

806-808 South 11th Street (House)
Saint Joseph
Buchanan County
Missouri

HABS No. MO-1881

HABS
MO,
11-SAJOE,
22 -

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Rocky Mountain Regional Office
Department of the Interior
P.O. Box 25287
Denver, Colorado 80225

Location: 806-808 South 11th Street
Lot 10, Block 9, Patee's Addition
St. Joseph, Buchanan County, Missouri

HABS
MO,
11-SAJDE
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Present Owner: Buchanan County
c/o Pat Conway, Trustee
Buchanan County Courthouse
5th & Jule
St. Joseph, MO 64501

Present Use: Vacant. This property has been declared a dangerous building and ordered repaired or demolished. Recently, the property was acquired by Buchanan County for delinquent taxes.

Significance: The building located at 806-808 South 11th Street has only marginal architectural integrity, but it is potentially eligible for listing on the National Register of Historic Places as a example of the property type, "Duplex Residential Structures." It is moderately significant as an element of the multiple property context statement, "Historic Resources of St. Joseph, Buchanan County, Missouri" under criteria A and C.

To be eligible under criterion A, the resource must retain a strong association with St. Joseph's wholesaling and related industries during the late nineteenth and early twentieth centuries. These duplexes are noteworthy as reflections of the discretionary wealth, due to a booming economy, which was invested in real estate during St. Joseph's period of greatest expansion. These resources are generally part of a district, and should retain integrity of association and location. Due to their usual function as rental properties, some loss of historic fabric is acceptable, most typically window or porch alterations. For a duplex to be eligible under criterion C, it must be a good example of a type or a well-preserved example of a style. As such, it should be recognizable to the time of its construction.

While 806-808 South 11th Street has lost one of its two entrance porches, it retains its integrity of design, material, association, and location. The architectural features that remain: door and window openings, exterior decorative features of brick, stone, and metal convey the sense of Queen Ann/Eastlake style.

Part I. HISTORICAL INFORMATION

Dates of erection: ca. 1887

Architect: Unknown

Original owner: C. Nieman (attributed)

Historical Narrative:

In July of 1843, Joseph Robidoux filed the town plat for St. Joseph with the Clerk of Common Pleas in St. Louis. Robidoux had operated a trading post at this location, where Blacksnake Creek joins the Missouri River, for several years. At first he was an employee of the American Fur Company, but in 1830 he purchased their goods and interest in the post becoming sole proprietor. When the town plan was recorded in 1843, the population of the settlement was about 200 people. By December the population had increased to 500 as settlers learned of the establishment of a town.

The discovery of gold in California greatly benefitted St. Joseph. As the northern and westernmost point that could be reached by steamboat before embarking on the arduous overland trip, St. Joseph had an advantage over Independence, the settlement that had been the main point of departure for the Santa Fe Trail. The needs of outfitting the thousands of emigrants passing through St. Joseph led to the establishment of several outfitting and mercantile businesses. Many emigrants, in fact, chose to remain in St. Joseph to share in the fortunes that were being made. The population, which was 800 in 1846, had jumped to 3,460 by 1850. During the 1850s, nearby Fort Leavenworth was the general depot for the distribution of supplies to all forts throughout the west. Supplying the military was another lucrative economic opportunity which helped establish St. Joseph as a regional trade and outfitting center.

By 1860 the town grew to a population of 8,932 and citizens began to build residences in what was to become a more prestigious area--the hills overlooking the original town site near the Missouri River. Robidoux Hill to the north, Cathedral Hill to the northeast, and Museum Hill to the east were neighborhoods that were subdivided and developed after this time as the original town evolved into a commercial and industrial district. One more essential step in securing St. Joseph's prominence as a city and a major outfitter to the west was the completion of the Hannibal and St. Joseph Railroad line in 1859. St. Joseph was the westernmost railroad terminus for more than ten years until the transcontinental Union Pacific railroad was completed through Omaha and Council Bluffs in 1869.

With the beginning of the Civil War, most business and construction in St. Joseph came to a halt. Residents were divided in their sympathies, as was much of Missouri, and United States troops occupied the town. Although St. Joseph served as a military supply and mobilization center, residents were not allowed to participate in this trade. Virtually no structures were built or improvements made to the town infrastructure during this period. In general the town declined, as evidenced by a decrease in population from approximately 10,000 in 1861 to 7,500 at the close of the war.

Prosperity returned quickly to St. Joseph after hostilities actually ended. By 1870 the population had increased to 19,565 more than twice that in 1860. In the late 1860s railroad construction connected St. Joseph to Council Bluffs and Kansas City and opened a new route to Chicago and the east. In the 1880s about ten railroads built lines to St. Joseph making important connections with St. Louis, Kansas City, Chicago, Denver, and many other markets. The rail lines served the city center, yet skirted around it. The first depot was built south of the original river city business district, as were several of the other passenger stations and freight depots. These rail lines slowly directed some of the city's growth south.

806-808 South 11th Street

The duplex residence at 806-808 South 11th is associated with the development of St. Joseph in the late nineteenth century. During this period, the city's population continued to grow at a remarkable rate--to 32,431 in 1880 and 52,324 in 1890. The 1880s and 1890s became known as "the Golden Age" of St. Joseph. Expansion of wholesale trade, banking, and manufacturing created wealth which was manifested in the construction of many large and elaborate residences during this period. There was also a large market for rental properties including modest single-family residences, duplexes, and apartment buildings.

Located in Patee's Addition, an amalgamation of four successive plats, this residence is representative of the relatively modest single-family or multi-unit dwellings common in this area. In his inaugural speech of 1858 Mayor Jeff Thompson specified that a market be located in the south ward of the city for the convenience of the working class so it would be close to areas where land was affordable to them. This gives the impression that early in the city's history there was a trend toward a lower social/economic class neighborhood in this area while upper class citizens chose to reside in the areas on the hills north of Messanie Street (i.e. Museum Hill, Cathedral Hill, Hall Street, and Robidoux Hill). By the early 1880s, industrial and commercial areas were well-established along the south and west periphery of Patee's Addition. This presence and the preference for housing on the higher land north and northeast of "Pateetown" by more affluent citizens had a noticeable effect on the architectural character of this area.

Evidence of early residential and commercial development in Patee's First Addition by the late 1850s is referenced in Mayor Thompson's speech and in the documentation of construction of the 110-room Patee House hotel in 1858. Thompson described Patee's Addition as being "well built upon" with many brick structures and a quality hotel. The need for building Patee Market was supported by Thompson's proposed statement of finances for it and another market in the "upper ward." The Patee Market was constructed by 1860.

The residence at 806-808 South 11th Street was constructed ca. 1887 only one-and-a-half blocks north of the Patee Market. Also, the residence was only eight blocks away from the Union Railroad Depot at 6th and Mitchell Streets. The city's main passenger depot was completed in 1882, burned and rebuilt in 1895. It was the major structure in the sprawling railroad-industrial district west of 11th Street paralleling the Missouri River. Many of the residents in Patee's Addition had economic associations with this district as employees or businessmen.

There is relatively little specific information available for this property. The building outline was recorded in the 1888 Sanborn insurance map. A water service permit was issued to C. Nieman September 17, 1886 for this vicinity, but individual service to the particular location was not recorded until March 29, 1912 in the name of Mrs. E. Spalsbury.

The earliest city directory recording this property by street address was published in 1899. The only occupant listed at the time was Charles A. Lamb, a master mechanic for the Burlington Route. Apparently, the property was rented. In 1904 the residence was occupied by Simon Bauer, retired, and Emma, Charles, John, and Seymour Bauer. Bauer was listed as a blacksmith in the 1890s. Only three years later the residence was occupied by John T. Hann, who operated a sales stable at 1019 South 9th Street, about three blocks to the southwest.

PART II. ARCHITECTURAL INFORMATION

A. General Statement

1. Architectural Merit and Interest: This building is a modest example of the Queen Ann residential style with some Eastlake influenced ornamentation.
2. Condition of fabric: Poor. The building is deteriorated. There are at least two areas of structural failure in the upper rear and in the south side wall. The interior has been extensively vandalized.

B. Summary Description:

This is a detached two-story three-bay residence with recessed side entrances. The building has an irregular cruciform plan with a projecting bay on the south side. The main block has a truncated hipped roof with a mock front gable, a polygonal roof over the bay, and a hipped-roof rear wing. The main block is approximately thirty feet wide from north to south and approximately forty-seven feet long from east to west.

The building has a brick foundation and brick masonry walls. The front facade is laid in running bond with the side and rear walls laid in common bond. Since the structure was built into a site sloping steeply to the rear, the full basement has an exterior entrance in the southwest ell. There are interior chimneys in the north and rear (west) walls.

At the northeast corner of the building there is a wooden shed-roofed entrance porch in the ell. It is supported on turned posts with ornamental pierced brackets and an incised spindlework frieze. The rear entrance is located at the southwest corner of the building. It is sheltered by a shed-roofed porch supported on square chamfered posts. The porch floor is cut out for an exterior stair to ground level and a basement entrance.

In the main entrance there are paired wooden entrance doors with an overhead transom. The rear entrance has a wooden four-panel door with transom. Most of the windows in this building have been damaged or altered; remaining windows have 1/1 wooden double-hung sash. On the first floor the openings have been boarded so the interior is not accessible. The building has a main truncated hipped roof with asphalt shingle roofing. Two triangular vents in the front of the main roof provided attic ventilation. There is a heavy molded eave cornice with built-in gutters.

The main facade of this residence is distinguished by masonry and wooden ornamentation. The main east and southeast facades have a tooled stone water table and stone window sills. A raised brick belt course continues the water table on the sidewalls. Both the east and south facades are defined by three successive brick belt courses and a corbeled brick eave course. There are arched window hoods. Original tooled white mortar remains in the joints of the first story ell to the southeast. Wooden ornament accents the projecting central window bay. Between the first and second floor windows there are panels with Eastlake inspired motifs crowned by an egg and dart molding. Above the round-arched second floor opening is a projecting metal toothed molding.

Alterations include the removal of an entrance porch in the southeast ell. A shadow line indicates that this feature had a shed roof with a gable dormer oriented toward the south. This area now has a concrete deck and modern metal railing. Other alterations are replacement windows, aluminum storm windows, areas of masonry wall where the outer brick wythe has fallen out, and the removal of almost all interior woodwork, mantles, and stairs. There is a chain link fence around the property.

- C. Site: This building is located in a deteriorated residential neighborhood. The structure occupies a site steeply sloping from east to west. The hillside continues to rise on the other side of the street to the east.

PART III. SOURCES OF INFORMATION

Bibliography:

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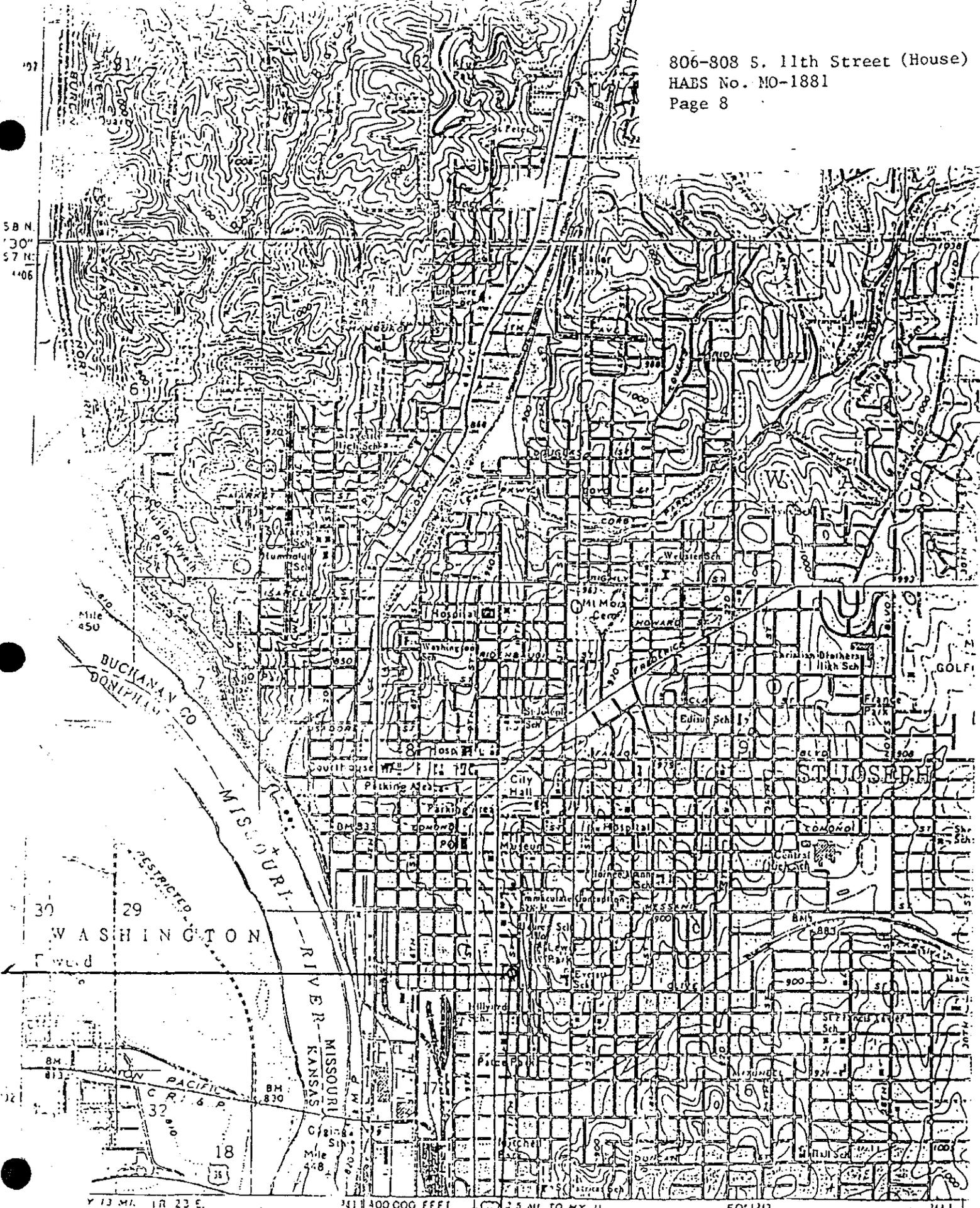
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Wolfenbarger, Deon. "Historic Resources of St. Joseph, Buchanan County, Missouri" (June 20, 1988). National Register Residential Property Context and Outline of Property Types. Prepared for the City of St. Joseph Community Development Department, Landmark Commission, and the Missouri Historic Preservation Program.

Prepared by: Dale E. Nimz
Associate Planner for Historic Preservation
City of St. Joseph Community Development Department
March 25, 1991

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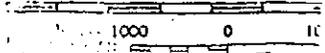
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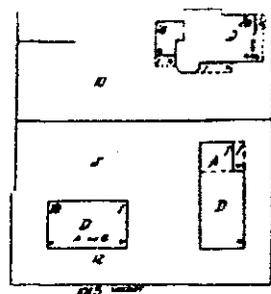
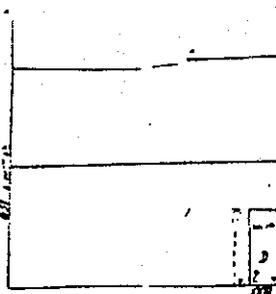
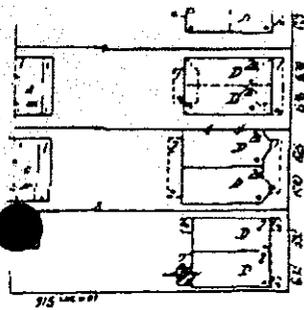
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806-808 S. 11th St.

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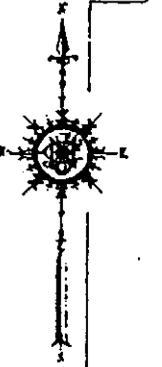
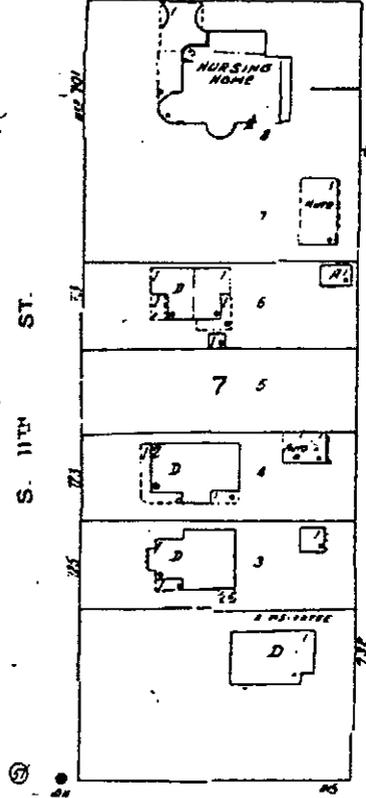
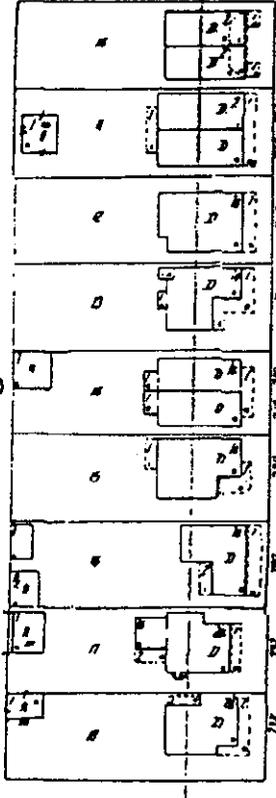
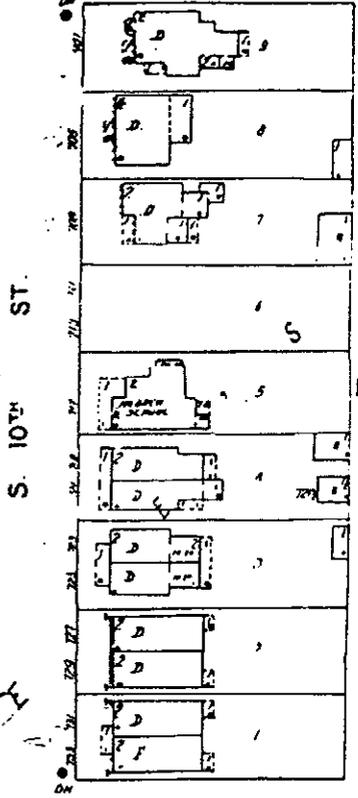
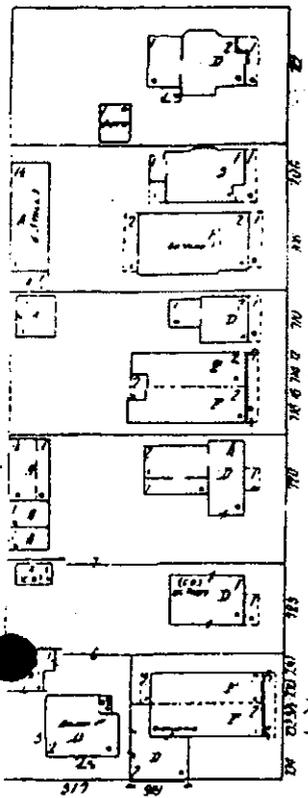




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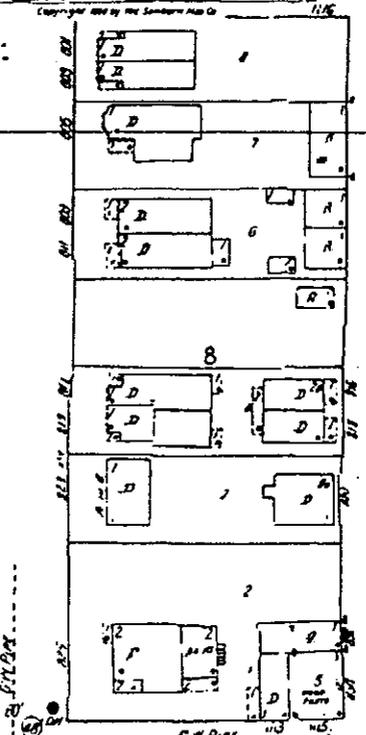
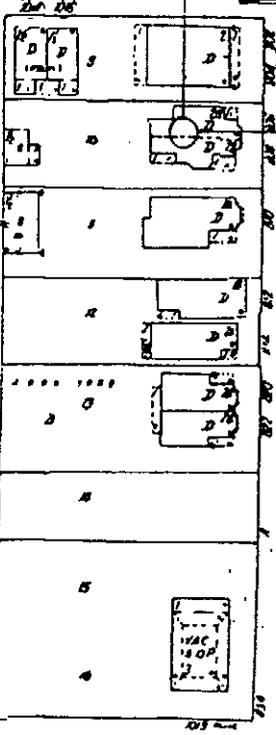
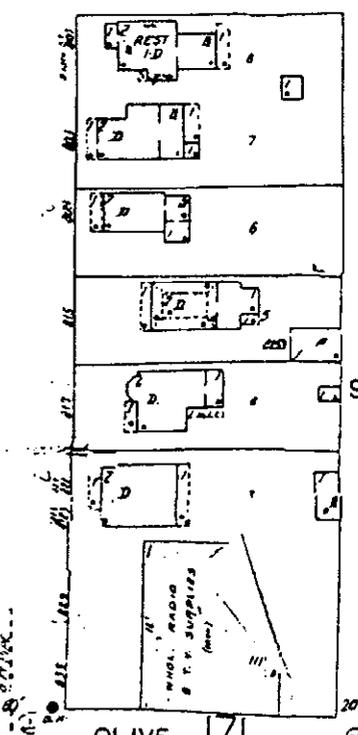
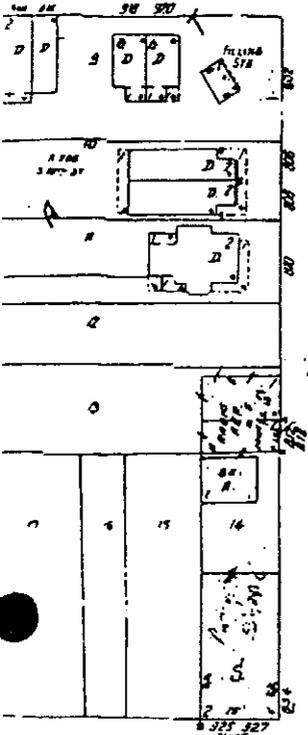
S. 11TH ST.

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