

PHASE 3
ARCHITECTURAL/HISTORICAL SURVEY
OF THE
MID-TOWN & COMMONS NEIGHBORHOODS
ST. CHARLES, MISSOURI

FINAL REPORT

Fiscal Year 2012 Historic Preservation Fund Grant
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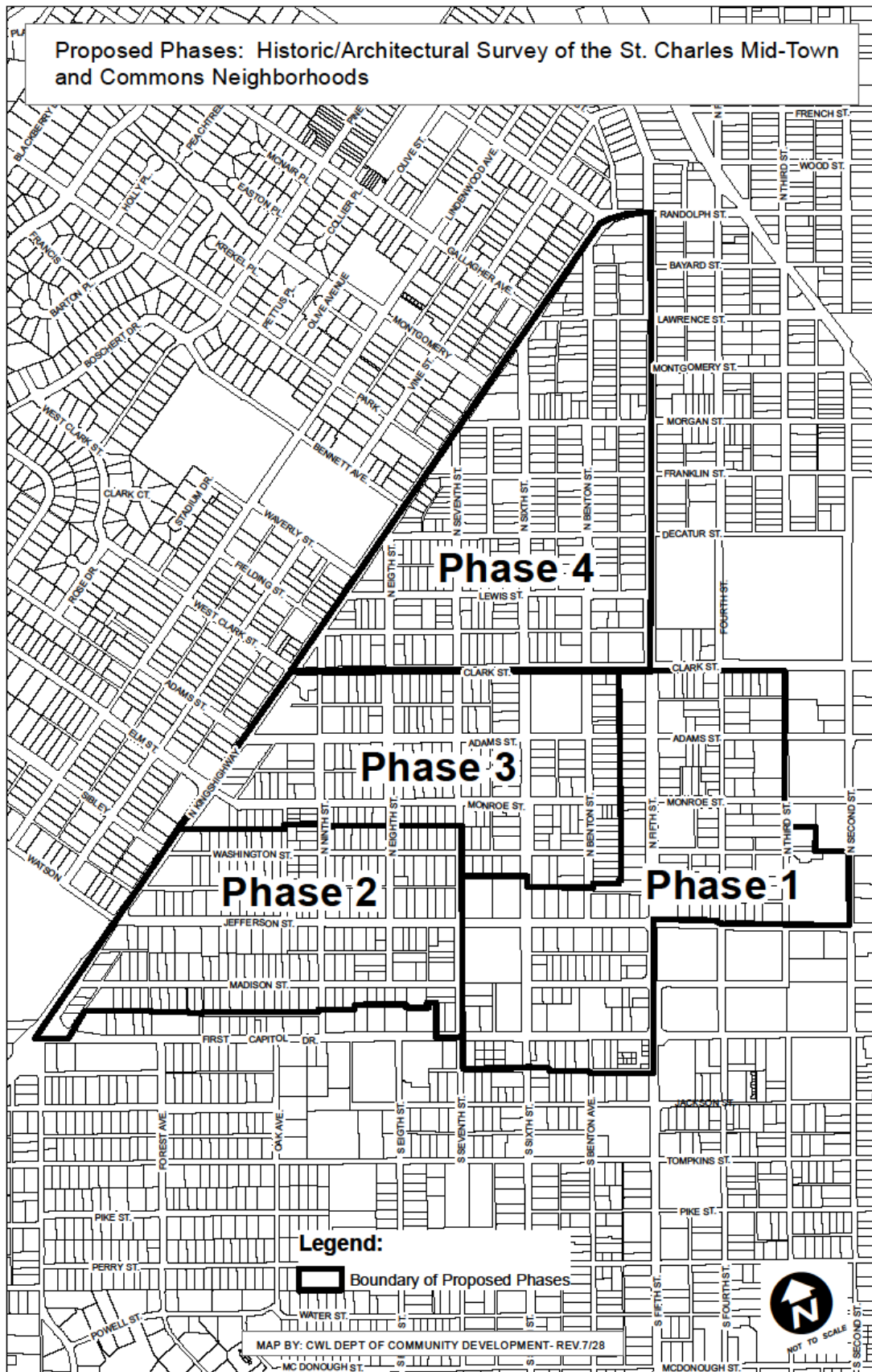
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Introduction

The survey of the St. Charles Mid-Town and Commons Neighborhoods is a four-phased project, as shown on the map on page iv. Utilizing a FFY 2010 Historic Preservation Fund (HPF) Grant, Phase 1 of the survey was completed in August 2011 by preservation specialist Karen Bode Baxter in partnership with staff of the City of St. Charles. Subsequently, the City was awarded HPF Grants in FFY 2011 and 2012 to conduct Phases 2 and 3 of the survey, and both were completed entirely by city staff.

The multi-phased survey includes two of five districts that were identified as potentially eligible for listing in the National Register of Historic Places by reconnaissance-level surveys in the late 1980s but for which nominations were never prepared. (The surveys were jointly funded by the State Historic Preservation Office and the City of St. Charles.) The first district was identified in 1987-1988 by Mary Stiritz and Deborah Wafer and includes the St. Charles County Courthouse and the residential blocks to the west (bounded by Fifth Street on the west, Clark Street on the north, Second and Third Streets on the east, and Jefferson Street on the south). This area is included as part of Phase 1. The second district was identified in 1989 by Maureen Jones and is composed of both the Mid-Town and Commons neighborhoods. This potential district is roughly bounded by Fifth Street on the east, First Capitol Drive on the south, Kingshighway on the west, and Randolph Street on the north, and this is generally the area covered in Phases 2 through 4.

Survey Objectives

The intensive-level survey encompassed archival research, field survey, architectural evaluation and photography (archival quality black-and-white photographs) of each resource to determine the potential of the area for listing on the National Register of Historic Places as a historic district and to identify properties that may be individually eligible for listing. The objectives of the survey were to:

- create an inventory of all resources;
- gather historical documentation on each building;
- note physical characteristics of each property;
- assess each resource's potential for individual eligibility for listing on the National Register of Historic Places by evaluating both its architectural and historical significance;
- determine each resource's contribution to a proposed historic district; and
- record each property on Missouri Historic Inventory Forms and create a computer database of these forms.

The goal of the four-phased survey is the preparation of National Register nominations of potential historic districts (one for Mid-Town and one for the Commons neighborhoods). Phases 1-3 include the Mid-Town neighborhood, which will be nominated to the National Register using a FFY 2013 HPF grant. The survey can also serve as the basis for the preparation of a Multiple Property Submission cover document that would establish the registration requirements for properties that may be surveyed and nominated in the future. (In

addition to the present four-phased survey, several large areas in the city should be surveyed and eligible districts nominated. Some of these areas, including the Lindenwood and Southside districts, were identified as potentially eligible by Maureen Jones in 1989.)

The Phase 3 survey area is located in the locally-designated Extended Historic Preservation District, but no properties have been listed on the National Register and no inventory forms were prepared during previous reconnaissance-level surveys. This survey will provide an important addition to the Missouri Cultural Resources Inventory at the State Historic Preservation Office (SHPO) and should have a positive impact on local historic preservation efforts. In addition, this is an excellent opportunity to educate the public and locally-elected officials and increase their appreciation of the City's history and historic resources. Although it is a long-term goal, the survey and National Register listing can be used to develop walking/driving tours and travel itineraries to promote heritage tourism in the city.

Methodology

Brenda Rubach, Preservation Planner for the City of St. Charles, conducted the phase 3 intensive survey, which encompassed both archival research and field survey. Ms. Rubach meets the "Secretary of the Interior's Professional Qualifications Standards" as an architectural historian. She holds a Master of Science degree in Historic Preservation from Ball State University and worked in the Mississippi State Historic Preservation Office (SHPO) as the National Register Coordinator for nine years and the Historic Preservation Tax Incentives Coordinator (federal and state) for twelve years. While at the Mississippi SHPO she prepared numerous National Register nominations for individual buildings and historic districts, conducted architectural surveys, and prepared a Multiple Property Documentation Form for the Historic and Architectural Resources of Copiah County, Mississippi. She assisted preservation specialist Karen Bode Baxter with phase 1 of this survey and completed phases 2 and 3 herself. Linda Prenger, a volunteer at the St. Charles County Historical Society, generously volunteered to assist in the project and conducted city directory research on the majority of the properties. She has a B.A. degree in Art from Notre Dame.

The intensive-level survey of the Mid-Town Neighborhood (phase 3) was completed in conformance with the procedures outlined in *National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning*. Upon receiving notification of the grant award from the Missouri SHPO, photographs of many of the properties were taken so as to get the best views possible while foliage was off of the trees. The Research Design for the project was completed in May 2012 and on June 18, 2012, a public information meeting was held after the regular monthly meeting of the Landmarks Board to inform property owners and the interested public about the goals and scope of the project. The results of Phase 2 of the survey were also presented at this meeting. Property owners were sent letters and the meeting was publicized on the City's web site. Ms. Rubach also filmed a YouTube segment announcing the meeting, and the segment could be accessed from the City's web site. Anne Freand, AICP, City Planner, assisted with the preparation of the meeting notifications and Chuck Lovelace, GISP, GIS Coordinator, prepared maps for inclusion with the notifications. In addition to six Landmarks Board members and four staff members, about thirty people attended the meeting.

Field work consisted of an inspection of every building on each property in the survey area to determine building materials, features and form, and details about the setting of each property were also noted. Multiple photographs of each building and the streetscape were taken and were used, along with the field notes, to write the descriptions of each building and its setting. Handouts explaining the project were available during the field work to distribute to property owners and/or residents inquiring about the survey. The streets that run north/south were surveyed first, beginning with Benton Avenue and progressing westward to Tenth Street; then the properties on Kingshighway (which runs northeast/southwest) were inventoried; after which the east/west streets were surveyed, beginning with Washington Street and moving north.

For each property, except for vacant lots, at least one 5"x7" black and white photograph was printed. Additional photographs were printed for properties having more than one building unless the secondary structure was visible in the photograph of the primary resource. Photographs were printed using an Epson Stylus Photo R2880 printer, ink cartridges and photographic paper that meet the National Register Photography Guidelines. (One set of photographs was printed for the SHPO and a second for the City.) Each photograph was labeled in pencil with the survey name and number, property name and address, and the date the photograph was taken.

Missouri Architectural/Historic Inventory Forms were completed for 193 properties using an ACCESS database; however, the level of documentation varied depending on the significance and integrity of those properties at least 50 years old. Those properties that were built after 1961 (8 properties) were only minimally recorded with an architectural description, construction date, and photograph. Inventory forms were also completed for the six vacant lots in the survey area since they will have to be included when a National Register nomination for a historic district is prepared.

Archival research concentrated on collecting pertinent information about the development of the neighborhood, as well as the history of individual properties. The history of the development of St. Charles as a whole is detailed in the final survey report for Phase 1, so this report focuses primarily on the development of the Phase 3 survey area. Primary resources referenced include city directories, Sanborn Insurance Maps, area newspapers and obituaries, photograph collections, abstracts, tax records, and other archival materials that were available at the St. Charles County Historical Society and the Kathryn Linnemann Public Library, both in St. Charles. In a few cases, deed records at the St. Charles County Courthouse were researched. The 1869 Bird's Eye View of the City of Saint Charles, historic maps, and plat books at the County Courthouse, Historical Society, and the St. Charles Department of Community Development were consulted. The City's Address Files in the Department of Community Development were referenced to determine dates of construction and alterations, but these records only provided information on more recent projects, such as alterations and additions to buildings and construction of garages.

Secondary resources referenced include the County Tax Parcels Database, written histories, such as Steve Ehlmann's *Crossroads: A History of St. Charles County, Missouri* and *A History of St. Charles County, Missouri (1765-1885)*, plaques in yards, and survey reports for

reconnaissance-level surveys prepared by Mary Stiritz and Deborah Wafer in 1987-1988 and Maureen Jones in 1989. The National Register of Historic Places nomination for the Roberts, Johnson & Rand/International Shoe Company Complex in St. Louis (NR Listed 08/23/1984) was referenced for general information about the company, which had a branch in St. Charles.

Evaluation of the resources for significance was in accordance with *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. The location of each property inventoried was indicated on a large scale map (1"=200') prepared by Chuck Lovelace. Property addresses and notation as to whether each property would be contributing or noncontributing to a historic district is provided on the map on page 5; however, precise boundaries for the proposed Mid-Town Neighborhood Historic District will not be determined until consultation with the State Historic Preservation Office (SHPO). Upon approval of the final survey report by the SHPO, a second public meeting will be held to inform property owners and the public about the survey results.

Geographical Description of the Survey Area

Phase 3 of the survey of the Mid-Town and Commons Neighborhoods is a 46-acre area that is roughly L-shaped. It is bounded by Clark Street on the north and Kingshighway on the west. The southern boundary is the rear lot lines of properties on the south side of the 700-1000 blocks of Monroe Street and the rear lot lines of properties on the south side of the 500-600 blocks of Washington Street. The rear lot lines of properties on the east side of the 100-400 blocks of North Benton Avenue form the eastern boundary. The numbered streets and Benton Avenue (originally named 5½ Street) run north/south, while the other named streets run east/west, except for Kingshighway, which runs diagonally northeast/southwest. All of the streets are fairly quiet residential streets except Kingshighway, which is a busy, four-lane thoroughfare that has suffered from developmental pressure. There are 193 properties within the survey area, but two are vacant lots and four are parking lots. Of the 187 primary buildings in the phase 3 area, 179 are over 50 years of age.

Lot sizes in the phase 3 area are not uniform, with some of the smallest lots located on the numbered streets and in the 500 block of Monroe. Public sidewalks of both concrete and brick span the front boundary of most, but not all, of the properties and all but Tenth Street are lined with concrete curbs. Setbacks are not uniform and range from shallow to deep, but the majority of the houses have only moderately sized front yards and most are built close together with small side yards. Some of the houses, such as 527 Adams and 717 Clark Streets, are built close to the street, while a few houses have generous front yards, such as 802 and 820 Monroe Street. Lots range from flat to significantly elevated, and some have masonry or wooden retaining walls along the front property line. Mature trees and plantings are found throughout the neighborhood. Vacant lots are limited to one on Washington Street, two on Monroe Street, one on Adams Street, one on Clark Street, and one on North Kingshighway. Four of these lots are paved for parking, but the other two lots are not paved and were historically vacant. Outbuildings such as garages are located near the rear lot line of at least half of the properties, and alleys extend along the rear of most of the lots.



MAP BY: CWL DEPT OF COMMUNITY DEVELOPMENT

The survey area developed over a long period of time, with the existing resources dating from circa 1856 to 1991. Two of the existing primary buildings (1.1%) were constructed in the 1850s and 17 (9.1%) in the 1860s, but construction slowed in the 1870s, most likely due to the worldwide economic recession that began with the Panic of 1873 and lasted until 1879. Only 6 (3.2%) were built in the 1870s and 8 (4.3%) in the 1880s. The period of greatest development was from 1890 through 1939, when 125 out of the 187 (66.8%) primary buildings were constructed. Twenty-one (11.2%) were built between 1940 and 1961, and only 8 (4.3%) were built after 1961. (See chart below.)

CONSTRUCTION DATES BY DECADE		
Construction Date	Number of Buildings	Percentage
1850s	2	1.1%
1860s	17	9.1%
1870s	6	3.2%
1880s	8	4.3%
1890s	16	8.6%
1900s	41	21.9%
1910s	19	10.1%
1920s	34	18.2%
1930s	15	8.0%
1940s	7	3.7%
1950s	12	6.4%
1960-1961	2	1.1%
After 1961	8	4.3%
Total	187	100.0%

The 1869 Bird's Eye View of Saint Charles shows that the area bounded by Seventh, Adams, Tenth and Clark Streets was well populated at that time. It appears that 19 of the houses shown on the map are extant, including the side-gabled, brick, Federal style cottages at 303, 315, 317 and 417 Sixth Street; 632 Monroe Street; 625, 710, 728, 736, and 800-802 Adams Street; and 713 and 825 Clark Street. In addition, the two Greek Revival style houses in the 800 block of Monroe Street appear to be those shown on the Bird's Eye View: the one-and-one-half story, side-gabled, brick house at 801-803 Monroe Street and the grand two-story, brick house with hip roof at 820 Monroe Street.

Most of the streets in the survey area had been constructed by the time the Bird's Eye View was drawn in 1869, but Washington Street had not been built west of Fifth Street and Tenth Street had not been built. However, by 1873 it appears that Tenth Street had been constructed as it is shown on the 1873 plat for O'Rear's Subdivision. The 1875 atlas map shows that Washington Street between Sixth and Seventh had not been built, but by the time the 1905

plat map was prepared construction of Washington Street had been completed. However, the 1947 Sanborn Insurance Map indicates that Seventh, Eighth, Washington and Adams Streets were still unpaved, and Monroe was unpaved west of Sixth Street. Tenth Street was more than likely unpaved as well since that street has no public sidewalks or even curbs.

Eighty-four percent of the buildings were originally constructed as single-family residences and 11.2 percent were built as multi-family dwellings. Some of the buildings constructed as multi-family dwellings were later converted to single-family use, while apartments were created in 34 (21.7%) single-family homes, at least temporarily. Built in 1905 as a single-family residence, the house at 326 North Sixth Street was used as the Hackmann-Baue Funeral Home from 1938 through at least 1947. It has been converted back to a single-family residence. Henry W. Biemdiek lived in the single-family residence at 736 Adams Street from c. 1865-1909 but operated his business, a cooperage, at the rear of the property.

Another funeral home is located in the survey area at 240 North Kingshighway, but it was not built until 1977. Four buildings were constructed for commercial purposes, although the one at 816 Adams Street was converted into a residence after 1961. Other non-residential buildings in the area include Benton School and a former fire station, both located in the 400 block of North Sixth Street; St. John's A.M.E. Church at 547 Washington Street; and the former First Baptist Church at 400 North Kingshighway. The second floor of the house at 557 Washington Street served as a private school from about 1881 until 1904, and the house was reportedly used for classrooms by the St. Charles Public School District in 1905. The chart below lists the original function of buildings in the district and the associated number of resources.

Original Function	Number of Resources	Percentage of Total Resources
DOMESTIC/Single Dwelling	156	83.4%
DOMESTIC/Multiple Dwelling	21	11.2%
COMMERCE/TRADE	2	1.1%
COMMERCE/TRADE: business	1	0.5%
COMMERCE/TRADE:specialty store	1	0.5%
GOVERNMENT: fire station	1	0.5%
RELIGION/Religious Facility	2	1.1%
EDUCATION: school	1	0.5%
DOMESTIC & EDUCATION	1	0.5%
FUNERARY/mortuary	1	0.5%
Total	187	100%

The Benton School property originally included only the south half of the block; however, in 1955 the school district purchased the north half, where a large house had historically been located. The parcel where it stood is a grassy, tree-shaded lawn with playground equipment.

On the south half of the block are paved parking areas to each side and to the rear of the school building. The entire block is enclosed with metal fencing. The building is now used as an administrative center for the school district.

According to the 1947 Sanborn Insurance Map, the portion of Kingshighway that is located within the Phase 3 survey area had 13 residences, a church and a commercial building at that time. Only three of the 13 residences are extant, and the commercial building and church have been replaced. Several large paved parking lots are located along Kingshighway (two are associated with buildings and are not on separate lots) and another is on the eastern side of the 400 block of North Ninth Street. Lindenwood University now owns all of the properties on Kingshighway within the survey area, except for the funeral home at 240 North Kingshighway. It also owns the parking lot on North Ninth Street, the commercial building located at 901-903 Clark Street, and the bungalow at 409 North Ninth Street. The college has converted the 1970 Baptist Church (and its 1961 educational wing) at 400 North Kingshighway into a cultural center.

The phase 3 survey area was home to the lower-middle, middle and upper-middle classes. Residents worked at a wide variety of occupations: factory workers, laborers, grocers, building contractors, educators, pastors, salesmen, clerks, doctors, lawyers, engineers, and business owners. Community leaders and public employees also resided here. The important role that three industries had on the economy of St. Charles is evident in the phase 3 area. Ninety-two of the 182 residential properties housed employees of the American Car and Foundry Co. at one time or another, 44 were occupied by employees of the International Shoe Co., and 38 were the residences of McDonnell Aircraft employees. (These numbers overlap because over the years some houses were occupied by employees of two or all three of these companies.) Factory workers and foremen, as well as office workers and executives of these companies, lived in the area.

Although the neighborhood was mostly inhabited by whites, an historic African American neighborhood known as "Goose Hill" is located in the 900 and 1000 blocks of Washington Street, which is in the phase 2 survey area, and Tenth Street, which is in both the phase 2 and 3 areas. In addition to a couple of houses on Tenth Street, a church and house on Washington Street and a house on Clark Street in the phase 3 area are associated with the African American community. Built in 1872, St. John's A.M.E. Church at 547 Washington Street is still in use and has served as a religious and social center for the city's African American community. Across the street from the church at 558 Washington Street is a house that was occupied from at least 1906 to about 1915 by Mrs. Hester Faussett, an African American teacher. From 1918-1961 Leslie and Anna Edwards owned the house, and he was a laborer. They apparently took in African American boarders from 1927 through 1934, and one of these, Arthur Scott, was employed by the American Car and Foundry Co. Another house in the phase 3 area that is associated with African Americans is 713 Clark Street. Richard and Mary Kemp occupied the house from 1918-1922. Mr. Kemp was a plasterer, like many of the African Americans who had homes in the Goose Hill neighborhood.

The neighborhood has a significant collection of late-nineteenth and early twentieth century residential resources. Examples of Federal, Greek Revival, Italianate, Queen Anne, Folk Victorian, Colonial Revival (including Dutch Colonial and Cape Cod), Craftsman, Tudor

Revival, and Minimal Traditional styles can be found throughout the phase 3 area; however, most residential buildings are vernacular designs that merely reflect these stylistic influences. The following folk forms or types are common in the survey area: Gable Front, Side Gable, Gable-Front-and-Wing, Centered Gable, Pyramidal, and Bungalow. Many of these folk houses display at least some detailing typical of architectural styles that were popular during the period they were built. Most streets within the survey area contain a mixture of architectural styles or forms, although some areas contain concentrations of a particular style or form, such as the Federal cottages in the 600 and 700 blocks of Adams Street.

HISTORIC CONTEXT

The history of the founding and early development of the City of Saint Charles is provided in the survey report for Phases 1 and 2 and will not be repeated here. This report will concentrate specifically on the history of the Phase 3 survey area.

St. Charles is situated along the Missouri River, and like all Missouri-French villages founded during Spanish rule, it was laid out in a grid following Spanish Colonial town designs. Two long streets of blocks paralleled the river, and in 1791 Third Street was the western city limits.¹ By the time the town was incorporated in 1809, its westernmost boundary was Fifth Street, and west of Fifth Street were the commons, which was a large tract of land where all inhabitants of the town could graze animals and collect firewood. The phase 3 survey area is located within a portion of the commons. By Act of Congress on June 13, 1812, the rights, titles and claims to town lots, out lots, common field lots, and commons in and adjoining St. Charles were confirmed to be the property of the inhabitants of the town.² Nathan Boone conducted extensive survey work in the commons, afterwards known as “Boone’s Survey.”³ In 1824 the Missouri Legislature authorized and empowered the town to lease, sell and dispose of its lands, and city records from 1825 through 1831 show innumerable orders authorizing the execution of leases to commons lots for the term of 999 years.⁴

After the Louisiana Purchase, a large number of Americans—mainly from Kentucky, Tennessee, Virginia and the Carolinas—began to move into the area, and after the pacification of hostile Indian tribes, they poured in. In addition, German settlers began to arrive in St. Charles County around 1830, influenced to move here by Gottfried Duden’s book, *Report on a Journey to the Western States of North America*, published in 1829. The book was a best seller and its circulation was wide. It specifically referenced St. Charles and the fertility of the area, and as a result thousands of German settlers moved to St. Charles County in the

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

² Abstract of Title for 729 Adams Street, St. Charles, MO (copy provided by Linda Prenger, on file at City of St. Charles, Department of Community Development, St. Charles, MO).

³ Ehlmann, Steve. *Crossroads: A History of Saint Charles County, Missouri*. St. Charles, MO: Lindenwood University Press, 2011, p. 70.

⁴ Abstract of Title for 729 Adams Street, St. Charles, MO (copy provided by Linda Prenger, on file at City of St. Charles, Department of Community Development, St. Charles, MO).

1830s.⁵ Only 10% of the total heads of households were German in 1840, but by 1850 it was 44%.⁶ A second heavy wave of German immigration to the area occurred in the 1850s as a result of the political unrest surrounding the Revolution of 1848 in Germany. The city's population increased 116% between 1850 and 1860 and 72% between 1860 and 1870. St. Charles was the second largest town of German-settled Missouri, with only St. Louis being larger, and was part of the "German belt" that extended up both sides of the Missouri River. In 1870, when the city's population reached 5,570, it was estimated that 75% of the community was either German-born or first generation German-American.⁷ The German settlers, who were typically educated and politically active, influenced the architectural, economic and social development of the town.

With the influx of settlers, additional areas were annexed into the city. In the phase 3 survey area, the blocks east of Sixth Street and the blocks south of Monroe Street but east of Tenth Street were annexed into the city in 1849; the area bounded by Sixth, Monroe, Tenth and Clark Streets was annexed in 1869; and the area west of Tenth Street was annexed in 1894.⁸ The 1869 Bird's Eye View of Saint Charles shows that the survey area bounded by Seventh, Adams, Tenth and Clark Streets was well populated by that time, and it appears that 19 of the houses shown are extant.

With the settlement of Americans and Germans in the area, the French commons and common fields system was replaced by larger homesteads farmed by yeomen farmers who sold their crops in regional and national markets. St. Louis provided a nearby urban market for agricultural products, accessed first by river, then by road and later by rail. In the early years, goods were shipped by keelboat or *bateaux* and later by steamboat (the first steamboat docked in town in 1819). By 1848 three state roads converged on St. Charles, and the St. Charles Rock Road Company built a rock road to connect them to market in St. Louis around 1850. In addition, several plank roads were built. The improvement of roads and advances in technology which led to better transportation on the rivers accelerated the demise of the yeoman farmer and made possible the beginnings of an agricultural market economy.⁹

In 1851 a charter was secured from the State of Missouri to build the North Missouri Railroad from St. Louis to the Missouri-Iowa state line. Construction on the first division of the line, which was a 19.2-mile section between St. Louis and St. Charles, was undertaken in 1854, and the 148-mile stretch between St. Charles and Hudson, Missouri (now Macon), where the line intersected with the Hannibal and St. Joseph Railroad, was completed in 1859. About ten years later the line from Hudson, Missouri, to the Iowa border was complete. Following the Civil War, the North Missouri Railroad began to rebuild the lines that had been destroyed by the military and also began construction of a line running from Moberly, Missouri, to

⁵ Karen Bode Baxter and Ruth Keenoy, "Architectural/Historical Survey of the Mid-Town & Commons Neighborhoods, Saint Charles, Missouri: Final Report," 31 August 2011, p. 47.

⁶ Maureen Jones, "Survey Plan, City of Saint Charles, Missouri," July 1989, p. 9.

⁷ Stiritz, Frenchtown, Section 8, p. 8.

⁸ Annexation Map of St. Charles, Missouri. Department of Community Development, City of St. Charles, St. Charles, MO.

⁹ Ehlmann, pp. 89-90.

Birmingham, Missouri, which is a small town near Kansas City. This line was completed in 1868 and provided entry into Kansas City over the Hannibal and St. Joseph Railroad bridge.¹⁰ In 1871 a bridge across the Missouri River was completed in St. Charles, resulting in the North Missouri having a through line from St. Louis to St. Charles and north to Iowa, west to Kansas City and St. Joseph, and a direct connection with the railroads on the east side of the Mississippi River via Hannibal. Less than three months after the bridge was completed, the North Missouri Railroad was reorganized and the property became known as the St. Louis, Kansas City and Northern Railroad Company. In 1879, the Wabash Railway Company, which operated east of the Mississippi, and the St. Louis, Kansas City and Northern Railway, which operated west of the Mississippi, merged into the Wabash, St. Louis and Pacific Railway Company, and in 1942 the name was changed to the Wabash Railroad Company.¹¹ The city directories indicate that a few men who lived in the phase 3 survey area were employed by various railroads, but those employed by the Wabash included Albert Rothe (633 Clark Street), who worked as a freight clerk from 1918-1922; Ralph Schnedler (805 Clark Street) from 1921-1928; and Lawrence N. Schneider (415 North Eighth Street), who was a watchman from 1941-1955.

Another railroad that ran through St. Charles was the Missouri, Kansas and Texas Railroad (known as The Katy). It was a large system that ran north-south, connecting all of its namesake states. The Katy had its beginnings in 1865, when the Union Pacific Railroad (changed to the Missouri, Kansas and Texas Railroad in 1870) was chartered to build a line connecting Junction City, Kansas, to New Orleans. The Katy was leased to the Missouri Pacific from 1880 to 1888, which resulted in the acquisition of new markets when it reached cities such as Fort Worth, Dallas, and Waco, Texas. In 1895 it extended to St. Louis, and also Kansas City, Omaha and Lincoln, Nebraska.¹²

In addition to providing farmers access to markets, the railroad enabled St. Charles to become an industrial center. Between 1856 and 1867 the North Missouri Railroad gave employment to a sizable work force in its maintenance and building shops located along the riverfront in Frenchtown. However, the company moved its maintenance plant out of St. Charles in 1867 (reportedly after a dispute with the city over where to build the railroad bridge). This loss was a devastating blow to the local economy, and a Citizens Association was established to start a new business venture, which became the St. Charles Manufacturing Company (in 1873) and ultimately the American Car and Foundry Company (discussed in detail later in this report), which employed a large number of the Mid-Town Neighborhood's residents.¹³

Prior to 1856 a portion of the survey area had been subdivided, and by 1929 the entire area had been. The phase 3 survey area is composed of six subdivisions, or portions thereof, including the Eugene Gauss Addition, O'Rear's Addition, Goddard Place, Reuben Ross Partition, Annie Redmond Addition, and Ira C. Jones Subdivision. Unfortunately, except for

¹⁰ "Wabash Railroad History," condensed from an article written by the Advertising and Public Relations Department of the Wabash Railroad Company, August 1959, <http://home.comcast.net/~wabashrr/wabhist.html>, p. 5, accessed on April 1, 2013.

¹¹ Ibid., pp. 5-6.

¹² "The Missouri-Kansas-Texas Railroad, The Katy." www.american-rails.com/the-katy.html, accessed April 2013.

¹³ Stiritz, Frenchtown, Section 8, pp. 11, 13.

O'Rear's Addition and Goddard Place, plats could not be located for the subdivisions at City Hall or the County Courthouse.

Although a plat for the Eugene Gauss Addition could not be located, based on the Abstract of Title for 729 Adams Street, it was subdivided prior to 1856 and includes the area bounded by Sixth, Adams, Ninth and Clark Streets. Gauss served as the City's treasurer in 1852 and 1853.¹⁴ Eleven of the existing houses in the subdivision were built by the time the Bird's Eye View of the City was prepared in 1869. These include the brick houses at 401 and 417 North Sixth Street; 626, 710, 728, 736, and 800-802 Adams Street; and 709, 713 (now clad with vinyl), 735 and 825 Clark Street. These houses are one-and-one-half to two-and-one-half story, Federal style structures with side-gabled roofs trimmed with denticulated friezes. Two of the existing houses appear to have been built in the 1870s, one in the 1880s, eight in the 1890s and seven in the first decade of 1900. Only two were constructed in each of the decades from 1910 to 1949, one was built in the 1950s and four were built after 1960.

Some of the houses shown on the 1869 Bird's Eye View were demolished to make way for new structures. For example, the Bird's Eye View shows a large two-story house at the southwest corner of Sixth and Clark Streets, but it was demolished and in 1926 the St. Charles Fire Department building was constructed in its place at 431 North Sixth Street. A volunteer fire department had existed in St. Charles prior to the Civil War, but by the turn of the twentieth century the city had a professional department, with a horse-drawn fire engine that was purchased in 1900. By 1921 the department had a motorized hook and ladder truck, and by the end of the decade the department employed five men and had equipment valued at \$46,500.¹⁵ Everett L. Yeater was a city firefighter who lived in the survey area at 709 Clark Street from 1957 through 1961.

Two of the more prominent residents of the Gauss Addition were photographers Rudolph Goebel and John Gossler, who documented many important local events and views of the city, beginning in 1856 and ending in 1927. Goebel was born in Buer, Germany, in 1835 and came to America at the age of 18. He spent three years in St. Louis, learning the photography profession before coming to St. Charles in 1856 and starting his own photography business.¹⁶ Before his retirement in 1916, Goebel documented many local events, such as the collapse of the St. Charles Bridge; the destruction caused by the February 27, 1876, tornado; the first car produced by the St. Charles Car Company; the first concrete block house; etc. He also photographed views of the city, including views from the bridge, panoramic views from rooftops, Lindenwood Female College, Main Street, and area churches. His photographs provide important documentation of the city and its citizens during the 60-year period that he operated his studio. Goebel was awarded an honorary lifetime membership in the Missouri Historical Society due to the "many historic landmarks he had preserved with his photographs."¹⁷ It was said that Goebel produced over 100,000 negatives and donated a copy of each photograph taken in St. Charles County to the Missouri Historical Society in St.

¹⁴ *History of St. Charles County, Missouri (1765-1885)*, Paul R. Hollrah, ed. No publisher, reprinted 1997, p. 340.

¹⁵ Ehlmann, p. 370.

¹⁶ "Mr. Goebel Died Tuesday." *Cosmos-Monitor*, May 9, 1923. Obituary Files, St. Charles County Historical Society, St. Charles, MO.

¹⁷ "Mr. Goebel Died Tuesday."

Louis.¹⁸ Goebel built the Federal style brick house at 401 North Sixth Street about 1860 and around 1881 he added the two-story, Italianate style addition to the north. Unfortunately, the house has undergone such extensive alterations that it no longer retains integrity.

John H. Gossler worked as Goebel's assistant from 1872 until Goebel's retirement in 1916. He purchased the studio at that time and operated it for 11 years before passing it on to his son-in-law, August Ruth, Jr. in 1927.¹⁹ Mr. Gossler was born in St. Charles in 1858, and he and his wife, Louise Kolling, lived at 709 Clark Street from at least 1906 through 1934. The eastern, side-gabled portion of the house is a Federal style cottage that appears to be shown on the 1869 Bird's Eye View of the City. The western front-gabled wing was likely added around the turn of the 20th century. A 1905-1907 publication stated that Gossler "served the city as councilman of his ward and takes part in every movement to promote the interest of the city and the welfare of its citizens."²⁰

In 1873, Nelson C. O'Rear subdivided the area bounded by Tenth Street (noted as the city limits on the plat map), Monroe Street, Kingshighway, and Jefferson Street into 54 lots. Lot numbers 45 through 54 of the subdivision are located in the phase 3 area on the south side of Monroe Street. Only one house is shown on Monroe Street on the plat, and it is no longer extant.²¹ Although platted in 1873, the first houses were not constructed until the mid- to late-1880s, and these are located in the phase 2 survey area. The portion of the subdivision in the phase 3 survey area did not develop until much later. The earliest houses were built c. 1905 (220 North Tenth Street) and 1906 (215 North Ninth Street), one was built in 1927, three in the 1930s, and three in the 1950s. O'Rear's Subdivision is discussed in detail in the phase 2 survey report.

The Reuben G. Ross Partition is labeled on the 1905 plat map of the city and on the 1909 Sanborn Insurance Map, which is the earliest Sanborn map of the area. Ross and his wife, Ann, inherited the property from Ann's father, Ludwell Powell, the city's first mayor, who died in 1864. The 1875 atlas map shows that the area was owned by the Powell heirs and had not yet been subdivided. The Ross Partition extends from Jefferson Street to Monroe and is between Benton Avenue and Ninth Streets; however, it apparently does not include the south side of the 600 block of Washington Street. In the survey area, the only extant building in the subdivision that is shown on the 1869 Bird's Eye View is the Greek Revival style house at 801-803 Monroe Street. One house (623 Monroe Street) was built in the 1880s, two (558 Washington Street and 128 North Sixth Street) in the 1890s, 13 were built between 1900 and 1909, and 4 were built between 1910 and 1919. The period of greatest development was apparently the period between 1920 and 1939, when 26 buildings were constructed. One house was built in the 1940s, two in the 1950s, and two in the 1960s. The 1891-1892 city directory indicates that Reuben and Ann Ross were living in the survey area at 317 North

¹⁸ Prinster, Micki; Klotz, Ryan; and Hauser, Andrea. "Preserve the Shadow....." St. Charles County Heritage, Vol. 17, No. 4, p. 137 (1999).

¹⁹ Prinster, et al.

²⁰ Vinson, Richard L., ed. *The St. Charles, Missouri, Citizens Improvement Association, 1905-1907*. St. Charles, MO: Frenchtown Museum Corp., reprinted 1993, p. 20.

²¹ N.C. O'Rear Subdivision Plat, Department of Community Development, City of St. Charles, St. Charles, MO (Plat Book 2, p. 42), December 1873.

Sixth Street, which is outside the Reuben G. Ross Partition, but by 1906 they no longer occupied the house. Ross served as the City Engineer in 1872.²²

In 1907 Mrs. Mary Goddard created Goddard Place by subdividing the area bounded by Adams, Ninth, Monroe, and Kingshighway (blocks 252 and 269). These two blocks are labeled as the John A. Goddard Estate on the 1875 atlas map. On the 1907 plat map the Goddard house and barn are shown on block 252 on a parcel that was later subdivided into 321 and 327 North Ninth and 911 Adams Streets. The house and barn are no longer extant. In addition to this large parcel, Goddard Place had 13 lots, and the subdivision was largely developed by 1926. Eight houses were built in the 1910s, four in the 1920s, one in 1930 (321 N. Ninth) and another c. 1954 (911 Adams). One of the most prominent residents of Goddard Place was probably Matthew J. Gauss, who was the superintendent of the International Shoe Co. He owned the Dutch Colonial Revival style house at 301 North Ninth Street from 1925 to 1941. The house was built in 1916 as the home of Edward A. and Laura Schubert, and he was the proprietor of the St. Charles Music House and Schubert School of Music.

The Annie Redmond Addition is not shown on the 1905 plat map of the city but appears on the 1909 Sanborn map. It is an L-shaped area that is bounded on the south by Monroe Street, on the west by Ninth Street, on the east by the rear lot lines of the properties in the 300 and 400 blocks of North Benton Avenue, and on the north by Adams Street (600-800 blocks) and Clark Street (500 block plus the Benton School block). Seven of the existing houses in the subdivision are shown on the 1869 Bird's Eye View. Of these, it is believed that two were built in the 1850s (315 North Sixth Street and 820 Monroe Street) and five in the 1860s (303 North Sixth, 632 and 730 Monroe Street, 625 Adams Street, and 317 North Sixth Street). Three structures were built in the 1870s (618 and 708 Monroe, 623 Adams) and one in the 1880s (324 North Benton Avenue). The period of greatest growth was between 1890 and 1909, when 32 structures were built (8 in the 1890s and 24 in the 1900s). Three houses were built in the 1910s, ten in the 1920s, three in the 1940s and two in the 1950s.

The largest, most prominent structure in the subdivision is Benton School, which was constructed in 1896-1897. The School Board purchased the south half of Block No. 182 from Ezra Overall's heirs for \$4,100 and entered into a contract with John Hackmann on May 18, 1896, to construct the school building for \$17,420. The two-and-one-half story, brick, Classical Revival style building has a truncated hip roof that originally had a widow's walk and a central domed cupola, but they were destroyed during the tornado that struck the city in 1915. The school was named for Thomas Hart Benton, a U.S. Senator from Missouri who was influential in the opening of the first free public school in St. Charles in 1822.²³ Benton School was ready for occupancy late in 1897, and from that time until 1901 it served as a high school and from 1901 until its closing in 2007 it was an elementary school. Over the years, improvements were made to the grounds. In 1898 the iron fence was constructed for \$597.49, and in 1919 the stone retaining wall on Benton Avenue was built for \$1,216. In 1955 the north half of the block was purchased and became part of the school property.²⁴ The school

²² *History of St. Charles County, Missouri (1765-1885)*, p. 343.

²³ Blackhurst, Stephen. "History of Benton School." July 24, 1961. Benton School File, St. Charles County Historical Society, St. Charles, MO.

²⁴ Vinson, Richard L. "The Benton School, 400 North Sixth Street." *St. Charles Journal*, February 13, 1985. Benton School File, St. Charles County Historical Society, St. Charles, MO.

closed in 2007 as part of a district-wide reorganization to save money, and the building was rehabilitated in 2008 and became the administrative center for the St. Charles School District. A principal and several teachers of Benton School resided in the neighborhood. For example, Theodore Riske, the principal, lived at 823 Adams from 1910 to 1913 and then moved next door to 827 Adams, where he resided from 1913 through 1919. Josie Gallaher, a teacher at Benton School, lived at 827 Adams Street from c. 1925-c. 1927.

The Ira C. Jones subdivision was apparently developed prior to 1929 and contains the block bounded by Ninth, Adams, Kingshighway and Clark. The 1929 Sanborn map shows that there were 11 houses, two commercial buildings, and the Baptist Church in the subdivision; unfortunately, only one of the houses (409 North Ninth Street) is extant, the two commercial buildings (901-903 Clark Street) have been enlarged and adjoined, and the church (400 North Kingshighway) was replaced with the present sanctuary in 1970. About 1961 four of the houses on Adams Street were demolished to make way for the construction of the church's educational wing, which was retained when the previous sanctuary was demolished. The remainder of the block is paved for parking.

Residents in the Mid-Town neighborhood were employed in a wide variety of professions, including lawyers, doctors, engineers, bankers, business owners, educators, salesmen, clerks, postal workers, laborers, men involved in the building trades, and factory workers. Community leaders and city, county and federal employees also resided here. For example, Andrew Burckhardt (201 North Benton Avenue) served on the City Council from 1955 through 1957 and Herman W. Sandhouse (815 Adams Street) was the Associate Judge of the Eastern District County Court from 1942 through at least 1961. As stated earlier, John Gossler was also a city councilman. The City Assessor from 1927-1942 was Herman Zumbuhl (227 North Sixth Street) and the President of the City's Board of Public Works from 1952-1962 was Wesley G. Filling (1012 Monroe Street).

William F. Bloebaum, the St. Charles County Prosecuting Attorney, lived at 632 Monroe Street from circa 1923-1945. Joseph B. Wentker, St. Charles County Prosecuting Attorney and later a partner in the law firm of Wentker and McColloch, owned the house at 830 Monroe Street from 1938 through 1961. Some of the other public employees included Edward J. Peters (130 North Benton Avenue), County Clerk, c. 1957-1959 and County Recorder of Deeds, 1959-1961; Herman W. Kansteiner (805-807 Clark Street), County Collector, c. 1916-1923; Roscoe A. Wolter (721 Clark Street and 720 Monroe Street) Deputy County Collector, 1925-1961; and Irene Littrell (301 North Ninth Street), case worker, County Welfare office, 1952-1955.

Omar Schnatmeier resided in the Queen Anne style house at 802 Monroe Street from 1950 until 1958, and he was employed as a salesman from 1950-1955, after which he became a U.S. Marshall. Casper and Mary Ehrhard bought the Greek Revival style house at 820 Monroe in 1889. In the 1891-92 city directory Casper's occupation was listed as a clothier and the 1906 directory indicates that he was a clerk at Rechtern's. However, from 1916 through c. 1936 he was the postmaster. Hugh Holmes was postmaster while he was living at 730 Monroe Street from 1945-1950. Several postal carriers and clerks also resided in the

area, including carriers Leon McCormick (823 Adams, 1942-1944), Herman Helmich (1002 Monroe, 1918-1922), and Cornelius Rice (208 North Benton, 1961) and clerks Francis B. Decker (605 Monroe, 1943-1961) and William Kansteiner (805 Clark, 1907-1909).

In addition to the two County Prosecuting Attorneys noted earlier, several other lawyers resided in the survey area. For example, two attorneys lived at 329 North Sixth Street. This Colonial Revival style house was built in 1904 by Henry J. and Emma Schoeneich, and Mr. Schoeneich was a lawyer, notary, and secretary of the Mutual Fire Insurance Company of St. Charles. He died about 1909, but his widow continued to live in the house until about 1923, when her daughter and son-in-law, Else and Charles J. Daudt, became the owners. Mr. Daudt was also a lawyer, and from 1925 through the 1930s he was also the secretary of The Mutual Fire Insurance Co. of St. Charles and from 1941-1955 he was the president of the First National Bank. He died about 1956.²⁵ Several other bankers lived in the area, such as Edwin F. Huncker, who was an assistant cashier at the St. Charles Savings Bank from 1906 to about 1924, after which he served as president through 1932. In 1931-32 he was also a special deputy commissioner of finance in charge of the Central Trust Co. of St. Charles. Edwin and Louisa Huncker's Queen Anne Free Classic style house at 326 North Sixth Street was built by Carl Bull & Son, architects, builders and contractors. The Queen Anne style house located at 302 North Sixth Street was built about 1900 for George H. and Divanna Kuhlmann. He was the proprietor of Kuhlmann's, which sold dry goods, shoes, carpets, etc. at 324 North Main Street, and from 1925 through 1938 Mr. Kuhlmann was also the vice president of the First National Bank. James R. Hesser, who owned the house at 303 North Sixth Street from 1957-1961, was an assistant cashier at the Bank of St. Anna.

One of the most prominent physicians living in the phase 3 area was Dr. William L. Freeman, who owned the Queen Anne Free Classic style house at 205 North Sixth Street from 1905 until his death in 1953. The 1909 and 1917 Sanborn Insurance maps show that the northeast corner of his house was used as his doctor's office, and an outbuilding that is no longer extant was labeled "Warehouse, Drugs & Lable [sic] Printing." Dr. Freeman received his degree at Colorado Medical College in 1893 and practiced in O'Fallon, Missouri, from 1898-1903 before moving to St. Charles. In 1917 he volunteered for the U.S. Medical Corp. and retired as a Lieutenant Colonel in the early 1920s. In 1919 he organized the 70th Separate Company of the Missouri Home Guard at St. Charles. Dr. Freeman served two terms as the City Physician in 1931-32 and as the County Coroner from 1932-1936. He retired from medical practice in 1951.²⁶ Other physicians included Nathaniel Goodwin (132 North Benton Avenue, 1942-1945); Ralph O. Hayden (301 North Ninth Street, 1942-1945); E.J. Canty (605 Monroe Street, 1938-1941); Ben L. Nauheiser, a surgeon (326 North Sixth Street, 1934-1937); Jules Corriveau, a chiropodist (824 Monroe Street, 1950); and Adrian J. Durant, Jr., a psychologist (802 Monroe Street, 1959-1961). Two veterinarians also lived here: Wesley H. Wertz (326 North Sixth Street, 1950-1952) and Wayne S. O'Neal, a veterinary surgeon (703 Adams Street, 1938-1945).

²⁵ "Mrs. Schoeneich Passed Away at Family Home." *Cosmos-Monitor*, February 9, 1931. Obituary Files, St. Charles County Historical Society, St. Charles, MO.

²⁶ "Dr. Freeman Funeral Here on Thursday." *St. Charles Cosmos Monitor*, December 23, 1953. St. Charles County Historical Society Obituary Files, St. Charles, MO.

Built in 1892, the grand Queen Anne style house at 128 North Sixth Street mirrors the success of its builder, Edward L. Meyer. Meyer was a graduate of the Detroit Optical College of Detroit, Michigan, and operated the Meyer jewelry store at 101 North Main Street. The business was founded in 1835 by his grandfather, Ludwig Meyer, and upon Ludwig's death the store was run by his two sons, Augustus and Louis. In 1883 Louis retired and Edward L. Meyer became a part owner with his father, Augustus, whose death in 1892 left the business entirely to Edward. The 1906-1910 city directories list Edward as an optician and jeweler, but after 1910 he was listed only as a jeweler. Meyer, who was said to be an expert watchmaker, also established a mail order trade and began issuing catalogs in 1906.²⁷ Mr. Meyer retired around 1950, and from that time through 1961 his son-in-law, Henry W. Pieper, became the store manager. Meyer died around 1953, after which Lucille and Henry Pieper became the homeowners.

Many other business owners lived in the area, and a few are noted here. Henry H. Middendorf, co-owner of Hackmann & Middendorf (714 Monroe Street, c. 1900-1917); Sam Polski, proprietor of Hub Clothing Co. (304 Kingshighway, c. 1913-1919); Clemence A. Buerge, co-owner of the Ideal Grocery located at 826 North Second Street (318 North Benton Avenue, 1925-1934); and Frank W. and Esther F. Waye, owners of the St. Charles Monument Works, which manufactured granite and marble memorials (819 Monroe Street, c. 1930-1961). Joseph Hoecker lived at 312 North Benton Avenue from 1931 through 1941, and he was employed by the American Car & Foundry Co. from 1931-1938, but from 1939-1941 he was the co-owner of Opitz and Boekemeier, confectioners. Around 1950 Edward T. and Myrtle Robbins moved into the house at 628 Washington Street. They owned Robbins Hardware at 318-320 North Main Street, and when Mr. Robbins died around 1951 his widow became the manager of the business. Edward Steinbrinker (729 Adams, c. 1890-c. 1913) graduated as an embalmer and owned an undertaking and furniture establishment.²⁸ George H. Barklage was a co-owner of Ringe-Barklage Hardware & Implement Co., which sold hardware, stoves, agricultural implements, vehicles, etc. He and his wife, Emma, lived in the Federal cottage at 724 Adams Street from c. 1900 through 1917, and in 1927 they built the Colonial Revival-influenced house at 815 Adams, where they lived from 1927 through 1941.

The neighborhood was undoubtedly a pleasant place to live. When residents chose to move—whether moving from rental property into their own homes, to upgrade or downsize—many, like the Barklages, stayed within the neighborhood. For example, Edward A. and Laura Schubert moved several times within the survey area. Mr. Schubert was a teacher of piano and theory and the proprietor of The St. Charles Music House at 230 North Main Street. By 1900 the Schuberts were living at 217 North Sixth Street, but from about 1906 through 1913 they lived at 215 North Ninth Street, after which they moved to 301 North Ninth Street, where they lived until about 1925.

The engineering profession was well represented in the neighborhood. A few of the engineers included Arthur R. Ross, a civil engineer (202 North Benton, 1929-1932); Arthur Mades (211 North Sixth, 1925-1961) and Henry F. Brockgrieters (525 Monroe, 1942-c. 1948), who were

²⁷ Vinson, Richard L., ed. *The St. Charles, Missouri, Citizens Improvement Association, 1905-1907*, p. 30.

²⁸ *Ibid.*, p. 34.

both refrigeration engineers; Allen W. Clarke, a mechanical engineer (830 Monroe, 1938-1961); and Clarence R. Czeschen, an engineer at the Westlake Quarry (618 Monroe, 1961).

In the early twentieth century, the automobile gained importance. Henry Machens opened the first automobile dealership in the county in 1906, and Herman Bruns opened the first dealership in St. Charles in 1908. In 1916, St. Charles had more than 200 automobiles, and by 1921 there were 2,108.²⁹ Automobile-related businesses were developed by neighborhood residents. Oscar Boenker (623 Monroe, 1925-1961) became a co-owner of Boenker Bros. Garage with Edwin Boenker (810 Jefferson, phase 2) around 1923, and they built a new building for the business at 700 First Capitol Drive (formerly Clay Street) about 1927. The garage is located in the phase 2 survey area. Oscar McGee (827 Adams, 1929-1930) owned McGee Motor Co. and Oscar F. Bloebaum co-owned the St. Charles Garage and Machine Works (616 Washington, 1929-1934). Theodore H. Blase co-owned Jumbo Brake Service Co. from 1934 through 1952. Blase resided at 539 Monroe Street, while his partner William H. Barklage lived at 804 Washington in the phase 2 area. Richard Patton co-owned Patton's Brake Service in 1961 (414 North Benton). Theodore Solto (217 North Sixth, 1921-1961) held a variety of jobs, one of which was auto mechanic for Joseph H. Machens Auto Dealer. Herbert Hallemeier (414 North Benton, 1961) was a mechanic at Wilke Motors. Frank W. Wilson resided at 700 Adams from 1950 through 1955, and he was employed by Ford Motors.

Pressure to build better roads came from car owners as well as from auto-related businesses. The streets were first oiled in 1911, after a modern road oiling machine was purchased by the City. The business portion of Main Street was reconstructed in 1922 and by the end of the decade the City had paved 20 of its 35 miles of streets and five automobile dealerships were in operation in the town.³⁰ In the survey area, the 1947 Sanborn map indicates that Seventh, Eighth, Washington, Adams and Monroe west of Sixth Street were still unpaved. Tenth Street was more than likely unpaved as well since it was part of the African-American neighborhood known as "Goose Hill" and had no public sidewalks or even curbs. ("Goose Hill" is located in the 900 and 1000 blocks of Washington Street and in the 100 and 200 blocks of North Tenth Street. It is discussed fully in the phase 2 survey report.)

Many of the area's residents were employed as managers, clerks, salespersons, and drivers for the city's various businesses. A few of the managers included Fred Schabert, H.F. Mertens Merchandise Co. (801 Adams, 1916-1922); Alwin A. Hackmann, William H. Rechtern & Co. (550 Monroe, 1921-1930); Melvin G. Sandfort, department manager at Rauch Lumber & Grocery Co. (114 N. Benton, 1952-1961); William F. Moyer, St. Charles County Grain Growers Association (523 Monroe, 1934-1938); and Henry W. Reeves, St. Charles Light & Power Co. (529 Monroe, 1916-1922). Some of the clerks included John W. Moellering, Palace Clothing (717 Clark, 1893-1930); F. H. Edward Meyer, clerk and later secretary-treasurer of George H. Kuhlmann Store (817 Monroe, c. 1913-1961); Melvin G. Sandfort, Rauch Lumber Co. (630 Adams, 1938-1952); Henry Renken, Renken Brothers Grocery (615 Monroe, c. 1926-1961); and Louis Buthfer, Mohlenkamp and Sons, 1902-1909 and Fossell & Heller, General Merchandise, 1916-1939 (622 Washington). Laurence V. Austerschmid sold

²⁹ Ehlmann, 373.

³⁰ Ehlmann, 374-375.

coal, ice, stone, gravel, sand, and building materials at 400 North Main Street (523 Monroe, 1938-1955) and Lawrence Evers (709 Adams) sold wood, coal and building stone. Drivers included Irvin Merx, St. Charles Dairy Co. (716 Adams, 1927-1941); Harrel O. Oliver, St. Louis Transit Authority (300 North Benton, 1950-1961); August Ehlmann, C.J. Harris Lumber Co. (709 Adams (1920-1929); Harry Grothe, Rauch Lumber Co. (633 Adams, 1925-1928); and Raymond D. Hollrah (227 North Sixth, 1945-1961). Hollrah also co-owned Hollrah Shoe Service at 559 Clay Street (First Capitol Drive) from 1950-1961.

Some worked as grocers, meat cutters, cooks, waitresses, and bartenders. John C. Radford (417 North Sixth) was a cook at the St. Charles Hotel, Walter Fredholt was a confectioner (309 North Sixth, 1921-1934), and Adolph A. Ehlinger was a grocer (814 Adams, 1910-c. 1913). H. Clyde Vanderer, who was a meat cutter at the Rose Market, lived at 525 Monroe from 1925-1926. Joseph F. Littenkin, a meat cutter at the North End Grocery, resided at 709 Clark Street from 1950-1955. Several of the barkeepers living in the area were John W. Greenberg (814 Adams, c. 1900-1909); Ernest Radell (550 Monroe, 1906-1917); Robert Fischer (325 North Benton, 1910-c. 1913); and Walter Brause (626 Adams, 1939-1957).

Prior to the end of the district's period of significance, few women in the survey area worked outside the home. However, some did find employment as saleswomen, such as Lottie Suellentrop (324 North Benton Avenue, 1934-1961) and Alma Beimdiek (736 Adams, 1950-1961), who both worked at Hunings Department Store, or as dressmakers, such as Alice Boehemeier (715 Adams, 1908-1941) and Martha Hackmann (709 Adams, 1957-1961). Martha Hackmann was later employed as a waitress at Lindenwood College from 1950-c. 1956. Several women worked as domestics, including Mrs. Elizabeth Heintz (618-20 Adams, 1918-1930) and Dora and Elsa Bloebaum (708 Monroe, prior to 1922). Mrs. Adelheid A. Allrich, a bookkeeper, purchased the house at 314 North Sixth Street about 1938 and lived there through 1961. Vivian Debertshauser, who lived at 633 Adams Street, worked as a decorator from 1938-1950. Mrs. Linda Hollrah, a widow, was a clerk at Renken Brothers Grocery (622 Washington, 1959-1961). Elsa W. Ruebling was an assistant librarian at the St. Charles Public Library (200 North Sixth, 1952-1961). The most common occupations for women who lived in the survey area were as educators and shoe workers at the International Shoe Co., which is discussed in detail later in this report.

Fourteen houses in the phase 3 survey area were home to teachers at the primary and secondary public schools, as well as at private schools. For example, the house at 557 Washington Street was built in 1881 for Miss Mary A. Mowatt, who lived on the first floor and operated a private school for boys and girls on the second floor until her death in 1904. From 1906 through 1909, the south half of the duplex at 424-426 North Benton Avenue was occupied by William E. and Elizabeth Wegener, and he was a teacher at the Immanuel Lutheran School. Doris Gruer, a teacher at the St. Charles High School, lived at 332 North Sixth Street from 1950-1961. Paul Arndt, another teacher at the high school, occupied three different houses in the phase 3 area: 703 Adams Street (c. 1920- c. 1925), 729 Adams (c. 1925-c. 1928), and 721 Monroe (c. 1929-c. 1939). An African American teacher, Hester Fausett, owned the gable-front-and-wing form house at 558 Washington Street from at least 1905 through circa 1913.

Several school principals and the Superintendent of Public Schools also lived in the area. Katherine Lemon, principal of Jefferson Junior High School, owned the Colonial Revival style house at 816 Monroe Street from 1929 through 1943. Theodore Riske, the principal of Benton School, lived at 823 Adams from 1910 to 1913 and then moved next door to 827 Adams, where he resided from 1913 through 1919. Joseph Herring, the Superintendent of Public Schools, lived in the duplex at 307-309 North Sixth Street from at least 1906 through 1910. In 1961 the duplex at 312-314 North Benton was home to two school employees: Doris Bernhoester, the financial secretary at St. Charles High School, and Mrs. Mary Goodrich, a cashier at Lincoln School.

Located across Kingshighway from the Mid-Town Neighborhood, Lindenwood University provided employment for at least six residents of the phase 3 survey area, including three professors, a house physician, a representative of the school, and a waitress. Lindenwood University is considered to be the second-oldest higher-education institution west of the Mississippi River (after St. Louis University) and the first women's college west of the Mississippi. In 1829 George Champlin Sibley and Mary Easton Sibley purchased 280 acres of land and constructed a log house with room for themselves and a handful of students and named the school The Linden Wood School for Girls. In 1853 the Sibleys offered the property to the Presbyterian Church, at which time the college was incorporated as the Lindenwood College for Women by a special act of the Missouri Legislature. The school was accredited as a junior college in 1913 and in 1918 it moved from a two-year to a four-year curriculum. The college became co-educational in 1969 and changed its name to Lindenwood Colleges, with a separate college for men and women, but these were merged into Lindenwood College in 1983 and in 1997 the school changed its name to Lindenwood University.³¹

The house at 820 Monroe Street was built about 1856 for Dr. Benjamin William Rogers and his wife Mildred. In 1856 Dr. Rogers traveled from William County, Virginia, to fill the position of house physician for Lindenwood College. He persuaded Ludwell Powell (the City's first mayor, who lived in the house at 608 Jefferson Street) to sell him the entire block where the house is situated. Mary Talbot, an entomology professor at Lindenwood College, lived at the Federal style cottage at 315 North Sixth Street from 1955 to 1986. According to a plaque in the yard, she dedicated her life to teaching and researching ants for over 50 years, and her observations were published in numerous scientific journals. The 1959 and 1961 city directories indicate that another Lindenwood teacher, Juliet McCrory, also lived in the house. The bungalow at 330 North Benton Avenue was home to William McMurry from 1952 to about 1954, and he was a representative for the college. Martha Hackman lived at 709 Adams Street from about 1929 through 1961, and after the death of her husband she found employment as a waitress at Lindenwood from about 1950 to 1955.

Two churches are located in the phase 3 area: St. John's AME Church (1872) at 547 Washington Street (NR Listed 11/21/1980) and the Old First Baptist Church (1970) at 400 North Kingshighway. St. John's congregation was established in 1855 and originally worshipped in the African Church building located at 554 Madison Street (individually listed on the National Register). The city's first mayor, Ludwell Powell, sold the land to Jeremiah

³¹ "Lindenwood University," http://en.wikipedia.org/wiki/Lindenwood_University, accessed April 2012.

Fletcher Riggs for the establishment of a place of worship for slaves. Riggs immediately sold the plot to seven trustees, himself among them, who were to “erect and build. . .thereupon a house or place of worship for the Colored members of the Methodist Episcopal Church South.”³² There is no official record as to when the congregation joined the African Methodist Episcopal denomination, but it was at least by 1869, based on a quarterly conference ledger from that time.³³ By 1872 the congregation had outgrown the Madison Street building and moved a couple of blocks to the Washington Street location. The Board of Trustees at that time was comprised of former slaves George Woods, John Lew, Samuel Phillips, Archie Hutchinson and Frances Conway.³⁴ The church, which is still in use, has served as a religious and social center for the city’s African American community.

The city directories indicate that several pastors resided in the phase 3 area, such as Reverend Anton Schaffranck (801-803 Monroe, 1906 through 1922) and Reverend Henry L. Sneed (310 Kingshighway, 1921-1922), but their denomination was not listed. By 1945 the First Presbyterian Church had apparently purchased the Colonial Revival style house at 816 Monroe Street, as three of the church’s pastors lived there between 1945 and 1961. In 1945, the home was occupied by Rev. L. Alex and Margaret S. McCutchen and in 1950 Rev. James and Louise Blackwood resided there. In 1952 the house was vacant, and from 1955 through 1961 Rev. Thomas C. Cannon was the occupant.

Numerous men who lived in the survey area were employed in the building trades, including architects, draftsmen, contractors, carpenters, brick masons, painters, paper hangers and plasterers, and a few of them will be mentioned here. Bernard Dyer was an architect who circa 1926 built the bungalow at 605 Monroe Street, where he lived with his wife, Della, until about 1933. Glennon Meyer (527 Monroe, 1939-1952) and Gordon G. Wilson (823 Adams, 1940-1941) were employed as draftsmen. Several contractors/carpenters are believed to have built their own residences, such as Virgil Owen (616 Washington Street, 1906-1908), Marion Thomas Reed (327 North Ninth Street, c. 1910-1928), and Frank A. Zerr (330 North Benton Avenue, 1923-1950). Fred Huelskamper, a carpenter and builder, apparently built the house at 400 North Benton Avenue as a duplex c. 1903 and lived in one of the units until his death about 1920. The massed plan, side-gabled house at 225 North Ninth Street was built in 1935 by Elmer B. Kolkmeier, a building and general contractor (commercial, industrial and residential). His 1982 obituary indicates that he built many of the churches in the area, including St. Robert’s Catholic, St. Cletus Catholic and the First United Methodist churches in St. Charles; St. Joseph Catholic in Cottleville; Holy Cross Lutheran in O’Fallon; and Friedens United Church of Christ in St. Charles County. The obituary stated that he had also built many homes and businesses.³⁵ About 15 other men living in the survey area were carpenters.

³² Cameron, Janice R. National Register of Historic Places nomination for the African Church, 554 Madison Street, St. Charles, MO, 1980.

³³ www.stjohnamestcharles.org, accessed March 2013.

³⁴ Reed, Warlene, Member of St. John’s AME Church. Churches File, St. Charles County Historical Society, St. Charles, MO and DeGroodt, Ann Oberle. “Up From Bondage.” St. Charles Journal, February 28, 1992.

³⁵ “Elmer B. Kolkmeier Services; Contractor for Churches Here.” *The St. Charles Post*, March 18, 1982. Obituary Files, St. Charles County Historical Society, St. Charles, MO.

George Ehlmann was a masonry contractor who was employed by Henry Ehlmann & Son, a company that worked in brick, stone and concrete. He may have built his home at 628 Washington Street in 1901, or was at least responsible for the brick and stone work. From 1941-1961 Austin F. Fisher, a brick contractor, lived at 809 Clark Street, which was built c. 1928. Herman H. Hollrah built his home at 720 Adams Street in 1880, where he lived until his death around 1915. He was also reported to have built the houses at 719-721, 724 and 728 Adams Street.³⁶ His son, Arthur, was also a brick mason.

About a dozen painters lived in the area. For example, George W. Bloebaum occupied the Federal style house at 708 Monroe from c. 1880 through 1922, and he was a contractor, painter and paper hanger. Charles T. Koehler, a painter, resided at 716 Adams Street from 1942-1961, and from 1957-1961 he operated Koehler Painting Co. from this address. The duplex at 618-620 Monroe was occupied by Albert Heck, a plasterer (1925-1927); Edward C. Hobusch, a plumber (1927-1929); and Henry Salland, a painter (c. 1881-1907). An African-American plasterer, Richard Kemp and his wife Mary, lived at 713 Clark Street from 1918-1922 before moving to 1015 Washington Street and later 1010 Washington, both in the African-American neighborhood known as "Goose Hill" in the phase 2 survey area.

Austin S. Fox, a plumber, gas fitter and drainlayer, lived at 309 North Ninth Street from circa 1913 through circa 1943. He completed work at the Fort Wayne, Indiana, courthouse; the Government Building at Mobile, Alabama; the Times Building in St. Louis; the water works at Clarksville, Missouri; and the gas plant and many other buildings in St. Charles. His work included the first sanitary sewerage in St. Charles, the plumbing in the St. Charles County Courthouse, and a dormitory at Lindenwood College, which at that time was reported to be the largest plumbing contract ever let in St. Charles.³⁷ Omar H. Merx, who lived at 815 Monroe Street, was employed by the John Schulze Plumbing and Heating Co. from 1929 through 1961.

Other construction jobs were represented in the area. Frank Gard, construction worker (622 Washington, 1942-1949); Frank B. Potter, iron worker (332 North Sixth, 1942-1944); Bruce L. Prater, superintendent of Standard Building Materials Co. (523 Monroe, 1929-1930) and Victor F. Kneuen (523 Monroe, 1931-1937) and Grayson E. Parks (618-620 Adams, 1931-1932), both crane operators for Standard Building Materials. Laborers included Clem Phillips (716 Adams, 1921-c. 1926); Edward Greiwe (626 Adams, 1916-19); August Koetter (626 Adams, 1925-26); Herman Nessler (700 Adams, 1910-c. 1913); Samuel Nelson (700 Adams, 1916-17); Fred E. Birch (216 N. Tenth, 1930-1942); and Henry J. Schoder (308 North Kingshighway, c. 1913-c. 1928).

The three largest employers of residents in the survey area were the American Car and Foundry Co. (ACF) and the International Shoe Co. (ISC), both in St. Charles, and McDonnell Aircraft in St. Louis County. At various times 92 of the 178 residential buildings in the neighborhood housed employees of ACF, 44 were occupied by employees of ISC, and 38 were the residences of employees of McDonnell Aircraft. These numbers are a bit misleading because over the years many of these houses were occupied by multiple employees of a single

³⁶ Drummond, Malcolm C. *Historic Sites in St. Charles County, Missouri*. St. Charles, MO: St. Charles County Historical Society, 1976.

³⁷ Vinson, p. 41.

company. For example, three employees of ACF lived in the Folk Victorian style house at 321 North Benton Avenue: Clement Lammert (c. 1905-c. 1910), Walter Boschert (c. 1910-c. 1916), and Henry Herman Sandhaus (c. 1916-c. 1934). Prior to moving to Benton Avenue, Sandhaus occupied 217 North Sixth Street from c. 1910-c. 1916, and two other employees of ACF later lived at that location: Morris Stonebraker (c. 1916-1920) and Theodore Solto (1942-1957). Over the years, some of the houses were called home by employees of two or even all three of these companies. For example, the Greek Revival style duplex at 801-803 Monroe was occupied by Mrs. Carrie Burnett (widow of Claude) from 1927-1957, and she was employed as a shoe worker at the International Shoe Co. Archie and Hattie Mergenthal lived in the other half of the duplex from 1927-1943, and he was employed by ACF. In 1959 Medford White, a mechanic for McDonnell Aircraft, resided here.

As mentioned on page 11, in 1873 a Citizens Association established a new business, which became the St. Charles Manufacturing Company. The company received its first contract in 1874 and began manufacturing railroad cars on the grounds formerly occupied by the North Missouri Railroad. It reorganized in 1881, expanded its facilities and workforce, and changed its name to the St. Charles Car Company.³⁸ However, in 1899, the company became part of a national merger of thirteen leading manufacturers of freight and passenger cars that formed the American Car and Foundry Company (ACF).³⁹ The buildings were demolished and replaced by the present brick structures in Frenchtown as the company began constructing steel railroad cars to be sold around the world.

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

³⁸ Ehlmann, 351.

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

⁴⁰ Baxter and Keenoy, p. 56.

⁴¹ Ehlmann, 362.

⁴² Stiritz, Frenchtown, Section 8, p. 19.

⁴³ Ehlmann, 455-456.

⁴⁴ Stiritz, Frenchtown, Section 8, p. 19.

In the phase 3 survey area 92 residential structures (52%) were constructed and/or inhabited by employees of ACF. The superintendent of ACF, Robert Jeck, owned the bungalow at 727 Monroe Street from 1941 through 1952. John T. Kaemmerlen, the head bookkeeper at ACF, built the Queen Anne style house at 802 Monroe Street in 1893 and owned it through 1932. Earl H. Hallemeyer was an accountant (551 Monroe, 1950-1955) and James C. Holmes (730 Monroe, 1910-1916) worked as an assistant bookkeeper. Edward H. Schreiber (732 Monroe, 1941-c. 1955) and Fred S. Cummings (709 Monroe, 1950-1961) were clerks and Robert Buse was a clerk and estimator (325-327 North Benton, 1916-1928). George Hoehn (322 North Sixth) was a timekeeper.

Carl Ueberle (400 North Benton, 1950-1952) was a supervisor and William B. Saunders (302 North Sixth, 1955-1957) was a supervisor and an engineer. Some of the foremen were Fred J. Borgmeyer (550 Monroe, 1945-1955), Albert A. Wiechens (420 North Benton, 1945-1950), William A. Schraer (515 Clark, 1949-1955), George H. Hellrich (827 Adams, 1931-1934), Ray Prinster (1025 Monroe, 1950-1961), and Otto Ritzmann (721 Monroe, 1910-1928). Prior to becoming a foreman, Ritzmann worked as a stenographer for ACF while living at 715 Monroe (1908-1910). Many area residents worked as assistant foremen: Charles Buerges (314 North Benton, c. 1936-1940), Joseph F. Meyer (308 North Benton, 1906-1957), August F. Biemdiek (701 Monroe (c. 1926-1940), and Edward Lawler (824 Monroe, 1921-1924). Some of the draftsmen who were employed by ACF include Robert Billing (312-314 North Benton, 1925-1934); William C. Osiek (409 North Sixth, 1934-1961), Theodore H. Pundmann (132 North Benton, c. 1944-c. 1949), Thomas Dolan (527 Monroe, 1955-1961), and Henry Teetc (628 Washington, 1945-c. 1950).

The majority of the area's residents who worked at ACF labored in the factory in a wide variety of occupations, such as John H. Bruns (126 North Benton, 1927-1945), a carpenter, steel worker, laborer and pipe cleaner; Ernest Hagemann (212 North Benton, 1927-1938), finisher, steamfitter, laborer and car builder; Aloys H. Debrecht (330 North Benton, 1955-1960), press operator; Fred J. Borgmeyer (314 North Sixth (1929-1934), painter; John W. Redell (725 Adams, 1918-1961), blacksmith; Edward F. Pollardy (802 Adams, 1929-1952), pattern maker; S.S. Morgan (814 Adams, 1916-1924), electrician; Erwin H. Ermeling (629 Clark, 1942-1961), water system attendant; John Borgmeyer (335 North Benton, 1905-c. 1947), blacksmith and foreman; August H. Kottmann (332 North Sixth, 1906-c. 1943), carpenter; Walter H. Schierding (332 North Sixth, c. 1943-1950), finisher; Signa Gilkey (417A North Sixth, 1925-1933), template maker; August Michel (540 Monroe, 1906-1919), machinist; Joseph B. Wempe (710 Adams (1957-1961), cabinet maker; Elvin Tesson (724 Adams, 1955-1961), assembler/riveter; and August H. Hallemeyer (551 Monroe, 1921-1961), electrician and pipefitter.

Apparently very few women were employed by ACF. Only one woman in the phase 2 survey area worked there during the historic period, but none who lived in the phase 3 area did. Some African Americans found employment at ACF, including Arthur Scott, who worked there while boarding at 558 Washington Street with his wife Marie from 1927-1932.

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

Forty-four houses in the survey area were occupied by employees of ISC. Matthew J. Gauss was the superintendent of ISC and lived at 301 North Ninth Street with his wife Mary from 1925 to about 1940. Elmer Thoelke was the office manager and lived at 827 Adams from 1921-1924. George Cameron (309 North Sixth, 1910-1915) and George W. Jacobs (824 Monroe, 1918-1920) were foremen, and Leo H. Honerkamp (327 North Benton, 1931-1932) was a foreman in the Fitting Department. Alvin E. Koetter (321 North Ninth, 1930-1961) worked his way up from shoe worker to assistant foreman to foreman. Frank A. Buerges (204 North Sixth, 1931-1950) was a foreman but by 1945 he had become a supervisor. An obituary for Mr. Buerges said that he headed the ISC plant for many years then took a position with the McCabe Powers Co. when the local shoe plant ceased manufacturing. He retired in 1959. He was a member of the St. Charles Loyal Order of the Moose for 50 years, and in 1961 was awarded the Pilgrim Degree of Merit, which is the highest degree in the Moose Lodge, for continued outstanding service in the philanthropic work of the fraternity.⁵¹

The majority of the ISC employees in the neighborhood were shoeworkers, such as George J. Bruns (114 North Benton, 1927-1941); George F. Kolb (414 North Benton, 1931-32); Fred Pund (417A North Sixth, 1927-1928), Fred Albers (215 North Ninth, 1931-1934); Frank Burton (730 Monroe, 1945-1950); Arthur C. Pund (618 Monroe, 1929-1950); John Portwood (626 ½ Adams, 1925-1926); Armin E. Griewing (728 Adams (1929-1950); and Oney L. Creech (713 Clark, 1931-1937). Leighton M. Snyder (208 North Benton, 1931-1934) was a fireman at ISC; Elmer Hoffman (310 North Kingshighway, 1925-1926) was a laster; and Clarence Bredenbeck (622 Washington, c. 1944-c. 1949) was an inspector.

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

⁴⁶ Ehlmann, 351.

⁴⁷ Ehlmann, 362.

⁴⁸ Stiritz, Roberts, Johnson & Rand, Section 8, page 2.

⁴⁹ Ehlmann, 437.

⁵⁰ Ehlmann, 485.

⁵¹ "Frank A. Buerges, Former Shoe Plant Supervisor, Dies." No newspaper or date noted. Obituary Files, St. Charles County Historical Society, St. Charles, MO.

Single women often worked in factories until they were married, and by 1911 many of the production jobs in the shoe industry had become “women’s jobs.”⁵² George W. Bloebaum, a contractor, painter and paper hanger, owned the Federal style home at 708 Monroe from about 1880 through 1922. His six children lived with him most of that time, and three were employed by ISC: William, Olinda and Irene. Margaret Bielen (817 Clark, 1939-1961) was employed as a shoe worker at ISC from 1939 to about 1953, after which she worked at Easton Boot and Shoe Co. in St. Louis through 1961. Widows also found employment at ISC. Carrie Burnett (801-803 Monroe, 1927-1959), widow of Claude, and Theresa Cooper (814 Adams, 1951-1953), widow of George, were employed as shoe workers. Mrs. Maude Williams, widow of Charles, lived at 208 North Benton from 1929-1930 and again from about 1936 through 1959. She was a shoe worker at ISC until about 1945, when she became the manager of Clarence Williams’ restaurant.

The Citizens Association, which had successfully established the St. Charles Manufacturing Company in the last quarter of the nineteenth century, began negotiations in 1913 with St. Mary’s Oil Engine Co. of St. Mary’s, Ohio, to relocate to St. Charles. The next year the voters approved a \$64,000 bond issue that enabled the city to provide a 28,000 square foot factory, pay the cost of relocating the company, and provide all utilities and access to railroad facilities. The factory was located on North Fourth Street just north of the railroad bridge.⁵³ The company, which opened its doors in St. Charles in 1915, was the technological leader in the production of diesel engines for industry. It produced four- and six-cylinder engines used at manufacturing plants as backup systems for the unreliable commercially-produced electricity, and in rural areas they were often the only source of power for municipal water treatment plants. The engines were shipped throughout the world.⁵⁴

St. Mary’s produced a revolutionary engine in which the fuel was not atomized by means of compressed air but rather by partial explosions in the fuel cup. The engines were very efficient and reliable, and they could run on the cheapest form of crude fuel, unlike other competing engines which used fuel costing 10 to 20 times as much. As a result, the company was very successful in its early years, employing 200 workers. However, poor financial management led to the demise of the company, which closed its doors in 1932.⁵⁵ Only five residents in the survey area were employed by St. Mary’s. Mark Anderson (830 Monroe, c. 1924-1932) was the secretary of the company and John A. Anderson (329A N. Sixth, 1916-1917) was treasurer. Albert F. Benne (529 Monroe, 1929-1930) was a machinist, Oscar Greiwe (414 North Benton, 1921-1922) was an assembler, and the 1921-1922 city directory merely lists John Portwood (404 North Benton) as an employee of the company.

During World War II, McDonnell Aircraft, located in St. Louis County, grew significantly and employed over 5,000 people, many of them from St. Charles County. By the end of the war the company had become the country’s largest supplier of airplane parts.⁵⁶ Both ACF and ISC were gone by 1959, and although other factories opened in St. Charles County, a

⁵² Ehlmann, 353.

⁵³ Ehlmann, 351.

⁵⁴ Francis, Dan, “The Bankruptcy of St. Mary’s Oil Engine Company.” *St. Charles County Heritage*, Vol. 11 [2], p. 42.

⁵⁵ Ibid.

⁵⁶ Ehlmann, 456.

large number of workers were driving to jobs in St. Louis County. McDonnell Aircraft was a big contributor to the local economy and by 1955, 1,371 of its employees were living in St. Charles County and commuting to work. In January 1959 the company was awarded a contract to design and construct the Mercury spacecraft, and by the following December there were 1,600 McDonnell Aircraft employees working to deliver 20 capsules to NASA.⁵⁷

Thirty-eight houses or apartments in the survey area housed employees of McDonnell Aircraft. Apparently after World War II there was a housing shortage, and between 1945 and 1959 many homeowners in the survey area created apartments in their homes, and many of these apartments were occupied by employees of McDonnell Aircraft. Three employees of McDonnell Aircraft rented the house at 407 North Seventh Street between 1952 and 1961: Orville J. (and Edythe) Noah, an expediter, 1951 to 1954; Francis (and Lillian) Edwards, a machine operator, 1954-1958; and Edward F. (and Frances) Maraulian, a machinist, 1959. By 1955 the house at 326 North Sixth Street had been subdivided to create two residential units that housed McDonnell Aircraft employees. Paul Steele, a mechanic, and his wife Grace lived in 326 from 1955-1957. In 1955 the unit at 326A was occupied by Fred (and Hilda) Lehman, who also worked at McDonnell Aircraft, and in 1957-1959 the resident was Lawrence (and Dorothy) Brown, who was a mechanic. When research ended in 1961, 326A was occupied by Robert and Glenda Burton, and he was also an employee of the company. Floyd D. Lamley (220 North Tenth, 1961) was a sheet metal worker and Arthur J. Ringhousen (550 Monroe, 1957-1961) was a welder. Edwin A. and Florence Kettelhake rented the house at 515 Clark Street from 1957 through 1961, and he was an expediter. Harry G. and Helen Pural rented 729 Clark from 1951 through 1954, after which Dan M. and Ruth Bruce were the renters until about 1956. Pural was a buyer and Bruce was a security officer. In 1950 James A. and Evelyn Buehrie boarded at 324 North Benton, and he was an accountant.

Some of the engineers who worked for McDonnell Aircraft included William G. Salsbury (411 North Seventh, 1952-1957), Norman F. Beeler (411 North Seventh, 1958-1961), Howard M. Hauser (632 Monroe, 1952-1954), and Richard H. Hawkins (701-703 Clark, 1957-1959). Alvin E. Koetter, who lived at 321 North Ninth Street from 1930-1961, worked as a timekeeper at McDonnell Aircraft from 1957-1961, and prior to that he was employed at the International Shoe Co. and the American Car and Foundry Co. Charles L. and Ellen Hackmeyer owned the house at 710 Adams from 1950 through 1955, and he was a maintenance man. Donald F. and Stella M. Carter purchased 713 Clark about 1957 and lived there through 1961, when research ended. Mr. Carter was a factory worker. Andrew and Bernice Burckhardt owned 201 North Benton from 1950 through 1961, and he was a mechanic and foreman at McDonnell, and in 1955-1957 he also served on the city council.

When the construction of light tanks slowed at ACF in 1943, many of the company's workers moved to Curtiss-Wright Aircraft Factory in St. Louis County to build airplanes.⁵⁸ At least seven of the residents of the survey area were employed by Curtiss-Wright. For example, Carl and Agnes Ueberle occupied 400 North Benton from 1942 through 1952, and Mr. Ueberle was an inspector at Curtiss Wright Corp. from 1942-1945, but from 1950-1952 he

⁵⁷ Ehlmann, 489.

⁵⁸ Ehlmann, 456.

was employed by ACF as a supervisor. Hubert H. and Ruth Prenger owned 729 Adams Street from 1945 through 1961, when research ended. Mr. Prenger held several different jobs during his residence there, but from 1945 through about 1951 he was a maintenance man at Curtiss Wright. Loyall M. Wood (212 North Sixth, 1945-1949) was a mechanic and Paul Richter (717A Clark, 1945-1950) was a sheet metal worker.

In addition to McDonnell Aircraft and Curtiss-Wright Aircraft Factory, other residents of the phase 3 survey area were employed by the airline industry. For example, George F. Stumpff (203-205 North Benton, 1959-1961) was a pilot for Ozark Airlines. The duplex at 309 North Sixth Street was home to two people who worked for airlines: Betty Jacobson was a station agent for Braniff Airlines from 1955-1958 and from 1958-1961 Earl Campbell was a pilot for Ozark Air Lines.

Results

During the phase 3 survey, 193 properties were inventoried. These properties include 187 primary buildings, 130 outbuildings, and six vacant lots. The majority of the primary historic buildings retain sufficient architectural integrity to contribute to the character of a historic district; however, vinyl siding has been installed on many and/or the windows have been replaced, and some have had insensitive additions. A total of four buildings appear to be individually eligible for listing for architectural significance (Criterion C): Meyer-Pieper House (The Meyerdorf), 128 North Sixth Street; John T. and Aggie Kaemmerlen House, 802 Monroe Street; Ehrhard House, 820 Monroe Street; and the Old First Baptist Church, 400 North Kingshighway. These are discussed in the Recommendations section later in this report.

The phase 3 survey area developed over a long period of time, beginning in the mid-nineteenth century, but the period of greatest development was from 1890 through 1929, when 60.4% of the primary buildings were constructed. The neighborhood has a significant collection of mid- to late-nineteenth and early twentieth century residential resources, as well as a church, school, and fire department building that were built during this period. The Old First Baptist Church at 400 North Kingshighway was built in 1970, and although it is not 50 years old and does not contribute to the historic and architectural character of the district, it is architecturally significant as a good local example of a Mid-Century Modern, Brutalist design. Very few commercial structures are in the survey area, and they are either modern buildings or have been greatly altered. Many of the residential structures are vernacular designs that can best be described by their plan shape or roof type. From the last quarter of the nineteenth to the early twentieth century, Late Victorian designs, such as the Italianate, Folk Victorian and Queen Anne styles, became popular with the neighborhood residents. Modest Colonial Revival and Craftsman bungalows became the favored styles in the 1910s. Modern stylistic influences, such as the ranch and minimal traditional types, grew in popularity in the mid-twentieth century. The following discussion of folk forms and specific stylistic features is based upon Virginia and Lee McAlester's *A Field Guide to American Houses*.

FOLK HOUSES

Although most American houses display some stylistic influences, folk houses were built with little regard for changing fashion. Early folk houses were constructed of materials found near the building site, such as logs and stone, and unlike fashionable styles, folk building traditions changed little with time. The first period of American folk architecture extended from the earliest permanent settlements of the seventeenth century to the growth of the railroads during the last half of the nineteenth century. McAlesters' *A Field Guide to American Houses* classifies folk houses built during this period as Pre-Railroad. No folk houses built in the pre-railroad period were identified in the phase 3 area.

With the expansion of the nation's railway network between 1850 and 1890, construction materials could be moved rapidly and cheaply over long distances. As a result, the traditional building materials and construction techniques of folk dwellings changed. Houses that had formerly been built with logs or heavy hewn frames were replaced by balloon-framed structures. However, many of the previous folk shapes persisted well into the twentieth century even though different construction techniques were being used. The resulting houses were simple dwellings defined by their form and massing, but they lacked identifiable stylistic attributes. The McAlesters classify the period after the spread of the railroad as the National period.

In the phase 3 area, these folk house designs were built from circa 1890 to circa 1960 as an affordable alternative to more ornate and complex architectural styles. The National folk house forms that were identified include Gable Front; Gable-Front-and-Wing; Centered Gable; Hall-and-Parlor; Massed-Plan, Side-Gabled; and Pyramidal. Each house form is discussed below. A few houses could not be categorized by a folk form or stylistic influence, so roof shape was used as a type, such as Side Gabled and Cross Gabled.

Gable Front

The Gable-Front form house became popular in the pre-railroad era in New England and the northeast region, and with the expansion of the nation's railroad network in the 1850s and the resultant availability of inexpensive building materials, it was a dominant folk form well into the 20th century. Architectural ornament is minimal and is generally limited to millwork on front porches. In the phase 3 survey area 13 examples of Gable Front houses were identified that display no stylistic features and these were built between circa 1900 and circa 1943. Nine of these are one-and-one-half stories, but three are one story and one is two stories. All are frame, and four are three-bays wide, four have two bays, and one is only one bay wide. This type house is well-suited to narrow urban lots, such as that at **114 North Benton Avenue** (below left), where this example was built circa 1927. One "shotgun" house is located in the phase 3 area at **216 North Tenth Street** (below right). It was built in 1930 in the African-American neighborhood known as "Goose Hill."

The shotgun house is a southern folk building form that is a narrow rectangular structure one room wide and at least three rooms deep, typically being frame and having a long front-

gabled roof. Shotguns may or may not have a porch on the front or the back. Even among experts, no one is sure of its origins or how it got its whimsical name, but there are numerous theories. One explanation of its origins is that it is related to the shape of African dwellings. A cultural geographer, John M. Vlach, believes that the origins of the word shotgun may have come from the word “to-gun,” which was used in western Africa as a term for house. Probably the favorite story of how the shotgun house got its name revolves around the idea that if someone fired a gun from the front porch through the house the shot could go straight out the back door without hitting anything. However, in actuality few shotguns were built with all of the doors in alignment. A less-told story associates the name to the fact that many former use than its configuration. Perhaps because of their original use as rough dwellings, shotguns came to be used for rental housing in the urban areas and as poor country homes or slave quarters on plantations. This theory of a rural origin disproves the common belief that the long narrow form of the shotgun developed primarily to fit narrow urban lots.⁵⁹



114 North Benton Avenue, circa 1927



Shotgun, 216 North Tenth Street, 1930

In addition to the 13 examples of Gable Front houses with no stylistic features, there are six examples in the phase 3 area that display stylistic influences. One has features from the Gothic Revival style and five have Colonial Revival features. These six houses range from one-and-one-half to two stories and were built between 1881 and 1926. Three are frame, three are brick and one is constructed of concrete blocks. Two examples of Gable Front houses with Colonial Revival style galleries are **827 Adams Street** (below left), which was built circa 1913, and **801 Adams Street** (below right). The walls of 801 Adams Street are constructed of alternating courses of rusticated and smooth concrete blocks. It is the only concrete block house in the phase 3 area (there was also one in the phase 2 area at 825 Madison Street).

Ornamental concrete block, also known as decorative or cast block and imitation or artificial stone, was developed as an inexpensive yet strong alternative to stone and brick. It was promoted as a cheap, quick and practical building material. Popular from the late 1800s

⁵⁹ Phoebe Tudor, “The Story Behind the Shotgun House: Fact and Fiction Fight It Out.” *Preservation in Print*, April 1996, page 20.

through the 1930s, concrete blocks were usually hollow for economy, insulation and waterproofing, and until the 1930s they were almost always finished with a decorative face, usually imitating rough-cut or faced stone. They were very popular for house foundations, and numerous houses in the phase 3 area have such foundations. Cast block was used to construct garages and was even used for entire houses. There was occasional use of block in the Victorian era but its greatest use came in the post-Victorian period.⁶⁰



827 Adams Street, circa 1913



801 Adams Street, c. 1916

By 1870 several companies were mass-producing concrete blocks, and eventually relatively inexpensive cast-iron block-making machines became available to the general public. Sears, Roebuck and Company became a significant source of the machines and in 1908 devoted eight pages of the spring general-merchandise catalogue to the machines and related hardware. Most concrete blocks were produced by local contractors, building-supply companies or family businesses, but homeowners also made them for their own use.⁶¹

Although the builder of 801 Adams Street has not been identified, John Platte is known to have constructed several concrete block houses in St. Charles. Platte spent an early apprenticeship in his father's brickyard and at age 16, learning carpentry from John Borgmeyer, went to St. Louis and Chicago as a builder. He studied architecture in the East and returned to St. Charles in 1891 as an architect and contractor. A 1906 St. Charles newspaper article in the Kathryn Linnemann Branch of the St. Charles City-County Library's collection titled "To Manufacturers and Mercantile Interest and Real Estate Investors," states that "Mr. Platte has taken up concrete block work and to demonstrate its usefulness and stability, he has erected several houses of concrete blocks, thus proceeding...in the belief that they are practical."⁶²

⁶⁰ J. Randall Cotton, "Ornamental Concrete Block Houses," *The Old-House Journal*, October 1984/Vol. XII, No. 8, 180-181.

⁶¹ J. Randall Cotton, 180.

⁶² Maureen Jones, 23-24.

Gable-Front-and-Wing

While the Gable Front house was a common urban folk form, the Gable-Front-and-Wing form became popular for use in rural areas. The Gable-Front-and-Wing house was created by adding a side-gabled wing perpendicular to the gable-front block, giving the house its distinctive L-shaped massing. A shed-roofed porch was typically placed within the L made by the two wings, and architectural ornament was minimal. Five Gable-Front-and-Wing form houses that display no stylistic features were identified in the phase 3 survey area. All are one-and-one-half stories, and three are brick while two are frame. They were built between circa 1893 and 1902. The brick example at **227 North Sixth Street** (below left) was built in 1902. The 1909 and 1917 Sanborn Insurance Maps show the porch was originally a single-bay portico, but between 1917 and 1929 it was enlarged to span both bays of the side-gabled wing. In addition to the five Gable-Front-and-Wing form houses with no stylistic detailing, five were built with Folk Victorian detailing, including **324 North Benton Avenue** (below right), which was constructed circa 1900. It has a Folk Victorian style gallery with wood box columns having ornate pierced corner brackets and a ball-and-rod spindled frieze.



227 North Sixth Street, 1902. The existing c. 1920s porch replaces the original single-bay portico.



324 North Benton, circa 1900

Centered Gable

The Centered Gable folk form is a symmetrical house with a side-gabled roof having a prominent central cross gable, and the front wall of the house extends into the gable without a break (no eave or trim). This house form often has an ell centered on the rear elevation, giving the house a T-shaped plan. The form may be derived from the Picturesque cottages of A.J. Downing, especially the Picturesque Gothic cottage. There are several subtypes distinguished by the number of floors, which range from one to two. In the phase 3 survey area, three Centered Gable form houses were identified. All are one-and-one-half story, brick examples that were constructed between 1884 and 1900. One was built as a single-family dwelling and two were built as duplexes. Built in 1900, the Centered Gable house at **325-327 North Benton Avenue** (below left) has a T-shaped plan and no stylistic detailing. The duplex at **424-426 North Benton Avenue** (below right) was built circa 1895 and can be categorized as a Folk Victorian style house due to the ornate spindlework porch, which has

turned posts with ornate corner brackets, a ball-and-rod spindled frieze, and a mansard roof topped by metal cresting. The other Centered Gable house in the phase 3 area is a Gothic Revival example, which will be discussed later under that style.



325-327 North Benton Avenue, 1900



424-426 North Benton Avenue, circa 1895

Hall-and-Parlor

A one-story, side-gabled house that is two rooms wide by one room deep is known as a hall-and-parlor house, which is a traditional British folk form. The hall was the larger of the two rooms and was the center of household activity, while the parlor was more private and used primarily for sleeping. This house form differed with the placement of the chimney, porch size, shape of the porch roof, and the pattern of rear expansion for enlarging the living space. When expanded by a front porch and rear addition, this type house became the dominant pre-railroad folk house form in the Southeast; and after the railroad system made construction materials readily available, the hall-and-parlor form remained the dominant folk housing form over much of the rural Southeast until well into the twentieth century. In the phase 3 survey area, only two examples of the hall-and-parlor form house with no stylistic detailing were identified. Unfortunately, both have been altered by the installation of artificial siding and replacement of the windows. An expanded version of the hall-and-parlor house is **300 North Benton Avenue** (below left), built circa 1900. It is a one-and-one-half story example with a $\frac{3}{4}$ -width front gallery and a full rear wing rather than the traditional shed-roofed rearward extension often found on many later examples. The one-story house at **220 North Tenth Street** (below right), also built circa 1900, is a “saddlebag” form house, with its chimney located in the wall between the two rooms. This house is located in an area historically associated with St. Charles’ African American community and known as “Goose Hill.”



300 North Benton Avenue, circa 1900



220 North Tenth Street, c. 1900

Massed-Plan, Side-Gabled

Side-gabled folk houses that are more than one room deep are known as Massed-Plan, Side-Gabled houses. They are one- or one-and-one-half story structures that vary mainly in roof pitch and in the size and placement of porches. Earlier examples typically had full-width porches, but later examples built in the 1930s and later usually had only small entry porches or no porch at all, imitating the then-fashionable Cape Cod style. In the phase 3 area four Massed-Plan, Side-Gabled houses were identified. All are frame and are one-and-one-half stories. Three examples on North Benton Avenue were built in 1927 and are very similar. These three have recessed porches, such as that of **206 North Benton Avenue** (below left). The house at **225 North Ninth Street** (below right) was built in 1935, and typical of its time of construction it has a covered stoop rather than a full-width porch. Because the Mass-Plan, Side-Gabled house had a relatively large and flexible interior plan, it slowly replaced the traditional one-room deep hall-and-parlor and I-house forms.



206 North Benton Avenue, 1927



225 North Ninth Street, 1935

Pyramidal

Massed-plan folk houses that are nearly square in shape are typically built with pyramidal roofs, which require more complex roof framing but need fewer long-spanning rafters,

making construction less expensive. The pyramidal house form appeared earlier in the post-railroad era than the massed-plan, side-gabled form. At the turn of the twentieth century, one-story pyramidal houses became a popular replacement for the less spacious hall-and-parlor houses, while two-story examples began to replace rural I-houses. From about 1900 to 1930, the two-story examples became a popular urban house form, and most were built with Colonial Revival, Neoclassical Revival, Prairie, Tudor or Craftsman detailing; however, many lacked such stylistic details.

In the phase 3 survey area, fourteen pyramidal form houses—including the American Foursquare form, discussed below—were identified, and of these only five had stylistic features, which in each case was Colonial Revival detailing on the porches. These houses were constructed from circa 1890 through circa 1957 and range from one-story to two-and-one-half stories. Three are brick while the others are frame, and they range from two to four bays wide. The house located at **725 Monroe Street** (below left) was built circa 1907 without stylistic detailing. The recessed porch of the circa 1913, one-story example at **1002 Monroe Street** (below right) features Tuscan columns, which reflect the Colonial Revival influence.



725 Monroe Street, circa 1907



1002 Monroe Street, circa 1913

American Foursquare

Nationally, the American Foursquare house form became a popular choice for homes between 1900 and 1930. In the late nineteenth century, when public taste was turning away from the excessively ornate and asymmetrical Victorian style, the American Foursquare represented a renewed sense of simplicity and restraint. The popular house form has precedent in the Georgian manor house. The comeback of the square shape is at least partly a matter of economy, with the cube yielding the most interior space for the money spent on the foundation, framing, and roof. Foursquare variants appeared in virtually every pattern book between 1900 and 1925, and some companies, such as Sears Roebuck and Co., sold prefabricated versions. The basic Foursquare, also known as the classic box, has two stories (with four rooms on each story), a pyramidal or hipped roof with broad overhanging eaves and a dormer on the front slope, a prominent front porch, and a boxy, nearly cubical shape. The national trend was to have a full-width porch on the main façade, but in the phase 3 area

$\frac{3}{4}$ -width porches are also common. The porches almost never have turned posts or gingerbread trim but instead have box columns or classical columns. Examples of the Foursquare type house in the phase 3 area include **700 Monroe Street** (below left), built circa 1924, and **711 Monroe Street** (below right), built in 1901 with a front gallery displaying classical columns.



700 Monroe, c. 1924 (the one-story wing on the right is an addition)



711 Monroe, 1901

Houses built between 1940 and 1961

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

Minimal Traditional (nationally circa 1935-1950)

With the Great Depression, the Minimal Traditional type was a compromise that reflects the Tudor Revival influence but lacks its decorative detailing. First becoming popular in the late 1930s, the Minimal Traditional type dominated the post-World War II period of the 1940s and early 1950s, with a large number built in the large tract-housing developments of the period. Typical features include a dominant front gable, but the roof pitches are typically lower than in the preceding Tudor style; little eave overhang; a simple entry stoop; asymmetrical façade; and one- or one-and-one-half story height. Windows are usually 1/1 sashes and there is often a large picture window that is sometimes flanked by narrow sashes similar to the Chicago style window. Eight Minimal Traditional houses built from circa 1947 through circa 1958 were found scattered throughout the phase 3 survey area. Five are frame and three are brick, and five are one-story while three are one-and-one-half story examples. Built in 1949, the asymmetrical frame house at **515 Clark Street** (below left) has a gablet over the entrance,

which opens onto a stoop. The house at **1025 Monroe Street** (below right) has the gable-front-and-wing folk form, with a gallery rather than a stoop, which is typically found on Minimal Traditional type houses. It has a large picture window flanked by narrow sashes similar to the Chicago style window



515 Clark Street, 1949



1025 Monroe Street, 1950

Ranch (nationally circa 1935-1975)

Several California architects developed the Ranch type house in the mid-1930s, and it gained popularity during the 1940s and became the dominant type throughout the country during the 1950s and 1960s. With the end of World War II there was an extreme housing shortage in America as vast numbers of returning veterans wanted to finish their education and start families. In 1945 the U.S. government passed the Serviceman's Readjustment Act (known as the GI Bill), which allowed veterans to purchase or build their own houses using VA-insured, no-down-payment mortgage loans. During the next decade housing construction experienced unprecedented growth, aided by the technological advances achieved in wartime. Although labor and materials were expensive in the postwar years, there was still plenty of relatively cheap land available. The streetcar suburbs of the late-nineteenth and early twentieth centuries typically had relatively compact house forms on small lots because people walked to nearby streetcar lines. However, the country's increasing dependence on the automobile allowed compact houses to be replaced by rambling ranch houses on much larger lots.⁶³

Four Ranch houses are located in the phase 3 survey area, and these were constructed between circa 1952 and 1956. This type house is typically an asymmetrical one-story structure crowned by a low-pitched roof with moderate to wide eaves, and the plan sometimes includes an integral garage, such as at **619 Washington Street** (below top), which was built circa 1952. Large, fixed-pane picture windows are common, and these are sometimes flanked by narrow sashes similar to the Chicago style window, as at **1013 Monroe Street** (below bottom). Brick and wood wall claddings were used, sometimes in combination, but asbestos shingles were also a popular choice. However, all of the examples in the phase 3 area are frame and have been clad with vinyl siding. The most common detailing is decorative iron or wooden porch supports and decorative shutters.

⁶³ Betsy Friedberg, "Postwar Housing Comes of Age," *Preservation Advocate*, Spring 2003, 6.



619 Washington Street, circa 1952



1013 Monroe Street, 1954

ARCHITECTURAL STYLES

Examples of many of the architectural styles that were popular nationally are represented in the phase 3 survey area, although many were retardataire or outdated by the time they were built. A discussion of the various styles found in the survey area is provided below.

Federal (nationally 1780-1840)

During the mid-to-late-nineteenth century, throughout St. Charles both Americans and Germans were building simple vernacular houses that reflect the influence of the Federal style (also known as the Adam style). In the phase 3 area, 25 Federal-influenced houses were built between 1858 and circa 1895. Most were built as single-family dwellings, but a few, such as **618-620 Adams Street** (below left), were built as duplexes. They range from one- to two-and-one-half stories: two (8%) are one-story, 20 (80%) are one-and-one-half stories and three (12%) are two-and-one-half stories. All are brick, except one has been covered with stucco and another with simulated stone and stucco. These houses have openings headed with low segmental arches, flat jack arches, or lintels of stone or wood, and they range from three-to six-bays wide, with 15 having three bays, two having four, one having five (**623 Adams Street**, below right), and seven having six.



Built as a duplex circa 1881, 618-620 Adams Street is one of three 2½-story examples of the Federal style in the phase 3 area.



This one-story structure at 623 Adams Street, which was built c. 1870, is the only example in the phase 3 area of a Federal style house with five bays

All of the Federal style houses in the survey area have side-gabled roofs, and six have parapeted end walls, including **315 North Sixth Street** (below left). The roofs of all but three are trimmed with a denticulated entablature (it is likely that two of these three have dentil moldings but they are obscured by the addition of simulated stone or a porch). Most, if not all, of the Federal style houses were built without front porches. A few of the porches may possibly be original, but more likely they are additions. A few appear to have been built with dormers, but many houses had dormers added later. The portico and dormer on the house at **626 Adams Street** (below right) appear to be early additions. This house is the only example in the survey area that has a raised basement.



Built in 1858, the one-and-one-half story cottage at 315 North Sixth Street has parapeted end walls.



The dormer and porch appear to be early additions on the circa 1868 house at 626 Adams Street.

Romantic/Picturesque Houses (nationally 1820-1880)

The first popular Romantic style was the Greek Revival, which dominated the country from about 1825 to 1860. American's waning interest in British styles after the War of 1812 and their support and sympathy for the Greeks in their fight for independence from Turkey in the 1820s were strong influences for the popularity of the Greek Revival style. During the second half of the nineteenth century that style was supplanted in popularity by the Gothic Revival and Italianate styles. St. Charles' builders and homeowners were influenced by the Picturesque movement popularized by the publication of such widely distributed pattern books as Andrew Jackson Downing's *Cottage Residences*, published in 1842, and *Villas and Cottages*, published by Calvert Vaux in 1857. These pattern books offered several new fashions that were alternatives to the formality of the prevailing Greek Revival classicism. Medieval precedents were recommended in models that led to the Gothic Revival style and Italian Renaissance traditions were freely adapted in Italianate cottages. Nationally, the Gothic Revival style was popular from about 1840 to 1880 and the Italianate from 1840 to 1885, but in St. Charles, features from these two styles were still being used as late as about 1900.

Greek Revival (nationally 1825-1860)

Many European-trained architects designed in the popular Greek Revival style, and the fashion spread throughout America by way of carpenter's guides and pattern books. Especially influential were those written by Asher Benjamin and Minard Lafever. The style became the most predominant housing style in the country, often being referred to as the National style. Identifying features include a low-pitched gable or hipped roof; gables with pediments; a cornice line emphasized by a wide band of trim; a portico or porch supported by prominent square or round columns and pilasters, typically of the Doric order; an entrance with an elaborate frontispiece that incorporates the door, transom and sidelights; and 6/6 double-hung windows. Exteriors were commonly painted white or gray—or enhanced with a faux finish—to imitate the marble of the Greek temples, although some exteriors were unpainted brick.

In the phase 3 survey area, only two Greek Revival style houses were identified. The house at **801-803 Monroe Street** (below left) was built circa 1860 with a side-gabled roof, and a shed dormer has been added to the front slope. The masonry was apparently painted at one time, and the west elevation still retains its white paint. Greek Revival features include the central portico with box columns and pilasters and the entrance with transom and sidelights framed by pilasters with molded capitals. Built circa 1856, the two-story, painted brick, Greek Revival style structure at **820 Monroe Street** (below right) is crowned by a truncated hip roof that has a widow's walk enclosed by an ornate cast iron railing, and the roof is trimmed by a plain frieze. The façade is highlighted by a one-bay portico with fluted Corinthian columns and pilasters supporting a flat roof trimmed with an entablature with denticulated frieze, and the roof, which forms a balcony, is enclosed with an ornate cast iron balustrade.



801-803 Monroe Street, circa 1860



820 Monroe Street, circa 1856

Gothic Revival (nationally 1840-1880)

In the phase 3 survey area, there are no high style Gothic Revival houses, but two Folk houses that were built in the early 1880s display the Gothic Revival influence. Both are one-and-one-half stories and are brick. Built in 1881, the house at **557 Washington Street** (below left) is the Front Gabled subtype of the style. The scalloped bargeboard with a drop pendant at the peak reflects the Gothic Revival influence. Built in 1884, the house at **623 Monroe Street** (below right) is an example of the Centered Gable subtype, being a symmetrical house with a side-gabled roof having a prominent, steeply-pitched, central cross gable, and the brick wall surface extends into the gable without a break (no eave or trim). The one-bay portico has turned posts with corner brackets, jigsaw balustrade, and high hip roof. The corner brackets have pointed arches, quatrafoils and trefoils, which display the Gothic Revival influence, like the centered front-gable roof form of the house.



557 Washington Street, 1881



623 Monroe Street, 1884

Italianate (nationally 1840-1885)

The Italianate style, which was a Romantic era interpretation of Medieval precedents, dominated American residential architecture from about 1850 through the 1880s, but in St. Charles Italianate detailing was still being used as late as the turn of the twentieth century. Roofs are typically low-pitched with widely overhanging eaves having decorative brackets beneath. Many Italianate style houses have a square cupola or tower. Windows are tall, narrow, and segmentally arched and frequently arranged in pairs or trios. They have 1/1 or 2/2 glazing and are often topped by U-shaped or pedimented crowns. Small entry porches are most common, but many have full-width galleries, and most are single story. The most common type of porch support is a square post with chamfered corners.

There are only two examples of the Italianate style in the phase 3 survey area, and one of these is an addition to a Federal style house. Constructed circa 1900, the Italianate style duplex at **805-807 Clark Street** (below left) is crowned by a low-pitched hip roof with wide overhanging eaves with ornate sandwich brackets. Openings throughout the building are segmental-arched and are topped by radiating voussoirs. The two entrances on the façade are protected by a one-story, two-bay portico with flat roof that forms a balcony, but unfortunately the deck, posts and railings have been replaced.

Rudolph Goebel's Federal style house at **401 North Sixth Street** (below right) was built in 1860 and circa 1881 an Italianate townhouse addition was made to the north side of the building. Typical of the townhouse subtype, the addition is characterized by its wide, projecting cornice with brackets and its flat or low-pitched roof. The house has been extensively altered and does not contribute to the historic character of the neighborhood.



805-807 Clark, circa 1900



401 N. Sixth Street, 1860 w/ c. 1881 Italianate-style addition on the right

Victorian Houses (nationally 1860-1900)

Britain's Queen Victoria reigned from 1837 to 1901, but in American architecture the styles that were popular during the last four decades of her reign are generally referred to as "Victorian." During this period dramatic changes in American house design and construction

resulted from industrialization and the growth of the railroads. Balloon framing rapidly replaced heavy-timber framing as the standard building technique, which freed houses from their traditional box-like shapes by greatly simplifying the construction of corners, wall extensions, overhangs and irregular plans. In addition, growing industrialization allowed many complex house components to be mass-produced and shipped at relatively low cost on the expanding railway network. Victorian styles reflect these changes through their use of complex shapes and elaborate detailing. In the phase 2 survey area there are examples of the Queen Anne and Folk Victorian styles that were popular during the Victorian Period. One house displays the Richardsonian Romanesque influence, but it is not discussed in this report since the house has lost integrity due to numerous alterations and additions.

Queen Anne (nationally 1880-1910)

The Queen Anne style was named and promoted by a group of nineteenth-century English architects, but the historic precedents had little to do with the formal Renaissance architecture that was dominant during Queen Anne's reign from 1702 to 1714. The precedents were actually Late Medieval models of the preceding Elizabethan and Jacobean eras. In America, the Queen Anne style was the dominant style of residential architecture during the period from about 1880 until 1900, and examples in the phase 3 survey area were constructed between circa 1890 and circa 1909. The Queen Anne style is the most exuberant of the nineteenth-century styles and is characterized by its asymmetrical composition; steeply pitched, irregularly shaped roof, which is usually a hipped roof with an intersecting front-facing gable; the use of devices to avoid a smooth-walled appearance, such as patterned shingles, cutaway bay windows, towers, and turrets; and a porch that is partial-width, full-width or wraparound and typically only a single story.

The McAlesters' *A Field Guide to American Houses* subdivides the style into two sets of overlapping subtypes based on variations in shape and decorative detailing. In the phase 3 area, only two shape subtypes identified by the McAlesters were found: the hipped roof with lower cross gables and the cross-gable roof. However, one house in the survey area does not fit into one of the subtypes identified by the McAlesters, and it has a hipped roof with no cross gables. Over half of the Queen Anne style houses in the country have a steeply-pitched hipped roof with one or more lower cross gables, and when a tower is present, it is typically located at one corner of the front façade. Approximately 20% have simple cross-gabled roofs without a central hipped roof, and if a tower is present it is typically within the L.

Only two decorative detailing subtypes were identified in the survey area: the Spindework and Free Classic modes. About 50 percent of Queen Anne houses have spindework or "gingerbread" ornamentation, which most commonly appears on the porch in the form of delicate turned posts, corner brackets, balustrades and spindled friezes. Gable ends are also often decorated. In the phase 3 survey area, three examples of the Spindework mode of the Queen Anne style were identified. Built in 1892, the brick house at **128 North Sixth Street** (below left) has a hip roof with lower cross gables and spindework ornamentation. Although embellished with many decorative details, the character-defining feature of this two-and-one-half story Queen Anne style house is its tall, polygonal corner tower with walls of wood fish scale shingles, an onion-shaped dome and a recessed first floor porch with Spindework

ornamentation. Two other similar masonry Queen Anne style houses with corner towers having onion-shaped domes were located at 505 and 507 Clark Street, but both were demolished in 1975. Built in 1893, the house at **802 Monroe Street** (below right) is a one-and-one-half story, brick example of the Spindlework mode and has a pyramidal slate roof with intersecting cross gable on each of the four slopes. The front gable is adorned with bargeboard that is decorated with spindlework and moldings, and the walls of the dormers are finished with fish scale shingles.



128 North Sixth Street, 1892



802 Monroe Street, 1893

About 35 percent of Queen Anne houses have classical detailing. The Free Classic subtype became popular after 1890 and has much in common with some early Colonial Revival style houses. In this subtype the porches have classical columns rather than turned posts with spindlework detailing. Five examples of the Queen Anne Free Classic style are in the survey area. The one-and-one-half story, frame house located at **205 North Sixth Street** (below left) is a good local example of the Queen Anne Free Classic style, with polygonal bays, a corner turret and wraparound porch. The hip roof does not have cross gables, but on the front slope is a dormer with a steeply-pitched gable roof and wing walls. Built in 1905, the two-story brick example at **326 North Sixth Street** (below right) has a high hip roof with wide overhanging eaves and lower intersecting cross gables on all slopes but the rear. The gable ends are pedimented and the tympanum of each is finished with scalloped wood shingles, but the $\frac{3}{4}$ -width porch has classical columns.



205 North Sixth Street, 1905



326 North Sixth Street, 1905

Folk Victorian (nationally circa 1870-1910)

The Folk Victorian style is defined by the presence of Victorian decorative detailing on simple folk house forms, such as the pyramidal, front-gabled, gable-front-and-wing, and centered gable folk forms. This style house generally has a symmetrical façade (except for the gable-front-and-wing form) and is much less elaborated than the Victorian styles (typically Queen Anne and Italianate) they attempt to mimic. The main areas for the application of decorative detailing are the porch and cornice line. Porches often have Queen Anne spindlework detailing or Italianate square chamfered posts, and cornices are sometimes bracketed.

This style was popular nationally from about 1870 to 1910, but the thirteen examples found in the phase 3 survey area were built between c. 1890 and c. 1906. Eight of the Folk Victorian residences are brick and six are frame, and all display spindlework detailing rather than Italianate. Ten are one-and-one-half stories, two are two-stories and one is two-and-one-half stories. The cross-gabled house at **314 North Sixth Street** (below left) can be classified as Folk Victorian due to its one-story gallery that has turned posts with corner brackets, a shed roof that has a sunburst ornament at each end, and a gablet with sunburst ornament. Folk Victorian detailing was applied to the dormers and portico of the gable-front-and-wing form folk house at **633 Monroe Street** (below right), which was built in 1901. Each of the dormers has a pedimented gable roof with sunburst ornamentation in the tympanum and a window topped by diamond-shaped moldings and flanked by fluted pilasters with scroll brackets. A turned post and half posts with corner brackets and a ball-and-rod spindled frieze adorn the gallery.



314 North Sixth Street, 1892



633 Monroe Street, 1901

Eclectic (nationally 1880-1940)

The Eclectic movement began in the last decades of the nineteenth century and gained momentum with Chicago's Columbian Exposition of 1893. The movement drew inspiration from America's Colonial architecture as well as the architecture of Europe. While the European models for period styles were almost exclusively built of solid masonry, most American houses were of wood-framed construction. Solid masonry was generally limited to the most expensive houses, but in the early 1920s, inexpensive techniques were perfected for adding a thin veneer of brick to the exterior of the traditional balloon-framed house. This allowed modest cottages to mimic the masonry facades of European landmarks. As a result, houses were built in a full historical spectrum of European and Colonial American housing styles and dominated domestic building during the 1920s and 1930s. Also, in the early 1900s modern houses began to be constructed, including the Prairie and Craftsman styles. Governmental and institutional buildings often employed the Neo-Classical Revival style to symbolize authority and culture for their growing cities and towns. In the phase 3 survey area, examples of the Eclectic movement include the Neo-Classical Revival style Benton School and houses in the Colonial Revival, Tudor Revival and Craftsman styles. There are no examples of Mediterranean period houses.

Neo-Classical Revival (nationally 1890s-1940)

America's interest in classical architecture was reawakened in the 1890s. The Neo-Classical Revival style is similar to the earlier Greek Revival style, but it differs in its use of elaborate classical detail, more permanent building materials such as brick and stone, and more massive scale. Elements from Greek, Roman, and Italian Renaissance architecture were often incorporated into one design. The Neo-Classical Revival style was used for public and institutional structures, as well as for larger, more expensive residences. Identifying features include the use of Greek and Roman architectural elements such as columns, pediments,

heavy entablatures, and round arches. Plans and exteriors are typically symmetrical, with entrances or corner pavilions projecting from the main structure.

The only Neo-Classical Revival style building identified in the phase 3 survey area is Benton School, located at **400 North Sixth Street** (below). Built by John Hackmann in 1896 for \$17,420, the two-and-one-half story, brick building has terra cotta and cast stone ornamentation. A shallow gabled wing with pedimented gable end projects from the center of the main (west) façade while shallow hipped wings project from the center of the side elevations. The main and side entrances are round-arched but the window openings are flat-arched. The truncated hip roof, which is trimmed with a denticulated frieze, originally had a widow's walk and a central domed cupola, but they were destroyed during the tornado that struck the city in 1915.



Benton School, 400 North Sixth Street, 1896

Colonial Revival (nationally 1880-1955)

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

In the phase 3 survey area, there are 15 Colonial Revival style houses and 16 additional houses that display the Colonial Revival influence. Except for three examples that were built in the 1860s and had Colonial Revival porches added later, the Colonial Revival style houses were constructed between circa 1900 and 1998, with the majority built between 1900 and 1930. They are both brick and frame and range from one-story to two-and-one-half stories. McAlesters' *A Field Guide to American Houses* lists nine principal subtypes, and in the phase 3 survey area six of these subtypes were found: asymmetrical, hipped roof with full-width porch, side-gabled, second story overhang, gambrel roof (Dutch Colonial Revival), and one-story (Cape Cod).

Colonial Revival houses are typically symmetrical, but some have asymmetrical facades, a feature rarely seen on their colonial prototypes. An example of the asymmetrical subtype is **329 North Sixth Street** (below left), which was built in 1904. Although prior to 1900 about one-third of the Colonial Revival houses built in this style were asymmetrical, after 1910 few examples were constructed until the 1930s, when irregular facades reappeared with less elaborate detailing. These later examples were often asymmetrical due to the attachment of garages to the house. About one-third of Colonial Revival style houses built before about 1915 are the Hipped Roof with Full-Width Porch subtype, which is sometimes called the Classic Box. The roof is usually pierced by a dormer and the one-story, full-width porches with classical columns are attached to a two-story, symmetrical house with square or rectangular plan. The American Foursquare house located at **711 Monroe Street** (below right) is an example of this subtype, although the porch is actually slightly shorter than full width.



329 North Sixth Street, 1904



711 Monroe Street, 1901

Although examples of the Hipped Roof with Full-Width Porch subtype are typically two or two-and-one-half stories, a few are one-and-one-half stories, such as the house at **715 Monroe Street** (below left), which was built circa 1900. In McAlesters' *A Field Guide to American Houses*, front-gabled examples are included in this category with the statement that "on narrow urban lots a front-gabled roof occasionally replaces the more common hipped roof."⁶⁴

⁶⁴ Virginia and Lee McAlester, *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1984, p. 328.

The Gable Front folk form house at **626 Monroe Street** (below right) has a $\frac{3}{4}$ -width Colonial Revival style gallery and the opening in the upper half story of the main façade is a Palladian-influenced, tripartite window.



715 Monroe Street, circa 1900



626 Monroe Street, circa 1913

About one-fourth of Colonial Revival style houses throughout the country are simple, two-story, rectangular blocks crowned by side-gabled roofs. Only one example of the side-gabled type was identified in the phase 3 survey area, and it is the circa 1929 house located at **816 Monroe Street** (below left). The roof has cornice returns, and the entrance is topped by a fanlight and round-arched hood. Like many Colonial Revival houses, the windows of this example have multi-pane upper sashes but lower sashes with only a single large pane, a pattern never seen on colonial originals.



816 Monroe Street, circa 1929



732 Monroe Street, 1941

The Second-Story Overhang subtype (also known as Garrison Colonial houses) of the Colonial Revival style is loosely based on Postmedieval English prototypes, with the second story jettied or projecting slightly over the first story. Drop pendant ornaments, also referred to as pendills or drops, are often applied to the corners of the second story overhang. This

subtype was rare until the 1930s, when side-gabled examples became popular and persisted into the 1950s. Garrison Colonial houses are often symmetrical, like other traditional Colonial Revival style houses; have narrow eaves; medium-pitched roof (gabled or hipped); Colonial style multi-light (typically 6/6 or 6/1), double-hung windows with shutters; restrained decorative elements; and most commonly are finished with lapped wood siding, although brick and shingle siding are also employed. Only one example of the Garrison Colonial subtype is located in the phase 3 area, and it is **732 Monroe Street** (above right), which was built in 1941. The three-bay main façade is highlighted by a central, one-story, gabled entrance bay, and the doorway's frontispiece has fluted pilasters supporting an entablature with denticulated frieze. In this example, the windows are 6/6 double-hung sash.

According to McAlesters', about ten percent of Colonial Revival style houses are the Dutch Colonial Revival subtype, with the identifying feature being a gambrel roof. From about 1895 to 1915 the most common form had a front-facing gambrel roof while side gambrels became the predominant form in the 1920s and 1930s. The steeply pitched gambrels have either separate dormer windows or a continuous shed dormer with several windows. A full-width gallery may be set under the main roof or else have a separate roof, or a one-bay Federal portico may replace the gallery. Only two examples of the Dutch Colonial Revival style are in the phase 3 area. The front-gambrel example at **817 Monroe Street** (below left) was built circa 1913 and is finished with narrow weatherboard siding. The roof has wide overhanging eaves and is trimmed with a wide fascia and cornice returns. The gallery is $\frac{3}{4}$ -width rather than full-width, as typically found on this style house. The side-gambrel example at **301 North Ninth Street** (below right) was built in 1916. The walls of the house are finished with stucco while the gambrel ends are clad with unpainted wood shingles. On the lower front slope of the roof is a wide, shallow shed dormer with exposed rafter tails and a pair of 1/1 windows flanked by single 1/1 windows. The recessed front porch is only two bays wide.



817 Monroe Street, circa 1913



301 North Ninth Street, 1916

Cape Cod houses are one- or one-and-one-half story Colonial Revival structures loosely patterned after early wooden folk houses of eastern Massachusetts. This style house has a side-gabled roof that often has dormers on the front slope, and it is typically symmetrical. Although built throughout the Colonial Revival era, Cape Cod houses were most common in

the 1920s and 1940s. The house at **404 North Benton Avenue** (below) is the only Cape Cod house identified in the phase 3 area, and it was built circa 1907. This early example is asymmetrical and has a one-bay portico.



404 North Benton Avenue, circa 1907

Tudor Revival (nationally 1890-1940)

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

In the phase 3 survey area, there is one Tudor Revival style house and another that displays both Tudor Revival and Colonial Revival influences. Both are one-and-one-half story, brick structures. The 1936 Tudor Revival house at **221 North Benton Avenue** (below left) has a high cross-gabled roof with a shed-roofed dormer that has a band of four six-light casements. The northern eave line of the steeply-pitched front gable is curved and extends lower than the southern eave line. Built in 1928, the house at **831 Monroe Street** (below right) displays both Tudor Revival and Colonial Revival influences. The house is distinguished by its central, one-bay, projecting gabled entry wing and its large gabled wall dormer directly above. The round-arched, vertical board door has an opening filled with leaded glass in a diamond pattern, and the door has large iron hinges. Each of the side walls of the projecting entry bay has a small casement window of diamond-patterned leaded glass.



221 North Benton Avenue, 1936



831 Monroe Street, 1928

Craftsman (nationally 1905-1930)

The Craftsman style was the most popular style for smaller houses built throughout the country during the period from about 1905 through the 1920s. It originated in southern California, where most landmark examples are concentrated, but quickly spread throughout the country through extensive publicity in magazines and pattern books, and some companies offered complete pre-cut packages of lumber and detailing to be assembled by local labor. Craftsman houses were inspired primarily by the work of Charles Sumner Greene and Henry Mather Greene, two brothers who practiced architecture together in Pasadena from 1893 to 1914. The Greenes were influenced by the English Arts and Crafts movement, an interest in oriental wooden architecture, and training in the manual arts. High-style interpretations are rare except in California.

Identifying features include low-pitched, gabled roofs with wide, unenclosed eave overhangs that often have exposed rafter tails that may be cut into decorative shapes; knee braces under the gables; and porches with the roofs supported by tapered or battered square columns that often rest upon more massive piers or a solid balustrade. These columns, piers and balustrades often begin at ground level and extend well above the porch floor, and a variety of materials were used alone or in combination, including stone, clapboards, shingles, bricks, concrete blocks and stucco. The most common wall material is wood clapboard, but wood shingles, stone, brick, concrete block and stucco were also used. In the phase 3 survey area there are eight Craftsman style residences and six exhibiting the Craftsman influence, and of these 14 houses, most are brick, but one is a combination of brick and stucco, one is stucco, one is a combination of wood shingles and board-and-batten siding, and three have lapped siding.

McAlesters' identifies four principal subtypes of the Craftsman style: front-gabled, cross-gabled, side-gabled, and hipped roof. In the phase 3 survey area, eight of the 14 Craftsman style or Craftsman-influenced houses are side-gabled, five are front-gabled, and one is hipped. The majority is one-and-one-half stories, but two are one-story and two are two-and-one-half stories. The bungalow at **822 Monroe Street** (below left) was built in 1926 and is the most common type found in the survey area: a one-and-one-half story, brick, side-gabled structure.

The house has the characteristic wide overhanging eaves with exposed rafter tails and triangular knee braces in the gable ends. The gallery's battered brick piers, which have stucco panels, rest on a solid railing and support the shed roof, which has a Tudor-arched stucco frieze. An example of a front-gabled bungalow is located at **720 Monroe Street** (below right), which was built in 1924. The roof has wide overhanging eaves with exposed rafter tails and in the gable end are decorative knee braces. The hip roof of the porch is supported by groups of four slender posts resting on battered stucco pedestals.



822 Monroe, 1926



720 Monroe, 1924

The earliest Craftsman bungalow in the survey area is the one-story house at **309 North Ninth Street** (below), which was built circa 1913. The walls are finished with wooden shingles and a board-and-batten wainscot. The medium-pitched, side-gabled roof has exposed rafter tails in the wide overhanging eaves and knee braces in the gable ends. Central recessed porches on both the front and rear elevations give the house an I-shaped plan, and the roof of the house extends over the front porch deck and is supported by large knee braces. This is one of only two one-story Craftsman bungalows in the survey area.



309 North Ninth Street, circa 1913

Bungaloid

The term “Bungaloid style” is often used to describe vernacular bungalows, which are one- to one-and-one-half stories and typically have front-gabled, side-gabled, or cross-gabled roofs penetrated by a minimal number of dormers. Stylistic references are usually limited to the front porch columns and railing and reflect modest classical or Craftsman treatments. Built circa 1926, the bungalow at **605 Monroe Street** (below left) has a gallery with classical columns resting on top of painted brick piers. Seventeen houses in the survey area exhibit elements of the bungalow form but without elements of the formal Craftsman style. Four are brick, such as **1015 Monroe Street** (below right) and 13 are frame, and five are one-story while the remainder is one-and-one-half stories. Bungaloid houses in the survey area were built between circa 1923 and circa 1936.



605 Monroe Street, circa 1926



1015 Monroe Street, circa 1936

Mid-Century Modern

According to the National Trust for Historic Preservation’s web site, “Modernism is generally defined as a design language with an emphasis on form rather than ornament, structure and materials rather than picturesque constructions, and the rational and efficient use of space.”⁶⁵ The Modern movement began in the 1930s and encompassed individual design movements, such as the International, Expressionist, and Brutalist; however, during World War II construction largely ceased. With the end of World War II in 1945, the country experienced a construction boom, and new variations of the Modern style that had begun to flourish in the pre-war years became popular. Technological innovation, experimentation, and rethinking the way people used the designed environment were hallmarks of the Mid-Century Modern style, which was defined by clean lines, simple shapes, repeated geometric details and curves, and unornamented facades. Materials such as reinforced concrete, stone, glass and steel were often used. Roofs were usually flat or low-pitched. Sometimes considered cold and unattractive, mid-century modern designs were a by-product of post-war optimism and reflected the country’s dedication to building a new future.

Two non-residential Mid-Century Modern buildings are located in the phase 3 survey area. The Old First Baptist Church at **400 North Kingshighway** (below) was built in 1970 and is

⁶⁵ National Trust for Historic Preservation, www.preservationnation.org, accessed March 2013.

an example of a Mid-Century Modern, Brutalist design. The English architects Alison and Peter Smithson coined the term Brutalist in 1953 from the French *béton brut*, or "raw concrete", a phrase used by Swiss architect Le Corbusier to describe the poured board-marked concrete buildings he constructed after the War.⁶⁶ Brutalist architecture flourished from the 1950s to the mid-1970s.⁶⁷ These types of buildings are commonly created with repetitive angular geometries, and although concrete is the material most widely associated with the movement, brick, glass, steel, and rough-hewn stone were also used. The Old First Baptist Church has blond brick walls with stone accents and a flat roof. The two street elevations are stepped, and in the stepped area are floor to ceiling steel windows with glass panes of various colors. A triangular brick wall with inset stone panel is at the southwest corner of the building, between two entrances. Near the southwest corner of the building is a stone steeple with cast stone accents, and a round stone wall wraps around the base of the steeple.



Old First Baptist Church, 400 North Kingshighway, 1970

Brutalism is often criticized for ignoring the historic and architectural environment of its surroundings, making the introduction of such structures in existing developed areas appear out of place. This is the case with the Old First Baptist Church, which was built in the historic Mid-Town Neighborhood. Since it is not in keeping with the neighborhood's architectural character, the church building does not contribute to the district; however, it is a good local example of Mid-Century Modern, Brutalist architecture and, according to Michelle Diedrich, Survey Coordinator for the Missouri State Historic Preservation Office, it may be individually eligible for the National Register of Historic Places.

The other example of Mid-Century Modern architecture is the office building located at **427 North Sixth Street** (below). Built c. 1976, this structure has walls finished in a combination of brick and wood. The entrance is in the south side elevation, facing the neighboring

⁶⁶ "Brutalist architecture." http://en.wikipedia.org/wiki/Brutalist_architecture, accessed April 2013.

⁶⁷ Ibid.

property rather than the street. The wall of the street (east) elevation is stepped, with an unglazed opening at the south end and four single-light windows in each of the stepped areas to the north.



427 North Sixth Street, circa 1976

Ancillary Structures

Ancillary structures provide important evidence in understanding the development of St. Charles' neighborhoods. They augment the understanding of the primary structure and are important to the overall historic and architectural character of the neighborhood. During the nineteenth and early twentieth century, the rear yards of city dwellings served utilitarian purposes. Common structures included an outhouse, a chicken coop, a multi-purpose shed, summer kitchen, and carriage house or barn. With the arrival of the automobile, the existing carriage house was converted to a garage or a new garage was built at the rear of the house.

Two of the oldest outbuildings in the phase 3 survey area appear to be the masonry structures in the rear yards of 317 North Sixth Street and 618-620 Adams Street. The chimneys on these two buildings indicate that they probably served as summer kitchens. Both appear to be contemporary with the primary structures on the properties. The two-story, gabled, painted brick building at **317 North Sixth Street** (below left) dates to circa 1860, while the one-story, front-gabled building at **618-620 Adams Street** (below right) was built circa 1881. The early Sanborn maps of this area show that another similar sized structure was attached to the east (right) side wall of this building—since the main building was a duplex there likely were two kitchen outbuildings rather than one.



317 North Sixth Street, circa 1860



618-620 Adams Street, circ 1881

Many of the outbuildings have shed or gabled roofs, and while some are brick the majority are frame. The walls of frame structures were historically finished with board-and-batten siding, lapped weatherboard siding, or asphalt Bricktex siding. Although many historic outbuildings have been lost, some remain although their use could not always be determined, such as the shed-roofed, frame structure at **703 Adams Street** (below left) and the board-and-batten structure at **633 Monroe Street** (below right).



703 Adams Street



633 Monroe Street

By the 1920s many new houses were being constructed along with detached garages built with matching materials. The Craftsman style bungalow at **309 North Ninth Street** was built circa 1913 and features walls finished with wooden shingles and board-and-batten wainscoting. Although the garage was not built at the same time as the house, when it was built between 1917 and 1929, the same finishes were used (below left). The garage behind **700 Monroe Street** (below right) was built circa 1924 at the same time as the brick American Foursquare house, and like the house the garage has a hip roof and walls finished with brick.



309 North Ninth Street, built between 1917-1929



700 Monroe Street, circa 1924

Commercial and Public Design

Very few commercial buildings are located in the phase 3 survey area, and those that are situated here are either less than 50 years old or have lost their integrity. One public building, the Old St. Charles Fire Department at **431 North Sixth Street** (below), is constructed in a building type commonly associated with commercial buildings: the two-part vertical block. The façade of the two-part vertical block has two distinctly different sections: a street-level zone and a second-story (or multi-story) zone. The street level usually contains large sheet glass windows to encourage retail business while the upper zone is distinguished from the street level by the window pattern or by framing the windows with engaged columns or pilasters. In the case of the fire department building, the first floor is distinguished by three overhead doors to provide access for the fire trucks. A sizable wall area often exists above the storefront to provide a place for advertising and to make the façade appear larger and more urban.



Old St. Charles Fire Department, 431 North Sixth Street, 1926

Recommendations

During the phase 3 survey, 193 properties were inventoried. These properties include 187 primary buildings, 130 outbuildings, and 6 vacant lots. The majority (76.5%) of the primary historic buildings retain sufficient architectural integrity to contribute to a historic district; however, vinyl siding has been installed on many and/or the windows have been replaced, and some have had insensitive additions. Nevertheless, it appears that most of the Phase 3 area will be eligible for the National Register as part of a historic district; however, some areas, such as along Kingshighway, may be omitted from the nomination due to the number of noncontributing resources. The City has received a FFY 2013 Historic Preservation Fund Grant for the preparation of a district nomination of the Mid-Town Neighborhood and will work with the State Historic Preservation Office to determine the boundaries. It appears that the district will be eligible for listing for significance in the areas of Community Planning and Development, Architecture, and Ethnic History (both European and African American).

Of the 193 properties surveyed, only four appear to be individually eligible for listing in the National Register. Three are houses and one is a church building, and all are potentially eligible for architectural significance (Criterion C); however, the interiors, which were not inspected, would need to retain integrity. No properties in the survey area were previously listed on the National Register. The properties that appear to be individually eligible are listed and discussed below:

Potentially Individually Eligible

Meyer-Pieper House (The Meyerdorf), 128 North Sixth Street

John T. and Aggie Kaemmerlen House, 802 Monroe Street

Ehrhard House, 820 Monroe Street

Old First Baptist Church, 400 North Kingshighway

Built in 1892 by Edward L. and May Meyer, the two-and-one-half story, brick, Meyer-Pieper House at **128 North Sixth Street** (below) appears to be individually eligible for listing in the National Register as an excellent example of Queen Anne architecture in the Spindlerwork mode. Although embellished with many decorative details, the character-defining feature of this two-and-one-half story Queen Anne style house is its tall, polygonal corner tower that has walls finished with fish scale shingles, an onion-shaped dome trimmed with a bracketed frieze, and a recessed first floor porch with turned posts, a ball-and-rod spindled frieze, brackets, and a stickwork balustrade. The tower projects above the house's steep hip roof that is intersected by cross gables with pedimented gable ends. According to a couple of newspaper articles and photographs in the St. Charles County Historical Society's collection, the interior of the house has hand-grained mahogany and oak woodwork throughout, pocket doors, and marble mantels in the front parlor and dining room.



Meyer-Pieper House (The Meyerdorf), 128 North Sixth Street, 1892

Another individually-eligible example of the Queen Anne style of architecture in the Spindlework mode is the John T. and Aggie Kaemmerlen House at **802 Monroe Street** (below). This one-and-one-half story house was built in 1893, and the Kaemmerlens owned it from that time through 1932. Mr. Kaemmerlen was the head bookkeeper for the American Car and Foundry Co. This example has a pyramidal roof with intersecting cross gable on each of the four slopes, and the front gable is adorned with scalloped bargeboard that is decorated with spindlework and moldings. Openings are segmental or round-arched, and some hold stained and leaded glass. The gallery's detailing differs from the typical spindlework Queen Anne detailing, employing chamfered posts rather than turned, jigsawn spandrels, and a delicate, lacy wrought iron railing.



John T. and Aggie Kaemmerlen House, 802 Monroe Street, 1893

The Rogers-Ehrhard House at **820 Monroe Street** (below) appears to be individually eligible for the National Register as a good local example of residential Greek Revival style architecture. The rear ell was reportedly built in 1856 and the grand front portion was added in 1866.⁶⁸ The house's most distinguishing characteristics are its roof and portico. The truncated hip roof has a widow's walk enclosed by an ornate cast iron railing, and the roof is trimmed by a plain frieze. The one-bay portico has fluted Corinthian columns and pilasters supporting a flat roof trimmed with an entablature with denticulated frieze, and the roof, which forms a balcony, is enclosed with an ornate cast iron balustrade. The house has 6/6 double-hung windows, like that typically found on Greek Revival residences, and the peaked lintels over the windows are another feature often found on buildings of that style.



Rogers-Ehrhard House, 820 Monroe Street, circa 1856

Although it is not yet 50 years old, Michelle Diedrich, Survey Coordinator for the State Historic Preservation Office, has indicated that the Old First Baptist Church at **400 North Kingshighway** (below) may be eligible for the National Register now or will be when it is 50 years old. Built in 1970, it is an architecturally significant example of a Mid-Century Modern, Brutalist design, which is defined by clean lines, simple shapes, repeated geometric details and curves, and unornamented facades. Materials such as reinforced concrete, stone, glass and steel were often used. Roofs were usually flat or low-pitched. The Old First Baptist Church has blond brick walls with stone accents and a flat roof. The two street elevations are stepped, and in the stepped area are floor to ceiling steel windows with glass panes of various colors. A triangular brick wall with inset stone panel is at the southwest corner of the building, between two entrances. Near the southwest corner of the building is a stone steeple with cast stone accents, and a round stone wall wraps around the base of the steeple.

⁶⁸ Address file for 820 Monroe Street, St. Charles County Historical Society, St. Charles, Missouri.



Old First Baptist Church, 400 North Kingshighway, 1970

A National Register nomination will be prepared for the Mid-Town Historic District utilizing a FFY 2013 Historic Preservation Fund grant. After that, the City proposes to complete the fourth phase of the current survey project, which includes the Commons Neighborhood, and if it is determined to be eligible for the National Register, prepare a nomination for the district. However, a Multiple Property Submission cover document could be prepared prior to undertaking the fourth phase of the survey. Upon completion of the fourth phase and the preparation of a nomination for the district, comprehensive historic/architectural surveys are recommended for additional large areas of St. Charles, including the area west of Kingshighway and the area between First Capitol Drive and Boone's Lick Road. These areas hold a large number of older homes that appear to comprise districts eligible for the National Register. The area south of First Capitol Drive contains a portion of the original town, a large area that was annexed in 1849, and another area annexed in 1894. The area west of Kingshighway was annexed in 1894.

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