

**Survey Report:  
Cuba, Crawford County, Architectural/Historical Survey**

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Prepared for  
City of Cuba  
and  
Historic Preservation Commission of Cuba  
by  
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## I. Objectives

Sixty historic properties, generally fifty years old or older, representing many of the major historic trends in the development of Cuba, were surveyed. The Cuba Historic Preservation Commission developed an initial list of properties that were the basis for the final selection of surveyed properties. Those properties were evaluated to determine if they possessed sufficient integrity and significance to be recorded during the survey, and the majority of the properties were retained. Additional properties reflecting themes such as Industry that were under-represented in the initial list were included.

Three of the properties on the Commission's original list were surveyed as part of the "Route 66 in Missouri Survey and National Register Project"<sup>1</sup> in 2003, and they were not be included in the current survey, although some have been included in the evaluations and recommendations. In addition, some of the properties on the Commission list were included in a 1985-1986 survey by the Meramec Regional Planning Commission, but because of the age of that survey and the minimal level of information it provided, those properties were re-surveyed.

A Missouri State Historic Preservation Office (SHPO) Architectural/Historical Inventory Form was completed for each property selected, and at least one five inch by seven inch black and white photograph provided. In addition, surveyed properties were mapped on large scale maps. Five historic contexts are proposed to organize the history of the development of Cuba: Early Settlement and Development, 1821—1865; Railroads and Industry, 1866-1926; Cuba and the Farm Economy, 1919—1940; Route 66 and the Great Depression, 1926—1945; and Cuba since World War II. Within these historic contexts, four general property types have been identified: Commercial Buildings; Residential Buildings; Institutional Buildings; and Industrial Buildings.

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<sup>1</sup> Becky L. Snider and Debbie Sheals, "Route 66 in Missouri Survey and National Register Project, Project No. S7215MSFACG: Survey Report," January 14, 2003, <http://www.cr.nps.gov/rt66/HistSig/MissouriContext.htm>, accessed August 4, 2006.

Within the Institutional Buildings type, three subtypes are included: Governmental Buildings; Educational Buildings; and Social and Fraternal Organizations Buildings. For each property type, a brief statement of significance and description of property type and subtype are provided. All surveyed properties were evaluated against the National Register Criteria of Eligibility and individual buildings and a historic district are recommended. Finally, recommendations for further survey and registration are suggested.

## II. Geographical area and historic context

Cuba is located in Benton Township in the northwest part of Crawford County. Most classification schemes for the geographic regions and sub-regions of Missouri place Crawford County within some variation of what geographer Carl O. Sauer labeled the Ozark Highland region. Sauer further divided the Ozark Highlands into provinces, and Crawford County lay mostly in the Courtois Hills province, with only the northwest corner of the county in the southern extremity of the Missouri River Border province. According to C.F. Marbut, Crawford County rested on the Salem Platform, or Burlington Escarpment, which covered much of the state south of the Missouri River. Arthur B. Cozzens utilized a framework based on natural, geologic, physiographic, and forest cover regions, which he combined as Natural regions, and he placed most of Crawford County in the Osage-Gasconade-Meramec Hills Forest.<sup>2</sup> Most of these classification schemes relied to some extent on land slope and local relief, combined with other factors such as soil character, native vegetation, and cultural features.

Borrowing and synthesizing from the above studies and others, James E. Collier used Sauer's designation, Courtois Hills, for the subdivision of the Ozark province that included most of Crawford County. According to Collier, "it is the most hilly subdivision of the Ozark Province and, as a whole, the most rugged area of Missouri. . . . the region is a maze of narrow, steep-sided, chert-covered ridges, monotonous in their similarity and most of them forested, chiefly

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<sup>2</sup> James E. Collier, "Geographic Regions of Missouri," *Annals of the Association of American Geographers*, vol. 45 (December 1955): 368-371.

with oaks.”<sup>3</sup> Forests covered over 75 percent of the area, although the timber that clung to the steep hillsides and narrow ridges was small and of limited commercial value. Farming was poorly developed and living conditions were equally poor, with most farms subsistence or semi-subsistence. Corn was the principal crop, as it was for most of the state, and cattle and hogs grazed on hillside and wooded pasture.<sup>4</sup> Earl W. Kersten Jr., in his study of the economy of a portion of the Courtois Hills, attributed the “retarded economy” and “the long persistence of a frontier or pseudo-frontier way of life” to the meagerness of the region’s natural resources, and their rapid exhaustion, rather than to the isolation of the region.<sup>5</sup>

Even the Goodspeed Publishing Company, which specialized in booster-style narratives designed to appeal to the vanity of the natives and to guile outsiders, conceded in an elegant understatement that the county’s topography was “considerably varied.”<sup>6</sup> Broken by two ranges of hills, one north of and mostly parallel to the Meramec River and one south of the river, the county’s numerous streams were an example of unrealized resources, “where Nature’s power is going to waste for want of the proper enterprise and civilization to harness them to the needs of man.”<sup>7</sup> For agricultural purposes, only the soils along the rivers and streams were productive, while those on the higher slopes and ridges that made up the majority of the county’s lands were “thin and poor.”<sup>8</sup> In a region in which prosperity was largely governed by its agricultural productions, Crawford County’s place within this fragile geographical area would play a major part in the successes and failures of the people and their communities.

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<sup>3</sup> Ibid., p. 389.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.; and Earl W. Kersten Jr., “Changing Economy and Landscape in a Missouri Ozarks Area,” *Annals of the Association of American Geographers*, vol. 48 (1958): 416 and 418.

<sup>6</sup> *History of Franklin, Jefferson, Washington, Crawford and Gasconade Counties, Missouri* (Chicago: Goodspeed Publishing Company, 1888), p. 537. Hereafter cited as Goodspeed.

<sup>7</sup> Ibid., p. 538.

<sup>8</sup> Ibid.

## 1. Early Settlement and Development, 1821—1865

The first Anglo-European settler in the county was purported to be William Harrison, who arrived in 1821. On January 23, 1829, the county was organized. By the 1830 census, its population had only reached 1,721. Over the next two census years, population steadily increased, to 3,561 in 1840, and 6,397 in 1850. However, in 1860, it declined to 5,834. Unlike many counties in Missouri, particularly in the southern portion of the state, Crawford County experienced another increase in population after the Civil War, to 7,982 in 1870. Railroads fueled progress and population increase in the county, and especially in the largest town, Cuba, through the remainder of the nineteenth century.

As early as 1837, Euro-Americans settled in the area that became Cuba. The earliest settlement in the area was Simpson's Prairie, named after pioneer settler James B. Simpson. In December 1857, with the line of the proposed Pacific Railroad, Southwest Branch<sup>9</sup> already located, M.W. Trask and William H. Ferguson surveyed the Cuba town site. The nearest established settlement was Amanda, located about one-half mile west of the Cuba town site and which consisted primarily of the store and post office of George M. Jamison.<sup>10</sup> On April 9, 1858, Robert P. and Mary E. Jamison and C. Wesley and Mary Smith filed the plat for Cuba City, although it was not recorded until June 3, 1892.<sup>11</sup> Although the exact reasons for naming the town after the nation of

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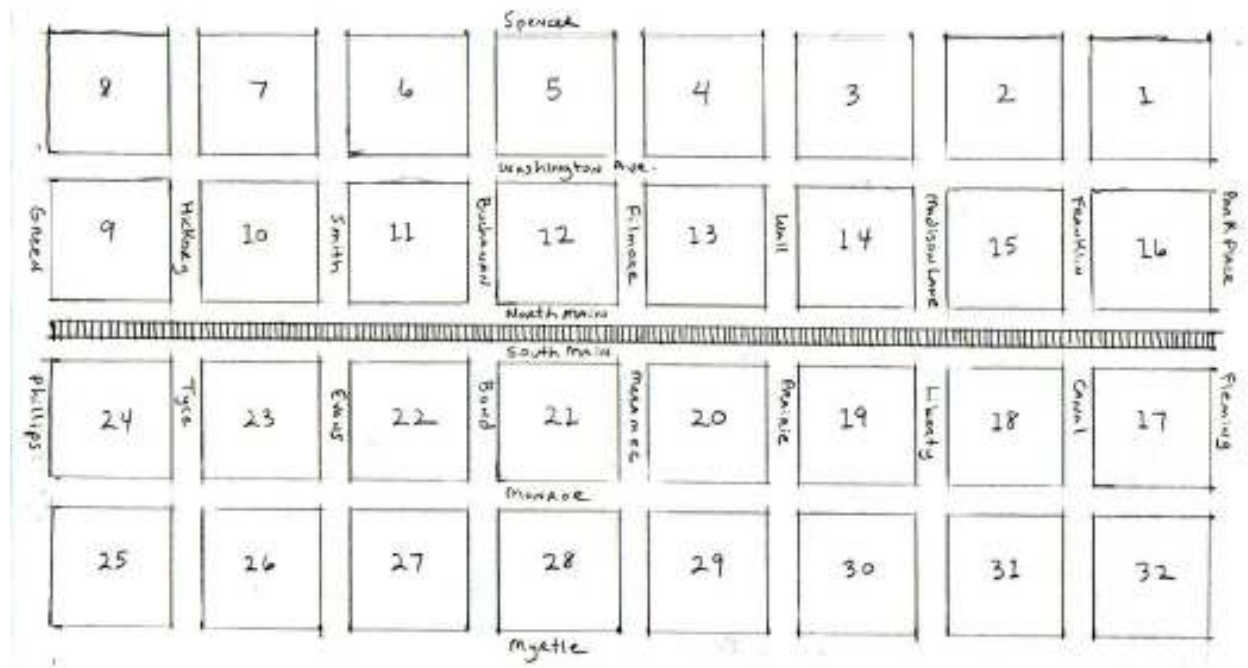
<sup>9</sup> The Pacific Railroad, Southwest Branch, was chartered under special act of the Missouri legislature on March 12, 1849. On September 12, 1866, it was acquired by the Southwest Pacific Railroad, which was sold to the South Pacific Railroad Company on July 1, 1868. On October 26, 1870, this road was sold to the Atlantic and Pacific Railroad Company. On September 8, 1878, the Missouri Division of the Atlantic and Pacific was sold to the St. Louis and San Francisco Railroad Company, which was sold to the St. Louis—San Francisco Railroad, or Frisco, on September 15, 1915.

<sup>10</sup> By 1860, G.M. Jamison was a resident of Cuba. The forty-two year old merchant was born in Kentucky. He owned real estate valued at \$1,500 and personal property valued at \$1,330. In 1870, his occupation was listed as farmer. He died October 5, 1873.

<sup>11</sup> In the 1860 census, R.P. Jamison was a 43-year old merchant residing in Steelville, with real estate valued at \$3,500 and a personal estate of \$3,000. Jamison was born in Kentucky, while his wife was born in Virginia. His seven children, the oldest sixteen years old and the youngest two years old, were all born in Missouri. R.P. Jamison died August 30, 1866. In the same year, C.W. Smith was a 37 year old merchant who lived in Cuba, with real estate valued at \$6,360 and a personal estate of \$3,855. Smith was born in Tennessee, and his wife was born in Illinois, as were three of his five children; his two youngest children, ages four and one, were born in Missouri. His oldest child was ten.

Cuba are disputed, the island was in the 1850s the object of annexation schemes by pro-slavery Southerners. As originally surveyed, Cuba consisted of thirty-two blocks, 160 feet by 262 feet, and each block contained four lots, 80 feet by 130 feet, except those blocks along Main Street, into each of which six lots, 30 feet by 130 feet, were squeezed. Main Street was effectively two streets, North Main and South Main, with the planned Pacific line in the center of the two hundred foot wide thoroughfare.

The original town plat comprised five (or six) east-west streets, Spencer and Washington north of the railroad; Main Street, divided into North Main and South Main by the tracks; and Monroe and Myrtle south of the tracks. The streets that ran north and south carried different names depending on which side of the railroad they lay. The streets north of the tracks, from west to east, were Green, Hickory, Smith, Buchanan, Filmore (or Fillmore), Wall, Madison Lane, Franklin, and Park Place. The streets south of the tracks, also from west to east and corresponding to the previous listing, were Phillips, Tyce, Evans, Bond, Meramec, Prairie, Liberty, Canal, and Fleming.



**Figure 1:** Blocks and streets in original plat

Cuba's early street grid conformed to the symmetrical plat, the earliest and most basic arrangement for railroad towns. In this plat, two business streets ran along each side of the track, their buildings facing each other and separated by the railroad and its right-of-way. In some respects, the arrangement created two Cubas, a North Cuba and a South Cuba, a separation emphasized by the dual names for north-south streets. The majority of the historic commercial development centered in North Cuba. Within and adjacent to the right-of-way, railroad related properties and some businesses that required direct access to the railroad developed. As late as 1923, the Sanborn Fire Insurance Company map still represented this symmetrical plat.

As the town grew, however, characteristics of an alternate, more refined railroad town plat emerged. In the orthogonal plat, businesses were arranged alongside a street that crossed the tracks. Cuba's Smith Street (Evans Street south of the railroad) ran perpendicular to the two Main streets, and the northern half of the thoroughfare eventually connected the original business district with Washington Avenue, a second main street created by the automobile rather than the railroad. The resultant hybrid form resembled a capital "H" laid alongside the railroad.<sup>12</sup>

The first sale of lots in Cuba disposed of only the east halves of the blocks along the proposed railroad, the remaining portions held in anticipation of an increase in price with an increase in the prospects for the new town. In 1859, the Pacific Railroad, Southwest Branch, was constructed through Cuba, and, by 1861, it extended to Rolla, which remained the terminus for the four years of civil war that followed.<sup>13</sup> The railroad also divided Cuba into two unofficial communities, North Cuba and South Cuba.

Early towns, before the intrusion of the railroads, were typically six to twelve miles apart, or a day's journey by a farmer who had to return to his home in the evening to care for his animals. Railroads established town-sites about every ten miles along their lines, to encourage settlement

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<sup>12</sup> John C. Hudson, "Towns of the Western Railroads," *Great Plains Quarterly* 2 (1982), pp. 47-48.

<sup>13</sup> James Ira Breuer, *Crawford County and Cuba, Missouri, with a Supplement, Oak Grove School* (Cape Girardeau, MO: Ramfre Press, 1972), pp. 371-372, 375, and 385; and *History of Franklin, Jefferson, Washington, Crawford and Gasconade Counties, Missouri* (Chicago: Goodspeed Publishing Company, 1888), pp. 592-593.

and emigration and sell town lots. Legislative efforts to limit the involvement of railroads in the creation of towns generally resulted in the creation of a subsidiary company controlled by the railroad.<sup>14</sup> Although the original plat was probably smaller than average, Cuba as originally surveyed was typical of other mid to late nineteenth century railroad towns, whether they were corporate (or proprietary) or private. According to Thomas Harvey, “Original town plats, often of standardized design, imposed a framework for the future development of the towns and stamped indelible patterns on town morphology.”<sup>15</sup> There was no evidence that Cuba was a corporate town, a creation of the Pacific Railroad, and no studies have been published that document town planning activities by this railroad. However, for both corporate and private plats, railroad towns were a capital investment and the function of the towns, as proclaimed by their design, was business.<sup>16</sup>

Development of the new town site was leisurely. By the early part of 1860, only one log store and a railroad depot marked the progress of the new town. By the end of 1860, however, the town was crowded with four houses, constructed by George Monroe Jamison, C. Wesley Smith, Tyce Smith, and Isaac B. Tyler, and two stores, operated by C. Wesley Smith<sup>17</sup> and George Jamison.<sup>18</sup> Jamison also operated the post office, which he relocated from the nearby settlement of Amanda.<sup>19</sup> The 1860 census listed the occupation of the majority of heads of household in the young town as farmers, with some day laborers. In addition to the two merchants, Smith and

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<sup>14</sup> Lewis Atherton, *Main Street on the Middle Border* (Bloomington: Indiana University Press, 1954), pp. 3-5.

<sup>15</sup> Thomas Harvey, “Railroad Towns: Urban Form on the Prairie,” *Landscape* 27 (1983), p. 26.

<sup>16</sup> Harvey, pp. 26-27; and Hudson, pp. 41-43.

<sup>17</sup> In the 1860 census, C.W. Smith was a 37 year old merchant born in Tennessee. He owned real estate valued at \$4,360 (although the amount entered is not clear) and personal property valued at \$3,855. His wife, Mary, was 35 and born in Illinois, as were the three oldest children, Nancy, 10; Mathias, 8; and Elizabeth, 6. The two younger children, John, 4, and Mary, 1, were born in Missouri.

<sup>18</sup> In the 1860 census, G.M. Jamison was a 42 year old merchant born in Kentucky. He owned real estate valued at \$1,500 and personal property valued at \$1,330. His wife, E. Amanda, 24, was born in Missouri, as were their two children, Laura, 3, and Napoleon, six months. Also living in the household, and probably children of an earlier marriage, were Thomas W., 19; Mary Jane, 17; Robert, 15; Eliza, 13; Taylor, 11; and George, 9; all were born in Missouri.

<sup>19</sup> Breuer., p. 381.

Jamison, Jacob Trease (or Treece), born in Pennsylvania, was listed as a forgeman; M.A. Wright, born in North Carolina, was a millwright; and E.A. Pinnell, born in Missouri, was a school teacher.<sup>20</sup>

The Civil War interrupted the development of the town, as it did most normal activities across the state. At least two companies of the 63<sup>rd</sup> Regiment, Enrolled Missouri Militia, were mustered in the area of Cuba: Co. F, Captain James C. Wheeling; and Co. I, Captain William H. Ferguson, one of the original surveyors of the Cuba town site.<sup>21</sup> Cuba's advantageous position as a station on the Southwest Branch of the Pacific Railroad also drew the interest of both conflicting forces. Because of the vital importance of the Pacific Railroad, a major objective of Union forces was to protect the line, while a major objective of Confederate forces was to destroy the tracks and disrupt shipping. Early in the war, Captain Ferguson's company was assigned to guard the railroad. Cuba suffered relatively little devastation of property during the war, probably because there was comparatively little property to destroy. However, on September 29, 1864, during Price's Raid, Confederate General John S. Marmaduke ordered the Fourth Regiment, Missouri Cavalry, under Colonel John Q. Burbridge, and Wood's Battalion, commanded by Lt. Col. Robert C. Wood, to destroy the depot and rails at Cuba. Burbridge and Wood burned the depot, Stephen Sweetin's store, and Upshaw's store, as well as four boxcars, and robbed James Pease's store. They also ripped up the tracks through Cuba. In 1928, Justice of the Peace W.H. Sweetin, who was about twelve years old in 1864, recalled, "One night they [the Confederates] advanced on Cuba, built big bonfires on the track and the heat twisted the steel rails beyond repair. They also burnt the depot and did all the damage to the fields that they could."<sup>22</sup>

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<sup>20</sup> Breuer, p. 458; and *History of Franklin, Jefferson, Washington, Crawford and Gasconade Counties, Missouri* (Chicago: Goodspeed Publishing Company, 1888), p. 592.

<sup>21</sup> In 1860, James C. Wheeling was a twenty-five year farmer born in Missouri. His household consisted of his wife, Nancy, and a five-month old son. After the war, Wheeling continued to farm, and he and his wife had twelve children. In 1890, he was elected Associate Justice of the Crawford County Court. He died January 17, 1892. "Death of Judge Wheeling," *Crawford County, Missouri, Newspaper Articles* (N.p.), unpag. In 1860, William H. Ferguson was a thirty-two year old brick mason born in Kentucky. He lived with his wife, Martha, in Meramec Township. He later owned an implement business in Steelville and was one of the original directors of the Bank of Cuba. Breuer, "History of Cuba's Founding Fathers," *Crawford Mirror*, January 3, 1974, in J.I. Breuer Scrapbooks: Newspapers, 1976—1982, Misc. Articles, located in Crawford County Historical Society, Cuba, Missouri.

<sup>22</sup> "Reports of Brig. Gen. John B. Clark, jr., C.S. Army, commanding Marmaduke's division," *The War of the Rebellion: a Compilation of the Official Records of the Union and Confederate Armies*, 128 vols. (Washington,

## 2. Railroads and Industry, 1866—1926



**Figure 2:** Cuba Frisco Depot. **Source:** “Depots—Crawford County, Missouri,” *The Frisco: A Look Back at the St. Louis-San Francisco Railway*.  
[Http://198.209.8.207/lochist/frisco/depots/images/photos/p01131.jpg](http://198.209.8.207/lochist/frisco/depots/images/photos/p01131.jpg). Accessed February 20, 2007.

With the end of the war, Cuba resumed its slow but generally steady development, measured primarily by the ebb and flow of new businesses and industries. Beginning in February 1869, at least two iron ore mines near Cuba were under development. The largest such mine was the Scotia Iron Company, organized by a group of entrepreneurs from St. Louis. The mine produced twenty-two tons of iron a day, and 2,300 tons in its first month of operation. Much of the ore produced by the Scotia mine and twenty-two other mines in the area was shipped through Cuba. The Scotia Iron Company was short lived, however, only in operation from 1870 to 1880, when

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D.C.: Government Printing Office, 1880-1901), series 1, vol. 41, part 1, p. 680; "Report of Col. John Q. Burbridge, Fourth Missouri Cavalry," *Ibid.*, p. 694; and "Laid Rails in 1860 at Cuba, Mo.," *Frisko Employee's Magazine*, vol. 6 (January 1929), p. 5.

the mine machinery was dismantled and moved to the Nova Scotia Iron Company in Dent County.<sup>23</sup>

Prior to 1893, Crawford County led the state in the production of red and specular hematite. Between 1893 and 1910, amount produced varied widely, from a low of 1,040 tons in 1898 to a high of 44,931 tons in 1905. At least two mines were located near Cuba and their owners listed Cuba as their residence: the Card Mine, owned by David McIntosh, which produced 3,000 tons of ore prior to 1892; and the Pinnel Mine, owned by Albert Bitza, which produced 350 tons of ore prior to 1892. In 1900, Bitza, 42, was living in St. Louis and worked as a stonemason contractor. Born in Bohemia in Habsburg Austria, Bitza immigrated to the U.S. in 1882 and became a naturalized citizen. In 1910, he lived in Knobview Township in Crawford County and was a farmer. Bitza's son, Albert W., 22, lived in St. Louis and was employed as a civil engineer; however, the younger Bitza died two years later.<sup>24</sup>

In July 1873, the St. Louis, Salem & Little Rock Railroad was completed from Cuba Junction to Salem, in Dent County, and the depot was relocated to the junction of the main and branch lines, on North Main across and just west of its intersection with Maclay.<sup>25</sup> In 1902, a turntable was also constructed at the junction. On May 12, 1877, Cuba was finally incorporated as a village. Four years later, its population was about 400.<sup>26</sup>

Like most nineteenth century rural Missouri towns, Cuba was primarily a wooden town and, therefore, subject to devastating fires. Cuba experienced two such fires, eight years apart. On October 31, 1878, a fire that began in Block 10, in Kessler's drug store, spread to Block 11 and

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<sup>23</sup> C.D. Wilber, *Mineral Wealth of Missouri: Two Lectures* (St. Louis: E.J. Crandall, n.d.), p. 36; and "Iron and Steel Notes," *Van Nostrand's Eclectic Engineering Magazine* 2 (January—June 1870), p. 321.

<sup>24</sup> G.W. Crane, *The Iron Ores of Missouri*, vol. 10, second series, Missouri Bureau of Geology and Mines (Jefferson City, MO: Hugh Stephens Printing Co., 1912), pp. 9, 295, and 218.

<sup>25</sup> The St. Louis, Salem and Little Rock Railroad Company was chartered in Missouri on January 17, 1871. It was sold to the St. Louis, Salem and Arkansas Railroad on February 1, 1887. On April 9, 1897, the St. Louis, Salem and Arkansas Railroad was acquired by the St. Louis and San Francisco Railroad Company.

<sup>26</sup> "Cuba," *Gazetteer and Business Directory of the New Southwest* (St. Louis, MO: United States Directory Publishing Company, 1881), n.p.

destroyed the American House hotel, Gerkin's shoe shop, Newman & Jones's general store, and all the buildings on the east side of Smith Street and north of Main Street. The loss was estimated at \$35,000. On January 7, 1886, a second fire began in Block 10, in Smith's saloon, and destroyed the block, including Blair's saddlery shop, the telephone office, and, a second time, Newman & Jones's general store. The fire then spread across Washington Avenue into Block 7. The estimated loss from this second fire was \$20,000.<sup>27</sup>

### 1881 Cuba Business Directory

Benton, H.E., saloon	Hollow, J.E., carpenter and builder
Blair, I.J., harness maker	Jamison, F.M., lawyer
Clark, N.G., lawyer	Jones, Lewis, blacksmith
Carns & Rost, saloon	Jestins, William, notions
Curtis, Samuel, constable	Kinsey, Joseph, carpenter and builder
Denton, John S., livery stable	Lewis, S.H. [L.H.], blacksmith and wagon shop
Denton, Rev. Jonas, Congregational Church	Martin, Love E., teacher
Dowley, John, proprietor Dowley House	Martin [Martyn], T.P., physician
Dowley, John, saloon	Monro, A.M., agricultural implements
Dowley, M., blacksmith and wagon shop	McCall, Lafayette, flouring and planing mill
Dowley, M.J., general store	Newman & Jones, general store
Dowley, Michael, agricultural implements	Parks, David, proprietor Parks' House
Dressler, Charles, hardware, tin and stoves	Pinnell, E.A., lawyer
Dunavy, Rev., Methodist	Phillips, Y.E., teacher
Evans, E.A., teacher	Robertson, G.S., general store
Evans, E.G., lawyer	Rodgers, William restaurant
Elvy, Thomas, proprietor Cuba House	Rost, A., boot and shoe shop
Green & Wengler, general store	Snody, D.B., justice of the peace
Green, John, physician and druggist	Stemple, C.V., photographer
Hancock, Phil, barber	Utt, M.S., drugs
Hellyer, M.H., justice of the peace	Webber, boot and shoe shop
Hardesty, N.J., physician	Whitehill, Rev., H.A., United Presbyterian Church
Hitch, C.R. agent St. L & San Francisco Ry. and Adams Express Co.	Waltawa, Mrs., millinery

**Figure 3:** 1881 Cuba Business Directory. **Source:** *Gazetteer and Business Directory of the New Southwest* (St. Louis, MO: United States Directory Publishing Company, 1881), n.p.

<sup>27</sup> *History of Franklin, Jefferson, Washington, Crawford and Gasconade Counties, Missouri*, pp. 593-594.

Fraternal organizations were an important component of social life, especially in agrarian communities, in the nineteenth century, and Cuba hosted a representative share of these lodges and groups. Most met in the upper floors of commercial buildings, such as Peoples Bank Building (see form #10). The Cuba Lodge, No. 270, I.O.O.F., was chartered July 2, 1872. Star of the West Lodge, No. 282, A.O.U.W., was chartered August 2, 1883. The Ivanhoe Encampment, No. 202, I.O.O.F. was organized on December 17, 1887. In January 1885, Cuba Post, No. 263, G.A.R., was organized. On June 29, 1887, Cuba Lodge, No. 312, A.F.&A.M. met with twenty-four members. On October 13, 1887, the lodge obtained its charter, and its membership had increased to twenty-eight. The Masons originally met in a rented hall on the second floor of Newman & Jones's general store, which was destroyed twice by fire, which may have contributed to their decision, in 1940, to construct their own building, appropriately of native stone, at the northeast corner of Smith and Spencer streets.<sup>28</sup>

In addition to general merchandise stores, drugstores, hardware stores, saloons, livery stables (the first started in 1870 by Hugh and Joe Carson), and blacksmiths, Cuba was also home to a number of manufacturers, processors, and distributors whose success was directly dependent on access to the rail transportation network that allowed them to market their goods nationwide. For example, the Lafayette Milling Company began as a planing mill in 1876, and, three years later, converted to manufacturing flour as the Cuba Roller Mills.

In 1884, the Enterprise Planing Mill began in a two-story, 20 feet by 40 feet building with a capacity of 5,000 feet of lumber per day. In 1888, a new, 40 feet by 60 feet brick building was constructed with additional machinery and a larger steam engine, which doubled the daily capacity of the mill. About 1900, the Jean-Hurst-Redfearn poultry business began, and, one year later, it was shipping 7,427 cases of eggs and one carload of poultry a day. The business was later bought by J.J. Toner, owner of the Toner Produce Company, which was located in East Cuba, near the railroad depot. Toner also bought cream butter, eggs, hides, chickens, ducks, and

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<sup>28</sup> *History of Franklin, Jefferson, Washington, Crawford and Gasconade Counties, Missouri*, pp. 595-597.

geese, and shipped as many as three refrigerator carloads of dressed poultry each week to markets in New York and Boston.<sup>29</sup>

Hotels were also among Cuba's earliest and most enduring businesses, their success first dependent on Cuba's location on the railroad and later on a major national highway, Route 66. The McClay House, one of Cuba's earliest hotels, stood across from the depot and was two stories in height with fifteen rooms. In 1872, the American Hotel was on the north side of South Smith Street, in the center of the block between Washington Avenue and North Main Street. In 1870 (or 1875), the Cuba Hotel, on North Main Street between Meramec and Wall streets, was constructed by Franklin Askins; the building burned February 12, 1943. The Hotel Grand (also Grand Hotel), constructed in 1897 at a cost of \$10,000, was on the north side of the tracks, and the Pease Hotel was on Smith and Washington streets. In 1906, the Hotel Dowley was managed by Mrs. Claire Dowley. The Hotel Eastern (or Great Eastern Hotel), later renamed the Commercial, was also located across from the depot; it burned in 1922. Also in 1922, the Hotel Central, on the north side of West Washington between Buchanan and Smith streets, was in operation. In 1926, the Roberts-Judson Lumber Company constructed the Palace Hotel, across from the depot, for J.W. Gray. The two story, brick building cost \$17,000; in 1934, the building was sold at public auction for \$8,100. About 1928, Charles Birdell Belden, who served as mayor of Cuba from 1934 to 1938, built the New Central Hotel on Washington Avenue, and operated it until his death in 1953.<sup>30</sup>

From its establishment as a railroad town in the mid-nineteenth century, Cuba's economic fortunes ebbed and flowed with the fortunes of its transportation networks and its industries, which were often based on the exploitation of the area's abundant natural resources. The rail shipments for November 1887, provide one measure of the importance of the town as a shipping point and a sample of the diverse products that were shipped. During that month, thirty carloads

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<sup>29</sup> Breuer, pp. 385, 394, 411, and 417; and *History of Franklin, Jefferson, Washington, Crawford and Gasconade Counties, Missouri*, p. 595.

<sup>30</sup> Breuer, pp. 401-404 and 423-424; and "Palace Hotel Sold for Half Its Cost at Public Auction," *Cuba Review*, January 11, 1934, p. 1.

of wheat, forty-five tons of iron ore, eight carloads of livestock, and about 200,000 pounds of other products were shipped from Cuba.

The first major industry to develop after the Civil War was the apple industry. In 1867, Lyman D. Grover, a twenty-three year old native of Vermont, planted a small orchard and a vineyard of seven acres of Concord grapes two miles south of Cuba. In 1870, Grover sold 30,000 pounds of grapes. The following year the price of grapes dropped dramatically, and Grover purchased a press and sold wine for two years. When this venture proved unprofitable, he turned his attention to his orchard. Grover grafted 130,000 to 140,000 apple trees each year, and he kept about 1,500 fruit bearing trees two to three years old and 4,000 to 5,000 younger trees. By 1897, the Grover Orchard and Nursery comprised 30,000 fruit trees two to three years old and employed a number of traveling salesmen. Also in that year, he shipped the first carload of apples from Cuba to the eastern markets.

Grover's success inspired a number of other large growers, including S.H. Sweetin, Daniel Curtis, Rainey Anderson, and Halligan Anderson, and, in 1902, an Apple Growers Association was organized. By 1900, Cuba was the largest producer, processor, and distributor of apples in Missouri. This success was in part due to Cuba's nearness to the St. Louis market, as well as to the increasing demand for apples in all forms. Associated industries related to apple production also sprang up, including cider mills, producers of applesauce, apple-canning businesses, and, with the invention of the evaporator, apple driers. In August 1899, Cuba's evaporator went into operation, employing five men and twenty-four women, girls, and boys. However, 1900 was the peak year of apple production, and by 1920 the industry had virtually vanished, the demand for apples supplanted by the easy availability of a variety of fruit from other sources, such as Florida and Central America.<sup>31</sup>

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<sup>31</sup> Breuer, pp. 394, 411-412, and 417; David R. Hentzel, *Apples and Shoes: The Economics of a Small Town* (Rolla, MO: The author, 1988), pp. 1-4; "50 Years Ago—1899," *Cuba News and Review*, August 18, 1949, p. 1; and "Tales of Yesteryear," *Cuba News and Review*, August 25, 1949, p. 6.

Also in the early years of the twentieth century, other ventures promoted different specialty crops, while additional efforts were made to extract profits from the county's mineral resources. In 1902, the same year apple growers organized their association, a Tomato Growers Association was formed, and a tomato-canning factory was established in Cuba. Also on one day in 1902, Dr. Walter Sherman Cox shipped thirty-five tons of fire clay from Cuba. Cox also continued to mine iron ore from 1900 to 1920, probably on a smaller scale than the Scotia Iron Company had attempted.<sup>32</sup>

Some industries were comparatively short-lived. About 1910, W.T. Wightman established a hickory pipe factory. In 1913, Bowman & Trego, of St. Louis, bought the factory, which ended operations in 1914 or 1915, when the waxelwood pipe stems imported from Germany were no longer available; the machinery was moved to the pipe factory in Washington, Missouri. About 1913, a glove factory was also established in Cuba. In 1915, the glove factory moved into the former pipe factory building. Near the end of World War I, the glove factory also closed because of materials restriction. The building was later used for a garage and finally demolished. At least two stave mills, one in East Cuba that made staves for beer barrels, and the firm of Chess & Wymond, of Louisville, Kentucky, operated in the town until the supply of white oak timber was exhausted.<sup>33</sup>

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<sup>32</sup> Breuer, pp. 403, 411, and 418-421.

<sup>33</sup> "Cuba Chat. May 15, 1913" and "Cuba Chat. May 20, 1915," *Crawford County, Missouri, Newspaper Articles: 1892, 1910-1914* [N.p., 1985], unpagged; and Breuer, pp. 496-497; and A. Manson Munro, *History of Cuba, Prepared for the Centennial 1957*, pp. 14-15.



**Figure 4:** Cuba fair days and J.G. Kinder's Big Store (see form 1), circa 1915. **Source:** Crawford County History Book Committee, *Crawford County, Missouri, 1829-1987*, vol. 1 (Paducah, KY: Turner Publishing Company, 1987).

### 3. Cuba and the Farm Economy, 1919—1940

The importance of the apple industry to Cuba's economy underscored the town's role as a regional marketing center for agricultural products, and the success, or stagnation, of the town's economy was tied in large part to the fortunes of the farmers it served. From 1893 to 1896, a national depression afflicted the American economy, including the agricultural economy. Following the depression, from the turn of the twentieth century until about 1920, roughly coinciding with the boom in the Crawford County apple industry, farmers enjoyed a general prosperity. Both land values and prices for agricultural commodities reached unprecedented levels. Between 1900 and 1910, land doubled in value, and during World War I, much of it doubled again. Between 1901 and 1919, the average price of corn increased from 45 cents per bushel to \$1.32 per bushel, and most other crops increased proportionally. During the same period, horses, mules, and hogs more than doubled in value, and sheep recorded even larger gains. The value of the state farm crop increased from \$211,011,359 in 1909 to \$559,047,854 in 1919. Farm wages almost doubled from the turn of the century to 1920.<sup>34</sup> For the rural towns and market centers that served the farmers with goods and services, this farm bounty also translated to increased profits.

<sup>34</sup> Floyd Calvin Shoemaker, *Missouri and Missourians: Land of Contrasts and People of Achievements*, 5 vols. (Chicago: Lewis Publishing Company, 1943) 2: 452-454.

From 1919 through the end of 1923, American farmers experienced what historian James H. Shideler described as a crisis, the beginning of an agricultural depression that preceded and only intensified with the onset of the Great Depression. As a result, the agricultural economy and its dependant population were irreparably harmed, the relation of agriculture to the larger economy was disrupted and forever altered, and farm policy was rewritten.<sup>35</sup> Prices for farm products and land declined abruptly after 1919, with the return of a measure of stability to world markets after World War I. Per capita farm income declined from \$324.00 in 1912 to \$124.00 in 1921. As the decade progressed, economic prospects for the farm continued to worsen. Farm production in 1926 was \$52 million less than the year before, and the secretary of the Missouri board of agriculture admitted "there is a grave situation in farm economics, especially in rural real estate values."<sup>36</sup> There were no immediate prospects for general relief, and, in 1930, with the onset of the worst drought since 1901, the board of agriculture conceded, "Missouri agriculture has reached the bed-rock bottom."<sup>37</sup>

At the beginning of the twentieth century, Crawford County was still in transition from open range cattle ranching. Agricultural practices then current in the upland portions of the county called for sowing clover among the wheat crop and plowing the clover sod the second year, then planting wheat again, allowing the clover to reseed itself. Little corn was grown in the uplands, in part because of a drought that had afflicted the county and much of the state since 1901, and most farmers had abandoned oats because of the prevalence of rust. Apples were the predominant specialty crop in the county.<sup>38</sup>

As the apple industry declined, some agriculturists turned to the production of purebred livestock, especially cattle and hogs. For example, Dr. Charles John V. Mosby, a medical books publisher from Webster Groves, bought several adjoining farms near Cuba and brought purebred

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<sup>35</sup> James H. Shideler, *Farm Crisis, 1919-1923* (Berkeley: University of California Press, 1957), pp. vii and 1.

<sup>36</sup> *Ibid.*, 2:457.

<sup>37</sup> *Ibid.*, 2:458.

<sup>38</sup> *Ibid.*, pp. 15-16.

Poland China hogs to Crawford County, while P.J. Mutra introduced Red Poll cattle. About 1920, some entrepreneurs began commercial egg production and soon as many as eight Cuba businesses were buying and selling eggs. In 1927, however, a severe hail storm killed thousands of hens and most producers were unable to overcome the financial loss. By 1935, the industry had virtually vanished from the area.<sup>39</sup>

Between 1900 and 1940, the size of the average farm in Crawford County was slightly larger than the average for the state, probably because a larger holding was necessary to make a living in the generally poor soils of the county. During the same period, however, the value of land and buildings per acre was less than the state average. Number of farms in the county reached a peak in 1910, with 2,028 farms, and the low point was 1930, with 1,733, a decline of 295 farms. In 1925, 58.9 percent of Crawford County's 478,080 acres were in farms, compared to 74.2 percent of the land area of the state in farms. In 1930, the land area of the county in farms declined to 58 percent, and, in 1935, it increased almost to its 1925 level, to 58.7 percent.

Values of farmland and buildings per acre also lagged significantly behind the average for the state from 1900 to 1940. For example, in 1900, value of land and buildings per acre in Crawford County were only \$11.70, compared to the state average of \$20.00. In 1920, the year of greatest agricultural prosperity for the state, Crawford County land and buildings were only worth one-third of the average farm in Missouri. By 1940, the disparity in the value of the county's farmsteads per acre had lessened, to \$19.29, compared to the state average of \$32.00.

With the Great Depression, the rest of the economy suffered an economic disaster similar to the crisis farmers had been dealing with for nearly ten years. By 1932, farm prices were at their lowest point in decades. In October 1932, grain prices were at 36 percent of prices in the period 1909-1914; prices of fruits and vegetables were 59 percent of the prices in the same period; and meat animals were at 60 percent. The average price of all farm goods was only 56 percent of pre-war prices, but prices paid by farmers for goods were 107 percent of those in the 1909-1914 period. In some case, farm taxes had also tripled from the pre-war period.

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<sup>39</sup> Munro, pp. 14-15.

From 1930 to 1934, in Missouri, over 18,000 farms and 2,700,000 acres, representing \$55 million in value, were foreclosed. Another drought struck the state in 1934. According to the *Missouri Ruralist*, over 100 million bushels of corn were lost to the drought, the oats crop was only 10 percent of normal, and pastures were 15 to 20 percent of normal. Two years later, drought struck yet again, and grasshoppers devastated crops in thirty counties. By the end of the 1930s, New Deal programs designed to assist and educate farmers and to encourage conservation measures, as well as improved weather, had provided some relief, and other programs such as rural electrification had brought substantial improvements to the farm. Advances in mechanization on the farm also increased production and offset the significant loss of labor during the worst years of the agricultural depression.<sup>40</sup> Full recovery came only with the general economic boom in the United States that accompanies the onset of World War II in Europe.

#### **4. Route 66 and the Great Depression, 1926—1945**

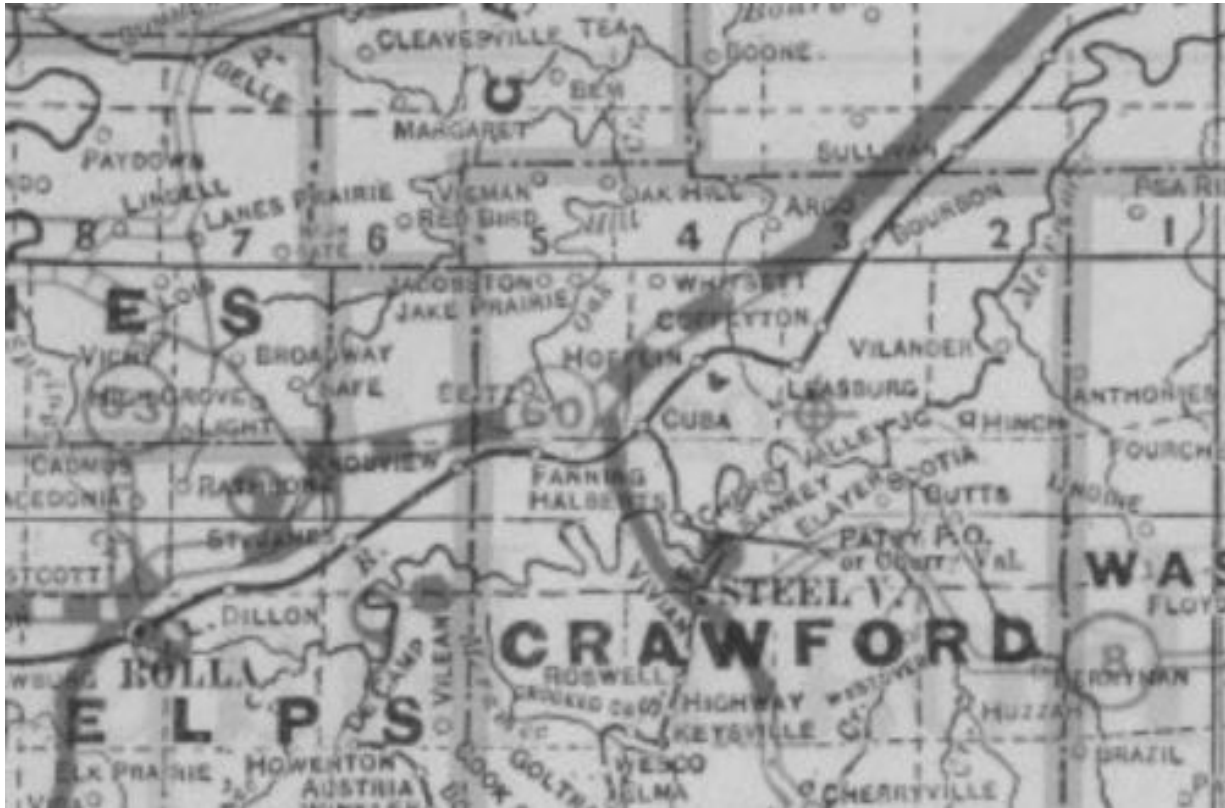
According to David R. Hentzel, in his economic history of Cuba, between 1920 and 1940, the economy of the Crawford County town stagnated. Other alternatives were explored by the agriculturists of the county, including the raising of cattle and grapes, but the worsening agricultural depression and the onset of Prohibition crippled both industries. Cuba was also the beneficiary of a brief boom in the tourism industry in the early twentieth century. A number of lodges were built north of Steelville, such as Idlewild, Birds Nest, and Fox Springs lodges, and Cuba became the departure point for tourists bound for many of the lodges. Because of the rigidity of railroad schedules, lodge guests often had to seek intermediate lodging in Cuba, while awaiting transportation provided by the lodges. Between 1915 and 1922, six hotels were built or renovated in Cuba, including the Grand Hotel, Hotel Eastern, American Hotel, and Palace Hotel; a number of restaurants, shops, and bars also sprang up to exploit the influx of visitors.<sup>41</sup> With

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<sup>40</sup> Ibid., 2:459-460.

<sup>41</sup> Hentzel, p. 7.

the proliferation of automobiles and the movement to improve Missouri's miserable roads, however, the hotel boom was short-lived.



**Figure 5:** 1926 Missouri Highway Commission state road map, showing overlay of proposed Route 60 (66).

In 1926, under the Federal Interstate Highway System Act, State Highway 14, which ran through Cuba, along Washington Avenue, was designated Route 66. The Chicago to Los Angeles highway had a long history in Missouri, as well as numerous designations, from the Osage and Ozark Trail to State Highway 14. Paving of Missouri's portion of Route 66 would not be completed until 1931, but segments of the road remained unpaved in some states until 1950.

Although Route 66 did not immediately usurp the railroad's role as transporter of goods and passengers, the effect of the new highway was dramatic and eventually decisive. The Cuba Hotel, for example, constructed a new entrance that faced Route 66, in addition to its old entrance oriented to the Frisco tracks. New businesses, many of them catering to the needs of transient automobilers, lined portions of Washington Avenue. In 1953, Route 66 was divided,

with the original route along Washington Avenue carrying eastbound traffic, and a new road along the northern city limits carrying westbound traffic.<sup>42</sup>



**Figure 5:** Postcard view of Birds Nest Lodge, near Cuba, circa 1924.

On February 22, 1934, the *Cuba Review* published a "State Road Work Notice to Contractors" that solicited proposals for improving and relocating the intersection of Highway 19 and Route 66 (Washington Avenue). Highway 19 was one of the first state routes designated by the newly created Highway Commission in 1922, and it originally followed Buchanan Street south from its intersection with Route 66; Fillmore Street extended north of Route 66, becoming Oak Hill Road. Under the new proposal, Highway 19 was shifted four blocks east, to Franklin Street. The new intersection would be graded, paved with concrete (in segments twenty, thirty, and forty feet in width), culverts built, and an underpass constructed under the Frisco Railroad. The \$34,714 contract for the project, only 0.265 miles in length, was awarded to Davis Construction Company of Boonville, and Joe Newton of Cuba was superintendent of the project. The following month, it was announced that Highway 19 would be extended seven miles north, to Owensville, and graveled, continuing along Franklin Street and eventually joining with Oak Hill

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<sup>42</sup> Snider and Sheals; Munro, p. 22.

Road. On August 3, the railroad underpass was opened, and a dispute between the city and the railroad over the street level crossing at Buchanan Street was ignited. The railroad attempted to block the street crossing the tracks and remove the pavement across the tracks, and the city responded by arresting the railroad workers. The dispute was finally resolved with the street crossing removed, as required by the agreement allowing the construction of the railroad underpass.<sup>43</sup>

The federal relief and recovery programs instituted under President Franklin D. Roosevelt's New Deal had an essential impact on Missouri in the Great Depression. Although the state administration did not implement programs comparable to Roosevelt's New Deal, it did cooperate with the national administration, much as it had welcomed federal involvement and funding for the construction of highways in the previous decade. New Deal agencies provided relief and jobs for the state's unemployed and new or improved facilities for many communities. Through the New Deal programs, the federal government also became intimately involved in the regulation or oversight of many areas previously reserved to state or local governments or that had been unregulated.<sup>44</sup>

Cuba was the beneficiary of several New Deal projects, most probably under the auspices of the Civil Works Administration (CWA) and its successors, the Public Works Administration (PWA) and the Works Progress Administration (WPA).<sup>45</sup> These projects included the combination city

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<sup>43</sup> "Highway 19 in Cuba to be Concreted" and "State Road Work Notice to Contractors," *Cuba Review*, February 22, 1934, p. 1; "Highway 19 Project Here to Cost \$34,714," *Cuba Review*, March 22, 1934, p. 1; "Highway 19 North to Be Graveled," *Cuba Review*, March 29, 1934, p. 1; "Old Crossing Dispute Bobs Up Again," *Cuba Review*, August 9, 1934, p. 1; and "Disputed Railroad Crossing Closed Again," *Cuba Review*, August 16, 1934, p. 1.

<sup>44</sup> Parrish, William E., gen. ed., *A History of Missouri*, volume 5: 1919 to 1953, by Richard S. Kirkendall, Missouri Sesquicentennial Edition (Columbia, MO: University of Missouri Press, 1986), pp. 162-166.

<sup>45</sup> Created in November 1933 by Executive Order 6420B, the CWA employed as many as 4,263,644 people at small public works projects during the winter of 1933. Projects were local and included street and road construction, public buildings, and community facilities. Projects were funded through federal offices in the states and in the local communities. The program ended in March 1934. The PWA began as the Federal Emergency Administration of Public Works, created under authority of the National Industrial Recovery Act of 1933 (NIRA). Later christened the PWA, the agency built low-cost public housing, cleared slums, and constructed long-term, capital works, such as schools and ships. Extended for two years by the Emergency Relief Appropriation Act of 1935, the PWA was abolished in June 1941. In May 1935, Executive Order 7034 created the WPA. The program administered immediate, work-producing non-construction projects, such as the Federal Writers' Project, and construction

hall and fire department building (the fire department was only organized in 1933); the Smith Street pedestrian underpass at Route 66; an underpass at the Frisco railroad; the two-story, native stone public school annex; and three stone pavilions in the city park (demolished circa 1990). Federal assistance also funded the Federal Youth Administration's clean-up of the city park and Kinder Cemetery. In addition, in March 1934, ten men recruited by the CWA were building a government landing field. The work included leveling, sodding, laying tile and culverts, and constructing two five hundred feet wide and one-half mile long runways. In order to complete the field, plans called for the establishment of a camp for transient workers unless the Civilian Conservation Corps (CCC) established a camp at Cuba.<sup>46</sup>

On January 25, 1934, the *Cuba Review* reported that a seven-member committee, comprised of two members from the city council, two from the Veterans of Foreign Wars (VFW), two from the Cuba Businessmen's Club, and one from the Methodist Episcopal Church, had been formed to champion the construction of a community hall. Both the VFW and Businessmen's Club had been recently organized, and the VFW had begun agitation for a meeting place for Cuba's several civic organizations, a call echoed by Reverend M. Murphy of the M.E. Church. On February 8, the *Review* reported that an option had been secured on a lot north of and adjacent to the M.E. Church. Cad Spencer had drafted specifications for the building, and the committee was attempting to raise \$1,000 by May 1, towards their overall goal of \$1,500, with additional funds provided by the Civil Works Administration (CWA).<sup>47</sup> On February 15, the *Review* announced that \$1,000 in public subscriptions had been pledged toward the community building, but on March 1, the bottom fell out of the project when the CWA demanded a bond to guarantee

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projects that cost less than \$25,000. In 1939, the WPA was incorporated into the Federal Works Agency and was renamed the Work Projects Administration. The WPA ended with the onset of World War II. "Unemployment-Relief Programs of 1930's," *Congressional Digest* vol. 43 (October 1964): 226.

<sup>46</sup> Breuer, p. 422; and "Work on Air Field Here Started," *Cuba Review*, March 22, 1934, p. 1..

<sup>47</sup> "Cites Advantage of Civic Building," *Cuba Review*, January 18, 1934, p. 1; "Community Hall Plans Going Ahead," *Cuba Review*, January 25, 1934, p. 1; and "Funds Being Sought to Build Community Hall," *Cuba Review*, February 8, 1934, p. 1.

completion of the building by May 21, 1934. Neither the city nor the committee could supply the bond, and the project apparently died.<sup>48</sup>

On July 12, however, the prospect of a public building in Cuba, assisted by New Deal funds and labor, resurfaced. The *Review* quoted Mayor C.E. Belden as stating that a new city hall and firehouse was practically assured. In addition to city offices and a fire truck garage, the building, to be constructed on the M.E. Church lot that was to have held the community hall, would also have room for the young men of the town to assemble for sports, reading, or other beneficial activities. According to Belden, the city had enough revenue from back taxes to purchase the church lot. By July 19, work on the new building had begun. The church lot cost \$500, and the city was allowed \$1,500 from an unspecified federal agency; the CWA had ended in April 1934. The new building was forty feet wide and 30 feet long. The portion that would house a fire engine was eighteen feet wide and twenty-eight feet, six inches long. The final plans did not include space for athletics or other activities. The new building would save the city six dollars a month rent for meeting space for the city council and three dollars a month rent for a garage for the fire truck. In August, the *Cuba Review* reported that the city hall should be complete by October 1. A revolving crew of eight men selected from local relief rolls had already worked twenty days on the building's rockwork. According to M.C. Reid, foreman on the project, the men were not skilled workers but were selected from those needing work and trained in the masonry work.<sup>49</sup>

The workers drawn from local relief rolls who worked as masons on the City Hall exemplified the New Deal programs, derided by many as make-work and socialism, as a fertile training school for imparting marketable skills to many workers. Workers learned skills in construction, or perhaps in forestry or erosion control, which some retained, improved, and carried with them to new work places and environments. Beginning in the mid to late 1930s, two masons plied

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<sup>48</sup> "Prospects Bright for Community Hall Here," *Cuba Review*, February 15, 1934, p. 1; and "Community House Plans Meeting Obstacles," *Cuba Review*, March 1, 1934, p. 1.

<sup>49</sup> "New City Hall and Fire House Here Planned," *Cuba Review*, July 12, 1934, p. 1; "Work on New City Hall Started," *Cuba Review*, July 19, 1934, p. 1; and "New City Hall Ready About October 1," *Cuba Review*, August 16, 1934, p. 1.

their craft in Cuba, using the natural stone favored by New Deal masons. Prior to his employment with the WPA, David F. Sharp (or Sharpe; December 23, 1893 to August 15, 1963) worked as an inspector of railroad ties. He probably learned masonry while working on the addition to the public school, constructed under the auspices of the WPA, and continued to work as a mason, though only in sandstone, after the program ended. He was also responsible for the rock work on the 1950-1953 First Baptist Church (see form #50), and he may have worked on some of the sandstone veneer houses in Cuba. The second Cuba mason, Albert C. Stumpf (June 17, 1901 to July 21, 1982), may have also been trained as a mason while working on New Deal programs, but little information was located on his earlier life. In 1920, he was living with his parents, John, 63, a confectionary merchant, and Anna, 53, and brother, Julius, 30, a hotel clerk, in California, Moniteau County. Albert, 20, was employed as a collector for a telephone company. In 1937, he was responsible for the rock work on the second Holy Cross Catholic Church.<sup>50</sup>

In 1934, a movement to relocate the Crawford County courthouse from Steelville to Cuba enjoyed a brief momentum. In a meeting in late January or early February in the Cuba High School auditorium, over one hundred Cuba residents selected a committee to fund a new courthouse in their town. Four reasons were advanced in support of the proposal: Crawford County needed to replace the 1886 courthouse; Cuba was more accessible to out-state visitors; the majority of voters in the previous election were concentrated in the north part of the county; and a courthouse on Route 66 would be more visible than the building in Steelville. By February 15, the new group, headed by Edward F. Will, president of the Businessmen's Club, had raised \$22,000 in cash and \$3,000 worth of donated labor. Success of the move was dependent on raising \$40,000 and receiving a two-thirds majority of votes in the general election.<sup>51</sup> Despite

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<sup>50</sup> Captain Homer Dye, "New Type of Rustic Art Appears," *Arkansas Democrat*, August 19, 1934, quoted in Jill Bayles, "Historic and Architectural Resources of White County, Arkansas," National Register of Historic Places Multiple Property Documentation Form, December 28, 1989, pp. E14 and F11; and Helen Wright, comp., *Cemeteries of Crawford County, Missouri* (1993), pp. 81 and 110.

<sup>51</sup> "Move on Foot to Bring Court House to Cuba," *Cuba Review*, February 8, 1934, p. 3; and "Substantial Sum for New Courthouse," *Cuba Review*, February 15, 1934, p. 1.

the apparent success of fund raising efforts, the measure did not appear on the ballot in November and no further articles on the move were published.

For Missouri's small, rural communities, the economic distress that began after World War I also provided opportunity for industry, to help offset the devastation wrought on the agricultural economy. The economic downturns also devastated the domestic shoe industry, which was hampered by higher wages in urban areas, where most plants were located, and lower productivity. Beginning in the 1920s, there was an exodus of shoe plants from urban centers such as St. Louis to rural communities in Missouri, Illinois, and Arkansas, which were attractive to producers because of their ample and cheap labor force and their access to major transportation routes, such as Route 66. In July 1937, the Cuba Businessmen's Club, founded three years earlier, successfully lured the Echo Supplies Company of St. Louis, a major producer of shoe dies, to Cuba, in part through the offer of a building to house their firm (see form #51). Six employees and their families were relocated from St. Louis to Cuba and housing was provided (see form #59).<sup>52</sup>

## 5. Cuba since World War II

Beginning with its founding in 1946, the Cuba Civic Club, which succeeded the Cuba Businessmen's Club, continued the effort to lure industry to Cuba. In 1949, the ninety-member Civic Club ran an ad in the *Cuba News and Review* extolling the opportunities awaiting industry and potential residents in the town: "A friendly welcome awaits you at the 'Grape Way to the Ozarks.' Cuba people believe that friendliness and neighborliness are their most valuable assets". The Civic Club listed the virtues of Cuba, including its location near the center of the U.S., just 85 miles from St. Louis, and on Route 66 and the Frisco Railroad. Cuba was also the center of grape and strawberry production in Missouri, with a guaranteed market provided by the Welch Grape Juice Company. A roster of industries already established in Cuba was also provided: a hardwood flooring factory (Monarch Flooring Mill), a stave mill, shoe factory, sash

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<sup>52</sup> Hentzel, pp. 8-10; Breuer, p. 488; and Munro, p. 15.

and door factory, shoe die factory, amusement ride plant, and a lime crushing business. Other amenities included a newspaper and “up-to-date theater.”<sup>53</sup>

In 1952, Convy Heel, another manufacturer of shoe parts, located in Cuba. Also in 1946, the Cuba Development Company sold \$46,000 worth of shares to finance the construction of a building near Midway to house the Reyburn Company of St. Louis. Instead, the Fleming Manufacturing Company, which built machines that made concrete blocks, concrete paving slabs, and decorative paving blocks, purchased the building. The shares were then transferred to finance a new plant to house the Brauer Shoe Company of St. Louis, enticed to Cuba through the machinations of the Civic Club. In 1953, on its relocation, the Brauer company changed its name to the Cuba Shoe Company, and occupied the new building, located at the intersection of Bond and Maple streets. Production, however, had begun the previous year in a pavilion on the fairgrounds. By 1970, it employed over three hundred workers.<sup>54</sup>

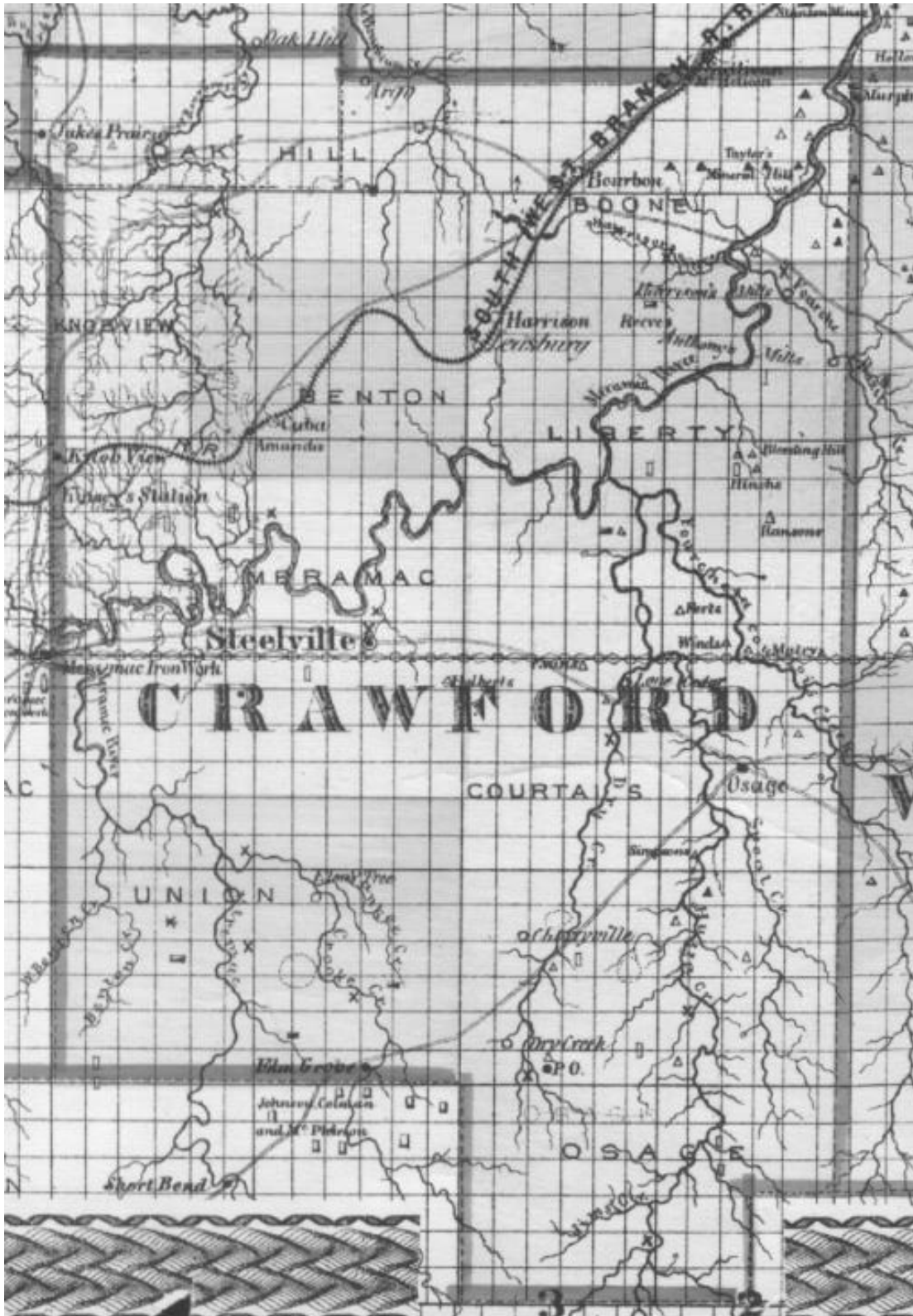
In the 1970s, the U.S. Army Corps of Engineers announced its plan for the Meramec Dam Project, which held the promise of a renewed boom in tourism. In 1978, voters rejected the project. Beginning in the 1970s, the shoe and shoe accessory plants also began to withdraw from Cuba. In the fall of 1977, Convy Heel announced its departure after twenty-five years. From 1973 to 1979, over 120 shoe-related jobs were lost in Cuba, and by 1980, 37 percent of the population of Crawford County went to work at jobs outside the county. In 1983, a shoe factory, Mid-America Shoe Company, was still the largest employer in the town, with over 150 workers. At the end of 1986, however, Mid-America also announced that it was closing its Cuba plant.<sup>55</sup>

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<sup>53</sup> “Are You Looking for Opportunity,” *Cuba News and Review*, July 14, 1949, p. 10.

<sup>54</sup> Breuer, pp. 498-500.

<sup>55</sup> Hentzel, pp. 22-26.



**Figure 7:** 1872 Crawford County Township Map.  
<http://www.rootsweb.com/~usgenweb/mo/crawford/maps/crco1872.jpg>



Figure 8: 1895 map of Crawford County, showing the Salem Branch Railroad. Source: <http://www.livgenmi.com/1895/MO/County/crawford.htm>

### III. Methodology

The fieldwork component of the Cuba survey began with an on-site review of the properties on the Commission's original list. Photographs were taken of most of the recommended primary resources, as well as any associated, secondary resources, that appeared to be at least fifty years

old and that retained integrity. Preliminary research had already established some potentially significant historic themes, such as the impact of the New Deal on Cuba, and the importance of post-World War II efforts to attract industry to the community. During the initial reconnaissance survey of properties on the Commission's list, a number of additional properties were noted that did not appear on the list that appeared to be either representative of a historic theme or that appeared to retain substantial architectural integrity. These additional resources included examples of residential, institutional, and industrial properties. These properties were also photographed and were later presented to the Commission for its review. As a result, a revised list of sixty primary historic resources was developed.

In addition, streetscape photographs were taken of the potential commercial historic district along the North Main Street, Smith Street, and Washington Avenue transportation corridors. For all surveyed properties, notes on the physical attributes of the resource, including any alterations or additions, were made, as well as notations on the setting or environment that might enhance or detract from the significance of the property. This information was entered on the SHPO architectural/historical inventory form, as well as additional information on history and significance developed by historical research. Survey photographs and physical descriptions of the buildings were also compared to available historic photographs and, where available, to previous survey photographs.

As noted in the research design, published resources on the history of Cuba and Crawford County are comparatively rare. Crawford County was included with four other counties in the volume published by the Goodspeed Publishing Company (*History of Franklin, Jefferson, Washington, Crawford, and Gasconade Counties, Missouri* [Chicago, 1888]). James Ira Breuer included a substantial section on Cuba history in *Crawford County and Cuba, Missouri, with a Supplement, Oak Grove School* (Cape Girardeau, MO: Ramfre Press, 1972); although a wealth of information on businesses and individuals was included, the organization of the volume makes it particularly difficult to use. A self-published study of Cuba's economic history by David R. Hentzel, *Apples and Shoes: The Economics of a Small Town* (Rolla, 1988), provided substantial detail on the rise and decline of several of Cuba's industries. One additional printed resource,

*History of Cuba*, compiled by A. Manson Munro for the Cuba centennial in 1957, was provided by Marilyn Stewart in photocopy.

The Crawford County Historical Society maintains a museum and research facility in the 1935 PWA school addition. Included among their holdings are county real estate records. The Recklein Memorial Library (completed in the summer of 1961) will also be consulted for information on Cuba history. A number of newspapers originated in Cuba, including the *Crawford County Mirror*, published briefly in Cuba before being moved to Steelville; the *Cuba Telephone*, established in 1894, and renamed the *Cuba Review* in 1903; the *Cuba News*, founded in 1933, and merged in 1949 with the *Review* as the *Cuba News and Review*, and later merged with the *Steelville Ledger* and *Crawford County Mirror* as the *Crawford Mirror*; and, most recently, the *Cuba Free Press*, founded in 1960. Although the State Historical Society retains microfilm copies of some Cuba newspapers, the runs are unfortunately incomplete.

The contractors performed the fieldwork and photography, and they were assisted with the research by the Cuba Historic Preservation Commission. Marilyn Stewart acted as the contact person, answering many questions and providing information and correction. In the rare cases where she did not immediately know the answer to the contractors' questions, she sought out knowledgeable individuals or researched the questions herself. On November 14, 2006, the Commission members reviewed and approved the revised list of survey properties. The Crawford County Historical Society and museum proved to be an invaluable source of information through its collection of photographs and the J.I. Breuer Scrapbooks. The society volunteers who staff the museum and library were unfailingly helpful and knowledgeable.

#### **IV. Results and Recommendations**

The uncertainties and fluctuations of Cuba's economic history, as well as the usual perils of fire, neglect, and the vagaries of changing architectural fashions, have taken a severe toll on the town's historic buildings. However, despite these assaults on the town's historic fabric, the

cultural landscape of a symmetrically arranged, late antebellum railroad town is still very visible in the original core of Cuba, dimmed primarily by the loss of resources rather than by the intrusions of subsequent, non-historic development. For example, in 1923, rail-related businesses, such as the R.B. Wilberson Produce Company, and service structures, such as loading platforms and sheds, were strung along and adjacent to the Frisco main line and the Salem branch. Most of these buildings and structures have disappeared, leaving only foundations and a few deteriorated and altered sheds. Although the railroad tracks have been removed, the elevated grade still divides North and South Main streets and cuts through most north-south streets. North Cuba has retained a larger percentage of its historic commercial buildings than has South Cuba. In a reversal of importance, most modern business development has shifted to Highway 19, which now leads travelers to Interstate 44, the successor to Route 66, completely bypassing the original commercial heart of Cuba.

Preliminary, reconnaissance surveys identified a number of potential, individually eligible properties and at least one potential historic district along a portion of the historic rail transportation corridor (North Main Street) and the main automobile transportation corridor (Route 66—Washington Avenue), linked by Smith Street. Final survey results confirmed these earlier assessments, as well as identifying additional resources related to Cuba's major historic themes.

Given the dispersed nature of the potentially eligible properties, a Multiple Property Submission would be the most effective and efficient long-term approach to the registration of the largest number of significant historic resources. This initial survey has likely identified the majority of the most significant properties, but a second round of survey would also likely yield additional resources associated with significant persons or historic sub-themes. For example, a number of properties associated with Route 66 remain unsurveyed; many are altered to a greater or lesser extent, but they may still have the potential to yield information about the impact of the highway on the spatial and commercial development of the town. A number of commercial buildings also remain in a secondary commercial center, near the site of the later Frisco depot (at the junction of the Frisco main line with the Salem branch); these buildings are also altered but were no less

important as reflective of the town’s relationship to its rail transportation system. The post-Civil War residence of Brigadier General Egbert B. Brown, who led troops in the January 8, 1863 Battle of Springfield during Marmaduke’s First Expedition, and who later commanded several Union administrative districts in Missouri, is also extant. The house is altered and was the residence of Brown after his significant military accomplishments, but additional research might develop an argument for eligibility.

A total of sixty properties were surveyed within the city limits of Cuba. Fifty-nine of the surveyed properties were buildings, and one was a structure. Among the fifty-nine buildings, four broad, inclusive property types were identified: Commercial, Residential, Institutional, and Industrial. The one structure included in the current survey—the Frisco underpass at Highway 19 (form #49)—was tangentially related to Route 66, but was not included in the 2003 survey. Although it could have been classified as an Automobile-Related Resource under the earlier survey, it was related to both rail and automobile transportation (see below).

**Table 1: Property Types listed by exterior materials**

Property Type	Number	Materials				
		Brick	Wood or Artificial Siding	Stone	Stucco	Concrete Block
Residential*	30	3	20	7		
Commercial**	19	13	1	4	1	
Institutional	8	1	1	5		1
Industrial	2	1				1
Total	59	18	22	16	1	2

\*One residential building later served as a church

\*\*One commercial building was originally a church.

For purposes of the above classification, exterior wall materials were used rather than structural system. The National Register of Historic Places, on its registration forms, emphasizes exterior wall materials, ostensibly in order to collect data for studies such as the effect of acid rain on building materials, but more probably because exterior materials are more easily discerned than structural system. In this survey, all properties sided with wood or artificial materials are frame,

but some properties listed under stone are also wood frame with native stone veneer. The one stuccoed commercial building (form #8) may also be of some type of stone construction, but this is not apparent from the exterior.

Nine properties located within the corporate limits of Cuba were included in the 2003 Route 66 survey, although a number of additional resources that clearly owed their establishment and persistence to the highway were not surveyed (see, for example, form #9, now the Route 66 Cafe; the former gas station at 502 E. Washington, not included in this survey; and the stone commercial building at E. Washington and Lawrence, also not included in this survey). The 2003 survey proposed a number of property types associated with Route 66, including Lodging Resources, Automobile-Related Resources, and Restaurants and Taverns. One of the resources identified in the survey, the Wagon Wheel Motel, Cafe and Station (901-905 East Washington Avenue), an example of the Lodging Resources property type, was subsequently listed in the National Register (2003). The property types developed for the Route 66 survey were overly specific, more in the nature of sub-types of more inclusive groupings. For the purposes of this survey, buildings identified in the 2003 survey as Route 66-Related Resources are regarded as a subtype of Commercial Buildings. The classifications of Lodging Resources, Automobile-Related Resources, and Restaurants and Taverns are further refinements of the subtype. For the single structure included in the present survey, the Frisco underpass at Highway 19 (form #49), it is classified as a Transportation-Related Structure. Structures may be further defined as rail-related, automobile-related, or aviation-related (if the New Deal airfields discussed above are located).<sup>56</sup>

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<sup>56</sup> Information on Cuba properties included in the Route 66 survey also needs to be verified and, in some cases, revised. In a "Tales of Yesteryear" column in the *Cuba News and Review* (July 29, 1949, p. 10), it was recalled that, in 1934, the old Midway building (CR 013) was razed and its cornerstone opened. Within the cornerstone was a copy of the Cuba paper for November 1, 1906. According to the newspaper column, H.H. Tieman constructed the Midway building as a bakery. According to an undated article provided by Marilyn Stewart (Kathy Horsefield, "A Small Cafe Becomes a Local Landmark," *Backroads*, pp. 43-44), during the early years of the Great Depression, the Midway, then a gas station and cafe, was owned by William Mullen. From 1930 and 1934, Mrs. Allyne Earls leased the business. A two-story garage was located north of the building. In 1934, Earls purchased the building and expanded it, adding apartments. In 1944, she constructed a second floor. A 1948 photograph included with the article showed the building roughly in its current configuration. Earls also operated a cab service, and the Midway served as a bus stop. In 1972, Earls sold the building to Dan Harris, who in turn sold it to Junior Beers. In May 1976, Noel Picard purchased the business. When the article was published, Midway served as a cafeteria, dining room, cocktail lounge, and meeting room. Among its clientele, the St. Louis Blue hockey team retreated to the Midway twice a year.

<b>Table 2: Route 66 Survey Properties (2003)</b>			
<b>Survey number</b>	<b>Historic name</b>	<b>Address</b>	<b>Route 66 Property type</b>
CR 007	Wagon Wheel Annex	913 E. Washington	Restaurants and Taverns
CR 008	Wagon Wheel Motel, Cafe and Gas Station	901 E. Washington	Lodging Resources
CR 009	Phillips 66 Gas Station	106 W. Washington	Automobile-Related Resources
CR 010	Palace Hotel	509 NE Main	Lodging Resources
CR011	Dairy Queen	402 E. Washington	Restaurants and Taverns
CR 012	Delano Oil Company Station	306 W. Washington	Automobile-Related Resources
CR 013	Midway Building	101 E. Washington	Restaurants and Taverns
CR 014	Southern Hotel	601 NE Main	Lodging Resources

A substantial difficulty encountered in completing the current survey was that no consistent, reliable sources were located for construction dates of buildings, so most dates assigned surveyed resources are approximate. Some information was included in historic newspaper articles, where construction of residences of prominent Cuba citizens was frequently regarded as newsworthy. However, as noted above, newspaper files are incomplete. Construction dates provided by published sources were primarily for commercial or institutional buildings and are often approximate.

**Residential Buildings Property Type:** Half of the properties surveyed—thirty out of sixty—were this property type. Most examples are vernacular or vernacular adaptations of popular architectural styles, including Gothic Revival, Queen Anne, Romanesque Revival, Craftsman, and Prairie/Foursquare. Construction dates were difficult to establish but range from at least circa 1873 to circa 1940. Most residential buildings included in the survey are of wood frame construction, originally sided with weatherboard or other wood siding, although many have been re-sided with asbestos or other artificial siding. Only three of the surveyed residences are brick or brick veneer. A significant number of the surveyed residences—23 percent—display stone as the predominant exterior material. Most of the stone-veneered residences were constructed in

the mid 1930s or later, after local workers were trained as masons under the New Deal work programs, and these buildings employ the stone in its natural roughness or in irregular slabs as a veneer, rather than as the dressed blocks used on earlier buildings.

The residential buildings surveyed may represent either good examples of styles or types, or they may have been the residences of individuals significant in the economic, political, or social history of the community. In most cases, they were both, as successful merchants or professionals chose the current popular style to advertise their commercial, political, or social achievements. Constructed in the popular styles of the period, they also were reflective of the historic contexts identified in the survey, ebbing and flowing with the success or failure of the current economic ventures or trends. In general, the properties surveyed are also those that retain the most integrity and are the most representative of the major historic themes or trends that defined the history of Cuba. No readily apparent residential historic districts were noted during the survey.

► Residential Buildings recommended as eligible:

#20, John M. Wallace House/M.E. Church, 605 W. Washington Avenue: late Queen Anne, two story brick with altered porch and addition that served as Methodist chapel (Criterion C, architecture)

#21, John M. Munro House, 303 W Washington Avenue: late Queen Anne, two story brick with wrap-around Craftsman porch (Criterion C, architecture)

#22, Dr. J.P.C. Herzog House and Office, 301 W. Washington Avenue: frame Queen Anne, with recessed corner porch, front one-story, cantilevered bay, and separate entrance to doctor's office; inappropriately sided (Criterion C, architecture)

#26, George B. Hamilton House, 319 E. Washington Avenue: frame Queen Anne with front gabled bay and Eastlake detailing (Criterion C, architecture)

#30, W.H. Haskell House: stone Romanesque Revival with artificial siding on dormers (Criterion C, architecture)

#32, Charles Hart House, 308 Myrtle Street: one and one-half story Craftsman with random native stone exterior; full front porch with paired, battered columns on piers; side bay (Criterion C, architecture)

In addition, Criterion B arguments might be developed for most of the above properties, with additional research and comparative analysis of the contributions of significant individuals associated with the related contexts.

**Commercial Buildings Property Type:** Most examples of this property type are one part commercial blocks, with plain, single storefronts. Examples of two part commercial blocks are primarily located along NW Main Street and at the intersections of major streets, such as Washington Avenue and Smith Street, and on Smith Street, which links the streets most associated with the town's two major transportation corridors. Ornamentation is mostly absent, usually consisting of simple corbelling or dentiling. Construction dates range from circa 1880 to circa 1950.

In Cuba, as in most small, rural Missouri towns, commercial buildings housed a constantly shifting array of businesses, some long term but most short term. Most businesses were local enterprises, with few (if any) of the chain stores that plagued many railroad towns beginning in the 1910s.<sup>57</sup> Intact commercial buildings represent most of the historic contexts identified in this survey. Founded as a railroad town, Cuba was a commercial enterprise from its inception, and its businesses were the lure that attracted settlement and sustained it. The designation of Highway 14 as U.S. Route 66 marked the beginning of the shift of businesses from the twin Main Streets and the railroad to the suddenly significant new corridor. The Hotel Cuba (included in the Route 66 survey) was probably the most obvious example of the commercial response to the new highway. The owners of the hotel, which began as a traditional railroad hotel, extended a second facade from the building's rear elevation to announce the availability of lodging to Route 66 travelers. The national designation of the highway also encouraged the development of new businesses in Cuba that catered to the needs of automobile travelers.

With the decline of rail traffic and the eventual abandonment of the Frisco main tracks, the dual Main Streets continued to decline. Of the two Main Streets, South Main fared the worst, with most of its commercial and industrial enterprises obliterated. North Main Street retained many

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<sup>57</sup> Atherton, pp. 240.

of its historic buildings, especially at its intersection with Smith Street, and some extant commercial buildings, now altered or deteriorating, are scattered along northeast Main. Many of these latter buildings were not included in the present survey and should be considered if future surveys are undertaken.

► Commercial Buildings recommended as eligible:

#9, Route 66 Cafe, 510 W. Washington Avenue; this late Deco, one-story, double storefront building located on Route 66 hosted businesses that served automobile travelers during the height of the highway's popularity (Criterion C, architecture; additional information on businesses that occupied the building would probably establish significance under Criterion A in the area of commerce)

#25, Cuba Marble and Granite Works, 312 E. Washington Avenue: an unusual example of a commercial building constructed in the scale and form of a residential building and rendered in native stone (Criterion C, architecture; Criterion A, commerce)

#35, Rock Fair Restaurant and Lounge, 506 S. Franklin: constructed as a gas station in 1935, one year after State Highway 19 was relocated to Franklin Street and the highway's intersection with Route 66 was upgraded, this building is related to boom in automobile transportation and commerce associated with Route 66. It is also an excellent example of the use of native rock by local craftsmen (Criterion A, commerce; Criterion C, architecture)

*Frisco—Route 66 Historic District [NW Main Street/Smith Street/Washington Avenue Historic District]:* These buildings represent the core of the original commercial district and are among the oldest commercial buildings in the town. They are the largest, intact collection of the Commercial Buildings property type. (Criterion A, commerce; Criterion C, architecture)

#1, J.G. Kinder's Big Store Mercantile Building, 601 NW Main Street

#2, Hotel Grand, 603 NW Main Street

#3, Dr. Walter S. Cox Building, 605-613 NW Main Street

#5, 119 S. Smith Street

#6, Bank of Cuba, 117 S. Smith Street

#8, 107 S. Smith Street (non-contributing)

#10, Peoples Bank, southwest corner of intersection of Smith Street and Washington Avenue

#11, Dr. Walter S. Cox Rental House, 105 S. Hickory Street [residential]

#13, 112 S. Smith Street

#14, 110 S. Smith Street

#15, 108 S. Smith Street

#56, J.G. Kinder's Store, 606 Washington Avenue

116 S. Smith Street: noncontributing, modern, one-story commercial building

**Institutional Buildings Property Type:** Included within this property type are religious buildings (3), governmental buildings (3), fraternal buildings (1), and school buildings (1). Construction dates range from 1870 to 1961. Institutional buildings are among the most significant buildings in a community, serving as the social, political, and educational foci of the town.

*Religious buildings:* One church building, the Presbyterian Church (form #4), was the first church constructed in Cuba. Relocated from its original site, it has also been expanded and altered from its original design, and artificial siding obscures its original appearance. The First Baptist Church (form #50) is relatively modern, though still more than fifty years old, but it has also been altered with a substantial addition. The building is an example of the work of one of Cuba's two prolific master masons, but it is otherwise undistinguished architecturally. The Holy Cross Catholic Church (form #53) is a good example of ecclesiastical architecture rendered in locally available materials, also by one of Cuba's master masons.

*Governmental buildings:* The 1908 Cuba Jail (form #46) is the oldest remaining governmental building in the city. Cuba's city government relied on rented spaces for its administrative offices until the construction of the city hall and fire station (form #18) in 1934. That building amply represents municipal authority, as well as the wide-ranging influence of New Deal governmental programs and the federal programs' architectural philosophy of construction utilizing locally available materials. The Recklein Memorial Library (form #54) is less than fifty years old, but

an argument for exceptional significance based on the philanthropic origins of the building could be successful.

*Fraternal building:* In late nineteenth century rural Missouri towns, fraternal organizations played a vital role as social organizations, as well as philanthropic organizations, and Cuba hosted a full complement of such groups. The Cuba Lodge 312 AF&AM (form #16) is the only historic building constructed for the sole use of one of Cuba's fraternal organizations. It is also constructed of locally available stone.

*School building:* The PWA-constructed school annex (form #52) is the oldest remaining, essentially unaltered education building in Cuba. (The Recklein Auditorium, originally constructed as school auditorium, has been substantially altered and is not included in this survey.) The school annex, also constructed from locally available materials, is also an example of the essential impact of New Deal programs on small, rural Missouri towns.

► Institutional Buildings recommended as eligible:

#16, Cuba Lodge 312 AF&AM, 201 N. Smith Street: this native stone building was the first constructed solely for the use of one of Cuba's fraternal organizations (Criterion A, social; Criterion C, architecture)

#18, Cuba City Hall and Fire Station, 112 N. Smith Street: built by New Deal laborers utilizing native stone, this was the first building constructed to house the city administrative functions (Criterion A, politics/government; Criterion C, architecture)

#46, 1908 Cuba City Jail: the concrete building is the oldest remaining city government building (Criterion A, politics/government)

#52, Cuba Public School Annex: constructed in 1935, by local laborers working for the PWA, the two-story building also utilized native stone (Criterion C, architecture)

#53, Holy Cross Catholic Church: constructed in 1937 of native stone, the vernacular Gothic church was, in part, the work of one of Cuba's master masons (Criterion C, architecture)

**Industrial Buildings Property Type:** Although pre-industrial, agriculturally based manufactures or resource extraction and processing enterprises were pursued in and around Cuba from the founding of the community, no examples of these early efforts remain, with the exception of some foundations along the railroad grade. Only two relatively intact, historic examples of this property type are extant, and both were surveyed. Both represent the commitment of the Cuba business community and municipal government, beginning in the late 1930s, to securing outside industries to the town.

Both the Echo Supplies building (form #51) and the Convy Heel building (form #55) are one story, with flat, built-up asphalt roofs, and constructed of fireproof material, brick and concrete block, respectively. Both relied on large banks of casement-type windows (now boarded or painted over or otherwise obscured) for illumination of the work area. Neither are architecturally distinctive, although both are representative of small manufacturing installations in their utilitarian, austere functional design.

Three residential properties were also associated with Echo Supplies. The company houses were constructed for plant manager Kapeller and employees George Schroer, an accountant (form #42) and Elmer Kespohl, supervisor of machines (form #59). All three houses have been altered, although their essential design—an incongruous effort at rendering the Cape Cod style as company housing—remains intact. Evaluated with the factory building, the three buildings form a thematic subset that represents the successful efforts of the business and civic activists to attract industry to the town.

- ▶ Buildings recommended as eligible and related to theme of Industry (Criterion A):
  - #42, George and Irene Schroer House, 415 N. Park (residential)
  - #51, Echo Supplies Company Building, northeast corner of the intersection of Orchard Street and Franklin Avenue (industrial)
  - #59, Elmer and Norma Kespohl House, 503 Forest Street (residential)
  - #61, L.J. Kapeller House, 201 Orchard Street (residential)

**Potentially eligible properties:** In addition to the above properties, a number of other surveyed buildings have the potential for listing in the National Register, provided additional contextual information can be developed. From the mid 1930s to the 1970s, Cuba's two master masons produced a substantial number of residential, commercial, and institutional buildings and structures that were distinctive examples of the use of native stone. However, to adequately evaluate their significance, additional information on their careers and an analysis of the aesthetic and technical accomplishment of their work should be undertaken, and a list of buildings they both worked on should be developed.

Buildings potentially eligible under Criterion C in the area of architecture as a thematic subgroup as examples of the works of a master or possessing high artistic values include:

- #33, 310 Myrtle (residential)
- #39, Joseph Krulik House, 201 Moss (residential)
- #43, John Eads House, 416 N. Park (residential)
- #44, 412 N. Park (residential)

Additional information on the Rock Fair Restaurant and Lounge might also establish significance under Criterion A in the area of Commerce for its association with the burgeoning tourist and travel industry that accompanied the spread of the automobile and the movements for improved local, state, and national roads.

The C. Clarence Cox House (form #29), located on the former Route 66 and constructed in a Modern style contemporary with what was probably the most significant period of Route 66, may also be eligible under Criterion C in the area of architecture, provided additional information on the house and any subsequent alterations can be unearthed. Additional information on Cox's automobile-related businesses—a truck stop, restaurants, and tourist cabins—during the period the house was constructed may support an argument for significance under Criterion A in the area of commerce.

The buildings and grounds of the Holy Cross Catholic Church constitute an additional distinctive group of potentially eligible resources, under Criterion C in the area of architecture, that are

linked by proximity and by functional and design associations and may constitute a historic district:

Holy Cross Catholic Church Historic District

#30, W.H. Haskell House, W. School

#45, Holy Cross Catholic Church Rectory, School at Smith

#53, Holy Cross Catholic Church, 415 W. School

Holy Cross School (completed 1952; not surveyed)

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**Appendix 1**  
**Summary Table of Surveyed Properties**

<b>No.</b>	<b>Property name</b>	<b>Address</b>	<b>Property type</b>
1	J.G. Kinder Big Store Mercantile	601 NW Main	commercial
2	Hotel Grand	603 NW Main	commercial
3	Dr. Walter S. Cox Building	605-613 NW Main	commercial
4	First Presbyterian Church	701 NW Main	religious
5		119 S Smith	commercial
6	Bank of Cuba	117 S Smith	commercial
7		109 S Smith	commercial
8		107 S Smith	commercial
9	Route 66 Cafe	510 W. Washington	commercial
10	Peoples Bank	Smith St. and Washington Ave.	commercial
11	Dr. Walter S. Cox Rental House	105 S Hickory	residential
12		114 S Smith	commercial
13		112 S Smith	commercial
14		110 S Smith	commercial
15		108 S. Smith St.	commercial
16	Cuba Lodge 312 AF&AM	201 N Smith	institutional/fraternal
17		208 N Smith	residential
18	Cuba City Hall and Fire Station	112 N Smith	institutional/governmental
19	Roberts-Judson Lumber Co.		commercial
20	John M. Wallace House	605 W Washington	residential
21	John M. Munro House	303 W Washington	residential
22	Dr. Gustavus P.C. Herzog House and Office	301 W Washington	residential
23		302 W Washington	residential
24	Pevehouse House	302 E Washington	residential
25	Cuba Marble and Granite Works	312 E. Washington	commercial
26	George B. Hamilton House	319 E Washington	residential
27	Zulpo House	801 E Washington	residential
28	Luttrell House	806 E Washington	residential
29	C.C. Cox House	908 E Washington	residential
30	W.H. Haskell House (Catholic Sisters of Notre Dame)	School Street	residential
31	Watson House	308 N Hickory	residential
32	Charles Hart House	308 Myrtle	residential
33		310 Myrtle	residential
34	George M. Jamison House	602 S. Bond	residential
35	Rock Fair Restaurant and Lounge	506 S. Franklin	commercial

36	"Lightening Rod" Smith House	909 W Spencer	residential
37	Leroy and Carrie Leezy House	305 W Spencer	residential
38	Alexander Munro House	205 W Spencer	residential
39	Joseph Krulik House	201 Moss	residential
40	Cicero C. Ogle House	310 S Smith	residential
41	Charles C. and Josephine Slowensky House	408 S Smith	residential
42		415 N Park	residential
43	John Eads House	416 N Park	residential
44		412 N Park	residential
45	Holy Cross Catholic Church Rectory	School and Smith streets	residential
46	1908 Jail	SW Main and Prairie	institutional/governmental
47		801 Washington	commercial
48	M.E. Church	707 Washington	institutional/religious and commercial
49	Franklin Street Frisco Underpass	Franklin (Hwy. 19) and Main	transportation (automobile and railroad)
50	First Baptist Church	606 W. Myrtle	institutional/religious
51	Echo Supplies Company Building	northwest corner of the intersection of Orchard and Franklin	industrial
52	PWA Public School Annex	308 N. Smith	institutional/public school
53	Holy Cross Catholic Church	415 W. School	institutional/religious
54	Recklein Memorial Library	305 N. Smith St.	institutional/governmental
55	Convy Heel Company Building	Franklin, north of Wildcat Pride Drive	industrial
56	Kinder's Store	606 Washington	commercial
57	William Sweetin House	306 S. Hickory	residential
58	Dr. T.P. Martyn House	306 N. Hickory	residential
59	Elmer and Norma Kespohl House	503 Forest St.	residential
60	109 Buchanan House	109 Buchanan	residential
61	Kapeller House	201 Orchard Street	residential

**Appendix 2:**  
**Summary List of Properties Recommended as Eligible**

Individually eligible properties:

Residential Buildings

- #20, John M. Wallace House/M.E. Church, 605 W. Washington Avenue
- #21, John M. Munro House, 303 W Washington Avenue
- #22, Dr. J.P.C. Herzog House and Office, 301 W. Washington Avenue
- #26, George B. Hamilton House, 319 E. Washington Avenue
- #30, W.H. Haskell House
- #32, Charles Hart House, 308 Myrtle Street

Commercial Buildings

- #9, Route 66 Cafe, 510 W. Washington Avenue
- #25, Cuba Marble and Granite Works, E. Washington Avenue
- #35, Rock Fair Restaurant and Lounge, 506 S. Franklin

Institutional Buildings

- #16, Cuba Lodge 312 AF&AM, 201 N. Smith Street
- #18, Cuba City Hall and Fire Station, 112 N. Smith Street
- #46, 1908 Cuba City Jail, SW Main and Prairie streets
- #52, PWA Public School Annex, 308 N. Smith Street
- #53, Holy Cross Catholic Church, 415 W. School Street

Building recommended as eligible and related to theme of Industry:

- #42, George and Irene Schroer House, 415 N. Park (residential)
- #51, Echo Supplies Company Building, northeast corner of the intersection of Orchard Street and Franklin Avenue (industrial)
- #59, Elmer and Norma Kespohl House, 503 Forest Street (residential)

Historic district:

Commercial Buildings

Frisco—Route 66 Historic District [NW Main Street/Smith Street/Washington Avenue  
Historic District]:

- #1, J.G. Kinder's Big Store Mercantile Building, 601 NW Main Street
- #2, Hotel Grand, 603 NW Main Street
- #3, Dr. Walter S. Cox Building, 605-613 NW Main Street
- #5, 119 S. Smith Street
- #6, Bank of Cuba, 117 S. Smith Street
- #8, 107 S. Smith Street (non-contributing)
- #10, Peoples Bank, southwest corner of intersection of Smith Street and  
Washington Avenue
- #11, Dr. Walter S. Cox House, 105 S. Hickory Street [residential]
- #13, 112 S. Smith Street
- #14, 110 S. Smith Street
- #15, 108 S. Smith Street
- #56, J.G. Kinder's Store, 606 Washington Avenue

**Appendix 3:  
Streetscapes**



Streetscape #1: North side of NW Main, between South Hickory and South Smith, camera facing northeast.



Streetscape #2: SE corner South Smith and NW Main, camera facing northwest, north side of NW Main and west side of South Smith.



Streetscape #3: Northeast corner of South Smith and NW Main, camera facing northwest, west side of South Smith.



Streetscape #4: NW corner South Smith and NW Main, camera facing northeast, east side of South Smith.