

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

1. Name of Property

historic name Elias Haas Building

other names/site number N/A

2. Location

street & number 2223 Locust St. [X] not for publication

city or town St. Louis [X] vicinity

state Missouri code MO county St. Louis (Independent City) code 510 zip code 63103

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 [].)

Mark A. Miles

02/23/06

Signature of certifying official/Title Mark A. Miles/Deputy SHPO

Date

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 certifying official/Title

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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
See continuation sheet [].

Signature of the Keeper

Date

Haas, Elias, Building
St. Louis (Independent City), Missouri

5. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district		
<input type="checkbox"/> public-State	<input type="checkbox"/> site		_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure		_____ structures
	<input type="checkbox"/> object		_____ objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing.

Historic Auto-Related Resources of St.
Louis [Independent City], MO

Number of contributing resources
previously listed in the National
Register.

N/A

6. Function or Use

Historic Function

COMMERCE/TRADE/specialty store
INDUSTRY/manufacturing facility

Current Functions

VACANT

7. Description

Architectural Classification

LATE 19TH AND EARLY 20TH CENTURY
AMERICAN MOVEMENTS

Materials

foundation CONCRETE
walls BRICK

roof ASPHALT
other TERRA COTTA

Haas, Elias, Building
St. Louis (Independent City), Missouri

8. Statement of Significance

Applicable National Register Criteria

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.

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

Property is:

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

B removed from its original location.

C a birthplace or 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

COMMERCE
INDUSTRY

Periods of Significance

1914-1955

Significant Dates

1914

Significant Person(s)

N/A

Cultural Affiliation

N/A

Architect/Builder

Hirshstein, Jacob M., Architect
W. M. Sutherland B. & C. Co., Contractor

Narrative Statement of Significance

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

9. Major Bibliographic References

Bibliography

(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:

State Historic Preservation Office

Other State Agency

Federal Agency

Local Government

University

Other:

Name of repository: _____

Haas, Elias, Building
 St. Louis (Independent City), Missouri

10. Geographical Data

Acreage of Property les than 1 acre

UTM References

A. Zone	Easting	Northing	B. Zone	Easting	Northing
15	742680	4279830			

C. Zone	Easting	Northing	D. Zone	Easting	Northing

[] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Karen Bode Baxter, Mandy K. Ford, and Timothy P. Maloney

organization Karen Bode Baxter, Preservation Specialist date February 7, 2006

street & number 5811 Delor telephone (314) 353-0593

city or town St. Louis state MO zip code 63109

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name KRM Properties II, LLC, c/o Richard Yackey, member

street & number 6336 Westminster telephone (314) 560-6566

city or town University City state MO zip code 63130

United States Department of the Interior
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National Register of Historic Places Continuation Sheet

Section number 7 Page 1 Haas, Elias, Building
St. Louis (Independent City), MO
Historic Auto-Related Resources of St. Louis (Independent City), MO

SUMMARY

Built in 1914, the red-brown brick, six-story, parapeted Elias Haas Building is located at 2223 Locust Street in St. Louis, Missouri. The flat-roofed, reinforced concrete commercial building abuts the sidewalks on the north and east sides of the intersection of 23rd and Locust Streets. Storefront display windows along the Locust Street elevation are continued into the 23rd Street side, ending in front of the garage door and elevator lobby entry. The Haas Building features conservative Arts & Crafts detailing in its exterior design. The north and south elevations have five bays and the east and west have seven, creating an internal grid of concrete columns that support the concrete floorplates, one of the characteristic features that make it representative of the automotive dealerships property type that was identified in the MPS, "Historic Auto-Related Resources of St. Louis (Independent City), MO." The original showroom display window framing (including unusual wooden transoms), numerous windows and the upper level fenestration pattern are intact although many of the first floor window openings have been boarded. As explained in the MPS, however, covering windows is quite common due to both security concerns and the later uses as warehouse space, and the Haas Building meets the integrity requirements for listing under the MPS. The Haas Building is one of the tallest buildings between 18th and Jefferson, an area where many of the buildings were primarily and historically used for automobile distributorships. The surrounding environment consists of commercial buildings ranging in height from two to six stories. Directly to the east, the remainder of the block contains the St. Louis Provident Association Building (NR listed 6/21/01) and two former auto showrooms and distributorships, one having been designed for Packard automobiles. A theater designed by architect Jacob M. Hirshstein (who also designed the Elias Haas Building) once stood on what is now a vacant lot at the southeast corner of the intersection. The Willys-Overland Building (NR listed 12/30/99), another automobile distributorship building, is situated on the southwest corner of the intersection while the Beethoven Conservatory (NR listed 3/2/89) is on the northwest corner. The Haas Building, like others on the block, extends to the alley on the north. Beyond the alley, historically, were more of the warehouse and commercial buildings common to the area directly west of downtown St. Louis, but many of these have been demolished and much of the area is open land.

EXTERIOR FEATURES

The south façade of the building spans five bays along Locust Street. At the ground level there is black marble with green veining on the bulkheads below the series of display window openings. The first floor display windows have been infilled with wood panels, but the original storefront framing and wood framed transoms are still visible from the interior. The transoms feature a curved design in each outer corner bay, a shape repeated by the terra cotta capitals of the piers. There are replacement paired doors with a transom located within the fourth bay from the corner, adjacent to a display window and at one time there may have been a similar opening in the second bay. The glazed red tile brick piers separate the bays of display windows with white limestone plinths and Arts and Craft stylized glazed white terra cotta capitals. A glazed white terra cotta cornice separates the first and second floors and serves as a continuous sill for the second floor windows. The brick above the display window transoms is not glazed but is a similar red color as the piers. The original window configuration for the facade featured triple three-over-three doublehung windows in the second, third and fourth bays, while the two end bays featured paired three-over-three double hung windows framed by brown brick, except on the second floor where all window bays were triple units. However, the windows on the second floor were altered in the 1940s with glass block windows replacing the original three-over-three double hung windows, which are still visible on the interior of the other levels (which are currently partially boarded over). Above the windows on the second floor are three yellow stucco frieze panels with turquoise and salmon colored tiles. Glazed terra cotta, sectioned Arts and Crafts motifs that resemble stylized cartouches connected by a deeper glazed terra cotta sill course flank the frieze panels between the second and third floor end bay windows. The remaining lug sills for the third and fourth floors are slightly shorter, glazed white terra cotta tiles. From the third to fifth floors, additional yellow stucco frieze panels with turquoise and salmon colored tiles serve as the visual separation of the floor levels. The sixth floor features a white glazed terra cotta continuous sill course with five white patterned tiles in the brick of the end bays. The sixth floor features white

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Haas, Elias, Building
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Historic Auto-Related Resources of St. Louis (Independent City), MO

Narrative Description (continued)

glazed terra cotta, Arts and Crafts designs applied to the brick at the top of the piers within the glazed white terra cotta projecting cornice that traverses the width of the building above the capital motifs. At the top of the end bays are stylized parapets with flat pointed arches. The brick surrounding the windows in the two end bays connects vertically, since it is a different color of red and brown from the main building, and this same brick forms paired friezes in the end bay parapets. There are projecting capstones at the top of each pillar along the parapet of the building that separate each bay and glazed white terra cotta capstones traverse the entire parapet at the crest of the roof.

The west elevation, along Twenty-third Street, a secondary street elevation to the south facade, features seven bays with similar detailing as the façade, including the marble kickplates below storefront display windows, brick piers separating each bay that have limestone plinths and glazed terra cotta capitals at the first floor, continuous second and sixth floors terra cotta sills, smaller terra cotta sills on the other levels, stucco and tile frieze panels between window levels of the upper façade, and the decorative cornice and parapet detailing. The west elevation utilizes the same distinctive treatment to the end bays, including flat pointed parapet detailing and the glazed terra cotta cartouches and connected third floor sills. The upper level window configuration on this elevation originally consisted of four similar three-over-three doublehung sashed windows within each bay, except for the third through sixth floor end bays which only have three sashed windows. While some of these are boarded in or replaced with glass block, two windows are still visible in most bays. Currently, a steel fire escape is attached to the second bay from the Locust Street corner.

The varied first floor storefront configuration on the west elevation is still evident although the display windows and transoms have been infilled with boards (some of the original framing is intact underneath or visible on the interior) and the glazed terra cotta sills have been painted red. The north corner bay retains its original separate storefront, with a transom spanning above two display windows separated by a transomed, single light, wood door, but the original kickplate is currently boarded over below the display window sill. The second bay from the northwest corner features the main entrance to the building and the main stairwell and elevator lobby to access the six floors of the building. Although the glazed terra cotta has been painted red, the projecting, flat canopy over the door utilizes details similar to the other stylized cartouches on the building and the entablature between the curved end brackets frames "Elias Haas Building" in raised letters. The top features diamond pointed ends to projecting "beams" and a center raised diamond pattern, with a transom window (intact but boarded over) above the canopy. The paired steel, half light doors appear to be replacements. A secondary brick pier (treated like the others with limestone plinth and terra cotta capital) separates the entry from the paired three-over-three double hung windows to the south. The third bay features a garage door flanked by narrow sidelight windows that are separated by additional secondary brick piers. The fourth and fifth bays featured four three-over-three double hung windows historically and, like the other sashed window openings on this level, the bulkhead below the windows is brick. The sixth and seventh bays (the last two bays at the south corner) repeat the storefront display window configuration that extends around the corner along the façade. There are glazed white terra cotta Arts and Crafts capital designs between the bays on the first floor of the west elevation.

The east elevation also features seven bays, with projecting brick piers that extend to the parapet separating the four three-over-three double hung windows in the middle bays and three three-over-three double hung windows in the end bays. However, these are steel, rather than wood sashed windows, and they have not been boarded over. On the first floor there is a concrete retaining wall in the alley that rises to the window line to protect the building from the narrow ambulance alley for the People's Hospital (the last historically significant occupant of the Saint Louis Provident Association Building) next door (currently vacant). On this elevation, the first floor windows repeat the upper level sashed window pattern. The east elevation is mostly obscured from view by the neighboring hospital building and is therefore devoid of most ornamentation, but the first bay features the same cornice and parapet treatment above the sixth floor as the south façade. The stucco frieze panels in this bay that separate the floors are treated the same way as the south façade. The rear, seventh bay does not have the roof cornice or parapet treatment as the other three corners of the building, but the parapet cap does have the pier extensions and glazed terra cotta capstones.

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Haas, Elias, Building
St. Louis (Independent City), MO
Historic Auto-Related Resources of St. Louis (Independent City), MO

Narrative Description (continued)

The north elevation comprises the rear of the building facing St. Charles Street, which in fact is a named alley. The first floor bays accommodate loading docks with overhead doors in the two east bays and a concrete loading dock platform to the historic freight elevators in the middle bay which has paired replacement garage doors below the two light transoms. Below the span of transom-like windows, the first floor of the fourth bay features a brick wall with a single door punctuating the center and a small window to the left. The west corner bay on the first floor is a simple brick wall recessed slightly between the brick piers.

The east corner bay of the north elevation features the steel fire escape with steel porches for the fire escape on each floor. The interior of the building features a concrete wall surrounding the internal fire escape stairway that is fireproof and only accessible by exiting the center (lower) window onto the steel structure and re-entering the doorway to the stairway. Most of the original steel two-light doors are intact as are the two light transoms above. Two three-over-three sashed windows within this same bay are staggered, the middle unit being lower to allow easier use as a fire exit.

The second bay on the second floor (looking east to west) features a steel beam projecting from the building to hoist freight to a recessed loading bay door, but the other four bays on all upper levels on the rear feature three three-over-three doublehung steel windows. The separations between the floors are decorated with bands of red and brown brick, with the band of brown brick just below the concrete sills. Above the windows, the bays are spanned by the concrete floor plates that form lintels for the windows below. On the roof over the fourth bay is a penthouse for the elevator equipment which contains a two-over-two light doublehung steel window centered in its brick parapeted wall that is flush with the north elevation of the building. At the northeast corner is a chimney extending above the roofline that originally served the boilers in the basement.

INTERIOR FEATURES

Interior features are kept simple with the most distinctive treatment to the first floor, which served as offices and storefront showroom space in addition to the freight storage, service garage and elevator/stairwell lobby at the rear of the building. The interior of all levels is open, with few interior partitions, except for stairwells and the elevator shafts. A grid of columns with mushroom capitals to reduce the shearing stress, in line with the exterior bay divisions (four by six interior grid with flat pilasters one at each point along the walls) supports the twelve inch thick poured concrete floors/ceilings. The showroom/office area on the first floor, which extended across the Locust Street facade and north two bays along the Twenty-Third Street facade, is still easily identifiable by the white hexagonal tile floor that has dark gray hexagonal flower motifs spaced about two feet apart. Historically, the showroom had a wall separating this area from the remainder of the building that was used as a service garage and freight shipping area, now differentiated only by the change of flooring to bare concrete. The wood framed transom windows, four per bay, with the outer windows having an arched corner frame in each bay, still distinguishes the span of display windows that extended on both street elevations in the showroom area, although the display windows are currently covered by drywall partitions. The stairwell/elevator shaft is enclosed in the northwest corner of the building, creating an interior lobby that connects to a small entry foyer with a tile floor and marble wainscoting on the west elevation. The staircase extends up the open shaft to the sixth floor rises with two landings on each floor and has an iron railing with wood banisters, square iron balustrades and square iron newel posts. The northwest corner of the building features the freight elevators and the main stairwell to the upper floors. The two freight elevators are oriented with one to the lobby of the building, and one oriented to the loading dock on the north side of the building. Both elevators (mid building at the north wall) are still operational and were installed by the Otis Elevator Company and were large enough to carry automobiles and other freight to the upper levels. There is an additional enclosed, concrete stairwell, more simply detailed, extending from the basement to the top floor in the northeast corner that can only be accessed by stepping out the adjacent window onto a metal fire escape balcony and then entering an exterior door into the stairwell. The exterior walls of the building on the upper floors feature white glazed tile with bull-nosed edges at the window openings. The upper levels have wood flooring, laid on sleepers on top of the poured concrete slabs, with the sixth floor laid diagonally while the lower levels are laid parallel to the facade.

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Haas, Elias, Building
St. Louis (Independent City), MO
Historic Auto-Related Resources of St. Louis (Independent City), MO

Narrative Description (continued)

ALTERATIONS AND INTEGRITY ISSUES

The exterior integrity of the building is largely intact except for the entry doors and some of the windows. The brickwork, stucco frieze panels, and Arts and Crafts stylized glazed terra cotta tiles of the building remain in remarkably good condition, as does the original entry canopy. The historic openings and placements have not been altered and none of the brickwork of the building has been disturbed with alterations. The display windows on the first floor have been boarded up, but the transoms and framing are visibly intact on the inside. The historic window openings in the brick walls of the west and south street elevations remain intact, but some of the west and south window sashes have been removed. There are enough remaining historic windows to replicate patterns for their replacements. The glass block windows on the second floor were replacements and were likely installed in the 1940s. The windows on the east elevation are intact on all six floors. The windows and other design features on the north elevation remain largely intact as well. The interior features including open floor plates, the transom windows, original freight elevators, white glazed tile walls on the upper levels, and the ceramic tile floor in the showroom area of the building also remain in remarkably good condition.

The building meets the registration and integrity requirements of the Multiple Property Documentation Form, "Historic Auto-Related Resources of St. Louis [Independent City], Missouri" (NR acceptance pending), retaining original features associated with its use as an automobile dealership, including the span of display windows with low profile kickplates across the façade, the original auto garage entry on the side street elevation as well as the original showroom tile flooring and open floor plates and automobile sized freight elevators inside. As recognized in the MPDF, the later conversion of the spaces to warehouse and industrial uses, as well as security concerns, led to boarding up the windows, but the overall massing and design features still visually dominate this building, especially the use of the glazed terra cotta details and stucco frieze panels to contrast with the dark brick walls.

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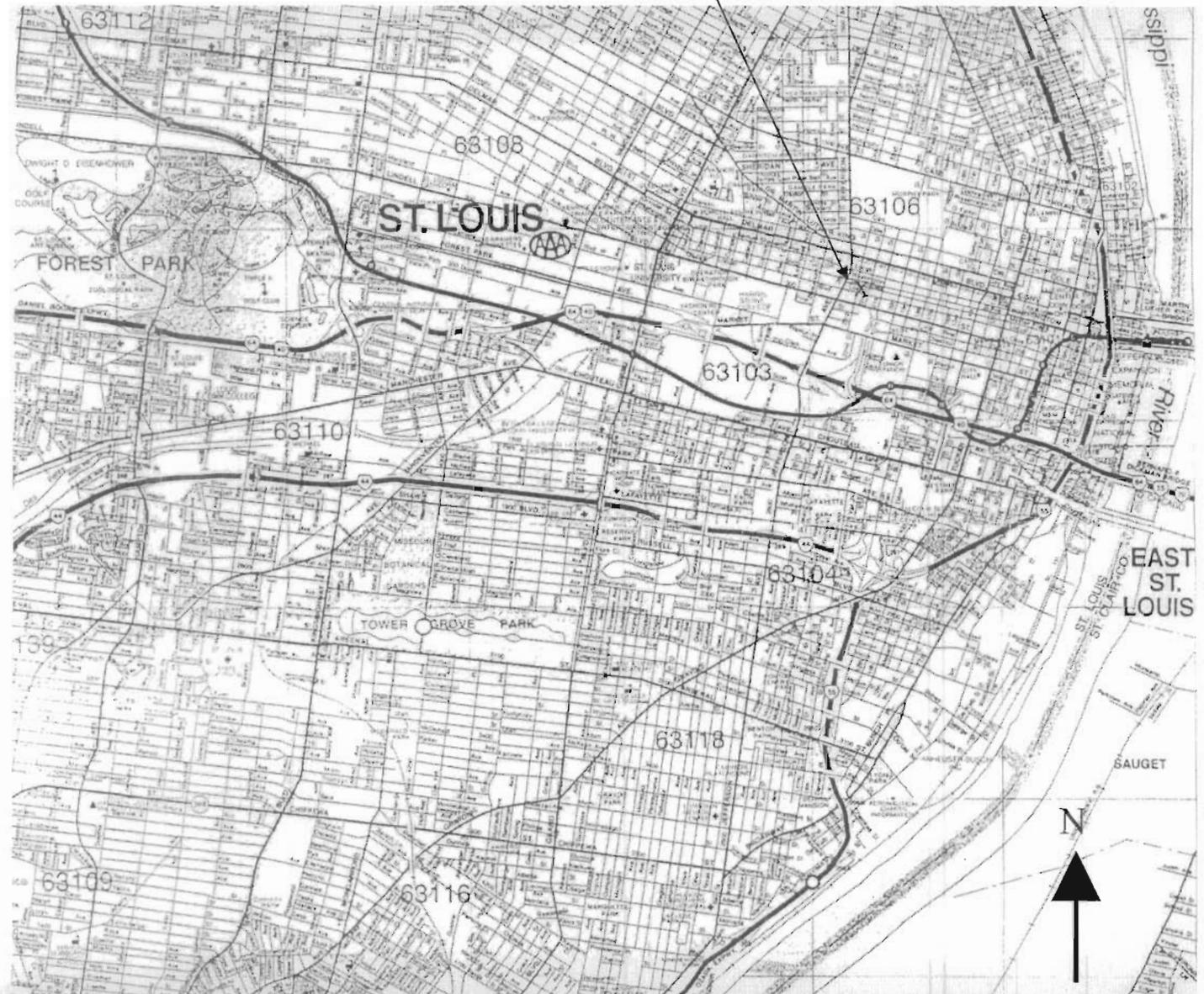
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Elias Haas Building
St. Louis (Independent City), MO
Historic Auto-Related Resources of St. Louis (Independent City), MO

Location of Property

Map of City of St. Louis, MO



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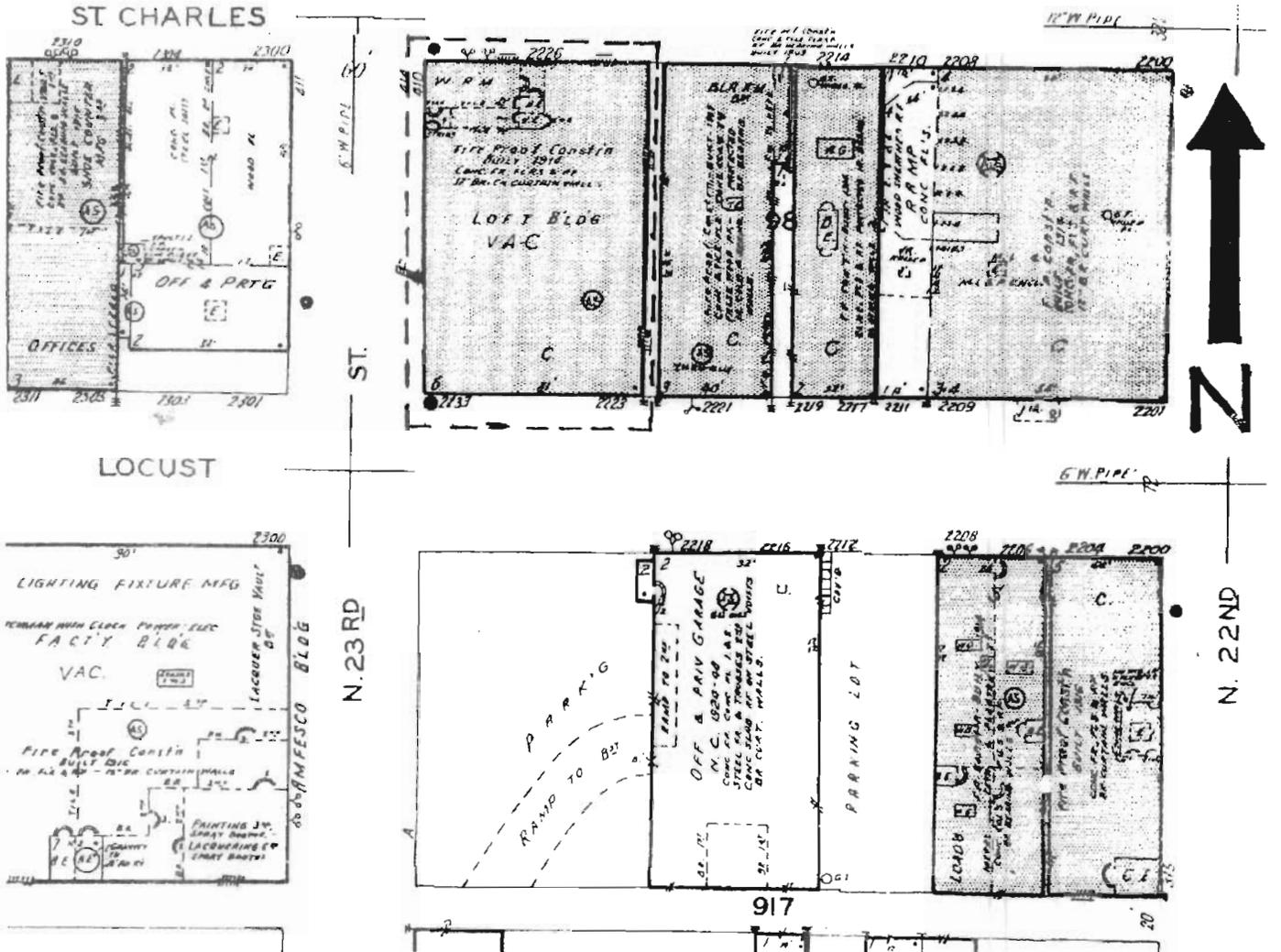
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Haas, Elias, Building
St. Louis (Independent City), MO
Historic Auto-Related Resources of St. Louis (Independent City), MO

Site Plan of Property

From Sanborn Fire Insurance Maps of Saint Louis



United States Department of the Interior
National Park Service

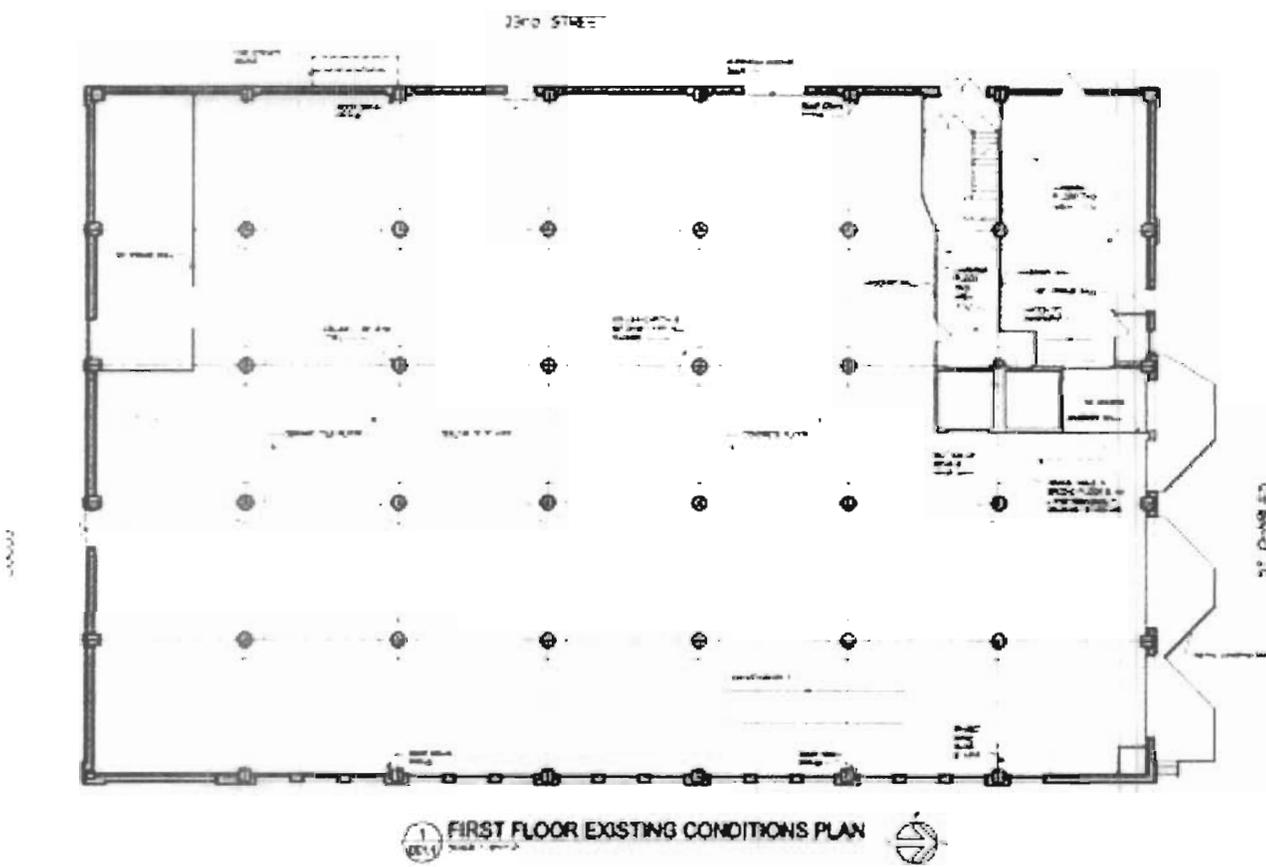
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Haas, Elias, Building
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Historic Auto-Related Resources of St. Louis (Independent City), MO

First Story Floor Plan

Courtesy of Klitzing Welsch Associates



United States Department of the Interior
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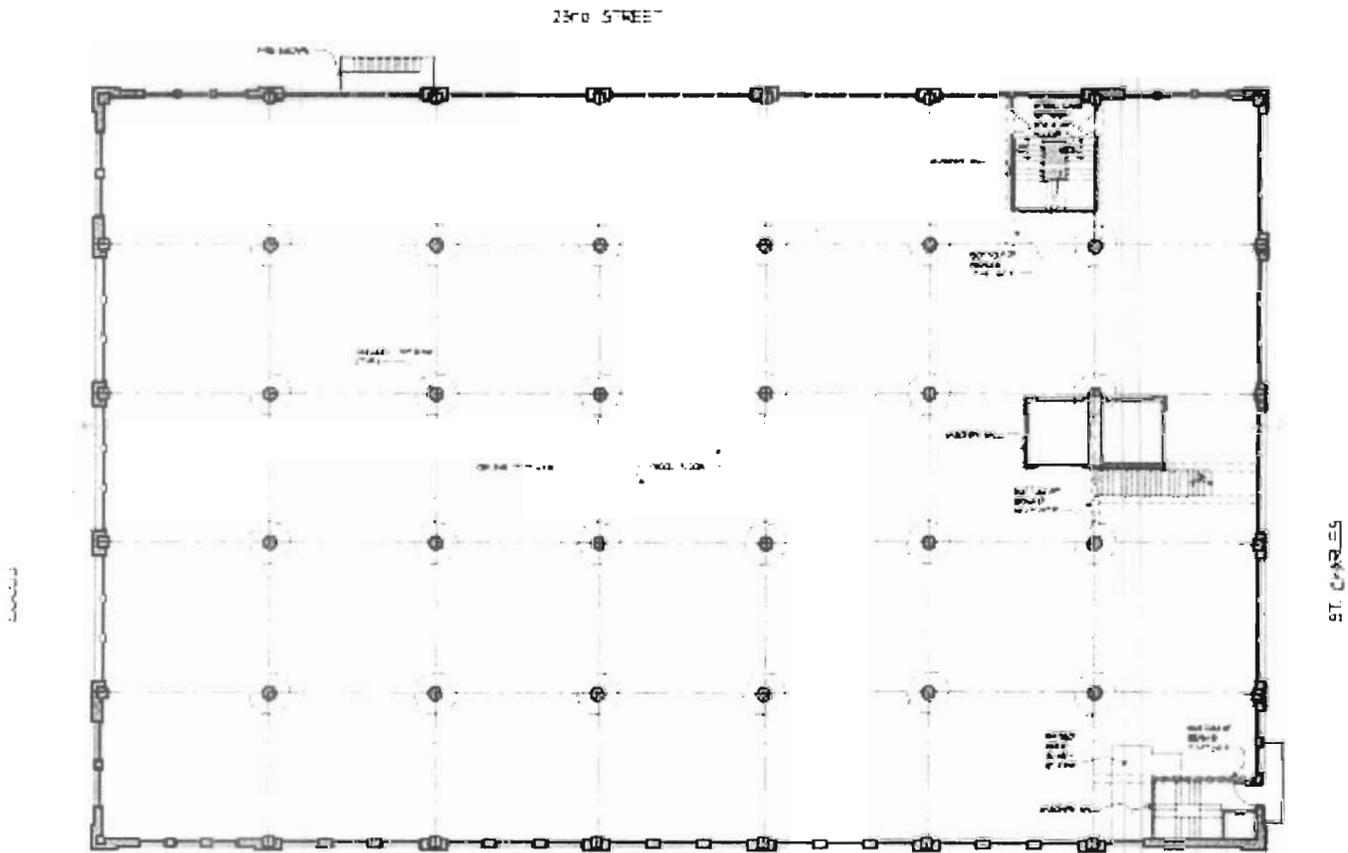
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Haas, Elias, Building
St. Louis (Independent City), MO
Historic Auto-Related Resources of St. Louis (Independent City), MO

Typical Story Floor Plan

Courtesy of Klitzing Welsch Associates



3 TYPICAL EXISTING CONDITIONS PLAN

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Narrative Statement of Significance

SUMMARY

Finished in 1914, the Elias Haas Building at 2223 Locust in St. Louis is locally significant under Criterion A: Commerce and Industry for its association with the garment and automotive businesses in St. Louis at a critical period in the development of this section of Locust Street when the longstanding garment industry in St. Louis was being supplemented by the rapidly growing automotive industry. The period of significance is from 1914 when the building was finished to 1955, the arbitrary fifty year cut-off. Although built to house a family hat business, the Samuel Haas Trimmed Hat Company, the building's longest and most successful tenant of fifty-five years was the Lowenbaum Manufacturing Company, which made ladies garments. In the 1930s, Lowenbaum developed a nationally significant garment, nicknamed the "Scandal Frock," and was also an early leader in the manufacture of junior-sized clothing, which revolutionized the ladies fashion industry. Built on the edge of the garment district, one of the major reasons St. Louis had been dubbed the "Fourth City" in industry in the late nineteenth century, the early transformation of the first floor of the Elias Haas Building into an automobile showroom while retaining the garment businesses upstairs is indicative of the rapid growth of the emerging automotive district along Locust Street, where early automobile dealerships and regional distributorships clustered into an emerging automotive row. The building's early history includes multiple car dealerships, some of which sold Park automobiles, Phillips automobiles and Oldsmobile automobiles, at the time that Locust Street served as the automobile row for the region. This section of Locust began to develop into an automotive row, starting in 1917 when the St. Louis Auto Show was held cater-cornered across the intersection. The use of the Elias Haas Building by a number of different car dealerships representing multiple manufacturer's products during the period of significance, fulfills the registration requirements for the multiple property document "Historic Auto-Related Resources of St. Louis [Independent City], MO" for automobile dealerships. Built by the contractor W. M. Sutherland B & C Company and designed by Jacob M. Hirshstein,¹ this was an important commission for Hirshstein. Although he was not a well known architect in St. Louis, he is credited with designing twenty-two properties primarily in the Central West End of St. Louis. This is one of only two known examples of his large commercial projects, the other being the subsequent commission for a second Haas Building (NR listed, 7/28/04) one block west at Jefferson and Locust designed to house the growing Haas family hat business.² In fact, the proximity of the Elias Haas Building and the Haas Building stands as a testament to the work of architect Jacob Hirshstein since most of his other building designs have since been demolished.

BUILDING HISTORY

The Elias Haas Building was completed in 1914 and immediately became the home of the Samuel Haas Trimmed Hat Company, which would move to the next Haas Building at Jefferson and Locust the year after that building's completion in 1922. The R. Lowenbaum Manufacturing Company, an extremely successful women's garment maker that would be the first to create the frock dress and become a national leader and innovator in the garment industry for the development of junior-sized clothing, also started its tenancy immediately following the completion of the building, and the company remained in the building until the 1960s, the longest occupant of the building.³ By 1917, the garment businesses moved upstairs, making room for the Phillips Motor Company in the first floor storefront.⁴ The Phillips Motor Company was replaced in the first floor storefront by 1920 when the Murphy Machinery and Equipment Company moved into the building for two years. The M. A. Brown Paper Box Company moved into the building in 1920 and remained through 1930.⁵ The St. Louis Chocolate Company also moved into the building in 1920 starting a fourteen-year occupancy that ended in 1934. Both the M. A. Brown Paper Box Company and the St. Louis Chocolate Company occupied upper floors in the building.⁶ In 1922, the Federal Motor Sales Company replaced the Murphy Machinery and Equipment Company in the storefront but only remained in the building until 1923, the same year the Samuel Haas Trimmed Hat Company moved out of the building.⁷ The Federal Motor Sales Company was replaced in the first floor storefront by the Park Automobile Company, dealers of Peerless Automobiles, a company that remained in the building until 1927.⁸ By 1924, the Berkowitz Envelope Company occupied the fourth floor where the Samuel Haas Trimmed Hat Company had been located; it expanded to also occupy the fifth floor in 1933 and remained in the building through 1948, although the company changed its name to the Tension Envelope Company after 1944.⁹ In 1928, the Lambert-Graves Motor Company, the metropolitan distributor of Oldsmobiles, moved into the storefront while the companies on the upper floors remained the same.¹⁰ The Lambert-Graves Motor Company moved out of the storefront to make way for the Olds Motor Works in 1930, which occupied the building until 1934.¹¹ By 1935, Morris H. Adler Company, a raincoat maker,

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St. Louis (Independent City), MO
Historic Auto-Related Resources of St. Louis (Independent City), MO

Narrative Statement of Significance

and Shell Petroleum Corporation joined Berkowitz Envelope Company and R. Lowenbaum Manufacturing Company in the building.¹² The Morris H. Adler Company left the building by 1937 and the Shell Petroleum Corporation was replaced in 1939 by Alf Vamos, a leather finishing company.¹³ In 1941, the same companies were occupying the building but Alf Vamos had renamed the business to Alf Vamos and Sons, Incorporated.¹⁴ The next change in the tenancy of the building occurred in 1944 when Government Victory Canvas Goods used the space previously occupied by Alf Vamos and Sons, Incorporated as a warehouse.¹⁵ In 1946, the Victory Canvas Company, a shoe manufacturer, occupied the sixth floor of the building where the Government Victory Canvas Goods had been located.¹⁶ By 1947, the Victory Canvas Company was replaced by the Eastern Boot and Shoe Company. The Tension Envelope Company moved out of the building the next year, leaving only the R. Lowenbaum Manufacturing Company and the Eastern Boot and Shoe Company in the building at the start of the 1950s.¹⁷ The Lowenbaum Manufacturing Company remained in the building into the 1960s, by which time the Easton Boot and Shoe Company had replaced the Eastern Boot and Shoe Company in the building (which may be a simple name change) and Lang-Khan, Incorporated, a dress maker, occupied the first floor of the building.¹⁸

GARMENT INDUSTRY IN ST. LOUIS

During the nineteenth century St. Louis industry had grown large enough to rank fifth or sixth in the nation in dress manufacturing, furniture making, book publishing and job printing, shoes, boots, lumber products, and newspaper and magazine publishing.¹⁹ Of the cities ahead of St. Louis, only Grand Rapids, Michigan, which was third in the nation in furniture, was not one of the older eastern cities.²⁰ By the start of the twentieth century, the dry goods industry was the second largest industry in the city, averaging \$50-\$60 million annually.²¹ Despite these strides, the St. Louis dry goods business was being threatened. As the twentieth century began, a shift in how the dry goods business operated began to occur and continued into the start of the Great Depression. Department stores had become an important new place for people to do their shopping across most of the nation. The large department stores worked on such large volumes that they were able to bypass wholesalers, such as those that made up much of St. Louis' garment district along Washington Avenue.²² To survive, wholesalers of all dry goods, and especially garments, were forced to move either into manufacturing or retail as the department stores started buying directly from manufacturers and smaller retailers were being forced out of business by these same department stores. This transition from wholesale to manufacturing and retail saved many of the wholesale companies, although the companies were no longer pure wholesale companies.²³

St. Louis companies such as J. Friedman's, a manufacturer of cloaks, suits, skirts and furs, distributed to retailers and wholesalers throughout the Midwest and West, as did Hughes and Company, the Singer Brothers, Bry and Brothers, and F. B. Hauck, all of which both marketed their own clothing line and acted as wholesalers and jobbers for eastern United States and European manufacturers.²⁴ In addition, there were dozens of other companies in St. Louis that only sold their own manufactured ready-to-wear clothes. These companies included Schwab's, the Marx and Haas Jeans Company, Baer, Oliver and Singer, A. Haas and Sons, the Loth Jeans Company, and Smith and Schroder.²⁵ These businesses not only were able to survive the shake up in the garment industry, but were also able to grow and prosper in the new retail market for garments. The remaining clothing companies had largely integrated their supply chain and the companies had improved overall, so that by 1930 St. Louis garment wholesaling was at a higher value than it ever had been.²⁶

Just as the changes in the garment industry had settled down, St. Louis became the center of another major change in the dress industry in the 1930s.²⁷ In the early 1930s, Irving Sorger, who worked for Kline's St. Louis in addition to teaching fashion design at Washington University, helped his company become the first to offer dresses in junior dress sizes, sized specifically for the proportions of young women and designed for their specific stylistic demands.²⁸ Kline turned to St. Louis-based Washington University's design school to design the dresses, a move that was soon followed by many other dressmakers in St. Louis, such as Lowenbaum's, helping to further St. Louis' position in the garment industry as innovative designs came out of the collaboration between the manufacturers, designers and students at the school to ensure the companies could remain on the cutting edge of fashion.²⁹

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St. Louis also was the home of a large hat industry in the beginning of the twentieth century.³⁰ Prior to the 1920s, the city was known primarily as a jobbers market and only had twelve companies active in manufacturing hats, but during the next decade St. Louis became a major manufacturing center for hats and caps. St. Louis' hat industry dominance was attributed to the design and marketing of affordable machine-made hats that could undersell the more expensive models made elsewhere. The lower price also ensured repeat customers as people could afford to purchase new styles more often. By the 1920s, St. Louis had over fifty hat manufacturers doing over \$100,000,000 in men's hats alone, ranking second only to New York.³¹ "The Package Bar System of St. Louis", an Industrial Club of Saint Louis brochure printed in 1928, stated that "an average of 36,000 women's hats, bound for virtually every state in the Union, are mailed daily, and for the spring trade, 60,000 daily."³²

The garment and hat industry in St. Louis was so large that a section of the city, along Washington Avenue just west of the central business district, became known as the garment district.³³ This area was dominated by large warehouses and mercantile buildings for the garment, shoe, and hat industries, although not all such companies were in the area, and some companies in the area were in other industries. The Elias Haas Building is not in the heart of this garment district, but it is just outside the area, one block south and a few blocks west of the older garment district, an area that was rapidly developing into a new area for manufacturing and warehouse companies, as city's industrial and commercial businesses continued to expand beyond downtown in the early twentieth century.

SAMUEL HAAS TRIMMED HAT COMPANY

Elias Haas immigrated to St. Louis from Germany and established the Samuel Haas Trimmed Hat Company in 1875, probably naming the company for his youngest son. Capitalized with \$15,000, it was able to compete successfully in this era, taking advantage of the expanding markets. After the founder died in 1902, his son Samuel Haas built upon this legacy over the next decade, moving the company from Lucas Avenue to North 14th Street and then 1900 Pine, before finally embarking in 1914 on the construction of their own six story mercantile building at 2223 Locust, naming it the Elias Haas Building in honor of his father. The Samuel Haas Trimmed Hat Company later moved out of the building into the Haas Building one block down the street, by which time the family's millinery enterprises had expanded into several companies with overlapping directorships. Even the original Samuel Haas Trimmed Hat Company changed its name to the Bertha Hat Company at this time to recognize their new vice president, Bertha Rischert, a rare woman executive in the hat industry who had risen through the ranks from foreman at the Samuel Haas Trimmed Hat Company (while it was still in the Elias Haas Building). The company survived the Great Depression to succeed in the post-World War II economy, closing in 1977, by which time St. Louis had lost its prominence in the hat business as well as most other aspects of the garment industry.³⁴

THE LOWENBAUM MANUFACTURING COMPANY

The Lowenbaum Manufacturing Company was founded in 1910 and was first located at Olive and Eighteenth streets.³⁵ Ralph Lowenbaum's company achieve its initial success with the "Marjorie," named in honor of Lowenbaum's daughter, which was a single undergarment that combined a camisole and panties.³⁶ In 1914, when the Elias Haas Building was completed, they moved to the first two floors of the building and occupied 30,000 square feet.³⁷ In 1917, they moved up to the second and third floors in the building to make room for the Phillips Motor Company, an automobile company that rented the showroom space.³⁸ The Lowenbaum Manufacturing Company was the longest tenant in the Elias Haas Building as the company occupied the building for fifty-five years and moved out at the end of 1969.³⁹

Initially, The Lowenbaum Manufacturing Company produced ladies muslin and silk underwear, including Ralph Lowenbaum's early innovation, the "Marjorie."⁴⁰ In the 1920s and early 1930s, the Lowenbaum Manufacturing Company expanded its line to include wash frocks. In the mid-1930s, they dropped the undergarment line to concentrate solely on dresses.⁴¹ During this time, they developed what would become their signature garment. The outfit consisted of a blouse with an attached pair of shorts for active sports that also featured a removable skirt for street wear.⁴² A revolutionary outfit for the time, it was considered scandalous and nicknamed the "Scandal Frock." An associate of Ralph Lowenbaum's, George White, a producer of musical comedies, ordered the outfits for a movie musical called "Scandals" which the chorus girls wore for a publicity campaign.⁴³ On the first day they were available for sale in St. Louis, a near riot broke out amongst the women trying to purchase the item.⁴⁴ Lowenbaum sold 2,000 "Scandal Frocks" that first day and made five versions of the outfit almost exclusively for the next two years.⁴⁵

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Another associate of Ralph Lowenbaum, Irving Sorger, taught fashion design at Washington University and in the early 1930s he developed junior dress sizing for young women, which had not been available previously. Lowenbaum Manufacturing began specializing in the production of these junior size designs.⁴⁶ The business further benefited from Sorger's association with Washington University by hiring design students from the university so they could get practical knowledge while attending school. Dean Hudson, another associate, gave scholarships to the university to help pay for the students practicum work experience in the factories.⁴⁷ Because of their collaborative efforts, St. Louis became the home of the junior dress and a major player in the fashion industry.⁴⁸

By the 1960s, Lowenbaum produced a line of clothing called "Minx Modes" that consisted of five collections of dresses.⁴⁹ The company used three million yards of fabric from international mills per year and had acquired exclusive rights to mills in France, Italy and Switzerland. Their work was featured in *Vogue*, *Harper's Bazaar*, *Glamour*, *Seventeen* and *Ingenue*.⁵⁰ Lowenbaum used an innovation called section sewing early in the 1960s.⁵¹ This was made possible by the development of the Pfaff Varion Conveyor.⁵² Each sewing operator worked on a specific piece of a garment and then passed it along on the conveyor to the next operator to complete the next piece of the garment.⁵³ This created a much more efficient means of production as each operator could perfect their technique on a specific aspect of the garment. Lowenbaum Manufacturing had survived the Great Depression and the Second World War to triumph in the post-war fashion industry.⁵⁴

AUTOMOTIVE INDUSTRY COMPANIES IN THE HAAS BUILDING

The Elias Haas Building is also eligible for listing in the National Register of Historic Places under the "Historic Auto-Related Resources of St. Louis [Independent City], MO" multiple property document. The Elias Haas Building is a good example of the automotive dealership and retail business property type. The building's storefronts were designed to accommodate car dealerships and distributorships and is representative of the mixed use auto-related buildings that often used the storefront for retail sales while the rest of the building was put to other uses. The Elias Haas Building is located in the midst of the main automotive district on Locust Street and is representative of the many automotive buildings that dominate this avenue in St. Louis, especially the larger warehouse form buildings that were frequently used for larger dealerships or distributorships. Its storefront was designed to display cars and allow for their transport through the building. The numerous automobile companies that occupied the Elias Haas Building were similar to the other car dealerships around St. Louis because the tenants represent both smaller dealers and larger distributors, many of which only lasted a few years in the early years of the auto industry prior to the Great Depression. A wide mix of car manufacturers also occupied the building, including some industry leaders like Peerless and Oldsmobile.⁵⁵

The Elias Haas Building housed a number of different car companies in its first floor showroom from 1917 to 1934, the peak years during which Locust Street served as St. Louis' automotive row. The first car company to move into the building in 1917, the Phillips Motor Company, was only a small dealership and only remained in the building for a few years, but it was also one of the earliest tenants and the first automobile business to replace the garment business, Lowenbaum Manufacturing Company, in the storefront level of the building.⁵⁶ After the Phillips Motor Company moved out, the storefront was occupied by a machinery company for a few years, but Federal Motor Sales Company had moved into the building by 1922 for a year, only to be replaced by yet another automotive company when the Park Automobile Company moved into the storefront in 1923.⁵⁷ The Park Automobile Company was a distributor of the Peerless Automobile, a higher-end car that unsuccessfully competed with companies like Cadillac and Lincoln.⁵⁸ Even after the Park Automobile Company moved out of the building, the Haas Building's storefront was still used by an automotive company: Lambert-Graves Motor Company, the metropolitan distributor of Oldsmobiles at the time.⁵⁹ Lambert-Graves Motor Company was soon replaced by the Olds Motor Works, also connected to the Oldsmobile company.⁶⁰

OTHER IMPORTANT ENTERPRISES

In 1925, the Kansas City-based Berkowitz Envelope Company moved into the building.⁶¹ William Berkowitz opened his company in 1886 and specialized in advertising novelties.⁶² In 1894, he bought his first machine that would produce matched letterhead and envelopes. By 1901, the company changed its focus to envelopes, which were in great demand. In 1907, his two sons joined the family firm and in 1909, the first patent was issued to the company. William turned the business over to his sons Walter and E.B. at the dawn of the 1920s. In 1921, Walter purchased new high speed machinery (as well as the patent and distribution rights) from Germany to

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produce multiple sizes and styles of envelopes on the same machine.⁶³ During the 1920s, the company moved into the Elias Haas Building as it expanded its manufacturing and sales operations to include St. Louis (in 1925), Des Moines, Iowa and Minneapolis, Minnesota.⁶⁴ The company was eventually purchased by the Tension Envelope Company, a company that developed the tension flap in 1884, and is in business today as the Tension Envelope Corporation.⁶⁵ They moved out of the Elias Haas Building in 1947 when the company relocated their operation to Kansas City.⁶⁶

JACOB M. HIRSHSTEIN, ARCHITECT

The Elias Haas Building was designed by architect Jacob M. Hirshstein, who started his drafting career in 1894. In 1907, he entered the firm of Widmann & Walsh as an architect,⁶⁷ but the next year, Hirshstein opened his own office in the Columbia Building, across the street from the Old Post Office.⁶⁸ Mr. Hirshstein was not a well known architect in St. Louis, but he is credited for designing a total of twenty-two buildings in St. Louis that include eight residences, seven commercial stores, a theatre, two factories, a foundry, a garage, a warehouse, and an addition to the United Hebrew School and Synagogue. Most of these buildings are no longer extant and only five of the known Jacob M. Hirshstein commissions are still standing in St. Louis, and this is one of only two which are large mercantile buildings. The other large building, which is about the same size, was designed for the same client, Samuel Haas, and was completed just a few years later, in 1923. In fact, Samuel Haas moved his hat business out of the Elias Haas Building and into his new Haas Building at the corner of Jefferson and Locust upon its completion in 1923.⁶⁹ Both of these were significant commissions for Hirshstein since his other buildings were either smaller commercial buildings or large residential buildings, while these two mercantile buildings stand prominently within one block of each other as a testament to his career.

Endnotes

¹“Building News. St. Louis Building Permits,” *St. Louis Daily Record*, 16 June, 1914, 3.

²Matt Bivens and Carolyn Toft, Landmarks Association of St. Louis, “Haas Building” St. Louis (Independent City) MO, *National Register of Historic Places Inventory Nomination Form*, Listed 2003, Section 8, 1.

³*Gould’s St. Louis Directory* (St. Louis: Gould’s Directory Company, 1915), 870; *Polk-Gould’s St. Louis Directory* (St. Louis: Polk-Gould Directory Company, 1960), 42.

⁴*Gould’s St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company, 1918), 1027.

⁵*Gould’s St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1930), 1938.

⁶*Gould’s St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company, 1920), 1152.

⁷*Gould’s St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company, 1922), 1067.

⁸*Polk-Gould’s St. Louis Directory* (St. Louis: Polk-Gould Directory Company, 1923), 1902.

⁹*Polk-Gould’s St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company, 1924), 673; *Gould’s St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1944), 1716; *Gould’s St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1948), 2091; *Gould’s St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1952), 289.

¹⁰*Polk-Gould’s St. Louis Directory* (St. Louis: Polk-Gould Directory Company, 1927), 1664; *Gould’s St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company, 1926), 1140; *Gould’s St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company, 1928), 1291.

¹¹*Gould’s St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1930), 1938; *Gould’s St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1933-34), 1780.

¹²*Gould’s St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1935), 1705.

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¹³*Gould's St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1937), 1909; *Gould's St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1939), 1735.

¹⁴*Gould's St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1941), 1954.

¹⁵*Gould's St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1944), 1716.

¹⁶*Gould's St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1946), 1825,2030.

¹⁷*Gould's St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1947-48), 2091; *Gould's St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1952), 32.

¹⁸*Gould's St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1955), 32, 275; Polk's *St. Louis (Missouri) City Directory*. (St. Louis: R. L. Polk & Co., 1960), 42.

¹⁹James Neal Primm, *Lion of the Valley: St. Louis, Missouri, 1764-1980*, (St. Louis: Missouri Historical Society Press, 1998), 331.

²⁰*Ibid.*

²¹*Ibid*, 334.

²²Deborah B. Wafer and James M.. Denny "Washington Avenue Historic District" St. Louis (Independent City) MO, *National Register of Historic Places Inventory Nomination Form*, Listed 1986, Section 8, 2; Carolyn Hewes Toft and Lynn Josse, *St. Louis: Landmarks and Historic Districts* (St. Louis: Landmarks Association of St. Louis, 2002), 71.

²³*Ibid.*

²⁴Primm, 337; Wafer.and Denny, Section 8, 3.

²⁵*Ibid.*

²⁶Primm, 337.

²⁷"Salute to St. Louis Industry—R. Lowenbaum Manufacturing Company," [radio narrative transcript] St. Louis: KSD Radio and Krieghauser Mortuaries, 1964, from the R. Lowenbaum Manufacturing Company Collection, Missouri Historical Society, St. Louis, 2.

²⁸"Salute to St. Louis Industry—R. Lowenbaum Manufacturing Company," 2.

²⁹*Ibid*, 3.

³⁰Wafer and Denny, Section 8, 4-5.

³¹Bivens and Toft, Section 8, 6-8.

³²*Ibid.* Section 8, 7 quoting "The Package Car System of St. Louis," published by the Industrial Club of St. Louis.

³³Wafer and Denny, Section 8, 1; Toft and Josse, 71.

³⁴Wafer and Denny, Section 8, 6-10.

³⁵"Salute to St. Louis Industry—R. Lowenbaum Manufacturing Company," 1.

³⁶*Ibid.*

³⁷*Ibid*, 3.

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³⁸*Gould's St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company, 1917), 2437.

³⁹“Salute to St. Louis Industry—R. Lowenbaum Manufacturing Company,” 4.

⁴⁰*Ibid.*, 1.

⁴¹*Ibid.*, 2.

⁴²*Ibid.*

⁴³*Ibid.*

⁴⁴*Ibid.*

⁴⁵*Ibid.*

⁴⁶*Ibid.*, 3.

⁴⁷*Ibid.*

⁴⁸*Ibid.*

⁴⁹*Ibid.*

⁵⁰*Ibid.*, 4.

⁵¹*Ibid.*

⁵²*Ibid.*

⁵³*Ibid.*

⁵⁴*Ibid.*

⁵⁵Karen Bode Baxter, et al., “Historic Auto-Related Resources, City of St. Louis, 1880-1955,” St. Louis (Independent City), MO, National Register of Historic Places Multiple Property Nomination Form, 2004.

⁵⁶*Gould's St. Louis Directory* (St. Louis: Gould's Directory Company, 1917), 2437.

⁵⁷*Gould's St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company, 1920), 1152; *Gould's St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company, 1922), 1067; *Gould's St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1930), 1938; *Polk-Gould's St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company, 1923), 1902.

⁵⁸*Polk-Gould's St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company, 1923), 1902.

⁵⁹*Polk-Gould's St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company, 1927), 1664; *Gould's St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company 1926), 1140; *Gould's St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company 1928), 1291.

⁶⁰*Gould's St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1930), 1938. *Gould's St. Louis (Missouri) Directory* (St. Louis: Polk-Gould Directory Company, 1933-34), 1780.

⁶¹*Polk-Gould's St. Louis Red-Blue Book* (St. Louis: Polk-Gould Directory Company, 1925), 1140.

⁶²Tension Envelope Corporation, “How Tension Got Its Name,” *Tension Envelope Corporation*, 2003 <<http://www.tension.com/html/century.htm>> (18 November, 2003), 1.

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⁶³Tension Envelope Corporation, "Our Tradition of Excellence Began Over 174 Years Ago," *Tension Envelope Corporation*, 2003 <<http://www.tension.com/html/traditn.htm>> (18 November 2003) 1.

⁶⁴Ibid, 2.

⁶⁵ Tension Envelope Corporation, "How Tension Got Its Name," 1.

⁶⁶Tension Envelope Corporation, "Our Tradition of Excellence Began Over 1174 Years Ago," 2.

⁶⁷Bivens and Toft, Section 8, 6.

⁶⁸"Building News. St. Louis Building Permits," *St. Louis Daily Record*, 16 June 1914, 3.

⁶⁹Simmons, David J., "Jacob Hirshstein" Letter to Matt Bivens, Landmarks Association of St. Louis, October, 2003; Bivens, Matt, Landmarks Association of St. Louis. "Elias Haas Building." E-Mail correspondence with Karen Bode Baxter, 21 October 2003-5 November 2003.

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Verbal Boundary Description

A Tract of land situated in the City of St. Louis and the State of Missouri lying in part of City Block 918 and being more particularly described as follows:

Commencing at the intersection of the North Right-of-way line of Locust Street, 72 feet wide, and the East Right-of-way line of 23rd Street, 60 feet wide, said intersection being the Southwest Corner of said City Block 918 and also being the TRUE POINT OF BEGINNING of the Tract herein described; Thence along said East Right-of-way line, North 15 degrees 03 minutes 28 seconds East a distance of 155.05 feet to the intersection of said East Right-right-of-way line and the South right-of-way line of St. Charles Street, 38.5 feet wide, said intersection also being the Northwest Corner said City Block 918; thence along said South Right-of-way line of St. Charles Street, South 74 degrees 59 minutes 14 seconds East, a distance of 99.99 feet to the Northwest corner of a tract of land conveyed to Locust Central Business District as described in Deed Book 1722, Page 1002 of the land records of the City of St. Louis, Missouri; Thence along the West line of said Locust Central Business District tract, south 15 degrees 03 minutes 28 seconds West a distance of 155.03 feet to said North Right-of-way line of Locust Street, thence along said North Right-of-way line, North 75 degrees 00 minutes 00 seconds West, a distance of 99.99 feet to the point of beginning.

Containing 15,500 Square Feet according to a survey by J. R. Grimes Consulting Engineers, Inc.

Boundary Justification

These boundaries incorporate all of the property that has been historically associated with this building and these boundaries correspond to the property's legal description.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Add'l Page 20
Haas, Elias, Building
St. Louis (Independent City), MO
Historic Auto-Related Resources of St. Louis (Independent City), MO

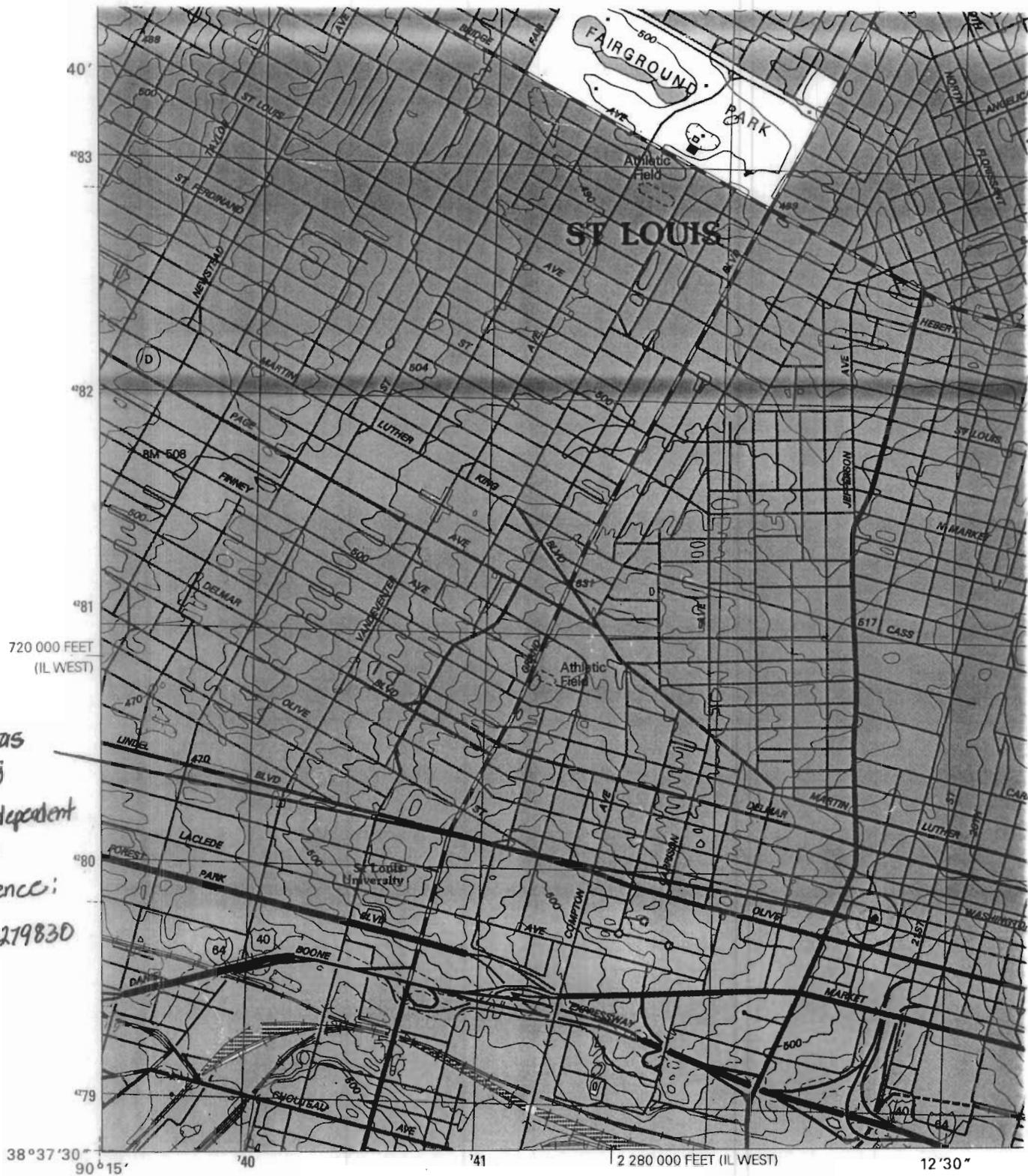
Photo Log

Photographer: Matthew Cerny

April, 2004

Negatives with photographer: Karen Bode Baxter, 5811 Delor Street, St. Louis, MO 63109

- Photo #1: Exterior, Entry on west side, facing north
- Photo #2: Exterior, south façade and west façade, facing northeast
- Photo #3: Exterior, partial south façade, partial east façade, facing north-northwest
- Photo #4: Exterior, north façade and west façade, facing southwest
- Photo #5: Exterior, Detail: southwest corner at second story, facing northeast
- Photo #6: Exterior, Detail: close-up of window in west facade
- Photo #7: Exterior, Detail: close-up of steel window in east facade
- Photo #8: Exterior, Detail: close-up of window in north facade
- Photo #9: Interior, Detail: looking south at infilled transom above entry
- Photo #10: Interior, 3rd floor stairwell, looking up stairs
- Photo #11: Interior, 2nd floor, from mid east wall looking northeast
- Photo #12: Interior, 2nd floor, from mid building, looking northwest
- Photo #13: Interior, 3rd floor, from southwest corner looking northeast.
- Photo #14: Interior, 3rd floor, from northeast corner looking south
- Photo #15: Interior, second floor, from mid north wall looking west
- Photo #16: Interior, 5th floor, northeast corner, looking southwest at freight elevator
- Photo #17: Interior, 5th floor, from mid north wall, looking south-southwest
- Photo #18: Interior, 4th floor, from northwest corner looking southeast
- Photo #19: Interior, 1st floor, looking from south entry



Produced by the United States Geological Survey

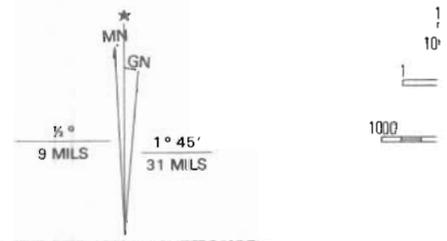
Topography compiled 1952. Planimetry derived from imagery taken 1993 and other sources. Photoinspected using imagery dated 1998; no major culture or drainage changes observed. PLSS and survey control current as of 1954. Boundaries, other than corporate, verified 1999

North American Datum of 1983 (NAD 83). Projection and 1000-meter grid: Universal Transverse Mercator, zone 15 10 000-foot ticks: Illinois (west zone) and Missouri (east zone) Coordinate Systems of 1983

North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

Contours that conflict with revised planimetry are dashed

There may be private inholdings within the boundaries of the National or State reservations shown on this map



UTM GRID AND 1999 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET





Elias Haas Building
St. Louis (Independent City), Mo.
Photo # 1



Elias Haas Building
St. Louis (Independent City), Mo.
Photo # 2



Elias Haas Building
St. Louis (Independent City), Mo.
Photo # 3



Elias Haas Building
St. Louis (Independent Crty), Mo.
Photo #4



Elias Haas Building
St. Louis (Independent City), Mo.
Photo # 5



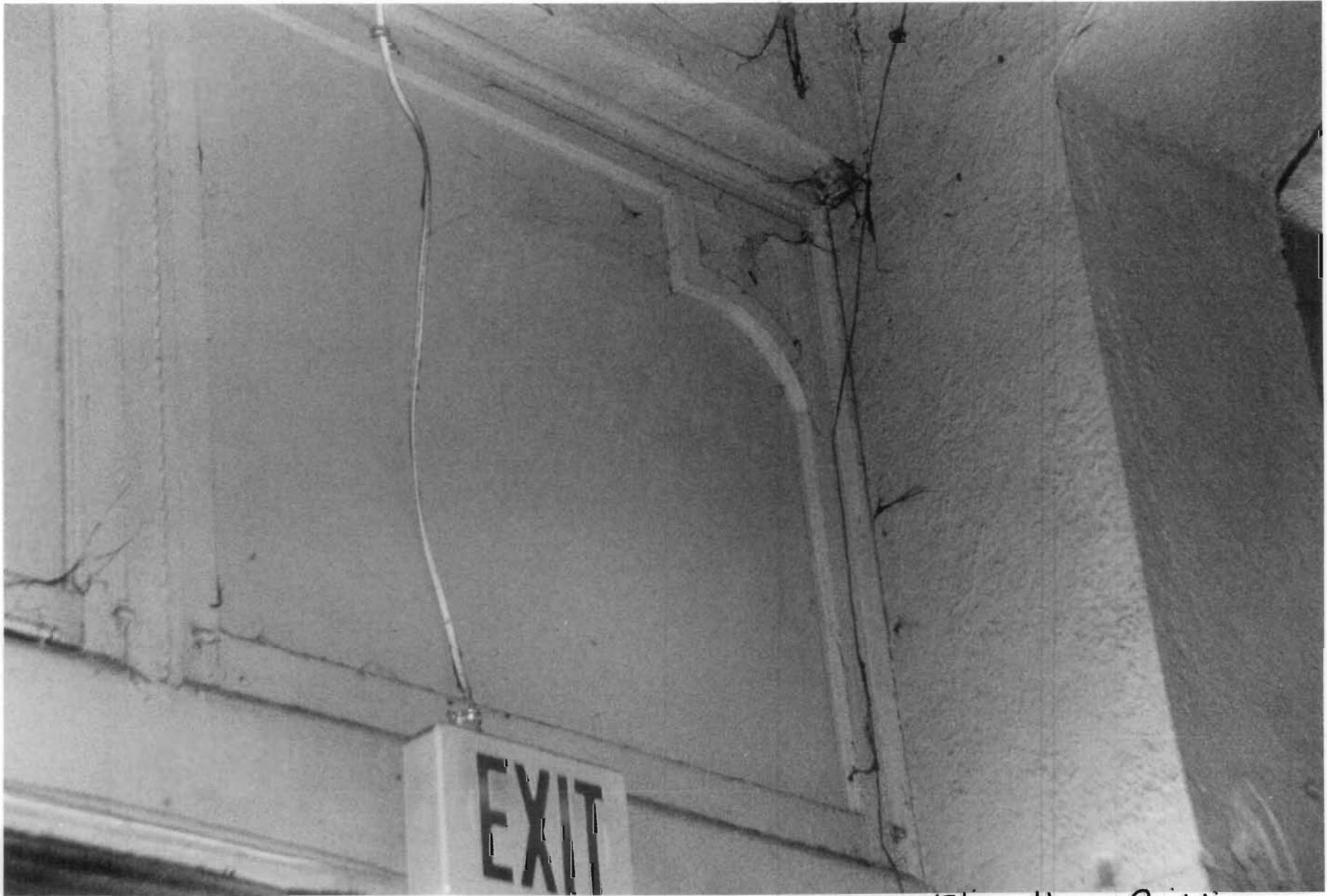
Elias Hags Building
St. Louis (Independent City), Mo.
Photo # 6



Elias Haas Building
St. Louis (Independent City), MO
Photo # 7



Elias Haas Building
St. Louis (Independent City), Mo.
Photo # 8



Elias Haas Building
St. Louis (Independent City), Mo.
Photo # 9



Elias Haas Building
St. Louis (Independent City) Mo
Photo # 10



Elias Haas Building
St. Louis (Independent City), Mo.
Photo # 11



Elias Haas Building
St. Louis (Independent City), Mo.
Photo # 12



Elias Haas Building
St. Louis (Independent City), Mo.
Photo # 13



Elias Haas Building
St. Louis (Independent City), Mo
Photo # 14



Elias Haas Building
St. Louis (Independent City), Mo.
Photo # 15



Elias Haas Building
St. Louis (Independent City), Mo.
Photo # 16



Elias Haas Building
St. Louis (Independent City), Mo
Photo # 18



Elias Haas Building
St. Louis (Independent City), Mo.
Photo # 19



Elias Haas Building
St. Louis (Independent City), Mo.
Photo # 17