



THE HOUSES OF A LEAD MINING TOWN:
FREDERICKTOWN SURVEY FINAL REPORT

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for the
HERITAGE
AND
LANDMARKS
COMMISSION
and
THE STATE OF
MISSOURI



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INTRODUCTION

The purpose of this report is to provide a summary and evaluation of survey efforts conducted by the Heritage and Landmarks Commission in Fredericktown, Missouri. The efforts consisted of two phases. Phase I of the Fredericktown Survey and Inventory (Project number 29-87-20022-074A) was begun in June 1987 and completed in July 1988. Phase II (Project number 298830114-098) began in November 1988 and was completed in August 1989.

The report has two major objectives. First, it will develop historic and architectural contexts for Fredericktown and identify the surveyed resources within these contexts. Second, it will discuss the potential for local and National Register nominations utilizing the National Register criteria of evaluation.

Much of the survey work was conducted by trained volunteers: Kathleen Broussard, Beulah Deland, Judie Dillow, Ginnie Gray, Denis Moore, Bascom Revelle, Jean Roed, Paula Shetley, John Paul Skaggs.

The Project Coordinators were Paula Shetley, Phase I, and Denis Moore, Phase II, chairpersons of the Heritage and Landmark Commissions. Dr. Jane Stephens was the consultant for both phases and the preparer of this report. Dr. Stephens is Professor of Social and Applied History at Southeast Missouri State University.

The surveys and reports were contracted by the Heritage and Landmarks Commission and funded by the City of Fredericktown with a matching grant through the Missouri Department of Natural Resources, Historic Preservation Department, which receives allocations from the Historic Preservation Fund of the Department of the Interior, National Park Service, under the provisions of the National Historic Preservation Act of 1966 and subsequent amendments.

SURVEY

Boundaries

Phase I

The survey boundaries for Phase I were selected by representatives of the HLC and the Missouri State Historic Preservation Office. (See Appendix 1) From within the area bounded by Saline Creek on the north, Marvin Avenue on the south, South Wood on the west and Marlowe on the East, the Project Consultant and Coordinator selected 352 (the grant specified 300) from the approximately 1000 buildings. All of the downtown commercial buildings were included within the selected 352.

Sanborn maps dated 1886, 1893, 1900, 1908, 1914 and 1927 along with a windshield survey conducted by the Consultant and Project Director were the bases for the selection of 352 buildings. With the exception of one block, buildings bounded by Saline, East College, Marlowe and Marvin were excluded in the eastern half of the city and those bounded by South Wood, Cahoon, Maple and Marvin were excluded to the west. These areas offered the fewest possibilities for historic structures according to the Sanborn maps and the windshield survey.

The one exception was the block fronted on Franklin and Newberry Streets in the eastern area because of the obvious integrity of these 1943 buildings and their relationship to the preliminary historic context. (See Appendix 2)

Phase II

Boundaries of Phase II were not contiguous as were those for the first phase. Properties were selected from that part of Fredericktown not covered in Phase I and from the outlying three mile radius of the city limits. One hundred ninety-four properties (the grant specified 160) were selected by the Project Director and the Consultant based on the probable relationship to the historic context and/or architectural significance.

Most of the Phase II properties were located north of the Phase I survey boundaries and were selected from an area within the city limits north of Saline Creek. Surveyed properties outside the city limits were located along Catherine Mine Road, Murray Mill Road, Village Creek Road and Missouri Route 00 including eight properties in the Mine La Motte community.

Eleven of the surveyed properties were located south of the Phase I survey boundaries. These architecturally significant structures were selected from an approximately four block area bounded to the north by West Marvin, to the west by Marshall, Thost and Maple, Delmar to the south, and by Eric and South Main to the east. (See Appendix 1)

Historic Context

Historic context is defined by the Department of the Interior as "a body of information about historic properties organized by theme, place and time." With few exceptions, historic significance in Fredericktown is that which relates to the lead mining industry and, therefore, both phases of the survey were based upon this theme.

Indeed the history of Fredericktown revolves around the history of lead mining. The earliest beginnings of Fredericktown occurred around 1715 when local Indians guided French explorers to the area which was then a part of French Louisiana to show them primitive lead mines which the French hoped would prove to be more lucrative silver mines.

The French Governor of Louisiana, Sieur Antoine de la Mothe Cadillac, failed to find silver, but succeeded in recruiting other French investors in the Company of the West, organized in 1717, to exploit the mineral resources of Louisiana.

Mine La Motte was eventually settled by about 200 French settlers with accompanying slaves, under the leadership of Phillip Francis Renault. The Company of the West failed in spite of the lead mined between 1719 and 1740 but France continued its control of the territory until 1763 when Spain took over control of Louisiana.

In 1799 thirteen French families requested grants of land from the Lt. Governor of upper Louisiana. The Spanish government granted each of the families 400 arpents of land "extending from the Little St. Francis River to Saline Creek." The earliest settlement became known as St. Michaels described in the early 1800's as "A French village of about 50 houses...located in the richest farming district in Madison County."

A flood virtually destroyed this village in the spring of 1814 and most residents moved their homes in what was called New Village one mile north.

When Louisiana became American territory, American settlers were drawn to this area of the new territory of Missouri (including Moses Austin, the founder of the American settlement in Texas, who mined for lead between 1800 and 1820). Madison County was organized from Ste. Genevieve and Cape Girardeau Counties in 1818 and named after President James Madison.

Fredericktown, which comprised the older villages, was chosen county seat and was so called possibly after George Frederick Bollinger, a local hero of the War of 1812, or after Frederick Bates, who was in charge of land grants, or possibly after Frederick the Great of Germany. (This early history is found in Floyd Shoemaker, "Madison County", Missouri Historical Review, April 9, 1974; Ruby Johnson Swartzlow, "The Early History of Lead Mining in Missouri", Parts I-V, Missouri Historical Review, XXIX, April, 1934-July, 1935; John Paul Skaggs, an unpublished manuscript, and standard histories of the State of Missouri.)

Just as lead mining gave birth to Fredericktown, it continued as the major economic activity and the history of Fredericktown has always been closely aligned to the successes and failures of the mining industry.

Fredericktown grew slowly (approximately 300 inhabitants in 1836, according to Shoemaker) but experienced spurts of great economic activity. When the St. Louis, Iron Mountain and Southern railroad reached Fredericktown in 1869, for example, mining activity boomed with increased market accessibility.

In the post-Civil War era as the economic revolution hit the United States full force, much prospecting occurred in Fredericktown with iron, silver, nickel, copper and one of three cobalt mines within the United States established, in addition to the expanding lead mine production.

In 1903, for example, the Catherine, Mine La Motte and North American Lead Companies produced more than \$300,000 worth of lead and \$226,000 in nickel, cobalt and copper. In 1954 the total production of lead was valued at more than two million dollars (Shoemaker, pp. 6-7).

Mining was always subsidized with agricultural production and after the railroad was built, lumber production became significant, especially during the decades of the 1870's and 1880's when large quantities of oak and pine were exported. The lumber industry declined after these decades.

Fredericktown also attracted a few smaller industries and Marvin Collegiate Institute, but from its earliest origins, mining has always determined the town's economic fate. Since lead was especially important in all the nation's wars, invariably the greatest prosperity occurred during the war decades.

At present, no mines are in operation in Fredericktown; therefore, this was an ideal time to look backward and evaluate the impact of mining on Fredericktown's past.

Methodology

Phase I

Following the selection of 352 buildings within the survey boundaries by the Consultant and Project Director, eight volunteers attended three workshops taught by Stephens. The workshop introduced the surveyors to architectural terminology, style and historic resources. Virginia and Lee McAlester's A Field Guide to American Houses (1984) and Howe, Fleming, et. al., Houses and Homes, Exploring Their History (1987) were specific texts used for these workshops along with several handouts on architectural style and detail. Slides were also used for illustrations.

Volunteers were introduced to the use of Missouri's Historic Inventory Data Sheets as well as library resources including community directories, newspapers and local histories. The use of court records, tax records, photographs, oral histories and Sanborn maps for Fredericktown were also introduced to the participants.

Contemporary maps of Fredericktown were obtained from the Southeast Missouri Regional Planning and Economic Development Commission. The survey area was divided into 14 segments with volunteers assigned to the various segments. The inventory sheet was completed in so far as possible by the volunteer for each structure within the segment. Stephens edited and/or completed each sheet. Results of the survey for each segment was keyed to a master map which was included with the Interim Report. (See Appendix 3 of the Interim Report)

Two black and white 5x7 35mm photographs were taken of each building's main facade. Occasionally additional photographs were taken of other facades or detail if required for information. For example, six photographs were included of the Post Office because of unusual decoration and the WPA mural inside which was considered significant. Photographs accompany each survey sheet housed in the state preservation office and the HLC has one complete set along with the negatives.

Ten sample Architectural/Historic Inventory Surveys Forms were completed with photographs and approved by the State Historic Preservation Office as examples of the quality and range of information acceptable for the 352 selected buildings.

Phase II

One hundred ninety-four buildings were selected from that part of the city limits of Fredericktown not surveyed in Phase I and from outside the city limits within a three mile radius. A subcommittee (Paula Shetley and Bascom Revelle) of the Heritage and Landmarks Commission in consultation with Jane Stephens selected the structures based on a windshield survey and from some historic research, choosing those structures considered historically or architecturally significant and possessing substantial integrity.

Survey teams of trained volunteers performed the survey which consisted of field survey and archival research. The archival research was used to expand on the relationship of the properties to the historic context. Written sources such as personal records, court documents, newspaper collections, Sanborn maps, photographs etc.

Interviews were conducted with property owners as well as other long-time Fredericktown citizens. Much historic information was contributed by: Harley Baker, Peggy Counts, Clara Whitener Farrar, Mabel Head, Ted Matthews, Harley Poleet, Bascom Revelle, Ruth Skaggs, Nick Turnbeau, Helen Underwood.

Color-coded maps were completed for the survey area to accompany those already completed in Phase I. (See Appendix 3)

Two 5x7 black and white photographs were taken of the main facade or of the most revealing facade for each of the 194 structures selected.

A workshop was conducted by the consultant to instruct the volunteers. A discussion of objectives and the historic context preceded instruction in the use of local history sources and in recognizing architectural styles and elements. Handouts and slides were used in addition to such resources as Virginia and Lee McAlester's A Field Guide to American Houses; the National Trust's What Style Is It? Howe, Fleming, et. al., Houses and Homes: Exploring Their History and Jim Denny's MVAC System for Identifying House Types.

HIDS were completed for each of the 194 structures. The consultant reviewed and edited each of these and completed the surveys with this final report of summary and evaluation

Research Problems

The lack of information sources on the history of Fredericktown's buildings proved to be critical in the research. Most public records, many dating prior to 1820 to recent times are stored un-indexed in the vault of the Madison County Courthouse. This survey served as a catalyst to the preserving and indexing of the records, but they were not available for use in this effort. Abstracts, business records, telephone directories, community directories, school yearbooks, advertizing, tax records, Sanborn maps and oral histories were key research sources.

THE ARCHITECTURE OF A LEAD MINING TOWN: PROPERTY TYPES WITHIN THE HISTORIC CONTEXT

Eighteenth Century - French and Spanish Periods

The history of Fredericktown revolves around the history of lead mining. The earliest beginnings of Fredericktown occurred around 1715 when local Indians guided French explorers to the area which was then a part of French Louisiana to show them primitive lead mines which the French hoped would prove to be more lucrative silver mines.

The French Governor of Louisiana Sieur Antoine de la Mothe Cadillac, failed to find silver, but succeeded in recruiting other French investors in The Company of the West, organized in 1717, to exploit the mineral resources of Louisiana.

Mine La Motte was eventually settled by about 200 French settlers with accompanying slaves, under the leadership of Philip Francis Renault. The Company of the West failed in spite of the lead mined between 1719 and 1763 when France lost control of the territory and Spain took control of Louisiana. Ironically this area provided the lead for the French and Indian War (1754-1763) which doomed French control in North America.

In 1799 thirteen French families requested grants of land from the Lt. Governor of Upper Louisiana. The Spanish government granted each of the families 400 arpents of land "extending from the Little St. Francis River to Saline Creek." The settlement became known as St. Michaels and was described in the early 1800s as "A French village of about 50 houses...located in the richest farming district in Madison County." St. Michaels was located just north of Saline Creek.

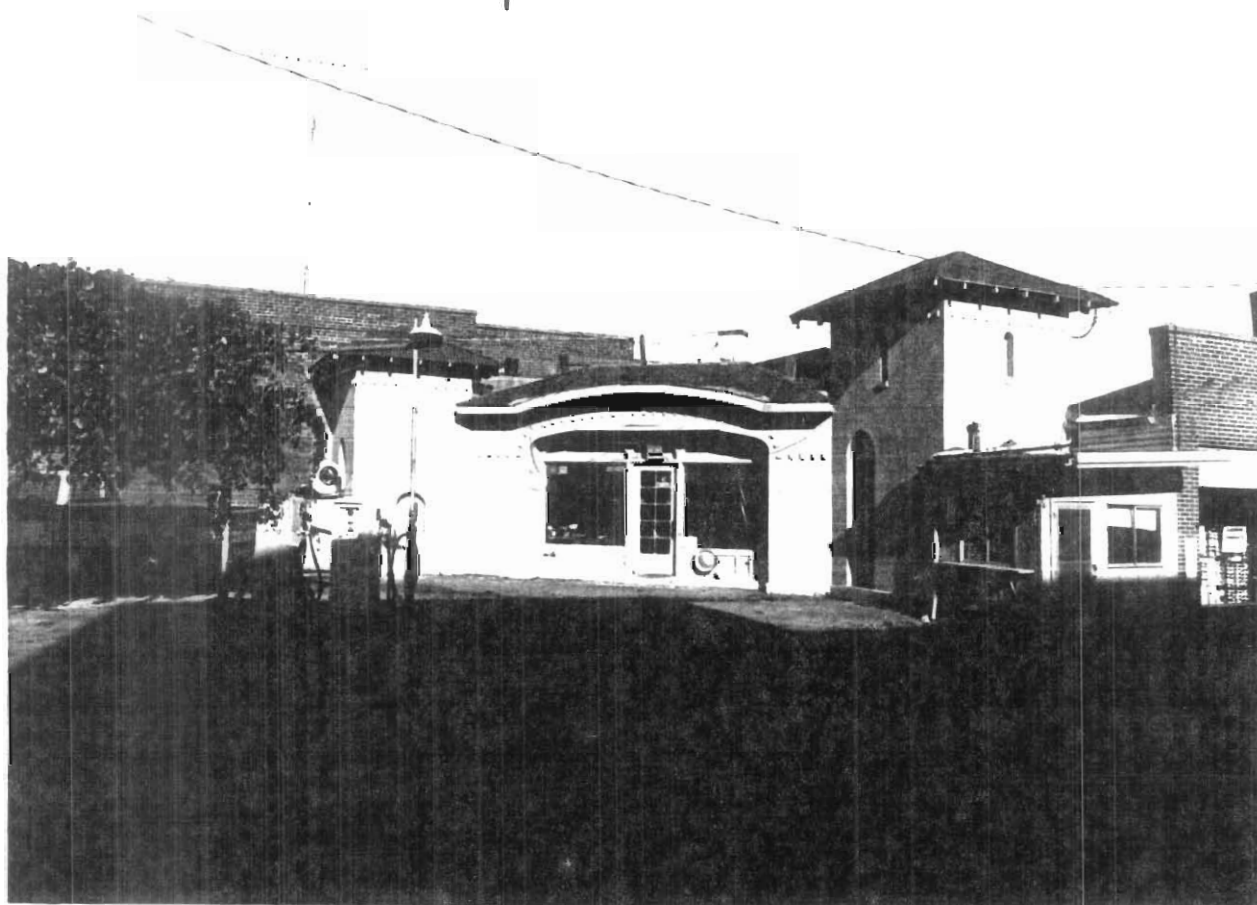
According to an undated anonymous handwritten manuscript entitled "The Area Known as Northtown," which is located in the HLC office, these thirteen families

FIGURE 1





FIGURE 4



Nineteenth Century

When Louisiana became American territory in 1803, American settlers were drawn to the area. One of the more colorful and famous was Moses Austin, founder of the American settlement in Texas, who mined for lead between 1800 and 1820 before going on to Texas. Madison County was organized from Ste. Genevieve and Cape Girardeau Counties in 1818 and named after President James Madison. Fredericktown was chosen county seat and was so named possibly after George Frederick Bollinger, a local hero of the War of 1812 or after Frederick Bates, who was in charge of land grants, or possible after Frederick the Great of Germany. (Shoemaker; Swartzlow; Skaggs)

Just as lead mining gave birth to Fredericktown, it continued as the major economic activity and the history of Fredericktown has always been closely aligned to the successes and failures of the mining industry. Interestingly the successes and failures of the lead mining industry have always been aligned to the occurrence of or expectation of war. Fredericktown mines supplied lead for the French and Indian War, Revolutionary War, War of 1812, Mexican War, Civil War, Spanish-American War, the two World Wars, and the conflict in Korea and Vietnam. Invariably, building spurts in Fredericktown coincide with periods of great international, or in the case of the Civil War, of national tensions.

Pre-Civil War

Fredericktown grew slowly with only about 300 inhabitants in 1836, but more rapid growth occurred in the late 1830s. In 1837 Lewis F. Linn, United States Senator from Missouri, became one of the owners of Mine La Motte. Linn traveled to Europe to explore the latest developments in mining technology and wrote two pamphlets while in London extolling the greatness of Missouri leadmining, specifically that at Mine La Motte. Upon returning, Linn drew plans for copper and lead furnaces of the most advanced kind and a call was sent out for additional copper and lead miners. From 1830 to 1849 more than \$1,000,000 worth of lead was produced at this mine. From 1845 to 1848 the profit from Copper mines alone amounted to \$150,000. Additional copper and lead mines were also established in other parts of Madison County as ore deposits were discovered. (Shoemaker) The 1840s and 1850s witnessed continued growth because of the continuing need for lead as the Mexican War ensued and tensions worsened between the North and South as the status of slavery had to be determined in the new territories acquired from Mexico. On October 21, 1861 a two hour battle of the Civil War engaging approximately 8000 soldiers was fought just south of the city.

Extant buildings from this era have been difficult to document because of a scarcity of pre-Civil War public records. However, local accounts along with building materials and style indicate evidence of several pre-Civil War structures within the survey areas. Perhaps the most significant of these and certainly the building with the most association with local folklore is the "livery stable" located just north of the Court Square. (See Figure 5) Although beneath the building no "caverns large enough for wagons to pass," which local lore insists was once true of the building, have been found, the rubble stone building appears to be at least as old as the 1840s date which most local residents associate with the structure.

Six I-Houses of pre-Civil War origin were identified. The two story structures all have end chimneys but vary in building materials from log structures located at 305 South Main (covered with clapboard) and the Nifong House of Highway 00 (covered with siding) to the handmade brick structures known as the Santee/Sabastian House on Highway 72, the Schulte-Skaggs Home on Highway 00, the Andrews-Walker House on South Main and the O'Brien House on Village Creek Road. (See Figure 6 & 7)

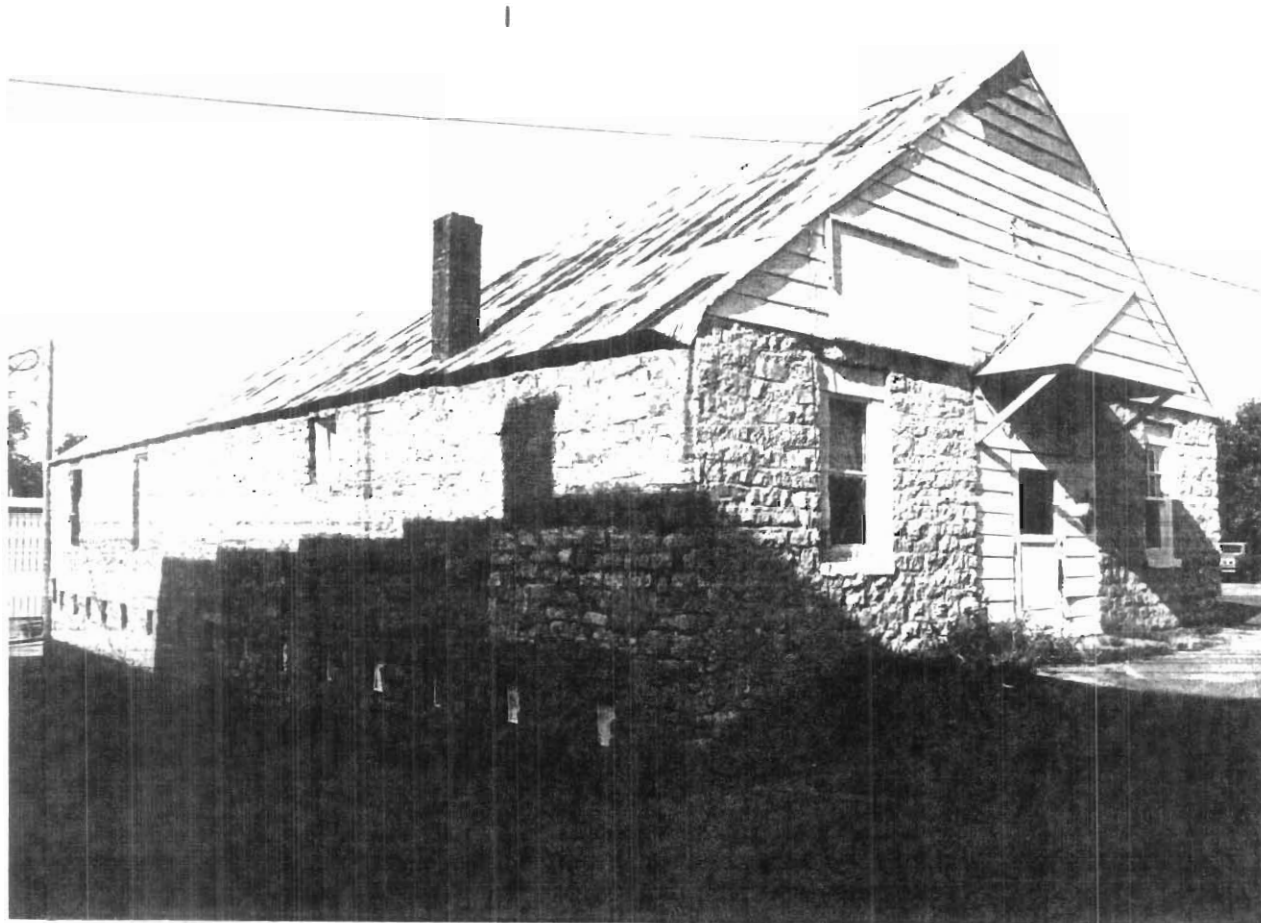
The I House served as a backdrop for other styles in Fredericktown as it did throughout the nation. Fine examples of Greek Revival and Federal style architecture can be seen among the I houses in Fredericktown. Greek Revival styles are evident in the Nifong House and the O'Brien house. (See Figure 8)

In addition to I houses, there were other two-story pre-Civil War homes. The Federal Styles are exemplified by the Polie Graham home constructed between 1830 and 1850 and the Deland House on South Main. (See Figure 9 & 10) A unique Italian Villa built 1850c still stands at 329 E. Mine La Motte. Although the craftsman style porch is a later addition, the original villa appears intact. (See Figure 11)

Three one-story buildings (Hall and Parlør referred to as side gable folk in survey sheets) of log construction possibly preceding the Civil War are located at 107 West College, 113 Saline and 221 South Main. A brick side gable folk with Greek Revival trim is located at 421 Mine La Motte. (See Figure 12)

The Cooper House, located on 133 North Main, which is a German style Hall and Parlør house may be closer to the 1860s (judging by the window design than 1850s) but the house is considered locally as a pre-Civil War building. It is the older of only two German style cottages in the survey area. The other at 188 East College may be about twenty years younger. (See Figure 13)

FIGURE 5



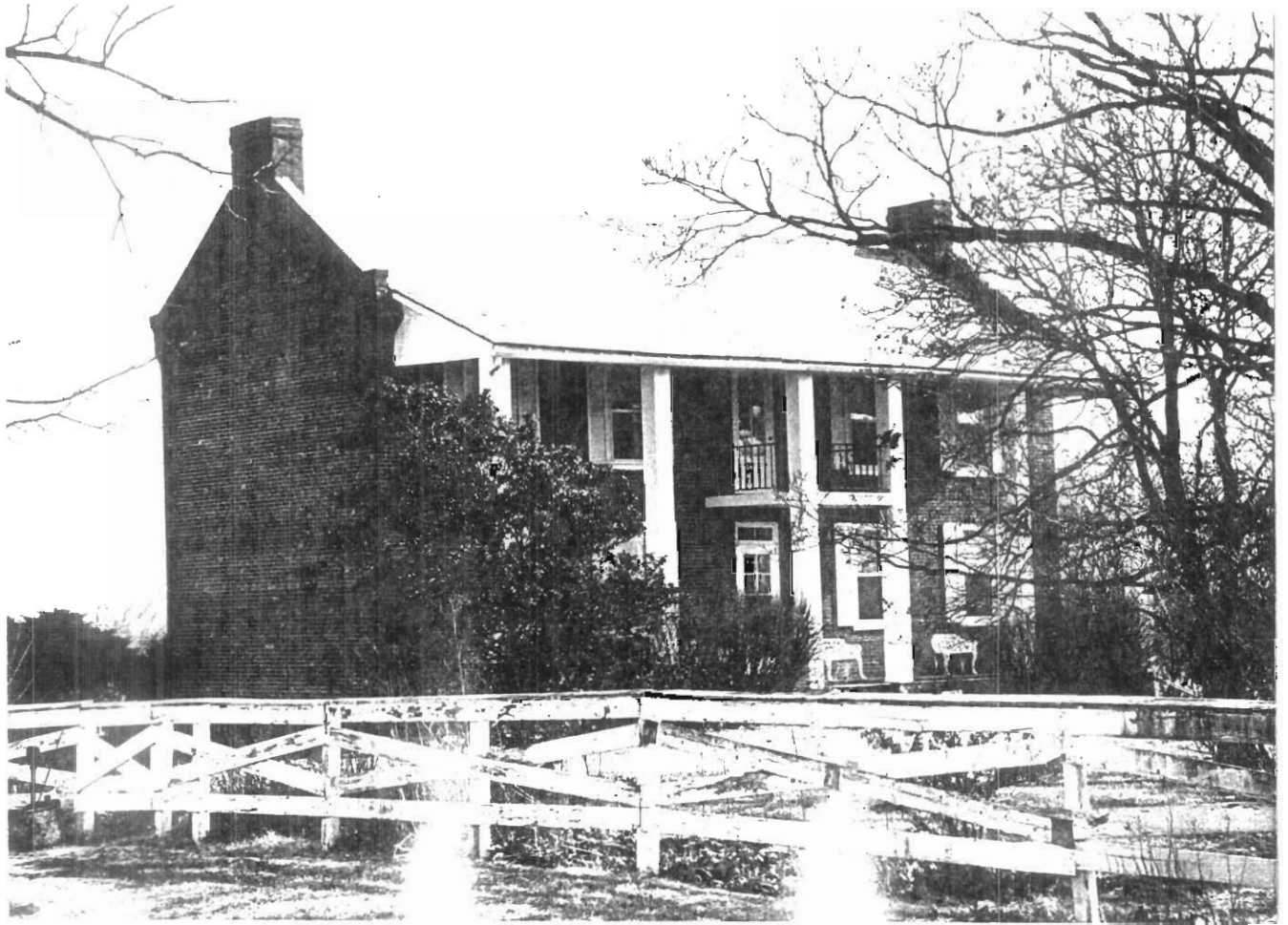


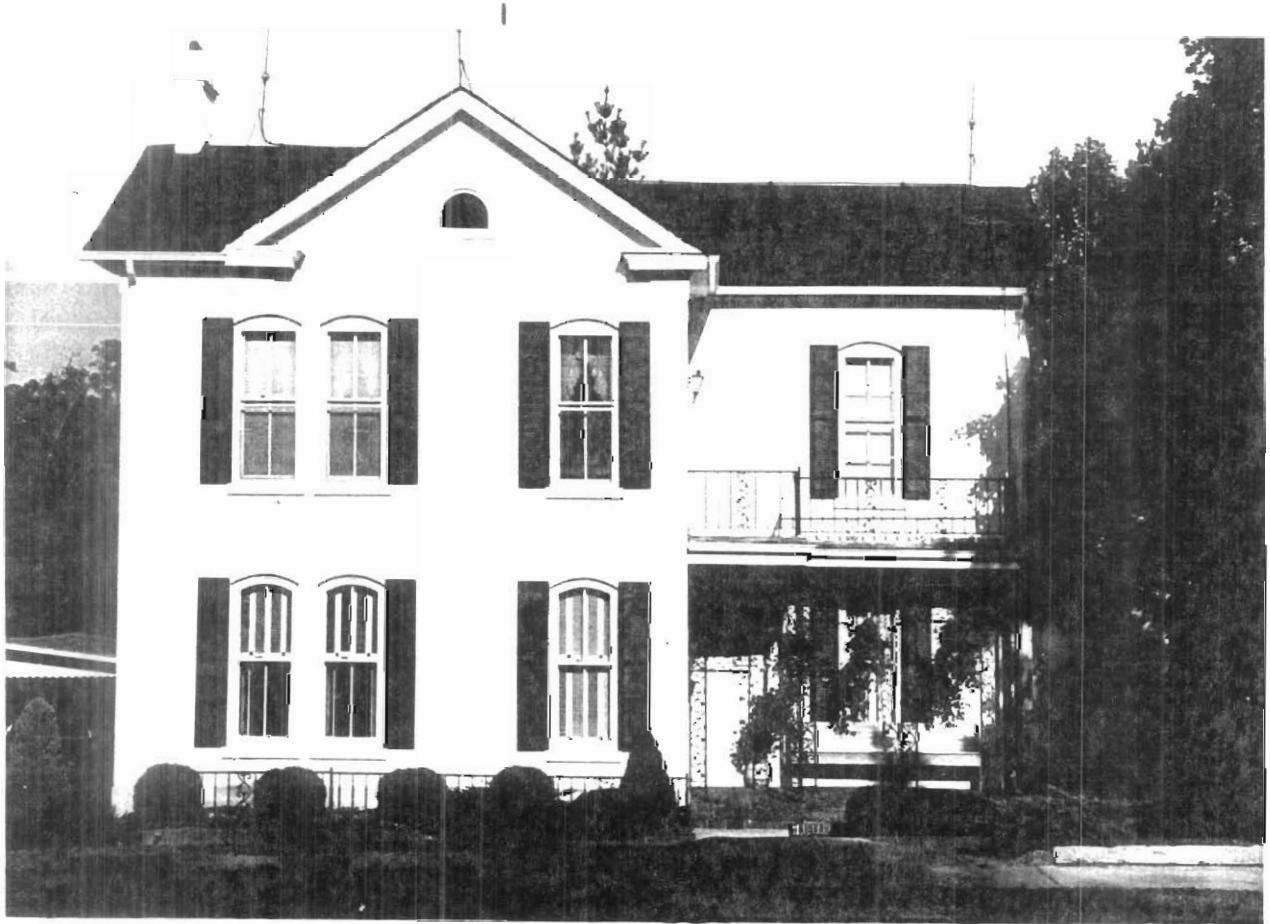
FIGURE 8



FIGURE 9



FIGURE 10



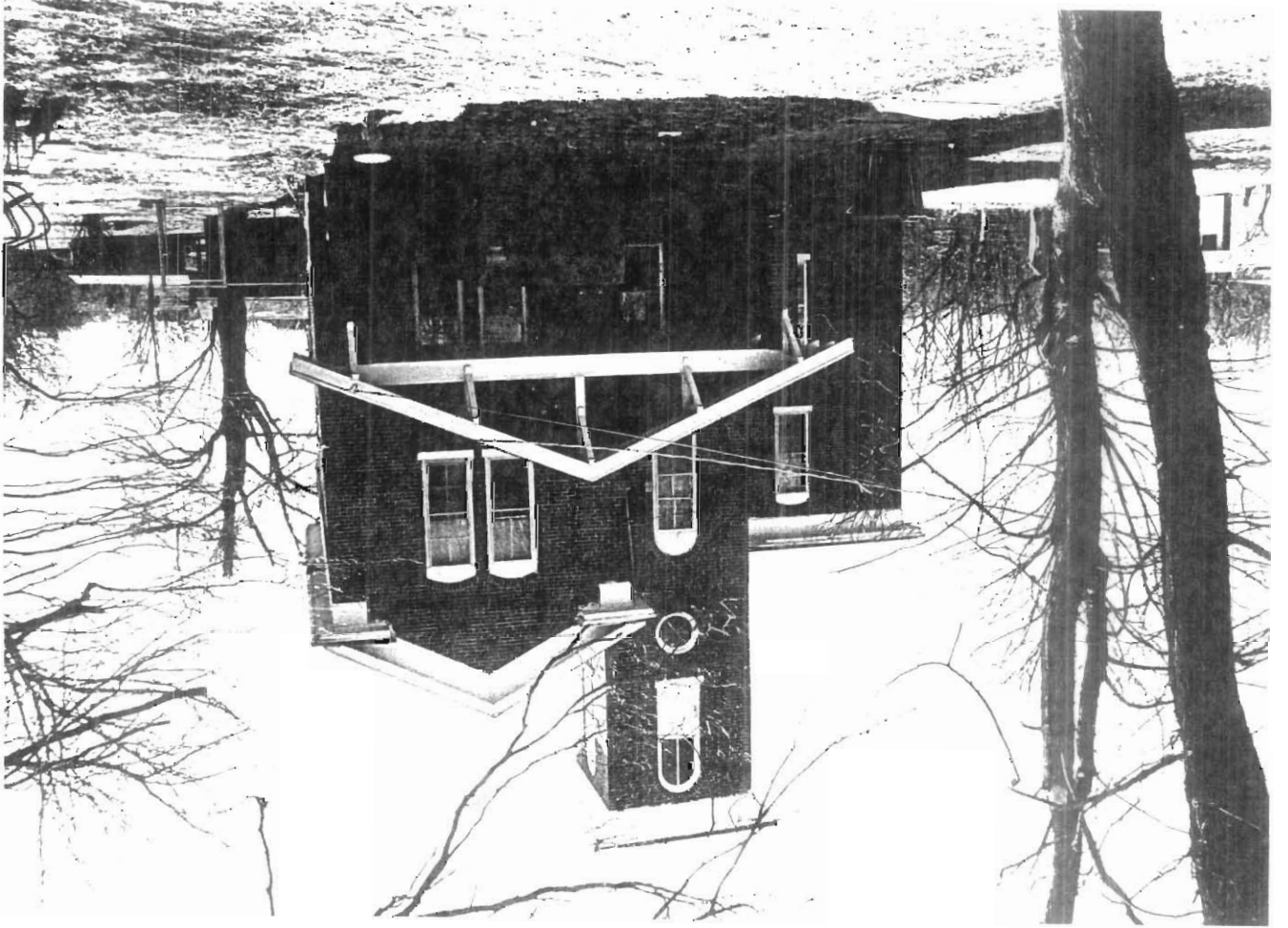


FIGURE 11

FIGURE 12



FIGURE 13



The two remaining pre-Civil War structures that were identified in the survey no longer maintain their original integrity.

Post-Civil War

After the war Fredericktown became the division point of the St. Louis, Iron Mountain and Southern Railroad. The first train arrived in 1869. Thomas Allen, the St. Louis owner of the railroad planned to establish the division point of the new railroad in Bollinger County but a committee of Fredericktown citizens persuaded him otherwise. The story goes that delay in iron track shipments from England delayed closing the gap in the railroad between Fredericktown and Belmont, so shops were located in Fredericktown. The town as well as the county grew rapidly after the building of the railroad and Fredericktown's establishment as the division point. Fredericktown, in fact, became a trading and shipping point for the region.

When the depot and tracks were located in the north part of town, Old St. Michael's Village was reborn as "Northtown". According to "The Area Known as Northtown" cited above, shops to repair the locomotives were built, a turntable to turn the engines was constructed, and a hotel and shops soon sprung into existence. At least two, maybe three flour mills, and a barrel factory were also built. Cross tie yards for supplying track also did a thriving business during this time. Northtown, in fact, was reborn a thriving center of industrial activity. Six trains daily arrived in the city.

A great deal of prospecting continued. Several iron mines were opened to supplement those of lead and copper. A few silver mines were also put into operation, but silver apparently never existed in large enough quantities to make the mines profitable. Marble was quarried at several places, and in the 1870s a company of St. Louis capitalists formed to develop what was hoped to be a rich tin ore site at Tin Mountain, about ten miles west of Fredericktown. Little investment was ever returned on the Tin Mountain site.

Lead production continued to increase in output and value, however, and additional mines continued to start up operations. According to Shoemaker in 1903 the Catherine, Mine La Motte, and the North American Lead companies produced more than \$300,000 worth of lead with nickel cobalt and copper valued at nearly \$250,000. The mining boom would last until the 1950s.

In terms of the survey, it is significant to realize that Fredericktown was not the only bustling city in the nearby region. The community of Mine La Motte was also thriving. A railroad station known as Lead Station was

established near the mines and the town. An eastern capitalist by the name of Roland Hazard, purchased the mine and initiated modern drilling methods. Twenty-five thousand acres were surveyed and the town was laid out with marked streets. The original plat map shows a town of twenty-five blocks. The town of Mine La Motte sported a hotel, butcher shop, company store, shoe cobbler, a Lodge Hall and other shops. In the 1880s Mine La Motte had only a few hundred less residents than Fredericktown, and was the principal supplier of nickel for coins made at the United States Mint in Philadelphia. (This information is taken from an anonymous, undated, typed, manuscript housed in the HLC office).

The bustling "metropolises" of Northtown and Mine La Motte were fairly shortlived. Sadly, not much of the architecture reflecting these booming times survived. The miners' houses that were specifically built around the mines by these operators were frame, and according to local residents, began disappearing around the 1920s and 30s, more from neglect than plan. However, some structures of this era do survive in Northtown and along the major routes in and out of the towns.

One significant surviving structure is the Old Depot built in the 1870s immediately following the arrival of the first trains. It was in use until the "new" one was constructed a short distance away in 1915 which is also still standing. (See Figures 14 and 15)

In Mine La Motte on Highway 00 stands another structure associated with this boom era. An 1870s I House with the gable end toward the road stands today. It was originally owned by the mining company and according to local sources, was board and batten painted red. The battens were eventually removed when asphalt roll siding was added. The color "red" was associated with all mining property according to local people. The house may well precede the mining company's ownership since the current owner states that the house is nailed together with handwrought nails. The floor plan was originally 3 rooms up and down and remains so today. A dance hall was upstairs at one time. The structure was owned by mining companies up until the 1940s. (See Figure 16)

Another 1870s I House and a foursquare remain on Highway 00. The former was owned by the Mining Company and housed the post office. The foursquare (See Figure 17) was owned by John Hawn a Civil War veteran who worked the mines. His son, John Jr. was a supervisor at the mines. Local residents described this house as the "fancy type owned by mine bosses."

FIGURE 14

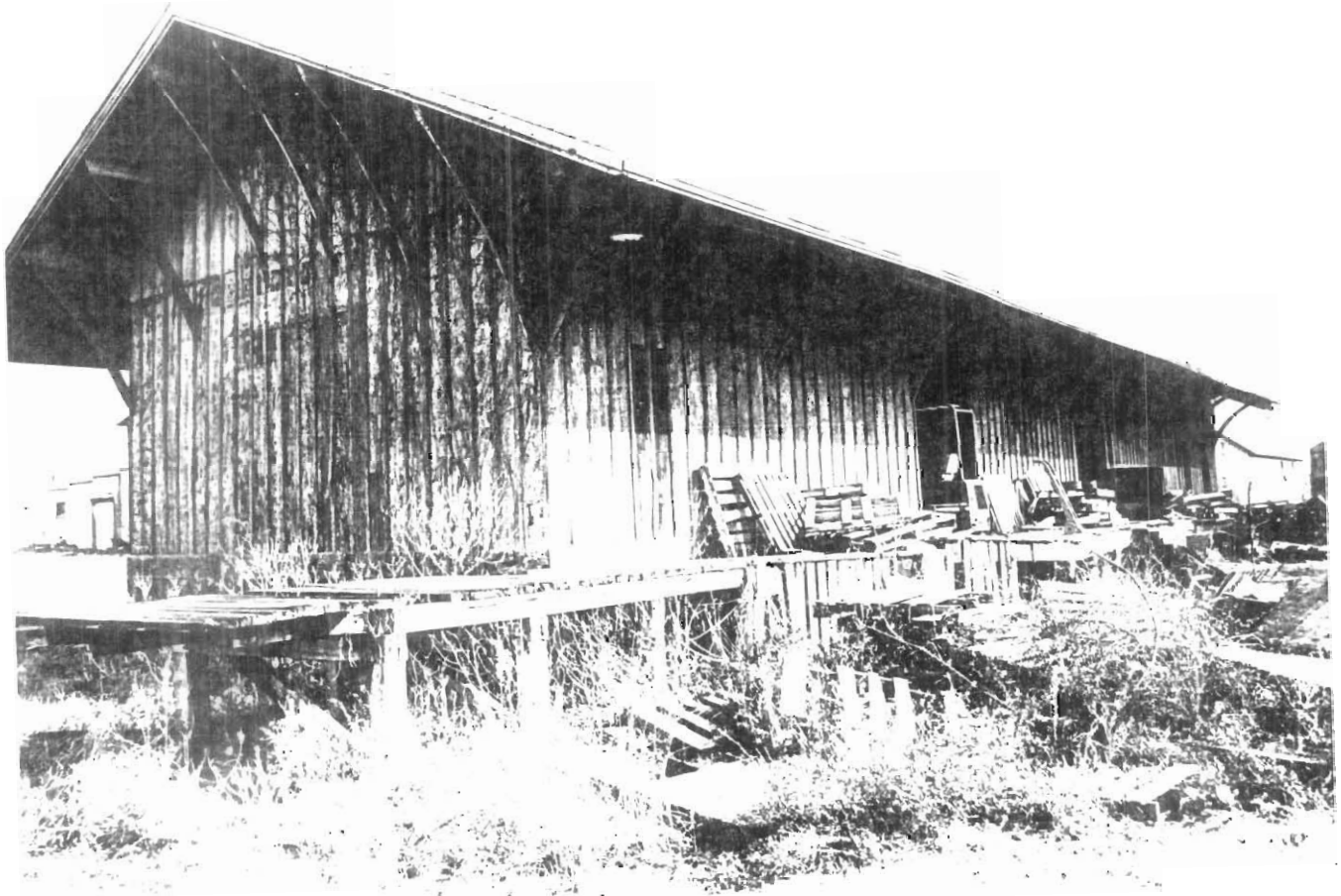
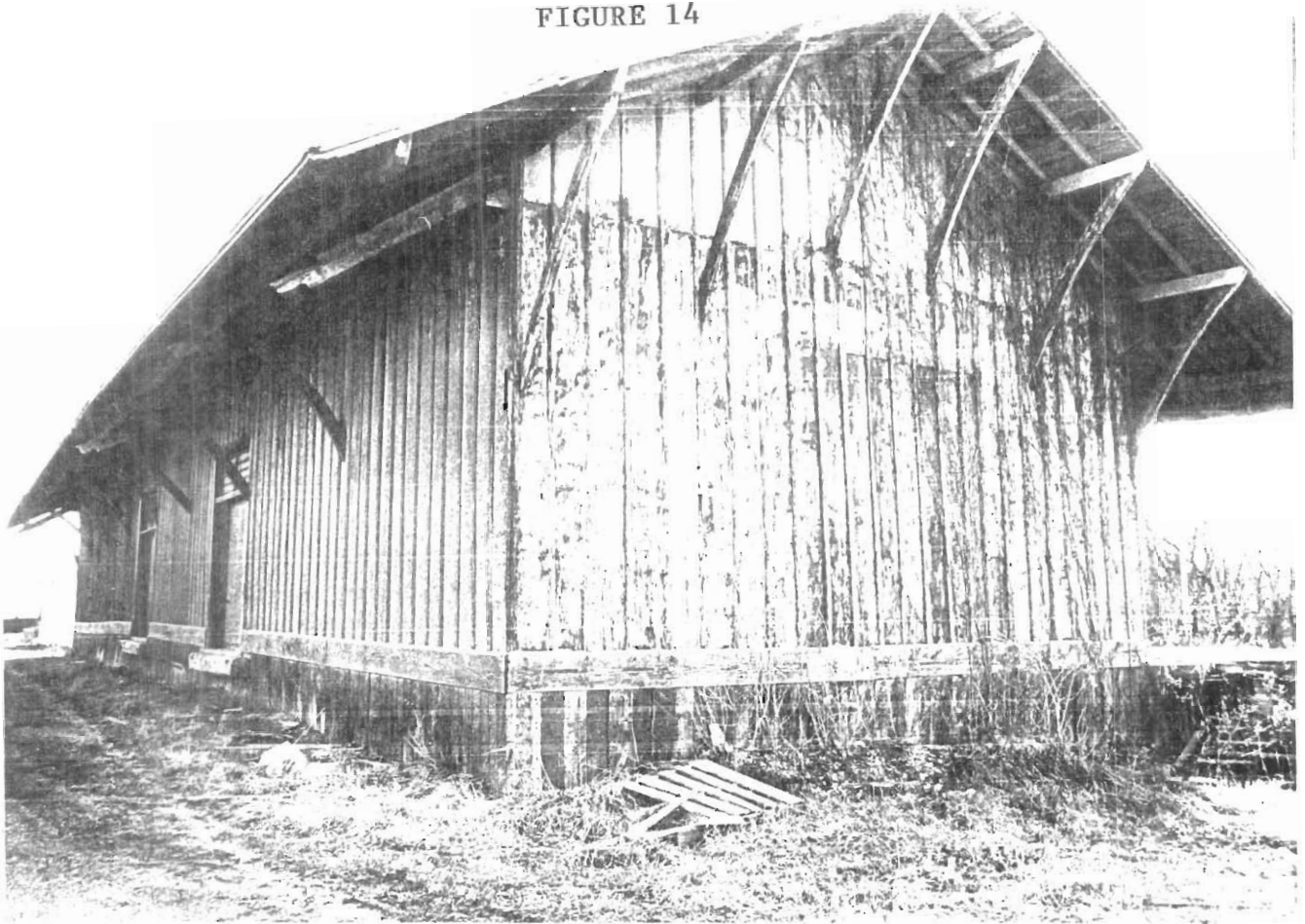


FIGURE 15

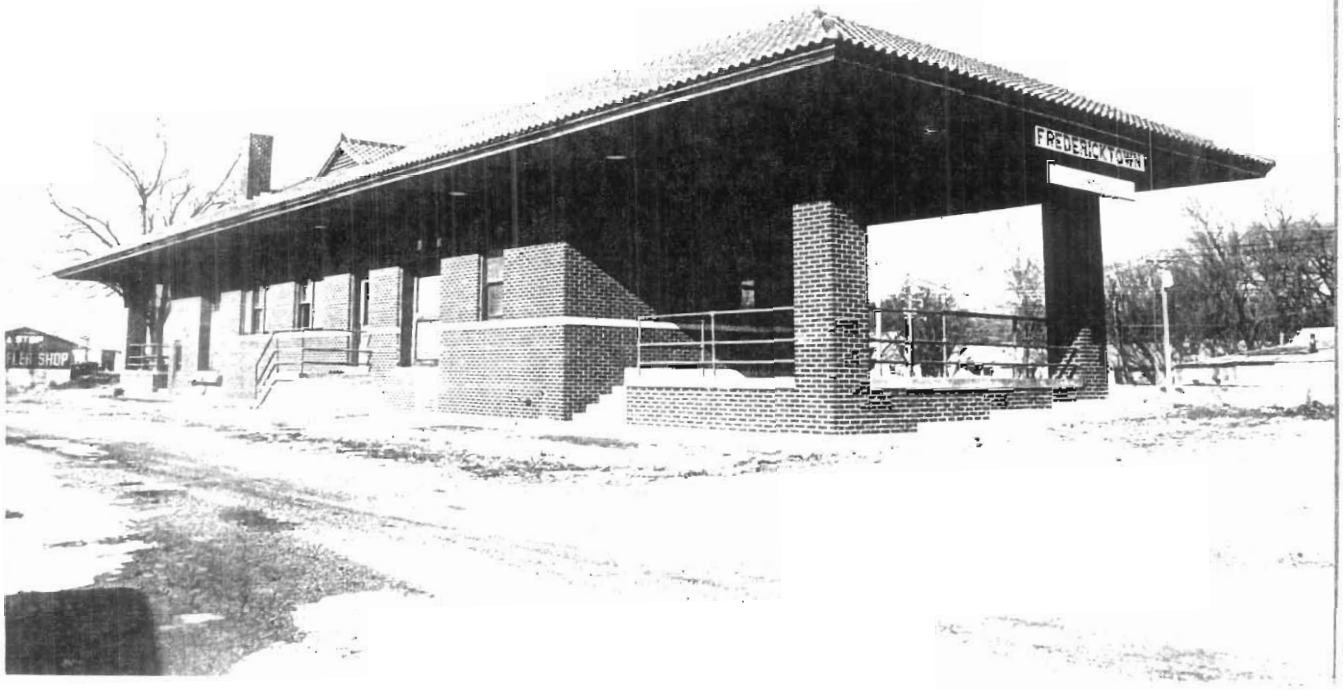


FIGURE 16



FIGURE 17



While residential structures from this era are few, several downtown commercial buildings in Fredericktown proper were constructed during this post war period when not only Fredericktown but the entire nation was experiencing an economic revolution. At least two downtown hotels, for example, were built shortly after the arrival of the railroad. However, most of this downtown building was of wood construction and was destroyed by fire. John Skaggs, a local resident and historian states, in fact, "at one time or another, all the buildings around the square were burned at least once, and some two or more times."

The wood frame Courthouse, for example, no longer stands because (though not burned) it was demolished and the present one built in 1900. Because of the proximity to the turn of the century and the association with twentieth century events, the downtown structures are placed within that transitional context rather than the post-Civil War era.

In addition to the no longer extant frame commercial buildings downtown, between 1860 and 1890 folk houses were constructed with most of them being side gable folk or T or L shapes. Some of these still stand on South Maple and College. (These types will be discussed with twentieth century folk houses below.)

The real boom in houses in Fredericktown occurred closer to the turn of the century in the 1890s when the martial spirit fed by such individuals as Theodore Roosevelt and Alfred Thayer Mahan led the United States into a war with Spain in 1898. The threat of this war dominated the decade as the United States sought to establish itself among the more powerful nations of the world, and, therefore, lead mining underwent a boom period.

The purest example of extant stick style architecture was built during this decade and stands at 608 South Main Street. (See Figure 18) A vernacular Gothic style relying on two front gables for its stylistic elements was built at 612 South Main. (See Figure 19) Several Queen Annes were built with vernacular variations. Fredericktown Queen Anne often does not exhibit the polychromatic exterior that is usually characteristic of this style, but instead is frequently frame covered with clapboard or all brick. The shape tends to be the distinguishing characteristic locally. An exception to this monochromatic tendency appears in the so called zipper or Railroad House at 209 West Marvin. (See Figure 20)

FIGURE 18



FIGURE 19



FIGURE 20



This "high style" Queen Anne proliferated just before the turn of the century, and continued into the early 1900s. (See Figures 21-25 for examples of variation of this style.) Perhaps the most unique which might be more accurately labeled East Lake style is the Thost Home at 714 S. Maple Street. Local lore insists that this was the second such house. In 1892, exactly one day before the family was to move in, the uninsured structure burned. Mr. Thost rebuilt an exact replica. It was sold to another family in 1905 and has remained in that family since. (See Figure 26) Other variations of the Queen Anne style which exhibit Moorish architectural elements are located on West Marvin. One of these is built of concrete blocks. (See Figures 27 and 28) More modest versions of vernacular type "high styles" were frame with a few sporting East Lake trim. Those at 107 Marchall, 307 West College, 111 West College, 225 East Main, 129 Mine La Motte, 119 Mine La Motte and the much altered Hansmann Funeral Home at 207 West Main fit into this category. (See Figure 29 for an example.)

A one-story version of the Queen Anne styles (referred to in the survey as a Queen Anne Cottage) also appeared during this time. Examples are located at 800 South Main and 601 Buford. (See Figure 30 & 31)

Commercial Style Architecture

As already stated Fredericktown's business district was originally mostly frame structures and nature played havoc with the nineteenth century town. The courthouse is itself the best example of this dilemma. The original frame courthouse constructed in 1821 was demolished and replaced in 1900 with the present Theodore Link designed brick Romanesque structure, described as "the pride of the people of Madison County." (See Figure 32)

The town square was replaced with brick buildings just as was the frame courthouse. The large majority of those buildings still standing along the axis of the courthouse were constructed between 1880 and 1910 and are mostly two-part commercial block with only an occasional one-part commercial block. There are only two exceptions: a modern gas station presently stands at the northwest corner of the square and one building on the south side of East Main has lost its integrity through modernization. Although store fronts have been modified in others, the decorative brick cornices - some with heavy machicolation such as the Jones Brothers building on East Main (See Figure 33), and others with more modest dentilation like that decorating the Ben Franklin store on the same street (See Figure 34) have been retained and the arched windows with radiating voussoirs are still intact. The most common type of decorative trim is Italianate but Romanesque features also appear. (See Figure 35) Very little alteration has been done to the upper stories of Fredericktown's commercial buildings.



FIGURE 23 & 24



FIGURE 25



FIGURE 26



FIGURE 27 & 28



FIGURE 29



FIGURE 30



FIGURE 31



FIGURE 32

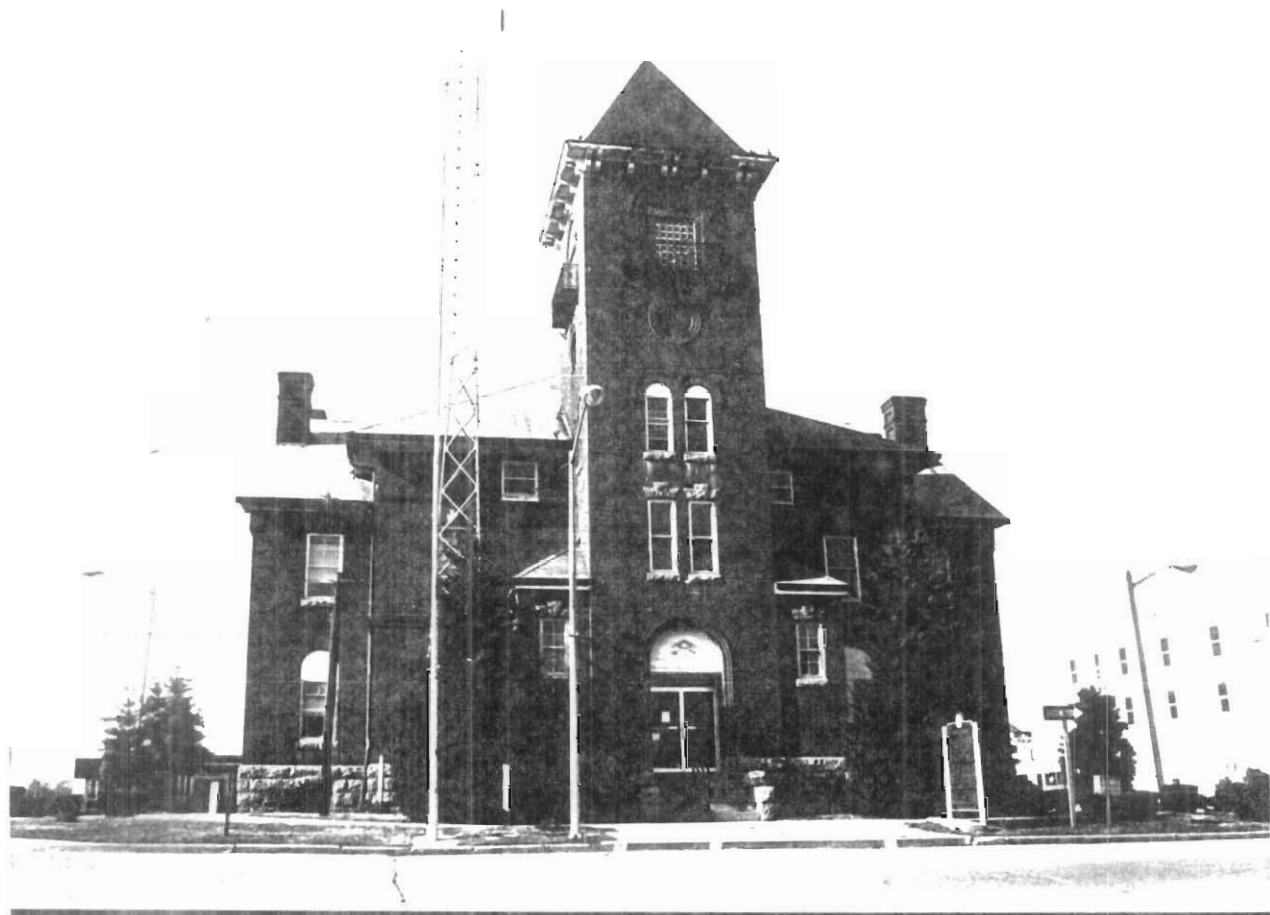


FIGURE 33



FIGURE 34 & 35



Buildings constructed later in the 1920s and 1930s are also well represented in the business district. Excellent examples of art deco architecture survive such as that housing Sears and Miller Insurance on the square. (See Figure 36) Sheets Motor Company on South Mine La Motte is another example of the style (See Figure 37) as well as the Sonderman Theatre. The Post Office is perhaps the most unique of the art deco buildings. It is "art deco" only with its decorative element. The fast moving pace of the machine age is symbolized on Fredericktown's Post Office by airplane propeller designs molded into the concrete of the front facade. (See Figure 38)

Twentieth Century

As the new century emerged amid international tensions, the arms race soared and Fredericktown's economy boomed. Madison County's population was greater in 1900 than at any other time. As already discussed many commercial buildings in the business district sprang from this era.

By 1903 the Catherine Mine which opened in 1899 was in full swing and Fredericktown had an \$8,000 public school building, electric lights, a telephone system, more than 100 business firms, an opera house, Marvin College and had just completed the new courthouse (See above) at a cost of \$22,000. Fredericktown was reincorporated as a third class city in 1903. (Shoemaker)

Local housing also increased by large numbers. Between 1900 and 1930 over 200 houses (207 survey sheets to be exact or 38% of the survey) were constructed. Although Queen Annes and I Houses continued to be built, the vast majority were the simpler folk styles: side gable folk, L and T shapes, and pyramidal.

National Folk Housing

National folk housing spread across America during the last half of the nineteenth century as railroads spread across the nation. Modest dwellings were no longer restricted to strictly local building materials. The balloon frames sheathed with clapboard could be shipped anywhere in the country. In Fredericktown, this began in the 1870s with the arrival of the railroads and lumberyards.

Folk housing are defined by their plain form and roof shape. Rarely do these simple houses have any form of decoration and were usually built by the working class for modest sums of money.

Although the most common folk styles found in Fredericktown appeared throughout the nineteenth century, those still standing with very few exceptions are twentieth century structures. As mentioned previously

FIGURE 36



FIGURE 37



FIGURE 38



the housing built by mining companies on mining property, frequently painted red, have disappeared. However, the majority of the extant houses in Northtown were built around 1900 for working class people--mostly miners, but also for craftsmen, such as carpenters, painters and mechanics, along with laborers for the timber and railroad industries. Many of these dot the landscape throughout the city south of Saline Creek as well. These types of housing were constructed throughout the 1920s but basically, the building boom came to an end when the World War I era screeched to a halt as the Great Depression of 1929 occurred.

By far the most common type of housing in Fredericktown is the side gable folk (hall-and-parlor). Eighty-six of these constructed between 1890 and 1929 were identified in the survey. (Note that this 86 is of 207 total constructions during this time period.) The majority of these are clustered in Northtown and on East College and are recognized locally as miners' housing.

Several variations of this simple folk house are evident in Fredericktown. Although roof types and chimney placement varies, most of the variations rely on the spacing in the front facade fenestration pattern or on the decorative trim which has often been a later addition. The double pen mirror image (See Figure 39-43) is still prevalent but rapidly disappearing because of the tendency to cover one of the front doors over as new siding is added to the houses. (See Figure 44-48)

The single door is more common now because of the alterations made to the original double door styles--however, many were originally the single door type. (See Figures 49-52)

The decorative trim on the house provide variations and often a quaintness otherwise lacking. Eastlake trim is a common addition. (See Figure 53 & 54) Craftsman style porches are also fairly common. (See Figure 55 & 56) Porch styles also account for variations as the past examples indicate. Whether the porch is integrated or detached or whether it is full width determines the total look. There are also interesting variations with front facing porch gables occurring within the style. (See Figures 57-59)

In addition to the side gable folk, another common folk style is the gable front L or T shape houses. These are not as endangered as the side gable folk and are, in fact, for the most part well kept middle class housing. Approximately fifty of the surveyed structures fit into this category of folk type. (See Figures 60-62) Like that exemplified by the decorative side gable folk houses, glimpses of prosperity for blue collar working people can be seen when these folk houses began sporting



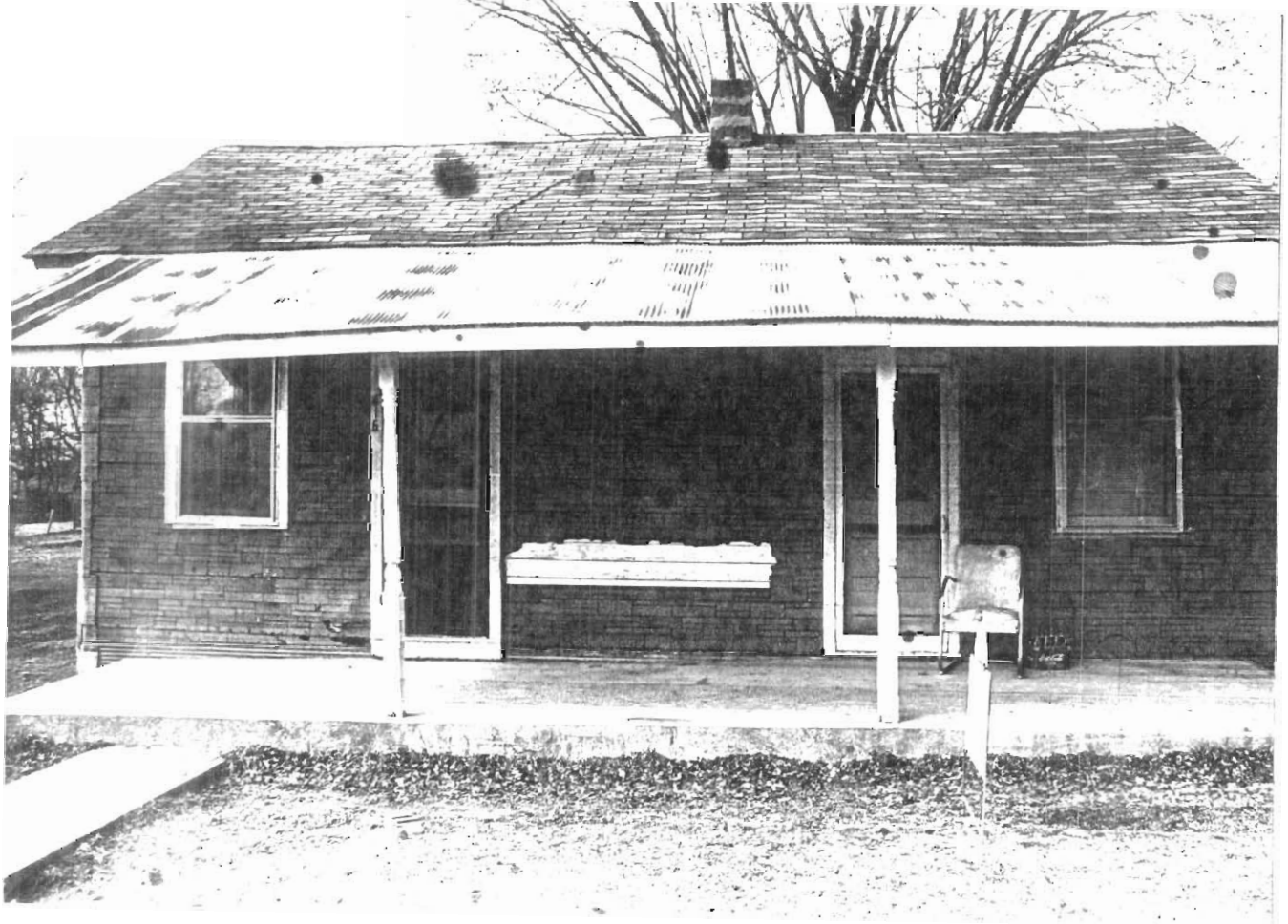


FIGURE 43





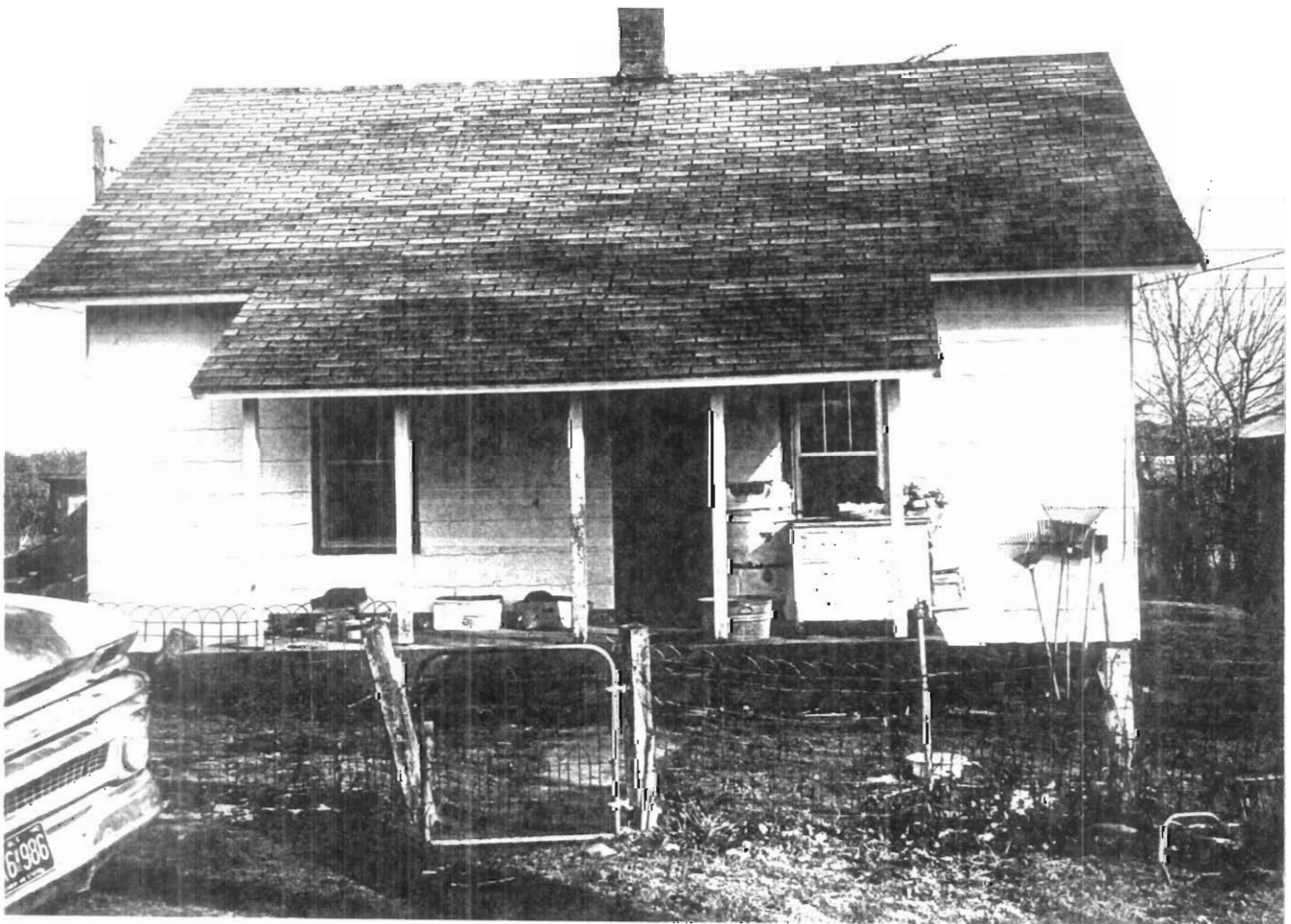


FIGURE 48

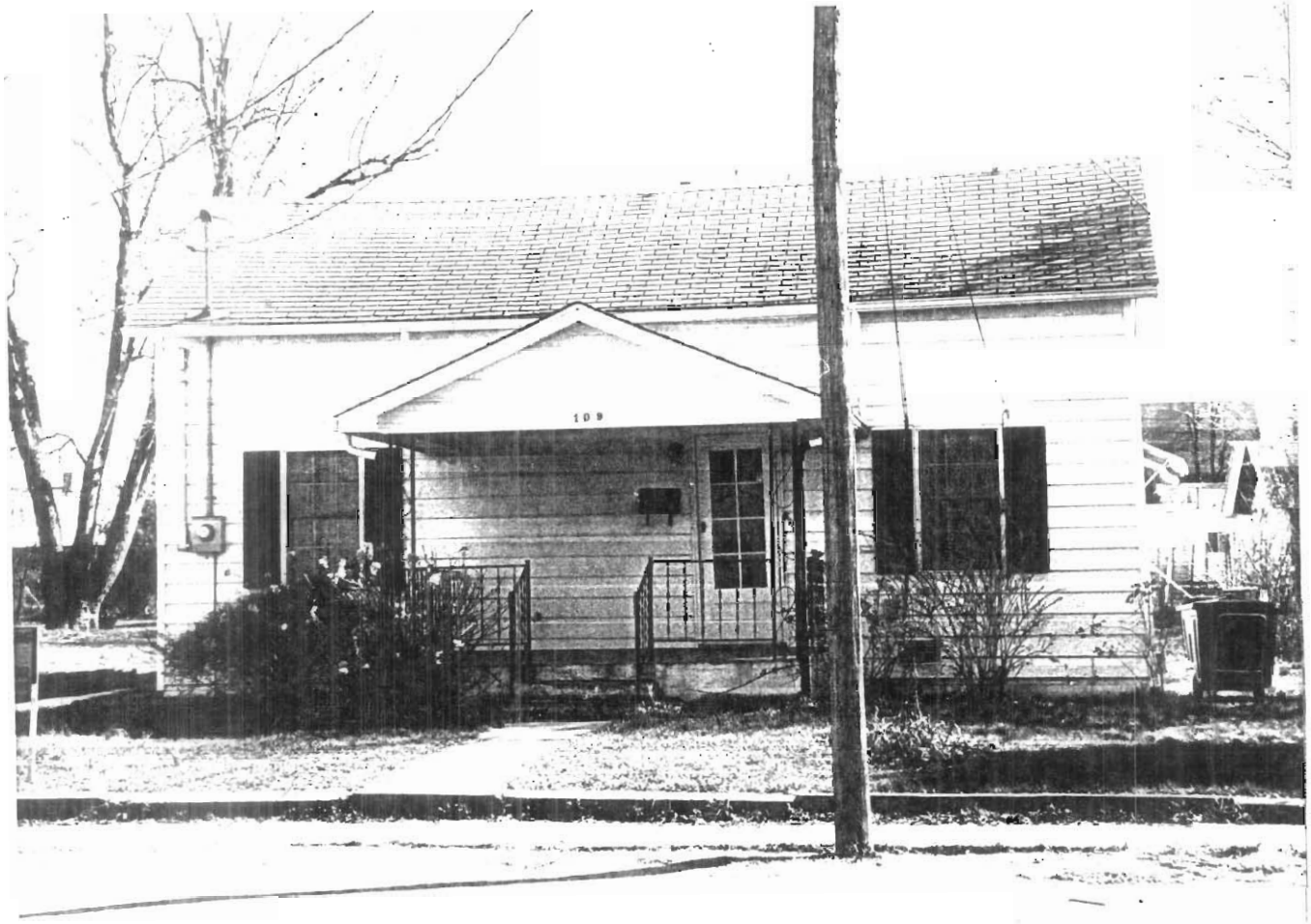


FIGURE 49



FIGURE 50

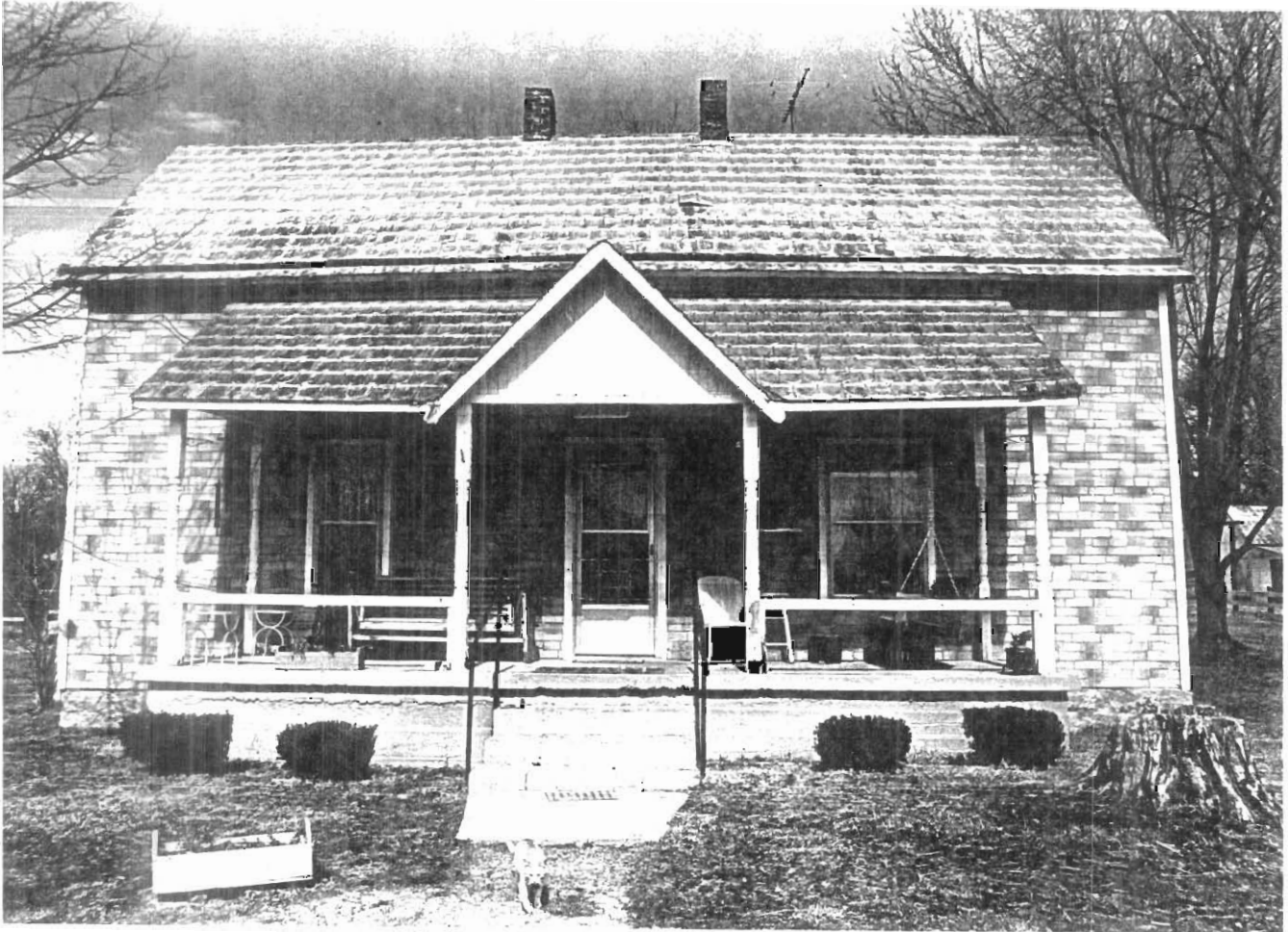


FIGURE 51



FIGURE 52

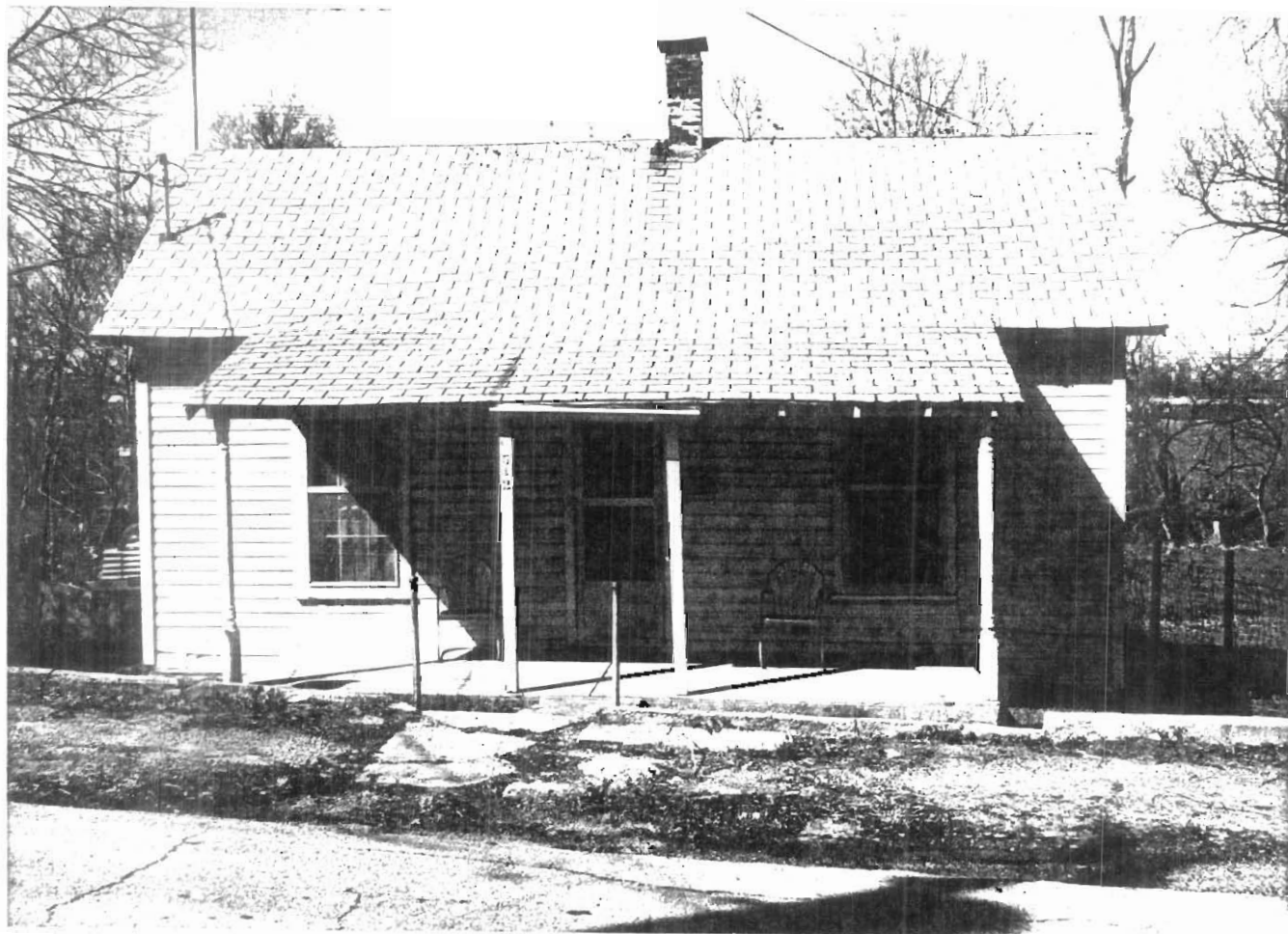


FIGURE 53



FIGURE 54



FIGURE 55



FIGURE 56



FIGURE 57



FIGURE 58



FIGURE 59



FIGURE 60



FIGURE 61



FIGURE 62



fancy wood trim. Houses at 210 Maple, 304 South Mine La Motte, 306 South Mine La Motte, 112 Saline, 402 East College and 109 Saline are examples of folk housing experiencing modern technology.

The Gable-front folk style evolved further into a "fancier" style with their front gables chamfered at the corners so as to mimic large bay windows, usually with decorative trim on the gable and eaves. (This Victorian cottage is labeled Princess Anne on the survey sheets.) These appear throughout the survey but especially on Kelly and Villar streets in Northtown and on Saline and College streets. They can be dated between 1900 and 1915 and are excellent examples of World War I prosperity. (See Figures 63-65) There were 17 of these identified within the survey areas, with one brick example at 110 Saline.

Other folk housing such as the pyramidal (See Figure 66) and the rectangular front facing gable appear in Fredericktown, but in much smaller numbers (less than a dozen). Only one possible "shotgun" was identified but little history of the building is known. (See Figure 67) The two room wide front gable type is more common. (See Figure 68) This folk style emerged later in the 1920s, 30s, 40s as the craftsman style and flourished in Fredericktown, as it did throughout the nation. (See below)

Major losses of integrity which all styles of these folk houses have suffered are either from the addition of modern siding or the addition of an enclosed front porch. The side gable and L or T have especially been vulnerable to this in Fredericktown.

Craftsman & Tudor Styles

Another style, certainly not unique to Fredericktown, was the craftsman style of design. The smaller front facing gable style with a porch having columns on pillars proliferated, along with the side gable Bungalows usually with large front porches. (These are labeled craftsman and bungalow respectively on survey sheets.) They appeared in the teens and continued to be popular styles throughout the 1930s. Representative examples of the craftsman design are: 106 Marshal, 107 Maple, 301 South Main, 310 Saline and 305 South Mine La Motte. The larger bungalows are also plentiful with good examples located at 219 South Main, 304 South Main, 310 South Main, 204 West Main and 208 East College. A granite variation of the bungalow is located on 210 East College. An excellent "pattern book" example of a prairie style bungalow is located at 210 South Main. (See Figures 69-71)

FIGURE 63



FIGURE 64



FIGURE 65

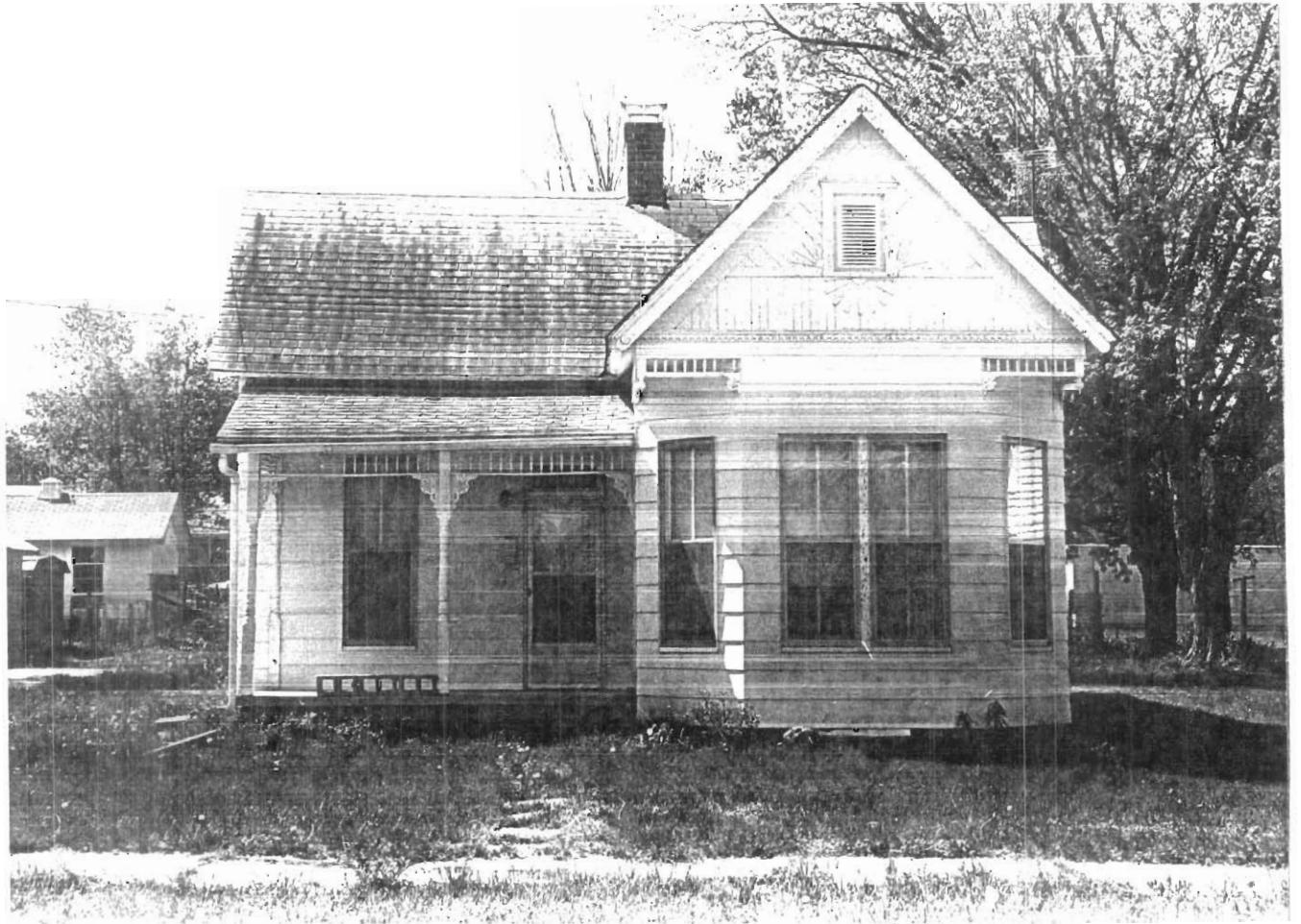


FIGURE 66

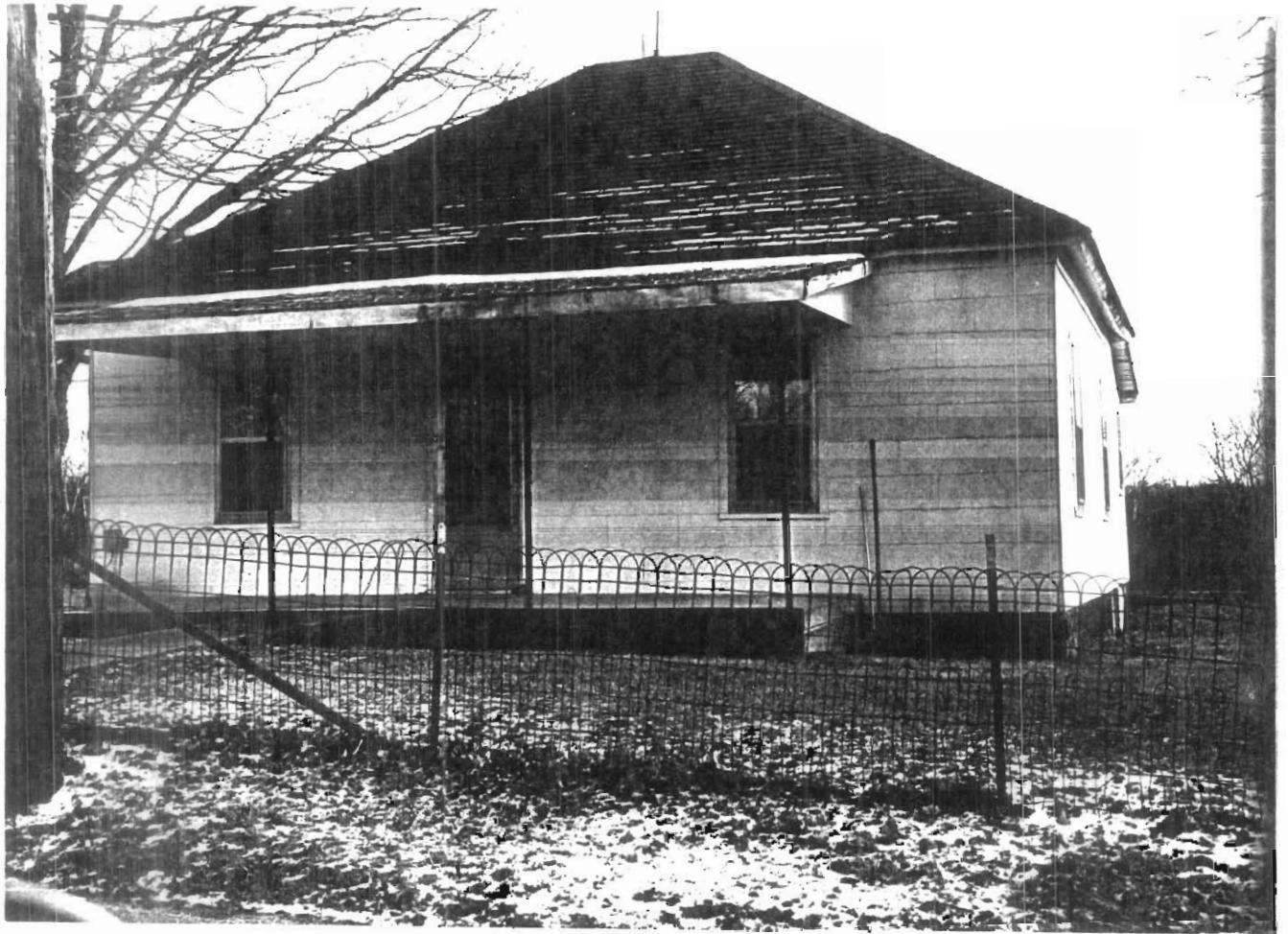


FIGURE 67



FIGURE 68

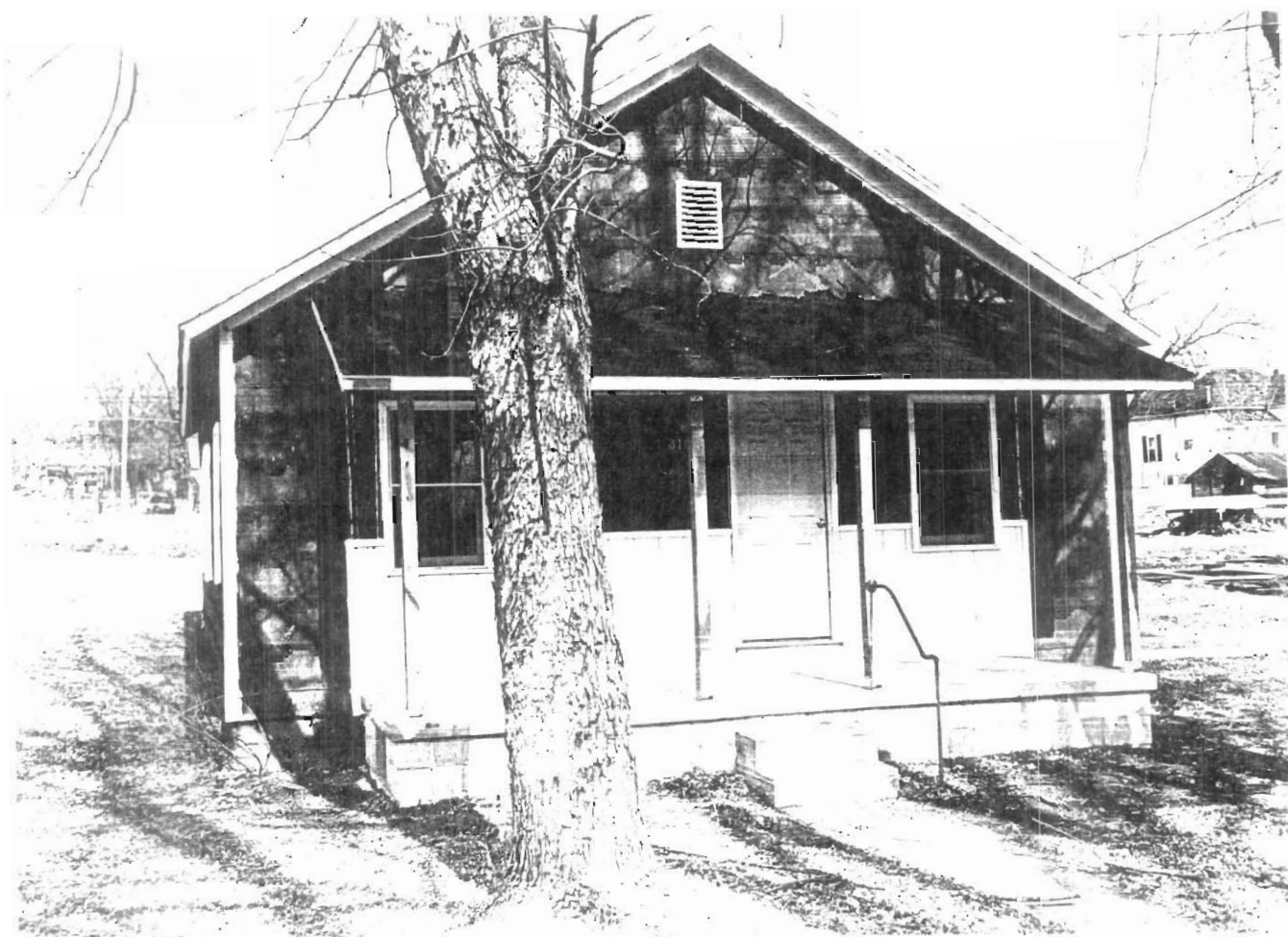


FIGURE 69 & 70



FIGURE 71



Fredericktown's World War I boom time lapsed during the 1930s as did building throughout the nation. Other than the commercial art deco already referred to, the only new style of building introduced in Fredericktown between World War I and World War II was a vernacular style of Tudor architecture. Beginning in 1928 and spanning the next decade, the craftsman style gave way to steep multiple front facing gables with curved doors and often with a flair on one side of the porch roof. Examples are located at 217 South Main, 407 South Main, 308 South Main, 207 West Main, 300 Saline, 200 Newberry and 312 High. (See Figures 72 & 73)

School Architecture

Only one school was included in the survey. The 1925 brick rectangular hipped building replaced the former frame school and is no longer in use. The building itself does not appear to possess architectural significance.

World War II Era

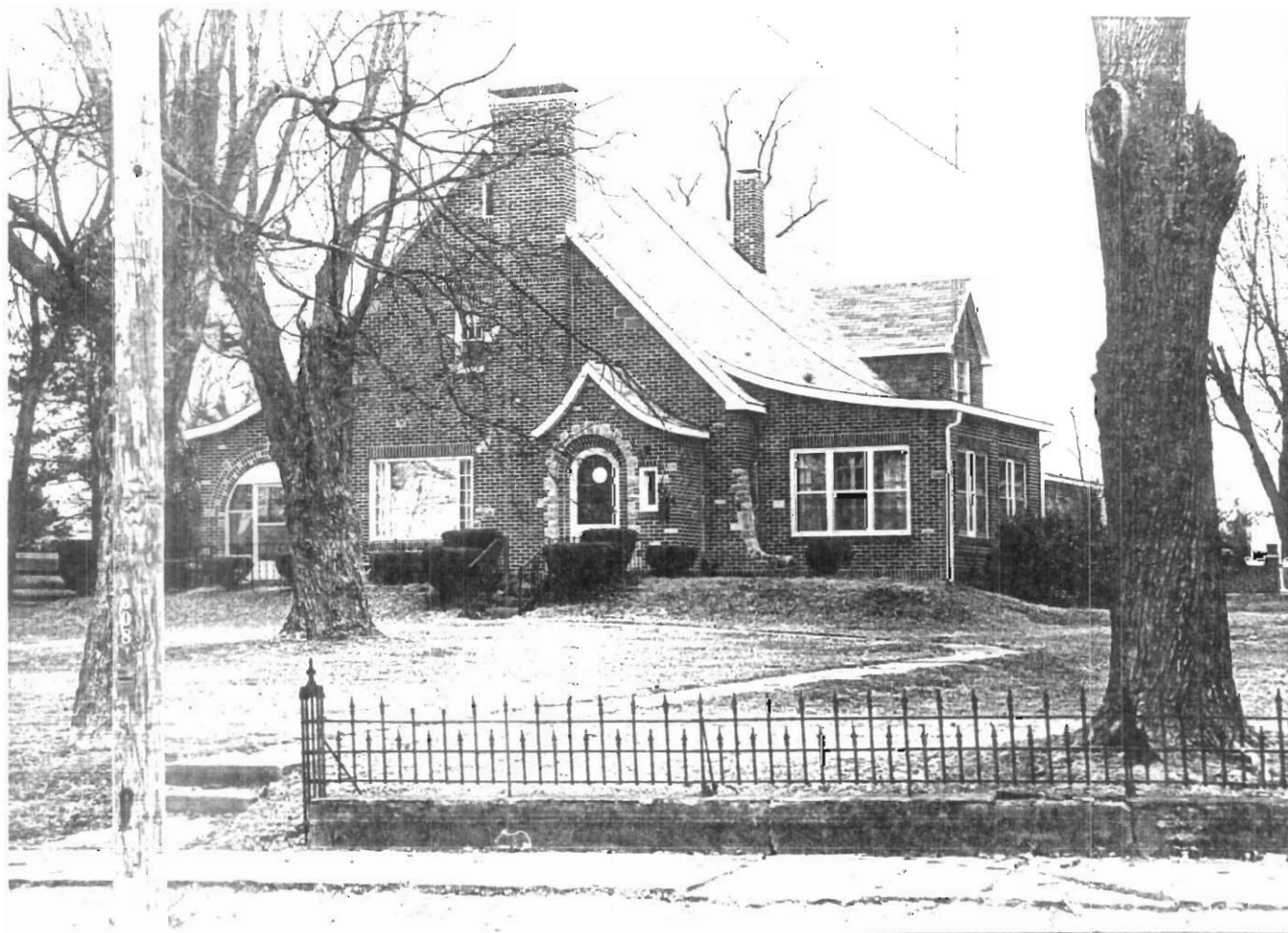
The 1940s was a war decade, and true to Fredericktown's historic pattern, increased building once again occurred. The modern ranch style began to dominate with both frame and brick used for construction. About fifty houses were constructed in the survey area during this decade.

One group of brick cottages are especially linked to Fredericktown's mining interest. Fifteen identical houses, except for shutter designs, were built in 1943 by a three member St. Louis Corporation known as Fredericktown Homes, Inc. on what was known as College Hill. Although it was assumed locally that these houses were built for miners housing by the National Lead Mining Co., research does not substantiate that the Corporation was a part of the mining company. The buildings were constructed with brick veneer over clay tile building blocks.

This is the most recognizable intact neighborhood of miners houses in the survey area and is greatly symbolic of the World War II era. (See Figure 74 & 75)

Post World War II

About 19% of the survey houses were post World War II buildings. Most of these are clustered along Hazel Drive, Westside Drive and West College, were built in the 1960s, and are ranch style in design. These will no doubt be considered historic Vietnam era housing to future generations.





Ecclesiastical Architecture

The survey area included 11 functioning churches ranging in date of construction from 1879 to 1968. Ecclesiastical Romanesque appears most often with beautiful brick examples being the Methodist Church (1879, 1903), the First Baptist Church (1895), and the First Christian Church (1909). A granite version of vernacular Romanesque style is the Free Will Baptist on North Main. St. Michael's (1927), also constructed of granite, is the more traditional Gothic style of church architecture with a central square tower flanked by hexagonal towers. More modest versions of this traditional style are the Lutheran Church (1924) and the Church of the Nazarene (1930). Three churches take on an A frame design. Those are the Seven Day Adventist Church (1900), the Church of God (1946) which is also built of granite and the more recent Church of Christ (1968). The only example of a post modern style of architecture in the survey area is the First Presbyterian Church (1957).

These churches span nearly one hundred years of construction dates and include almost all examples of traditional American ecclesiastical styles of architecture.

Commercial Architecture

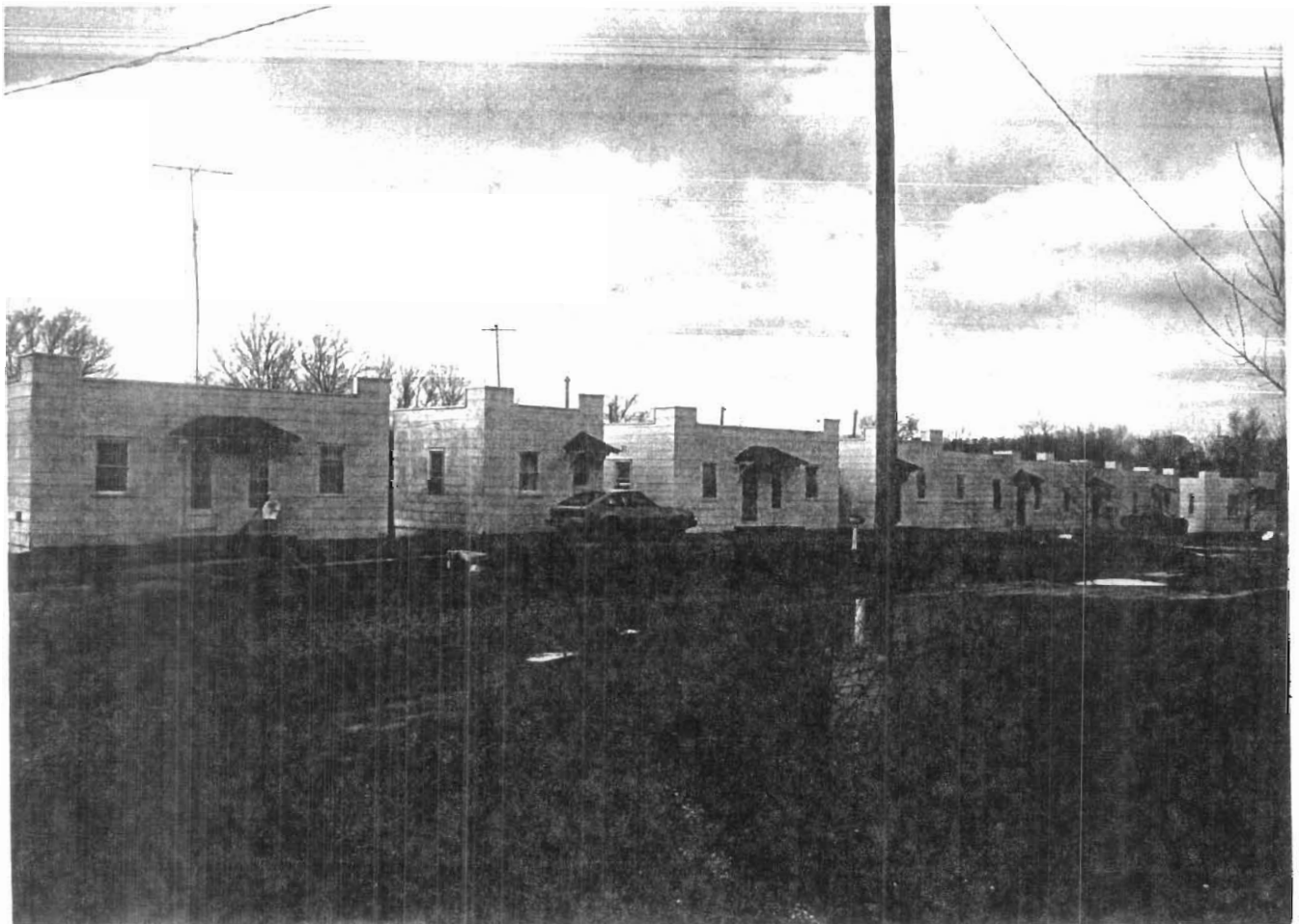
Twentieth century commercial architecture is scarce in Fredericktown. An exception is the block long area across from the depots and railroad tracks. Most of this block is associated with the new depot (1915) but most of it no longer possesses its original integrity.

One historic motel was identified in the survey. Six separate storefront style buildings of the 1940c remain. The motel was built on Highway 67 which was the main North-South route out of St. Louis and was heavily travelled during the World War II era. (See Figure 76)

Survey Summary

Of the 546 buildings surveyed (86 more were surveyed than required by the grants so as to sweep entire neighborhoods) 483 were historic and basically maintain their architectural integrity although the use of asbestos and aluminum siding is the most common alteration along with the addition of enclosed porches. Only eighteen structures (5%) within the survey area were considered intrusions. These are most often modern metal buildings or gas stations.

Of the residential buildings in the survey area, ninety-nine were constructed before 1900. One hundred sixty-one were built between 1900 and 1920, and forty-eight in the 1920s while only twenty-one were built during the depression decade of the thirties. The war



decade of the 1940s witnessed another growth spurt with 54 new homes built during this decade. The Cold War with its Korean and Vietnam conflicts allowed for considerable growth (24 homes in the 1950s and 30 in the 1960s were included in the survey, but entire neighborhoods developed during these decades were not surveyed) but little residential building has occurred in the last two decades within the survey area.

Most of the commercial architectural growth occurred in a spurt around the turn of the century and in the twenties and thirties. The business district is located on an axis of the courthouse and is still intact except for alteration of some of the store fronts. There is very little modern intrusion in the downtown area. Church architecture spans from 1879 to 1968 and encompasses Romanesque, Gothic, post modern and American vernacular styles.

Folk housing is the most common architectural style for residential housing including side gable folk (hall and parlor), T shape, L shape, craftsman, Tudor and ranch types. "High style" in Fredericktown is Queen Anne, I Houses or two story L.

There are no cohesive neighborhoods of single styles in the survey area other than the 1940s, side gable brick bungalows on Franklin and Newberry. A variety of house styles are intermixed in all other neighborhoods.

REGISTRATION POTENTIAL

Survey Phases I and II have identified the majority of historic properties in Fredericktown. The next step, evaluation, is undertaken in order to designate those historic properties which are worth of preservation and should be considered in local planning. The results can provide the basis for designation of historic landmarks and districts under Fredericktown's local preservation ordinance and for listing on the National Register of Historic Places.

Evaluation of historic resources are made in reference to the historic context of lead mining in Fredericktown, using the National Register Criteria as a basis.

At the time of this report, there are no National Register or local listings in Fredericktown.

DISTRICT POTENTIAL
National Register

At least two, and possibly three potential National Register districts emerged from the survey.

Courthouse Square District

The first of these is a contiguous area with the Courthouse serving as the focal point. The district would extend along East Main Street over to Mine La Motte Street to the east. To the south, it would include only those buildings on the west side of South Main for one half block. Maple Street would serve as the western boundary. The northern boundary would run one half block behind the Courthouse Square and include the livery stable, Schulte Shop and the Cooper house. The northern boundary is the most difficult to determine. By extending the boundary to include the Schulte Shop and the Cooper House, intrusions are included along North Main between these structures and the courthouse. If these intrusions are too great, then the district could be closed off behind the Livery Stable and individual site nominations could be sought for the Schulte Shop and the Cooper House. (See Appendix 3) By including these last two structures, five individually eligible National Register sites are drawn into one district. (Appendix 3 of the Interim Report indicates these five sites.)

The Courthouse sits in a Lancaster Square plan which according to Edward T Price in "The Central Courthouse Square in the American County Seat" in Common Places: Readings in Vernacular Architecture (1986) is rare in America and unique to Fredericktown as far as Missouri is concerned. Price insists that this type of courthouse square is indicative of Scotch-Irish influence in America. This re-enforces the survey data which shows a lack of permanent architectural influences from the French and Spanish periods in Fredericktown history, and indicates the influence of the American movement into the area around the time of Missouri statehood. The mining interests were taken over by Americans long before the first courthouse was laid out in 1821.

The present courthouse replaced the original frame structure in 1900. Theodore Link, a prominent Missouri architect who designed Union Station in St. Louis, was the architect. The \$22,000 structure was labeled "the pride of Madison County" which featured "granite and St. Louis Stock brick heated throughout with furnaces." The Romanesque style courthouse is a square building flanked by wings on each side with internal twin chimneys and features a three-story tower on the south facade.

Although windows have been altered, the courthouse is presently undergoing restoration with plans to take the building back to its 1900 look. The courthouse fits into the context of the turn-of-the-century lead-mining boom which occurred in Fredericktown as international tensions mounted eventually resulting in World War I

The 1840s livery stable sits off to the northeast of the courthouse. The coursed rubble stone rectangular building has interior timber frame elements. Windows and doors have been altered but the original openings are still evident. Fifteen openings on the west side were apparently intended as air vents for the horses. Legend insists that at one time there were underground passageways that connected this building to other parts of the city. (No indications of these were discovered.) This is the only surveyed building in the city limits that dates back to the mining prosperity of the late 1830s.

Another building which may approach the same age is the Cooper House which sits behind the livery stable on North Main Street and is the oldest of only three Missouri German vernacular styles surveyed in Fredericktown. It is one of two which still maintain integrity of style. The hall and parlor structure sits on a rubble stone foundation and has one external end chimney, radiating arches over windows and doorways and a cornice board with molding. Old photographs available in the HLC headquarters indicate changes to the doorway. A transom and sidelights have been covered. The building is argued by local people to be pre-Civil War and may be of the same time frame as the livery stable.

Originally a blacksmith and carriage shop, the turn-of-the-century Schulte Shop, across from the Cooper House, has served several functions, evolving with the needs of the time. It served as a sheet metal fabricator, plumbing, heating and mechanical repairs, and finally as an automobile show room and repair shop. Wood tools, sheet metal tools, plumbing, etc. remain inside the building along with wagons and an assortment of wagon wheels. Ornate heating radiators and the molds for the concrete blocks are also stored in a shed behind the structure.

The existing structure was built over the original frame structure which local people indicate had been built shortly after the Civil War. Photographs documenting the process of the concrete blocks being laid around the frame structure are located in the Heritage and Landmarks Commission. The frame structure was torn down upon the completion of the concrete building.

The structure fits into the context of the same building boom as the courthouse, before the outbreak of World War I.

On the opposite side of the square from these structures, appears a unique style of architecture for Fredericktown and Madison County. Built in 1928, a mission style (classical Southwestern) gas station is placed diagonally in the south east corner of the square. Towers with arched insets stand on each side of the one-story center block. Brick mimicking the timber roof supports of classical Spanish architecture appear just below the low pitched roof line of each tower and surround the arched front doorway. Although no longer used as a gas station, the pumps are still standing. The gas station would extend the dates of the district from the 1840s to the emergence of the Great Depression.

Commercial buildings filling in between the above structures are late nineteenth or early twentieth century two-part commercial blocks. Most are Italianate but Romanesque and art deco also appear. One building along East Main has been modernized and a modern gas station stands on the northwest corner of the square. The jail, though historic, has been modernized and sits behind the gas station. All major intrusions are centered on North Main.

The district exemplifies the growth of lead mining and hence the prosperity of Fredericktown from the 1840s to the emergence of the Great Depression. Only World War II growth is omitted in the district.

World War II Miners Housing District

Another National Register district potential is bounded by Franklin, High, Newberry and Henry. (See Appendix 3) Although this district is only forty-six years old, its importance to the historic context as representative of the World War II mining era, as well as its architectural uniqueness in Fredericktown and its integrity make it highly significant. The district could be listed immediately under exception G (property achieving significance within the past fifty years of exceptional importance) or it could be listed locally and in 1993 be submitted for National Register listing under Criterion C

Fifteen structures built in 1943 of clay tile with brick veneer sit on concrete block foundations. They are identical except for the design carved into wooden shutters which frame the windows of the window-door-window fenestration pattern. Stars, diamonds, half moons, etc. distinguish each of the shutter patterns

In 1943 a St. Louis corporation known as Fredericktown Homes, Inc. constructed the housing for the use of miners employed in the mines to the south of Fredericktown recently made profitable by the outbreak of World War II. All lots are 50 feet

by 200 feet and each house is 24 feet by 31 feet. The neighborhood is intact except for some replacement of the white wooden shutters with newer vinyl ones. Newer storm doors are also evident and occasionally porch railings. Basically the structures appear as the originals, however.

This neighborhood is the only representative area of the World War II mining boom. The housing can be seen as an evolutionary version of the side gable folk World War I housing. The hall and parlor frame side gable folk of World War I gave way in World War II to a two room deep, brick veneered version.

Sonderman Town District

The best representative of a cohesive neighborhood of World War I miners' housing is probably located in Sonderman Town off Route 00. (See Appendix 4) Seven of ten original houses are still standing. The houses were constructed by Frank Sonderman at a cost of \$1,000 for the land and \$200 per house in 1916. They were built for miners as the mines were going full tilt because of World War I in Europe. The houses suffer from neglect in some cases. One still has the two-front doors intact. Six have altered the double door entry to only one off-side door. The original clapboard frame dwellings are covered by asphalt siding in all but one case

The relationship to the historic context is obvious; however, the houses may suffer from too much loss of integrity to qualify for National Registration.

Local Districts

Local designation is recommended immediately for all proposed National Register Districts. (See above)

Locally other district possibilities exist--more for their architectural significance than for their relationship to the historic context.

One local district extends along both sides of South Main between College and Virginia Street including the first three structures across from the Junior High in the 400 block. This district would be inclusive of bungalows--constructed of frame, brick and granite, as well as Queen Annes, Federal styles, Tudor styles and some frame folk houses. This may be the best variety of Fredericktown architecture in a contiguous concise area. (See Appendix 3)

Another local district potential is located along the south side of East College between Marshall and South Wood Streets. The dozen structures represent a variety of frame folk housing including front gable L and T's, both one and two stories and good examples of the Princess Anne style. (See Appendix 3)

Another local district could be designated on the north side of West Main to the west of North Wood. (See Appendix 5) There are six structures which are excellent examples of Queen Anne and Tudor style architecture spanning the first three decades of the twentieth century.

A final possibility for a local district resides along Marvin and includes the six structures between Maple and Marshall. Five structures are located on the south side with the Moorish concrete block structure included on the north side of West Marvin. These six structures represent turn-of-the-century high style architecture of Fredericktown. (See Appendix 6)

INDIVIDUAL SITE NOMINATION
National Register

Renault Furnace Stack

Approximately half way between Mine La Motte and Fredericktown what looks like a concrete silo appears in the distance. Upon approaching the "silo" a stack of massive stones appears in an open field. The structure is approximately ten feet square at the base and about forty feet in height.

When local people discuss the "Cupalo" as it is frequently called, they will each say, "It has been here as long as I can remember." Others state, "It was there when my father was just a boy," etc. Apparently, the tower has "always" been there.

Actually, the tower is associated with early eighteenth century history. During the time of Louis XV (1715) France became intent upon developing or at least further exploring its vast empire in the Mississippi Valley of the New World. The Mississippi Scheme evolved. The scheme was simple: duplicate the earlier success of the Spanish in the new world--find lucrative mines of gold and silver.

Sadly for the French, no such mines were ever discovered. However, rich deposits of less valuable minerals did abound in the area. Thus was born the earliest settlements which would eventually give birth to Fredericktown, Missouri.

The Renault Tower is the only standing physical evidence of the French Period of mining in Fredericktown. Some sources indicate that the Renault Furnace stack is the oldest structure in Missouri. (Russell, "The Renault Furnace Stack")

The structure should be registered or declared eligible for the National Register as soon as possible.

Polie" Graham Home

The Graham Home is a two-story Federal style house dating back to the mining era of the 1840s. Mr. O'Bannon, a contractor, came to Fredericktown in 1830 and died in 1850. During the twenty years he built four houses. This one is known to be among the four and is believed to be the first.

The red brick structure has two fronts: one facing North Mine La Motte and one to the south. Both entries are arched with a transom and fanlight. Arched radiating voussoirs cover windows with the original 2/2 panes. Each story has a porch with Eastlake balustrades and columns.

An unattached structure sits to the rear and probably originally served as a kitchen.

The home sits in sight of the railroad and depots. Its origin is of the same context as the livery stable and Cooper House and represents mining prosperity which really picked up in the late 1830s and continued throughout the nineteenth century.

When the Cobalt Mines were re-started by the Anschutz Mining company in the mid 1970s, this house was used as the Company headquarters.

Railroad Depots

Two symbols of the prosperity associated with the post-civil war era and the World War I era still stand in Northtown. During Northtown's revitalization era of the 1870s, the first frame depot was built of pine and painted bright yellow.

The second red brick structure featuring a clay tile roof was built in 1915. The two structures span the decades of the greatest mining activity in Fredericktown. It is reported that between six and twelve trains daily used the depots.

Motor Court

The first motor court which appeared in Fredericktown was built by John Wiegenstein in the early 1940s and is associated with the World War II era. The six frame buildings have flat tar roofs and are covered with asbestos shingles. Little alteration has occurred to the original buildings.

The association with the World War II mining era may qualify the structures for listing on the National Register. As the railroads declined during the 1930s, the motor era arrived in Fredericktown.

Local Individual Listing

The 1892 Queen Anne house located at 714 S. Maple is a significant example of Eastlake Queen Anne architecture. It was built by Herman Otto Thost and purchased by the Whitener family. Supposedly it was the second such structure because the first one burned one day before the family was to move in. Local listing is recommended because of the architectural significance. At this time no connection has been made between the house and the historic context of leadmining. If an association with mining is later discovered, the house should be listed on the National Register.

CONCLUSION

After surveying a total of 546 structures, three potential National Register districts are recommended; four potential local districts are recommended. Five individual site nominations to the National Register are recommended with one local site nomination. The Courthouse Square District contains five individual sites which are eligible for listing on the National Register, and if the district remains unlisted or if boundaries are re-arranged, those sites should be listed individually. It is recommended that a Registration Phase follow this report. A multiple resource nomination is recommended for national listing.

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Research Design
for
Fredericktown Survey - Phase II
Project Number 298830114-098

The Heritage and Landmarks Commission of Fredericktown, Missouri has contracted to perform Phase II of a survey of Fredericktown.

Phase I consisted of the identification of 352 structures from that area of Fredericktown bounded by Saline Creek on the north, Marvin Avenue on the south, South Wood on the west and Marlow Street on the east. Historic Inventory Data Sheets with photographs were completed for these structures and these along with a color coded map and an Interim Report containing a summary of the research findings and recommendations for potential national and local registration of individual sites and districts were submitted to Lee Gilleard, Survey Coordinator, Historic Preservation Program, Department of Natural Resources.

Phase II will consist of the identification of 160 structures selected from that part of the city limits of Fredericktown not covered in Phase I and from outside the city limits within a three mile radius. Historic Inventory Data Sheets will be completed along with 5x7 black and white photographs of each structure. A color-coded map will be completed and a Final Report will be submitted with a summary of findings and recommendations for national and local registration of individual sites and districts. The findings and recommendations of the Interim Report will be included in the Final Report. The National Register Criteria will be applied to those sites and districts recommended for National registration with an evaluation of their eligibility.

The time frame of the survey is between November 1, 1988 and June 30, 1989.

Historic Context

It is expected that Phase II will be based within the same historic context as that developed rather extensively in Phase I. The history of Fredericktown revolves around the history of lead mining. This industry, along with the occasional mining of other minerals such as iron, nickel, copper and cobalt, has been the basis for the town's existence since its earliest beginnings in 1715. Research for Phase I revealed that the town's greatest periods of economic and architectural growth coincided clearly with the war decades in America when lead was in great demand.

It is expected that this same parallel between architectural growth and mining will be discovered for those structures surveyed in Phase II. However, since the survey area of Phase II is in the oldest section of the city limits and also includes outlying county buildings, it is anticipated that more nineteenth century structures will be discovered in this second phase. In addition, the impact of the St. Louis Iron Mountain and Southern Railroad, along with lumber and agriculture may also be more clearly realized in this survey area. It is recognized, however, that a loss of integrity will be a more common problem in this oldest section.

Objectives

The survey is intended to identify historically or architecturally significant properties within the survey area.

It is expected that the survey will reflect the influence of the mining industry, along with agriculture and lumber, on the development of these historic properties.

It is hoped that information acquired will lead to individual site nominations, district nominations, and possibly multiple resource nominations to the National Register.

It is intended that there also be locally designated sites and/or districts for purposes of design review as established by the Heritage and Landmarks Commission.

The survey will serve as a tool for the identification and protection of Fredericktown's historic resources and will aid in making decisions pertaining to land use.

It is expected that a surge in community pride will follow the survey as historic information is uncovered and shared. As neighborhoods experience a sense of time and place, it is anticipated that a renewed pride in home ownership will lead to cleaner, safer neighborhoods with a decrease in vandalism.

An increase in tourism and additional attractions of new industries and businesses are also anticipated results.

It is anticipated that this survey will lead to a Registration Phase and, perhaps, to an archeological survey of the area with specific attention paid to the former mines.

Methodology

Approximately 160 buildings will be selected from that part of the city limits of Fredericktown not surveyed in Phase I and from outside the city limits within a three mile radius. A subcommittee (Paula Shetley and Bascom Revelle) of the Heritage and Landmarks Commission in consultation with Jane Stephens will select the structures based on a windshield survey and from some historic research, choosing those structures considered historically or architecturally significant and possessing substantial integrity.

Archival research will be used to expand on the historic context and significance of the properties. Written sources such as personal records, court documents, newspaper collections, Sanborn maps, photographs, etc. will be investigated.

Interviews will be conducted with property owners as well as other sources of oral history.

A color-coded map will be completed for the survey area to accompany that already completed in Phase I.

Two 5x7 black and white photographs will be taken of the main facade or of the most revealing facade for each of the 160 structures selected.

Survey teams of trained volunteers will perform the survey which will consist of field survey and archival research.

At least one workshop (more if needed) will be conducted by the consultant to instruct the volunteers. A discussion of objectives and the historic context will precede instruction in the use of local history sources and in recognizing architectural styles and elements. Handouts and slides will be used in addition to such resources as Virginia and Lee McAlester's A Field Guide to American Houses; the National Trust's What Style Is It? Howe, Fleming, et al., Houses and Homes: Exploring Their History and Jim Denny's MVAC System for Identifying House Types.

HIDS will be completed for each of 160 structures. The Consultant will review and edit each of these.

A final report summarizing findings will include recommendations and evaluation for National Register potential as well as local registration.

Milestones will be met as designated by the Commission.