

Survey Report



HISTORIC RESOURCES SURVEY

Jefferson City, Missouri

**ZHA, Inc.
J. Dennis Wilson & Associates**

August, 1990

SURVEY REPORT FOR JEFFERSON CITY, MISSOURI CULTURAL RESOURCES

The Survey Report for Jefferson City, Missouri has been prepared by ZHA, Inc./J. Dennis Wilson & Associates in order to summarize the methodology and findings of a comprehensive survey of downtown Jefferson City, Missouri conducted by the consultants beginning in September, 1989 and concluding in August, 1990.

This project was funded in part by the Historic Preservation office of the Missouri Department of Natural Resources and the City of Jefferson Planning Department. Assistance was given in the research and documentation phases of this project by the Cole County Historical Society, the Historic Preservation staff of the Missouri Department of Natural Resources, the Planning Department of the City of Jefferson, the museum staff at the Lohmann's Landing state historical site, and the staff of the Missouri Historical Society. Particular thanks are due to Mr. Guy Barrett and Mrs. Elizabeth Rozier of the Cole County Historical Society, who provided invaluable assistance to the consultants and access to the collections of the Society.

The undertaking of a historic resources survey is an important step in the management of a city's historic built environment. The final survey conclusions provide an inventory of and information on significant properties that assists and encourages future historic preservation efforts and local and/or federal designation programs. The survey results will aid the city and state, as well as local preservation groups and other interested parties, in the development of a comprehensive preservation plan and provide the basis for any future National Register of Historic Places nominations or revisions.

SURVEY PRIORITIES

The local authorities and State Historic Preservation Office established a target survey area roughly bounded by the Missouri River on the north, McCarty Street on the south, Mulberry Street on the west and Adams Street on the east. A National Register nomination prepared in 1975 for the State Capitol District provides the basis for these further preservation planning efforts, which required expanding both the comprehensiveness of the survey information and development of historic contexts to which the resources are related.

SURVEY METHODOLOGY

Preparation of a Survey Plan, submitted to the State Historic Preservation Office in Autumn, 1989, summarized the methodological design of the project.

The entire land area within the survey project boundary was canvassed to locate structures built before 1945, although architecturally significant buildings dating to approximately 1955 were ultimately noted in the survey forms. The survey team located structures by walking each street and examining and recording structures in a systematic manner. For all properties, data was recorded for inclusion on individual Missouri Architectural/Historic Inventory Survey Forms. Information recorded included:

- * Building name and address
- * Estimated and/or actual construction date
- * Architect/Engineer
- * Building use
- * Architectural description codes and text
- * History and significance

Each property's original use dictated the typology of the building or structure. Property types identified in the Survey Plan developed at the beginning of the project were used to categorize resources ultimately identified in the survey.

Black-and-white photographs of each recorded resource were taken and 5x7 prints attached to completed survey forms. A key map locating each of the surveyed structures was prepared, using a numbering system that begins at the northeast corner of the survey area, noting surveyed structures in order along east/west oriented streets beginning with the streets' north sides, then south sides, then beginning in the survey area's northwest corner and noting properties along north/south oriented streets.

Research and evaluation was conducted by the professional team, relying on local historical organizations and individuals who provided already prepared or discovered documentation and historical information. Research resources included the Cole County Historical Society, the Cole County records, the Missouri State Library and local Thomas Jefferson Public Library, the Missouri State Preservation Office and Missouri Historical Society. Previously published materials, such as the 1975 National Register Historic District nomination and the 1970 downtown preservation plan for Jefferson City were also reviewed.

HISTORIC CONTEXTS

The Survey Plan phase of the project included development of historic contexts, the broad patterns of historical development within the community as represented by its historic resources. These broad cultural topics, expressed as historic contexts, were considered in the evaluation of each inventoried resource, as well as the survey area as a whole:

Early Settlement in Cole County and Jefferson City 1822 - 1860, The Railroad and Commercial Expansion 1860 - 1930, and Government and Politics 1822 - 1940.

Early Settlement in Cole County and Jefferson City 1822 - 1860. In 1820, the first Missouri legislature appointed a commission to identify an appropriate state capitol site, "within 40 miles of the mouth of the Osage" River, near the geographic center of the fledgling state. Competing real estate interests and boosters promoted several sites along the Missouri River, many of which were either deemed unsuitable due to fears of flooding or had clouded ownership titles.

The site finally selected, "Howard's Bluff" on the south bank of the river at Weir's Creek, was laid out as a townsite by the Commission in March of 1822, and an initial offering of 1,000 building lots was made soon after. The town site was officially named The City of Jefferson, in honor of the American President who was regarded as most responsible for the westward expansion of the nation. Thirty-one Cole County pioneer families were firmly established at Jefferson City by 1826, when the state legislature first met in the new capitol there.

Steamboats plying the Missouri River (26 in regular traffic by 1841) landed at Jefferson City and provided the principal means of transporting goods and people to and from the capital. Among the passengers were significant numbers of German immigrants, attracted to the central Missouri lands south of the river by reports of the area's rich resources and similarity to the Rhineland at home. The German settlers brought with them many social traditions and architectural and cultural influences that were markedly different from those of the Americans from the Upper South that had migrated to Missouri lands north of the river.

By 1860, the Pacific railroad had reached Jefferson City, and its terminus there, linked with steamboat traffic on west to Omaha, brought increased commercial importance and hope of prosperity to the community.

The Railroad and Commercial Expansion 1860 - 1930. The confused years of the Civil War saw the capital become the focus of considerable military and political activity as the pro-Union German and Yankee population south of the river and the pro-Confederate slave holders to the north vied for control of the state. Following the war, gradual expansion of Jefferson City's economy continued. Several railroads -- the Missouri Pacific, Missouri Kansas & Texas and the Chicago and Alton -- met at Jefferson City, and the Pacific railroad established shops and yards in the city.

Like most central Missouri counties, Cole County, established in 1820, flourished with an essentially agrarian economy. However, by the latter years of the 19th century, the Jefferson City area was characterized more by industrial and manufacturing enterprises, with coal and lead mining, timber exploitation and manufacturing of a variety of consumer goods prevalent.

The uncertainty brought by constant efforts on the part of other Missouri communities , most frequently Sedalia, to move the seat of state government to their cities, was noted by observers as a major obstacle to significant commercial investment in Jefferson City until after 1911. Thus, the town grew slowly, albeit taking advantage of its location nearly midway between Kansas City and St. Louis and its transportation opportunities of river and railroad.

The town's physical growth reflected the influence of the river trade and the Missouri Pacific Railroad, which ran along the river's edge. From the traditional boat landing area at the foot of Jefferson Street and the new, late 19th century railroad depot at the bottom of Monroe Street, commercial development expanded southward into the original townsite area, reaching the retail center of High Street, along the brow of the hill above the capitol and paralleling the river.

Following the fire in 1911 that destroyed the second state capitol, and the subsequent public decision that firmly laid to rest the issue of Jefferson City's continued role as the seat of Missouri government, the rate of industrial and manufacturing expansion increased. By 1938, the city was home to shoe and clothing factories, printing and publishing companies, breweries and milling enterprises, as well as expanded Missouri Pacific Railroad shops and yards. The town's population, increased from 11,800 in 1910 to 25,000 in 1930, for the most part lived outside the original boundaries of the townsite in newer annexed areas, while commercial and institutional users occupied the streets surrounding the capitol.

Government and Politics 1822 - 1940. While statewide debate about the preferred location of the capital raged on and off for decades after 1830, the Missouri state government continued to operate and expand in Jefferson City throughout the city's history. Three successive capitol buildings (the second significantly added to in the 1880s), state supreme court and various related offices and departments continued to see the need for new and expanded quarters.

Hotels and boardinghouses have, since the 1830s, been an important part of the built landscape in the city, serving not only commercial travelers but political ones as well. Strategically located mid-state, firmly between the major metropolitan centers of Kansas City and St. Louis, Jefferson City each legislative session saw the influx of elected officials, lobbyists and other political participants from throughout the state. The city became the temporary home of a political system which has been described as essentially conservative and rural-based. The capital's location in the rural heartland was symbolic of the outstate, conservative interests' ability to control state government and outmaneuver the metropolitan delegations. Much of the city's development reflects this regularly transient population.

SURVEY FINDINGS

The survey area actually consists of much of the original townsite of the City of Jefferson, as defined in its 1822 platting. Therefore, the entire developmental history of the city is reflected in the properties remaining within the survey boundaries. Scattered structures along the river's edge, which is defined by the multiple railroad tracks of the Missouri Pacific lines, give way to the denser, almost continuous streetwall of the High Street commercial core two blocks uphill to the south. Below the ridge, one block farther south, the density of remaining structures along the McCarty Street edge of the survey area suggest the beginnings of the detached, residential neighborhoods beyond.

Remnants of the earliest commercial development of the city, related to the steamboat era prior to 1860, are found along the river's edge on State/Water Street. These resources, including Lohman's Landing, the Union Hotel and the Christopher Maus House, along with the Israel Reed Building at 201 East High, are among the few remaining fragments of the pre-Civil War period in the core of Jefferson City. While the latter has been fairly well maintained in private hands, the former three properties are owned and managed by the State of Missouri, and exhibit a high degree of historic integrity, reflecting ongoing restoration and interpretation. These earliest remaining commercial structures reflect European architectural influences.

Business structures dating from the commercial expansion period following the Civil War are far more plentiful within the survey area, and are located primarily in a dense concentration along the High Street retail corridor. These usually two and three story brick structures with tall, narrow windows and a variety of decorative treatments often have elaborate bracketed and decorated cornices and reflect Italianate stylistic influences of the late 1870s through the 1890s. Among these are the recently restored Lohman's Opera House building and the G.A. Fischer Drug Store at 105 - 107 E. High. A few buildings, probably dating from the early 1870s, are less exuberantly detailed and exhibit some of the Germanic influences of the earlier period, particularly in the use of the ridge roofed side gable roof form, such as the commercial building at 129 E. High Street. Romanesque Revival details, such as those of the Burch-Berendzen Grocer Co. at 304 E. High, are also represented among the late 19th century commercial properties in the area.

Many early to mid-20th century commercial structures, rather than by style or influence, were categorized in subtypes that analyzed the compositional nature of the buildings, such as one-part, two-part or enframed commercial blocks. These buildings, which often defy stylistic description, or present an eclectic combination of architectural influences, are also common within the survey area. Typical of the form is the two-part commercial Meyerhardt Building at 125 E. High, with its simple parapet and minimal detailing. The two-part commercial property at 109 E. High, with its elegant white glazed brick facade, is marked by some Classical elements in its cornice, and can be described as typical of a few similarly influenced buildings in the High Street corridor. The massive Renaissance Revival Central Trust Bank Building at 238 Madison and its smaller counterpart nearby, the second Exchange Bank at 132 E. High, are indicative of the romantic revival period following the First World War. Buildings that had a variety of non-retail historic commercial uses, such as the automobile showroom/service station building at 330 E. Capitol, are also evident within the survey area, although they are usually located on the fringes of the High Street core.

Residential properties identified included single-family, rowhouse and apartment subtypes, built for domestic purposes. Again, as with commercial buildings, a variety of stylistic influences were identified and recorded in the survey. The earliest remaining residential buildings are primarily brick, urban residential row houses, with two stories and an attic on a raised basement, such as the B. Gratz Brown House at 109 - 113 Madison and the house, now in commercial use, at 221 Capitol St. High ridge roofs, paralleling the street, are punctuated by chimneys denoting the separate residences in the row. As typical rowhouses, the structures are built to the front property line, with steps leading directly from the sidewalk to an entry door to the raised first story.

Other than the Second Empire style Governor's Mansion and the single Queen Ann house at 313 Broadway, few late 19th century detached houses remain in the survey area. However, several American Foursquare houses of the early to mid-20th century can be found, including the structure at 323 E. McCarty, with medium pitched hipped roofs, wide overhanging boxed eaves and full width front porches. Some of these structures, near the south edge of the survey area, remain in residential use, while others have evidently been converted to commercial uses. Several brick apartment buildings, exhibiting early 20th century revival style detailing, such as the Wymore Apartments complex at 323 ~~et al~~ Washington, or International Style influences, such as the Washington Terrace at 320 Washington, were catalogued in the survey. Typical in use, though not in style, of many properties identified is the Spanish Colonial Revival Schmidt Apartments at 318 Jefferson, with its residences historically (and presently) above ground floor storefronts.

Religious buildings appear in the ecclesiastical revival styles common in the late 19th and early 20th centuries. Romanesque (First United Methodist) and Classical Revival (First Presbyterian) style, massing, form and details dominate the numerous church buildings which are located throughout the survey area. Governmental structures reflect Classical design, as with the U.S. Post Office; Richardsonian, as exemplified by the Cole County Courthouse; and Renaissance, best seen in the Missouri Supreme Court Building. The state government related structures are, of course, located near the dominating presence of the State Capitol on the bluff overlooking the river towards the western end of the survey area along High Street, while the County structures anchor the eastern end of the downtown area.

OBSERVATIONS

While a majority of the surveyed resources in downtown Jefferson City retain a relatively high degree of architectural integrity and have either retained their historic or acquired adaptive new uses, some structures have been adversely affected by a variety of circumstances. Lack of or inappropriate maintenance threaten a small percentage of structures scattered throughout the survey area; concern should be noted particularly about the near term viability of structures such as the Merchant's Bank/Masonic Building at 101 W. High, a very significant cultural and architectural landmark on a high visibility corner site. Inappropriate and insensitive interior alterations, such as in the Missouri Pacific Depot building, threaten the integrity of some structures, contrasted with the carefully executed adaptive use of the Glasecke Brothers Livery (324 E. Capitol) and the Goddard Grocer Co. structure next door at 312 E. Capitol.

Inappropriate and possibly irreversible exterior alterations have marred historic streetscapes, as in the case of the contemporary "storefront" inserted into the two story row house structure at 223 E. Capitol or the several times-altered Old City Hall at the corner of High and Monroe Streets. More frequent, however, are the commercial buildings, primarily located in the dense retail corridor of High Street, of the late 19th century. Usually Italianate, these buildings have had their original facades obscured by steel panels above the ground story. A particularly vivid example is the G.A. Fischer Drug Store at 105 - 107 E. High, where half of its symmetrical, eight bay front elevation remains nearly intact and visible above an altered storefront, while the other half is covered by a pierced steel screen. It is likely that several of these all similarly "updated" buildings might relatively easily be rehabilitated to become better contributors to what is essentially a strong, historic streetscape.

CONCLUSIONS

The survey of downtown Jefferson City, Missouri, should periodically be reviewed by the city staff, historic review board, State Historic Preservation Office and interested citizens. Any data to add or correct, such as additional historical information, changes of condition or preservation priority, should be systematically recorded and incorporated into the survey materials.

As soon as possible, the survey should become part of the city planning process. For all city programs that affect changes in land use or zoning or that affect the built landscape in any way, the surveyed sites should be cross-referenced with other city records. Recommendations for sympathetic rehabilitation of significant properties can be made through the Planning Department, the local historical organizations and the historic review board, and design guidelines established using the survey findings.

**SURVEYED PROPERTIES
JEFFERSON CITY, MISSOURI
HISTORIC RESOURCE SURVEY**

314 State St.

1.	301 E. State	Missouri Pacific Railroad Depot
2.	314 E. State	
3.	101 Jefferson	Union Hotel
4.	Jefferson a/ Water	Lohman's Landing
5.	109 Madison (rear)	Margaret Upshulte House
6.	221 E. Capitol	
7.	223 E. Capitol	
8.	225-227 E. Capitol	
9.	327 E. Capitol	Christian Church
10.	330 E. Capitol	
11.	326 E. Capitol	
12.	324 E. Capitol	Giesecke Bros. Livery
13.	312 E. Capitol	Goddard Grocer Bldg.
14.	Jefferson a/ Capitol	Missouri Dept. of Highways
15.	210 Commercial	
16.	208 Commercial	
17.	314 W. High	St. Peter's School
18.	High a/ Broadway	Missouri State Capitol
19.	101 E. High	
20.	105 - 107 E. High	G.A. Fischer Drug Store
21.	109 E. High	
22.	111 - 113 E. High	
23.	125 E. High	Meyerhardt Bldg.
24.	127 E. High	
25.	129 E. High	
26.	238 Madison	Central Trust Bank
27.	201 - 203 E. High	Hope Bldg.
28.	205 E. High	
29.	207 E. High	Caplinger's
30.	211 - 213 E. High	
31.	221 E. High	
32.	223 E. High	
33.	225 E. High	
34.	227 E. High	Farmers and Mechanics Bank
35.	231 - 235 E. High	Monroe House
36.	High a/ Monroe	Cole County Courthouse & Jail
37.	High a/ Adams	Grace Episcopal Church <i>217 Adams</i>
38.	322 - 324 E. High	
39.	314 E. High	
40.	308 E. High	Walther/Wymore Furniture Co.

300 E. High

41.	306	E. High	
42.	304	E. High	
43.	302	E. High	— 300—
44.	240	E. High	Burch-Berendzen Grocer Co.
45.	234	E. High	Cole County Democrat
46.	232	E. High	Old City Hall
47.	224	- 226	E. High
48.	218	E. High	Julian Guyot Jewelry Store
49.	206	- 210	E. High
50.	204	E. High	Dallmeyer's Dry Goods
51.	202	E. High	Exchange National Bank
52.	200	E. High	Knights of Pythias
53.	132	E. High	Exchange Bank
54.	130	E. High	Adolph Brandenburger Drug Store
55.	128	E. High	
56.	126	E. High	
57.	122.	E. High	
58.	120	E. High	
59.	114	E. High	
60.	110	-114	E. High
61.	102	- 104	E. High
62.	100	E. High	Lohman Opera House
63.	101	W. High	Merchant's Bank/Masonic Bldg
64.	105	W. High	Neef Terrace
65.	109	W. High	Capitol Theatre
66.	115	W. High	Ott Lumber Co.
67.	131	W. High	United States Post Office
68.	200	W. High	Missouri Supreme Court Bldg.
69.	Broadway a/	High	Broadway State Office Bldg.
70.	208	W. McCarty	
71.	207	E. McCarty	
72.	217	E. McCarty	
73.	311	E. McCarty	
74.	323	E. McCarty	
75.	200	Broadway	St. Peter's Rectory
76.	216	Broadway	St. Peter's Church
77.	212	Broadway	Selinger Catholic Culture Ctr.
78.	313	Broadway	
79.	320	Washington	Washington Terrace Apts.
80.	318	Washington	

81. 315 Washington	Wymore Apts. C
82. 319 Washington	Wymore Apts. B
83. 323 Washington	Wymore Apts. A
84. 318 Jefferson	Schmidt Apts
85. 306 - 308 Jefferson	Victor Zuber Co.
86. 105 Jefferson	Capt. Christopher Maus House
87. 324 Madison	First Presbyterian Church
88. 312 Madison	
89. 308 Madison	
90. 226 Madison	
91. 222 Madison	
92. 220 Madison	
93. 212 Madison	
94. 208 Madison	
95. 200 Madison	Hotel Governor
96. 100 Madison	Missouri Governor's Mansion
97. 109 -113 Madison	B. Gratz Brown House
98. 117 Madison	
99. 221 Madison	
100. 221 A Madison	
101. 223 Madison	
102. 225 Madison	
103. 227 Madison	Columbia College
104. 331 Madison	
105. 318 Monroe	Temple Beth El
106. 310 -314 Monroe	
107. 308 Monroe	
108. 306 Monroe	
109. 101 Monroe	Terminal Hotel
110. 201 Monroe	First United Methodist Church
111. 305 Monroe	Craven House
112. 210 Adams	Carnegie Library

BIBLIOGRAPHY

Cole County Historical Society, General files, clippings.

Ford, James Everett, A History of Jefferson City, Missouri's State Capital, New Day Press, Jefferson City, Mo., 1938.

Hardy, Richard, and Richard Dohm, Missouri Government and Politics, University of Missouri Press, Columbia, Mo., 1980.

Hattervig, Eldon, Jefferson Landing: Commercial Center of the Steamboat Era, Missouri Department of Natural Resources, Jefferson City, Missouri, 1987.

Jefferson City Directories, 1877-78 (Beasley); 1908, 1911, 1913, 1917, 1918 (Hockman & Hoffman); 1885-86 (Kallman); 1921 (Leshnick).

Jefferson City Chamber of Commerce, Jefferson City, 1891.

Johnston, J.W., Illustrated Sketch Book and Directory of Jefferson City and Cole County, 1900. (ISB)

Nagel, Paul C., Missouri, A History, W.W. Norton & Co., AASLH, New York, N.Y., 1977.

National Register of Historic Places nomination, Missouri State Capitol Historic District, 1975.

Sanborn Insurance Co., Insurance Maps, Jefferson City, New York, N.Y., 1885, 1892, 1898, 1908, 1923, 1939.

Survey Outline



HISTORIC RESOURCES SURVEY

Jefferson City, Missouri

ZHA, Inc.
J. Dennis Wilson & Associates

September 1989

SURVEY PLAN FOR JEFFERSON CITY, MISSOURI CULTURAL RESOURCES

The Survey Plan and research design for Jefferson City, Missouri has been prepared by ZHA, Inc./J. Dennis Wilson & Associates in order to guide the survey activities of the consultants beginning in September, 1989 and concluding in August, 1990.

The undertaking of a historic resources survey is an important step in the management of a city's historic built environment. The final survey conclusions provide an inventory of and information on significant properties that assists and encourages future historic preservation efforts and local and/or federal designation programs. This proposed system of identification will aid the city and state, as well as local preservation groups and other interested parties, in the development of a comprehensive preservation plan and provide the basis for any future National Register of Historic Places nominations or revisions.

SURVEY PRIORITIES

The local authorities and State Historic Preservation Office have established a survey priority which targets the old downtown area of Jefferson City, an area roughly bounded by the Missouri River on the north, McCarty Street on the south, Mulberry Street on the west and Adams Street on the east. A National Register nomination prepared in 1975 for the State Capitol District provides the basis for these further preservation planning efforts, which requires expanding both the comprehensiveness of the survey information and development of historic contexts to which the resources will be related.

HISTORIC CONTEXTS

The first step in implementing a survey methodology is developing historic contexts, the broad patterns of historical development within the community as represented by its historic resources. Evaluation of cultural resources against the identified historic contexts or themes of Jefferson City's and Missouri's developmental history results in a more accurately and completely developed appraisal of the significance of historic resources.

These broad cultural topics, expressed as historic contexts, have been identified, examining Jefferson City's historical development beginning in 1822. The subsequent identification, documentation and evaluation of historically and architecturally significant resources will be based upon and relate to these contexts. The preliminary contexts identified for this Survey Plan are: Early Settlement in Cole County and Jefferson City 1822 - 1860, The Railroad and Commercial Expansion 1860 - 1930, and Government and Politics 1822 - 1940.

Early Settlement in Cole County and Jefferson City 1822 - 1860. In 1820, the first Missouri legislature appointed a commission to identify an appropriate state capitol site, "within 40 miles of the mouth of the Osage" River, near the geographic center of the fledgling state. Competing real estate interests and boosters promoted several sites along the Missouri River, many of which were either deemed unsuitable due to fears of flooding or had clouded ownership titles.

The site finally selected, "Howard's Bluff" on the south bank of the river at Weir's Creek, was laid out as a townsite by the Commission in March of 1822, and an initial offering of 1,000 building lots was made soon after. The town site was officially named The City of Jefferson, in honor of the American President who was regarded as most responsible for the westward expansion of the nation. Thirty-one Cole County pioneer families were firmly established at Jefferson City by 1826, when the state legislature first met in the new capitol there.

Steamboats plying the Missouri River (26 in regular traffic by 1841) landed at Jefferson City and provided the principal means of transporting goods and people to and from the capital. Among the passengers were significant numbers of German immigrants, attracted to the central Missouri lands south of the river by reports of the area's rich resources and similarity to the Rhineland at home. The German settlers brought with them many social traditions and architectural and cultural influences that were markedly different from those of the Americans from the Upper South that had migrated to Missouri lands north of the river.

By 1860, the Pacific railroad had reached Jefferson City, and its terminus there, linked with steamboat traffic on west to Omaha, brought increased commercial importance and hope of prosperity to the community.

The Railroad and Commercial Expansion 1860 - 1930. The confused years of the Civil War saw the capital become the focus of considerable military and political activity as the pro-Union German and Yankee population south of the river and the pro-Confederate slave holders to the north vied for control of the state. Following the war, gradual expansion of Jefferson City's economy continued. Several railroads -- the Missouri Pacific, Missouri Kansas & Texas and the Chicago and Alton -- met at Jefferson City, and the Pacific railroad established shops and yards in the city.

Like most central Missouri counties, Cole County, established in 1820, flourished with an essentially agrarian economy. However, by the latter years of the 19th century, the Jefferson City area was characterized more by industrial and manufacturing enterprises, with coal and lead mining, timber exploitation and manufacturing of a variety of consumer goods prevalent.

The uncertainty brought by constant efforts on the part of other Missouri communities, most frequently Sedalia, to move the seat of state government to their cities, was noted by observers as a major obstacle to significant commercial investment in Jefferson City until after 1911. Thus, the town grew slowly, albeit taking advantage of its location nearly midway between Kansas City and St. Louis and its transportation opportunities of river and railroad.

The town's physical growth reflected the influence of the river trade and the Missouri Pacific Railroad, which ran along the river's edge. From the traditional boat landing area at the foot of Jefferson Street and the new, late 19th century railroad depot at the bottom of Monroe Street, commercial development expanded southward into the original townsite area, reaching the retail center of High Street, along the brow of the hill above the capitol and paralleling the river.

Following the fire in 1911 that destroyed the second state capitol, which firmly laid to rest the issue of Jefferson City's continued role as the seat of Missouri government, the rate of industrial and manufacturing expansion increased. By 1938, the city was home to shoe and clothing factories, printing and publishing companies, breweries and milling enterprises, as well as expanded Missouri Pacific Railroad shops and yards. The town's population, increased from 11,800 in 1910 to 25,000 in 1930, for the most part lived outside the original boundaries of the townsite in newer annexed areas, while commercial and institutional users occupied the streets surrounding the capitol.

Government and Politics 1822 - 1940. While statewide debate about the preferred location of the capital raged on and off for decades after 1830, the Missouri state government continued to operate and expand in Jefferson City throughout the city's history. Three successive capitol buildings (the second significantly added to in the 1880s), state supreme court and various related offices and departments continued to see the need for new and expanded quarters.

Hotels and boardinghouses have, since the 1830s, been an important part of the built landscape in the city, serving not only commercial travelers but political ones as well. Strategically located in mid-state, firmly between the major metropolitan centers of Kansas City and St. Louis, Jefferson City each legislative session saw the influx of elected officials, lobbyists and other political participants from throughout the state. The city became the temporary home of a political system which has been described as essentially conservative and rural-based. The capital's location in the rural heartland was symbolic of the outstate, conservative interests' ability to control state government and outmaneuver the metropolitan delegations. Much of the city's development reflects this regularly transient population.

PROPERTY TYPES

Historic property types, the grouping of individual resources based upon shared physical or associative characteristics, will also be catalogued prior to the identification phase of the survey, in order to better understand each resource as it is documented. The commercial, religious and residential buildings, as well as engineering structures and streetscape features that are surveyed will be more effectively related to historic contexts and their significance evaluated when categorized first by property type.

Commercial buildings, as a property type, contains a variety of structures built primarily for commercial purposes and include departmental commercial structures from this period have a flattened ridge roof paralleling the street, with joined chimneys at the gable ends. Simple, square, 1 x 1 windows with

flat, stone lintels and sills pierce the simply detailed street facades. Other typical 19th or early 20th century styles include Victorian, two and three story brick structures with tall, narrow windows and a variety of decorative treatments. Elaborate, bracketed and decorated cornices enliven several of these period structures, reflecting Italianate stylistic influences.

Many early to mid-20th century commercial structures, rather than by style or influence, may more appropriately be categorized in subtypes that analyze the compositional nature of the buildings, such as one-part, two-part or enframed commercial blocks. Each of these stylistic or compositional subtypes will be identified and recorded in the survey, and are located primarily in the dense, retail core along High Street.

Residences as a property type includes single-family, rowhouse, apartment and any other subtype which was built for domestic purposes. Again, as with commercial buildings, a variety of stylistic influences will be identified and recorded in the survey. The earliest remaining residential buildings are primarily brick, urban residential row houses, with two stories and an attic on a raised basement. High ridge roofs, paralleling the street, are punctuated by chimneys denoting the separate residences in the row. As typical rowhouses, the structures are built to the front property line, with steps leading directly from the sidewalk to an entry door to the raised first story.

Other than the Second Empire style Governor's Mansion, no late 19th century detached houses remain in the survey area. However, several American Foursquare houses of the early to mid-20th century can be found, with medium pitched hipped roofs, wide overhanging boxed eaves and full width front porches. Several brick apartment buildings, exhibiting early 20th century revival style detailing or International Style influences, will be catalogued in the survey.

Religious Buildings appear in the ecclesiastical revival styles common in the late 19th and early 20th centuries, with Gothic, Romanesque and Classical Revival massing, form and details dominating. Governmental and institutional structures will reflect Classical, Richardsonian, Renaissance or Modernistic influences, are generally massive and prominent on their sites.

METHODOLOGY

The survey will be conducted by a professional survey team. Resources that retain their essential historic integrity will be identified on Missouri Architectural/Historic Inventory Forms and evaluated and assessed following the guidelines of the Secretary of the Interior's Standards for Preservation Planning, Identification and Evaluation. Field survey work will include

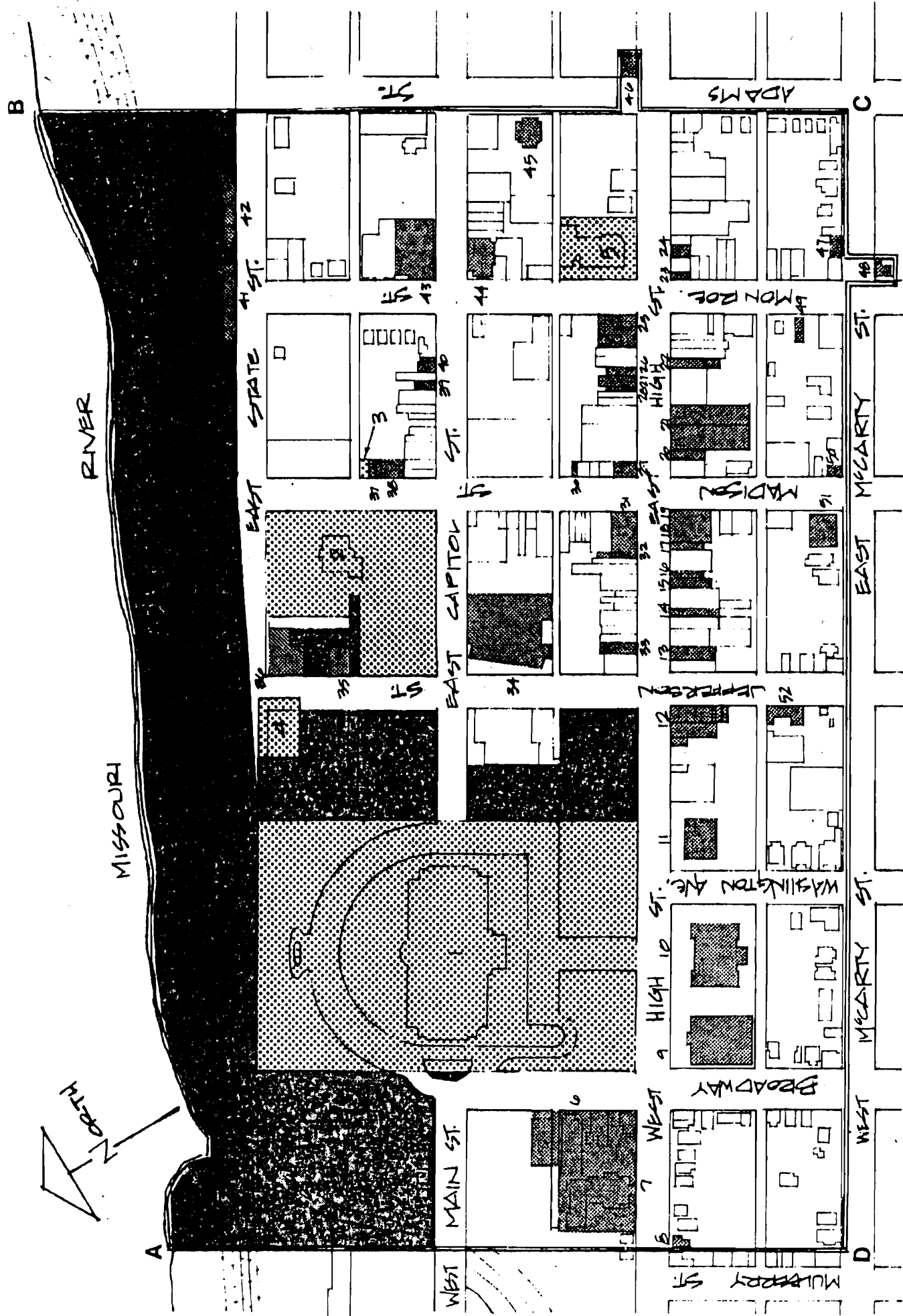
photography and recordation of information on field survey data sheets, as well as preliminary location on field maps.

Research and evaluation will be undertaken by the professional team, relying on local historical organizations and individuals to provide already prepared or discovered documentation and historical information. Research resources will include, but are not limited to, the Cole County Historical Society, the Cole County records, the Missouri State Library and local Thomas Jefferson Public Library, the Missouri State Preservation Office and Missouri Historical Society. Previously published materials, such as the 1975 National Register Historic District nomination and the 1970 downtown preservation plan for Jefferson City will also be reviewed.

Categories of significance to be applied to surveyed properties are those suggested in the Secretary of the Interior's Standards. Most properties will be evaluated first for architecture and architectural significance, followed by research and property evaluation based on the associative cultural significance standards, listed as Criteria A and B of the National Register.

CONCLUSION

Observations and findings about resources, either individually or in groups, will be presented based upon the related historic contexts, and will include comments regarding any evident threats to the integrity of significant properties when applicable. These observations will aid in the preparation of any possible National Register nomination update and development of a preservation plan for the city by providing an appropriate historical and architectural background upon which to base both a program of facade treatment or restoration, and strengthened local protection and preservation mechanisms.



MISSOURI STATE CAPITOL HISTORIC DISTRICT
JEFFERSON CITY, MISSOURI