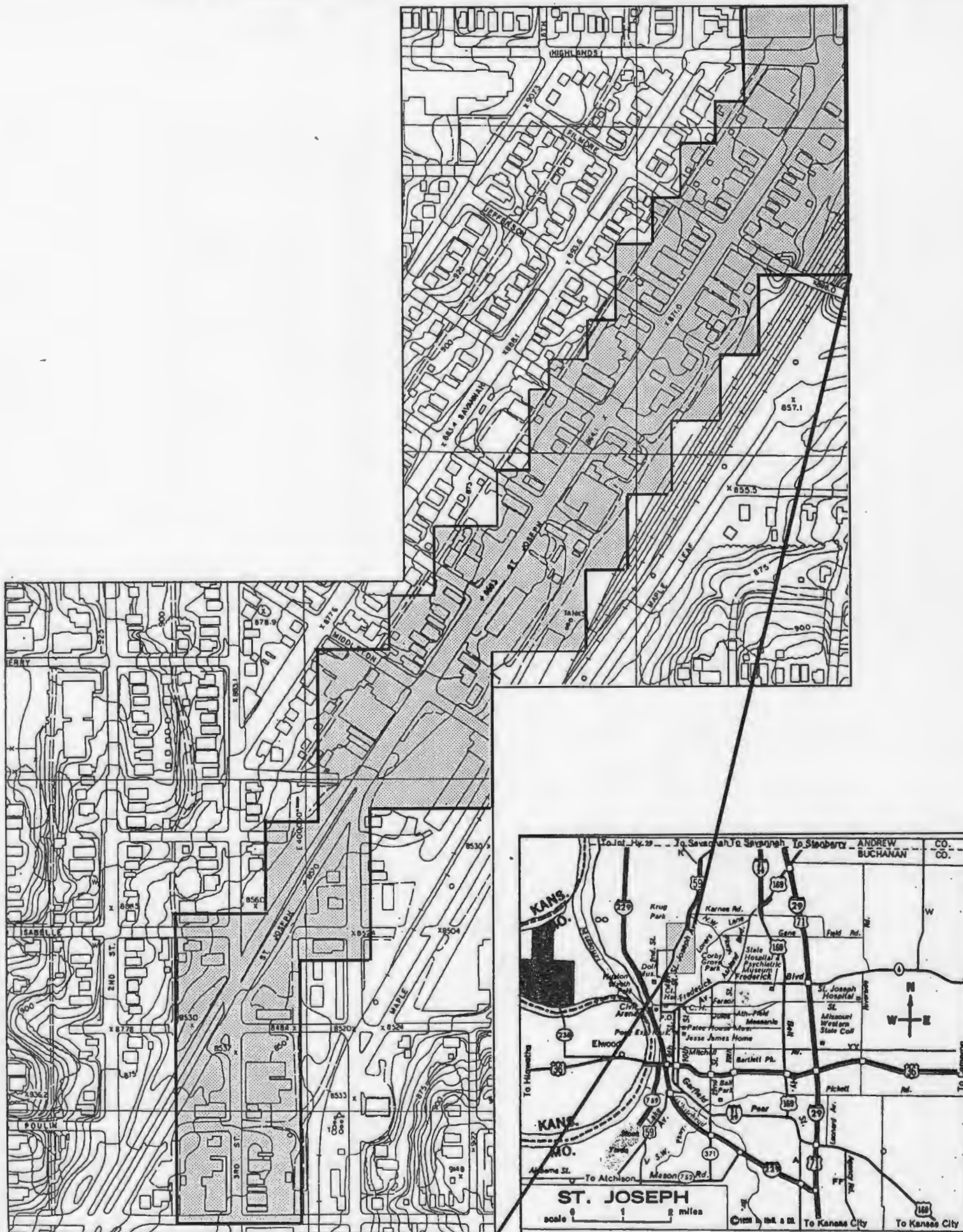


ST. JOSEPH AVE. SURVEY-- MAP #2b

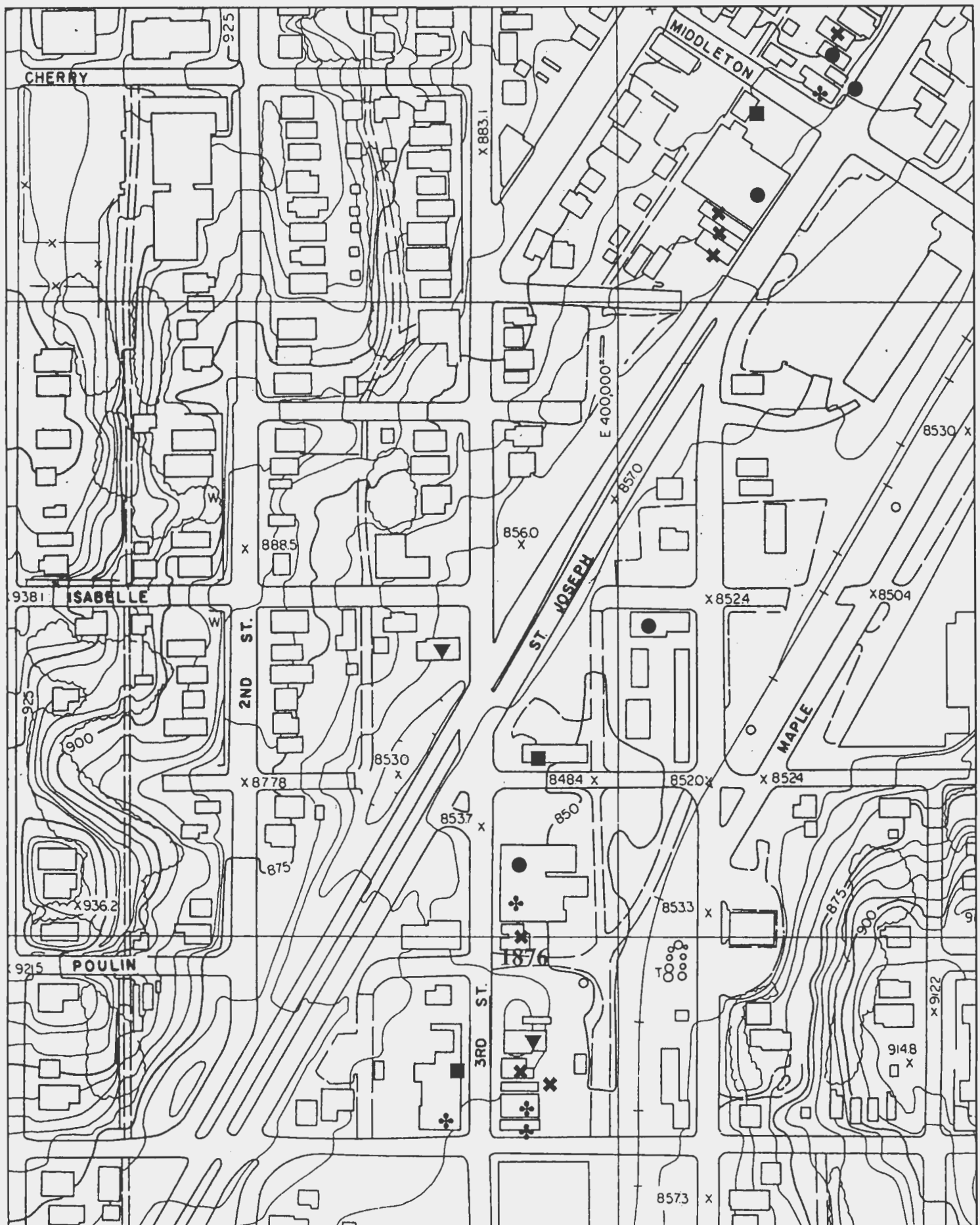


WESTERN AIR MAPS, INC.
LENEXA, KANSAS 66215

ST. JOSEPH AVE. SURVEY BOUNDARIES



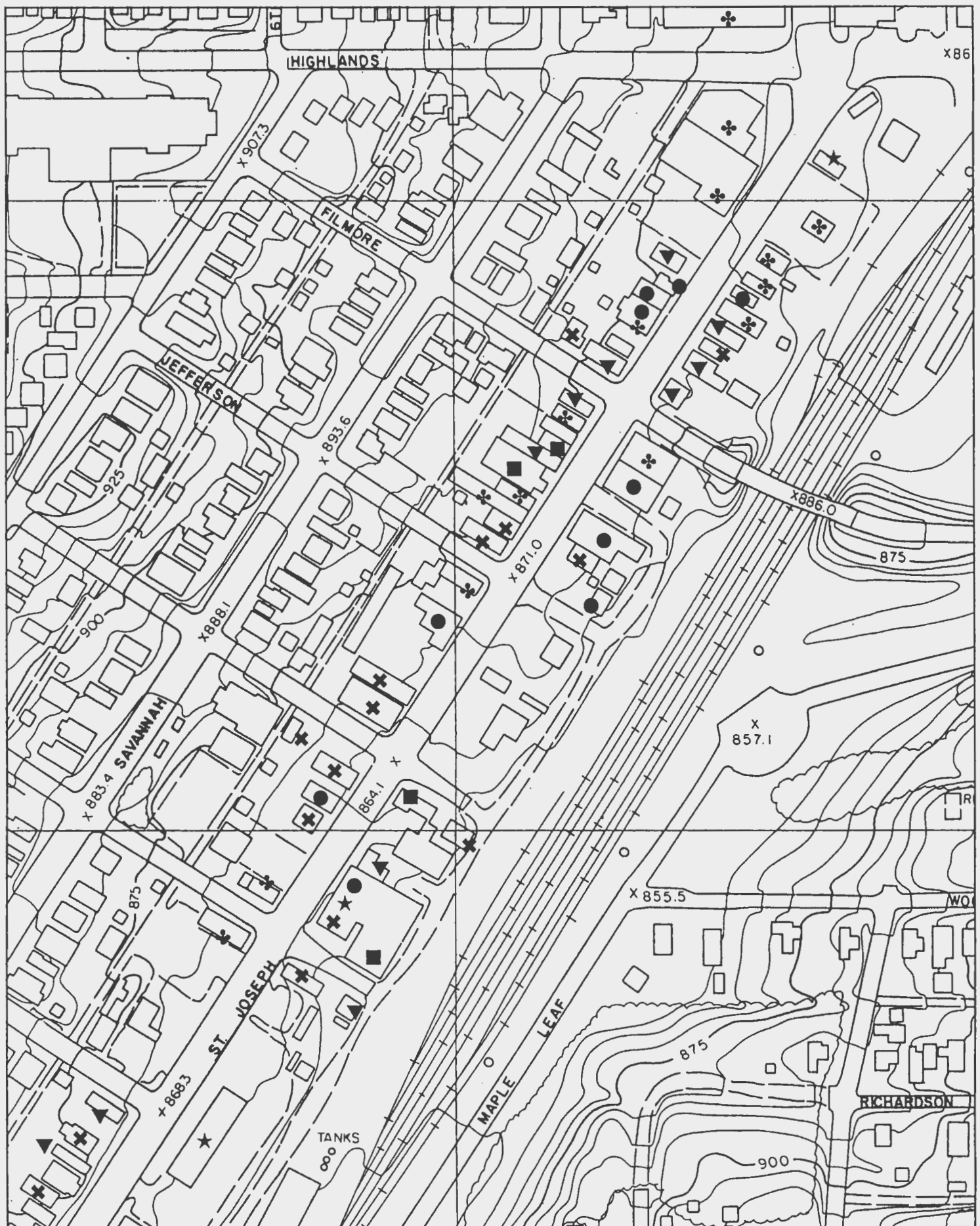
ST. JOSEPH AVE. SURVEY-- MAP #1, Decade Distribution



- | | | |
|---------------|---------------|---------------|
| ✕ 1880 - 1889 | ✱ 1900 - 1909 | ■ 1920 - 1929 |
| ▼ 1890 - 1899 | ● 1910 - 1919 | ★ 1930 - 1940 |

WESTERN AIR MAPS, INC.
LENEXA, KANSAS 66215

ST. JOSEPH AVE. SURVEY--MAP #2, Decade Distribution



- | | | |
|---------------|---------------|---------------|
| ✕ 1880 - 1889 | ♣ 1900 - 1909 | ■ 1920 - 1929 |
| ▼ 1890 - 1899 | ● 1910 - 1919 | ★ 1930 - 1940 |

WESTERN AIR MAPS, INC.
LENEXA, KANSAS 66215

St. Joseph Ave. Survey Area

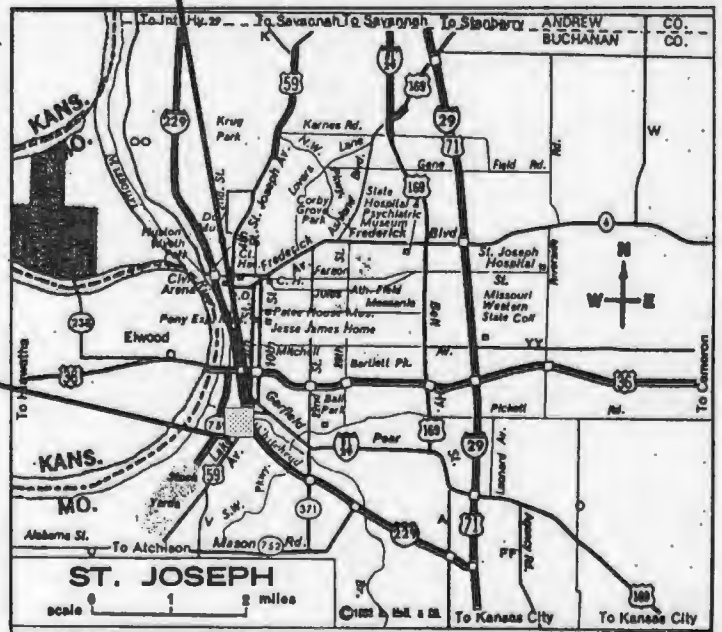
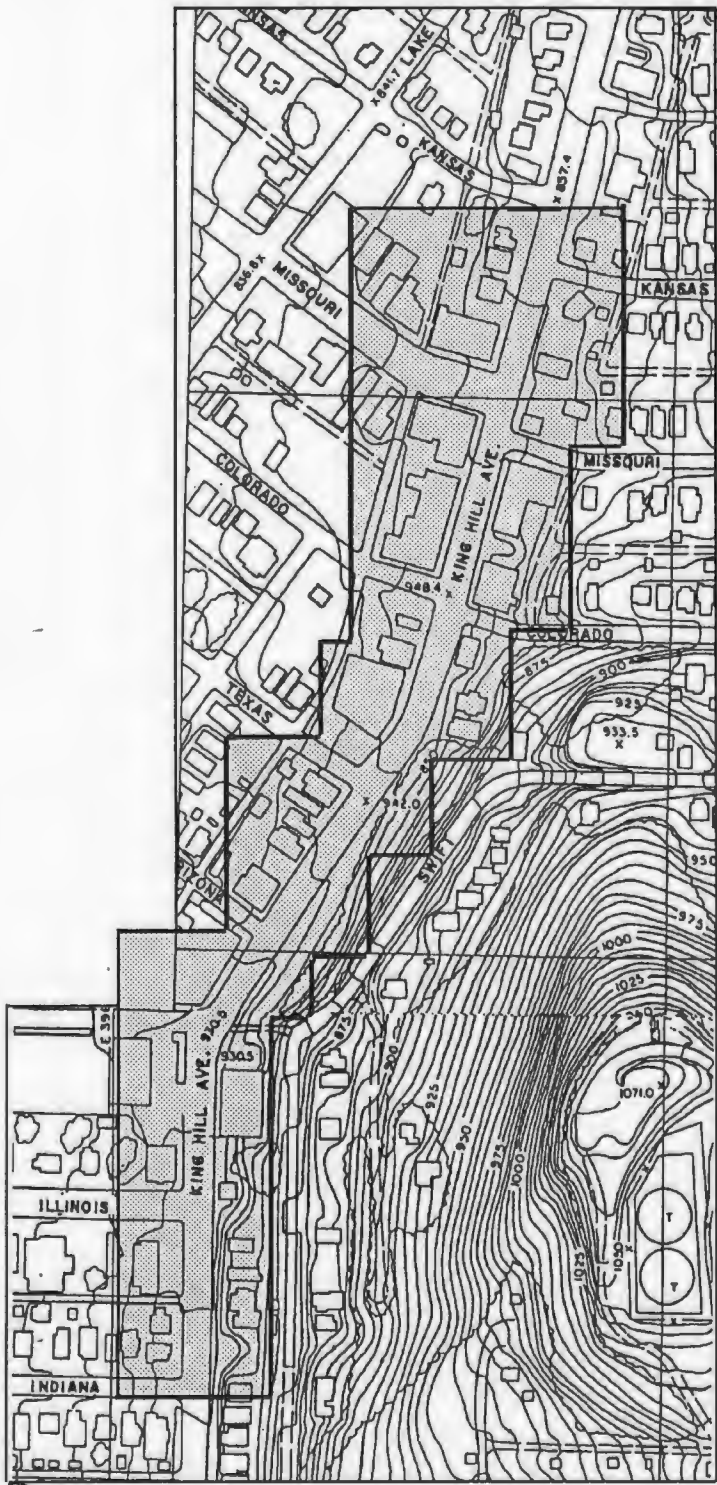
SJ1.	1001 N. 3rd	Pat Welty saloon (1908)
SJ2.	1003-05 N. 3rd	Louis Fischer bakery (1907)
SJ3.	1007 N. 3rd	(c. 1883)
SJ4.	1009 N. 3rd	(c. 1889)
SJ5.	1013-15 N. 3rd	J. Brandell residence (1899)
SJ6.	1002-08 N. 3rd	Scheneker Drugs (1909)
SJ7.	1010-12 N. 3rd	(c. 1924)
SJ8.	1101 N. 3rd	Gustav Vollmer residence (c. 1876)
SJ9.	1103 N. 3rd	Bertha Vollmer residence (c. 1888)
SJ10.	1105-07 N. 3rd	Rich Hardware (1905)
SJ11.	1109 N. 3rd	Bernard Boukens building (1915)
SJ12.	1201 N. 3rd	C. H. Nold Lumber Co. (1924)
SJ13.	1220 N. 3rd	S. Senor office/residence (1899)
SJ14.	1224 N. 4th	Robidoux Lumber Co. office (?)
SJ15.	1506 St. Joseph Ave.	(c. 1883)
SJ16.	1508 St. Joseph Ave.	George Miller saloon (c. 1888)
SJ17.	1510 St. Joseph Ave.	John Lanhart building (1887)
SJ18.	1512-18 St. Joseph Ave.	Pearl Steam Laundry (1911, 1924)
SJ19.	1528 St. Joseph Ave.	Shell service station (1929, 1934)
SJ20.	1602 St. Joseph Ave.	Wm. Henze store/residence (1900)
SJ21.	1604 St. Joseph Ave.	J.G. Hall building (1910)
SJ22.	1606 St. Joseph Ave.	Wm. Allen residence (1913)
SJ23.	1608 St. Joseph Ave.	C.E. Riemenschnieder residence (1889)
SJ24.	1618 St. Joseph Ave.	(c. 1897)
SJ25.	1620-22 St. Joseph Ave.	(c. 1888)
SJ26.	1624 St. Joseph Ave.	Clayton Imus residence (1896)
SJ27.	1701 St. Joseph Ave.	Lincoln School (1939)
SJ28.	1727 St. Joseph Ave.	Henry Heese residence (1889)
SJ29.	1728 St. Joseph Ave.	R.H. Stauber Drugs (1906)
SJ30.	512 Richardson	(c. 1897)
SJ31.	509-13 Richardson	F.D. Becker garage (c. 1926)
SJ32.	1803 St. Joseph Ave.	Susan Thornton residence (c. 1889)
SJ33.	1805 St. Joseph Ave.	(c. 1930)
SJ34.	1809-11 St. Joseph Ave.	Hansen Auto (1919)
SJ35.	1823 St. Joseph Ave.	Frank Garisch residence (1899)
SJ36.	1827 St. Joseph Ave.	Home Oil & Gas (c. 1928)
SJ37.	502 Woodson	(c. 1888)
SJ38.	1802 St. Joseph Ave.	(1905)
SJ39.	1814 St. Joseph Ave.	Fred Henze residence (c. 1888)
SJ40.	1816 St. Joseph Ave.	W.H. Morris residence (1911)
SJ41.	1826-28 St. Joseph Ave.	John Moeck residence (c. 1888, 1897)
SJ42.	414 Woodson	(c. 1888)
SJ43.	1902-04 St. Joseph Ave.	Schagel Building/Eclipse Hall (1888)
SJ44.	1906 St. Joseph Ave.	(c. 1883, 1929)
SJ45.	1916-24 St. Joseph Ave.	(c. 1911)
SJ46.	1926-28 St. Joseph Ave.	Bank of N. St. Joseph (1903)

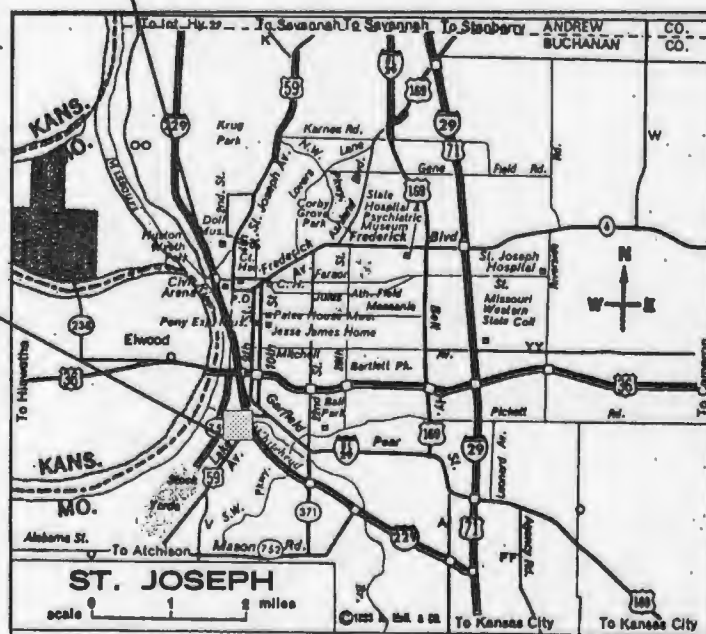
SJ47.	611 Jefferson	(c. 1915)
SJ48.	2005 St. Joseph Ave.	Turner Building (1888)
SJ49.	2007-09 St. Joseph Ave.	George Uhl building (1918)
SJ50.	2019-21 St. Joseph Ave.	North End Auto (1916)
SJ51.	2025-27 St. Joseph Ave.	Stafford Garage (1904, 1916)
SJ52.	2002 St. Joseph Ave.	Moskau Grocery (c. 1883)
SJ53.	2004 St. Joseph Ave.	(1889)
SJ54.	2006 St. Joseph Ave.	W.A. Williams Hardware (1904)
SJ55.	2008 St. Joseph Ave.	Charles Cook Grocery (1904)
SJ56.	2010-12 St. Joseph Ave.	Regal Theater (1926)
SJ57.	2018 St. Joseph Ave.	Dyson General Merchandise (c. 1893)
SJ58.	2022 St. Joseph Ave.	(1923)
SJ59.	2026 St. Joseph Ave.	(1904)
SJ60.	2028 St. Joseph Ave.	Veragluth Saloon (1899)
SJ61.	617 Fillmore	(c. 1888)
SJ62.	2101-03 St. Joseph Ave.	First Ward House (1894)
SJ63.	2105 St. Joseph Ave.	(c. 1897)
SJ64.	2107 St. Joseph Ave.	(c. 1883)
SJ65.	2109 St. Joseph Ave.	Emilie Labrunerie residence (1890)
SJ66.	2111-13 St. Joseph Ave.	(1909)
SJ67.	2115-17 St. Joseph Ave.	(1911)
SJ68.	2119 St. Joseph Ave.	(1905)
SJ69.	2121 St. Joseph Ave.	(c. 1906)
SJ70.	2127 St. Joseph Ave.	Caroline Stahl residence (1900)
SJ71.	2137-39 St. Joseph Ave.	Gerald Lunchstand (1932)
SJ72.	2102 St. Joseph Ave.	(1890)
SJ73.	2108-10 St. Joseph Ave.	J.M. Billingsley building (1904)
SJ74.	2112 St. Joseph Ave.	(c. 1910)
SJ75.	2114 St. Joseph Ave.	F.J. Oehrle building (1913)
SJ76.	2116-18 St. Joseph Ave.	Mrs. T. Lenhardt residence (1913)
SJ77.	2128 St. Joseph Ave.	Arnold & Higbie Blacksmiths (1890)
SJ78.	2130 St. Joseph Ave.	St. Joseph Railway, Light, Heat & Power Company garage (1909)
SJ79.	2136-46 St. Joseph Ave.	St. Joseph RLHPC office (1903)
SJ80.	713-23 Highland	St. Joseph RLHPC car barn (1903)

King Hill Avenue Survey

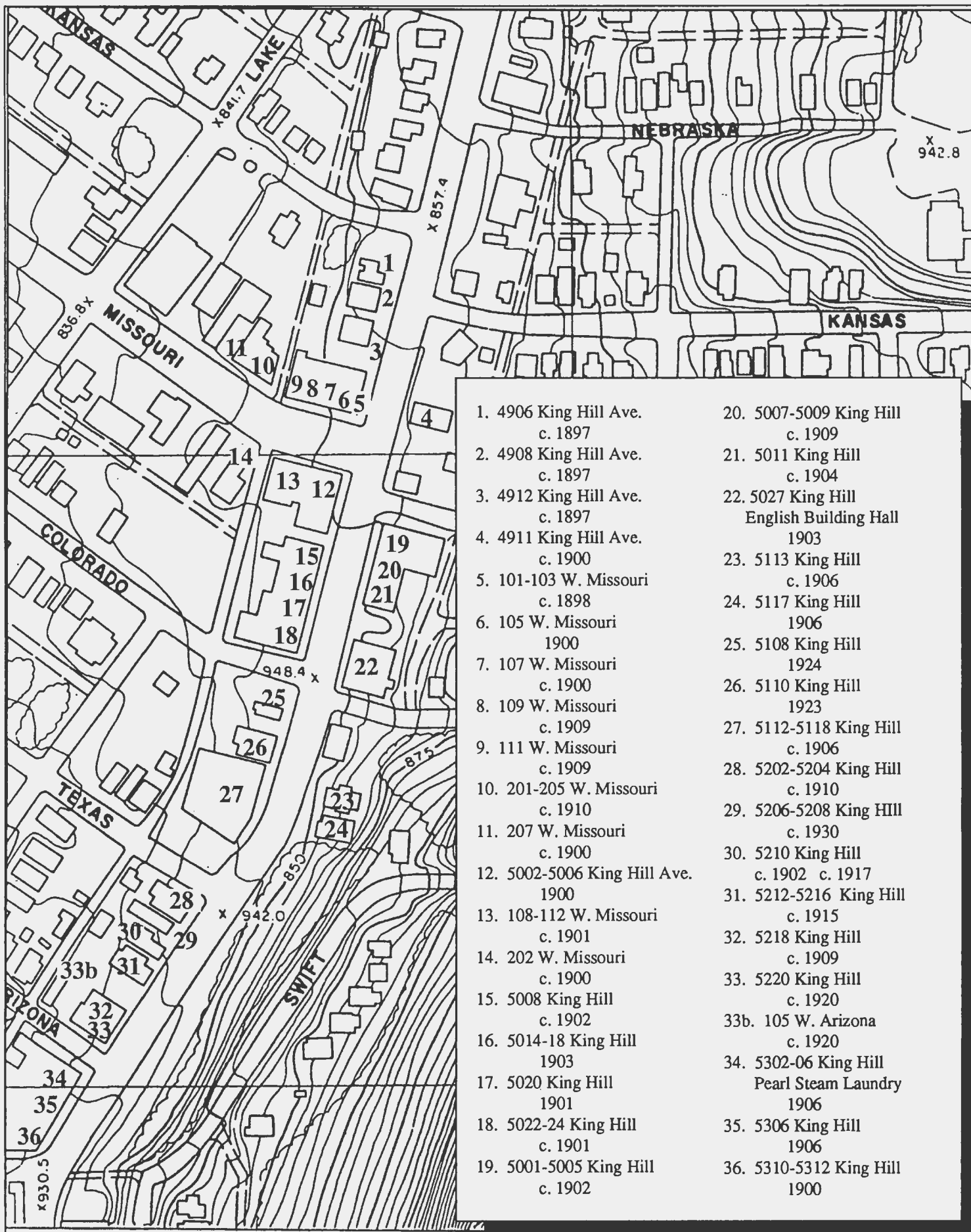


KING HILL AVE. 1 SURVEY BOUNDARIES



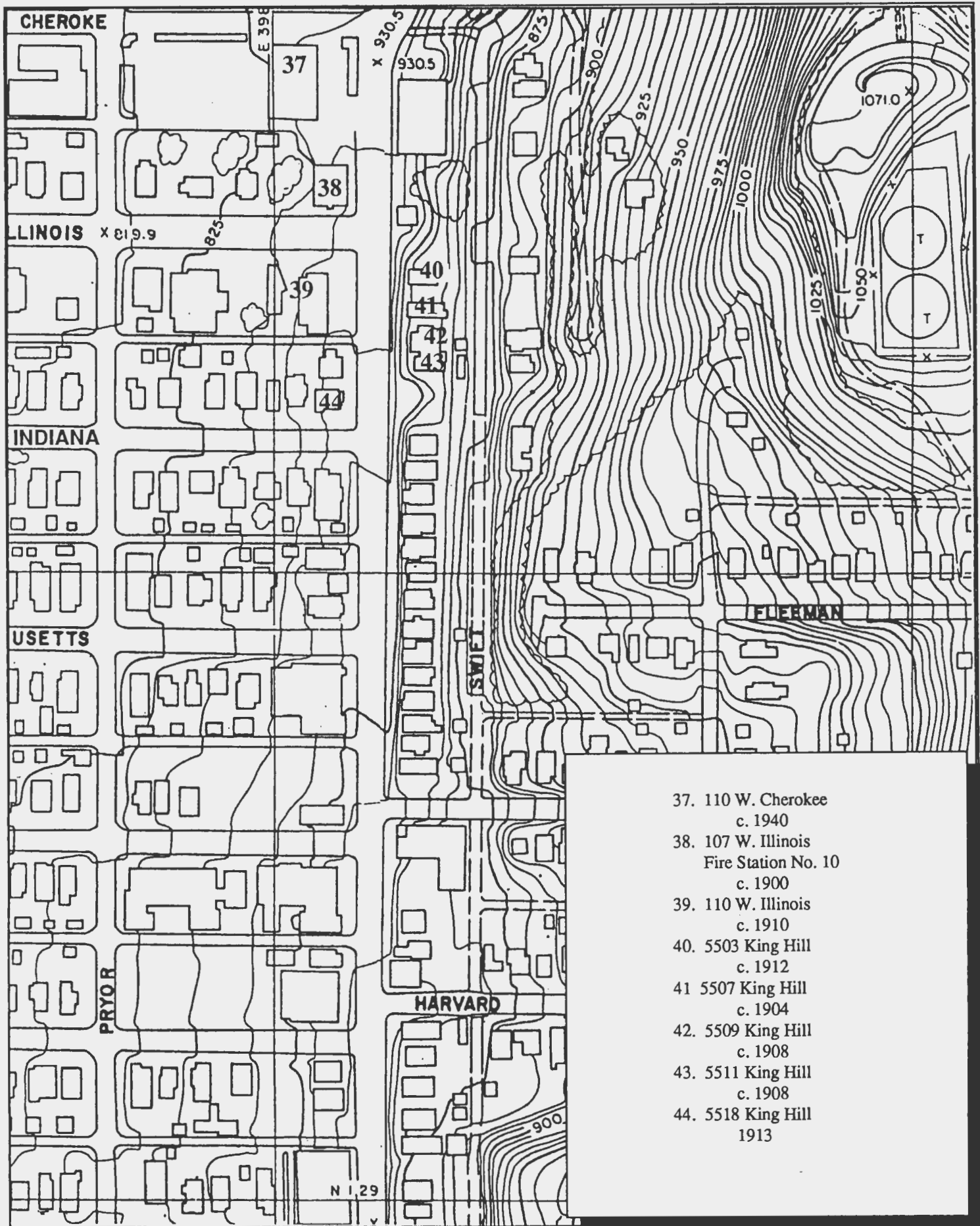


KING HILL AVENUE SURVEY-- MAP #1



- | | |
|--------------------------------------|--|
| 1. 4906 King Hill Ave.
c. 1897 | 20. 5007-5009 King Hill
c. 1909 |
| 2. 4908 King Hill Ave.
c. 1897 | 21. 5011 King Hill
c. 1904 |
| 3. 4912 King Hill Ave.
c. 1897 | 22. 5027 King Hill
English Building Hall
1903 |
| 4. 4911 King Hill Ave.
c. 1900 | 23. 5113 King Hill
c. 1906 |
| 5. 101-103 W. Missouri
c. 1898 | 24. 5117 King Hill
1906 |
| 6. 105 W. Missouri
1900 | 25. 5108 King Hill
1924 |
| 7. 107 W. Missouri
c. 1900 | 26. 5110 King Hill
1923 |
| 8. 109 W. Missouri
c. 1909 | 27. 5112-5118 King Hill
c. 1906 |
| 9. 111 W. Missouri
c. 1909 | 28. 5202-5204 King Hill
c. 1910 |
| 10. 201-205 W. Missouri
c. 1910 | 29. 5206-5208 King Hill
c. 1930 |
| 11. 207 W. Missouri
c. 1900 | 30. 5210 King Hill
c. 1902 c. 1917 |
| 12. 5002-5006 King Hill Ave.
1900 | 31. 5212-5216 King Hill
c. 1915 |
| 13. 108-112 W. Missouri
c. 1901 | 32. 5218 King Hill
c. 1909 |
| 14. 202 W. Missouri
c. 1900 | 33. 5220 King Hill
c. 1920 |
| 15. 5008 King Hill
c. 1902 | 33b. 105 W. Arizona
c. 1920 |
| 16. 5014-18 King Hill
1903 | 34. 5302-06 King Hill
Pearl Steam Laundry
1906 |
| 17. 5020 King Hill
1901 | 35. 5306 King Hill
1906 |
| 18. 5022-24 King Hill
c. 1901 | 36. 5310-5312 King Hill
1900 |
| 19. 5001-5005 King Hill
c. 1902 | |

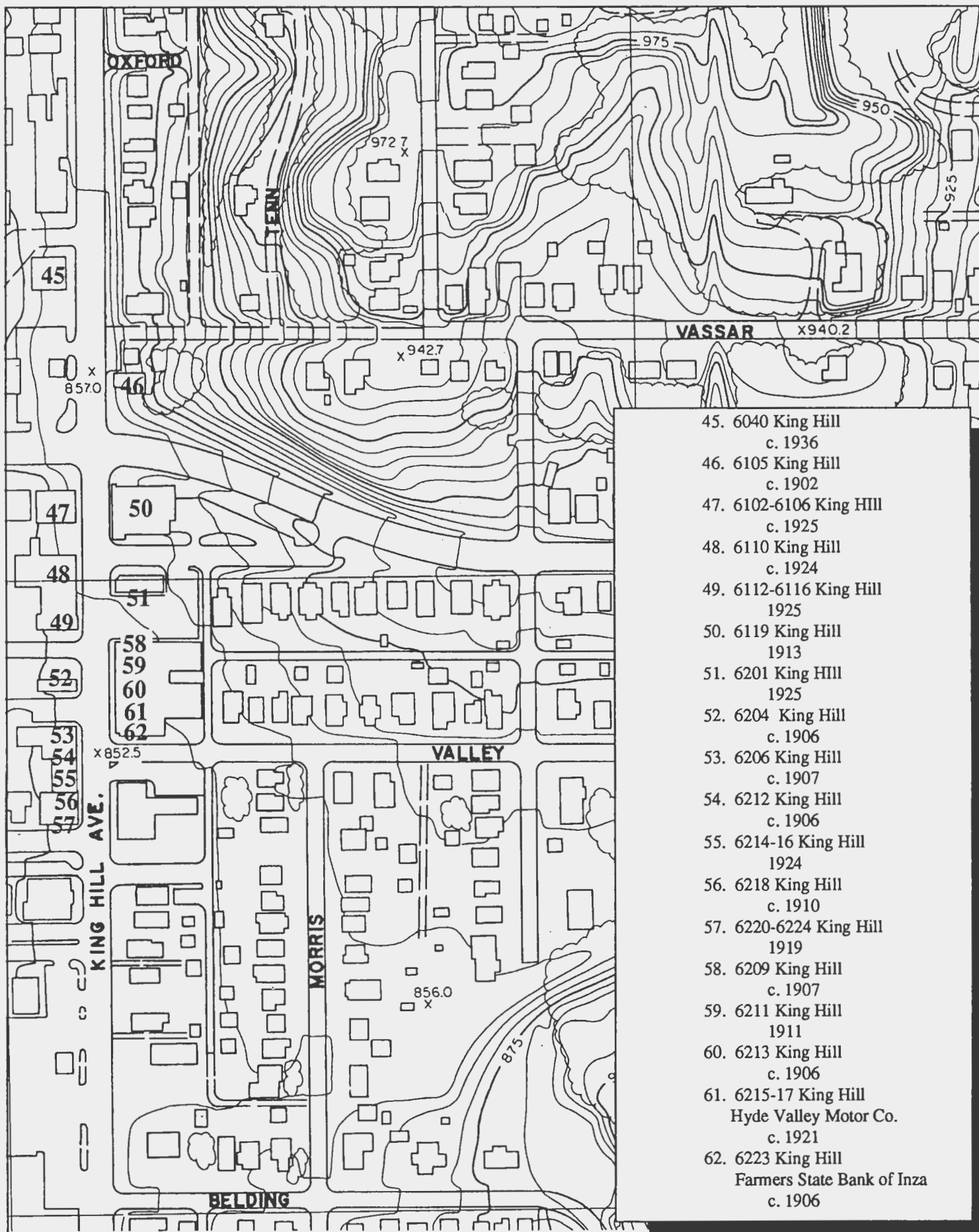
KING HILL AVENUE SURVEY-- MAP #2



37. 110 W. Cherokee
c. 1940
38. 107 W. Illinois
Fire Station No. 10
c. 1900
39. 110 W. Illinois
c. 1910
40. 5503 King Hill
c. 1912
41. 5507 King Hill
c. 1904
42. 5509 King Hill
c. 1908
43. 5511 King Hill
c. 1908
44. 5518 King Hill
1913

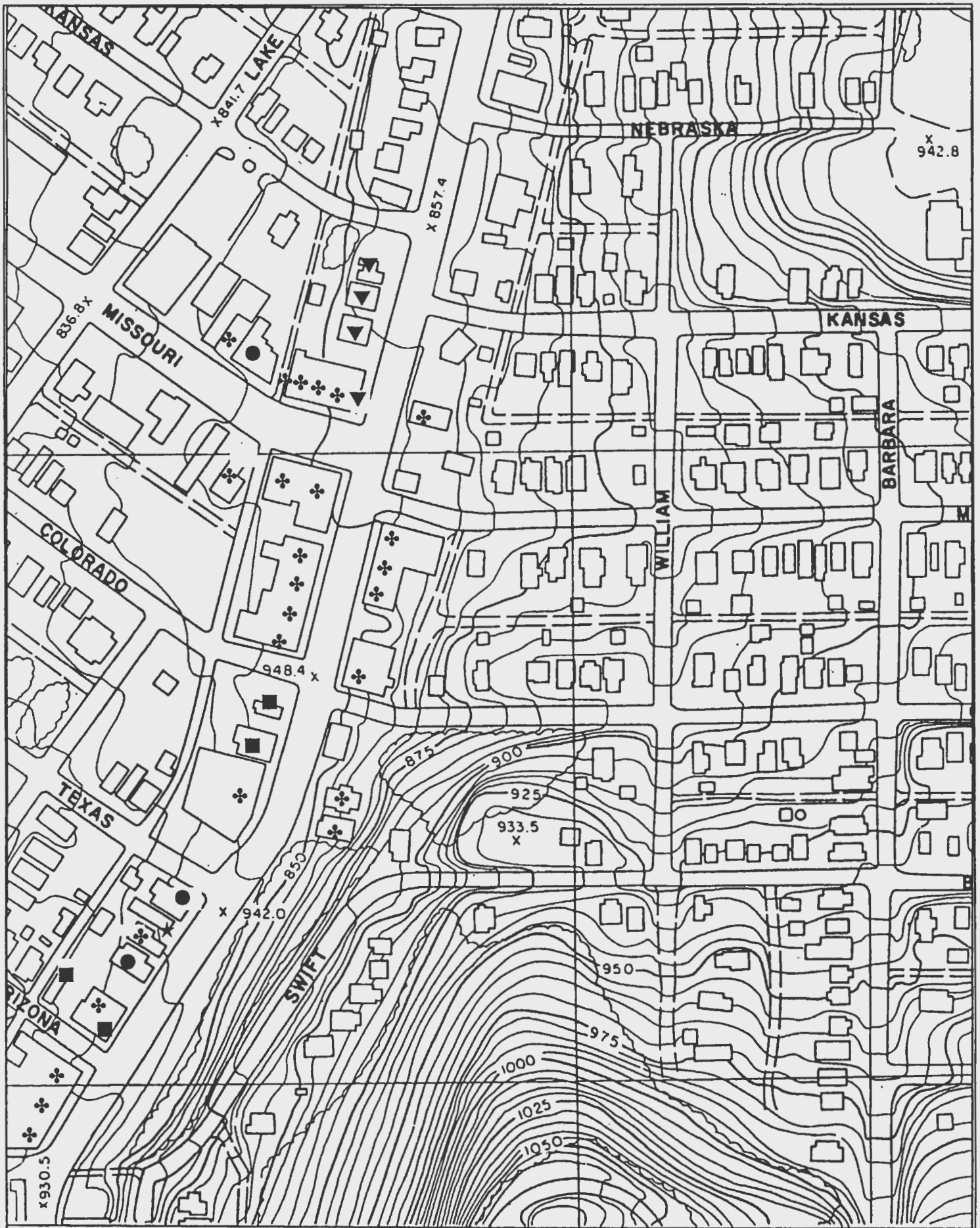
WESTERN AIR MAPS, INC.
LENEXA, KANSAS 66215

KING HILL AVENUE SURVEY-- MAP #3



- 45. 6040 King Hill
c. 1936
- 46. 6105 King Hill
c. 1902
- 47. 6102-6106 King Hill
c. 1925
- 48. 6110 King Hill
c. 1924
- 49. 6112-6116 King Hill
1925
- 50. 6119 King Hill
1913
- 51. 6201 King Hill
1925
- 52. 6204 King Hill
c. 1906
- 53. 6206 King Hill
c. 1907
- 54. 6212 King Hill
c. 1906
- 55. 6214-16 King Hill
1924
- 56. 6218 King Hill
c. 1910
- 57. 6220-6224 King Hill
1919
- 58. 6209 King Hill
c. 1907
- 59. 6211 King Hill
1911
- 60. 6213 King Hill
c. 1906
- 61. 6215-17 King Hill
Hyde Valley Motor Co.
c. 1921
- 62. 6223 King Hill
Farmers State Bank of Inza
c. 1906

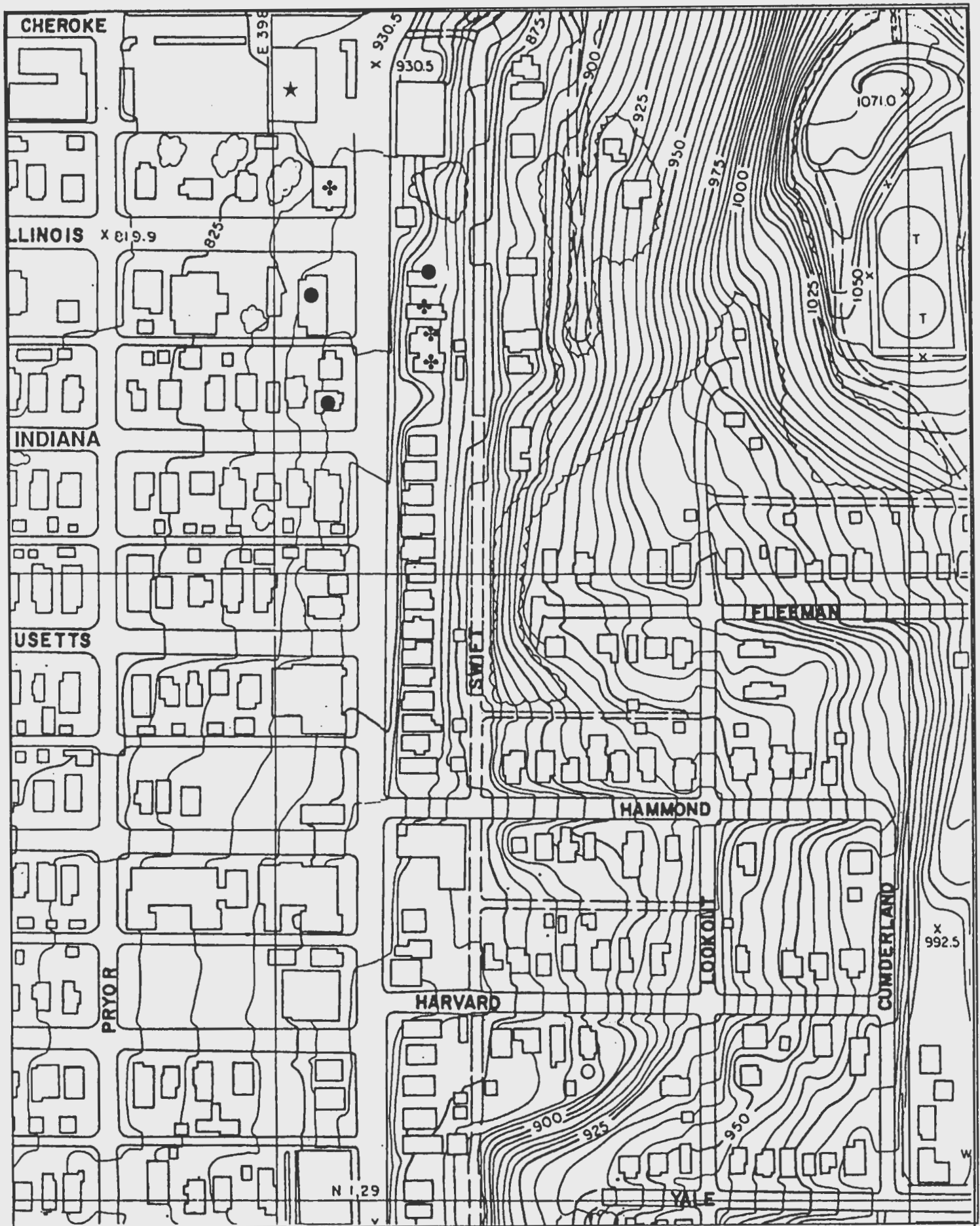
KING HILL AVENUE SURVEY-- MAP #1, Decade Distribution



- | | | |
|---------------|---------------|---------------|
| ✕ 1880 - 1889 | + 1900 - 1909 | ■ 1920 - 1929 |
| ▼ 1890 - 1899 | ● 1910 - 1919 | ★ 1930 - 1940 |

WESTERN AIR MAPS, INC.
LENEXA, KANSAS 66215

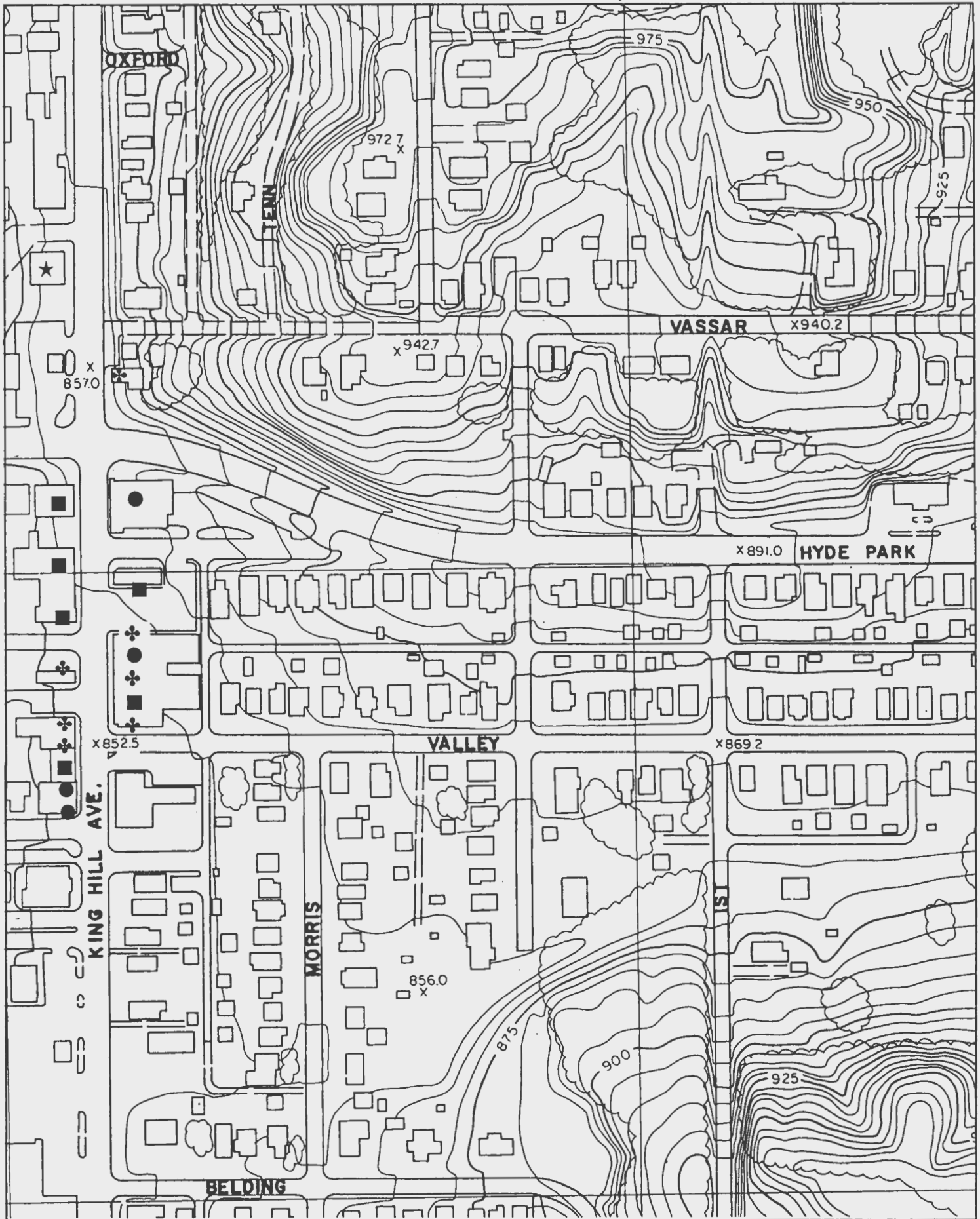
KING HILL AVENUE SURVEY-- MAP #2, Decade Distribution



- | | | |
|---------------|---------------|---------------|
| ✕ 1880 - 1889 | ✱ 1900 - 1909 | ■ 1920 - 1929 |
| ▼ 1890 - 1899 | ● 1910 - 1919 | ★ 1930 - 1940 |

WESTERN AIR MAPS, INC.
LENEXA, KANSAS 66215

KING HILL AVENUE SURVEY-- MAP #3, Decade Distribution



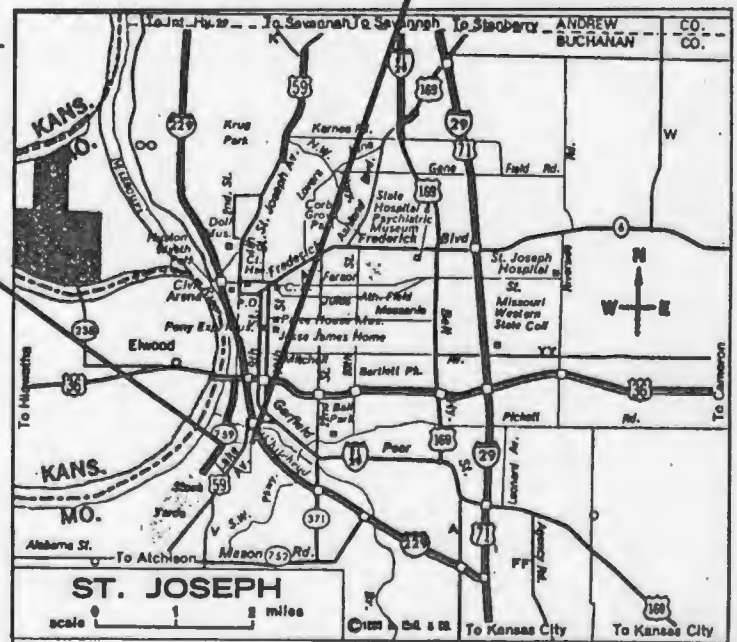
- | | | |
|---------------|---------------|---------------|
| ✕ 1880 - 1889 | ♣ 1900 - 1909 | ■ 1920 - 1929 |
| ▼ 1890 - 1899 | ● 1910 - 1919 | ★ 1930 - 1940 |

WESTERN AIR MAPS, INC.
LENEXA, KANSAS 66215

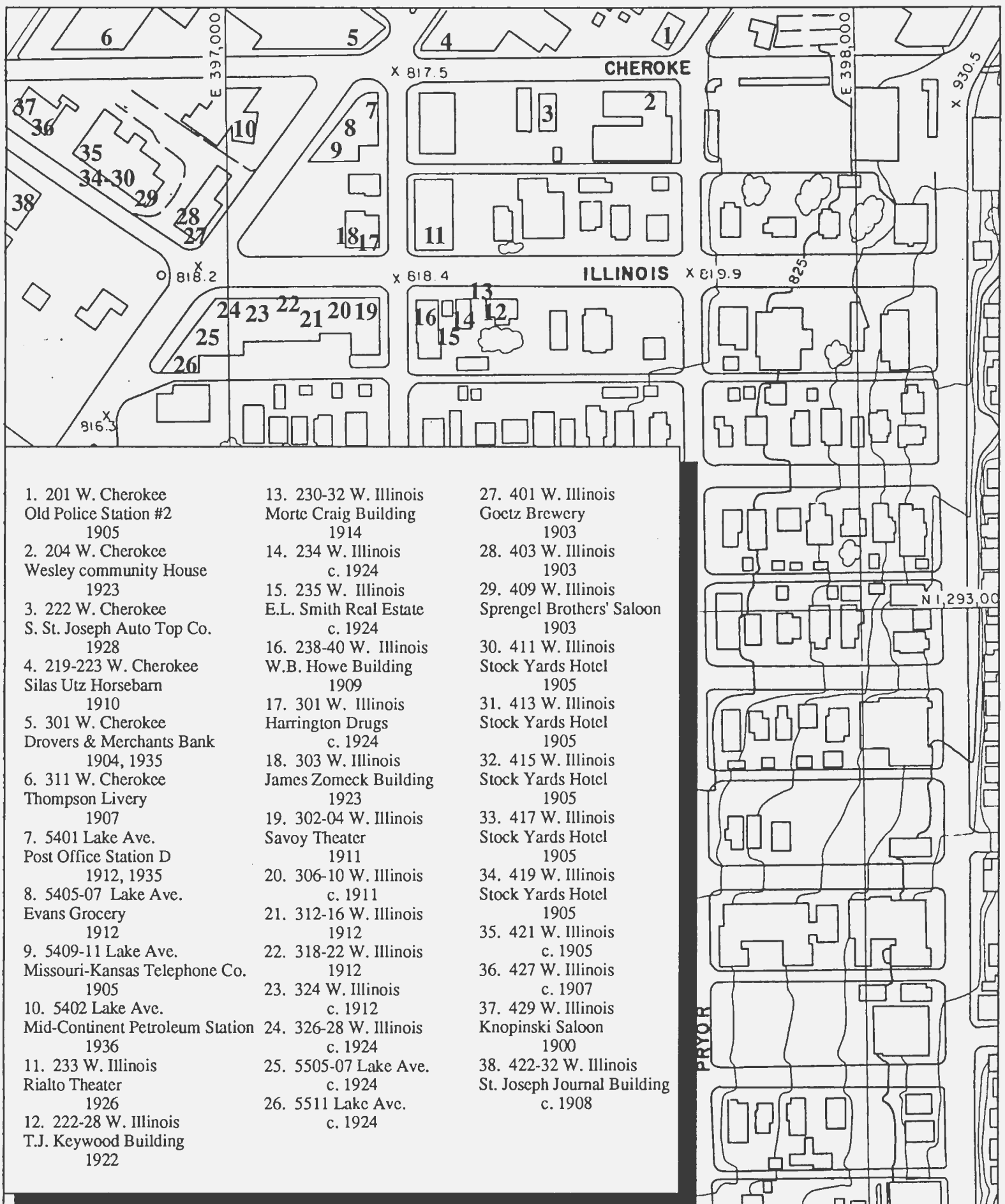
Lake Avenue Survey



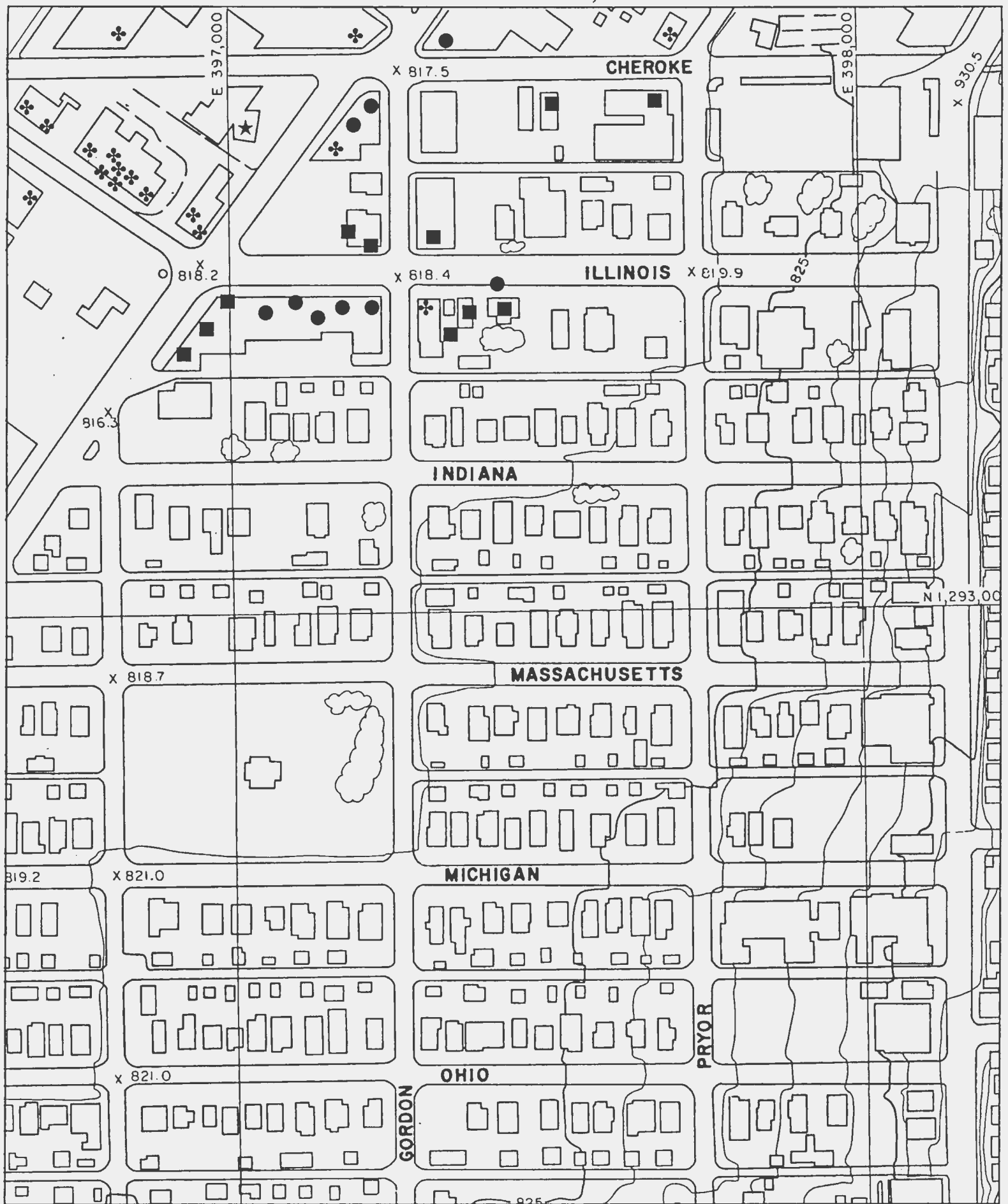
This is an aerial map of a residential area in Cherokee, Illinois. The map shows a grid of streets and building footprints. A specific building footprint is highlighted with a thick black border. The map includes labels for streets: 'CHEROKEE' at the top, 'ILLINOIS' in the middle, and 'INDIANA' at the bottom. A specific building footprint is highlighted with a thick black border. Other labels include 'X 817.5', 'X 818.4', 'X 819.9', 'X 816.2', and 'E 397,000'.



LAKE AVE. SURVEY -- MAP # 1



LAKE AVE. SURVEY -- MAP # 1, Decade Distribution

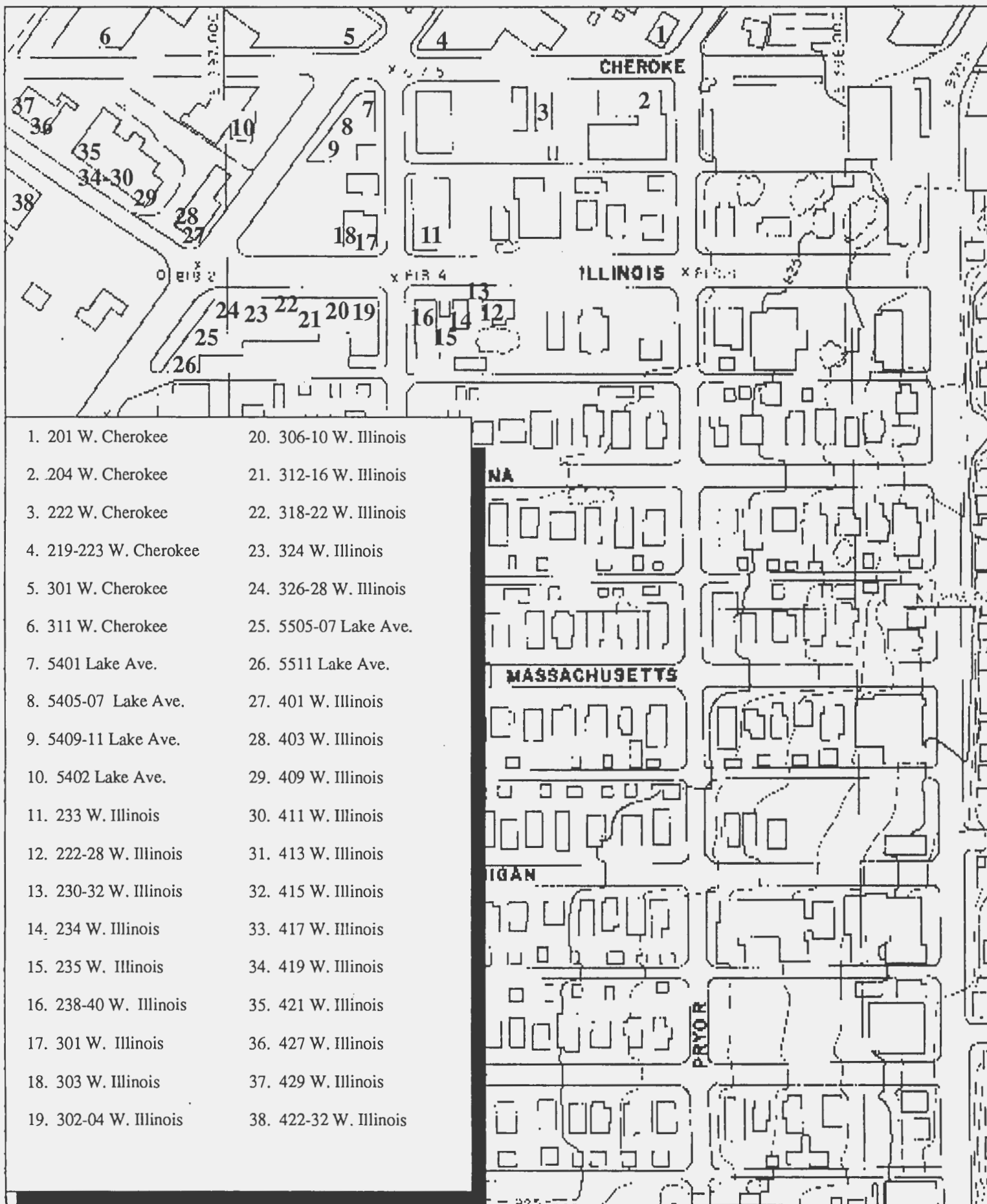


WESTERN AIR MAPS, INC.
LENEXA, KANSAS 66215

Lake Ave. survey area

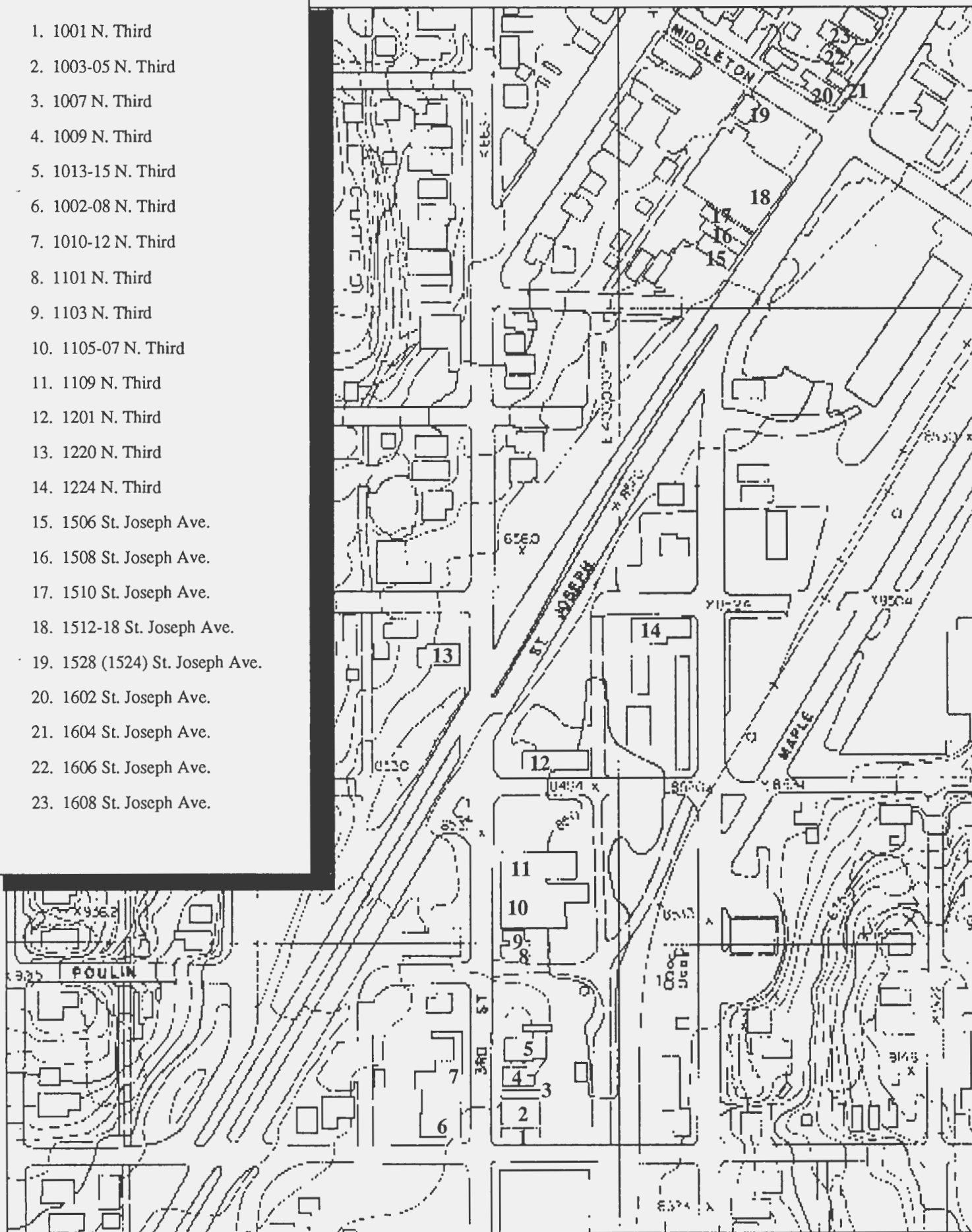
LA1. 201 W. Cherokee	old Police Station #2 (1905)
LA2. 204 W. Cherokee	Wesley Community House (1923)
LA3. 222 W. Cherokee	S. St. Joseph Auto Top Co. (1928)
LA4. 219-223 W. Cherokee	Silas Utz Horsebarn (1910)
LA5. 301 W. Cherokee	Drovers & Merchants Bank (1904, 1935)
LA6. 311 W. Cherokee	Thompson Livery (1907)
LA7. 5401 Lake Ave.	Post Office Station D (1912, 1935)
LA8. 5405-07 Lake Ave.	Evans Grocery (1912)
LA9. 5409-11 "	Missouri-Kansas Telephone Co. (1905)
LA10. 5402 Lake Ave.	Mid-Continent Petroleum station (1936)
LA11. 233 W. Illinois	Rialto Theater (1926)
LA12. 222-228 W. Illinois	T.J. Keywood Building (1922)
LA13. 230-232 "	Morte Craig Building (1914)
LA14. 234 "	(c. 1924)
LA15. 236 "	E.L. Smith Real Estate (c. 1924)
LA16. 240-238 "	W.B. Howe Building (1909)
LA17. 301 W. Illinois	Harrington Drugs (c. 1924)
LA18. 303 "	James Zomeck Building (1923)
LA19. 302-304 W. Illinois	Savoy Theater (1911)
LA20. 306-08-10 "	(c. 1911)
LA21. 312-314, 316 "	(1912)
LA22. 318-320-322 "	(1912)
LA23. 324 W. Illinois	(c. 1912)
LA24. 326-328 "	(c. 1924)
LA25. 5505-07 Lake Ave.	(c. 1924)
LA26. 5511 Lake Ave.	(c. 1924)
LA27. 401 W. Illinois	Goetz Brewery (1903)
LA28. 403 W. Illinois	(1903)
LA29. 409 "	Sprengel Brothers' Saloon (1903)
LA30-34. 411-419 "	Stock Yards Hotel (1905)
LA35. 421 W. Illinois	(c. 1905)
LA36. 427 W. Illinois	(c. 1907)
LA37. 429 W. Illinois	Knopinski Saloon (1900)
LA38. 422-432 W. Illinois	St. Joseph Journal Building (c. 1908)

LAKE AVE. SURVEY -- MAP # 1



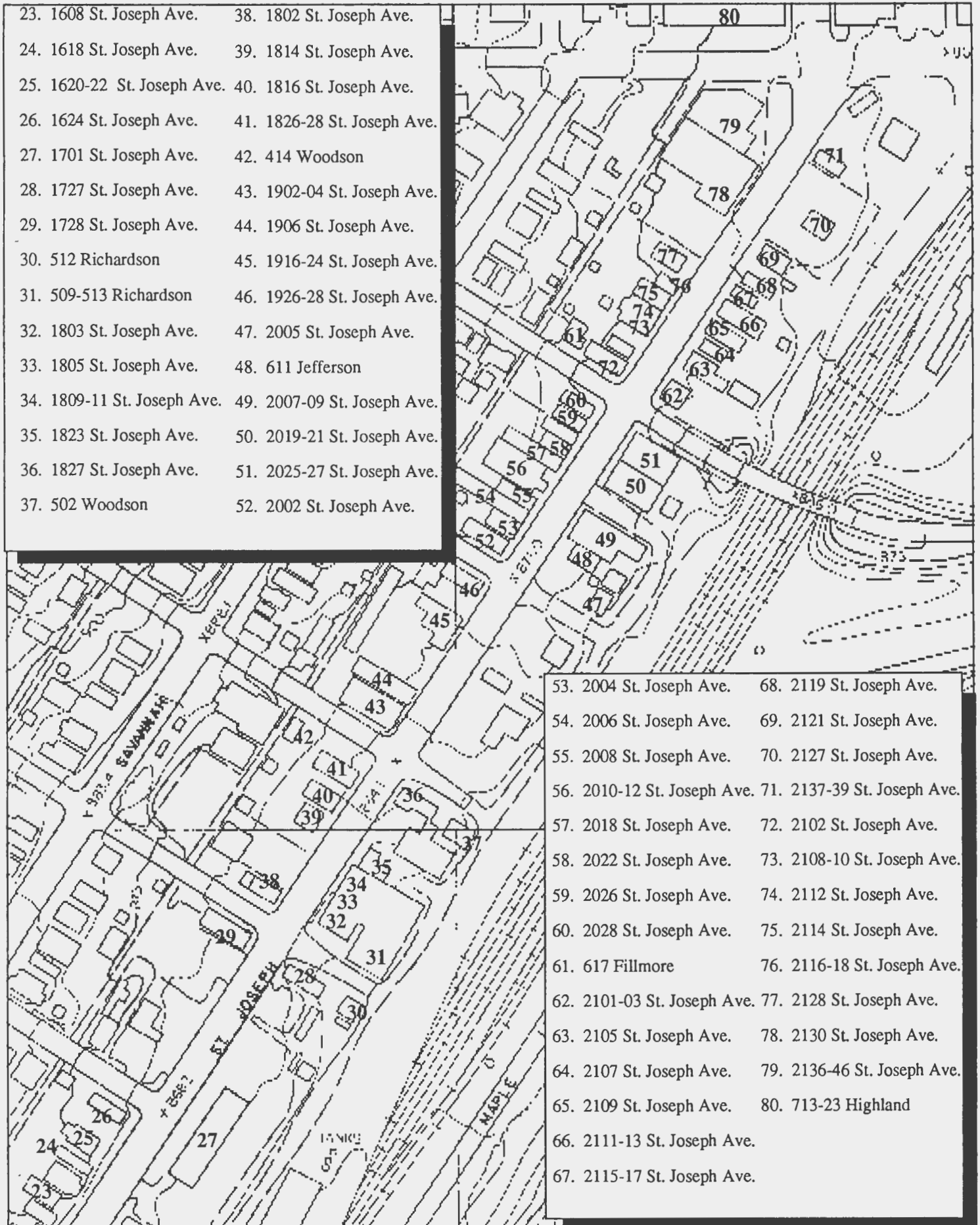
ST. JOSEPH AVE. SURVEY-- MAP #1

1. 1001 N. Third
2. 1003-05 N. Third
3. 1007 N. Third
4. 1009 N. Third
5. 1013-15 N. Third
6. 1002-08 N. Third
7. 1010-12 N. Third
8. 1101 N. Third
9. 1103 N. Third
10. 1105-07 N. Third
11. 1109 N. Third
12. 1201 N. Third
13. 1220 N. Third
14. 1224 N. Third
15. 1506 St. Joseph Ave.
16. 1508 St. Joseph Ave.
17. 1510 St. Joseph Ave.
18. 1512-18 St. Joseph Ave.
19. 1528 (1524) St. Joseph Ave.
20. 1602 St. Joseph Ave.
21. 1604 St. Joseph Ave.
22. 1606 St. Joseph Ave.
23. 1608 St. Joseph Ave.



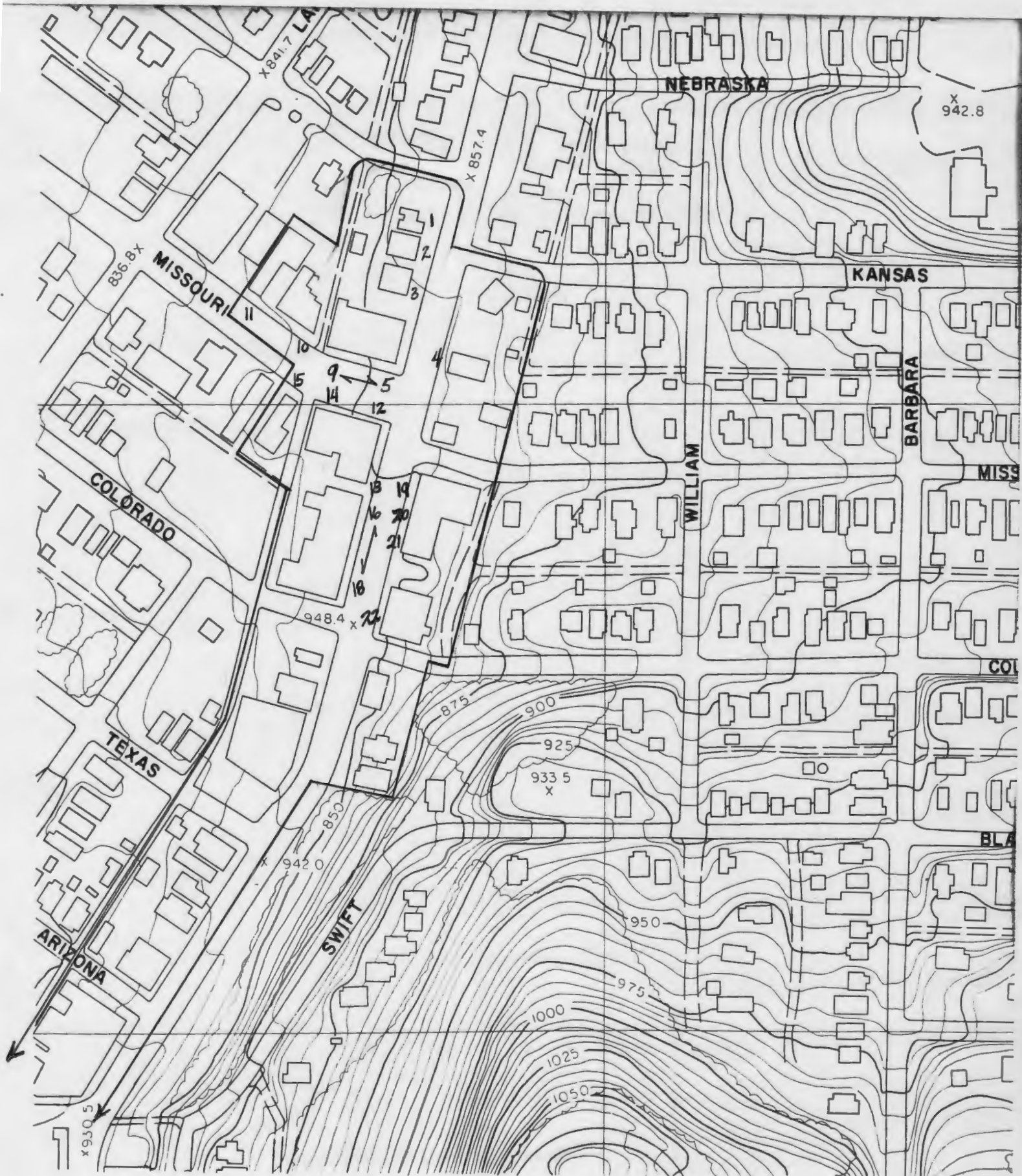
ST. JOSEPH AVE. SURVEY-- MAP #2

- | | |
|-----------------------------|-----------------------------|
| 23. 1608 St. Joseph Ave. | 38. 1802 St. Joseph Ave. |
| 24. 1618 St. Joseph Ave. | 39. 1814 St. Joseph Ave. |
| 25. 1620-22 St. Joseph Ave. | 40. 1816 St. Joseph Ave. |
| 26. 1624 St. Joseph Ave. | 41. 1826-28 St. Joseph Ave. |
| 27. 1701 St. Joseph Ave. | 42. 414 Woodson |
| 28. 1727 St. Joseph Ave. | 43. 1902-04 St. Joseph Ave. |
| 29. 1728 St. Joseph Ave. | 44. 1906 St. Joseph Ave. |
| 30. 512 Richardson | 45. 1916-24 St. Joseph Ave. |
| 31. 509-513 Richardson | 46. 1926-28 St. Joseph Ave. |
| 32. 1803 St. Joseph Ave. | 47. 2005 St. Joseph Ave. |
| 33. 1805 St. Joseph Ave. | 48. 611 Jefferson |
| 34. 1809-11 St. Joseph Ave. | 49. 2007-09 St. Joseph Ave. |
| 35. 1823 St. Joseph Ave. | 50. 2019-21 St. Joseph Ave. |
| 36. 1827 St. Joseph Ave. | 51. 2025-27 St. Joseph Ave. |
| 37. 502 Woodson | 52. 2002 St. Joseph Ave. |



- | | |
|-----------------------------|-----------------------------|
| 53. 2004 St. Joseph Ave. | 68. 2119 St. Joseph Ave. |
| 54. 2006 St. Joseph Ave. | 69. 2121 St. Joseph Ave. |
| 55. 2008 St. Joseph Ave. | 70. 2127 St. Joseph Ave. |
| 56. 2010-12 St. Joseph Ave. | 71. 2137-39 St. Joseph Ave. |
| 57. 2018 St. Joseph Ave. | 72. 2102 St. Joseph Ave. |
| 58. 2022 St. Joseph Ave. | 73. 2108-10 St. Joseph Ave. |
| 59. 2026 St. Joseph Ave. | 74. 2112 St. Joseph Ave. |
| 60. 2028 St. Joseph Ave. | 75. 2114 St. Joseph Ave. |
| 61. 617 Fillmore | 76. 2116-18 St. Joseph Ave. |
| 62. 2101-03 St. Joseph Ave. | 77. 2128 St. Joseph Ave. |
| 63. 2105 St. Joseph Ave. | 78. 2130 St. Joseph Ave. |
| 64. 2107 St. Joseph Ave. | 79. 2136-46 St. Joseph Ave. |
| 65. 2109 St. Joseph Ave. | 80. 713-23 Highland |
| 66. 2111-13 St. Joseph Ave. | |
| 67. 2115-17 St. Joseph Ave. | |

KING HILL SURVEY - SOUTH ST. JOSEPH

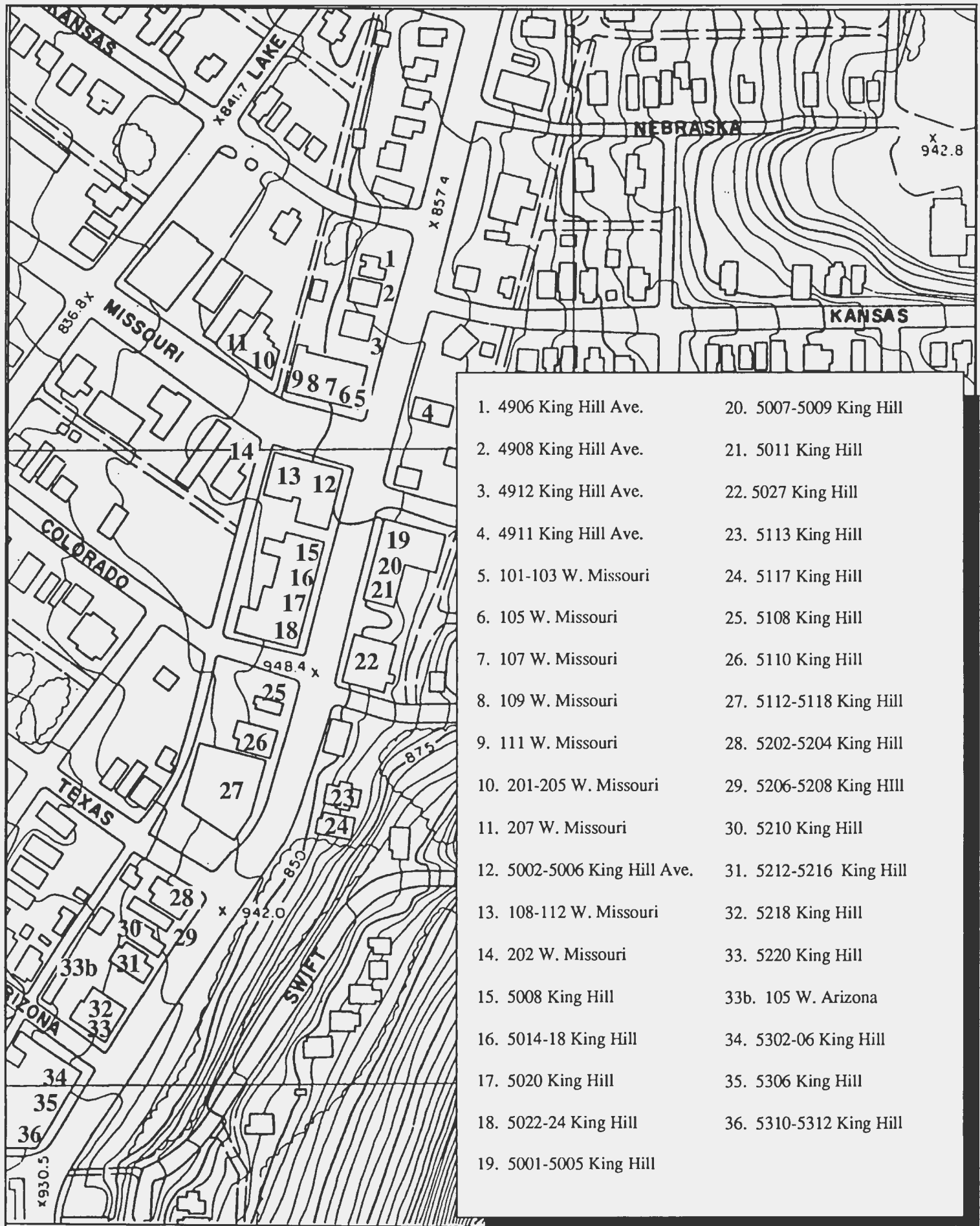


WESTERN AIR MAPS, INC.
LENEXA KANSAS 66215

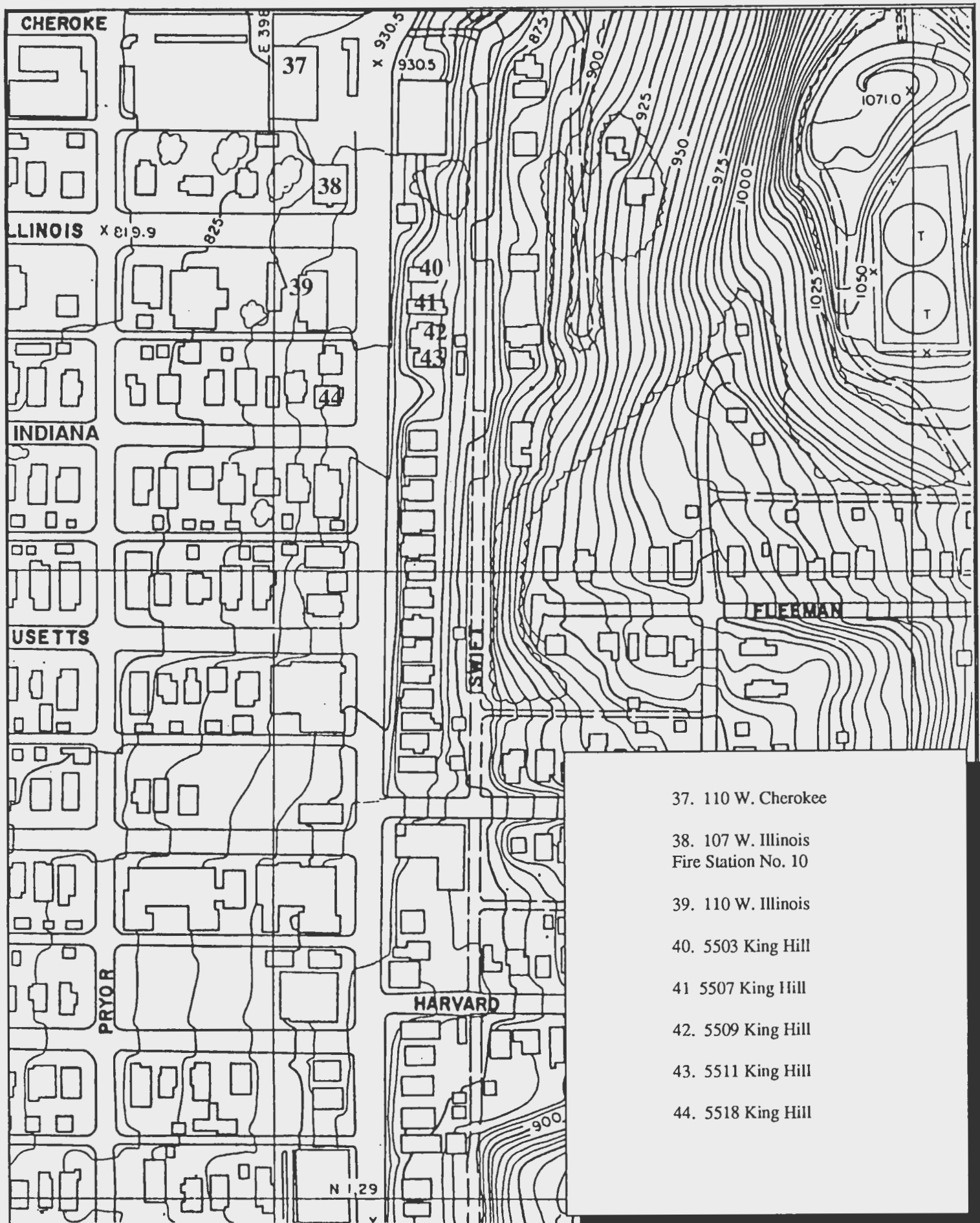
COORDINATES BASED ON MISSOURI STATE PLANE COORDINATE SYSTEM,
WEST ZONE, 1927 NORTH AMERICAN DATUM

VERTICAL IS BASED ON 1929 NATIONAL GEODETIC VERTICAL MEAN
SEA LEVEL DATUM

KING HILL AVENUES SURVEY-- MAP #1



KING HILL AVENUE SURVEY-- MAP #2



37. 110 W. Cherokee

38. 107 W. Illinois
Fire Station No. 10

39. 110 W. Illinois

40. 5503 King Hill

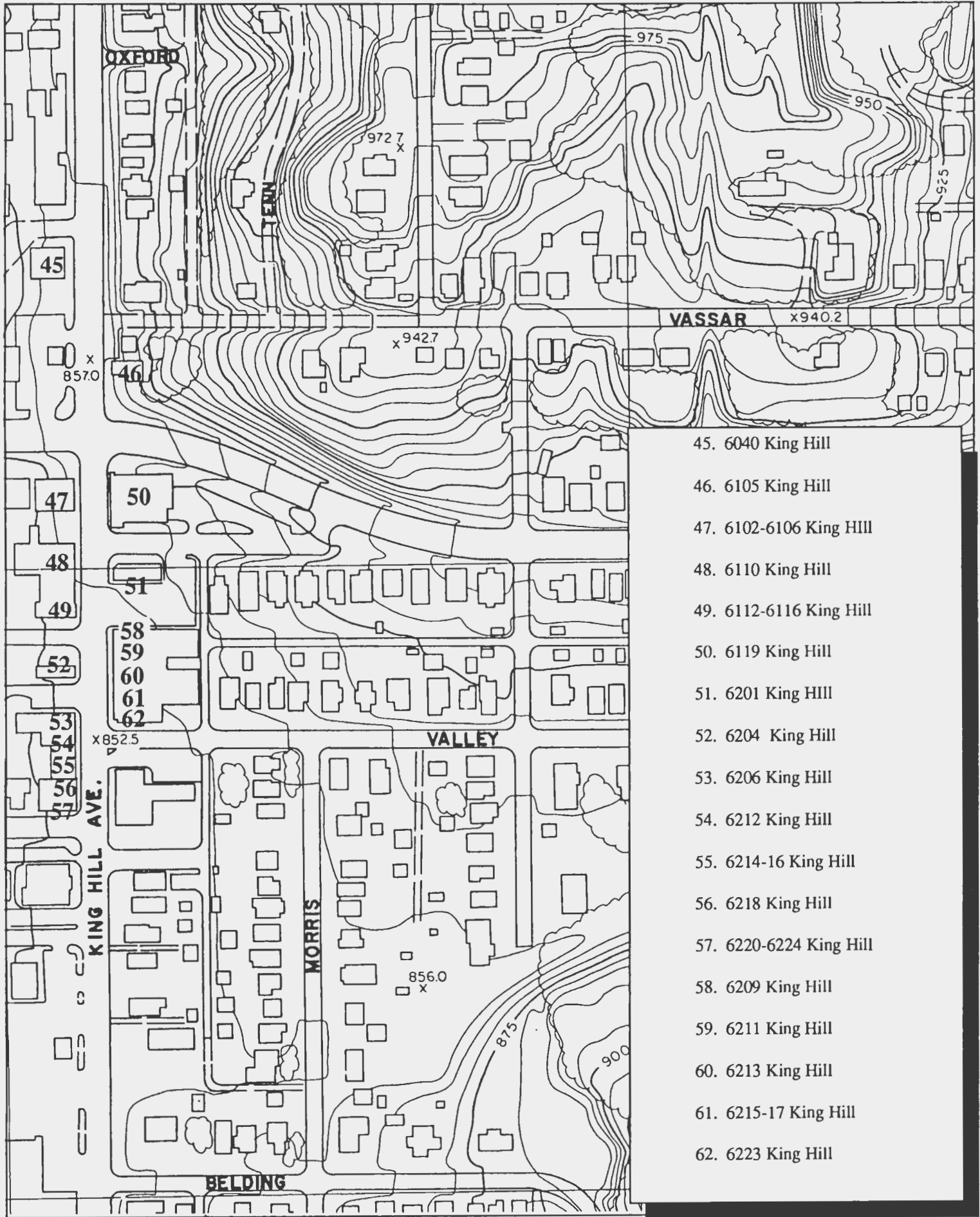
41. 5507 King Hill

42. 5509 King Hill

43. 5511 King Hill

44. 5518 King Hill

KING HILL AVENUE SURVEY-- MAP #3



WESTERN AIR MAPS, INC.
LENEXA, KANSAS 66215