NPS Form 10-900-b
(June 1991)

OMB No. 10024-0018

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 Documentation Form (National Register Bulletin 16B.)* Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900 a).

_X_ New Submission **___ Amended Submission**

A. Name of Multiple Property Listing

Historic and Architectural Resources of Chillicothe, Missouri

B. Associated Historic Contexts

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

NINETEENTH AND EARLY TWENTIETH CENTURY COMMERCIAL DEVELOPMENT IN CHILLICOTHE, MISSOURI: 1837-1952

D. Form Prepared by

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city or town Columbia state Missouri zip code 65203

D. Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this documentation form meets the standards and sets forth the 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.)

Signature of certifying official/Title Claire F. Blackwell/Deputy SHPO Date 29 August 02

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 of Action

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INTRODUCTION AND ORGANIZATION

The town of Chillicothe, in Livingston County, Missouri is rich in historic resources dating from the mid-nineteenth century. Many of the town's most notable buildings resulted from its status as the governmental seat of Livingston County and from its location along several railroad lines and two major highways. The town's proximity to major transportation routes made it a convenient base for a wide variety of commercial enterprises. Manufacturing plants of all kinds were constructed in Chillicothe in the late nineteenth and early twentieth century; Chillicothe was a livestock and agricultural trading center; and the establishment and development of the Chillicothe Normal School (later Chillicothe Business College) made the town an educational center as well.

Chillicothe is located in the center of Livingston County approximately eighty miles northeast of Kansas City, Missouri. Missouri Highways 65 and 36 intersect at Chillicothe. A corridor or commercial development stretches along the entire section of Missouri Highway 65, which runs through town. However, the core of historic commercial buildings, anchored by the Livingston County courthouse, is located between Calhoun Street, Ann Street, Cherry Street and Vine Street. Another pocket of commercial development is located in the railroad corridor south of the downtown area. The residential areas of Chillicothe radiate out from the commercial center in all directions.

Prior to 2001, no systematic survey of architectural resources in Livingston County existed and only one property in the county, the Grace Episcopal Church and Building in Chillicothe, had been listed on the National Register of Historic Places. However, in the spring of 2001, an architectural and historical survey of downtown Chillicothe was begun. The survey inventoried 101 buildings in the commercial core of Chillicothe. Of the 101 buildings inventoried, 16 buildings were determined to be potentially eligible for individual listing on the National Register of Historic Places. In addition, 62 buildings were determined to retain sufficient integrity to be eligible for inclusion in a historic district and potential boundaries for a commercial historic district were suggested. Furthermore, an informal survey revealed a number of other buildings throughout the town that are likely candidates for individual listing as well as several areas that have district listing potential.

The Multiple Property Documentation form is being used to lay the foundation for the systemic nomination of historic resources throughout Chillicothe, Missouri. The multiple property listing "Historic and Architectural Resources of Chillicothe, Missouri is organized around the commercial and public architecture of the city. One historic context and two property types have been developed for this listing. Several other historic contexts and property types were identified but not explored in this cover document either because the resources have yet to be surveyed, too few resources remain from the period, or the theme did not fall within the scope of this listing. Future amendments to this multiple property listing may develop these themes. It should also be noted that the potential for historic archaeology throughout the community is strong; evaluation of such potential is highly recommended, but is beyond the scope of this project.

The identified historic contexts and their associated property types are outlined below. An asterisk indicates those contexts and property types developed for this listing.

*NINETEENTH AND EARLY TWENTIETH CENTURY COMMERCIAL DEVELOPMENT IN CHILLICOTHE, MISSOURI: 1837-1952
- *Downtown Commercial Buildings: 1837-1952
- *Public Buildings (Government) in Chillicothe: 1911-1952

EARLY SETTLEMENT: 1837-1851

THE RAILROAD ERA: 1852-1882

THE VICTORIAN ERA: 1883-1900

THE HIGHWAY CITY: 1901-1952

INDUSTRIAL DEVELOPMENT IN CHILLICOTHE: 1859-1952

RESIDENTIAL DEVELOPMENT IN CHILLICOTHE: 1837-1952

INSTITUTIONAL AND EDUCATIONAL DEVELOPMENT IN CHILLICOTHE:

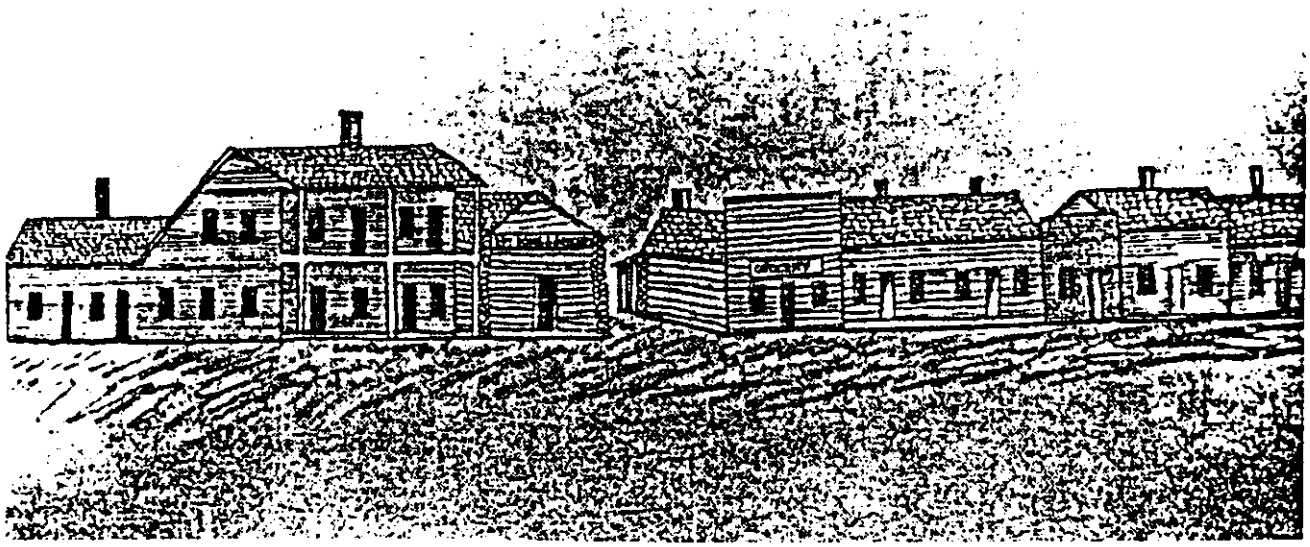
RELIGIOUS DEVELOPMENT IN CHILLICOTHE:

This multiple property submission includes a cover document and two commercial historic districts. The Courthouse Square Historic District contains 32 buildings and the Chillicothe Commercial Historic District contains 30 buildings.

In October 1837, the first sale of lots in Chillicothe took place and that same year, the first Livingston County Courthouse was also constructed in Chillicothe.[7] However, the town was not officially named the county seat until 1839. The town of Chillicothe also was not officially incorporated until 1851 and as a result,

> there was no municipal government, no authority to compel the care of streets, the building of sidewalks and street crossings, the enforcement of sanitary measures, etc.; and so there were but few, if any, sidewalks, save in front of some of the stores on the public square; people waded to and fro in the mud, threw filth and slops into the street, and lived a life of liberty, if not comfort.[8]

Figure One. The west side of the Chillicothe Square as it looked in 1843.
From "Missouri's Highway Historic Marking, 1958 Part 1." by Floyd C. Shoemaker, Inscriptions by Ruby M. Robins" Missouri Historical Review. April 1959, p. 210.



A drawing dated 1843 of the west side of the Chillicothe square shows just a scattering of one and two story frame buildings. (Figure One) The second Livingston County Courthouse, a two story building with a cupola which was constructed in 1840, was undoubtedly one of only a few brick buildings in Chillicothe. According to the History of Caldwell and Livingston Counties, Missouri, prior to the building of the railroad, Chillicothe "was small and unimportant. Nothing but the fact that it was the county seat kept it alive."[9] The 1851 business directory for Chillicothe

[7] Roof, p. 276.
[8] National Historical, p. 1049.
[9] Ibid., p. 1051.

shows the limited development of the town. It listed "two attorneys, a newspaper, a physician, a carding machine, a hotel, two blacksmiths and two or three general stores."[10]

The Railroad Era: 1852-1883

Two events in the early 1850s led to a marked change in the development of Chillicothe. On August 13, 1851, "On a petition of two-thirds of the inhabitants, [Chillicothe] is hereby declared a boddy Polatic (sic) and corporate."[11] The official incorporation of the town led to the establishment of local laws and improved living conditions. Four years later, the town's second incorporation made Chillicothe a city. The final incorporation of Chillicothe in 1869 established the city as a corporation led by a mayor and councilmen.[12]

In 1852, construction on the track for the Hannibal and St. Joseph Railroad began. The track was constructed by two crews working from both ends of the state. The point where the tracks met was approximately three miles east of Chillicothe. On February 13, 1859, the golden spike was driven into the completed track. "The very next day a train made the through run from Hannibal to St. Joseph, thus inaugurating rail service between the Mississippi and the Missouri Rivers."[13] As a result of the railroad construction, Chillicothe entered its first boom period between 1852 and 1860. The population reached nearly 1000, many new businesses were started, and the downtown landscape changed from a "squalid little settlement" to a respectable railroad town.[14] The 1860 Missouri State Gazetteer and Business Directory reported that the town could boast "a weekly newspaper "Chillicothe Chronicle" edited by A. S. Hughes, two steam saw and one flouring mill, two hotels, two tobacco manufactories, and about twenty-five stores of various kinds."[15] The first bank in Chillicothe, a branch of the State Bank of Missouri opened in 1858 and provided capital for the many new businesses brought to town by construction of the railroad.

Just as Chillicothe was becoming an established trading center, the advent of the Civil War in 1861 put a halt to the town's prosperity and growth. The slump in the town's economy lasted throughout the war. Chillicothe was viewed as a key post on the Hannibal and St. Joseph railroad. As a result, from 1861, shortly after the war began, until 1865, Chillicothe was under Federal control. On June 14, 1861, the day after a parade of volunteers for the South was held in Chillicothe, Union troops moved into town. "A proclamation was read stating that they were there to put down rebellion and insurrection against the United States of America and that they hoped

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[10] "Chillicothe: From a squalid little settlement to a county hub," Chillicothe Constitution-Tribune. April 30, 1987.
[11] "It Has Taken Many Years Of Progress and Development to Make Chillicothe The Thriving City It Is Today," Chillicothe Constitution-Tribune. September 13, 1937.
[12] Ibid.
[13] "First Rails to the Missouri River: The Hannibal and St. Joseph Railroad," The Herald. (Chillicothe,MO: Grand River Historical Society. October, 1996), p. 3.
[14] "Chillicothe: From a squalid little settlement to a county hub," Chillicothe Constitution-Tribune. April 30, 1987.
[15] Sutherland & McEvoy Publishers, Missouri State Gazetteer and Business Directory. (St. Louis: Sutherland & McEvoy Publishers and Compilers, 1860), p. 54-55.

that the orderly process of government and commerce would continue."[16] Additional local distress was caused by the fact that Chillicothe and Livingston County citizens were divided in their loyalties. "Some people were Southern secessionists; some were strongly for the Union; and another rather large group didn't want to leave the Union nor to see slavery abolished."[17] Despite the tense conditions, the city of Chillicothe was only sparsely damaged by the events of the Civil War. Only one building, the Methodist Episcopal Church South, was said to have been burned by Federal soldiers. One other major building in Chillicothe was also lost during the war years, but it was not a casualty of the war. The second Livingston County Courthouse was condemned and demolished in 1865. From 1865 until 1914, the courthouse square, also known as Elm Park, "remained open and available to the public."[18]

As soon as the Civil War ended, prosperous times resumed in Chillicothe. Two additional rail lines, the Chillicothe to Omaha Railroad and the Chillicothe to Brunswick Railroad (later known as the Wabash) completed in 1867 and 1869 respectively, made Chillicothe even more attractive to settlers and businessmen.[19] In the five years following the war, the population of Chillicothe grew from 1500 to nearly 4000, and Chillicothe grew into an agricultural trading and shipping center.[20] During this period, business and manufacturing interests, as well as construction of all types, boomed. A column in the March 8, 1866 Chillicothe Constitution described the growth of the town.

> Our city presents just now a fine show of prosperity and thrift. It is growing fast and buildings are seen going up on every hand....There were 15 new places of business built last year, and many dwellings, while business increased very much. The prospect for the coming year seems very flattering. There are six brick buildings going up on the west side of the Public square, and six or seven on the north or north-east portion of it. These are already projected plans out and everything getting in readiness for their erection. They are to be fine, large business houses. A gentleman of observation said a day or two since that there will be over two hundred dwellings built this year.[21]

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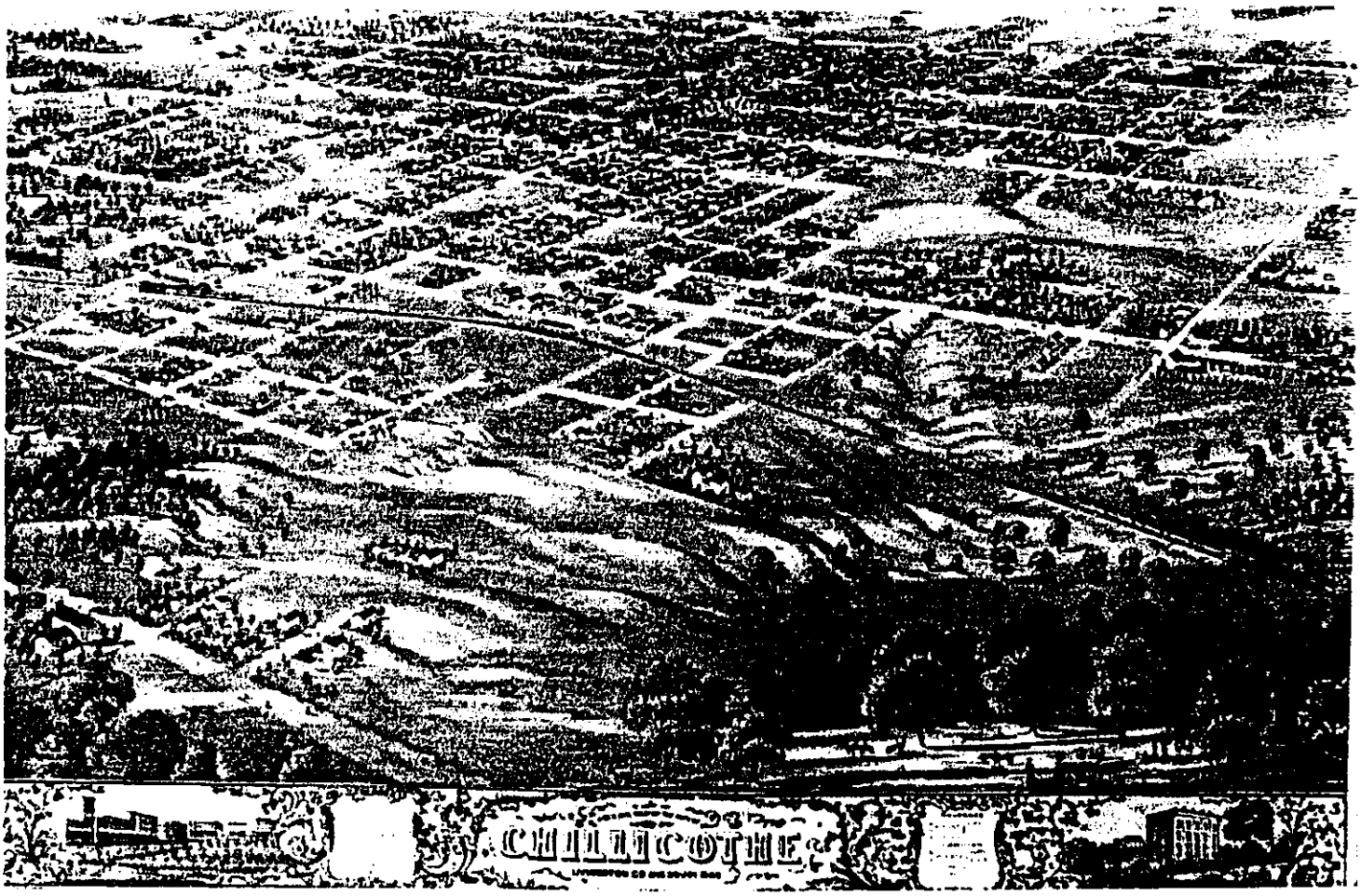
[16] Roy Hicklin, "War Between the States: Livingston County had sympathizers on both sides and a neutral group as well," War Between the States: Livingston County had sympathizers on both sides and a neutral group as well," Chillicothe Constitution-Tribune. April 30, 1987.
[17] Ibid.
[18] Marian Ohman, Encyclopedia of Missouri Courthouses. (Columbia: University of Missouri Extension Division, 1981) n.p.
[19] Lillian Des Marias, Livingston County Sesquicentennial: 1837-1987. Chillicothe, MO: Retired Senior Volunteer Program, 1987), p. 357.
[20] National Historical Company, p. 1054-1056.
[21] Chillicothe Constitution. March 8, 1866.

Figure Two. Bird's Eye Map of Chillicothe, Missouri. Drawn by A. Ruger, 1869.

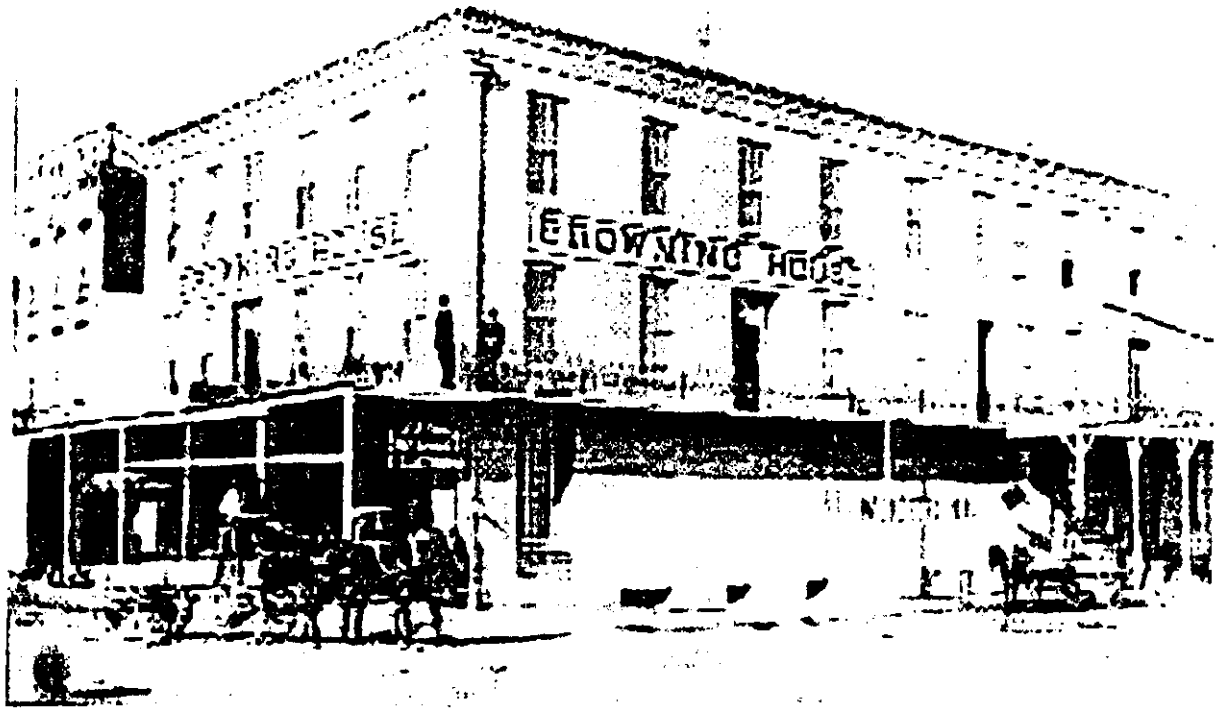


A Bird's Eye map of Chillicothe drawn by A. Ruger and published in 1869 shows the results of this building boom. (Figure 2) The blocks around the square are almost completely filled with substantial commercial buildings, and an extensive grid of roads extends out in all directions from the public square. Although Chillicothe's first City Hall building was constructed in 1869, it does not appear on the Bird's Eye Map. The J. H. Abshire-T. L. Broadus Building (ca. 1865), at 521 Locust Street, appears to be the only extant building in the downtown area that is shown on the Bird's Eye map. Another small area of commercial development is shown on the Bird's Eye Map near the depot where both passenger and freight trains picked up passengers and goods several times each day. The Bird's Eye Map also shows dwellings of all shapes and sizes in the residential neighborhoods, which are scattered throughout the city. The earliest atlas for

Livingston County, which was published in 1878, shows many of these residential areas as formally platted additions.[22] Unfortunately, city and county records no longer exist to confirm the exact year that these additions were platted.

As Chillicothe grew into a trading center, the hotel and saloon business also benefited. Ten hotels and fourteen saloons are listed in the 1869 business directory for Chillicothe.[23] One of the most notable of the hotels was the Browning House, which was located in the second and third stories of a building on the southeast corner of the square.

Figure Three. Browning House
Source: Dateline - Livingston County: A Look at Local History. p. 14.

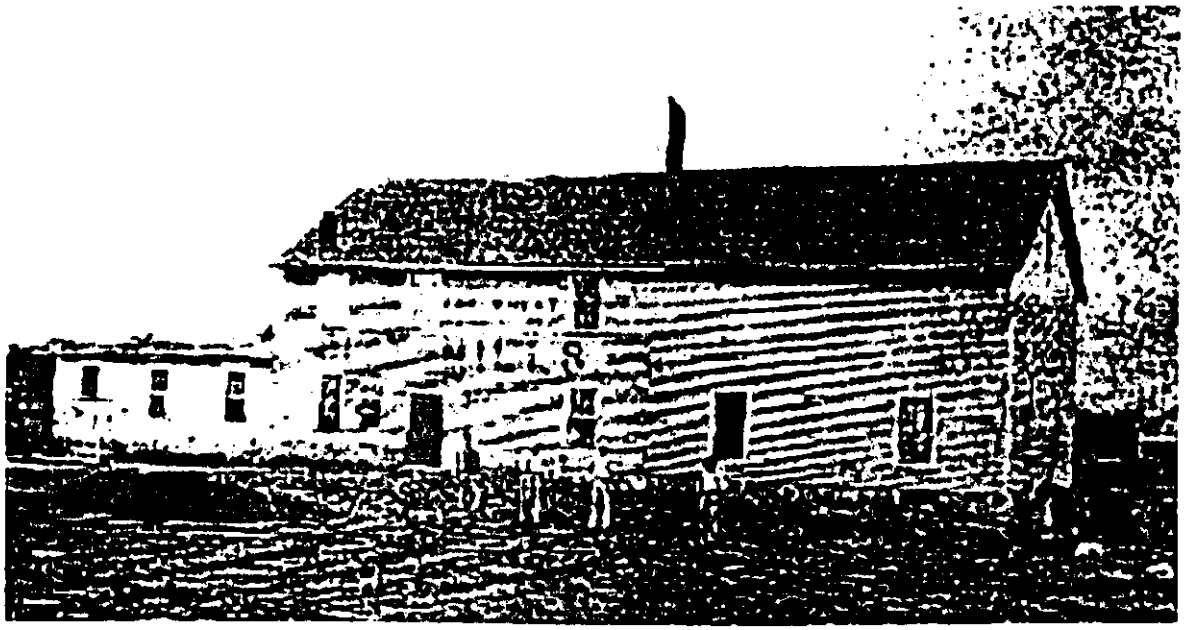


Although the Browning House was undoubtedly one of the nicer hotels in Chillicothe at the time, it is the death of a famous traveling musician in the hotel that sealed its place in the history

[22] Edwards Brothers of Missouri, An Illustrated Historical Atlas of Livingston County, Missouri. (Philadelphia: Edwards Brothers of Missouri, 1878), p. 32-40.
[23] 1869 Gazetteer

of the town. In 1868, Nelson Kneass, the composer of the popular song "Ben Bolt" came to Chillicothe as part of a small troupe of performers. "The little band of barnstormers landed in the town almost penniless, a 10-20-30-cent company playing "Uncle Tom's Cabin," "Ten Nights in a Bar Room," and "East Lynne" in the town hall."[24] While in town, Kneass took ill and died of pneumonia in the Browning House. He was given a Christian burial by the women of the Grace Episcopal Church. A benefit performance by the barnstormers and other local talent raised funds for Kneass' wife and children to return to their home in the East. Although "cities all over the nation raised amounts for memorials for the composer of "Ben Bolt" and asked to have the honor of caring for his remains, Kneass' wife refused these offers. Several years later, when she returned to Chillicothe with another theatrical troupe, she purchased a headstone for Kneass' grave.[25] Kneass' grave was later moved to one of the most desirable plots in the cemetery. The town of Chillicothe further memorialized Kneass when a movie theatre constructed in 1949 was named the "Ben Bolt." However, the Ben Bolt Theatre, an exceptional Art Deco style theatre, was demolished in 1999. The Browning House burned in early twentieth century.

Figure Four. Earliest known photo of Milbank Mills,
Source: "Revolution of a Nineteenth Century Mill," Old Mill News. Vol. 27, No. 3, Summer 1999, p. 16.



[24] "Body of Nelson Kneass, Man Who Set Words of 'Ben Bolt' to Music, Is Interred at Edgewood Cemetery," Chillicothe Constitution-Tribune. September 13, 1937.
[25] Ibid.

In addition to the development of retail businesses of all types, Chillicothe's advantageous location on three rail lines encouraged the establishment of a number of manufacturing facilities there. By 1869, Chillicothe had a bee hive factory, a hoop skirt factory, a carriage factory, two flour mills and a brick factory under construction.[26] The City Mill, one of Chillicothe's oldest businesses, was established in 1867 by George Milbank. (Figure Four) It was the first merchant mill in the area, thereby providing both a local source for flour and animal feed and a source of cash for local farmers. Milbank flour was marketed as far away as Florida and Texas. Milbank Mills is still in operation today producing animal feeds; the flour milling portion of the business was halted in 1960. However, the original mill was destroyed by fire in 1964.[27]

During the early 1870s, the rollercoaster economy of Chillicothe was, once again, on the downhill slope, and the town's future looked uncertain. In six years, the population decreased by almost 500. One description of the town notes that

> The public square was overrun with black locust trees, underbrush and weeds....The streets were littered with corn stalks, corn cobs and hay. Pigs ran grunting and rooting here and there. Cows were permitted to run loose in the streets, eating the feed from the farmers' wagons.[28]

Although Chillicothe lost both businesses and residents during this period of economic turmoil, the town recovered quickly. More than one hundred businessmen are listed in the 1879 Missouri State Gazetteer and Business Directory. Included in this list of businesses and businessmen in Chillicothe are two banks, four hotels, eight physicians, nine grocers, three booksellers, four druggists and eight saloons.[29] The construction of new commercial buildings also markedly increased in the late 1870s. According to the History of Caldwell and Livingston Counties, Missouri, in 1877, "more buildings were erected and improved than in the six years preceding and Chillicothe was back on track."[30]

The Rensch Building and the Davis-Milbank Building, both located in the 600 block of Washington, were both constructed in the late 1870s/early 1880s. (Figure Five) These two buildings demonstrate the kind of architectural detail common to commercial buildings in Chillicothe built during this period of which the most notable features are the arched top windows with decorative stone hoods and the simple brick cornices.

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[26] 1869 Gazetteer (xerox copy of the Chillicothe section of a gazatteer dated 1869 in the Livingston County Library, exact source unknown – may have been published by the Burlington Railroad), p. 121.
[27] Carolyn Cook Leffler, "Revolution of a Nineteenth Century Mill," Old Mill News. Volume 27, No. 3, Summer, 1999, p. 16-17.
[28] "Chillicothe: From a squalid little settlement to a county hub," Chillicothe Constitution-Tribune. April 30, 1987.
[29] R. L. Polk & Co., Missouri State Gazetteer and Business Directory 1878-79. (St. Louis: R. L. Polk & Co., 1879) pp. 179-182.
[30] National Historical Company, p. 1056-1057.

Figure Five. The Nicholas Rensch Building, ca. 1877, and the Davis-Milbank Building. ca. 1880. Source: Survey of Downtown Chillicothe, Becky L. Snider, 2001.

The Victorian Era: 1883 -1900

During the last two decades of the nineteenth century, the population of Chillicothe increased from 4078 in 1880 to 6905 in 1900.[31] The city's commerce and industry continued to parallel this growth. The 1899 Missouri State Gazetteer and Business Directory noted that the city had "all the appointments of a prosperous commercial center."[32] By the turn of the century, Chillicothe could boast four banks, six newspapers, and more than a dozen factories.

The founding of four educational institutions in Chillicothe between 1887 and 1898 also contributed significantly to the town's growth and prosperity. The State Industrial Home for Girls and the Chillicothe Conservatory of Music were established in the late 1880s. In the following decade, the Chillicothe Normal School, later known as the Chillicothe Business College and Maupin's Commercial College were founded. Two of these institutions, the State Industrial Home for Girls and the Chillicothe Business College, continued to operate until the mid-twentieth century.

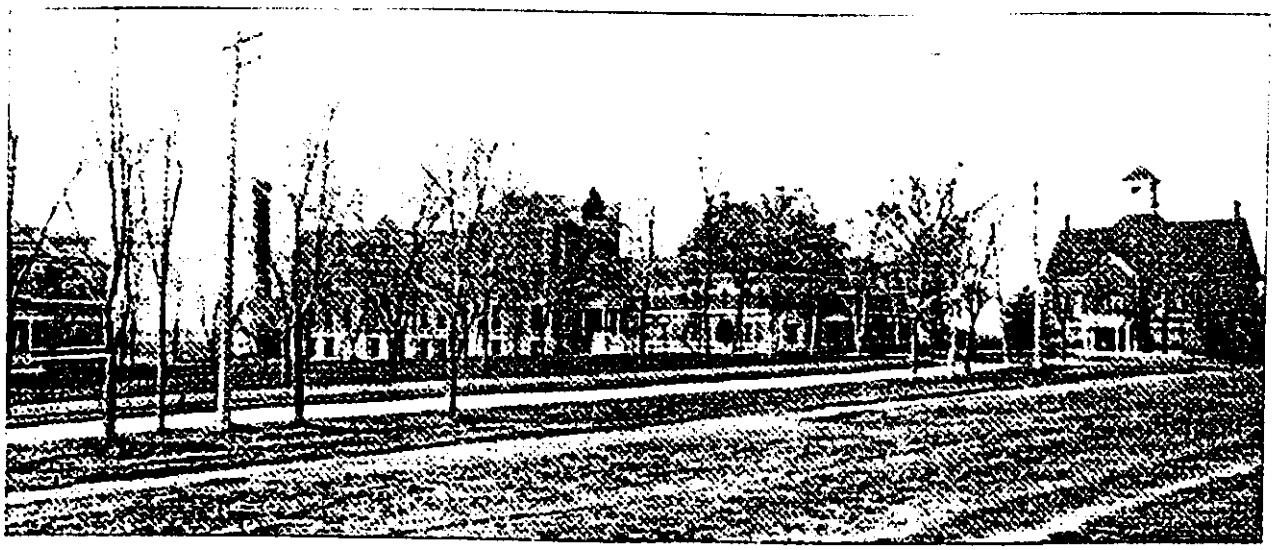
The selection of Chillicothe for the State Industrial Home for Girls gave the town statewide recognition. In 1887, the state legislature appropriated $50,000 for the construction and operation of the institution under the "cottage plan." A plot of land approximately two miles southwest of the

[31] Government Printing Office, U.S.Census Records, 10th, 11th and 12th Census of the United States. (Washington: Government Printing Office 1880-1900).
[32] R. L. Polk & Co., Missouri State Gazetteer and Business Directory 1898-99. (St. Louis: R. L. Polk & Co., 1899) p. 263-264.

public square was purchased for the institution. The first cottage, Marmaduke Cottage, named after Governor Marmaduke, was completed the following year. By the early twentieth century, the campus of the State Industrial School for Girls, later known as the State Training School for Girls, contained three cottages, a school building and chapel, a boiler house and an administration building, and the institution housed 225 girls.[33] In 1981, the State Training School for Girls closed, and the campus was revamped into a women's prison, which continues to operate today.[34] Noted Missouri architect, M. Fred Bell, designed some of the original buildings on the State Industrial Home for Girls campus.

Two years after the State Industrial Home for Girls opened, the Chillicothe Normal School was founded. In the fall of 1890, the first two buildings on the college campus, which was located eight blocks north west of the public square, were completed and classes began. During its first

Figure Six. The State Industrial School for Girls, ca. 1910
Source: Dateline – Livingston County: A Look at Local History, p. 44.

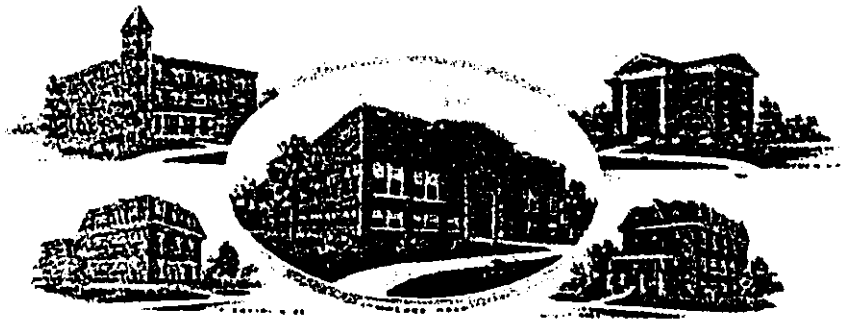


twenty years, the Chillicothe Normal School flourished. However, in 1911, faced with declining enrollment, Allen Moore, the school's founder and owner, changed the name of the school and the curriculum. The Chillicothe Normal School became the Chillicothe Business College and the focus of the school became business training. Not only did the school provide practical business training and assistance with tuition in the form of work-study, but also, the school "guaranteed the

[33] Harry W. Graham, "The Highway City: Chillicothe, Missouri," Chillicothe Constitution. June 24, 1916, magazine supplement.
[34] Des Marias (ed.), p. 372.

students a job when they graduated and if they didn't have a job they didn't pay the tuition listed on the note."[35] The Chillicothe Business College grew into the "largest business college in America."[36] By 1936, a few years before the school's fiftieth anniversary, the College's campus consisted of more than 100 acres, thirty buildings and a stadium.[37] (Figure Twelve) The Chillicothe Business College closed in 1952, but the college buildings were used by other educational institutions for several years. Gradually, however, the college buildings were sold or demolished and in the 1970s, the remaining buildings were converted to a glove factory.[38]

Figure Seven. Postcard of the Chillicothe Business College ca.1930.



C. B. C. HAS THE LARGEST PLANT IN AMERICA DEVOTED EXCLUSIVELY TO BUSINESS EDUCATION.

The prosperity of Chillicothe in the late nineteenth century brought numerous public improvements and enabled Chillicothe to boast the amenities of a modern city. Chillicothe was literally brought out of the mud when the streets around the square and a few blocks adjoining the square were paved in the early 1880s. In 1886, Chillicothe was given an additional boost with the completion of the Chicago, Milwaukee and St. Paul railroad through town. Several years later, the Chillicothe Street Railway Company established a streetcar system. The mule and horse-drawn

[35] Betty Newkirk, "College saw 125,000 students pass through doors," Chillicothe Constitution-Tribune. April 30, 1987.
[36] Workers of the Writers' Program of the Works Projects Administration in Missouri, Missouri: The W.P.A. Guide to the Show-Me State. St. Louis: Reprint by the Missouri Historical Society Press, 1998. (Original, Missouri State Highway Department, 1941).
[37] "Chillicothe Business College Campus around 1936," Chillicothe Constitution-Tribune. April 30, 1987.
[38] Chillicothe Constitution-Tribune, September 3, 1970.

trolley cars, which began operating in 1888, ran along tracks from the depots to the public square, to the fairgrounds and to the Chillicothe Normal School after it opened.[39] The town was also brought out of the darkness when, in 1885, electric streetlights were installed and operated until midnight six days a week. In 1886, L. J. and Louis Jarrett installed the first telephone exchange.[40] That same year, a franchise was granted to establish a water works. The New York City firm, Comegy and Lewis,

> bound themselves to erect the necessary pumping engines...with ninety double fire hydrants for fire protection, a steel stand tower 140 feet high and 12 1/2 feet in diameter..., the machinery to have a capacity of furnishing our inhabitants two million gallons of clear, pure and wholesome water every twenty-four hours.[41]

The water and power utilities were operated as private enterprises until the city took over ownership in the early twentieth century.

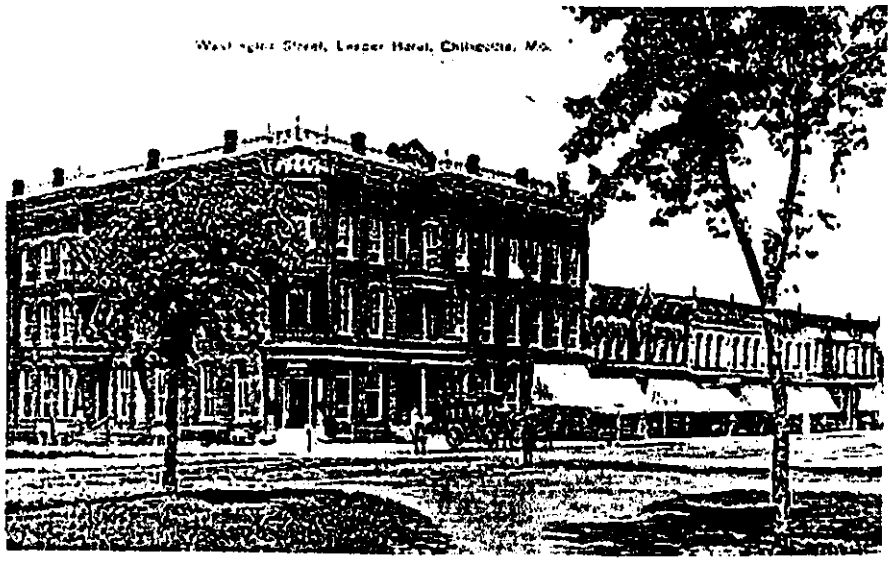
Figure Eight. Horse-drawn street car in front of the Chillicothe Normal School
Source: Dateline - Livingston County: A Look at Local History. p. 22.

[39] "Mules and horses played early-day roles in city's transportation," Chillicothe Constitution-Tribune. February 8, 1975.
[40] Des Marias (ed.), p. 360.
[41] "Water Works: A Most Complete System Which Furnishes Us With an Abundance of Good Wholesome Water," Daily Tribune Illustrated Edition, 1887, (exact date unknown – clipping from the Livingston County Library, Somerville Room vertical files).

The first hospital in Chillicothe, St. Mary's Hospital, also opened in the late 1880s. The Sisters of St. Mary, founded in 1872 in St. Louis, established convents and hospitals in a number of cities. However, the hospital in Chillicothe was the first hospital organized by the order in a rural community. In response to a proposal written by the Franciscan friars of Chillicothe's St. Columban Catholic Church, four sisters came to Chillicothe in 1888 and purchased a frame farmhouse to use as a hospital. The hospital, which was expanded several times in the late nineteenth century, was operated by the Sisters of St. Mary until 1916.[42]

Chillicothe's prosperity in the late nineteenth century was also reflected in the town's architectural development. A number of notable buildings, which are still extant today, were constructed in downtown Chillicothe in the last two decades of the nineteenth century. The Leeper Hotel, originally called the Leeper House, was constructed in 1884 on the northwest corner of Washington and Webster Streets. Between 1909 and 1916, a fourth story was added to the three story brick building and, in 1929, the building's buff brick facade was refaced with red brick. (Figure Nine)

Figure Nine. Postcard of the Leeper Hotel, ca 1900



Three of the towns four banks built new buildings in downtown Chillicothe in the 1880s. Prior to the construction of the Leeper Hotel, the People's Savings Bank occupied the lot on the corner of Washington and Webster. As part of the agreement for the sale of the property for the hotel, the People's Savings Bank was given a ten-year lease for the corner room on the first floor of the hotel building. The original Citizens National Bank and the First National Bank also built facilities on lots fronting the public square during this period. The original First National Bank

[42] Joe Welschmeyer, "Chillicothe's first hospital established: St. Mary's Hospital 1888-1916." Chillicothe Constitution-Tribune. December 9, 1998.

building at 703 Webster is the only one of the two that exists today, and it is an excellent example of a Queen Anne commercial building. (Figure Ten)

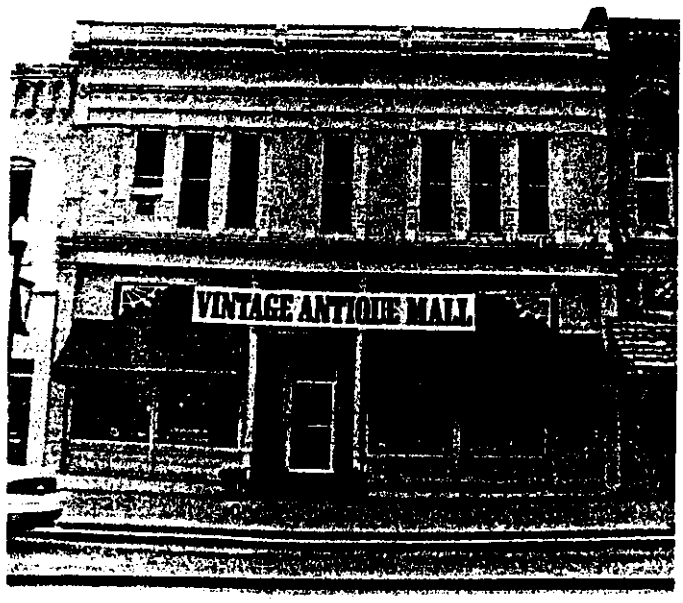
Figure Ten. The original First National Bank Building, 1887.
Source: Survey of Downtown Chillicothe, Becky L. Snider, 2001.

During the 1880s and 1890s, commercial buildings in downtown Chillicothe were constructed with much more elaborate detailing than the buildings constructed in prior decades. In part, this change was due to the nationwide interest in Victorian styling, but it was also a result of the widespread proliferation of premanufactured building components. By 1890s, pre-fabricated metal building components were being used on commercial buildings in Chillicothe as they were across the country. In some cases, only a few individual components such as a cornice or decorative pilasters were used; on other buildings, entire storefront "kits" were employed. In addition, older buildings were "updated" with ready-made parts such as pressed tin ceilings and pressed tin panels for the facade.

Mass-produced architectural elements were available from a number of manufacturers. The St. Louis firm, Mesker Brothers, was one of the leading producers of prefabricated storefront components and their products have been identified on buildings all over Missouri. In fact,

architectural historian, Richard Francaviglia, noted that their "mass-marketed standardized facade components...found their way to every corner of the country."[43] However, most of the cast iron components found on buildings in downtown Chillicothe bear the manufacturers mark of the F.

Figure Eleven. The Scruby Building
Source Survey of Downtown Chillicothe, Becky L. Snider, 2001.



Way Foundry, a local company, or the Quincy, IL-based Smith-Hill Foundry & Machine Co. The Hannibal and St. Joseph Railroad made the shipment of products from Quincy, IL to Chillicothe simple and quick. The Scruby Building, which is located at 508 Washington is a good example of the use of mass-produced architectural elements in Chillicothe.(Figure Eleven) It was constructed in 1893 and has a wide cast iron cornice with brackets and dentils, a cast iron frieze bearing the building's construction date, and several sizes of cast iron pilasters. It is one of the most intact buildings from the period in the downtown area.

[43] Richard V. Francaviglia, Main Street Revisited. (Iowa City: University of Iowa Press, 1996), p. 26.

The Highway City: 1901-1952

Prior to the turn of the twentieth century, Chillicothe's status as the county seat and its location on several rail lines drew new businesses and inhabitants. However, during the early decades of the twentieth century, Chillicothe's business and municipal leaders recognized that the continued growth and development of the city would depend on marketing the town's amenities. To this end, the Chillicothe Commercial Club, later the Chillicothe Chamber of Commerce, was formed in 1899. The Chamber of Commerce was quite successful in drawing new business and industry to the city and Chillicothe became manufacturing hub. In a special Magazine Supplement to the Chillicothe Constitution that was published June 24, 1916, a section titled "Factories Chillicothe Has," enumerated forty-three companies with manufacturing facilities in Chillicothe.[44] Several very large factories are included in this list. The Jenkins Hay Rake & Stacker Co, manufacturer of farm machinery, employed sixty to one hundred people; the Hamilton Glove Factory had one hundred operators; and the Chillicothe Gun Stock Manufacturing Company, employed three hundred workers. The latter company was the world's largest gunstock manufacturing plant. According to the article in the Magazine Supplement to the June 24, 1916 Chillicothe Constitution, nearly 1000 people were employed by the manufacturing industry in Chillicothe thereby generating an annual worker's payroll of $478,000.[45]

The need for large facilities and the fact that many of new businesses shipped their products nationwide resulted in the establishment of many of these new industries in the area around the depot rather than in Chillicothe's central business district. However, retail and service-oriented businesses continued to prefer the downtown locations. By the early twentieth century, most of the lots within a two-block radius of the public square were filled with commercial buildings and commercial development extended several blocks further along the major thoroughfares.[46] Only a few frame buildings remained in the core of the business district by 1910.

The frequent occurrence of fires and the construction and renovation of buildings to accommodate new or relocating businesses resulted in continuously evolving downtown streetscapes. Not only were the commercial buildings that were constructed in Chillicothe after 1910 generally more austere than those built late-nineteenth century, but also most lacked allegiance to any particular architectural style. Examples of this change include the Minteer and Williams Warehouse at 610 Elm Street (1915) (Figure Twelve), the Bradley's Saloon Building at 609 Jackson Street (ca. 1912) and the Clark Building at 601-603 Locust (ca. 1924). These buildings have little ornamentation save a stone or brick belt course, stone coping, decorative rooflines, or decorative brick panels. In addition, in the early 1900s, some nineteenth century buildings were stripped of their elaborate ornamentation in an effort to "update" them.

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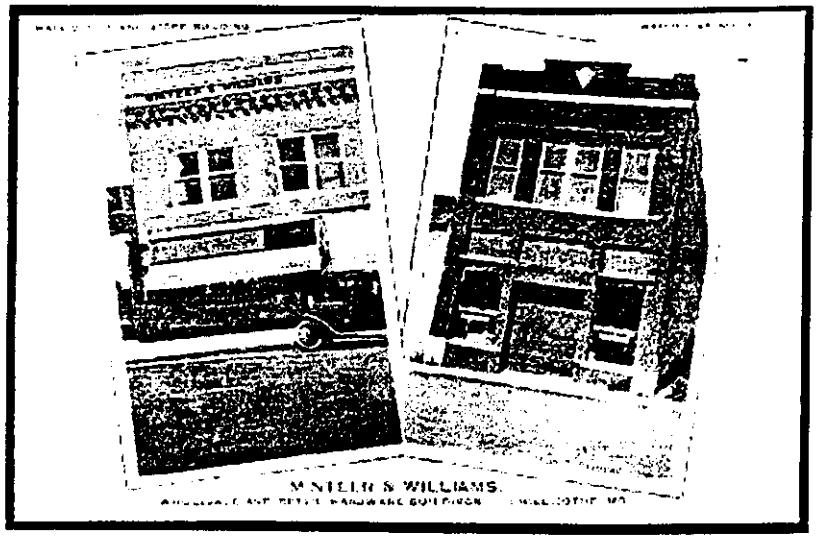
[44] Harry W. Graham, "The Highway City: Chillicothe, Missouri," Chillicothe Constitution. June 24, 1916, magazine supplement.
[45] Ibid.
[46] Sanborn Map Company, Fire Insurance Maps for Chillicothe, Missouri, 1901, 1909.

Figure Twelve. Postcard of the Minteer and Williams Hardware Buildings



Chillicothe's three most important public buildings, the Livingston County Courthouse, the Federal Building and the Chillicothe City Hall, were all constructed between 1910 and 1930. The first of these major buildings to be constructed was the courthouse. The commencement of its construction was quite a momentous occasion because the county offices had been scattered throughout downtown for fifty years. In 1864, the second Livingston County Courthouse was demolished because it was unsafe. From that time until 1914, Livingston County did not have a courthouse; the square in which the previous courthouse was located was just an open park. A countywide election was held in 1912, and the vote required to raise taxes to finance the courthouse won by a big margin. An article in the Chillicothe Constitution reported that "a special election held Tuesday to levy 25 cents on the $100 valuation to build a $100,000 courthouse in Elm Park, carried nearly three to one in the county."[47] Two years later, the stone courthouse, with its large Doric columns on all four facades, was completed. (Figure 13)

Although Chillicothe was awarded a $65,000 appropriation for a post office building in 1910, the combination Post Office and Federal Court building was not built until 1915. The funds to cover the additional cost of court facilities as well as the post office were not appropriated until 1914.[48] The Beaux-Arts style Federal Building, located one block south of courthouse, cost $125,000 to build. (Figure Fourteen) In 1965, the Post Office moved to a new facility, and the Federal Building was purchased for the county library.[49]

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[47] "Big Majority For The Courthouse," Chillicothe Constitution. May 2, 1912.
[48] "Chillicothe Gets a $65,000 Appropriation for Public Building," Chillicothe Constitution, June 23, 1910
[49] Earle S. Teegarden Sr. and Pat Nichols, History of the Livingston County Library. Livingston County Library website, www.livcolibrary.com, 1996.

Figure Thirteen. Postcard of the Livingston County Courthouse

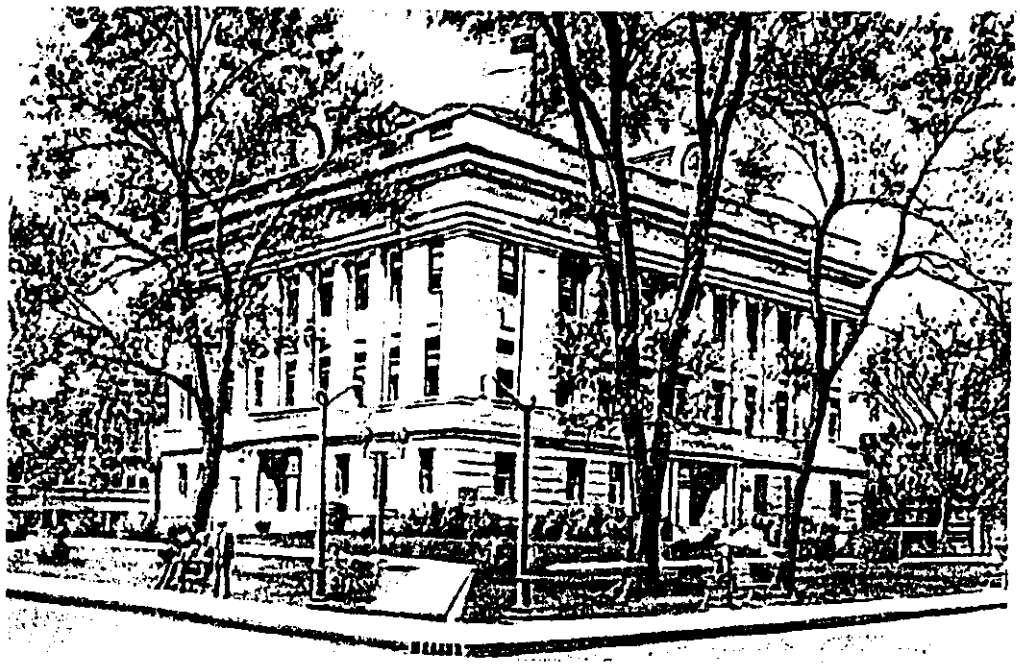
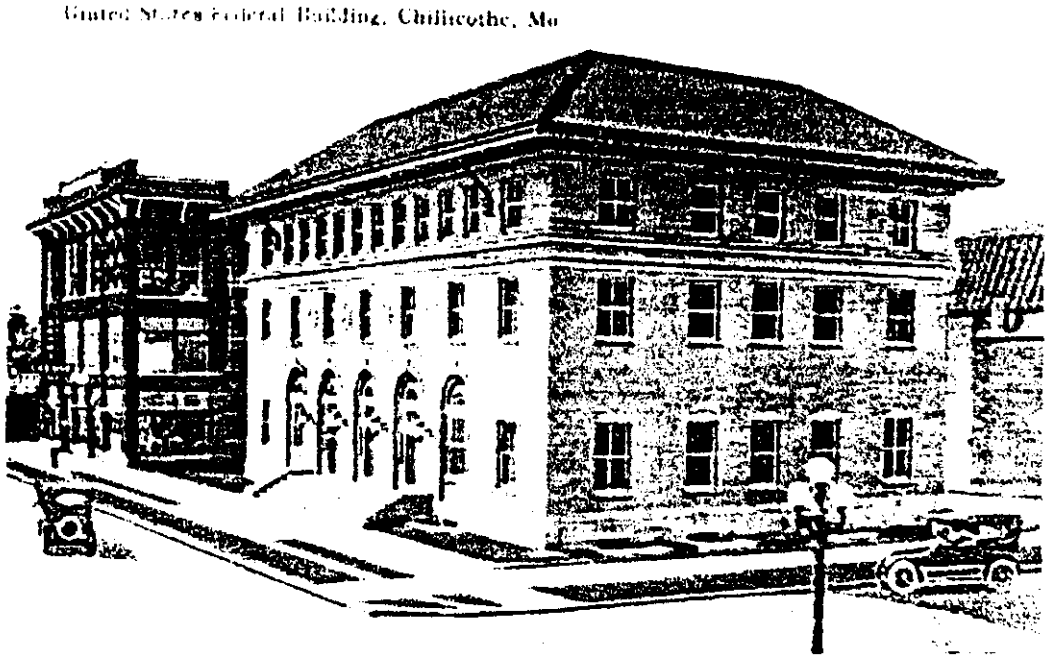


Figure Fourteen. Postcard of the Federal Building, Chillicothe, Missouri



Unlike the construction of the Courthouse and the Federal Building, the construction of the new Chillicothe City Hall was not a long-awaited event. The Chillicothe City Hall, that was designed by Bonsack and Pearce architectural firm and constructed by S.E. Schultz in 1926-27, was constructed less than a year after the second city hall, which was on the same site, burned.[50] The two-story, brick Classical Revival building originally housed both the city offices and the fire department. It has a large auditorium on the second floor.

The Chillicothe Commercial Club, which became the Chamber of Commerce in 1911, initially promoted Chillicothe as a railroad center. However, the group quickly recognized the importance of good roads in developing the city as a trade center. The first right-of-way for a road in the area was negotiated and paid for by the Commercial Club in 1900. Since that date, the Chamber has negotiated a number of right-of-way purchases to facilitate better highways into and through Chillicothe and enhance it as a trading hub.[51]

The work of several members of the Chillicothe Chamber of Commerce in the Cross-State Highway movement, which began in 1911, resulted in the town becoming a highway crossroads. One the most influential members of the Cross-State Highway movement was Chillicothe businessman and owner of Adams Automobile and Supply, C. F. Adams. Adams was looked upon as a chief promoter of better roads in northern Missouri. He was president of the Hannibal to St. Joseph Cross-State Highway Association and later served as national president of the Pike's Peak Ocean to Ocean Highway Association.[52] The hard efforts of the Commercial Club in the highway movement paid off and Chillicothe's claim-to-fame became its status as the city with more state, interstate and national highways than any other city in the United States. "By 1914 and 1915, so many highways had entered to and through Chillicothe that the Manager of the Blue Book, the official annual publication of the American Automobile Association came to Chillicothe to investigate. After making his survey, he went back to Chicago and designated Chillicothe "The Highway City," in the next issue."[53]

Several years later, when the Missouri State Highway Department was formed, and all highways were to be given a number, Chillicothe businessman, Harry W. Graham, who had fought many a highway organization battle, applied for numbers for twenty-six highways at Chillicothe, one for every highway that passed through the city. In the end, only two numbers were assigned for the state highways that passed through Chillicothe, one for the North/South route and one for the East/West route. However, the city still retains its nickname, "The Highway City."

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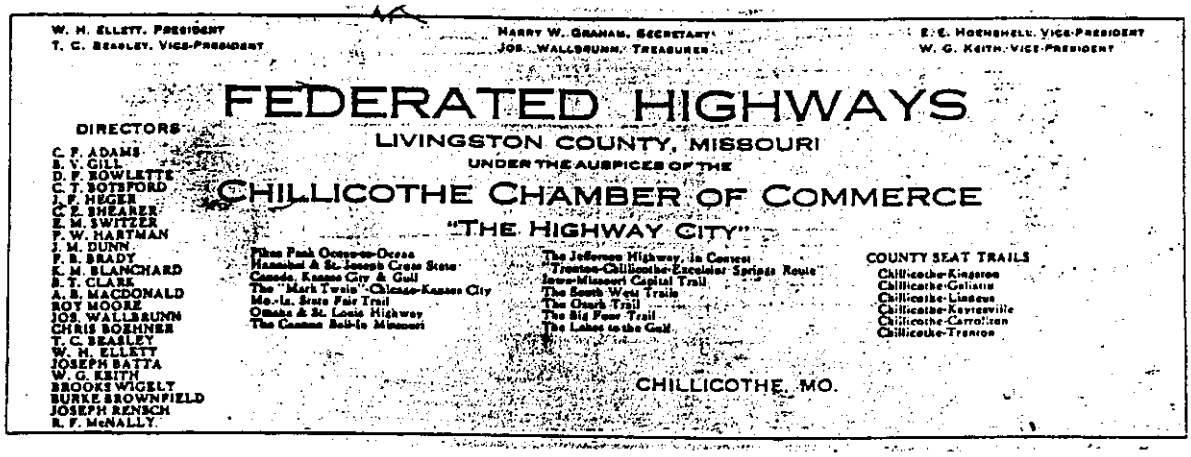
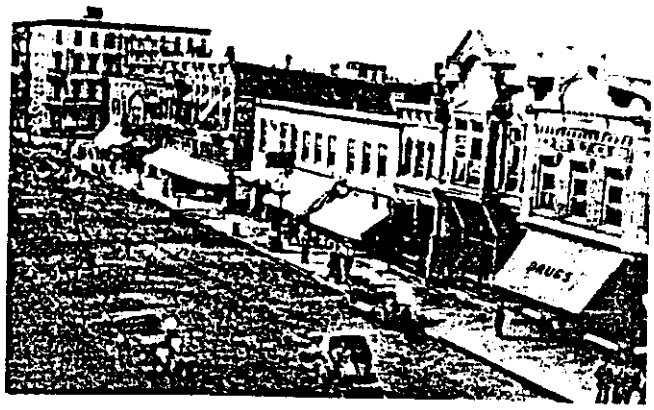
[50] "Corner Stone At New City Hall Is Placed," Chillicothe Constitution. May 6, 1927.
[51] "Chillicothe, Known As 'Highway City' Since Early Days, Now Stands At Junction of Two National Trails," Chillicothe Constitution-Tribune. September 13, 1937.
[52] Livingston County Sesquicentennial, p. 364, and "Chillicothe, Known As 'Highway City' Since Early Days, Now Stands At Junction of Two National Trails," Chillicothe Constitution-Tribune. September 13, 1937.
[53] "Chillicothe, Known As 'Highway City' Since Early Days, Now Stands At Junction of Two National Trails," Chillicothe Constitution-Tribune. September 13, 1937.

Figure Fifteen. Federated Highways Association of Livingston County Advertisement, ca. 1920
Source: Chillicothe Constitution-Tribune, April 30, 1987



Chillicothe physician, A. J. Simpson, was the first owner of an automobile in Chillicothe. His new "horseless carriage" was shipped to Chillicothe from St. Louis in 1902.[54] Although Simpson's Oldsmobile was a novelty when he purchased it, automobile ownership increased in Chillicothe at a rapid rate, just as it did throughout the country. Two photos of Chillicothe that appeared in The Heritage of Missouri, which was published in 1963, show the change in the appearance of the city between 1910 and 1923 as a result of the increase in automobile ownership. (Figure Sixteen)

Figure Sixteen. Two views of Chillicothe – 1910 and 1923.
Source: The Heritage of Missouri by Duane Meyer, pp. 602-603.

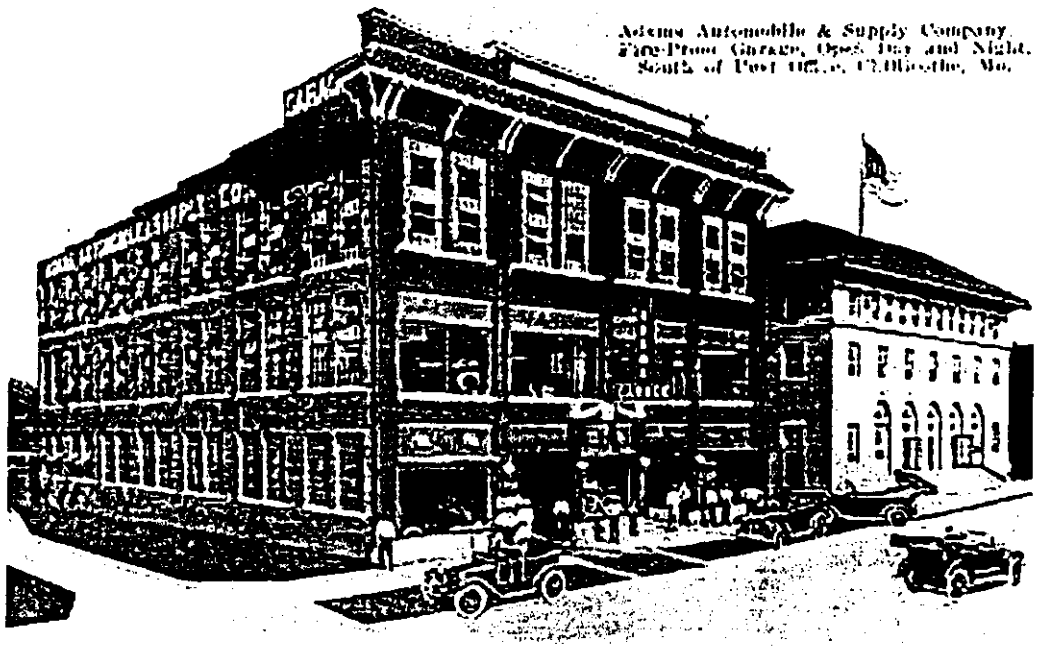


[54] "It Was In 1902 That First Appearance of An Automobile Was Made In Chillicothe; Caused Much Excitement." Chillicothe Constitution-Tribune. September 12, 1913.

As cars became more prevalent, automobile related businesses popped up throughout town. Between 1916 and 1927, four new filling stations were constructed in the downtown area; many former liveries became auto repair business; and carriage and wagon makers became auto salesmen. Two of those buildings, 600 Webster Street, the former Standard Oil Station and 605 Jackson Street, the former Phillips Filling Station, are still extant, but neither operates as a gas station today. One of the largest buildings in the downtown area was constructed solely for automobile sales and service. The four-story Adams Automobile and Supply Company, at 440 Locust Street, was constructed in 1915, and it was designed with every modern amenity. (Figure Seventeen) A full-page article in the June 24, 1916 Magazine Supplement to the Chillicothe Constitution was devoted to the Adams Automobile and Supply Company and the company's new building.

> This new and modern garage contains every modern device and convenience known to the automobile industry and there is room for hundreds of cars....In the new building, which is 70 x 112 feet, with four floors, is a ladies' department, rest room, steam heated and an electrical elevator will convey the largest car, as well as patrons, to any floor of the building.[55]

Figure Seventeen. Postcard of Adams Automobile and Supply Co. Building

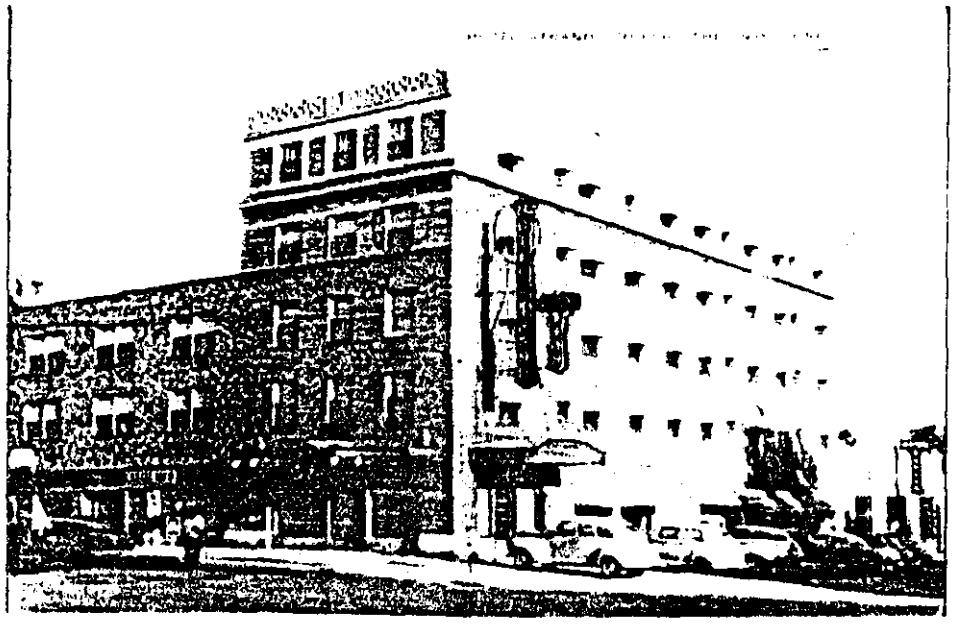


[55] Chillicothe Constitution. June 24, 1916, Magazine Supplement, back outside cover.

As a result of the rise in automobile ownership, the construction of Highway 36, and the designation of Washington Avenue as a highway, commercial development began to expand out of the central business district along Washington Avenue, particularly to the south in the direction of Highway 36. Today, few dwellings are left on Washington Avenue and most of those that remain are used for commercial purposes.

Although a few factories and businesses in Chillicothe closed and some residents lost their jobs, the increased automobile traffic through the city kept the worst of the depression beyond Chillicothe's boundaries, and the city's population continued to grow at a steady rate. By 1930, almost 8000 people called Chillicothe home.[56] Despite the hard times brought on by the depression and World War I, buildings continued to be constructed and remodeled in Chillicothe; business continued to flow through the city; and public improvements to the city continued to be implemented. Military and government-sponsored programs based in Chillicothe helped to bolster the city's economy.

Figure Eighteen. Postcard of the Strand Hotel, ca. 1940



The hotel and entertainment businesses in Chillicothe weathered the financial turmoil caused by the depression and the war better than many other types of businesses. In 1929, the Leeper Hotel, two blocks north of the Strand, underwent a major renovation, and the building's buff brick facade was replaced by red brick walls with stone ornamentation.[57] Several years later,

[56] University of Missouri Extension Division, Green Hills Regional Profile. Columbia: University of Missouri Extension Division, p. 26.
[57] Catherine Stortz Ripley (ed.) Dateline – Livingston County: A Look At Local History (Chillicothe: Constitution-Tribune, 2001), p. 86.

the Strand Hotel, which was originally constructed in 1920, was doing well enough to add a fifth floor to the four-story building. In 1935, after a fire destroyed the adjacent Dickinson Theatre, the Strand Hotel expanded again. The annex to the hotel contained additional hotel rooms, a banquet hall and a coffee shop.[58] (Figure Eighteen) Two new theatres opened in Chillicothe in the 1930s and 1940s. In 1931, the Masonic Temple Building was remodeled to create the Ritz Theatre and in 1949, the Ben Bolt Theatre, the city's largest and most luxurious theatre was completed. Both of these buildings were demolished in the 1990s.

In the mid-1930s and early 1940s, a number of government programs, including the Public Works Administration, the Civilian Conservation Corps and the Work Projects Administration kept many Chillicothians employed and helped the local economy. Local projects made possible through these programs included new and improved city park facilities, road grading and the construction of the Chillicothe National Guard Armory. The Armory Building, which was completed in 1940, is one of the only Art Deco commercial buildings in Chillicothe. A number of local businesses also benefited from a large Armed Forces contract. In 1942-43, the Chillicothe Business College, became a clerical training school for Army Air Force students. During the seven months that the training school was in operation, the Chillicothe Business College gymnasium and the Strand Hotel were converted to barracks to house the students.[59]

The amenities offered to Chillicothe citizens continued to increase in the 1930s and 1940s. In 1937, a new hospital was constructed. The Chillicothe Municipal Hospital was built on the same site as the original St. Mary's hospital, which Dr. H. M. Grace and Dr. A. J. Simpson had owned and operated since 1916. Dr. Grace and Dr. Simpson's widow donated the hospital and grounds to the city and "a proposition to divert $35.000 from the emergency funds of the city light and water department to be used for the purpose of erecting and constructing a city hospital" carried by a six-to-one margin in a special election.[60] Citywide garbage collection was also a welcome addition to the city's services. The service helped to alleviate what was referred to as by the local newspaper as "deplorable sanitation conditions which exist in the city."[61] In 1940, the Chillicothe Chamber of Commerce initiated a campaign for a municipal airport. Five years later, the Chillicothe Municipal Airport began accepting airline traffic.

Chillicothe's population, its economy and its boundaries continued to grow in the second half of the twentieth century. Although this growth has not been remarkable, it has been steady. In response to this growth, commercial development has continued to expand beyond the central business district. By the mid-1970's, retail centers had been constructed on Highway 65 (Washington Street) to the north and south of downtown. Today, Washington Street is a major thoroughfare lined with all types of businesses and strip shopping centers. Despite the development of this commercial corridor, the downtown area has not been abandoned and clusters of intact pre-1952 buildings still exist throughout central business district. Of the 101

[58] "Hotel Strand Coffee Shop Will Open Wednesday," Chillicothe Constitution-Tribune. March 31, 1936.
[59] "Army Air Forces Technical School Here," Chillicothe Constitution-Tribune. October 14, 1942 and "Strand Hotel An Army Barracks in Air Program," Chillicothe Constitution-Tribune. November 9, 1942.
[60] "City Hospital Proposal Wins Big Majority," Chillicothe Constitution-Tribune. July 30, 1935.
[61] "Garbage Company Organized Here," Chillicothe Constitution-Tribune. July 11, 1939.

buildings in the central business district which were surveyed in 2001, only 10% had vacant storefronts.[62] Furthermore, although the installation of metal covering over historic facades and the demolition of historic buildings for new development and surface parking lots has altered some of the downtown streetscapes, a few buildings have been sensitively rehabilitated and interest in preserving and restoring the historic character of downtown Chillicothe has increased in recent years.

[62] Becky L. Snider. Survey of Downtown Chillicothe, Missouri, 2001

Chronology of Notable Events

1821	Missouri becomes a state
1831	ca. First permanent settlers in the area.
1833	Joseph Cox is the first to settle in what is Chillicothe township today.
1837	Livingston County is created out of Carroll and Chariton counties. The town of Chillicothe is laid out and lots are put up for sale.
1838	Chillicothe had two buildings - a log house and a log courthouse
1839	Chillicothe is officially named the seat of Livingston County. The second courthouse, a two story brick building with a cupola, was constructed. courthouse.
1843	The Grand River Chronicle, the first newspaper in Livingston County, began publication.
1851	Chillicothe is incorporated as a town by the county court.
1855	Chillicothe is incorporated as a city by the state legislature.
1858	A branch of the State Bank of Missouri opened in Chillicothe.
1859	Plat for the City of Chillicothe officially filed. Hannibal and St. Joseph Railroad was completed in Livingston County.
1860	The Chillicothe Journal and the Constitution, the town's second and third newspapers, began publication. Chillicothe population - 994
1861-1865	Chillicothe under Federal control.
1864	The second Livingston County Courthouse was demolished.
1866	People's Savings Bank opened.

1867	The Chillicothe to Omaha Railroad was constructed. Milbank Mills was established.
1869	The first city hall, a two story brick building, was constructed at a cost of $20,000.
1870	Chillicothe population, 3978. The Wabash Railroad (earlier called the Chillicothe and Brunswick) was completed through Chillicothe.
1876	City Hall burned. A new City Hall was constructed on the corner of Calhoun and Washington Streets.
1880	Chillicothe population - 4078.
1884	The Leeper Hotel was built
1885	Electricity came to Chillicothe Streetcars began running between the depots and up to the square.
1886	Chicago, Milwaukee & St. Paul Railroad completed through Chillicothe. Telephone system established by L.J. and Louis Jarrett - 16 phones. Waterworks established by Comegy and Lewis.
1887	Chillicothe Constitution began publishing daily The State Industrial Home for Girls established in Chillicothe by an act of the 34th General Assembly.
1888	Sisters of Mercy Hospital opened.
1889	Citizens National Bank founded. Marmaduke, the first cottage on the State Industrial Home campus was completed.
1890	Chillicothe population - 5717 Chillicothe Normal School established.
1898	Maupin Commercial College established.
1900	Chillicothe population - 6905
1902	First automobile owned in Chillicothe by Dr. J. A. Simpson.

1910	Chillicothe population, 6265
1911	A new city-owned light and power plant was completed. Chillicothe Normal School becomes Chillicothe Business College. The Cross-State Highway Association was formed Chillicothe Chamber of Commerce organized.
1914	Livingston County Courthouse (third) completed at a cost of $100,000. Chillicothe is dubbed the "Highway City" in The Blue Book , an annual publication published by AAA.
1916	Federal Building and Post Office (now Livingston County Library) completed at a cost of $180,000.
1920	Chillicothe population - 6772 Strand Theatre, capacity 1000, completed.
1925	City Hall burned.
1926	A new City Hall was constructed at a cost of $80,000.
1927	Highway 36 was completed.
1928	The Tribune and the Constitution newspapers merged. City swimming pool constructed.
1930	Chillicothe population - 8177
1934	Chillicothe Business College, enrollment 3000, becomes the world's largest institution devoted to business education.
1940	Armory, a W.P.A. project, was completed. Chillicothe population - 8012
1947	Chillicothe Airport opened.
1950	Chillicothe population - 8694.
1952	Chillicothe Business College closed.

F. PROPERTY TYPES

The property types associated with the historic context "Historic and Architectural Resources of Chillicothe, Missouri: Nineteenth and Early Twentieth Century Commercial Development in Chillicothe, Missouri: 1837-1952 are organized by function. The types identified with this historic context are divided into two categories: Commercial Buildings, ca. 1837-1952 and Public Buildings, 1911-1952. The commercial buildings are further delineated by sub-types.

Property Type A: Commercial Buildings, ca. 1837-1952

The category of commercial buildings is broadly defined to include all buildings whose historic function was related to trade or commerce.

Description: Commercial Buildings

Commercial Buildings in Chillicothe are predominately one-part and two-part commercial buildings that reflect building types and architectural styles prevalent throughout the country in the late-nineteenth and early twentieth century. They are typically one to four stories tall; they are primarily of masonry construction; and they usually have with large storefronts with display windows. Facades tend to be symmetrical and three to seven bays wide. Flat or slightly pitched roofs with parapet walls are most common. Commercial buildings two stories and taller generally have one or more storefronts on the first floor, arched or flat topped double-hung windows on the upper floors and some type of decorative embellishment near the top of the facade or at the roofline. In the downtown area, most commercial buildings are set directly on the sidewalk. In other areas, the buildings may be set back from the sidewalk or street.

The majority of commercial buildings in Chillicothe are relatively unstyled vernacular buildings, which are often referred to as "Brick Front" buildings. However, some commercial buildings have ornamentation that bears allegiance to one or more architectural styles. In Chillicothe, the most prevalent architectural styles were Italianate and Late Victorian, Commercial buildings with Italianate detailing were built in Chillicothe between ca. 1870 and ca. 1900 and featured arched top windows, often with cast iron hooding, on the upper facade and brick, stone, cast iron, or sheet metal cornices with brackets at the roofline. Examples of this style include buildings at 606, 618 and 622 and 708 Washington Street. Commercial buildings in Chillicothe with Late Victorian detailing date from ca. 1887 to ca. 1900. These buildings are often referred to as "Iron Front Commercial" buildings because they have an exuberance of architectural ornamentation, often in the form of classically-derived detailing such as cast iron pilasters or columns and pressed tin entablatures. Additional ornamentation often also includes pressed tin facade panels and cast iron or pressed tin cornices. Buildings with Late Victorian styling frequently have projecting bay windows and gabled pediments at the roofline. After 1900, the majority of commercial buildings constructed in Chillicothe can best be described Brick Front buildings. Although these buildings generally have little or no applied ornamentation, brick or

stone patterning or detailing on the facade is common. This detailing can take the form of brick corbeling or cornices, decorative brick panels, sometimes referred to as tapestry brick, stone, brick or concrete string courses, and stone coping along the roofline.

Sub-type: Two-Part Commercial

Two-part commercial blocks are generally two to four stories tall, have flat parapet wall roofs, and, by definition, are characterized by a horizontal division of both use and appearance. The lower, generally single story zones of these buildings were designed to be used as public or commercial spaces, while the upper floors were used for more private functions such as offices or residences. Ground floor spaces tend to feature large display or storefront windows and doors with half or three-quarter height glass openings thereby encouraging passersby to look into the space, while the upper floors generally have smaller windows and no doorways on the facade.

Sub-type: One-Part Commercial

The One-Part Commercial Block, is general regarded as a fragment of the nearly ubiquitous Two-Part Commercial Block. Like the Two-Part Commercial Block, the One-Part Commercial Block generally is composed of a narrow storefront with large plate glass display windows, and a prominent cornice at the roofline. However, the One Part Commercial Block is only one story tall and often has a generous amount of wall space for signage or advertising in between the cornice and the storefront.

Subtype: False Front Commercial

The False Front Commercial or Boom-town Front building is similar in form to the One-Part Commercial Block, but it generally has a taller facade than the true One-Part Commercial Block. The facade of the False Front Commercial Building extends up beyond the level of the roofline and the side walls. In contrast to the One Part Commercial Block, which typically has a flat or parapet wall roof, False Front Commercial Buildings often hide a front facing gable roof behind the tall facade.

Significance: Downtown Commercial Buildings

Commercial Buildings in Chillicothe may be significant under National Register Criteria A and C, in the areas of COMMERCE and ARCHITECTURE. They will be eligible in the area of commerce for their role in the early commercial development of the city and in the area of architecture as representative examples of early commercial architecture in a variety of architectural styles and types.

As discussed in Section E of the cover document, the city of Chillicothe's early commercial development was a result of the its status as the seat of Livingston county government. The original Livingston County Courthouse was constructed on the public square in 1838, and two years later, a more substantial brick courthouse replaced the original one. The earliest commercial buildings were frame buildings constructed to house traditional businesses of the period including hotels, general mercantile stores, and saloons. These buildings, which were predominately simple frame structures, were located on lots facing the courthouse square and on the blocks in the immediate periphery of the square. In the 1850s, after construction commenced on the Hannibal and St. Joseph Railroad, Chillicothe began to develop into a trade and shipping center for north Missouri. Substantial brick commercial buildings quickly replaced the early frame buildings around the square and commercial buildings were constructed in the vicinity of the railroad depot. By 1870, the blocks around the courthouse square and several blocks beyond, particularly in the direction of the railroad, were filled with commercial buildings of all types.

The commercial buildings in downtown Chillicothe, which were built in the late nineteenth and early twentieth century, contained the most notable businesses in Chillicothe. These businesses provided goods and services of all types to Chillicothe citizens, to the residents of many surrounding communities, and to travelers and businessmen passing through Chillicothe by train and later by car. The first floor storefronts of buildings facing the courthouse square contained retail stores, banks, restaurants and saloons, and the upper floors were filled with the of professional offices, hotels, theatres, and meeting halls. Beyond the immediate perimeter of the courthouse square, the commercial buildings housed service-oriented business such as liveries and laundries, and industrial operations such as carriage factories and lumberyards. Buildings tailored to industrial businesses such as the Chillicothe Brick and Tile Company, and the Jenkins Hay Rake and Stacker Company were often located near the railroad tracks and depot.

The downtown area is also the location of Chillicothe's largest and most notable buildings. These buildings reflect the prosperity and success of the businessmen who built them. Many buildings constructed in the late-nineteenth century are highly embellished with Victorian ornamentation such as cast iron or pressed tin cornices, Italianate brackets and projecting stone, brick or cast iron window lintels. Later buildings, those constructed in the early twentieth century, tend to be larger, but they have more restrained ornamentation.

Although a number of commercial property sub-types exist in Chillicothe, the majority of historic commercial buildings are related to the two-part commercial block, an architectural form which was nearly ubiquitous throughout the country in the mid-nineteenth to the early twentieth century. Sub-types tend to be fragments or extensions of the two-part commercial block form. Intact two-part commercial buildings have a facade that is divided into two distinct sections - a lower more public section which was often used for retail businesses and a upper more private section often used for offices or residences. Two-part commercial buildings generally have full width storefronts with display windows and a recessed entrance on the first floor, regularly-spaced, double-hung windows on the second floor and some type of embellishment at or near the

roofline. Emphasis on late nineteenth and early twentieth century two-part Commercial Blocks was on the facade, which was "often highly embellished with Italianate details."[63]

Two-Part Commercial Blocks were designed to fit within the constraints of the urban downtowns developing in the mid-nineteenth century. As architectural historian, Richard Francaviglia notes: the "'footprint' [of the two-part commercial block] had to be long and narrow to fit commercial lots; it was modular, that is, had to be built with regard to the structures located on the adjacent narrow lots on either side of it. These buildings were often called "blocks" even though they might occupy only one lot on the block."[64] In his book, The Buildings of Main Street, Richard Longstreth describes the Two-Part Commercial Block as "the most common type of composition used for small and moderate sized commercial buildings throughout the country."[65]

Registration Requirements: Commercial Buildings

Intact commercial buildings in Chillicothe are significant primarily for their association with the commercial development of the city, and for their architectural design. Commercial activities have been integral component of Chillicothe's development since the mid-nineteenth century. Surviving commercial buildings in Chillicothe today include buildings constructed in the 1860s, as well as properties that were in use well after the standard fifty-year cut-off point for periods of significance.

To be individually eligible for registration under Criterion A, a building must have served in a commercial function for a representative portion of its early history, and appear today much as it did when it was used as such. Exterior appearances, in particular, should be relatively unchanged, especially on upper facades and other important elevations. The period of significance for buildings listed under Criterion A will correspond to the period of time in which the building was used for commercial purposes.

To be individually eligible for registration under Criterion C, a building should be a notable example of a particular architectural style or building type and/or reflect common local building and design principles from the period of significance. The period of significance for buildings listed under Criterion C will correspond to the construction date and/or the period in which the building took its current form. For example, a building constructed circa 1880 and was significantly changed in 1910 would have a period of significance of ca. 1880-1910. A building eligible for consideration under Criterion C will exhibit a relatively high level of historic integrity of the exterior surfaces and finishes. Fenestration patterns and architectural detailing on the most prominent elevations, in particular on the upper facades of those elevations, should remain substantially intact. Ground floor alterations, which are quite common on commercial buildings, will need to be evaluated on an individual basis.

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[63] Richard Longstreth, The Buildings of Main Street, (Washington, D.C.: National Trust for Historic Preservation, 1987), p. 24.
[64] Richard V. Francaviglia, Main Street Revisited. (Iowa City: University of Iowa Press, 1996), p. 26.
[65] Longstreth, p. 24.

Commercial buildings in Chillicothe may also meet registration requirements if they form a cohesive grouping to meet historic district criteria. To be eligible as a district, the buildings that form the district must be contiguous at their original locations, they must be of a significant concentration; and they must collectively retain the feelings and association of the pre-1952 era. To be eligible as an historic district under Criterion A, a grouping of buildings will be located within a historic commercial area of Chillicothe, and they will reflect the growth and development of the community in the nineteenth and early twentieth century. To be eligible as an historic district under Criterion C, a grouping of buildings will be located within the an historic commercial area of Chillicothe and the majority of the buildings within the boundaries of the district will retain integrity of design, workmanship, materials, feeling and association. Ground-floor alterations and interior remodeling will not be a major factor in determining the eligibility of commercial buildings since such changes are common in commercial buildings. However, intact storefronts and interior features will enhance the architectural significance of these properties.

PROPERTY TYPE B: PUBLIC BUILDINGS (GOVERNMENT): 1913-1952

Government-related public buildings are buildings that were constructed in the early twentieth century in Chillicothe and served primarily as city, state and federal government offices from 1913 to 1952 and beyond. These buildings are commonly thought of as landmark buildings in the community. They are the largest and most notable buildings in Chillicothe. When they were constructed, they were among the most elaborate and modern buildings in the town and they reflected the architectural trends of the period.

Description: Public Buildings (Government)

Public buildings in Chillicothe are typically two to three story, free-standing buildings of masonry construction constructed from 1913 to 1952. The oldest remaining public building in Chillicothe is the Livingston County Courthouse, which was designed by Warren R. Roberts. Construction on the Courthouse, which is designed in the Beaux-Arts style, began in 1913, and the building was put into use in 1914. In form, the Livingston County Courthouse can best characterized by the term Enframed Block that is described by Richard Longstreth in his book, The Buildings of Main Street. According to Longstreth,

> the enframed block is generally two to three stories high with most of the facade punctuated by columns, pilasters, an arcade or a treatment suggestive of classical elements. This main section is bracketed by much narrower end bays, more or less equal in height, to form a continuous wall plane.[66]

[66] Longstreth, p. 114.

The Livingston County Courthouse has a row of engaged stone columns with Doric capitals on each of the building's four elevations. The building was constructed of reinforced concrete and steel, and the exterior of the building is sheathed in Bedford limestone. The Courthouse has been in continuous use as the main government building for Livingston County since it was constructed. Although the original windows of the building were replaced in the late-twentieth century, the replacement windows are similar in appearance to the original ones. Furthermore the floor plan of the building has changed little since the building was constructed.

The Chillicothe City Hall, which was constructed in 1926-27, originally housed the city government offices and the fire department. Like the Livingston County Courthouse, it is an example of the Enframed Block building form. However, in contrast to the Courthouse, the City Hall building has more restrained detailing, and the styling of the City Hall is better characterized as Classical Revival. Typical of the enframed block form, the two story brick building with stone detailing has a symmetrical facade that is divided into three sections. Four equally-spaced stone columns dominate the center section; the two outer sections, which are identical in design, have three brick pilasters and pairs of vertically-aligned windows. Although a few window and door openings were filled in when the fire department moved to its own building and the original windows have been replaced, the exterior appearance of the City Hall building is relatively unchanged and the basic interior plan of the building is intact.

The Federal Building is the only other intact, pre-1952 public building in Chillicothe. It was originally constructed in 1915 to house the Chillicothe Post Office and the federal court. Since 1965, it has been the location of the Livingston County Library. The three-story Beaux-Arts building has buff-colored brick walls, a hipped, clay-tile roof with a wide overhang, and large Palladian windows and medallions on the facade. With the exception of three windows on the north elevation that were infilled to accommodate an elevator, the building is basically unchanged. The interior of the building has seen some changes on the first floor, but many of the original finishes are intact and the upper floors, including the courtroom and many offices, are relatively unchanged.

Significance: Public Buildings (Government)

Government-related Public Buildings in Chillicothe may be eligible under Criterion A in the area of GOVERNMENT and under Criterion C in the area of ARCHITECTURE. They will be eligible in the area of Government for their role in the administration of city and/or county affairs, and for their role as symbols of the strength, permanence and stability of the community. Furthermore as the site of public gatherings, these buildings provide a sense of place for the local citizens. In the area of Architecture, Government-related Public Buildings are significant as some of the largest and most notable buildings in Chillicothe. Extant public buildings in Chillicothe date from 1913; 1952 serves as the standard cut-off date.

To be eligible for designation under Criterion A, a building must have served as a government-related building for a significant portion of its history and continue to reflect its use as such. The Livingston County Courthouse, the Chillicothe City Hall and the Federal Building

represent Chillicothe's pre-1952 government-related public buildings that retain integrity. Both the Courthouse and the Chillicothe City Hall continue to function as the central county and city office buildings; the Federal Building was used as the post office and federal court quarters for almost fifty years and is now the home of the county library.

Registration Requirements: Public Buildings (Government)

A government-related public building in Chillicothe meets the registration requirements under Criterion A if the building is or has been associated with the governmental operations of the city, county or federal government for a significant portion of its history; if it retains integrity of its overall form and design; and if it retains integrity of location and setting. The Livingston County Courthouse, the Chillicothe City Hall and the Federal Building in Chillicothe all meet these requirements. Although each of the buildings has see some minor alterations both on the interior and exterior, all are substantially intact historic buildings and each served fifty years or more as a government building.

To be eligible under Criterion C, a government-related public building in Chillicothe must be a particularly notable example of an architectural style or building form or be the work of a prominent architect. These buildings must retain much of their original design, plan, and exterior detailing and materials. Furthermore, the original interior plan should be relatively unchanged and important interior detailing, such as moldings, doors, and staircases, should remain intact. In recent decades, modern windows were installed in both the Livingston County Courthouse and the Chillicothe City Hall. However, neither the fenestration patterns nor the general appearance of the primary facades of these buildings were substantially changed by these alterations. In addition, several garage door openings on the first floor of the City Hall Building have been infilled, but these changes are on the secondary elevation and do not represent a major, irreversible change. The only substantial alteration to the exterior of the Federal Building is the infilling of three windows on the northwest corner of the building to accommodate an elevator. Despite the changes to these public buildings in Chillicothe, all three buildings, the Livingston County Courthouse, the Chillicothe City Hall and the Federal Building should be eligible for listing on the National Register under both Criteria A and C.

G. GEOGRAPHICAL DATA.

The historic resources of Chillicothe, Missouri are located within the corporate limits of the Chillicothe, Missouri.

H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS.

(Discuss the methods used in developing the multiple property listing.)

The multiple property listing "Historic and Architectural Resources of Chillicothe, Missouri" is based on a survey of downtown Chillicothe which was completed in the Fall, 2001. That project was a locally funded project administered by Main Street Chillicothe. In the spring of 2001, Becky L. Snider Consulting LLC was hired to conduct to develop an architectural inventory of the buildings in the downtown area of Chillicothe and to make recommendations for properties that may be individually eligible for listing on the National Register of Historic Places and for potential historic district boundaries.

The survey consisted of the evaluation of all of the properties within a pre-determined area in downtown Chillicothe. This area, which is bounded on the south by Ann Street, on the north by Calhoun Street, on the west by Washington Street and on the east by Elm Street, represents the historic commercial core of Chillicothe. Although historic buildings exist throughout Chillicothe, this survey, the first comprehensive survey of historic resources in Livingston County, was limited to commercial buildings within the above referenced boundaries. All properties within the survey area were evaluated for their historic integrity. All of buildings in the survey area were photographed and a Missouri Historic Property Inventory Form was completed for each property. Furthermore, historical information about each building was compiled and included in the inventory forms. A total of 101 buildings were inventoried in the survey. Of those building surveyed, 62 were determined to retain sufficient integrity to be eligible for inclusion in a historic district and 16 buildings were determined to be potentially eligible for individual listing on the National Register of Historic Places. The majority of the buildings in the survey area are commercial buildings, but a few public buildings are also included in the group.

Although no formal report was compiled for the survey, the data from the survey was analyzed and recommendations were made for potential district boundaries. In addition, research was conducted on the overall historical growth and development of Chillicothe. This research included examination of local histories and pictorials, Sanborn Fire Insurance Maps and plat maps, courthouse records, property abstracts, and city directories.

In addition to the multiple property cover document, two historic district nominations were prepared and accompany the multiple property nomination.

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