NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name __St. Louis-San Francisco Railroad Depot

other names/site number __Frisco Depot

2. Location

street & number _303 Moran Street not for publication ___N/A

city or town __Poplar Bluff vicinity ____N/A

state __Missouri code __MO____ county __Butler code __023____ zip code __63901_

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this _x_ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property _x_ meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide _x_ locally. (___ See continuation sheet for additional comments.)

Claire F. Blackwell 26 October 1994

Signature of certifying official Claire F. Blackwell Date
Deputy SHPO

Missouri Department of Natural Resources
State or Federal agency and bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

____ entered in the National Register
___ See continuation sheet.
____ determined eligible for the National Register
___ See continuation sheet.
____ determined not eligible for the National Register
____ removed from the National Register
____ other (explain): _____

Signature of Keeper Date of Action

St. Louis-San Francisco Railroad Depot
Name of Property

Butler County, Missouri
County and State

5. Classification

Ownership of Property (Check as many boxes as apply)

___ private
_X_ public-local
___ public-State
___ public-Federal

Category of Property (Check only one box)

_X_ building(s)
___ district
___ site
___ structure
___ object

Number of Resources within Property
(Do not include previously listed resources in the count).

Contributing	Noncontributing	
__1__	__0__	buildings
__0__	__0__	sites
__0__	__0__	structures
__0__	__0__	objects
__1__	__0__	Total

Number of contributing resources previously listed in the National Register ___N/A____

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

_Historic Resources of Poplar Bluff, Missouri_____

6. Function or Use

Historic Functions (Enter categories from instructions)

__TRANSPORTATION_____ __rail-related_____

Current Functions (Enter categories from instructions)

__RECREATION/CULTURE_ _museum_____

7. Description

Architectural Classification (Enter categories from instructions)

_LATE 19TH AND 20TH CENTURY REVIVALS/__
_Mission/Spanish Colonial Revival_____

Materials (Enter categories from instructions)

foundation _Concrete_____
roof _Tile_____
walls _Brick_____
other _Stucco_____

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

St. Louis-San Francisco Railroad Depot — Butler County, Missouri
Name of Property — County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

_X_ A — Property is associated with events that have made a significant contribution to the broad patterns of our history.

____ B — Property is associated with the lives of persons significant in our past.

_X_ C — Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

____ D — Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply.)

____ A — owned by a religious institution or used for religious purposes.

____ B — removed from its original location.

____ C — a birthplace or a grave.

____ D — a cemetery.

____ E — a reconstructed building, object, or structure.

____ F — a commemorative property.

____ G — less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions).
Transportation
Architecture

Period of Significance
_1928 - 1943_

Significant Dates
_1928_

Significant Person
(Complete if Criterion B is marked above)
_N/A_

Cultural Affiliation
_N/A_

Architect/Builder
Architect/Unknown
Builder/Gephart Construction Co.

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
_X_ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other

Name of repository: _Historic Preservation Program, Missouri Department of Natural Resources_

Narrative Description

The St. Louis-San Francisco Depot is located at 303 Moran Street in downtown Poplar Bluff, Missouri. The building was constructed in 1928 and is sited adjacent to the St. Louis-San Francisco Railroad right-of-way. To the east and west of the building are brick and concrete sidewalks and to the north is a parking lot. The St. Louis-San Francisco Railroad line has been abandoned in Poplar Bluff and the tracks have been removed. The building is presently occupied as a railroad museum.

The St. Louis-San Francisco Depot is a one-story Spanish Mission style building with a concrete foundation and two interior brick and stucco chimneys. The north section of the building originally housed a waiting room, agent's office and restrooms. The south section of the building originally housed the freight room. The building's exterior walls are constructed of brick with a textured stucco surface. This surface has random inset brickwork. From the foundation to approximately 3' in height is wainscoting of glazed paver brick laid in running bond. The north section of the building has a gable and hipped roof of Spanish tile with copper flashing. The curvilinear arches on the north section are capped with cut marble slabs and finials. In the gable fields are narrow arched vent windows. On the west facade the gabled bays have arched insets over the windows with stucco urn designs in the arches of the north gabled bay.

The east and west facades of the north section of the depot each have nine bays. Some windows in this section have been enclosed with wood panels. Original windows include four-light wood casement windows and six-over-one wood sash windows. There are four entrances into the north section of the building and three of the doors are original four-light glass and wood paneled design. Above the doors are six-light transoms On the east facade the fourth entrance has a ca. 1980 solid metal door.

The south section has a flat roof of rolled roofing material and exterior walls of brick and stucco of similar construction as the north section. The west facade of this section has original glass and wood sliding track and hinged doors for freight loading. The entrance at the south facade has been enclosed with concrete blocks. Windows on the east facade of the south section have also been enclosed with concrete blocks. Above the windows and doors are two rows of brick belt coursing. At the roofline is a flat parapet wall.

The interior of the depot contains offices and display cases for museum exhibits. The interior has a concrete floor and textured brick walls to approximately six feet and stucco walls above. The ceiling has a plaster surface and several original light fixtures. Rooms in the north and south sections have been remodeled with added wood panels. An original freight ticket window opens from the south section into the waiting room area.

There are no original outbuildings associated with the St. Louis-San Francisco Depot. To the south is an open wood shed constructed in recent years and to the west are several train engines and railroad cars moved to this location.

NPS Form 10-900-a
(8-86)

OMB No. 1024-0018

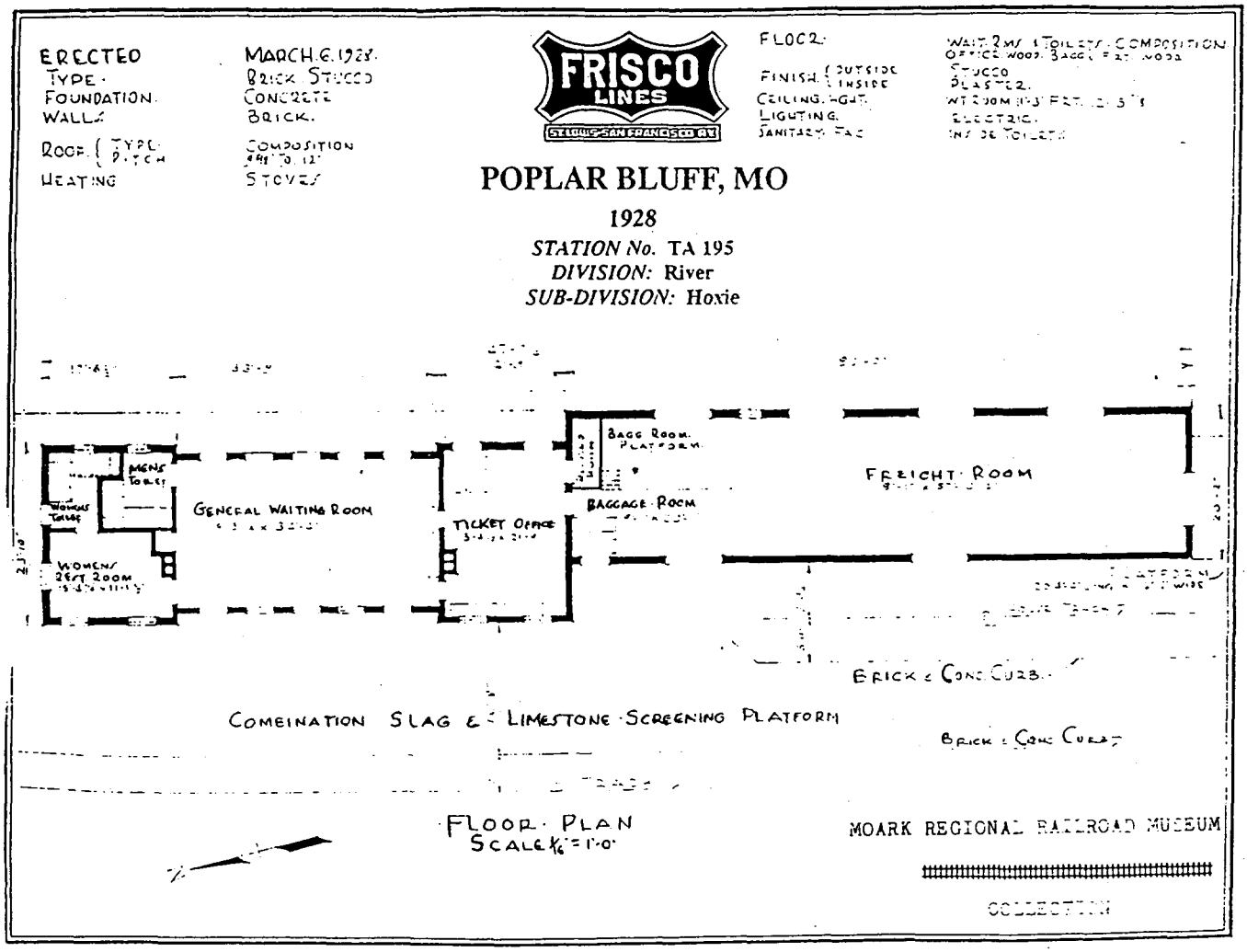
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 2

St. Louis-San Francisco
Railroad Depot
name of property

Butler County, Missouri
county and state



Statement of Significance

The St. Louis-San Francisco Railroad Depot is significant under Criteria A and C for its association with the transportation development of Poplar Bluff and for its architectural design (see Railroad Depots property type in "Historic Resources of Poplar Bluff, Missouri" MPS). The depot was constructed in 1928 to replace an earlier depot at the same location which was damaged by the tornado of 1927. Along with the St. Louis, Iron Mountain & Southern Deport, which is also extant, the St. Louis-San Francisco Depot was central to passenger and freight traffic in Poplar Bluff during the 20th century. The building is also distinguished by its Spanish Mission architectural design which is expressed through its curvilinear gables, brick and stucco exterior, and clay tile roof. Despite minor alterations, the St. Louis-San Francisco Depot retains much of its original architectural character.

By the early 1900s Poplar Bluff was a major rail center of southeast Missouri. The St. Louis, Iron Mountain, and Southern Railroad and the Cairo and Fulton Railroad were both built through Poplar Bluff in 1872.[1] The railroads allowed for the export of the region's rich timber resources and associated products. Dozens of manufacturing companies moved to the city and by 1900 its population stood at over 4,000 residents.[2] Poplar Bluff was a major rail center at the turn of the century with numerous hotels catering to the many businessmen and travelers who came to the city.

Additional railroad lines were extended to the city such as the Southern Missouri and Arkansas Railroad which built a line through the city in 1901. This same year the railroad company was acquired by the St. Louis-San Francisco Railroad, also referred to as the "Frisco" line.[3] This railroad right-of-way extended in a north/south direction through the city between Broadway and Fifth Street in the downtown area. The railroad built a brick depot building for passenger and freight traffic in 1901. This building was used by the railroad until it was badly damaged by the tornado of May, 1927. The remnants of this building were razed and the present depot was built on its site.

The St. Louis-San Francisco Depot was built in a standardized plan and designed by railroad company architects. Standardized plans and consistent architectural details created corporate symbols easily recognizable to the traveling

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[1]David Bruce Deem, History of Butler County, Missouri: A Narrative Account of its Historical Progress, its People and its Principal Interests (Poplar Bluff, MO: Poplar Bluff Printing Company, 1925), p. 29.

[2]Ibid, p. 108.

[3]Norbury L. Wayman, St. Louis Union Station and its Railroads (St. Louis: The Evelyn E. Newman Group, 1987), p. 61-62.

public.[4] The 1928 St. Louis-San Francisco Depot was constructed by the Gephart Construction Co. of Cape Girardeau, Missouri. The depot was designed in the Spanish Mission style of architecture with curvilinear gables and a clay tile roof. The railroad company rerouted its lines during the 1920s and as a result the Poplar Bluff station was to become a major stop between Springfield and Memphis. The company's intentional use of Spanish Mission style architecture was employed to draw attention to its new train service to Florida. It was believed that the architectural style would remind passengers of the new service and encourage them to utilize the St. Louis-San Francisco line. Spanish Mission style depots were also built in Springfield, Missouri; Pensacola, Florida; and Fayetteville, Arkansas.[5]

The St. Louis-San Francisco Depot continued to provide passenger and freight service throughout the next several decades. Following World War II, passenger traffic decreased significantly and the railroad closed its Poplar Bluff connection and depot in 1965. The building was then acquired by the city which used it for various offices. The building has recently been rehabilitated into a railroad museum by local citizens and the city.

Additional information on the historic contexts and significance of the St. Louis-San Francisco Railroad Depot is located in the accompanying Multiple Property Cover Document, "Historic Resources of Poplar Bluff, Missouri".

[4] John A. Droege. Passenger Terminals and Trains. New York: McGraw-Hill Book Company, 1916, p. 262.

[5] Nomination Report, "The St. Louis-San Francisco 'The Frisco'" (unpublished document on file at the City of Poplar Bluff Historical Society), n.p.

BIBLIOGRAPHY

Deem, David Bruce. History of Butler County, Missouri: A Narrative Account of its Historical Progress, its People and its Principal Interests. Poplar Bluff, MO: Poplar Bluff Printing Company, 1925.

Droege, John A. Passenger Terminals and Trains. New York: McGraw-Hill Book Company, 1916.

Nomination Report, "The St. Louis-San Francisco 'The St. Louis-San Francisco'" (unpublished document on file at the City of Poplar Bluff Historical Society), n.p.

Wayman, Norbury L. St. Louis Union Station and its Railroads. St. Louis: The Evelyn E. Newman Group, 1987.

Verbal boundary description

The east one-half of Lot 7, Block 36, City of Poplar Bluff, Butler County.

Verbal boundary justification

The boundary for the St. Louis-San Francisco Railroad Depot includes the depot building and the adjacent, original railroad right-of-way, although the railroad tracks have been removed. Exhibits of railroad engines and cars to the west of the depot have been excluded. A wooden, open-sided shed immediately south of the depot is included within the boundary, but is not included in the count of resources.

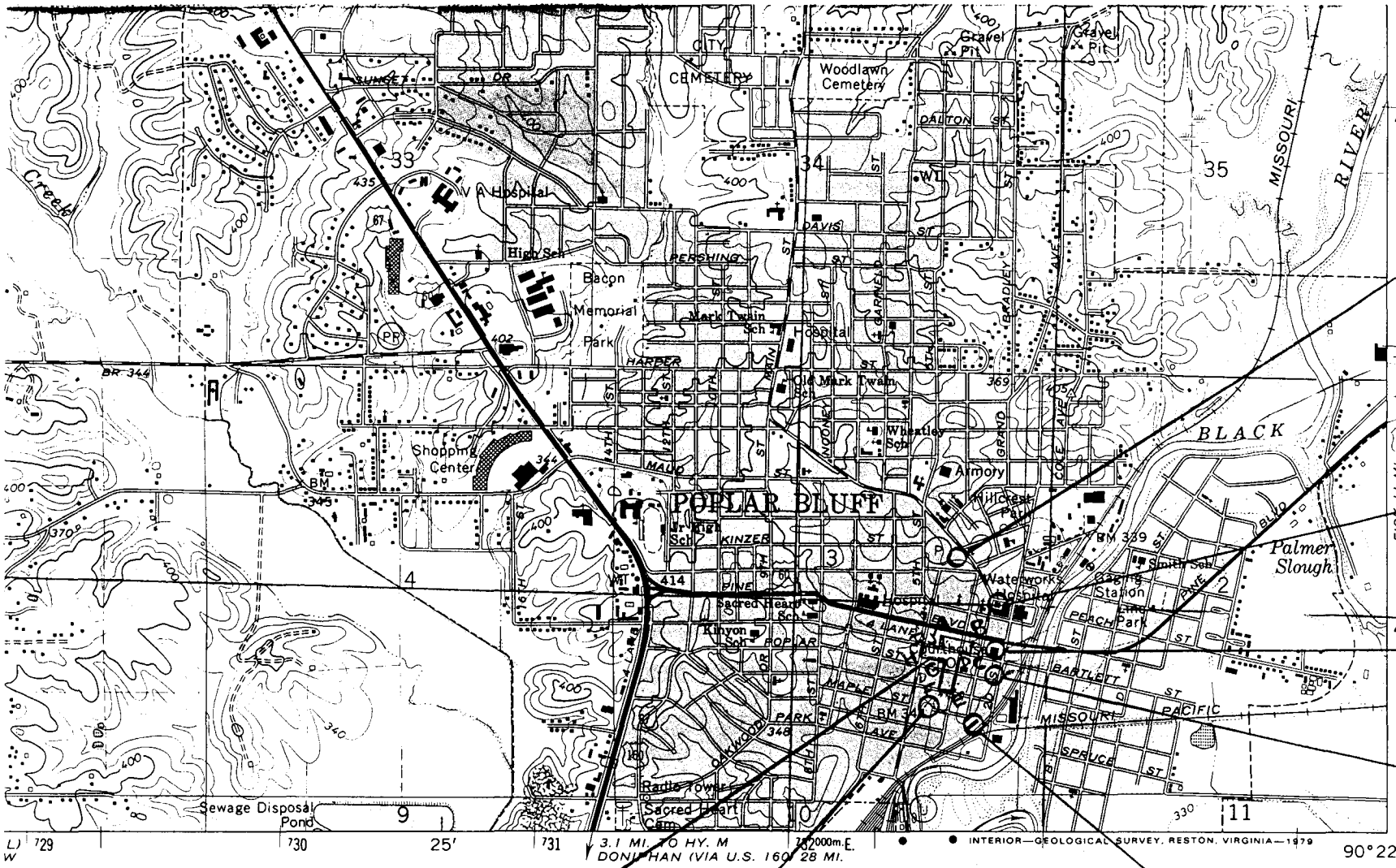
St. Louis-San Francisco Railroad Depot
303 Moran Street, Poplar Bluff
Butler County, Missouri
Photo by: Thomason and Associates
Date: August, 1993
Location of Negatives: Missouri Cultural Resource Inventory
Missouri Department of Natural Resources
Jefferson City, MO

Photo No. 1: North and east facades, view towards southwest.

Photo No. 2: North and west facades, view towards southeast.

Photo No. 3: West and south facades, view towards northeast.

Photo No. 4: Interior detail of waiting room.



MOORE-DALTON HOUSE 15/732640/4071180

POPLAR BLUFF PUBLIC LIBRARY 15/732800/4071000

THE BUILDING 15/732790/4070720

BUTLER COUNTY COURTHOUSE 15/732790/4070820

ST. LOUIS, IRON MOUNTAIN AND SOUTHERN 15/732710/4070510

ST. LOUIS-SAN FRANCISCO R.R. DEPOT 15/732530/4070580

000

1 MILE

4000 5000 6000 7000 FEET

1 KILOMETER

AL 20 FEET
5-FOOT CONTOURS
AL DATUM OF 1929

MAP ACCURACY STANDARDS
OLORADO 80225, OR RESTON, VIRGINIA 22092
URVEY, ROLLA, MISSOURI 65401
D SYMBOLS IS AVAILABLE ON REQUEST

POPLAR BLUFF COMMERCIAL HISTORIC DISTRICT

A. 15/732570/4070870
B. 15/732700/4070850
C. 15/732695/4070800
D. 15/732660/4070800
E. 15/732620/4070640
F. 15/732570/4070650
G. 15/732590/4070770
H. 15/732480/4070790
I. 15/732490/4070840

MISSOURI

QUADRANGLE LOCATION

ROAD CLASSIFICATION

Primary highway, all weather, hard surface

Secondary highway, all weather, hard surface

Light-duty road, all weather, improved surface

Unimproved road, fair or dry weather

Interstate Route

U. S. Route

State Route

POPLAR BLUFF, MO.

SW/4 POPLAR BLUFF 15' QUADRANGLE

N3645—W9022.5/7.5

1966

PHOTOREVISED 1979

AMS 7957 IV SW—SERIES V879

HISTORIC RESOURCES OF POPLAR BLUFF (BUTLER COUNTY) MO

Photo #2 of 4, Frisco Depot - 303 Moran St., Poplar Bluff, MO - Butler Co.

Photo # 1 of 4, Frisco Depot - 303 Moran St., Poplar Bluff, MO - Butler Co.

Photo # 3 of 4, Frisco Depot - 303 Moran St., Poplar Bluff, MO - Butler Co.

Photo #4 of 4, Frisco Depot - 303 Moran St., Poplar Bluff, MO - Butler Co.

NPS Form 10-900-b
(March 1992)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation* Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

_X_ New Submission ____ Amended Submission

A. Name of Multiple Property Listing

Historic Resources of Poplar Bluff, Missouri

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Late 19th and Early 20th Century Commercial Buildings of Poplar Bluff, Missouri, ca. 1880-1943
Public Buildings of Poplar Bluff, Missouri, ca. 1883-1943

C. Form Prepared by

name/title _Philip Thomason/Principal
organization _Thomason and Associates date _May 21, 1994
street & number _P.O. Box 121225 telephone _615/383-0227
city or town _Nashville state _TN zip code _37212

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (___ See continuation sheet for additional comments.)

Claire F. Blackwell 26 October 94

Signature and title of certifying official Claire F. Blackwell, Deputy SHPO Date

_Missouri Department of Natural Resources
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper Date

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

	Page Numbers
E. Statement of Historic Contexts (If more than one historic context is documented, present them in sequential order.)	E-1 - E-13
F. Associated Property Types (Provide description, significance, and registration requirements.)	F-1 - F-4
G. Geographical Data	G-1
H. Summary of Identification and Evaluation Methods (Discuss the methods used in developing the multiple property listing.)	H-1
I. Major Bibliographical References (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	I-1 - I-2

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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INTRODUCTION AND ORGANIZATION

The multiple property group submittal for the commercial and public buildings of Poplar Bluff, Missouri is organized with reference to two contexts: (1) Late 19th and Early 20th Century Commercial Buildings of Poplar Bluff, Missouri, ca. 1880 to 1943 and (2) Public Buildings of Poplar Bluff, Missouri, ca. 1883 to 1943. These contexts follow a discussion of the city's geographical information.

The contexts contained within this nomination are based upon the recommendations of the "Poplar Bluff, Missouri Architectural and Historical Inventory Survey Report" prepared in 1990. This report recommended the preparation of National Register Nominations for a residential historic district, a commercial historic district, and a number of individual properties. The staff of the Historic Preservation Program of the Missouri Department of Natural Resources concurred in the report's district nomination recommendations and also identified additional properties which may meet National Register criteria. Historic Contexts identified during the survey included the following:

(1) Late 19th and Early 20th Century Residential Buildings of Poplar Bluff, Missouri, ca. 1880 - 1943;
(2) Late 19th and Early 20th Century Commercial Buildings of Poplar Bluff, Missouri, ca. 1880 to 1943;
(3) Public Buildings of Poplar Bluff, Missouri, ca. 1883 to 1943; and
(4) Industrial Buildings of Poplar Bluff, Missouri, ca. 1900 to 1943.

Due to budget and time considerations, the City of Poplar Bluff and the Department of Natural Resources were unable to fund a nomination for all identified eligible properties within the city. Instead, properties were selected which met the city's available funding and were of particular importance in overall city planning and preservation efforts. It is anticipated that additional nominations will be prepared in coming years for other National Register eligible properties.

GEOGRAPHICAL DATA

Poplar Bluff, Missouri, is the county seat of Butler County and has a population of 16,841 residents. The city is located in the southeastern corner of the state, approximately 150 miles south of St. Louis and 180 miles east of Springfield, Missouri. Built along a series of bluffs, Poplar Bluff is surrounded by hilly terrain north and west, most of which is designated as the Mark Twain National Forest. Bordering the eastern side of the city is the Black River. Beyond the river and south are flat lands and drained swamplands which are currently used for farming activities. U.S. Highways 67 and 60 are the city's main thoroughfares with Highway 67 running north to St. Louis and Highway 60 connecting with Paducah, Kentucky and Springfield, Missouri. Just west of the Black River is the Union Pacific Railroad, which runs north and south connecting Poplar Bluff with St. Louis and Little Rock.

Butler County is part of the Western Lowland subdivision of the Mississippi Delta. This region is bounded on the west by the Ozark Escarpment and on the east by Crowley's Ridge which is an erosional remnant in the Mississippi

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Valley. A series of sand ridges separating swampy flats comprise the Western Lowland. Butler County elevations range from 300 to 600 feet above mean sea level.

Butler County is made up of a variety of agriculturally rich soils. High land soils are composed of a rich clayey loam with underlying yellow and red sand or gravelly clay. Surrounding swamplands drained during the 19th century consist of heavier clays composed of a marly humus, black, sandy loam, and alluvial soils which are well suited for the production of wheat, corn, oats, peanuts, tobacco and soybeans. Varying quantities of lead, iron, granite, marble, copper and kaolin can also be found in the area. The region's most valuable resource during the late 19th century was its forests, which were logged extensively by the early 1920s.

Poplar Bluff consists of a central commercial area with older residential areas located primarily to the north, west, and east. To the south is a commercial and light industrial area with primarily post-1940 residential development. In recent decades suburban development has extended the city's residential areas to the north and west. Post-1940 commercial "strip" development has been extensive along U.S. Highway 67 west of the downtown area.

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HISTORIC CONTEXTS

Late 19th and Early 20th Century Commercial Buildings of Poplar Bluff, Missouri, ca. 1880 to 1943.

Poplar Bluff is one of southeastern Missouri's leading manufacturing and commercial centers. Once home to the Casquina, Capahas, Osage and Cayas Indians, this region was claimed by the French following the explorations of LaSalle in 1682. LaSalle named this region Louisiana in honor of King Louis XIV. French settlement of Louisiana was sparse and in 1762, with the first treaty of San Ildefonso, the French transferred the territory to the Spanish. In 1800, with the second treaty of San Ildefonso, Spain deeded Louisiana back to France, although the transfer was not made public until two years later. In Upper Louisiana, Spain continued to administer the territory until 1804, when the territory, purchased the previous year, was transferred to the United States.

The population of southeast Missouri remained sparse until after the Civil War when commercial growth was stimulated by the construction of railroads throughout the region. Most of Poplar Bluff's early settlers moved into the area from Tennessee and Kentucky during the 19th century.[1] The region was recognized for its industry as early as 1819, when Solomon Kittrell began operating a tan yard, distillery and trading post. Because of the area's location along the Black River, several mills and dams sprang up during the early 1800s.[2] Due to surrounding forests and hilly terrain, agricultural activities remained minimal until land clearance and swamp drainage occurred during the late 1800s.

Butler County was created in 1849 with Poplar Bluff selected as the county seat. When the Civil War began, Poplar Bluff consisted of approximately fourteen buildings. Of the twelve families living in Poplar Bluff in 1860, only four remained throughout the war. One resident who stayed, James S. Ferguson, Circuit Clerk and County Recorder of Poplar Bluff, bore the responsibility of burying court records which he safely retrieved at the end of the war. Ferguson owned the largest home in Poplar Bluff which was used as a hospital for Confederate and Union soldiers. Butler County's location along the northern/southern line and its reputation as an unsettled region made it an appealing locale to renegades who destroyed several of the town's properties. Fortunately, no major battles or sizeable skirmishes were fought within Butler County during the war.[3]

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[1]*George R. Loughead, Early History of Butler County, Missouri (_____: Stinson Press, 1987), p. 7.*

[2]*Rose Barbour and Mary E. Collins, "Industry in Butler County," in Butler County Missouri, 3 vols. (Poplar Bluff, MO: Butler County Genealogical Society, 1988), 2:37.*

[3]*Deem, p. 23-25.*

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Following the Civil War, Butler County's population began to slowly but steadily increase. In 1860, the county population was 2,891. This number increased to 4,298 by 1869.[4] Area residents utilized the Black River as their primary transportation and trade route until 1872 when rail service made its way into the area. The state regulated ferries, standardized tolls and issued licenses to ferry operators. Butler County's first ferry began operating in 1849 with routes from Brannums Mill to the Indian Ford on the St. Francis River. The ferry was operated by Gabriel Davis who charged a minimum of five cents per person, horse, or "cow beast" and a maximum of seventy-five cents for a team of animals and a wagon. Although arrival of the railroad diminished the effectiveness of river transportation, several ferry operators continued to provide services into the 20th century.[5]

Plans for a major railroad to provide service to the western United States began to take shape in 1851 when the Missouri Pacific Line was established in St. Louis. The new company was chartered from the State of Missouri in 1849 to extend rail service from St. Louis through Jefferson City to the western border of Missouri. The railway was anticipated to eventually run all the way to the Pacific Ocean. In 1853 Congress granted approval for Missouri and Arkansas to construct a line from the Mississippi River at the Ohio River juncture to the Texas boundary at Fulton, Arkansas. This grant deeded to states the right to all government-owned lands for a maximum of ten years. Four months later, citizens of Charleston, Missouri held a meeting with representatives from southeast Missouri, Kentucky and Tennessee to discuss construction plans for a road which would connect southeastern Missouri with the St. Louis, Iron Mountain and Southern Railroad, originally chartered as the St. Louis & Bellevue Mineral Railroad Company in 1837. States' officials hoped that their proposal would stimulate railroad company interests and increase railroad construction in the area. To raise money for the venture, citizens created the Cairo & Fulton Railroad Company, selling shares for $25 a piece. Collected funds were submitted for development of the proposed transportation route. The new route, the Cairo, Arkansas and Texas Railroad, was constructed and graded in 1854, but did not reach Poplar Bluff until 1872 due to delays caused by the Civil War and its aftermath.[6]

In 1873, the St. Louis, Iron Mountain and Southern Railroad purchased the Cairo and Fulton Railway, renaming the smaller line as the Cairo, Arkansas and Texas Railway. The shorter line ran from St. Louis to Little Rock, with Poplar Bluff serving as a major stop. The Iron Mountain company additionally purchased an incline and ferry used for transporting passenger cars to the east bank of Cairo, Illinois. The new line and ferry system granted Butler County residents direct access to the eastern banks of the Mississippi for the first time. Poplar Bluff quickly became one of the railroad's most popular stops between St. Louis and Little Rock, offering an abundant variety of hotel accommodations and commercial opportunities. In 1917, the St. Louis, Iron Mountain and Southern Railroad

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[4] *Ibid, p. 105-106.*

[5] *Loughead, p. 50-52.*

[6] *Missouri Pacific Railroad, The Empire that Missouri Pacific Serves! (_____: Vaughan Hoffman Press, 1956), p. 7.*

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merged with the Missouri Pacific Railroad. The reorganized line continued to function as a major connection for Poplar Bluff to larger markets.[7]

In addition to the Missouri Pacific and its associated services, several short lines ran through the southeastern region of Missouri, including the Southern Missouri and Arkansas Railroad which later became part of the St. Louis and San Francisco Railroad. The St. Louis-San Francisco service ran from Hoxie, Arkansas through Poplar Bluff to Cape Girardeau, connecting smaller communities to major cities such as St. Louis, Memphis, Kansas City and Chicago.[8] The St. Louis-San Francisco line acquired the southwest branch of the Pacific Railroad, and continued to use tracks owned by the Missouri Pacific until 1883 when the St.Louis-San Francisco company constructed its own line into St. Louis.[9] The St. Louis-San Francisco company purchased Poplar Bluff's original Southern Missouri tracks and depot during the early 1900s. Additional regional short lines which encouraged regional growth included the St. Louis, Cape Girardeau and Ft. Smith line (merged with the St.Louis-San Francisco Railroad in 1907) which ran west from Delta and Cape Girardeau to meet the St. Louis, Iron Mountain and Southern Railroad; the Current River Railroad, a branch of the Kansas City, Ft. Scott and Memphis Railroad, which ran from Kansas to Memphis, serving primarily lumber and mining interests in the region of southeastern Missouri; and the Missouri Southern Railroad which ran from Bunker to Leeper to meet the St. Louis, Iron Mountain and Southern Railroad. These short lines provided direct access to larger lines, such as the Iron Mountain, which transported goods to and from larger cities.

A publication of the 1870s, distributed by the St. Louis, Iron Mountain and Southern Railroad, described Poplar Bluff as follows:

> The town, situated upon the hills, contains upward of one thousand inhabitants; and though many new buildings have been constructed, no vacant houses are found. The site is excellent, the rich lands produce food cheaply, water and fuel are at hand, transportation of raw and finished material is good both by water and rail...Heavy growths of timber make lumbering along this line a prominent industry...Oak, elm, catalpa, gum, cypress, and other trees are often found exceeding

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[7]*Norbury L. Wayman, St. Louis Union Station and its Railroads (St. Louis: The Evelyn E. Newman Group, 1987), p. 60.*

[8]*Thomason and Associates and Cynthia Price, "An Overview of the Ozark Foothills Regional Planning Area" (unpublished document on file at the Missouri Department of Natural Resources, Jefferson City, MO, April 1991), p. 80-81.*

[9]*Wayman, p. 62.*

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four feet in diameter, and one oak has been found eleven feet in diameter...[10]

Here one sees evidence of increasing interests in the region's rich reserves of timber which contributed a great deal to Poplar Bluff's early growth and development. Lumber companies which had exhausted Michigan reserves of white pine were particularly interested in Missouri's abundant supply of long-leaf and short-leaf yellow pine, considered to be one of the nation's best grades of lumber. Mills and lumber companies along the Black and St. Francis Rivers primarily produced oak, ash, hickory and cypress logs and lumber. Finished products were either used locally or exported. Butler County forests largely consisted of cypress and short-leaf pine which were used for ships' masts, mine timbers and railroad ties. Other types of lumber included sweet and red gum which were used for furniture and housing materials, and oak which was used for barrels, house interiors and railroad ties.[11] Long-leaf pine, superior to the short-leaf variety, was used for interior trim, veneers, wood frames and sashes, siding, house framing, floors, silos and barns.[12]

Butler County attracted loggers not only because of the area's extensive lumber resources, but also because of a good local labor supply, a mild climate which permitted year-round logging, the low cost of area timber, and the proximity of Missouri via the railroad to markets in Nebraska, Kansas, Oklahoma and the Indian Territory. By 1870, more than fifty lumber mills operated in and around Butler County.[13] The county's earliest lumber companies included the Poplar Bluff Lumber and Manufacturing Company which specialized in basket and "butter dish" production, the Brooklyn Cooperage Company, Gallaway-Pease Lumber Company, H. Alfrey's Heading Factory, Quercus Lumber Company, Hargrove and Ruth Saw and Planing Mill, and the F.G. Oxley Stave Company. Renamed as the H.D. Williams Cooperage Company, the Oxley complex was noted during the late 1800s to be the largest plant of its kind in the world.[14] The Oxley complex was located just west of the railroad along County Road Drive. In 1892, the company consisted of four drying kilns, two stave sheds, a warehouse, factory complex, cooper shop, stave mill and several loading platforms. Handle manufacturers including Putnam Handle Works, Turner Day & Woolworth Handle Company and Parma Handle Company, set up factories near many of these lumber companies.

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[10]*St. Louis, Iron Mountain and Southern Railway, The Favorite Route to all Points in the South-West (St. Louis: James W. Nagle, n.d.), p. 8-9.*

[11]*Thomason and Associates and Price, p. 89-91.*

[12]*Jerry Ponder, Grandin, Hunter, West Eminence and the Missouri Lumber and Mining Company (Doniphan, MO: Ponder Books, 1989), p. 14.*

[13]*Thomason and Associates and Price, p. 89-90.*

[14]*Deem, p. 29.*

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Shipment by railroad was not limited to lumber and building supplies. Additionally, the lines were used to transport agricultural products. Roads remained in poor condition, necessitating a reliable form of transportation for trading purposes. Cattle, hogs, horses, wheat, poultry, eggs, and corn comprised a few of the items transported by the St. Louis, Iron Mountain and Southern Railroad in 1891. Additionally, Poplar Bluff residents could now look forward to cast iron stoves, building supplies, and canned goods from other parts of the country. By 1910, Poplar Bluff had grown to a total of 6,916 citizens, surpassing its previous total of 4,321 in 1900. The population again increased by more than 1,000 to 8,042 in 1920.

As loggers cleared the land, farmers moved into the area, substantially increasing Poplar Bluff's agricultural production. For the first time in Butler County's history, agricultural products became important commodities with the production of corn, cotton, wheat, oats and potatoes. Additional efforts to reclaim land for agricultural use led county officials to contract with the St. Louis, Iron Mountain & Southern Railroad to construct levees along the Black River for the drainage of swamplands and creation of new farmland. In 1913, the Inter-River Drainage District was incorporated to drain 127,000 acres located between the Black and St. Francis Rivers. This included land in Butler County, extending east to the state line. Other drainage districts created during the mid 1910s and early 1920s included the Little River, the Mingo and the Black River Drainage Districts. Over 30,000 acres in Butler and Ripley Counties were drained by these programs alone. As a result, a series of ditches, levees and drainage systems were created opening new lands and road systems.

During Missouri's era of 19th century land reclamation, cotton became an agricultural commodity for the first time in the state's history. Although cotton had always been a mainstay of southern agriculture, it was not until after land drainage occurred during the 1870s that the crop was successfully grown in southeastern Missouri. Butler and Ripley Counties led the numbers in production, reaching peak production around 1880. Commercial cotton production encouraged new arrivals of sharecroppers from Alabama and Mississippi who came to the area in search of employment.[15] Wholesale grocery companies established businesses along both railroad lines, demonstrating Poplar Bluff's shift toward agricultural production which stimulated the creation of new markets in northern cities such as St. Louis and Chicago.

Poplar Bluff's increasing manufacturing and commercial activities led to the construction of dozens of brick commercial buildings throughout the 1870s and 1880s. In 1892, the town's commercial district was concentrated south and west of the courthouse square, covering approximately two blocks along Main and Vine Streets. Businesses in 1892 consisted of hardware stores, drugstores, general merchandising firms, a bank, barber shops and an opera house. Hotels dominated one block of Pine Street directly across from the courthouse. Early manufacturing plants were constructed along the St. Louis, Iron Mountain and Southern Railroad and the Black River while residential neighborhoods were established further west. At least two fires occurred during these decades, one of which destroyed the original St. Louis, Iron Mountain and Southern Railroad depot. This building was replaced in

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[15] *Thomason and Associates and Price, p. 49-50.*

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1910 by an impressive building with red and gray brick walls and a Spanish tile roof. The town's most destructive fire took place in 1909, demolishing an entire city block between Poplar, Vine, Main and Fourth Streets. The burned block remained virtually unimproved until 1941.

Residential growth during the late 19th century included the addition of many new homes in Poplar Bluff. The Moore-Dalton House at 421 N. Main Street, is one example which aptly reflects rapid changes taking place during the town's most prosperous years. This dwelling was constructed in 1883 by Thomas H. Moore who designed the house as a modest one-story dwelling. Moore added a second story to the house in 1890. In 1896 the house was purchased by one of Poplar Bluff's most prominent citizens, James L. Dalton. Dalton made extensive additions to the dwelling, including remodeling the house to reflect Neo-classical styling. Dalton is best remembered for his establishment of the Dalton Adding Machine Company which manufactured the nation's first patented adding machine. Although Dalton was forced to relocate his business to Cincinnati, Ohio in 1914, he retained ownership of the Poplar Bluff residence where his family returned following his death in 1926.

By 1905, Poplar Bluff's downtown commercial district had extended west to 5th Street and south to Cedar Street. Manufacturing firms along the railroad included the Poplar Bluff Ice Company, Poplar Bluff Foundry and Machine Shop, Poplar Bluff Bottling Works, Hartzell Light and Milling Company and J.V. Porter Lumber Company. Many hotels were located along the railroad as well, including the Quinn, Wright, Central, Riverside and VanWinkle Hotels. In 1901, the Southern Missouri and Arkansas Railroad made its way to Poplar Bluff, running north between 5th and 4th Streets with a depot located between Maple and Cherry Streets. By the mid 1910s, residential dwellings east of the courthouse square along Second Street had virtually disappeared as factories and manufacturing firms set up businesses along the railroad and the Black River. Commercial buildings were constructed south from Pine Street to Cherry Street and Park Avenue, covering four blocks west from the courthouse square to 5th Street. Many lumber companies continued to operate throughout the 1910s, as did wholesale grocery firms. The largest of these early agricultural warehouses was the Barnes Grocery Company Wholesale located along the St.Louis-San Francisco line between 5th Street and Park Avenue.

Poplar Bluff's railroads and growing population attracted a number of manufacturing companies during the early 20th century. By 1907, fifty-four manufacturing plants were operating in the area including several handle factories, oil supply companies, a distillery, wagon factory and concrete block plant.[16] One of the largest companies to operate in Poplar Bluff was the International Shoe Company which took over the Dalton Adding Machine Company building constructed in 1909. These diversified manufacturing concerns continued to attract residents, and the city flourished well into the 1920s. Among local individuals shifting their investments from lumber to alternative modes of production were Albert and Hugo Boeving--two of Poplar Bluff's most prominent citizens. The Boevings began their trade in the lumber business, taking over their father's company at Fagus, Missouri, in 1911. In 1928, the

[16]*Barbour and Collins, p. 37.*

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Boevings successfully switched to cotton production, operating the district's first cotton gin.[17]

World War I further stimulated economic growth within Poplar Bluff. Increasing needs for manufactured goods proved of great benefit to several local firms. The Bimel Ashcroft Manufacturing Company is one example of a local business which benefitted greatly during the war. This factory manufactured steel spokes used for automobile production. Joseph Ashcroft, owner of the business, took it upon himself to increase production during the early days of World War I. While many companies were unable to fill orders during the war, Ashcroft's foresight enabled the Poplar Bluff factory to fill every order placed by the government.[18]

Butler County's lumber boom ended during the 1920s as timber reserves were depleted. According to a history by Robert Douglass, most of the Ozarks' pine was timbered by 1910, with lowland hardwoods expended by 1920. Missouri's lumber production peaked in 1899 with a total cut of 716 million board feet per acre and slowly but steadily declined over the next two decades.[19] Lumber mills closed as timber vanished but mills continued to operate as timber was transported in from surrounding areas.[20] Once the cost of shipping lumber from outlying areas became prohibitive, sawmills and large lumber companies moved on in search of new forests, not bothering to undertake any type of replanting or conservation efforts. Over 90,000 acres in Butler County alone were denuded of their timber by the 1920s.[21]

As in many areas of the country, it was not until New Deal relief arrived during the 1930s that lands were replenished. Smaller railroad lines, unable to stay in business without financial backing from large lumber companies took up their tracks. Economic woes followed as the number of residents soon exceeded available employment. Overproduction of crops and submarginal soils led to a decrease in the area's farm population. The outmigration in southeastern Missouri was reflected in Poplar Bluff's population which declined from more than 8,000 residents in 1920 to 7,551 residents in 1930.

Poplar Bluff's character was transformed in 1927 when a tornado demolished or damaged many of the city's commercial buildings. More than one hundred individuals were killed, four hundred were injured, and damages were estimated at over four million dollars. The tornado hit Fifth Street, curving east and north through the business

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[17]*Deem, p. 128-129.*

[18]*Ibid, p. 118.*

[19]*Robert Sidney Douglass, History of Southeast Missouri (Chicago: Lewis Publishing Co., 1912), p. 125.*

[20]*Ibid, p. 89.*

[21]*Ibid, p. 339.*

section of downtown, and crossed the Black River near the Vine Street bridge, destroying dozens of buildings and residences. Every building along Main Street and Broadway was damaged and numerous buildings were also destroyed on Vine Street. Buildings east of Main Street and south of Vine Street were spared, including the St. Louis, Iron Mountain and Southern Railroad Depot, and many of the area's hotels. The St. Louis-San Francisco Depot was damaged beyond repair and a new brick depot was completed in 1928 on the site of the original building. The 1887 courthouse was badly damaged and had to be razed. A new Neo-Classical style courthouse was constructed in 1928 which still stands today. Many other buildings were torn down including the New Melbourne Hotel, the Elks Club building, the Bilkey Building on South Fifth, and the East Side School.

Many of Poplar Bluff's original commercial businesses were destroyed or damaged during the 1927 tornado. Most of the damaged buildings were repaired with simple brick facades, while those beyond repair were razed. Because of economic woes experienced during the 1930s, many property owners did not rebuild until after World War II. An industrial park was established south of the city in 1945 and a number of manufacturing companies began operating in the city during the 1950s and 1960s. After 1950, a few new construction projects occurred within the downtown area, however, most new commercial activity took place along the automobile oriented corridors of U.S. Highways 67 and 60. Downtown buildings were frequently remodeled with new storefronts and upper facades in attempts to economize and attract business. Within recent years, the Briggs and Stratton Corporation opened a large assembly plant south of the city. Several other companies have built new plants as well. Today, many of the city's business activities are located along Highway 67 in 1970s and 1980s "strip" developments.

Recent efforts to revitalize downtown and inner city neighborhoods include the establishment of the Harwell Art Museum in the Moore-Dalton House, enlargement and updating of library facilities, renovation of the St.Louis-San Francisco depot into a railroad museum, and development of a park and recreation area along the Black River. Poplar Bluff retains many of its early 20th century commercial buildings which are typically two-part commercial type structures with large glass storefronts and brick piers or cast iron pilasters. Masonry upper facades display brick corbelling at the roofline and arched or rectangular one-over-one sash windows. Vine, Broadway, Fifth, and Poplar Streets contain the largest concentration of late 19th and early 20th century commercial buildings, many of which retain much of their original character. The downtown area also boasts of two early 20th century train depots, the St. Louis, Iron Mountain, and Southern Depot (now known as the Union Pacific) and the St.Louis-San Francisco Depot. The St. Louis, Iron Mountain, and Southern Depot continues to function as a working freight depot and the St. Louis-San Francisco Depot has been renovated into a train museum. The decline of passenger rail traffic in recent decades resulted in the razing of almost all of Poplar Bluff's downtown hotel buildings. Only the Zehe Building, completed in 1911 on Poplar Street, remains from this era. Interest in the preservation and rehabilitation of the downtown area has increased in recent years, and the city has employed a full time Main Street manager to assist in these efforts.

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Public Buildings of Poplar Bluff, Missouri, ca. 1883 to 1943.

Butler County was originally part of Missouri's Wayne County which had Greenville as its county seat. Residents of southeastern Missouri found the journey thirty miles north to Greenville to be difficult and dangerous due to rocky and hilly terrain, heavy forests and the St. Francis and Big Black Rivers. Ferries provided the only means of river transport and road systems, more often than not, were merely rough trails.[22] As nearly every citizen found it necessary to make several trips each year to Greenville, southeastern residents desired to establish their own county which would allow easier access to the county seat. As a result, Butler County was created in 1849, named after William O. Butler, a prominent lawyer from Carrollton, Kentucky.[23] Three non-resident commissioners were assigned by the General Assembly to select an appropriate site for the new county seat which would cover 50 to 150 acres. A public hearing was called to allow citizens to express their views about the site. A stretch of property along the Black River was unanimously approved by the board and Butler County residents in 1849.[24]

Because Poplar Bluff was originally located on government-owned property, cash payment had to be made before citizens could begin building their new town. Although the purchase price was a mere $180, county officials met with great difficulty in obtaining funds from area residents. Cash was scarce in southeastern Missouri with most settlers relying on barter or trade to support themselves. Citizens were encouraged to loan the county money which would be paid back at 10% interest once lots were sold. Seven citizens donated a total of nearly $100. Additional funds were raised by borrowing money from the county's road and canal improvement fund which had been set up by the state. Within five months, Butler County residents raised enough cash to purchase the site which became known as "Poplar Bluff," named after the many tulip poplar trees growing along the banks of the Black River.[25]

Layout of Poplar Bluff's town square defied typical north/south right angle street patterns. Streets ran in northeast/southwest directions, parallel with the Black River. The original town square was bounded by Eighth Street on the west, by the Black River on the east, by Henderson Avenue on the south and a northern line drawn parallel with the river.[26] In 1850 the county appropriated funds to construct a $200 courthouse. According to an

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[22]*Loughead, p. 7-8.*

[23]*Ibid, p. 12.*

[24]*Ibid, p. 27-29.*

[25]*Ibid, 32-33.*

[26]*Ibid, 36-38.*

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early history by Judge D.B. Deem, this courthouse was constructed as a temporary structure.[27] Apparently several frame and log structures were used for court sessions prior to 1850, including several homes of county residents who received payment for their services. Jesse A. Gilley was selected to plan and supervise construction of the official 1850 courthouse which was a two-room, lumber plank building located on the southeast corner of the public square. Weatherboard siding of cypress or yellow poplar was added to the structure in 1851.[28]

In 1858, a court order was issued to raise $10,000 for a permanent brick courthouse. With very few residents residing in Poplar Bluff, there was little hope of obtaining funding through taxation. County officials attempted to raise additional funds by selling surrounding swampland at $1 per acre, achieving minimal success. William N. Ringer began construction on the building in 1859 but his efforts were soon stopped due to slow land sales and outbreak of the Civil War.[29] The 1859 building survived the war years, and was completed in 1866 following acceptance of an $8,500 bond. In January 1867, the 1850 courthouse was sold and ordered to be removed from the public square. The 1859 courthouse remained in use until 1886 when it was destroyed by fire. The burned building was replaced by a two-story courthouse constructed by L.B. Walker in 1887 for approximately $11,000.

During the late 19th century Poplar Bluff became one of the leading commercial centers of southeast Missouri. Incorporated in 1870, the city gained prominence as a rail center and for its many timber-related industries. The city's population grew to over 4,000 residents by 1900, and this number would increase almost 7,000 by the end of the decade. The growth of the city resulted in an expansion of city services such as the construction of a water works on Second Street. In 1902, a new city hall and fire station were built in the downtown area. Brick sidewalks were laid in 1912 and brick roads were constructed in 1913. In 1914, electricity was transferred from individual ownership to a centralized electric company and one of its most impressive public buildings, the Poplar Bluff Post Office, located at the corner of Poplar and 4th Streets, was constructed.[30] A public library was established in 1915 and although it was not until 1936 that a permanent building was constructed for the library, its substantial holdings and support of local citizens reflect the organization's importance to the growing community.

The 1927 tornado which destroyed much of the downtown area, also took its toll on the city's public buildings. Although severely damaged, the Post Office was repaired and stood until recent decades when it was razed for a parking lot. The 1887 courthouse was also badly damaged and had to be razed. A new Neo-Classical style

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[27]*David Bruce Deem, History of Butler County, Missouri: A Narrative Account of its Historical Progress, its People and its Principal Interests (Poplar Bluff, MO: Poplar Bluff Printing Company, 1925), p. 23.*

[28]*Loughead, p. 43-45.*

[29]*Ibid, p. 120-121.*

[30]*Ibid, p. 70.*

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courthouse was constructed in 1928 which still stands today. The original city hall building was not extensively damaged by the tornado, but it too was razed for the construction of a modern facility. Although few in number, Poplar Bluff's public buildings are significant to the growth and development of Poplar Bluff.

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INTRODUCTION

Property types identified in the 1990 Poplar Bluff survey included residential buildings, industrial buildings, commercial buildings, railroad depots, and public buildings. All of the property types included within this initial submission fall into the categories of commercial buildings, railroad depots, or public buildings.

NAME OF PROPERTY TYPE - COMMERCIAL BUILDINGS

Description:

Historic commercial buildings in Poplar Bluff are typically two- and three-story brick buildings constructed during the early 1900s. Commercial buildings are concentrated primarily in the historic downtown area along S. Main, Vine, Broadway, and adjacent streets. The only other historic commercial area located outside downtown Poplar Bluff is a small commercial district on the east side of the Black River on Bartlett Street. These buildings were constructed from 1910 to 1930 and include examples of the Art Deco style. Other commercial buildings from the early 20th century are scattered throughout the city and include examples of corner neighborhood grocery stores and gas stations.

Most buildings in the downtown area are one-part and two-part commercial blocks which reflect common building forms prevalent from the late 19th century to the mid-1950s.[31] One-part commercial blocks usually have large plate glass storefronts detailed with ornamental framing while two-part commercial blocks have separate storefronts and upper facades. Many of the buildings have brick piers or cast iron pilasters at the storefronts. The use of Carrara glass panels for storefront remodeling in the 1930s and 1940s was also prevalent in the downtown area. Many masonry upper facades are embellished with brick corbelling at rooflines and arched or rectangular one-over-one sash windows. A few buildings have upper facade decoration including terra cotta panels, cast iron hood molding, and sheet metal cornices.

Commercial buildings may also include hotel buildings constructed in Poplar Bluff. As a rail center, over a dozen hotels were built in and around the downtown area. These buildings largely followed the design of commercial buildings with a storefront on the first floor and masonry upper facades with arched or rectangular windows.

Significance:

Commercial buildings in Poplar Bluff may be significant under Criteria A and C for their role in the commercial history of the city and for their architectural character. Following the arrival of the railroad, Poplar Bluff grew into

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[31] *Richard Longstreth, The Buildings of Main Street: A Guide to American Commercial Architecture (Washington, D.C.: The Preservation Press, 1987), p. 24.*

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a thriving community driven by commercial trade and agricultural production. Late 19th century growth was stimulated by railroads and lumber companies which cleared heavily forested areas. Commercial expansion spread rapidly west and south as manufacturing firms sprang up along the railroad. Poplar Bluff was one of the railroad's most popular stops between Arkansas and St. Louis during the early 1900s, evidenced by the large number of hotels located near the railroads.

At the turn of the century the downtown area of Poplar Bluff was a regional center for business and commerce. While the small towns in the region could provide basic necessities, Poplar Bluff contained dozens of businesses which stocked goods and products imported from around the country. Its brick buildings contained a wide variety of businesses including banks, drug stores, clothing stores, jewelers, an opera house and theater. Early prominent businesses in the downtown area included the Wright-Dalton-Bell-Anchor Department store which was housed in a four-story building. This business was one of the largest of its kind in Southeast Missouri but its building was destroyed by the 1927 tornado. Other early 20th century businesses in the downtown area included the J.C. Penny and Montgomery Ward stores, Newberry's Department Store, and Garfinkels Department Store. In addition to mercantile buildings, over a dozen brick and frame hotel buildings were constructed to take advantage of the city's thriving railroad traffic.

Poplar Bluff's downtown area continues to function as an important component of the town's commerce. Recent strip development during the 1970s and early 1980s along Highway 67, has developed into the primary retail center for the city. Revitalization efforts in the downtown area include rehabilitation of the Zehe Building, promotion of the train museum in the St. Louis-San Francisco depot, and plans for park development along the western bank of the Black River.

Registration Requirements:

Commercial properties in Poplar Bluff are significant primarily because of their architecture and/or their association with the commercial history of the community. To be architecturally significant, a building must be a fine example of a particular style or possess unusual design elements and detailing. The building must also possess integrity of setting and location, design, workmanship and materials. This includes all original upper facade decoration and the majority of storefront elements or first floor detailing.

To be historically significant, a building must be the site of a business of particular importance to the community, must be associated with an individual of particular importance, or be associated with an important event or occurrence.

Commercial buildings may also meet registration requirements if they form a significant grouping which retains integrity of setting and location. To be eligible, these buildings must be contiguous at their original locations and a significant concentration must retain integrity of design, workmanship, materials, feeling and association. Buildings which retain integrity are those which have most of their original upper facade detailing and materials and retain

the feeling and association of a particular era. The storefront should also retain some original features or retain traditional storefront fenestration patterns. A grouping of buildings may also be considered significant if it collectively has particular historical significance in the commercial growth and development of the community. Districts may be eligible under Criterion A, Criterion C, or a combination of both.

NAME OF PROPERTY TYPE - RAILROAD DEPOTS

Description:

Railroad depots represent a separate property type through their form and standardized plan designs. Standardized plans were used for railroad depots throughout the late 19th and early 20th centuries. Standardized plans allowed for rapid construction of depots as rail lines expanded and created corporate symbols easily recognizable to the traveling public. Depots were often built with wide bracketed eaves for protection from the elements and with standard interior arrangements for waiting rooms, freight offices, and ticket booths. By the early 20th century many railroad companies had depots with coordinated color schemes and distinctive brackets.[32] Particular architectural styles were also adopted by railroad companies for their depots.

Within the downtown area of Poplar Bluff are two pre-1943 railroad depots, the St. Louis, Iron Mountain and Southern Depot built in 1910, and the St.Louis-San Francisco Depot constructed in 1928. These railroad depots retain their original character and have undergone minimal changes. The St. Louis, Iron Mountain and Southern Depot Union Pacific depot continues to operate as a freight station. This building was constructed with red and gray brick and wide eaves. The first floor of the building was built to house waiting rooms and freight storage while the second floor housed railroad offices. An elaborate iron and concrete staircase known as the Iron Mountain Staircase still remains adjacent to the building and connects the depot to S. Main Street. The St.Louis-San Francisco depot, constructed by the Gephart Construction Company of Cape Girardeau, is a Spanish Mission style building. The St. Louis-San Francisco depot, located at 303 Moran Street, is constructed of yellow glazed brick with decorative red courses. The roof is covered with unglazed red Spanish tile with copper flashing. Curvilinear arches on the northern facade are capped with cut marble slabs which have a decorative marble urn in the center of each arch. The building has been converted into a railroad museum. Both depots retain much of their original exterior character and integrity.

Both of the depots in Poplar Bluff were built in standardized plans. The St. Louis, Iron Mountain and Southern Depot is similar in design to the depot in Guthrie, Oklahoma while the Spanish Mission style was used for the St. Louis-San Francisco line's depots at Fayetteville, Arkansas and other locations.

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[32] *James B. Jones, "Railroad Development in Tennessee, 1865-1920" (unpublished document on file at Tennessee Historical Commission, Nashville, TN, 1987), p. 19.*

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Significance:

Railroad depots are significant under Criterion A for their role in transportation and for their association with the commercial development of the city. The construction of railroads through Poplar Bluff had a major impact on the city's commercial and manufacturing development. The railroads also allowed for the exploitation of the region's timber and tied the city together with the manufacturing and shipping centers of St. Louis, Memphis, Kansas City, and other urban areas. Under Criterion C, the St. Louis, Iron Mountain & Southern Depot and the St. Louis-San Francisco Depot represent a distinctive property type, an architectural symbol which immediately identified the railroad they served and which reflected the railroad's influence in the community.

Registration Requirements:

Railroad depots in Poplar Bluff are significant because of their architecture and their association with the transportation and commercial development of the community. To be architecturally significant, a depot must be a fine example of a standardized plan or particular style, or possess unusual design elements and detailing. The building must also possess integrity of setting and location, design, workmanship and materials. The retention of original interior detailing and floor plans is not necessary if the exterior of the building is essentially intact. To be historically significant, a depot must be the location of passenger or freight service for a railroad company, must be associated with an individual of particular importance, or be associated with an important event or occurrence.

NAME OF PROPERTY TYPE - CIVIC AND GOVERNMENTAL BUILDINGS

Description:

Civic and governmental buildings include those built for community improvement or for governmental operations. Civic buildings may include those of public service organizations or buildings constructed to improve the general welfare of the community. Governmental buildings may include those built for local, county, or federal governmental operations such as city halls, post offices, courthouses, and fire stations.

Significance:

Civic and governmental buildings are eligible under Criterion A, Criterion C, or a combination of both. Buildings may be significant under Criterion C if they are notable examples of an architectural style. Buildings may be significant under Criterion A if they were of particular importance in a civic or governmental role.

Registration Requirements:

Civic and governmental buildings meet registration requirements if they played an important role in local government operation; are of a particularly noteworthy architectural design; retain integrity of design, materials, craftsmanship, feeling and association; or if they retain integrity of location and setting.

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GEOGRAPHICAL DATA

The historic resources of Poplar Bluff are located within the corporate limits of the city of Poplar Bluff, Missouri.

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SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

An historical and architectural inventory of Poplar Bluff was completed in 1989 and 1990 as a project of the Ozark Foothills Regional Planning Commission. The project utilized federal funding through a matching grant from the Missouri Department of Natural Resources. The first phases of the project were completed by a consultant and volunteers under the guidance of the Planning Commission. In January 1990, Thomason & Associates of Nashville, Tennessee were hired to refine the existing data and complete the survey. The Planning Commission assisted in typing forms and photographing properties.

In order to complete the survey, every street and road within city limits was driven and all properties were analyzed for their architectural character. Missouri inventory forms were completed for each property and data was recorded on a portable computer. Final products for each property included an inventory form, continuation sheet with architectural and historical information, street map showing the property location, and a 5 x 7 black and white photograph. A total of 413 properties were inventoried, the majority of which were residences constructed between 1890 and 1910, and Bungalows constructed between 1910 and 1930. Over fifty commercial buildings were inventoried in the downtown area, as were numerous schools, churches and government buildings. Although Poplar Bluff was a manufacturing center during the late 1800s and early 1900s, very few industrial structures remain from that period of time.

The Survey Report for this project recommended that National Register nominations be prepared for one commercial historic district, one residential historic district, and a variety of individual commercial, public, and residential buildings. This multiple property nomination is the first nomination to be prepared that nominates eligible properties in Poplar Bluff.

In order to complete this nomination, research was conducted on the overall historical growth and development of Poplar Bluff. This included examination of secondary source materials such as published histories, manuscripts, theses, dissertations, and unpublished materials in the Poplar Bluff Library and in the files of the Butler County Historical Society. Primary source material utilized by the consultant included the following:

- Sanborn Insurance Maps of Poplar Bluff (1892, 1895, 1901, 1910, 1917, 1924, and 1928);
- History of Butler County by David Deem;
- Early History of Butler County, Missouri by George Loughead;
- History of Southeast Missouri by Robert Sidney;
- Survey forms and questionnaires completed by the consultant in Poplar Bluff in 1989 and 1990; and
- local newspapers and city directories.

In addition to this multiple property nomination, six individual property nominations and a historic district nomination for the city's commercial and public buildings were prepared and accompany the multiple property nomination.

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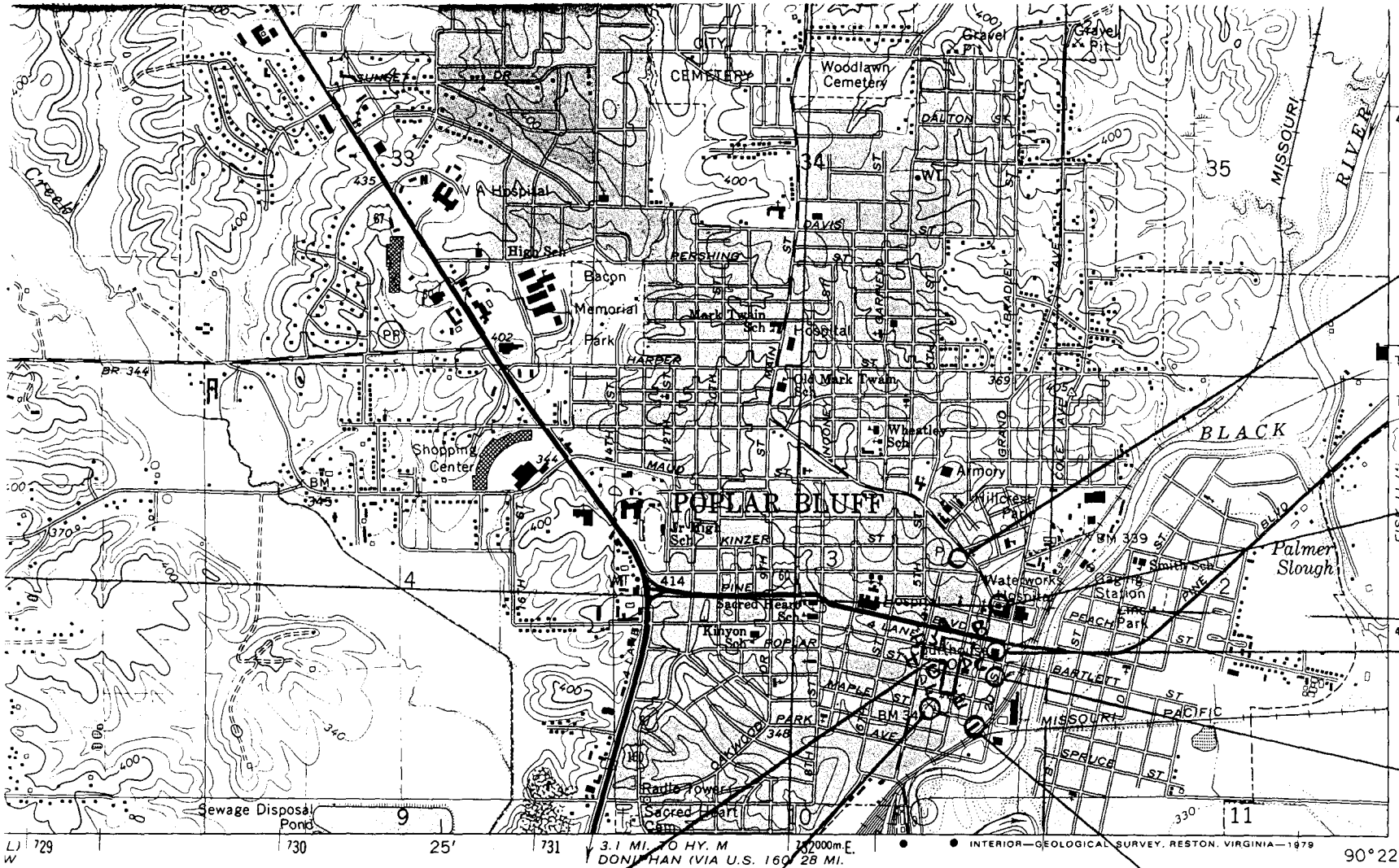

MOORE-DALTON HOUSE 15/732640/4071180

POPLAR BLUFF PUBLIC LIBRARY 15/732800/4071000

THE BUILDING 15/732790/4070720

BUTLER COUNTY COURTHOUSE 15/732790/4070820

ST. LOUIS, IRON MOUNTAIN AND SOUTHERN 15/732710/4070510

(HANLEYVILLE) 1957 III NE

ST. LOUIS-SAN FRANCISCO R.R. DEPOT 15/732530/4070580

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POPLAR BLUFF COMMERCIAL HISTORIC DISTRICT

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B. 15/732700/4070850
C. 15/732695/4070800
D. 15/732660/4070800
E. 15/732620/4070640
F. 15/732570/4070650
G. 15/732590/4070770
H. 15/732480/4070790
I. 15/732490/4070840

MISSOURI

QUADRANGLE LOCATION

ROAD CLASSIFICATION

Primary highway, all weather, hard surface

Secondary highway, all weather, hard surface

Light-duty road, all weather, improved surface

Unimproved road, fair or dry weather

Interstate Route U. S. Route State Route

MAP ACCURACY STANDARDS
OLORADO 80225, OR RESTON, VIRGINIA 22092
URVEY, ROLLA, MISSOURI 65401
D SYMBOLS IS AVAILABLE ON REQUEST

POPLAR BLUFF, MO.
SW/4 POPLAR BLUFF 15' QUADRANGLE
N3645—W9022.5/7.5

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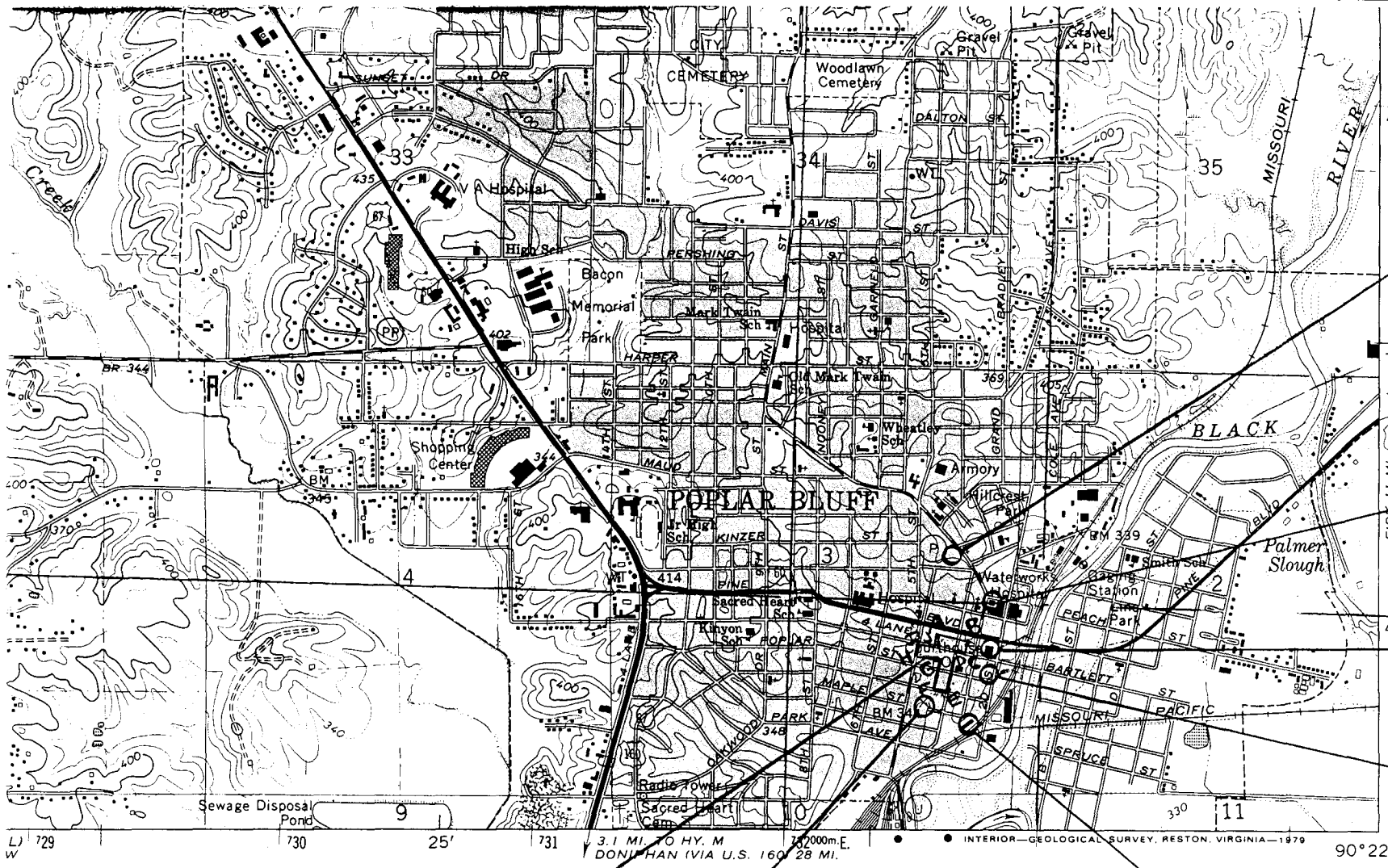
AMS 7957 IV SW—SERIES V879

HISTORIC RESOURCES OF POPLAR BLUFF (BUTLER COUNTY) MO



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POPLAR BLUFF PUBLIC LIBRARY 15/732800/4071000

THE BUILDING 15/732790/4070720

BUTLER COUNTY COURTHOUSE 15/732790/4070820

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ST. LOUIS-SAN FRANCISCO R.R. DEPOT 15/732530/4070580

POPLAR BLUFF COMMERCIAL HISTORIC DISTRICT

A. 15/732570/4070870
B. 15/732700/4070850
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G. 15/732590/4070770
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N3645—W9022.5/7.5

1966
PHOTOREVISED 1979
AMS 7957 IV SW—SERIES V879

HISTORIC RESOURCES OF POPLAR BLUFF (BUTLER COUNTY), MO

N.P.S. Form 10-900-b
(March 1992)
United States Department of the Interior
National Park Service

OMB No. 1024-0018

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

____ New Submission _X___ Amended Submission

A. Name of Multiple Property Listing

Historic Resources of Poplar Bluff, Missouri

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Late 19th and Early 20th Century Residential Buildings of Poplar Bluff, Missouri, ca. 1880 - 1943
Public Buildings (Schools) of Poplar Bluff, Missouri, ca. 1883 - 1943

C. Form Prepared by

name/title __PhilipThomason/Principal

organization ___Thomason and Associates_____ date___April 21, 1997

street & number __P.O. Box 121225_____ telephone _(615) 385-4960

city or town __Nashville_____ state_TN____ zip code_37212

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (___ See continuation sheet for additional comments.)

Claire F. Blackwell 24 Dec 97

Signature and title of certifying official Date

Claire F. Blackwell/Deputy SHPO

State or Federal agency and bureau

Missouri Department of Natural Resources

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper Date

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

	Page Numbers
E. Statement of Historic Contexts (If more than one historic context is documented, present them in sequential order.)	E-14 – E-26
F. Associated Property Types (Provide description, significance, and registration requirements.)	F-5 – F-9
G. Geographical Data	G-2
H. Summary of Identification and Evaluation Methods (Discuss the methods used in developing the multiple property listing.)	H-2
I. Major Bibliographical References (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	I-3

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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INTRODUCTION AND ORGANIZATION

The multiple property group submittal for the residential and public buildings (schools) of Poplar Bluff, Missouri is organized with reference to two contexts: (1) Late 19th and Early 20th Century Residential Buildings of Poplar Bluff, Missouri, ca. 1880 - 1943, and; (2) Public Buildings (Schools) of Poplar Bluff, Missouri, 1910 to 1943. These contexts follow a discussion of the city's geographical information.

The contexts contained within this nomination are based upon the recommendations of the "Poplar Bluff, Missouri Architectural and Historical Inventory Survey Report" prepared in 1990. This report recommended the preparation of National Register Nominations for a commercial and residential historic district and a number of individual properties. The staff of the Historic Preservation Program of the Missouri Department of Natural Resources concurred in the report's district nomination recommendations and also identified additional properties which met National Register criteria. Historic Contexts identified during the survey included the following:

(1) Late 19th and Early 20th Century Residential Buildings of Poplar Bluff, Missouri, ca. 1880 - 1943;
(2) Late 19th and Early 20th Century Commercial Buildings of Poplar Bluff, Missouri, ca. 1880 to 1943;
(3) Public Buildings of Poplar Bluff, Missouri, ca. 1883 to 1943; and
(4) Industrial Buildings of Poplar Bluff, Missouri, ca. 1900 to 1943.

In 1994, a multiple property nomination was prepared for the city of Poplar Bluff which contained the Poplar Bluff Commercial Historic District and six individual properties. The individual properties which were nominated included both commercial and public buildings. Due to budget and time considerations, the City of Poplar Bluff and the Department of Natural Resources were unable to fund a nomination for all identified eligible properties within the city. Instead, those properties were selected which met the city's available funding and were of particular importance in overall city planning and preservation efforts.

The present nomination was funded by the City of Poplar Bluff and the Department of Natural Resources in 1996. The intent of this nomination is to include the South Sixth Street Historic District and individually eligible residential properties. The nomination also includes three school buildings which were not included in the Public Building context of the previous multiple property nomination. The original scope for this project was to prepare nominations for up to thirteen individual properties. However, following interior inspections of properties, several were found to no longer retain sufficient overall integrity to meet National Register criteria. Owner consent and building access was also denied at one of the properties. As a result, this nomination contains one residential historic district, the South Sixth Street Historic District, and individual nominations for three public schools and four residences. It is anticipated that additional nominations may be prepared in coming years for other National Register eligible properties.

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GEOGRAPHICAL INFORMATION

Poplar Bluff, Missouri, is the county seat of Butler County and has a population of 16,996 residents. The city is located in the southeastern corner of the state, approximately 150 miles south of St. Louis and 180 miles east of Springfield, Missouri. Built along a series of bluffs, Poplar Bluff is surrounded by hilly terrain north and west, most of which is designated as the Mark Twain National Forest. Bordering the eastern side of the city is the Black River. Beyond the river and south are flat lands and drained swamplands which are currently used for farming activities. U.S. Highways 67 and 60 are the city's main thoroughfares with Highway 67 running north to St. Louis and Highway 60 connecting with Paducah, Kentucky and Springfield, Missouri. Just west of the Black River is the Union Pacific Railroad, which runs north and south connecting Poplar Bluff with St. Louis and Little Rock.

Butler County is part of the Western Lowland subdivision of the Mississippi Delta. This region is bounded on the west by the Ozark Escarpment and on the east by Crowley's Ridge which is an erosional remnant in the Mississippi Valley. A series of sand ridges separating swampy flats comprise the Western Lowland. Butler County elevations range from 300 to 600 feet above mean sea level.

Butler County is made up of a variety of agriculturally rich soils. High land soils are composed of a rich clayey loam with underlying yellow and red sand or gravelly clay. Surrounding swamplands drained during the 19th century consist of heavier clays composed of a marly humus, black, sandy loam, and alluvial soils which are well suited for the production of wheat, corn, oats, peanuts, tobacco and soybeans. Varying quantities of lead, iron, granite, marble, copper and kaolin can also be found in the area. The region's most valuable resource during the late 19th century was its forests, which were logged extensively by the early 1920s.

Poplar Bluff consists of a central commercial area with older residential areas located primarily to the north, west, and east. To the south is a commercial and light industrial area with primarily post-1940 residential development. In recent decades suburban development has extended the city's residential areas to the north and west. Post-1940 commercial "strip" development has been extensive along U.S. Highway 67 west of the downtown area.

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HISTORIC CONTEXTS AND OVERVIEW

Late 19th and Early 20th Century Residential Buildings of Poplar Bluff, Missouri, ca. 1880 - 1943;

Poplar Bluff is one of southeastern Missouri's leading manufacturing and commercial centers. Once home to the Casquina, Capahas, Osage and Cayas Indians, this region was claimed by the French following the explorations of LaSalle in 1682. LaSalle named this region Louisiana in honor of King Louis XIV. French settlement of Louisiana was sparse and in 1762, with the first treaty of San Ildefonso, the French transferred the territory to the Spanish. In 1800, with the second treaty of San Ildefonso, Spain deeded Louisiana back to France, although the transfer was not made public until two years later. In Upper Louisiana, Spain continued to administer the territory until 1804, when the territory, purchased the previous year, was transferred to the United States.

The population of southeast Missouri remained sparse until after the Civil War when commercial growth was stimulated by the construction of railroads throughout the region. Most of Poplar Bluff's early settlers moved into the area from Tennessee and Kentucky during the 19th century.[1] Butler County was created in 1849 with Poplar Bluff selected as the county seat. When the Civil War began, Poplar Bluff consisted of approximately fourteen buildings. Of the twelve families living in Poplar Bluff in 1860, only four remained throughout the war. Butler County's location along the northern/southern line and its reputation as an unsettled region made it an appealing locale to renegades who destroyed several of the town's properties. Fortunately, no major battles or sizeable skirmishes were fought within Butler County during the war.[2]

The earliest residences in Poplar Bluff were log and frame houses which were built in the 1840s and 1850s. These structures were later replaced by larger frame and brick residences in the two decades following the Civil War. With the construction of the railroad and establishment of the lumber companies, the prosperity of the city resulted in many property owners remodeling or rebuilding their original houses. Residences dating prior to 1880 are extremely rare and none were inventoried which retained their original character.

Following the Civil War, Butler County's population began to slowly but steadily increase. In 1860, the county population was 2,891. This number increased to 4,298 by 1869.[3] Area residents utilized the Black River as their primary transportation and trade route until 1872 when rail service made its way into the area. Poplar Bluff quickly became a major railroad stop between St. Louis and Little Rock. In 1917, the St. Louis, Iron Mountain and Southern Railroad merged with the Missouri Pacific Railroad. The reorganized line continued to function as a major

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[1] *George R. Loughead, Early History of Butler County, Missouri (_____: Stinson Press, 1987), p. 7.*

[2] *Deem, p. 23-25.*

[3] *Ibid, p. 105-106.*

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connection for Poplar Bluff to larger markets.[4]

In addition to the Missouri Pacific and its associated services, several short lines ran through the southeastern region of Missouri, including the Southern Missouri and Arkansas Railroad which later became part of the St. Louis and San Francisco Railroad. The St. Louis-San Francisco service ran from Hoxie, Arkansas through Poplar Bluff to Cape Girardeau, connecting smaller communities to major cities such as St. Louis, Memphis, Kansas City and Chicago.[5] The St. Louis-San Francisco company purchased Poplar Bluff's original Southern Missouri tracks and depot during the early 1900s.

A publication of the 1870s, distributed by the St. Louis, Iron Mountain and Southern Railroad, described Poplar Bluff as follows:

> The town, situated upon the hills, contains upward of one thousand inhabitants; and though many new buildings have been constructed, no vacant houses are found. The site is excellent, the rich lands produce food cheaply, water and fuel are at hand, transportation of raw and finished material is good both by water and rail...Heavy growths of timber make lumbering along this line a prominent industry...Oak, elm, catalpa, gum, cypress, and other trees are often found exceeding four feet in diameter, and one oak has been found eleven feet in diameter...[6]

Here one sees evidence of increasing interests in the region's rich reserves of timber which contributed a great deal to Poplar Bluff's early growth and development. Butler County attracted loggers not only because of the area's extensive lumber resources, but also because of a good local labor supply, a mild climate which permitted year-round logging, the low cost of area timber, and the proximity of Missouri via the railroad to markets in Nebraska, Kansas, Oklahoma and the Indian Territory. By 1870, more than fifty lumber mills operated in and around Butler County.[7]

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[4]*Norbury L. Wayman, St. Louis Union Station and its Railroads (St. Louis: The Evelyn E. Newman Group, 1987), p. 60.*

[5]*Thomason and Associates and Cynthia Price, "An Overview of the Ozark Foothills Regional Planning Area" (unpublished document on file at the Missouri Department of Natural Resources, Jefferson City, MO, April 1991), p. 80-81.*

[6]*St. Louis, Iron Mountain and Southern Railway, The Favorite Route to all Points in the South-West (St. Louis: James W. Nagle, n.d.), p. 8-9.*

[7]*Thomason and Associates and Price, p. 89-90.*

The majority of historic residential architecture in Poplar Bluff dates from its boom years of ca. 1880 to ca. 1910. During these years the city experienced rapid growth and development as a railroad center and manufacturing center of timber products. Poplar Bluff was originally laid out in a grid plan on the west side of the Black River with the central business district at the center. With the construction of the railroads in the 1870s and establishment of timber companies in the 1880s, Poplar Bluff grew in all directions. By 1890, the city expanded to the north and west and many of these streets became the home of the city's merchants and professionals. To the south of downtown a large industrial area was developed adjacent to the railroad with some working class housing also constructed. To the east of the river, streets and lots were laid out in these years and a large working class district arose.

The oldest remaining residences which retain their original character are Italianate style homes from the 1880s. The Italianate style was a popular national style after the Civil War and was widely used in the expanding cities of the Midwest. The style's roots were from Italian farmhouses and villas and featured wide roof eaves, decorative cornices and arched windows.[8] Only a few residences from this decade are known to exist. The most notable of these dwellings include the Luke F. Quinn House at 303 South Sixth Street and the Warren S. Randall House at 205 South Sixth Street. This street and the adjoining neighborhood became a preferred residential section of this city for professionals and merchants.

The Luke F. Quinn House was constructed in 1884 and is the only remaining example of 19th century stone construction in the city. The dwelling was built with segmental arched windows, a hipped roof, and a rear one-story frame wing. In recent years the original porch has been replicated. The house is included within the South Sixth Street Historic District. The Warren S. Randall House was completed in 1889 and is a two-story dwelling of brick construction. The house has a prominent corner tower with a pyramidal roof, segmental arched windows, and projecting bay windows. The house was altered ca. 1910 with a Colonial Revival style porch, however, it retains sufficient character of its original construction to be included as a contributing building in the South Sixth Street Historic District. The Greer House at 422 Lester is an example of a frame towered Italianate dwelling, however, it has been altered through extensive rear additions in recent decades and does not meet National Register criteria.

By 1900, Poplar Bluff had grown to a community of 4,321 residents. Residential areas spread northward along Main and adjacent streets and west between Park Avenue and Vine Street. The earliest African-American residents settled north of Main Street along Garfield and neighboring streets. By the late 19th century, this was the primary African-American neighborhood in the city. On the east bank of the Black River, a working-class neighborhood arose containing modest frame dwellings. To the south of the downtown area, the area remained an industrial center and residential areas were limited.

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[8] *Virginia and Lee McAlester, A Field Guide to American Houses*, p. 212.

The boom years of the city at the turn of the century coincided with the popularity of the Queen Anne style and examples of this style are found through the older sections of Poplar Bluff. The Queen Anne style was derived from traditional medieval English dwellings and embellished through the widespread availability of milled lumber.[9] Common details include asymmetrical plans, large porches with milled columns, eave vergeboard, wood shingles in gable fields, and bay windows. The influence of the Queen Anne style is also found on more modest structures of the period such as Gabled Ell, or T-plan forms. These influences are generally restricted to the use of decorative woodwork or shingles at porches, gables, and eaves.

Exuberant Queen Anne designs with large towers and turrets are rare in Poplar Bluff or have been altered. Most examples of this style are more modest structures. The most notable example of the Queen Anne style in Poplar Bluff is the John Archibald Phillips House at 522 Cherry Street built in 1891. The John Archibald Phillips House was designed in an asymmetrical plan of wood construction. The house is two-stories in height and retains much of its exterior and interior detailing.

Other modest examples of the Queen Anne style are located at 621 Cynthia, 618 Poplar, and 437 N. Main Streets. These feature detailing typical of the period but all have been altered. An example of the speculative building of the era are the three identical plan Queen Anne residences built in the 700 block of Lester. These two-story residences were built at the same time and originally had similar designs and detailing. The dwellings have been remodeled. The eclectic Williams House at 848 Vine was built in 1892 and combines Queen Anne and Gothic forms. This residence has been extensively altered.

High style architectural forms of the period are rare in the city and most dwellings constructed at the turn of the century can be identified as vernacular or ""Folk" houses.[10] These are primarily one-story, balloon-frame dwellings which were originally built with brick foundations and chimneys and exteriors of weatherboard siding. The most common house form in Poplar Bluff is the balloon-frame Gabled Ell, or T-plan. Most examples in Poplar Bluff are one-story, two-bay structures with shiplap siding and either gable or hipped roofs. The Gabled Ell plan is evident in almost all neighborhoods and is particularly common in the worker housing area on the east side of the river.

The houses on the east side of the river were built by the various lumber companies that located in Poplar Bluff. The streets are laid out in a uniform grid pattern and lettered A Street through F Street, and the houses are similar in style and plan. For the most part, they are one-story balloon frame Gabled Ell houses with shiplap siding and gable roofs. Some are decorated with jigsaw vergeboards or gable trusses, but decoration is, for the most part, minimal. A representative example of a one-story Gabled Ell plan is the residence at 409 N. C Street. Other

[9] *Ibid.*, p. 268.

[10] *Ibid*, pp. 89-101.

examples on the west side of the river can be found at 534 Cherry and 926 Tremont Streets. Two-story Gabled Ell plans are more common in the residential areas to the north and west of the business district. These residences have porches on the main facade and have Queen Anne or Colonial Revival influences. Representative examples of two-story Gabled Ell plan residences are found at 647 Charles, 808 Kinzer, and 622 Relief Streets.

Another common form are one-story houses with Pyramidal or hipped roof plans. These residences were also built in working class areas and are generally simple structures with exterior decoration confined to the porches and eaves. Representative examples of this house form are at 701 Arthur, and 928 Cherry Streets. A few examples of what is called a "Saddlebag" form dwelling were found in neighborhoods inhabited by the factory workers at the turn of the century. A Saddlebag house is commonly known as a one-story, four-bay, frame dwelling with two main entrances on the primary facade, a side-gable roof, and central interior chimney. This house form is not common in Poplar Bluff but examples can be found at 912 Nooney, and 1344 Spring Streets.

By the early 1900s, the Queen Anne style began to decline in popularity as the influence of the Colonial Revival style grew. Several residences were built in these years which show traits of both styles in one house. These residences often have the asymmetrical massing of the Queen Anne style but have classical columns and eave details such as dentils as decorative details. Representative examples of this house form include the residence at 451 N. Main Street and residences at 515 Kinzer and 936 N. Riverview Streets. The Thomas Moore House at 435 Lester Street is the most notable example of a Queen Anne/Colonial Revival influenced dwelling and it was built in 1896. The dwelling is largely unaltered and displays original porch columns, weatherboard and wood shingle exterior, a prominent stained glass window, and original interior detailing.

Several brick residences were built in Poplar Bluff ca. 1900 which are reflective of dense urban rowhouse or townhouse designs. These buildings are similar in design and located at 708 Sanders, 710 Sanders, and 814 Tremont Streets. All are two-stories in height, have rounded arch windows, corbelled brick cornices, and are rectangular in design. Their construction in Poplar Bluff is unusual and it is not known which builder or developer had these three residences erected.

A few of Poplar Bluff's more prominent citizens built large homes in the early 20th century in the Colonial Revival and Neo-Classical styles. Both styles were popularized at the turn of the century following the renewed interest in these building forms. The Chicago Columbian Exposition of 1893 and various state centennial celebrations showcased these styles as a return to the building designs of 18th century colonial America.[11] The Neo-Classical style was distinguished by its use of large, full-height classical columns and classical detailing. The Moore-Dalton House at 421 N. Main Street was remodeled into its present design around 1897, and with its two-story portico, is a fine example of the Neo-Classical style (NRHP 12/1/94).

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[11] *Ibid*, p. 345-346.

The Colonial Revival style also emphasized symmetrical forms and detailing such as pedimented surrounds, jack arching over windows, classical decoration at the eaves, and porch columns in the Doric, Ionic, Corinthian, and Tuscan orders. The most notable example of the Colonial Revival style in the city is the John C. Corrigan House at 225 South Sixth Street. Completed in 1917, this two-story brick dwelling was designed with arched windows, a stained glass entrance, limestone porch columns, and brick quoins. At the roofline are gable dormers and a clay tile roof. This dwelling is included as a contributing building to the South Sixth Street Historic District.

The Colonial Revival style was also expressed in a simpler house form commonly referred to as Foursquare plans. These houses are rectangular or square in massing and form, have one-story porches on the primary facade, hipped roofs, and details such as eave dentils and Tuscan columns. This house form is found throughout Poplar Bluff and a representative example can be seen at 1024 Riverview Street. Substantial two-story brick Foursquare houses were also built in the early 20th century. Examples of these residences are at 635 N. Main, 917 N. Main, and 942 Vine Streets.

By 1910, Poplar Bluff had grown to a total of 6,916 citizens, and the population again increased by more than 1,000 to 8,042 in 1920. In 1907, fifty-four manufacturing plants were operating in the city including several handle factories, oil supply companies, a distillery, wagon factory and concrete block plant.[12] One of the largest companies to operate in Poplar Bluff was the International Shoe Company which took over the Dalton Adding Machine Company building constructed in 1909. These diversified manufacturing concerns continued to attract residents, and the city flourished during the 1910s and 1920s.

The years between 1910 and 1930 saw the continued expansion and rebuilding of the city's residential areas. New building construction moved past Ninth Street on the west and further north along Main Street. The predominant house styles after 1910 in the city were the Bungalow and Craftsman styles. These residences followed designs popularized by pattern books and mail order companies such as Sears and Roebuck, and the Alladin Company, and are typical of Bungalow and Craftsman designs built across the country. Bungalows are generally defined as one- to one- and one-half story dwellings with low pitched roofs, wide eaves, and of brick or frame construction.[13] Craftsman dwellings emphasize a diversity of massing and materials on the exterior and often have combinations of stucco, frame, stone, or brick. These dwellings also often feature extended rafters, purlins and brackets.

Craftsman design residences with stucco exteriors include the houses at 912 Lester, 1353 Barron Road, 620 Cynthia, 109 Elm, and 425 Rio Vista Streets. A particular type of exterior stucco and stone material known as "pebble dash" can also be found on residences in Poplar Bluff. An example of this type of wall treatment can be found at 839

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[12] *Barbour and Collins, p. 37.*

[13] *Virginia and Lee McAlester, A Field Guide to American Houses*, p. 454.

Cedar Street. Brick Craftsman residences are found on many streets of the city. Representative examples of two-story Craftsman residences include the house at 433 N. Main Street, 714 N. Main Street, and the Roland House at 906 Kinzer Street. These dwellings are common examples of this style.

The city's most notable Craftsman style dwelling is the Alfred W. Greer House at 955 Kinzer Street which was completed in 1915. This two-story brick house has stucco in the gable fields and exposed rafters and purlins. On the main facade are large two-story porches and at the roofline is a clay tile roof. The interior of the dwelling is also significant and features a large oak staircase, built-in cabinets, paneled wainscoting, and a colonnade. Except some enclosures of rear porches, the dwelling has not been extensively altered and retains its architectural character.

Multi-family dwellings such as apartments and duplexes were also built to house the growing population of the city in the 1910s and 1920s. A representative example of a brick Craftsman duplex is the residence at 336 N. Main Street. The largest pre-1940 apartment building in the city is the three-story building at 1124 N. Main Street built ca. 1930. This building was constructed with minimal detailing and has since been altered. No other representative example of an early 20th century apartment house remains.

The city also retains a few residences which show the influence of the Tudor Revival and Spanish Revival or Mission styles of the 1920s. These styles are revivals based on the architectural forms of Elizabethan England and America's Spanish Colonial period. Tudor Revival residences are often symmetrical in form but have exteriors of stucco and half-timbering. Clipped gable roofs are also common. Examples of this style include the house at 931 Cynthia Street built in 1928, and the Robinson House at 906 Fairmount Street. Spanish influences can be found on a few residences such as the stuccoed house at 801 Arthur Street.

The growth of Poplar Bluff slowed towards the late 1920s and its population showed a decline from more than 8,000 residents in 1920 to 7,551 residents in 1930. This decline resulted from the end of Butler County's lumber boom and the loss of related industries. Most of the nearby Ozarks' pine was timbered by 1910, with lowland hardwoods expended by 1920.[14] Lumber mills closed as timber vanished but mills continued to operate as timber was transported in from surrounding areas.[15] Once the cost of shipping lumber from outlying areas became prohibitive, sawmills and large lumber companies moved on in search of new forests, not bothering to undertake any type of replanting or conservation efforts. Over 90,000 acres in Butler County alone were denuded of their timber by the 1920s.[16]

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[14]*Robert Sidney Douglass, History of Southeast Missouri (Chicago: Lewis Publishing Co., 1912), p. 125.*

[15]*Ibid, p. 89.*

[16]*Ibid, p. 339.*

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Poplar Bluff's character was also transformed in 1927 when a tornado demolished or damaged many of the city's commercial buildings and some residential areas. More than one hundred individuals were killed, four hundred were injured, and damages were estimated at over four million dollars. The tornado hit residential areas along Fifth Street, curving east and north through the business section of downtown, and crossed the Black River near the Vine Street bridge, destroying dozens of commercial buildings and residences. The John Archibald Phillips House at 522 Cherry Street had its roof removed and porch damaged by the tornado but it was repaired soon after. Other houses in the path of the tornado were so badly damaged that they could not be repaired and were razed.

The decline of the timber industry, the Depression of the 1930s, and America's entry into World War II resulted in little new construction in Poplar Bluff from 1930 to 1945. The one notable residence built during these years is the J. Herbert Moore House at 445 N. Eleventh Street, which is a fine example of the International Style. This style was popularized in the 1920s but its use was limited in America due to the Depression and War years. The style emphasized symmetrical forms, flat roofs, smooth walls, horizontality, and large expanses of windows.[17] Built in 1938, the J. Herbert Moore House has a flat roof, rectangular plan, uniform stucco wall surface, and little or no decoration. The window openings contain structural glass block and original metal casement windows set flush with the wall surface. The dwelling was later enlarged with a rear addition and carport but its overall form and plan remain evident. This residence is the only example of the International style in Poplar Bluff. Another residence with International style influences is located 724 Maud Street but is more modest in design. Due to its design, the J. Herbert Moore House is nominated to the National Register for its architectural significance.

After 1945, Poplar Bluff developed a diversified industrial and manufacturing economy and it has continued to be one of the major cities in southeast Missouri. During the 1950s and 1960s, extensive new suburban areas were developed to the north and west of downtown Poplar Bluff. These developments were typical of their period with Ranch style and Split Level houses constructed off of US Highway 67 and North Main Street. As these suburban areas increased there was a decline in the historic residential neighborhoods of the city. This decline occurred through demolition of many homes for modern dwellings, commercial buildings, and apartments. Other dwellings also lost their architectural character through inappropriate additions and alterations.

Due to the extent of these actions, only one small residential area along South Sixth Street has been identified as eligible for the National Register. Some streets such as Kinzer, Lester, Cynthia, and Vine Streets contain many intact pre-1945 dwellings. However, on almost every block are other altered pre-1945 dwellings or modern apartment buildings. The establishment of the Poplar Bluff Preservation Commission in 1982 resulted in increased awareness and appreciation of the city's historic residential architecture. Rehabilitation in keeping with original architectural character is becoming more common in the city's older neighborhoods and it is possible that additional areas may qualify as historic districts in the future.

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[17] *Virginia and Lee McAlester, A Field Guide to American Houses*, p. 469.

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Public Buildings (Schools) of Poplar Bluff, Missouri, ca. 1883 to 1943.

Butler County was originally part of Missouri's Wayne County which had Greenville as its county seat. In 1849, Butler County was created and named after William O. Butler, a prominent lawyer from Carrollton, Kentucky.[18] Three non-resident commissioners were assigned by the General Assembly to select an appropriate site for the new county seat which would cover 50 to 150 acres. A public hearing was called to allow citizens to express their views about the site. A stretch of property along the Black River was unanimously approved by the board and Butler County residents.[19]

Poplar Bluff remained a small county seat for the next two decades and did not incorporate until in 1870. From 1870 to 1900, the city gained prominence as a rail center and for its many timber-related industries. The city's population grew to over 4,000 residents by 1900, and this number would increase almost 7,000 by the end of the decade. The growth of the city resulted in an expansion of city services such as the construction of a water works on Second Street. In 1902, a new city hall and fire station were built in the downtown area. Brick sidewalks were laid in 1912 and brick roads were constructed in 1913. In 1914, electricity was transferred from individual ownership to a centralized electric company and one of its most impressive public buildings, the Poplar Bluff Post Office, located at the corner of Poplar and 4th Streets, was constructed.[20] A public library was established in 1915 and although it was not until 1936 that a permanent building was constructed for the library, its substantial holdings and support of local citizens reflect the organization's importance to the growing community (NRHP 12/1/94).

The development of the educational system in Poplar Bluff also took place following the Civil War. The first school in the city was established in 1869 by the "Butler County Education Society."[21] This two-story frame building was succeeded by a new brick public school in 1875. By 1884, three hundred children of school age attended the public school in the city. This school, known as the Benton School, was demolished and in 1923 the Williamson-Kennedy School was built on its site.

The oldest remaining school building in the city is the Mark Twain School on North Main Street. The school was built in 1910 with Neo-Classical Revival style influences and is two stories in height with a raised basement. The building is of brick construction and was designed in an "H" plan with four classrooms on each floor. In recent

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[18] *George R. Loughead, Early History of Butler County, Missouri, p. 12.*

[19] *Ibid, p. 27-29.*

[20] *Ibid, p. 70.*

[21] *Deem, History of Butler County*, p. 79.

years the building was remodeled to serve as the city's museum. Despite its loss and enclosure of original windows, the building's overall form and plan remains and the building is eligible for the National Register for its significance in local education. The Mark Twain School served as the city's primary high school until 1951 when a new building was constructed further north on Main Street. The Mark Twain School then served as an elementary school until it was closed in the 1980s.

Increased funding for public education in Missouri was noted throughout the 1910s and 1920s. In 1913, various laws, including the Wilson-McRoberts Law, provided funds for new buildings in both urban and rural areas of the state.[22] Improvements to public education continued into the 1920s, and the City of Poplar Bluff embarked on an ambitious building program. All of the schools built during the 1920s were built with Colonial Revival influences including classical detailing at the entrances, wall pilasters, dentils, and modillion blocks. Schools which remain from this period include the Williamson-Kennedy School on Lindsey Street built in 1922, the Wheatley Public School on Garfield Street built in 1928, and the Kenyon School on Vine Street built in 1925.

The Williamson-Kennedy School is a three story brick building and on the main facade the north and south bays project slightly from the main block and contain the primary entrances. Each entrance has an original concrete surround with Doric pilasters, a frieze with triglyphs and guttae, and an entablature. The influence of this style was also expressed through its paired brick pilasters on the third floor, and symmetrical design. The building has served as an elementary school from its construction in 1922 to the present.

The north side of Main Street became the home to Poplar Bluff's working-class and middle-class African American community at the turn of the century. To meet the educational needs of these residents, the city constructed a one-room schoolhouse in 1901. By 1928, the need for a larger, replacement school was acknowledged and the present Wheatley Public School was constructed.[23] The new Wheatley Public School was designed in the Colonial Revival style which was expressed in the building through its corner brick quoins, window lintels with keystones, and dentilled cornices over the entrances. From 1928 to 1958, the Wheatley Public School was one of the centers of the African American community. It was the only school which housed African American students and the building was also used for social gatherings, theatrical productions, and other community services. With desegregation in the 1950s, the Class of 1957 was the last for graduating seniors at the school and in 1958 the Wheatley Public School and Poplar Bluff High School were integrated.

The Kenyon School was constructed in 1925 and was also built in the Colonial Revival style. In recent decades a large brick addition was added to the west facade of the building and it no longer retains integrity.

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[22] Walter B. Stevens, Centennial History of Missouri (St. Louis, S.J. Clarke Publishing Co., 1921), p. 27.

[23] *Sarah J. Long, "The Integration of Poplar Bluff R-1 School District,"* p. 3-4.

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The Mark Twain School, Williamson-Kennedy School, and the Wheatley Public School represent Poplar Bluff's pre-1945 school buildings which retain integrity. While the Mark Twain School has been converted into a museum, both the Williamson-Kennedy School and Wheatley Public School continue to be used for educational purposes. Due to their association with the history of the Poplar Bluff school system, these three buildings are significant under National Register Criterion A for their association with local education. The Wheatley Public School is also significant under Criterion A as the city's historic school for African Americans.

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INTRODUCTION

Property types identified in Poplar Bluff included residential buildings, industrial buildings, commercial buildings, railroad depots, and public buildings. All of the property types included within this nomination fall into the categories of either residential buildings or public buildings (schools).

NAME OF PROPERTY TYPE - RESIDENTIAL BUILDINGS

Description:

Historic residential buildings in Poplar Bluff are generally one- and two-story frame or brick dwellings constructed between ca. 1880 and 1945. The majority of those inventoried during the 1990 survey are of frame construction and were built between 1890 and 1925. These dates coincided with the city's growth and expansion at the turn of the century when it became a rail center and major exporter of timber and timber products. After the mid-1920s, the timber industry declined rapidly and the city lost population. Few dwellings were built in the city from 1930 to 1945 due to the Depression and World War II.

The dwellings inventoried in Poplar Bluff reflect the national styles of their period. No unaltered buildings were identified which pre-dated ca. 1880, and the earliest which remain extant include Italianate style dwellings of the 1880s. The Luke F. Quinn House and the Warren S. Randall House on South Sixth Street were both built during this decade and are the city's finest remaining examples of the Italianate style. The influence of this style is also evident on more modest one-story frame houses of this decade.

The Queen Anne style of the late 19th century was popular in the city, however, only a few unaltered examples of this style remain standing. No high style brick Queen Anne house was identified and the best representations of this style are the two-story frame John Archibald Phillips House on Cherry Street and the Thomas Moore House on Lester Street. Both dwellings were constructed in the 1890s and have asymmetrical floor plans, exteriors of weatherboard and wood shingles, and decorative porch columns and eaves. Many other Queen Anne influenced frame dwellings were constructed in Poplar Bluff at the turn of the century but alterations to those dwellings have been extensive.

The majority of the dwellings constructed at the turn of the century in Poplar Bluff can be categorized as "Folk" or vernacular building forms of the period. These house forms are typical of those built throughout the Midwest in these years and include Gabled Ell plans, Pyramidal plans, Saddlebag plans, and other variations. These dwellings are generally one-story in height, of frame construction, and have exteriors decorated with milled or classical columns and eave vergeboard or wood shingles. These dwellings can be found throughout the older residential neighborhoods of the city especially north of Pine Street and east of the Black River.

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By the 1910s and 1920s, the Craftsman and Bungalow styles dominated the city's residential building construction. This house form was the most popular across the country during these decades and many examples can be found in Poplar Bluff. These dwellings are generally one-story in height, with low pitched gable roofs, and large front porches with tapered wood columns resting on brick piers. Both frame and brick veneer Bungalow dwellings are common from this period. Large, two-story dwellings reflecting the Craftsman influence were also built and the Alfred W. Greer House built in 1915 on Kinzer Street is the city's finest expression of this style. This two-story brick dwelling has large porches, stuccoed gables, and eave purlins and rafters. The interior is notable for its extensive woodwork including paneled wainscoting, a colonnade, and elaborate staircase.

Other dwellings of the 1910s and 1920s were built in the revival styles of the period such as the Tudor Revival, Colonial Revival, and Spanish Revival. Dwellings built in this style are much less common than Bungalows and are generally one-story of frame or brick veneer construction. Those inventoried during the survey were generally modest examples of these styles. The one notable exception is the John C. Corrigan House constructed in the Colonial Revival style in 1917. This two-story brick dwelling was designed with limestone columns, jack arching over the windows, gable dormers, and stained glass at the entrance.

During the 1920s, the decline of the timber industry led to the closure of many industries and manufacturers. This led to outmigration and population loss towards the end of the decade. The city's troubled economy was made worse by the Depression and very little new residential construction took place during the 1930s. The one notable exception was the building of the International style J. Herbert Moore House on N. Eleventh Street in 1938. This dwelling is the only example of this style in the city and it has smooth stucco walls, a flat roof, and multi-light steel casement windows. New residential construction continued to be limited during World War II as most of America's building resources went into the war effort.

Since World War II, most historic residential areas in Poplar Bluff have been affected by the construction of new dwellings and apartments. Remodeling of pre-1945 dwellings has also been extensive throughout these neighborhoods. Only within the past two decades has their been an emphasis on historic preservation and appropriate rehabilitation.

Significance:

Residential buildings in Poplar Bluff may be significant under Criterion C for their architectural design. The pre-1945 dwellings constructed in Poplar Bluff were largely frame houses reflecting the Midwest's popular styles and building forms of the period. The most common styles identified from these years include the Italianate, Queen Anne, and Bungalow styles. Various "Folk" or vernacular house forms were also surveyed throughout the city. These historic house styles and forms make up the majority of the properties within the residential areas located directly north, west, and east of the downtown commercial area.

Properties identified as architecturally significant include the Queen Anne style Thomas Moore House on Lester Street and the John Archibald Phillips House on Cherry Street. These two dwellings are the most intact examples of the Queen Anne style from the turn of the century in the city. The Alfred W. Greer House on Kinzer Street is notable for its Craftsman design and this dwelling retains much of its original design and detailing. The J. Herbert Moore House on North Eleventh Street is the city's only example of the International style and is one of the few dwellings constructed in the city during the 1930s.

The South Sixth Street Historic District contains the city's most representative examples of the Italianate style and its finest example of the Colonial Revival style. These brick and stone dwellings are the remnant of a once larger neighborhood containing the homes of the city's professionals and merchants of the turn of the century.

Registration Requirements:

Residential properties in Poplar Bluff are significant primarily because of their architectural designs. To be architecturally significant, a dwelling must be a fine example of a particular style or house form, or possess unusual design elements and detailing. The dwelling must also possess integrity of setting and location, design, workmanship and materials. This includes original exterior materials, original porches or porches added prior to 1945, and the majority of decorative detailing.

Residential buildings may also meet registration requirements as a district if they form a cohesive collection of pre-1945 architecture. To be eligible, dwellings must be contiguous at their original locations and a majority of the dwellings within the district must retain integrity of design, workmanship, materials, feeling and association. Districts must retain visual integrity and modern intrusions must be minimal. A small grouping of dwellings along South Sixth Street meets registration requirements and comprises the South Sixth Street Historic District.

NAME OF PROPERTY TYPE - PUBLIC BUILDINGS (SCHOOLS)

Description:

Public school buildings include those constructed by Poplar Bluff to serve as elementary schools or high schools. The oldest remaining school building in the city is the Mark Twain School on North Main Street. The school was built in 1910 with Neo-Classical influences and is two stories in height with a raised basement. The building is of brick construction and retains its cast concrete decorative pilasters and surround at the main entrance. It was designed in an "H" plan with four classrooms on each floor and this floor plan has not been altered. The original windows of the dwelling were replaced in the 1970s and other openings were enclosed in recent years. Despite the alterations the school retains much of its original floor plan and design and is presently being rehabilitated into a city museum.

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In the 1920s, the city school system embarked on an ambitious building program and several existing school buildings date from this period. All of the schools built during the 1920s were built with Colonial Revival influences such as classical detailing at the entrances, wall pilasters, dentils, and modillion blocks. Schools which remain from this period include the Williamson-Kennedy School on Lindsey Street built in 1922, the Wheatley Public School on Garfield Street built in 1928, and the Kenyon School on Vine Street built in 1925.

The Williamson-Kennedy School is a three story brick building and on the main facade the north and south bays project slightly from the main block and contain the primary entrances. Each entrance has an original concrete surround with Doric pilasters, a frieze with triglyphs and guttae, and an entablature. The Wheatley Public School was designed in the Colonial Revival style which was expressed in the building through its corner brick quoins, window lintels with keystones, and dentilled cornices over the entrances. The Kenyon School was constructed in 1925 and was also built in the Colonial Revival style. In recent decades a large brick addition was added to the west facade of the building and it no longer retains integrity of its original design. With these exceptions, there are no other intact pre-1945 school buildings remaining in Poplar Bluff.

Significance:

Public school buildings may be eligible under Criterion A, Criterion C, or a combination of both. Buildings may be significant under Criterion C if they are notable examples of a recognizable architectural style or building form. Such properties will possess the majority of their original plan, form, and materials.

Buildings may also be significant under Criterion A if they were of particular importance in education or are associated with ethnic history. The Mark Twain School, Williamson-Kennedy School, and the Wheatley Public School represent Poplar Bluff's pre-1945 school buildings which retain integrity. While the Mark Twain School has been converted into a museum, both the Williamson-Kennedy School and Wheatley Public School continue to be used for educational purposes. Due to their association with the history of the Poplar Bluff school system, these three buildings are significant in local education.

The Mark Twain School, Williamson-Kennedy School, and Wheatley Public School are representative of improvements in public education in the early 20th century. Missouri's state legislature passed a number of educational reform bills in the 1910s and 1920s which provided increased funding for school building construction. Utilizing both local and state funds, the City of Poplar Bluff constructed the Mark Twain School as the city's primary high school in 1910. Both the Williamson-Kennedy School and Wheatley Public School were built in the 1920s as the city's student population increased. These schools were noted for their modern facilities and the Wheatley Public School was regarded as one of the finest African-American schools in Southeast Missouri. Both buildings are illustrative of the city and state's emphasis on public education improvements of the early 20th century.

In addition to its role in local education, the Wheatley Public School is also eligible under Criterion A under ethnic history as the city's historic school for African Americans. The school served as the city's segregated African

American school from 1928 to 1957 when integration began in the city. The building is one of the primary landmarks of the African American community and during these decades it was used for meetings, theatrical productions, and other social activities.

Registration Requirements:

Public school buildings meet registration requirements under Criterion C if they are particularly notable examples of an architectural style or building form. These buildings must retain much of their original design, plan, and exterior detailing and materials. School buildings from this period were built with large numbers of windows for interior illumination, and retention of original windows is a significant factor in possessing integrity. Interiors must also display the majority of their original floor plan and design. Interiors should display most original doors, wall and floor surfaces, and staircases.

Under this registration requirement, none of the school buildings meet Criterion C for their architectural design. The Mark Twain School, Williamson-Kennedy School, and Wheatley Public School were all altered in recent decades through the addition of modern windows. The large expanses of these windows compromise their original Neo-Classical and Colonial Revival designs. Although the buildings retain their overall form, plan, and interior arrangements and detailing, the loss of their original windows detracts from their architectural significance. In addition to window replacement, the Kenyon School has also been altered through the addition of a large modern wing on its north facade.

Public School buildings meet registration requirements under Criterion A if the buildings are associated with the early 20th century improvements and construction programs of the city's educational system; are significant in ethnic history education; if they retain integrity of their overall form and design; and if they retain integrity of location and setting. The Mark Twain School, Williamson-Kennedy School, and Wheatley Public School meet these registration requirements through their association with the expansion of the city's educational system in the 1910s and 1920s. These buildings illustrate "modern" school facilities of their period and housed hundreds of students in the early 20th century. The Wheatley Public School is also significant as the only pre-1945 school building associated with African-American education in the city. Although the buildings have replacement windows, they retain sufficient overall form and plan, and integrity of setting and location, to identify them as educational buildings of the early 20th century. The Kenyon School does not meet registration requirements under Criterion A due to the addition of a modern wing and loss of its original form and plan.

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GEOGRAPHICAL DATA

The historic resources of Poplar Bluff are located within the corporate limits of the city of Poplar Bluff, Missouri.

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SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

An historical and architectural inventory of Poplar Bluff was completed in 1989 and 1990 as a project of the Ozark Foothills Regional Planning Commission. The project utilized federal funding through a matching grant from the Missouri Department of Natural Resources. The first phases of the project were completed by a consultant and volunteers under the guidance of the Planning Commission. In January 1990, Thomason & Associates of Nashville, Tennessee was hired to refine the existing data and complete the survey. The Planning Commission assisted in typing forms and photographing properties.

In order to complete the survey, every street and road within city limits was driven and all properties were analyzed for their architectural character. Missouri inventory forms were completed for each property and data was recorded on a portable computer. Final products for each property included an inventory form, continuation sheet with architectural and historical information, street map showing the property location, and a 5 x 7 black and white photograph. A total of 413 properties were inventoried, the majority of which were residences constructed between 1890 and 1910, and Bungalows constructed between 1910 and 1930. Over fifty commercial buildings were inventoried in the downtown area, as were numerous schools, churches and government buildings. Although Poplar Bluff was a manufacturing center during the late 1800s and early 1900s, very few industrial structures remain from that period of time.

The Survey Report for this project recommended that National Register nominations be prepared for one commercial historic district, one residential historic district, and a variety of individual commercial, public, and residential buildings. A multiple property nomination was prepared in 1994 containing the commercial historic district and six individual properties. The present nomination includes the residential historic district and seven individual properties.

In order to complete these nominations, research was conducted on the overall historical growth and development of Poplar Bluff. This included examination of secondary source materials such as published histories, manuscripts, theses, dissertations, and unpublished materials in the Poplar Bluff Library and in the files of the Butler County Historical Society. Primary source materials utilized by the consultant included:

- Sanborn Insurance Maps of Poplar Bluff (1892, 1895, 1901, 1910, 1917, 1924, and 1928);
- History of Butler County by David Deem;
- Early History of Butler County, Missouri by George Loughead;
- History of Southeast Missouri by Robert Sidney;
- Butler County Missouri, Vol. 1 by the Butler County Genealogical Society
- Survey forms and questionnaires completed by the consultant in Poplar Bluff in 1989 and 1990; and
- local newspapers and city directories.

In addition to this multiple property nomination, seven individual property nominations and a residential historic district nomination were prepared and accompany the multiple property nomination.

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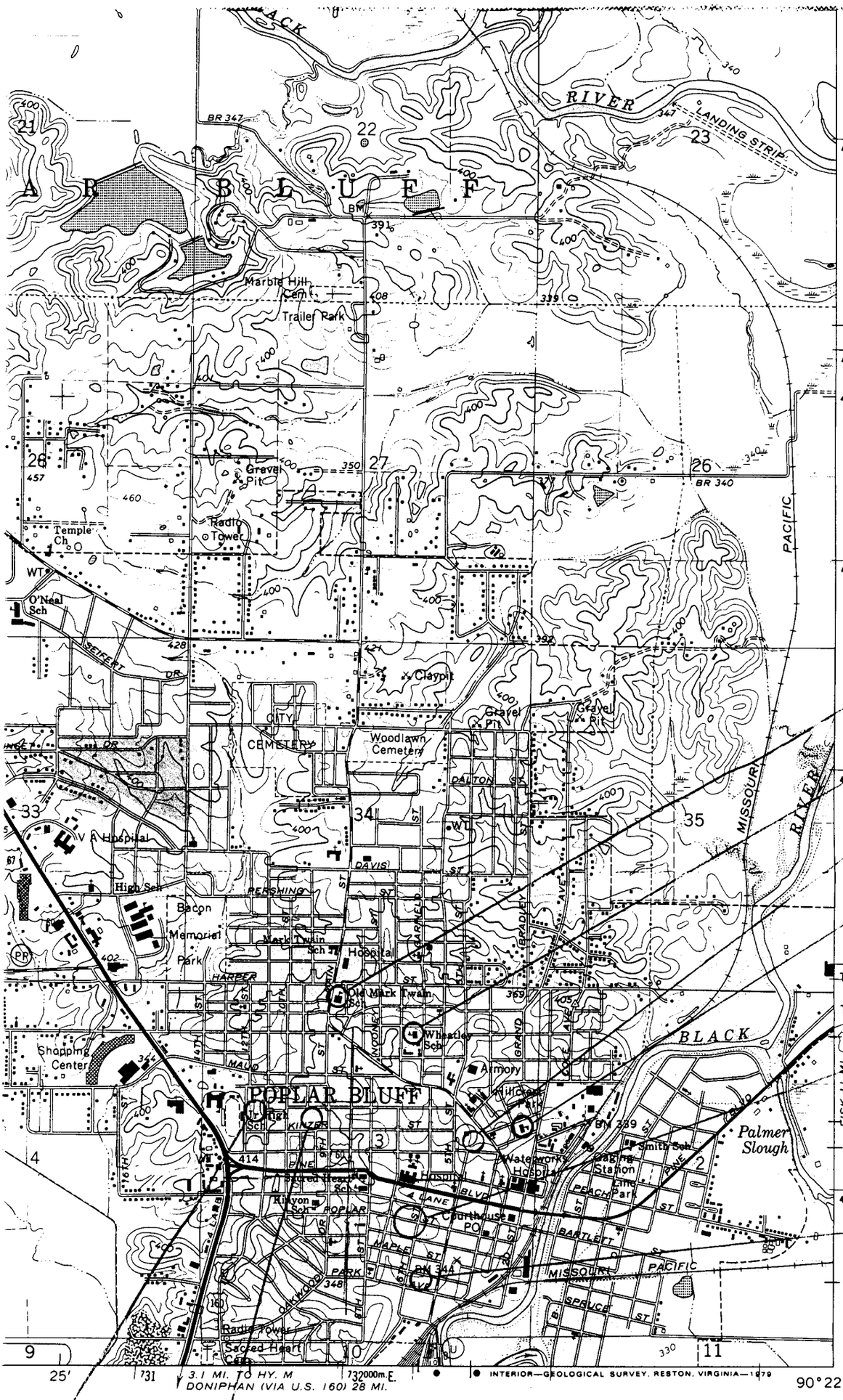
HISTORIC RESOURCES OF POPLAR BLUFF [BUTLER COUNTY] MO



MARK TWAIN SCHOOL
15-731965-4071880

WHEATLEY PUBLIC SCHOOL
15-732340-4071725

THOMAS MOORE HOUSE
15-732610-407120

WILLIAMSON-KENNEDY SCHOOL
15-4071290-732840

SOUTH SIXTH STREET HISTORIC DISTRICT
15-732345-4071785

JOHN ARCHIBALD PHILLIPS HOUSE
15-732290-40705

J. HERBERT MOORE HOUSE
15-731565-4071385

ALFRED W. GREER HOUSE
15-731845-4071290

ROAD CLASSIFICATION

Primary highway, all weather, hard surface

Light-duty road, all weather, improved surface

Secondary highway, all weather, hard surface

Unimproved road, fair or dry weather

Interstate Route

U. S. Route

State Route

QUADRANGLE LOCATION

POPLAR BLUFF, MO.

SW/4 POPLAR BLUFF 15' QUADRANGLE

N3645—W9022.5/7.5

1966

PHOTOREVISED 1979

AMS 7957 IV SW—SERIES V879

PHOTO LOG - POPLAR BLUFF, MISSOURI

Roll:Frame	Property	View
01:01	Butler Co. Courthouse	NE
01:02	Butler Co. Courthouse	NE
01:03	Butler Co. Courthouse	SE
01:04	Butler Co. Courthouse	NW
01:05	Butler Co. Courthouse - entrance, south facade	--
01:06	Butler Co. Courthouse - second floor lobby	--
01:07	Butler Co. Courthouse - court room	--
01:08	Butler Co. Courthouse - first floor lobby	--
01:09	Ozark Hotel	SE
01:10	Ozark Hotel	NW
01:11	Ozark Hotel	NE
01:12	Union Pacific Depot	SW
01:13	Union Pacific Depot	NW
01:14	Union Pacific Depot - detail of eave	--
01:15	Union Pacific Depot - detail of door, east facade	--
01:16	Union Pacific Depot	NE
01:17	Union Pacific Depot - staircase	--
01:18	Union Pacific Depot - staircase	--
01:19	Union Pacific Depot	SE
01:20	215-207 S. Broadway	SW
01:21	Streetscape, 200 block, S. Broadway	NW
01:22	Streetscape, 200 block, S. Broadway	SW
01:23	115-123 S. Broadway	NW
01:24	105-109 S. Broadway	SW
01:25	400 Vine Street	SW
01:26	416 Vine Street	SE
01:27	420-424 Vine Street	W
01:28	440 Vine Street	E
01:29	Streetscape, Vine Street	E
01:30	415-405 Vine Street	NE
01:31	401-403 Vine Street (Begley Block)	NW
01:32	Streetscape, Vine Street	W
01:33	325 Vine Street	NE
01:34	311-317 and 325 Vine Street	W
01:35	Interior, Ozark Hotel, second floor	--
01:36	Ozark Hotel, interior staircase	--

PHOTO LOG - POPLAR BLUFF, MISSOURI

Roll:Frame	Property	View
02:01	Ozark Hotel, staircase	--
02:02	Ozark Hotel, staircase	--
02:03	Frisco Depot	SW
02:04	Frisco Depot	SE
02:05	Frisco Depot, interior	--
02:06	Frisco Depot	NW
02:07	Frisco Depot	NE
02:08	Moore-Dalton House, interior	--
02:09	Moore-Dalton House, interior	--
02:10	Moore-Dalton House	SW
02:11	Moore-Dalton House, door	--
02:12	Moore-Dalton House	SE
02:13	Moore-Dalton House	NE
02:14	Moore-Dalton House	NW
02:15	Poplar Bluff Public Library	SE
02:16	Poplar Bluff Public Library	NE
02:17	Poplar Bluff Public Library	NW
02:18	Poplar Bluff Public Library	SW
02:19	Poplar Bluff Public Library, interior	--
02:20	Poplar Bluff Public Library, interior	--
02:21	Poplar Bluff Public Library, interior	--

ARCHIVAL PRESERVERS

DATE ASSIGNMENT FILE NO

0 KODAK 5062 PX 1 2 KODAK 5062 PX 3 KODAK 5062 PX 4 KODAK 5062 PX 5

0 0A 1 1A 2 2A 3 3A 4 4A 5

6 KODAK 5062 PX 7 KODAK 5062 PX 8 KODAK 5062 PX 9 KODAK 5062 PX 10 KODAK 5062 PX 11

6 6A 7 7A 8 8A 9 9A 10 10A 11

12 KODAK 5062 PX 13 KODAK 5062 PX 14 KODAK 5062 PX 15 KODAK 5062 PX 16 KODAK 5062 PX 17

12 12A 13 13A 14 14A 15 15A 16 16A 17

18 KODAK 5062 PX 19 KODAK 5062 PX 20 KODAK 5062 PX 21 KODAK 5062 PX 22 KODAK 5062 PX 23

18 18A 19 19A 20 20A 21 21A 22 22A 23

24 KODAK 5062 PX

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25 KODAK 5062 PX

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ARCHIVAL PRESERVERS

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2 PX 7 KODAK 5062 PX 8 KODAK 5062 PX 9 KODAK 5062 PX 10 KODAK 5062 PX 11 KODAK 5062 PX

7 7A 8 8A 9 9A 10 10A 11 11A

52 PX 13 KODAK 5062 PX 14 KODAK 5062 PX 15 KODAK 5062 PX 16 KODAK 5062 PX 17 KODAK 5062 PX

13 13A 14 14A 15 15A 16 16A 17 17A

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19 19A 20 20A 21 21A 22 22A 23 23A