

Museum Hill
Bounded by Jules, 15th, Messanie, and 9th Streets
St. Joseph
Buchanan County
Missouri

HABS No. MO-1917

HABS
MO-1917

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

**Historic American Buildings Survey
National Park Service
Department of the Interior
Denver, Colorado 80225-0287**

HISTORIC AMERICAN BUILDINGS SURVEY

HABS No. M0-1917

MUSEUM HILL

Location: Generally located between 9th Street on the west, 15th Street on the east, Jules Street on the north and Messanie Street on the south, St. Joseph, Buchanan County, Missouri.

St. Joseph North USGS Quadrangle, generally bounded by the following Universal Transverse Mercator Coordinates (in sequence): 15,341910.4403560; 15,342240.4403560; 15,342240.4402860; 15,341570.4402860; 15,341570.4403120

Statement of Significance: Museum Hill is a distinct residential area of St. Joseph, Missouri, that has architecturally significant buildings and historically relates to growth of the city. The area is significant in the history of commerce, specifically in relation to St. Joseph's prominence in the wholesale trade. St. Joseph's wholesale trade during the late nineteenth and early twentieth century led to increasingly wealthy upper and middle classes. This area reflects the housing that was built to accommodate this growth and affluence. The area is also significant in the area of architecture due to the excellent examples of building styles, including many which were architecturally designed. The district also has several ecclesiastical properties which are architecturally significant, as well as a few institutional and commercial buildings which related to the area's development. (See page 19 for related HABS documents about properties in the district.)

Historian: Sarah F. Schwenk
Preservation Consultant
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Minor revisions by
David Bergstone
Historic Preservation Planner
City of St. Joseph
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Part I. Historical Information

A. Physical History

Building Patterns 1840-1865

During the 1840s and 1850s, the first generation of settlers erected their residences and businesses near the river on the bottom of a valley formed by the bluffs on the north, east, and south. This was due, in part, to the focus on catering to the emigrants who passed through St. Joseph on their way west. Initially commercial buildings stood alongside residences, but soon a commercial center evolved with domestic structures located a little distance away. The town's center remained near the river landing as late as 1857.¹

By 1860, the town's population reached 8,932; the commercial center and surrounding area by the river landing could not comfortably accommodate the amenities demanded by the growing number of settlers. Schools and churches led the movement away from the commercial center. More and more of the town's leading citizens moved their residences to what became a more prestigious area—the hills overlooking the original town site near the Missouri River.²

Most of the early residences were modest vernacular buildings, some of which reflected simple manifestations of the Greek Revival style. As a whole, they reflected the traditional building patterns of the area's settlers who were from the upper South. Initially, the predominant residential building form was the log building tradition. Later, as the town and the prosperity of its citizens grew, the hall and parlor and the I-house building forms with Greek Revival design elements appeared. Despite the widespread affluence of the late 1840s and 1850s which provided a large segment of the population with the financial means to build larger homes of high style designs, most of the buildings erected prior to the Civil War remained restrained in appearance.³

The Civil War brought a halt to most business and construction in St. Joseph. Although St. Joseph served as a military supply and mobilization center, the government prohibited residents from participating in the trade. Virtually no structures were built or improvements made to the town infrastructure during this period. The assessed valuation of property fell from \$5,126,249 in 1860 to \$3,384,145 in 1864. Between 1861 and 1865 the population decreased from 10,000 to 7,500.⁴

Public Improvements

The post-Civil War era of prosperity and growth brought extensive public improvements. In 1866, the city appropriated \$60,000 for macadamizing the streets, and by 1873, there were twenty-eight miles of paved streets. That same year the first street car line began operation and,

in 1874, the first telephone exchange installed its lines.⁵ The gas company, which changed hands several times, finally became firmly established by 1878 and four years later an electric plant was completed. During the next ten years, electricity and gas service expanded to households and businesses throughout the city.

The completion of the city's waterworks in the early years of the 1880s led to installation of ten inch water mains. A modern water system promoted an improved and expanded fire department. In 1887, the city initiated over thirty million dollars in internal improvements.⁶ The ambitious public works program and resulting private investment into the city's infrastructure resulted in electrification of the street lights, approximately forty-eight miles of paved streets, fifty-three miles of sewers, almost seventy-five miles of brick sidewalks and forty miles of double street car track.⁷

Residential Neighborhoods in the Golden Age

It was natural that those who grew wealthy during this period required larger and more prominent homes. The higher elevations surrounding the original town that began to be settled before the Civil War, remained as prestigious neighborhoods throughout the century. The nouveau riche and an aspiring middle class built striking mansions and more modest facsimiles by the dozens north and east of the old downtown center. These "outlying" neighborhoods of larger, elaborate homes along with new churches, schools, and hospitals remained primarily residential, while the original town district gradually became entirely commercial/industrial.

South of the commercial core and literally on the other side of the tracks from the affluent residential neighborhoods were the residences of the working class. As early as 1873, four building associations financed modest homes for tradesmen. As a result, St. Joseph boasted a considerable stock of simple vernacular single-family residential structures. An 1881 history of the city noted the presence just outside the business district of neat frame and brick residences of the artisans, mechanics and shopkeepers.⁸

While not as luxurious as the upper class neighborhoods, the residential area south of the commercial center boasted many of the same amenities in the form of schools, churches, grocery stores, and transportation services.

Rounding out the housing stock available to the rapidly growing city was a large number of rental properties located throughout the working class neighborhoods to the south and the middle-class neighborhoods to the north and northeast. This large and varied rental market included town houses, simple single-family residences, duplexes, flats and apartment buildings.⁹

The residences of the post-war wealthy departed from the classical traditions of the ante-bellum period and embraced the more flamboyant styles of the late Victorian era. The homes of the

aspiring middle class and professionals imitated, on a reduced scale, the large elaborate mansions. The result was a large number of relatively modest, vernacular adaptations of the popular Italianate, Second Empire and Queen Anne styles. The simple residences found in working class neighborhoods were distinguished not so much by any academic architectural influences, but by their simple variations in floor plans and shape.¹⁰

Structurally and in design, the residences from this period also reflected the advances in building techniques, the available building materials and the presence of a large number of skilled craftworkers. Residential dwellings constructed with balloon framing and sheathed in wood or masonry replaced log structures and post and beam construction. New turning machinery gave rise to ready-made porch supports, balusters, and other “ginger bread” architectural features. Building materials not available locally could be moved rapidly and cheaply over long distances by rail. Mass produced tiles and terra cotta could be ordered from catalogues and shipped via the rails. As early as the mid-1870s there were at least eight lumber yards and four marble yards.¹¹

The construction activity associated with the tremendous growth during this period gave rise to a large number of related businesses and skilled craftworkers.¹² In the 1870s there were seven bridge builders, seven engineering and surveying firms, at least two architectural firms as well as over 200 carpenters and 150 painters.

The Middle Class Single-Family Nineteenth Century Property Type

A large, middle and professional class associated with the commercial and industrial enterprises existed in St. Joseph. Comparatively well educated and affluent, this group of property owners included a wide cross-section of St. Joseph’s population during the Golden Age. Aspiring to a higher station in life, which in St. Joseph was conspicuously represented by the location and type of residence a person built, the middle class built their homes near the impressive residences of the wealthy in the hills north and east of the commercial center. While these residents could not afford as large a lot or house as their wealthier neighbors, they did manage to build more modest facsimiles of the elaborate mansions. These houses were generally built fairly close to the street and filled up most of the width of the lot, giving an urban appearance to the neighborhoods. The existence of entire neighborhoods of their homes provides ample evidence of the economic boom experienced by St. Joseph, particularly in the 1880s and 1890s.¹³

Although generally built without the services of an architect, these residences were good representations of the styles prevalent in the Victorian age. Not only did they represent the modest wealth of the owners, the departure from traditional regional and ethnic building forms demonstrated to all a certain level of “sophistication.” More importantly, the styling of these middle-class residences reflected the pervasive Victorian styles across America. As such, the majority were built in the Italianate, Queen Anne, Second Empire styles or an eclectic combination of the three.¹⁴

B. Historical Context:

Western Outfitting in St. Joseph, 1843-1865

In July of 1843, Joseph Robidoux filed the original town plat for St. Joseph, Missouri at a point where Blacksnake Creek joined the Missouri River.¹⁵ At the time of the platting of the town, the population of the settlement was about 200 people. By December 1843, the population showed an increase of 300. The town's incorporation in 1845, and the relocation of the Buchanan County seat in 1846 from Sparta to St. Joseph firmly established the community's regional prominence. At this time a visitor to the area, described St. Joseph as a town of "...350 houses, two churches, a city hall and a jail."¹⁶ Early records also indicate the presence of a city market, a meat market, several general merchandise establishments, warehouses, manufacturing shops, hotels, stables, flour and lumber mills, and numerous tradesmen.¹⁷

While the westward immigration of the mid-1840s had little effect upon the community, the discovery of gold in California in 1848 had a significant impact.¹⁸ Between early April and mid-June of 1849 over 6,000 emigrants left St. Joseph to travel west. That year, entrepreneurs and settlers erected approximately 123 buildings.¹⁹ The population between 1846 and 1850 jumped from 800 to 3,460.

By 1851, St. Joseph was the farthest north and west that could be reached by steamboat before embarking on the overland trip west. As a result, the town quickly became one of the major points of embarkation along the Missouri River. That same year, the Missouri Legislature incorporated St. Joseph as a city.²⁰ The city hired a wharfmaster to direct the river traffic and an engineer to oversee construction of streets, water lines and sewers.

The economy of St. Joseph did not depend solely on outfitting the thousands of westward bound gold seekers and emigrants. During the 1850s, nearby Fort Leavenworth was the general depot for the distribution of supplies to all forts throughout the West. Supplying the military with goods and livestock became a lucrative economic market and the military trade helped establish St. Joseph as a regional trade and outfitting center.²¹

The completion of the Hannibal and St. Joseph Railroad line in 1859 was the final component in securing St. Joseph's prominence as a major outfitter to the West. St. Joseph continued to serve as the western most railroad terminus for more than ten years until the Union Pacific Railroad completed lines through Omaha and Council Bluffs in 1869.²²

The gold seekers bound for California, the settlers moving west to establish new homes, and the military purchasing agents pumped thousands of dollars into the pockets of St. Joseph's

merchants and manufacturers. These fortunes established St. Joseph as a significant regional commercial and financial center. Property values rose from \$40,000 in 1845 to \$583,000 in 1850, and reached \$14 million by 1860.²³

The Railroad City, 1866-1900

After the end of the Civil War, prosperity returned quickly to St. Joseph. In the first two years following the war residents and businessmen erected some 3,000 buildings.²⁴ By 1870 the population increased to 19,565 and the value of property nearly tripled to \$11,283,435.²⁵ Throughout the 1880s and 1890s the population continued to grow at a tremendous rate, to 32,431 in 1880, and 52,324 in 1890, a 700 percent increase in population since the close of the Civil War.²⁶ The changes in the physical size and nature of the city reflected the impact of the rapidly expanding population. In 1843, the boundaries of the river town were merely the 160 acres that Robidoux platted. By 1900 the city encompassed thirty-five square miles.²⁷ A moderate-sized town became a large-sized metropolis. Due to the tremendous growth and the wealth associated with the emerging post-war wholesale, manufacturing and banking industries, the era came to be known as the “Golden Age” of St. Joseph.

In reality, four separate stages of growth marked the era. St. Joseph began a steady growth the 1870s that accelerated into the boom economy of the 1880s. The panic of 1893 and subsequent decline in farm and industrial prices brought about a short-term depression. By the end of the decade, the beginnings of national recovery from the depression and the emergence of a profitable meat-packing industry marked a new era of growth.

The economic growth after the Civil War was due to St. Joseph’s geographical location and an extensive network of railroads. The city was in the center of a cluster of cities: Kansas City, Leavenworth, Nebraska City, Council Bluffs, and Omaha. The vital connecting link between all these regional market centers was the railroad, which by 1868, replaced steamboats as the dominant means of transporting goods. Beginning in the late 1860s, railroad construction connected St. Joseph to Council Bluffs and Kansas City and opened a new route to Chicago and points farther east. During the next twenty years, ten railroads built lines to St. Joseph making important connections with St. Louis, Kansas City, Chicago, Denver, and many other markets. By 1900, the city received over 100 passenger trains daily on six trunk lines.²⁸

The railroad facilities which eventually connected St. Joseph with virtually all the market centers in the country promoted the transition of the city from outfitters of emigrants to wholesale suppliers to western retailers. Factories in the eastern and southern states sent their products to jobbers in St. Joseph who then shipped them onward to western businesses. Coinciding with the growth in the wholesale jobbing industry was the emergence of manufacturing and retail concerns. As early as 1873 there were thirty-nine wholesale houses and over 300 retail houses. By 1887 the grocery/dry goods trade employed 600 men in seven wholesale grocery houses and

120 retail houses. The clothing business employed nearly 250 persons at four wholesale houses and twenty-one retail stores. Other wholesale and retail businesses added diversity to the local economy. In all, the city's gross business in wholesale goods surpassed other cities in the region by over two million dollars.²⁹

The capital from these profitable businesses led to the development of a large banking and financial center. By the end of the century, the city boasted nine incorporated banks, three of which held national charters. The town was known for solid credit and stable land values. St. Joseph was one of the wealthiest cities for its size in the United States.³⁰

Turn-of-the-Century St. Joseph, 1900-1910

The national economic depression which began in 1893, affected St. Joseph. The regional decline in agricultural prices, tightening of credit, and decreased flow of capital into and out of wholesale/retail houses and manufacturing concerns halted the economic advances of the 1880s. It was not until the construction of the Swift and Co. meat packing business in 1897 that the city's economy began to revive. Other investors located meat packing companies in the city. The meat-packing industry, in turn, created an even larger livestock business, creating jobs in the livestock yards and for commission agents. Between 1896 and 1903, the number of slaughtered livestock rose by 360,983. In 1903 receipts from livestock sales totaled close to \$50,000,000. By the turn-of-the-century, St. Joseph was one of the top five packing centers in the nation.³¹

The community's network of rail lines promoted diversity, a factor that helped the local economy stabilize long before prosperity returned to other parts of the nation. By the latter part of the 1890s, dairy, poultry, produce and grain exports brought over \$6,000,000 annually into the St. Joseph area. Manufacturing and wholesale industries also revitalized. St. Joseph became a leading supplier in the nation of paper goods, blankets, robes and flannels. Two drug companies alone distributed over \$2,000,000 of goods annually. Millinery goods was a million dollar a year business. A total of almost 200 industries employed over 8,000 people, producing \$30,000,000 in goods annually.³²

The return of capital revitalized the banking community; new banks formed, others renovated or moved to new locations. Real estate values began to rise, and more buildings were erected creating jobs for mechanics and laborers. By 1900, most of the citizens owned their own homes, businesses and buildings for trade.³³

Prosperity brought growth in population as well. Between 1890 and 1900 the population increased ninety-seven percent from 52,324 to 102,324. During this period, the City's public improvement projects reflected this growth. The city erected new fire stations, permanent exposition buildings and a livestock exchange and inaugurated an ambitious street paving program.³⁴

By the turn of the century, three factors affected the residential growth patterns of St. Joseph: the slowing of the wholesale business economy, new transportation modes and continued changes in technology. Between 1900 and 1910, the economy and growth of the late 1890s began to stabilize. After 1910 the population remained the same until the 1920s.³⁵ Nationwide, there was a clear change in city growth patterns as streetcars, trains, and, then, automobiles, encouraged developers to move away from the dense city core. This trend in St. Joseph did not lead to a suburban community in the modern sense until after World War I. No significant extension of the city's late nineteenth century street car lines occurred in the first decade of the twentieth century. The small number of automobile owners at this time were dependent upon the condition of the city's existing nineteenth century road system. It was not until 1914 that the city embarked on constructing a boulevard system that led to the establishment of suburban areas as the choice residential area neighborhoods for the upper and middle classes.³⁶

The revolution in technology begun in the nineteenth century produced new, twentieth century housing types which were quite different from their predecessors. What had been considered luxuries a few decades before—electricity, indoor plumbing and central heating, became commonplace. Improvements in kitchen, bath and heating and ventilation systems comprised nearly twenty-five percent of the total cost of new housing. In older homes, the new improvements lead to remodeling and alterations.³⁷

Building styles also broke with the past. New architectural concepts on style and ornament crept into usage in the city. The new style was a transition between the older Queen Anne style and an increasingly stronger tendency to rely on Neo-Classical and, later, Arts and Crafts (“Craftsman”) ornament and design motifs.³⁸

History of the District:

The district encompasses an area made up of several additions platted by Frederick W. Smith, in 1845 and 1855. Smith set aside land for Smith's Park, bounded by 11th, 12th, Francis and Jules, now incorporated in the City Hall Mall. A devout Catholic, he also provided a fine bluff-top site for the Sacred Heart Institute completed in 1857. Two smaller additions fill the interstices of the major plats. The last major segment, Carter's 1858 addition, encompasses the north and east edges of the district.³⁹

The name, Museum Hill, was adopted relatively recently, perhaps only as far back as 1984 when the initial historic resource survey was conducted and the neighborhood association formed. The name was derived from the location of the St. Joseph Museum, which opened in the center of the area in 1946. There are no known names for the area, other than the references of location to being near the Sacred Heart Convent which was located in the southeast corner of the district. None of the buildings remain of the convent and the area has adopted and used the Museum Hill name so that it is now commonly recognized.⁴⁰

Generally associated with the development of St. Joseph in the late nineteenth century and early twentieth century, the Museum Hill neighborhood had its beginnings in the expansion occurring during an economic boom and cycle of rapid population growth in the 1850s. This growth pushed the limits of the city's dense residential zone into the newly platted additions. By 1859 the local business directory described Smith's Additions as being "well built upon."⁴¹ Most of the buildings built in the district prior to 1865 were modest frame middle class dwellings built in the Greek Revival and Gothic Revival styles. For the most part they were the product of the frontier boom era, quickly and cheaply constructed speculative dwellings located on the fringes of the city's expanding core. On the west edge of the district, however, more substantial houses, generally brick and two stories, were built for the growing number of members of the mercantile middle-class.

A post-war cycle of rapid growth in the late 1860s and 1870s brought more substance and maturity to the city's architecture. In the years immediately after the Civil War, the Museum Hill area took on the appearance of a middle class neighborhood of modest, well-built frame and brick dwellings constructed primarily in the Italianate and Second Empire styles.⁴²

In the late 1870s and into the early 1890s the district became a premier residential neighborhood for the city's burgeoning class of wealthy families. As the commercial district expanded into residential areas, the hilly slopes ringing the city became the logical sites for the mansions planned by the nouveau riche class of merchants and manufacturers. During this period the area experienced its largest building boom. Nearly half of the remaining buildings in the district date to the twenty years between 1880 and 1900.⁴³

At this time the district's west side fused into a tightly settled residential core with the construction of new homes on vacant lots and partial lots while the rest of the houses erected were scattered through the district into previously empty or sparsely settled areas. By the late 1880s, most of the desirable lots were bought up and an intense competition for the prime building locations in the district sparked a rebuilding phase. Property owners demolished existing buildings and erected "newer" and "better" dwellings or made substantial additions to existing structures.⁴⁴

The residences built during this time clearly represent the varied richness of the architectural styles popular with well-to-do and middle class patrons in a booming Midwestern city such as St. Joseph during the latter part of the nineteenth century. The Italianate style that predominated in American houses constructed between 1850 and 1880, also initially dominated new residential construction in St. Joseph.⁴⁵ By the mid-1880s, a growing eclecticism influenced by the shifting patterns of architectural taste then affecting the country as a whole emerged in St. Joseph. In addition to the Italianate, the Second Empire and Queen Anne styles were also common. The Second Empire style as built in the 1880s in St. Joseph, shows influences of the Queen Anne movement. This design/style was secondary to the earlier Italianate and the later Queen Anne. The shift in fashion toward the Queen Anne style occurred in the city just as the greatest number of houses were commissioned by the upper and middle classes for construction in the district in circa 1886-1893 period.⁴⁶

Mixed into the district, sometimes side by side with the large mansions, more often on the lower elevations, are single family homes and mirror image duplex units built for the members of the aspiring middle class. These residences modestly echo the range of the district's representative styles built for the neighborhood's wealthy residents.⁴⁷

The financial depression that gripped the country beginning in 1893, ended St. Joseph's Golden Age. It was not until the late 1890s that the local economy revived. The new prosperity, after a four year hiatus, stimulated a new building spate in the Museum Hill District. For the next decade the district remained popular among the upper and middle classes of St. Joseph. It was also the last period of prosperity for the district.

After ca. 1910 few imposing houses were built in the district as new concepts of desirability motivated the wealthy upper class in their preferences for house location. The narrow confines of the lots of the old inner city neighborhoods throughout the city declined in popularity. It became fashionable, for those who could afford to do so, to built on large estates, generally on the main arteries leading into town. The few houses built in the district after circa 1905 were houses of the middle class or even more modest houses of the lower-middle class who sought the still genteel environment of the district.⁴⁸

The area has residential streetscapes of deteriorated late nineteenth and early twentieth century residences which create a checkered appearance.⁴⁹ There is a very low owner-occupancy rate with many of the large dwellings and original duplex units further subdivided into tiny apartment units. Maintenance on the buildings has been deferred long enough that the structural integrity of many of the buildings is compromised. Approximately five to ten percent of the buildings are vacant and abandoned. Despite these conditions, there have been few losses of buildings so that the structural density of the present district approximates the historical condition at the apogee of the district's physical growth.

Part II. Architectural Information

Museum Hill is a district located on the river bluff hills that ring the central business district of St. Joseph. The district is primarily composed of residential buildings. There are approximately 260 buildings which were built between circa 1850 and 1935. The majority of the dwellings were built in the 1880s and 1890s as single family residences, although there are a number of duplex mirror image units built in the late nineteenth and early twentieth century.

The district also possesses ecclesiastical properties, an institutional building and a commercial business block. These properties include a public building and seven churches dating from 1890-1926 which substantively add to the architectural character of the district and reflect the development in St. Joseph. The churches, as a group and individually, are high quality examples of the predominant ecclesiastic architectural styles of the era, notably the Beaux Arts, Romanesque and Gothic Revival styles. The Robidoux School, built in 1909 as a polytechnic high school and executed in the Beaux Arts Classical Revival style, is the only public building in the district.⁵⁰

The residential housing of the district reflects the changing preferences in architectural styles and burgeoning upper and middle class. As such it embodies the distinctive characteristics of representative domestic architecture in the middle to upper class residential neighborhoods spanning the years of the latter half of the nineteenth and early twentieth centuries. The district's architecture of the late Italianate, Second Empire, and Queen Anne styles are some of the finest surviving representatives of their kind found in St. Joseph.⁵¹

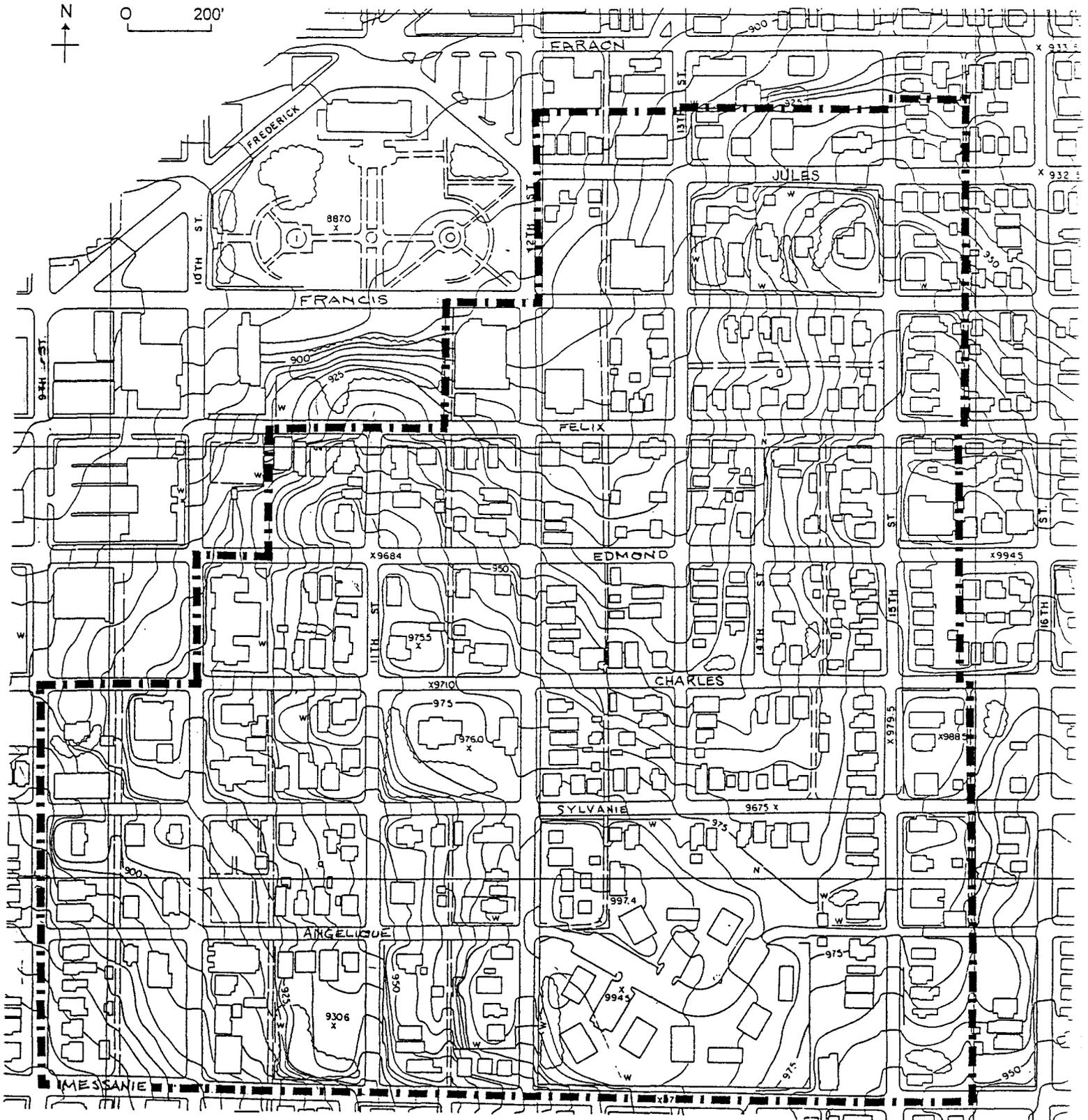
There are eight surviving buildings of the Greek and Gothic Revival styles circa 1850-1870 in the district. Approximately forty-five extant examples of the Italianate Style, circa 1865-1890, represent the stylistic treatment which spanned a long period in the district. Six dwellings built in the Second Empire style, circa 1865-1890, remain. More than a third of the entire surviving building stock in the district, nearly one hundred houses, were built in the Queen Anne style, circa 1880-1910. Three buildings represent a sub-category of the Queen Anne which have been identified as "Victorian Eclectic." Approximately twenty buildings, ca 1890-1910, fall into the Neo-Classical/Colonial Revival style classification. Twenty-eight dwellings are built in the "foursquare" plan, circa 1900-1925. Other twentieth century styles found in the district include ten bungalow type houses, four of which may be classified as "Craftsman" inspired. The remainder of the buildings include two vernacular Cottage Revival houses, one simple Shingle style house and sixteen vernacular style houses of unspecified type. Contributing service buildings are found at the alley or rear property line of a number of the dwellings in the district.⁵²

Streetscapes in the district are unified, in part, through the predominance of brick construction and the large number of two story buildings in the district. In addition, most of the buildings are detached on narrow lots often with only a few feet between them.

The majority were built to within ten feet of their front lot line presenting a more or less uniform set back from the street.⁵³ Service buildings are common at the rear of the property built at the alleys bisecting the city blocks or at the property line where no alley exists. The streets have stone curbing and many have brick corner crosswalks which have been covered with asphalt. A few of the alleys are brick paved and there survives at least one stone walkway across the intersection of an alley and the street. There are sidewalks at the property line throughout the entire district. Many are brick though there are many stretches of concrete.

A local historic district exists in the central portion of the National Register district, roughly bounded by Felix on the North, Messanie on the South, 9th Street on the West and 13th Street on the East. This area is protected by local ordinance from significant alterations to the area's historical character. Some activities, however, such as dangerous building demolitions carried out by the City are not subject to review. The removal of dangerous buildings is the cause of most documentation which has been conducted in the district.

Map of Museum Hill Boundaries



Part III. Endnotes

¹ Wolfenbarger, "The Historical Resources of St. Joseph," pp. 4-5.

² Wolfenbarger, "The Historical Resources of St. Joseph," p. 5.

³ Howard Wight Marshall, *Folk Architecture in Little Dixie, A Regional Culture in Missouri*, (Columbia: University of Missouri Press, 1981), pp. 2, 30-33, 39, 41; Wolfenbarger, "Historic Resources of St. Joseph," pp. 5-6.

⁴ *Daily News History of Buchanan County and St. Joseph, Missouri*, (St. Joseph: St. Joseph Publishing Co., 1898), p. 97; *The History of Buchanan County and St. Joseph, Missouri*, p. 78.

⁵ *Daily News History*, p. 122.

⁶ M.J. McCabe, *Annual Report, City Engineer, Saint Joseph, Mo., for the year ending April 15, 1889*, (St. Joseph: n.p., 1889), pp. 63-64.

⁷ Birdsall and Williams, *The History of Buchanan County, Missouri*, pp. 592-597.

⁸ Birdsall and Williams, *The History of Buchanan County, Missouri*, p. 644.

⁹ Wolfenbarger, "Historic Resources of St. Joseph," p. 9.

¹⁰ Wolfenbarger, "Historic Resources of St. Joseph," p. 9.

¹¹ Wolfenbarger, "Historic Resources of St. Joseph," p. 10.

¹² Domer, "St. Joseph: A Tale of Three Cities." p. 3; By 1890 there were reportedly 14,000 buildings in the city and the number increased to 18,000 by 1900.

¹³ *Sanborn Map for St. Joseph, Buchanan County, Missouri*, 1883, 1888, 1897; Wolfenbarger, "Historic Resources of St. Joseph," pp. 22-24.

¹⁴ Wolfenbarger, "Historic Resources of St. Joseph," pp. 22-24.

¹⁵ Birdsall & Williams, *The History of Buchanan County Missouri*, (St. Joseph: Union Historical Society, 1881), pp. 390-391, 405.

¹⁶ Wolfenbarger, "Historic Resources of St. Joseph, Buchanan County, Missouri," p. 3; Dennis Domer, "St. Joseph: A Tale of Three Cities," paper presented at meeting of the St. Joseph Historical Society, St. Joseph, Missouri, 10 August 1986, p. 1.

- ¹⁷ Domer, "St. Joseph: A Tale of Three Cities," p. 2; Birdsall and Williams, *The History of Buchanan County*, pp. 406, 415-416.
- ¹⁸ Birdsall and Williams, *The History of Buchanan County*, p. 430; Wolfenbarger, "Historic Resources of St. Joseph," p. 3.
- ¹⁹ Domer, "St. Joseph: A Tale of Three Cities," p. 1.; Sixty-four of the buildings were brick.
- ²⁰ Birdsall and Williams, *The History of Buchanan County*, p. 430; Wolfenbarger, "Historic Resources of St. Joseph," p. 3.
- ²¹ Wolfenbarger, "Historic Resources of St. Joseph," p. 4.
- ²² Wolfenbarger, "Historic Resources of St. Joseph," p. 4.
- ²³ *History of Buchanan County and St. Joseph, Missouri*, (St. Joseph: History Publishing Company, 1915), p. 78.
- ²⁴ *Daily News History of Buchanan County and St. Joseph, Missouri*, (St. Joseph: St. Joseph Publishing Co., 1898), p. 97; *The History of Buchanan County and St. Joseph, Missouri*, p. 78.
- ²⁵ Wolfenbarger, *Historic Resources of St. Joseph*, p. 7.
- ²⁶ Walter Williams, *The State of Missouri: An Autobiography*, (Columbia: E.N. Stephens, 1904), p. 282.
- ²⁷ Domer, "St. Joseph: A Tale of Three Cities," p. 3.
- ²⁸ Fred F. Schrader, *Eleventh Annual Report for the Year Ending December 31, 1889*, (St. Joseph: Board of Trade of St. Joseph, Missouri and St. Joseph Steam Printing Co., 1890), p. 65. Birdsall and Williams, *The History of Buchanan County, Missouri*, pp. 570, 577,-578, 580, 583. Wolfenbarger, *Historic Resources of St. Joseph*, p. 5; Domer, "St. Joseph: A Tale of Three Cities," p. 3.
- ²⁹ C.H. Dunn & Co., *Illustrated Review of St. Joseph, MO, Comprising a Brief History of the Metropolis of the West*, (St. Joseph: Lon. Hardman, 1887), p. 26.
- ³⁰ Birdsall and Williams, *The History of Buchanan County, Missouri*, p. 600.
- ³¹ Barbara Clark, "The Golden Age in St. Joseph," n.p.: n.d. pp. 5, 6.
- ³² Barbara Clark, "The Golden Age in St. Joseph," n.p.: n.d. p. 6.
- ³³ Barbara Clark, "The Golden Age in St. Joseph," n.p.: n.d. pp. 5 - 6.

³⁴ Barbara Clark, "The Golden Age in St. Joseph," n.p.: n.d. pp. 5 - 6.

³⁵ Wolfenbarger, "Historic Resources of St. Joseph," p. 12.

³⁶ Wolfenbarger, "Historic Resources of St. Joseph," pp. 12-13.

³⁷ Wolfenbarger, "Historic Resources of St. Joseph," p. 13; Hugh Davidson, "Museum Hill Historic District," (National Register of Historic Places Nomination prepared for the City of St. Joseph, Landmark commission and the Missouri Historic Preservation Program, November 1990), Sec. 8, p. 9.

³⁸ Wolfenbarger, "Historic Resources of St. Joseph," p. 13; Hugh Davidson, "Museum Hill Historic District," (National Register of Historic Places Nomination prepared for the City of St. Joseph, Landmark commission and the Missouri Historic Preservation Program, November 1990), Sec. 8, p. 9.

³⁹ Susan Ide Symington. "Museum Hill Architectural Survey, Saint Joseph, Missouri," (Prepared for the City of St. Joseph, Landmark Commission and the Missouri Historic Preservation Program, May 1985), pp. 4-5; South 15th Street is located in Carter's Addition, which encompasses the land east of 13th Street to 17th Street between Messanie Street and the north side of Faraon Street was platted as Carter's Addition in 1858. Later "Additions" in the district were actually subdivisions of the larger plats cited.

⁴⁰ Davidson, "Museum Hill Historic District," Sec. 8, p. 1.

⁴¹ Davidson, "Museum Hill Historic District," Section. 8, pp. 1, 5.

⁴² Davidson, "Museum Hill Historic District," Sec. 8, p. 3.

⁴³ Davidson, "Museum Hill Historic District," Sec. 8, p. 1.

⁴⁴ Davidson, "Museum Hill Historic District," Sec. 8, pp. 5-6; For example, Francis Browne, a well-to-do partner in one of the larger wholesale merchant firms, tore down his ample dwelling at 402 S. 12th street and built a huge Italianate mansion on the site in 1880. Edward Ray built his large Queen Anne house in 1887 on the site of the house where he had lived since the late 1850s.

⁴⁵ Virginia and Lee McAlester, *A Field Guide To American Houses*, (New York: Alfred A. Knopf, 1985), p. 212; Davidson, "Museum Hill Historic District," Sec. 8, p. 5.

⁴⁶ Davidson, "Museum Hill Historic District," Sec. 8, p. 6.

⁴⁷ Davidson, "Museum Hill Historic District," Sec. 8, p. 8.

⁴⁸ Davidson, "Museum Hill Historic District," Sec. 8, p. 11.

⁴⁹ See HABS No. MO-1873, "311 South 15th Street."

⁵⁰ Davidson, "Museum Hill Historic District," Section. 8, pp. 1, 5.

⁵¹ Wolfenbarger, "Historic Resources of St. Joseph," pp. 23-28.

⁵² Davidson, "Museum Hill Historic District," Section 7, p. 1, Section 8, pp. 1-2, 4, 5.

⁵³ There is one noteworthy exception which encompasses one entire city block between 13th and 15th street on Francis Street. The lots are large with a forty foot set back from the street and all have large side lots.

Part IV. Other Sources of Information

Selected Bibliography

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1408-1410 Charles, HABS No. MO-1886
217 South 13th, HABS No. MO-1887
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Part V. Project Information

This Historic American Building Survey (HABS) documentation of the Museum Hill Historic District, St. Joseph, Buchanan County, Missouri was undertaken and supervised by the Department of Community Development of St. Joseph, Missouri. The project was conducted in accordance with the Memorandum of Agreement among the City of St. Joseph, Missouri and the Missouri State Historic Preservation Office; and accepted by the Advisory Council on Historic Preservation, which requires a HABS record be created of buildings considered for demolition in the project area and this document be developed for the entire district. Laura Norris, Kansas City, Missouri conducted the field photography. Historic preservation consultant, Sarah F. Schwenk, of Independence, Missouri conducted historical research and analysis. David Bergstone, Historic Preservation Planner, St. Joseph, Missouri, made revisions for creation of district documentation.