

**Architectural/Historical Survey Report**  
**of**  
**Historic Business District**  
**Sikeston (Scott County), Missouri**

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## Introduction

The name of the project is *Historic/Architectural Resource Survey of the Historic Business District of Sikeston (Scott County), Missouri*.

The Historic Midtown Development Group, INC., d/b/a Historic Downtown Sikeston, (HMDG), a 501c3 non-profit organization, contracted with Terri L. Foley, Historic Preservation Consultant to complete a historic/architectural resources survey of the historic business district of Sikeston, Missouri. The project was funded, in part, by a Community Development Block Grant Program through the Missouri Department of Economic Development, for which the City of Sikeston is the sponsoring agency. Historic Midtown Development Group, Inc. serves as the lead agency in this preservation project. Foley completed all fieldwork, photography, maps, organization, and prepared and wrote this study report. Brandon Kuehn, Executive Director for HMDG, was the local coordinator for the project and Michelle Diedrich, Survey Coordinator for the Missouri State Historic Preservation Office (MO-SHPO), reviewed all documentation.

The objective of this survey was to identify all aboveground historic architectural resources in the survey area that retain sufficient integrity to be included in the National Register of Historic Places. These resources include buildings, structures, objects, districts, and landscapes that have architectural or historical significance. The consultant conducted this research and fieldwork with several goals in mind. First, the project will provide information for city officials to make informed decisions regarding the impact of development and other public activities on Sikeston's cultural resources and to set priorities for the protection and use of these resources. Second, the historical overview contained in this report may bolster appreciation and understanding of these resources. Finally, the results of this survey project will serve as an archival record of Sikeston's historic resources at the time the survey was conducted. This report contains an inventory of every site recorded during the fieldwork.

The consultant conducted survey activities between July – September 2011. Field work was conducted on July 7-12, 2011. A total of 75 properties (including outbuildings) were recorded during the course of the survey. Included in the survey were commercial buildings, residential buildings, religious institutions, outbuildings, parks, parking lots and vacant lots. The survey area is in downtown Sikeston (Scott County), Missouri. The area is bounded by North Kingshighway Street/Bus 61 on the east, N. Stoddard Street on the west, E. and W. North Street on the north and E. and W. Malone Street on the south.

The consultant recommended two areas as district eligible for the NRHP (see Figures 10 and 11). The first area is the N. Kingshighway and E. Front St. District. Properties comprised in this district include: 98-102, 116-118, 120, 124 N.

Kingshighway, 138, 142 E. Front Street and the segment of brick paved street located within the boundaries of the district (see Figure 10). The NRHP-eligible district meets the NRHP standards for Criterion A: Commerce and Criterion C: Architecture. The second area recommended for a historic district is St. Francis Xavier Church Historic District (see Figure 11). Properties comprised in this district include: St. Francis Xavier Church (corner of W. Front and N. Stoddard St.), St. Francis Xavier School (6 N. Stoddard St.) and St. Francis Rectory (217 W. Center St.). The NRHP-eligible district meets the NRHP standards for Criterion C: Architecture. One property within the project area is listed in the NRHP - Sikeston St. Louis Iron Mountain and Southern Railway Depot (ST-AS-002-013). This building was listed in the NRHP in 2000.

## **Methodology**

The fieldwork for the *Historic/Architectural Resource Survey of the Historic Business District of Sikeston (Scott County), Missouri* was conducted on July 7-12, 2011. The consultant recorded 75 properties (including outbuildings), and one property that is listed in the NRHP. The survey was completed following the guidelines provided by National Register Bulletin 24: *Guidelines for Local Surveys: A Basis for Preservation Planning* (1985) and inventory guidelines recently issued (January 2011) by the MO-SHPO.

Prior to preparing the inventory, preliminary research was completed at the Sikeston Public Library and the Cape Girardeau Public Library in Cape Girardeau, Missouri. The intent of the preliminary research was to establish an understanding of the project area, as well as to assist in the development of historic contexts. A windshield survey was conducted prior to the intensive survey by driving along all of the streets identified in the historic business district project area. For the field survey work, the consultants conducted a pedestrian inspection of all resources, documented the properties, photographed the resources, and provided UTM coordinates for each property in the survey boundaries (see Figure 1).

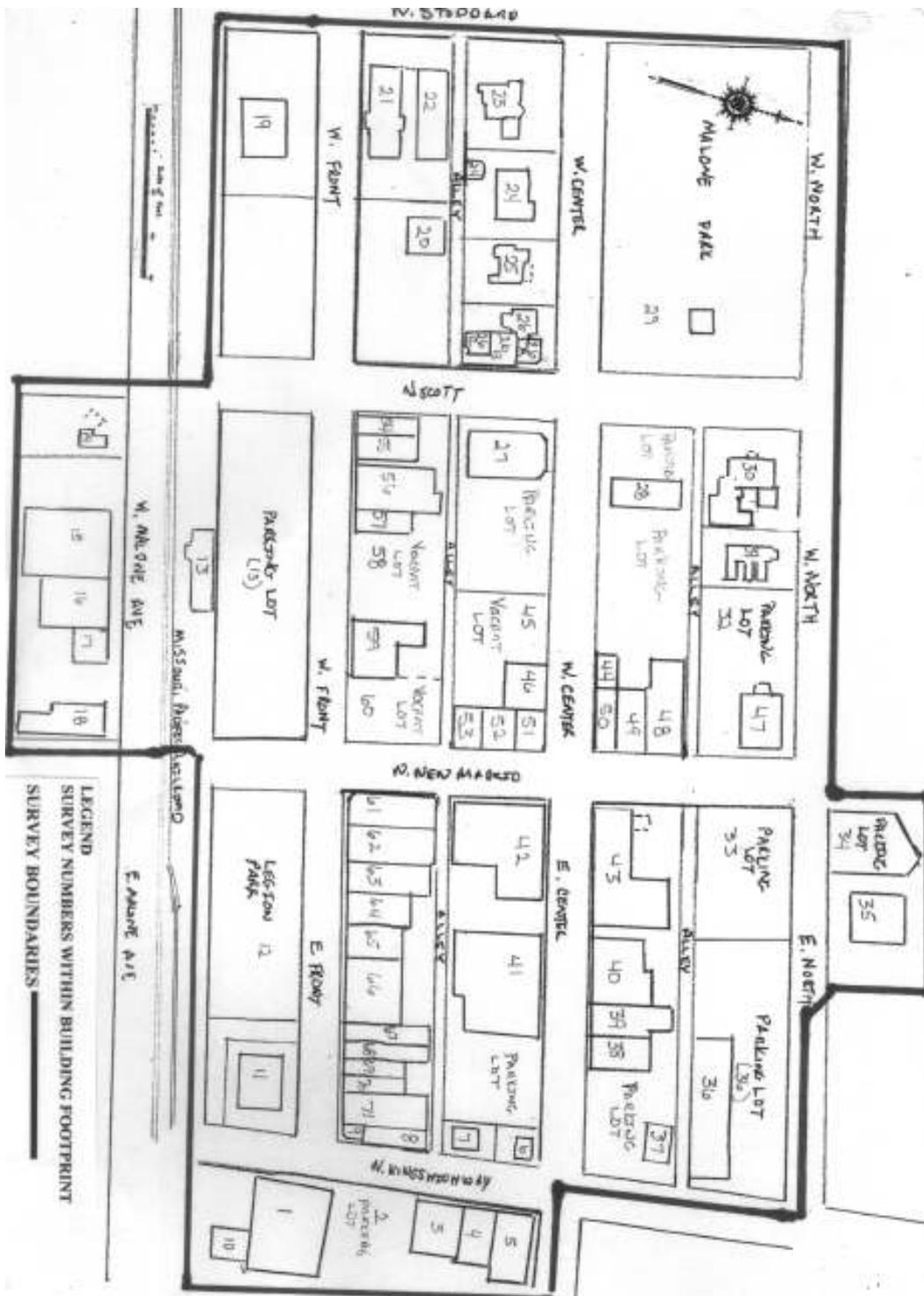


Figure 1. Map of survey area – Historic Business District

The field survey began while the historic research continued. The consultant performed additional research on individual properties during and after the fieldwork. The consultant attempted to speak to owners, proprietors and individuals regarding particular properties during the fieldwork and after. In

addition, the consultant conducted research on properties at the Sikeston Public Library, Scott County Tax Assessor's Office (Benton, MO), Scott County Historical Society (Benton, MO), Cape Girardeau Public Library (Cape Girardeau, MO) and the St. Louis County Public Library (St. Louis, MO). This information supplemented and provided historical background information for the survey forms and historical overview.

The consultant recorded 75 properties including buildings, outbuildings, parking lots, vacant lots and parks by completing individual Architectural/Historic Inventory Forms provided by the MO-SHPO for each property, as well as photography of individual properties (excluding parking lots and vacant lots). The photography included color digital photographs.

The consultant made every attempt to discover the names of the individuals, families, institutions, or businesses historically associated with the buildings documented. Because of the comprehensive nature of the survey, deed research on individual resources was not possible. Such in-depth research should be conducted in correlation with the preparation of the NRHP nominations. However, tax assessments records were researched and utilized on individual resources.

## **Evaluation of Properties**

The consultant evaluated the historic architectural resources in the survey area for listing on the NRHP. Federal guidelines allow four broad evaluative criteria for determining the significance of a specific resource and its eligibility for the NRHP. Any resource (building, structure, site, object, or district) may be eligible for the NRHP if it:

- A. is associated with events that have made a significant contribution to the broad pattern of history;
- B. is associated with the lives of persons significant in the past;
- C. embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, possesses high artistic value, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. has yielded, or is likely to yield, information important to history or prehistory.

A resource may be eligible under one or more of these criteria. Criteria A, B, and C are most frequently applied to historic buildings, structures, objects, non-archaeological sites (e.g., battlefields, natural features, designed landscapes, or cemeteries), or districts. A general guide of 50 years of age is employed to define

“historic” in the NRHP evaluation process. That is, all properties greater than 50 years of age may be considered.<sup>1</sup> However, more recent properties may be considered if they display “exceptional” significance.<sup>2</sup>

Following *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, evaluation of any resource requires a twofold process. First, the resource must be associated with an important historical context (a classification structure for interpreting history that groups information about historic properties that share a common theme, geographical location and time period. For example a commercial area that developed due to the installation of a railroad would fit into a Railroad related resources historic context). If this association is demonstrated, the integrity (the retention of historic character) of the resource must be evaluated to ensure that it conveys the significance of its context. The applications of both of these phases are discussed in more detail below.

Determining the association of a resource with a historical context involves five steps. First, the resource must be associated with a particular facet of local, regional (state), or national history. The historic contexts are historical patterns that can be recognized through consideration of the history of the property and the history and development of the surrounding area. Historic context should convey one of the following: 1) it must represent an important event or series of events or pattern of development (Criterion A); 2) it must have an association with the life of an important person (Criterion B); 3) historic context for architectural history, it must exhibit the building form, architectural style, engineering technique, or artistic values, based on a stage of physical development, or the use of material or method of construction that shaped the historic identity of an area (Criterion C); 4) research topic (Criterion D). Taking our railroad example; a business district that sprouted up around the railroad depot could be eligible under Criterion A: Commerce for providing sustainable goods and services that supported their community. Or perhaps if the buildings retain their character they may be eligible for Criterion C: as great examples of early commercial buildings.

Secondly, one must establish whether that facet of history is significant. Establish how the theme of the historic context is significant in the history of the local are, the State, or the nation.

A theme is deemed significant if it can be establish through research to be important in history. There are many themes in the Area of Significance use by the National Register. Some of those include but not limited to: architecture,

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<sup>1</sup> Beth L. Savage and Sarah Dillard Pope, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Washington, DC: US Department of the Interior, National Park Service, Interagency Resource Division, 1989), 2.

<sup>2</sup> Marcella Sherfy and W. Ray Luce, *National Register Bulletin 22: Guidelines for Evaluating and Nominating Properties that Have Achieved Significance in the Last Fifty Years* (Washington, DC: US Department of the Interior, National Park Service, Interagency Resources division, 1996), 1.

commerce, communications, community planning and development, engineering, ethnic heritage, exploration/settlement, industry, politics/government, religion, social history, and transportation.

The third step is assessing whether a type of property has relevance and is able to illustrate the historic context. A context may be represented by a variety of important property types. For example, the context of "Era of the Industrialization" might be represented by significant property types as varied as flour mills, cotton mills, sawmills, grain elevators, shoe factories, commercial buildings, transportation facilities, and workers housing.

A historic context can also be based on a single important type of property. The context "Commercial Development" might be represented solely by commercial buildings. For example, the commercial buildings in the proposed N. Kingshighway and E. Front Street District.

The fourth step involves determining whether the property illustrates historic context through particular historic associations, architectural or information potential. For example, the context of is represented under Criterion A by historic districts or individual buildings that reflect community development, commerce, and social history. For example, the buildings in the proposed N. Kingshighway and E. Front St. District. Properties comprised in this district include: 98-102, 116-118, 120, 124 N. Kingshighway, 138, 142 E. Front Street and the segment of brick paved street located within the boundaries of the district. These buildings reflect how the community developed, the commercial history of the town, and the segment of brick street reflects how the town evolved from rural settlement to a town. Under Criterion C, the context is represented by properties whose architectural treatments reflect their commercial functions, both practically and symbolically. The buildings in the proposed N. Kingshighway and E. Front St. District reflect their commercial function.

The fifth step is whether the property possesses the physical features required to convey the aspect of history with which it is associated. These physical features can be determined after identifying the following: 1) which types of properties are related with the historic context; 2) the ways in which properties can represent the theme; 3) the applicable aspects of integrity.

Once the above steps are completed and association with a historically significant context is demonstrated, one must consider the aspects of integrity applicable to a resource. Integrity as defined by the National Park Service "is the ability of a property to convey its significance." A property to be listed in the NRHP must exhibit significant under the above mention Criteria but also have integrity. To assess integrity of a property, one must have recognized the property's physical features and how those features relate to its significance. Properties either retain their integrity or properties do not. Further information on how to determine if a property has retained its integrity can be ascertained by contacting the MO-SHPO or NPS website: <http://www.nps.gov/nr/>.

Integrity is defined in seven aspects of a resource; one or more may be applicable depending on the nature of the resource under evaluation. These aspects are location, design, setting, materials, workmanship, feeling, and association. Design is the mixture of elements that create the form, plan, space, structure and style of a property. Setting is the physical environment of a historic property. Materials are the physical elements that were combined during a certain period of time or in a specific pattern to shape a historic property. Workmanship is the physical proof of the crafts of a specific culture or people during any specified period in history. Feeling is a property's illustration of the aesthetic or historic sense of a specific period in history. Association is the direct connection/relation between a significant historic event or person and a historic property. To determine if a property retains its integrity is determined by if the property retains the identity for which is significant. If a resource does not possess integrity with respect to these aspects, it cannot adequately reflect or represent its associated historically significant context. Therefore, it cannot be eligible for the NRHP. To be considered eligible under Criteria A and B, a resource must retain its essential physical characteristics that were present during the event(s) with which it is associated. Under Criterion C, a resource must retain enough of its physical characteristics to reflect the style, type, etc., or work of the artisan that it represents. Under Criterion D, a resource must be able to generate data that can address specific research questions that are important in reconstructing or interpreting the past.<sup>3</sup> For example, if a two-part commercial block property was covered with a metal slip cover in the 1960s, the original features are obscured and no longer convey or represent the characteristics associated with a two-part commercial block property. This property would not be eligible for the NRHP. However, if a building only had some changes to the store front but the footprint of the store front was intact and the building's upper level was intact, could possibly contribute to a NRHP district. For example, if a building had a recessed store front entrance which was kept intact, but the original door and windows were replaced, while the upper level remained intact, the building could be eligible as a contributing building within a district.

## **Geographical Description**

The project area is located downtown Sikeston, Missouri. The area is bounded at the north by E and W. North Street, at the west by N. Stoddard Street, at the south by W. and E. Malone Street and at the east by N. Kingshighway/Bus 61. This area was platted as the original town of Sikeston in 1860 and developed as a combination of commercial and residential use. The survey area is comprised of approximately nine city blocks and two partial blocks. The character of the project area supports a grid-pattern layout of streets at major routes (N. Kingshighway/Bus 61, and E. and W. Malone Avenue). Streets within the project area include the following east-to-west routes: Malone Avenue (historically

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<sup>3</sup> Ibid., 44-49

known as Railroad Street), Front, Center, and North Streets. Routes running north-to-south within the project area include: Kingshighway/Bus 61, New Madrid, Scott, and Stoddard Streets. The majority of the project area is comprised of commercial buildings with the heaviest concentration in the east sector. The rest are sporadically placed in the west section due to the loss of several commercial buildings. The majority of commercial buildings were built between 1908 and 1938. Only one commercial building within the survey area appears to be constructed prior to 1900, 104 E. Front St. A small portion of buildings were constructed from 1940 to 1959 and less during the 1960s. There are only a few buildings within the survey area built less than fifty years ago. Residential dwellings in the project area are supported more in the northwest section. However, three of the residential dwellings surveyed have been converted to commercial use and one commercial building has been converted to multi-dwelling use in this same section. At the west boundary there are three related religious institutions: a church, a school, and a residential dwelling converted to a rectory. The residential dwellings have small yards. Two public parks are located within the survey area: Malone Park in the northwest section and Legion Park in the southeast section. Concrete sidewalks border all of the streets. Half of the streets in the survey area are original brick paved with concrete curbing, those include: N. Kingshighway/Bus 61 (starting at intersection of N. Kingshighway and E. Front St), E. and W. Front, E. and W. Center, N. New Madrid Streets. The remaining four streets are concrete paved with concrete curbing (E. and W. Malone Ave, E. and W. North, N. Scott and N. Stoddard Streets). Within the survey area running parallel and to the north of Malone Avenue is the Missouri Pacific Railroad tracks.

## **Results**

The consultant surveyed 75 properties (including outbuildings) within the Historic Business District project area. The majority of these properties are commercial buildings. There are, however, a few exceptions (21 in total). Six properties were originally constructed as residential properties (three of which have been converted to commercial use and one converted to a rectory). One apartment building was originally constructed as a commercial property and, on the reverse, one residential building was built as a commercial building. Lastly, there are four religious buildings (not including the rectory), two parks, five parking lots, and two vacant lots.

The consultant identified two potential historic districts eligible for the NRHP within the study area. One property, the Sikeston St. Louis Iron Mountain and Southern Railway Depot, is listed in the NRHP individually. Table 1 provides property identification numbers, addresses, and NRHP recommendations.

**Table 1. Surveyed Properties – Historic Business District, Sikeston, Missouri**

Survey Number	Property Address	Property Name	Eligible Y/N
ST-AS-002-001	98-102 N. Kingshighway	Collin's Music Store; Jeremiah's	Y - District
ST-AS-002-002	N. Kingshighway	Parking Lot	N - District - NC
ST-AS-002-003	116-118 N. Kingshighway	Dame's Feed & Seed; Paul's Paul & Jewelry	Y-District
ST-AS-002-004	120 N. Kingshighway	King's Jewelry	Y-District
ST-AS-002-005	124 N. Kingshighway	Odd Fellows Hall; Less than Perfect	Y-District
ST-AS-002-006	143 E. Center Street	Sikeston Real Estate	N
ST-AS-002-007	111 N. Kingshighway	Jay's Taxi	N
ST-AS-002-008	103-109 N. Kingshighway	Kirby's Café; Newton & Co.	N
ST-AS-002-009	142 E. Front Street	Tammie's Embroidery	Y- District
ST-AS-002-010	206 E. Malone Avenue	n/a	N
ST-AS-002-011	134-138 E. Malone Avenue	Blade's; Justina's; Jomya's;	N
ST-AS-002-012		Legion Park	N
ST-AS-002-013	116 W. Malone Avenue	Depot Museum	Y - NRL
ST-AS-002-014	133 W. Malone Avenue	n/a	N
ST-AS-002-015	127 W. Malone Avenue	n/a	N
ST-AS-002-016	113-119 W. Malone Avenue	Heartland Office Supply; Sweetgum Gallery & Frame Shop	N
ST-AS-002-017	109 W. Malone Avenue	Red's Bar	N
ST-AS-002-018	103 W. Malone Avenue	Dolan Law Firm	N
ST-AS-002-019		St. Francis Xavier Paris Center	N
ST-AS-002-020	230 W. Front Street	St. Francis Xavier Pre-school	N
ST-AS-002-021	Corner of N. Stoddard and W. Front Streets	St. Francis Xavier Church	Y - District
ST-AS-002-022	6 N. Stoddard Street	St. Francis Xavier School	Y - District
ST-AS-002-023	217 W. Center Street	St. Francis Xavier Rectory	Y - District
ST-AS-002-024	209 W. Center Street	n/a	N
ST-AS-002-025	207 W. Center Street	n/a	N
ST-AS-002-026	201-203 W. Center Street	n/a	N
ST-AS-002-027	127 W. Center Street	n/a	N
ST-AS-002-028	132 W. Center Street	Freewill Missionary Baptist Church; M&M Thrift Store	Y
ST-AS-002-029		Malone Park	Y
ST-AS-002-030	214 N. Scott Street	Americare	N
ST-AS-002-031	113 W. North Street	Thornton & Robison Law Firm	N
ST-AS-002-032	109-111 W. North Street	DPS Parking Lot	N
ST-AS-002-033	103 E. North Street	US Bank Parking Lot	N
ST-AS-002-034	N. New Madrid & E. North Streets	US Bank Parking Lot	N
ST-AS-002-035	120 E. North Street	U.S. Post Office	N
ST-AS-002-036	121 E. North Street	Sikeston Public Library	N
ST-AS-002-037	203 N. Kingshighway	n/a	N
ST-AS-002-038	124 E. Center Street	Grant Financial Management	N
ST-AS-002-039	120-122 E. Center Street	Accent Shop & Purse-N-Ality	N
ST-AS-002-040	112-118 E. Center Street	Susie's Bake Shoppe & Joy's Bridal Wear	N
ST-AS-002-041	143 E. Center Street	Sikeston Real Estate	N
ST-AS-002-042	105 E. Center Street	City Hall	N
ST-AS-002-043	104 E. Center Street	US Bank	N
ST-AS-002-044	108 W. Center Street	Family Counseling Center	N

Survey Number	Property Address	Property Name	Eligible Y/N
ST-AS-002-045		Vacant Lot	N
ST-AS-002-046	107 W. Center Street	All State Insurance	N
ST-AS-002-047	215 N. New Madrid Street	Sikeston DPS	N
ST-AS-002-048	207 N. New Madrid Street	Sikes Sporting Goods	N
ST-AS-002-049	205 N. New Madrid Street	Scott County Juvenile Court	N
ST-AS-002-050	201 N. New Madrid Street	American Cancer Society	N
ST-AS-002-051	131 N. New Madrid Street	Sikeston Municipal Courtroom	N
ST-AS-002-052	125-127 N. New Madrid Street	Antonio's & Lambert Engineering & Surveying	N
ST-AS-002-053	123 N. New Madrid Street	Betty's Hat Boutique	N
ST-AS-002-054	134 W. Front Street	Front Street Studio & Gallery	N
ST-AS-002-055	130 W. Front Street		N
ST-AS-002-056	128 W. Front Street		N
ST-AS-002-057	120 W. Front Street		N
ST-AS-002-058	W. Front Street	Vacant Lot	N
ST-AS-002-059	114-116 W. Front Street	Tradewinds Trading Post	N
ST-AS-002-060	Corner N. New Madrid & W. Front Streets	Vacant Lot	N
ST-AS-002-061	104 E. Front Street	Lil Peddler Shop	
ST-AS-002-062	106 E. Front Street	Glenda's Bridal Wear	N
ST-AS-002-063	110 E. Front Street	Personal Expressions	N
ST-AS-002-064	114 E. Front Street	Paul's Christian Book Store	N
ST-AS-002-065	118 E. Front Street	David's	N
ST-AS-002-066	124-126 E. Front Street	Buckner Building	N
ST-AS-002-067	130 E. Front Street	Sam's Fine Jewelry	N
ST-AS-002-068	132 E. Front Street	Tower Loan	N
ST-AS-002-069	134 E. Front Street	Blooming Deals	N
ST-AS-002-070	136 E. Front Street	Bo's Pawn Shop	N
ST-AS-002-071	138 E. Front Street	White Elephant	Y – District

## Historical Context

### *Pre-settlement and Settlement history*

The City of Sikeston is located in Scott County, Missouri. Sikeston was the successor to the town of Winchester, which was non-existent after 1822. Winchester was established in 1814 and named for Colonel Henderson Winchester. Approximately half a mile south, it was the first community established near the location of Sikeston. Winchester experienced a brisk growth and became the county seat for New Madrid County but when the county seat was relocated to New Madrid in 1822, Winchester ceased to survive.<sup>4</sup> It was several years later, before another settlement was established in the region. Sikeston was established in 1860 by John Sikes and was located in Scott County. Named for John Scott, the first congressman from Missouri, Scott County was established in 1821. The location of the Cairo & Fulton Railroad traversed King's Highway (now known as Kingshighway) from Cape Girardeau to New Madrid and made the settlement location for Sikeston ideal. The Cairo & Fulton Railroad was finished in 1860, the same year the community of Sikeston was founded by

<sup>4</sup> History of Southeast Missouri, (Chicago: Goodspeeds Publishing, 1990), 463.

Sikes.<sup>5</sup> Sikeston was also established along the El Camino Real (now known as Kingshighway Highway and historically called King's Highway) which served as the overland course from St. Louis, MO to New Orleans, LA.<sup>6</sup>

The land which would become the settlement of Sikeston was originally purchased by Moses Hurley in 1804 from the government, who in turned sold the land in 1833 to Mark H. Stallcup. Stallcup would deed the land to his two daughters Catherine and Lydia. John Sikes obtained half of the land upon his marriage to Catherine in 1844 and purchased the other half from his wife's sister Lydia and her husband William Sikes (his brother). Upon acquiring the land, Sikes had it surveyed and platted. On April 23, 1860, Sikes recorded the plat of his new town, Sikeston.<sup>7</sup>

### ***Layout and Infrastructure of the Town***

Sikeston was platted in 1860. The original boundaries included North Street to the north, South Street to the south, King's Highway (now known as Kingshighway) to the east and Stoddard Street to the west. Sikeston was planned according to the gridiron street system with thoroughfares meeting at right angles with rectangular lots and blocks. The plan supported nine city blocks, two partial blocks and approximately 189 lots, including the depot grounds measuring 175 feet by 1000 feet. The blocks were 10,800 feet square with the average lot being 45 feet wide and 120 feet deep. The town's thoroughfares were laid out in widths ranging from 65 to 30 feet. North, Center, and South Streets were 60 feet in width, whereas Front Street was 65 feet in width and Railroad Street (now known as Malone Avenue) was 30 feet in width.<sup>8</sup> The Cairo & Fulton Railroad (incorporated in 1855) arrived in Sikeston in 1860. The railroad tracks were located south of the main area of town between Front and Railroad Streets. With the railroad in need of a depot, Sikes deeded an area measuring 175' x 1000' north of the tracks and south of Front Street for a depot and park.<sup>9</sup>

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<sup>5</sup> Robert Sidney Douglass, A.B., LL. B., History of Southeast Missouri, (Cape Girardeau, MO: Ramfre Press, 1961), 291.

<sup>6</sup> The Mullin-Kille and Standard: Sikeston Missouri Con Survey City Directory, 1955, ( Sikeston, MO: Mullin-Kille and Daily Standard, 1955), 5.

<sup>7</sup> Edward C. Matthews III, Matthews: The Historic Adventures of a Pioneer Family, (Cape Girardeau, MO: Southeast Missouri State University Press, 2004), 46.

<sup>8</sup> *Ibid.*, 57.

<sup>9</sup> *Ibid.*, 46.

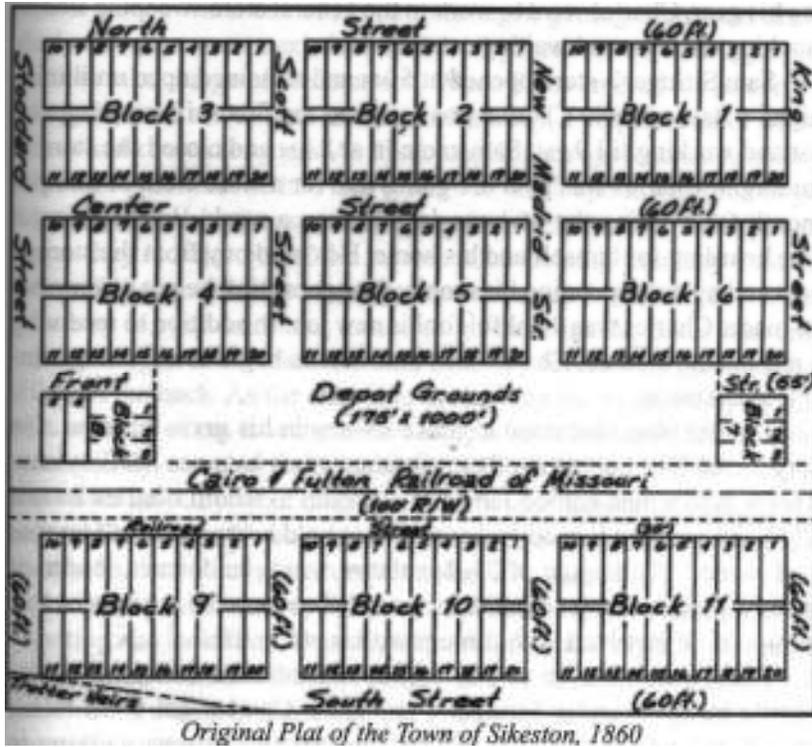


Figure 2. Original Plat Map of Sikeston

### **Development of the Town**

Development of Sikeston was slow at first with only few lots purchased from Sikes. Samuel Keith purchased Lots 1 and 2, Block 11 on November 23, 1860 for \$200.00. On the same date, James E. Baugh purchased for \$150.00 Lots 19 and 20, Block 5. It is not known when Levi Green purchased Lot 15, Block 6 from Sikes, but he would later sell a half-interest of the lot to William Hughes in 1861. Sikes established and constructed the first general store in Sikeston and ran the business until his death in 1867. The first postmaster of Sikeston was appointed on May 12, 1860 to Samuel J. Watson. Watson served as postmaster until February 13, 1864 when the post office was closed. The post office would later re-open in 1867 with William Hughes as postmaster. John T. Anderson and Francis Jones established the first dam store (saloon) in 1861. Samuel Keith erected the first dwelling c. 1868 and was one of the property owners to establish a business in the settlement of Sikeston, along with James E. Waugh.<sup>10</sup> The slow growth of Sikeston and the closure of the post office may have been a direct result of the Civil War.

### **Sikeston and the Civil War**

With the onset of the Civil War, the development of Sikeston languished. The Cairo & Fulton Railroad in 1861 became under the control of the federal

<sup>10</sup> Edison Shrum, *The History of Scott County, Missouri: Up To The Year 1880*, (Sikeston, MO: Standard Printing Company, 1984), 219-220.

government and was used by the military. As a result of the war, residents of the settlement relocated to other towns and the businesses closed soon after. Settlement of Sikeston for the most part was comprised of southern sympathizers with several land proprietors owning slaves. In 1862 during the battle of New Madrid and Island Number Ten, Sikeston fell to Union troops. The southern sympathizers vacated the settlement of Sikeston for New Madrid. In addition to the Civil War having a negative impact on the growth and development of Sikeston, the area was often under attack from guerillas and bushwhackers in the district. It was the threat of guerilla activity that resulted in Sikes leaving his town. In 1864, guerillas threatened Sikes at his store, wanting money and valuables. When he refused, he was hung but survived the attack after his wife gave the band of guerillas money; Sikes was cut down once the guerillas were paid. Sikes left the area after his residential dwelling was burned a week after the first attack, but would return after the war. After the Civil War, the government returned control of the Cairo and Fulton Railroad back to its bond holders.<sup>11</sup>

### ***Development of Sikeston after 1866***

The Cairo and Fulton Railroad was purchased by the St. Louis & Iron Mountain Railroad in 1866, and became known as the Cairo, Arkansas & Texas Railroad, which then merged with the St. Louis, Iron Mountain & Southern Railroad in 1874. In the same year of the railroad merger (St. Louis, Iron Mountain & Southern Railroad with the Cairo, Arkansas & Texas Railroad), the settlement of Sikeston took the first of many steps toward the progress of its community.<sup>12</sup> On August 8, 1874, the Scott County court incorporated the township of Sikeston. Following the incorporation of the town, Sikeston experienced steady and continuous growth with an estimated number of residents in 1880 as 191.<sup>13</sup> In 1875, Sikeston had approximately 32 buildings.<sup>14</sup> By 1888, there were several business establishments in Sikeston, those included: Needham Sikes, Calvin Greer and Jones Bros., groceries and hardware; Otto Kochtitky and B. F. Chaney, drug store; Ebert & Emory, dry goods store; Martin and Adams, grocery and dry goods store; Wilson Kendall, grocery store; Schafer & West, grist mill; Bank of Sikeston; *Star of Sikeston*, weekly newspaper.<sup>15</sup> The steady growth of Sikeston was a result of the town's location in relationship to railroad transportation. Sikeston was located on the main line of the Cairo & Texas sector of the Iron Mountain railroad. In addition, Sikeston thrived due to the surrounding lumber industry and to the bordering farm land around the town, which flourished due to the rich soil that produced sizeable crops of corn, wheat and melons.<sup>16</sup>

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<sup>11</sup> Matthews, 48-52.

<sup>12</sup> Ibid, 52.

<sup>13</sup> The Mullin-Kille and Standard, 5.

<sup>14</sup> Shrum, 226.

<sup>15</sup> Goodspeed., 463-464.

<sup>16</sup> Douglass, 291.

### ***Transition from Township to Town: 1890 - 1930***

By 1890, Sikeston's population had increased to 636. The trustees of Sikeston on August 28, 1891 set an election for September 26, 1891 to decide if Sikeston should become a town of the fourth class. The election was a success; Sikeston was formally classified as a city with C.H. Harris serving as the first mayor. Development of the original settlement of Sikeston was comprised of residential and commercial buildings. The majority of the buildings were frame construction with only a few brick buildings erected by 1895 (see Figure 3). The commercial center was located on Front Street near New Madrid Street, with the area near Kingshighway left mostly undeveloped. A few commercial buildings were located on Center Street and the Central Hotel was located across from the train depot on the corner of New Madrid and Railroad Street.<sup>17</sup>



Figure 3. Sanborn Map 1895. Brick buildings (pink); frame (yellow).

It is believed a fire occurred on the east end of Front St. on blocks 6 and 7 around 1890. New brick buildings quickly replaced the previous frame buildings. However, Sanborn maps from 1895, 1901, 1910, and 1919 indicate brick buildings

<sup>17</sup> Ibid., 1895.

were not constructed in blocks six and seven on the eastern section until after 1919 (see Figures 3, 4, 5, 6).

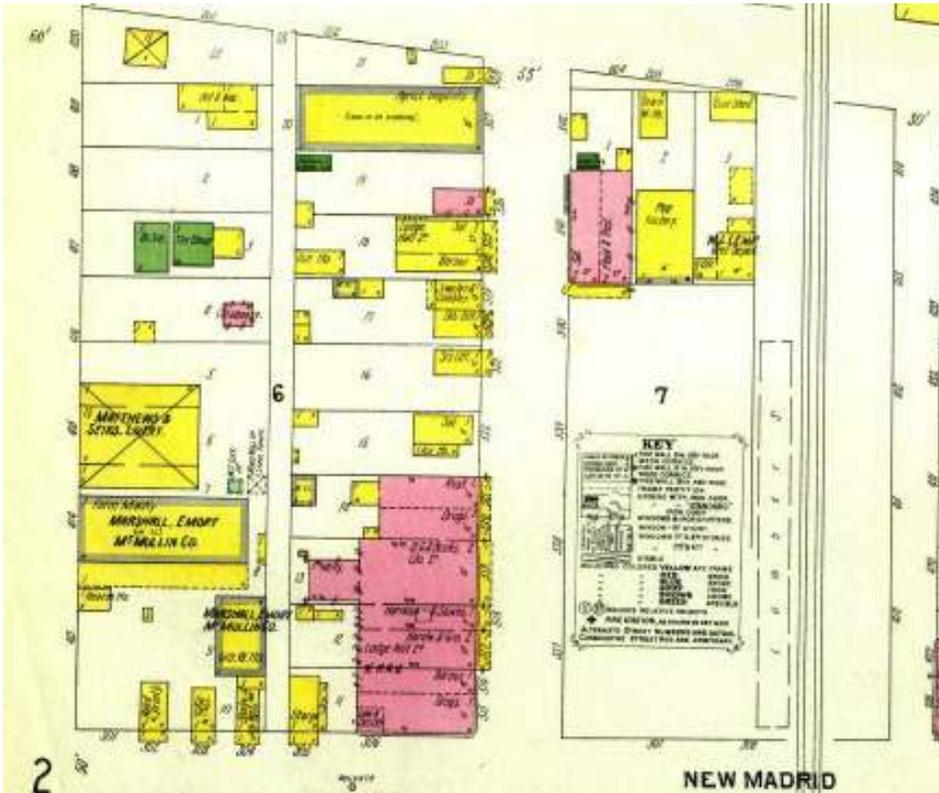


Figure 4. Sanborn Map 1901.



Figure 5. Sanborn Map 1910. Frame construction in eastern sector of E. Front St.

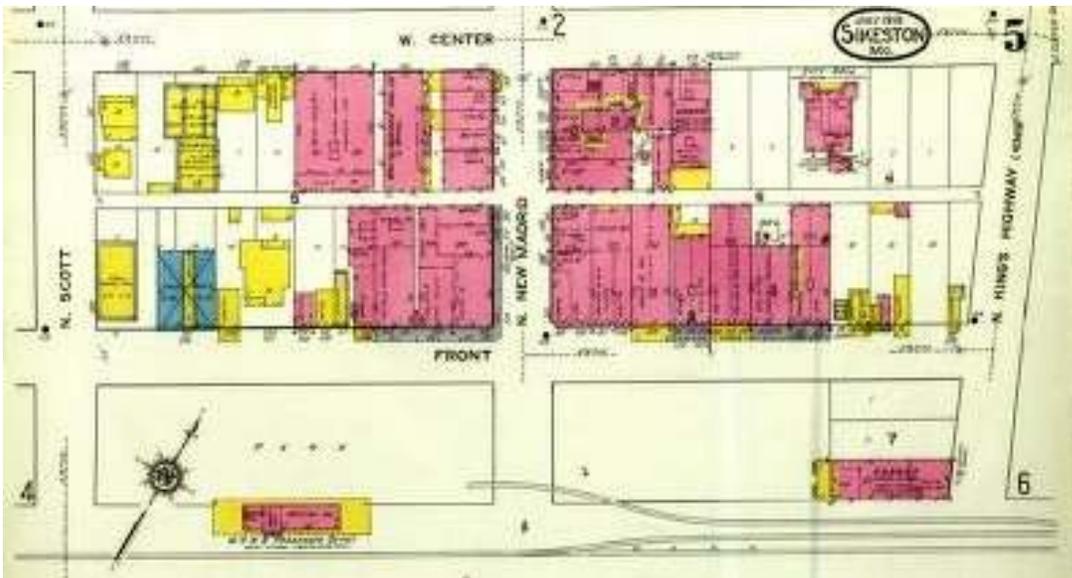


Figure 6. Sanborn Map 1919.

In March 1900, the St. Louis-Memphis route of the Frisco Lines through Sikeston was completed. By then the population increased to 1,077. By 1901, the east section of Front St, near Kingshighway had been developed with a few frame buildings and more by 1910. With the completion the Frisco line, Sikeston

continued to experience steady growth, and with the establishment of the Little River Drainage District in 1904, Sikeston developed into one of the more prosperous farming communities in Missouri. A variety of crops were produced in the farmland surrounding Sikeston; cotton, soybeans, grain, and livestock became a main staple for farmers.<sup>18</sup> Another catalyst in the growth of Sikeston was the founding of the city's water works and sewer system in 1904, followed by the Sikeston Ice Light and Power Company in 1905 with the plant being completed in 1906. As the city continued to grow, a building was erected at 121 E. Center St. in 1908 to house city hall.<sup>19</sup> Commercial telephone service was established in Sikeston in 1900, before which only a few private lines were available.<sup>20</sup> Sikeston was expanding out from the town center in all directions with several sub-divisions established by 1910.<sup>21</sup> By 1912, there were approximately 50 businesses in Sikeston, those included a number of general stores, two flour mills, three churches, three banks, two newspapers and two schools.<sup>22</sup> Infrastructure improvements to the streets began in 1913, when brick pavers were installed.<sup>23</sup> By 1919, five miles of streets in Sikeston had been paved with brick or asphalt.<sup>24</sup> Sikeston's continued growth brought the transfer of the Sikeston Ice Light and Power Company to the Missouri Utilities in 1918, but would only last about a year before Sikeston held a special election on the issue of \$75,000 bonds to construct a municipal light plant. The Missouri Utilities service to the Sikeston customers was considered unsatisfactory. Soon after, Sikeston constructed a municipal light plant.<sup>25</sup> By 1927, the majority of property lots in the original town plat had been developed. Residential dwellings for the most part had been replaced by commercial buildings. The northwest sector held the most residential dwellings. Brick construction had taken the place of frame construction. (see Figures 7 and 8).<sup>26</sup>

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<sup>18</sup> The Mullin-Kille and Standard, 6.

<sup>19</sup> Sikeston Centennial: 1860-1960.

<sup>20</sup> *Ibid.*

<sup>21</sup> Sanborn Map, 1895, 1901, 1910, 1919, 1927, 1943

<sup>22</sup> Douglass, 291.

<sup>23</sup> Sikeston Centennial: 1860-1960; Sanborn, 1910.

<sup>24</sup> Sanborn Map, 1919.

<sup>25</sup> "Thirty Years Ago: Sikeston People Began Agitation for Installing a Municipal Electrical System," *Sikeston Herald*, Sikeston, MO., 20 January 1949,

<sup>26</sup> Sanborn Fire Insurance Map, *Sikeston, Scott County, MO.*, 1927.

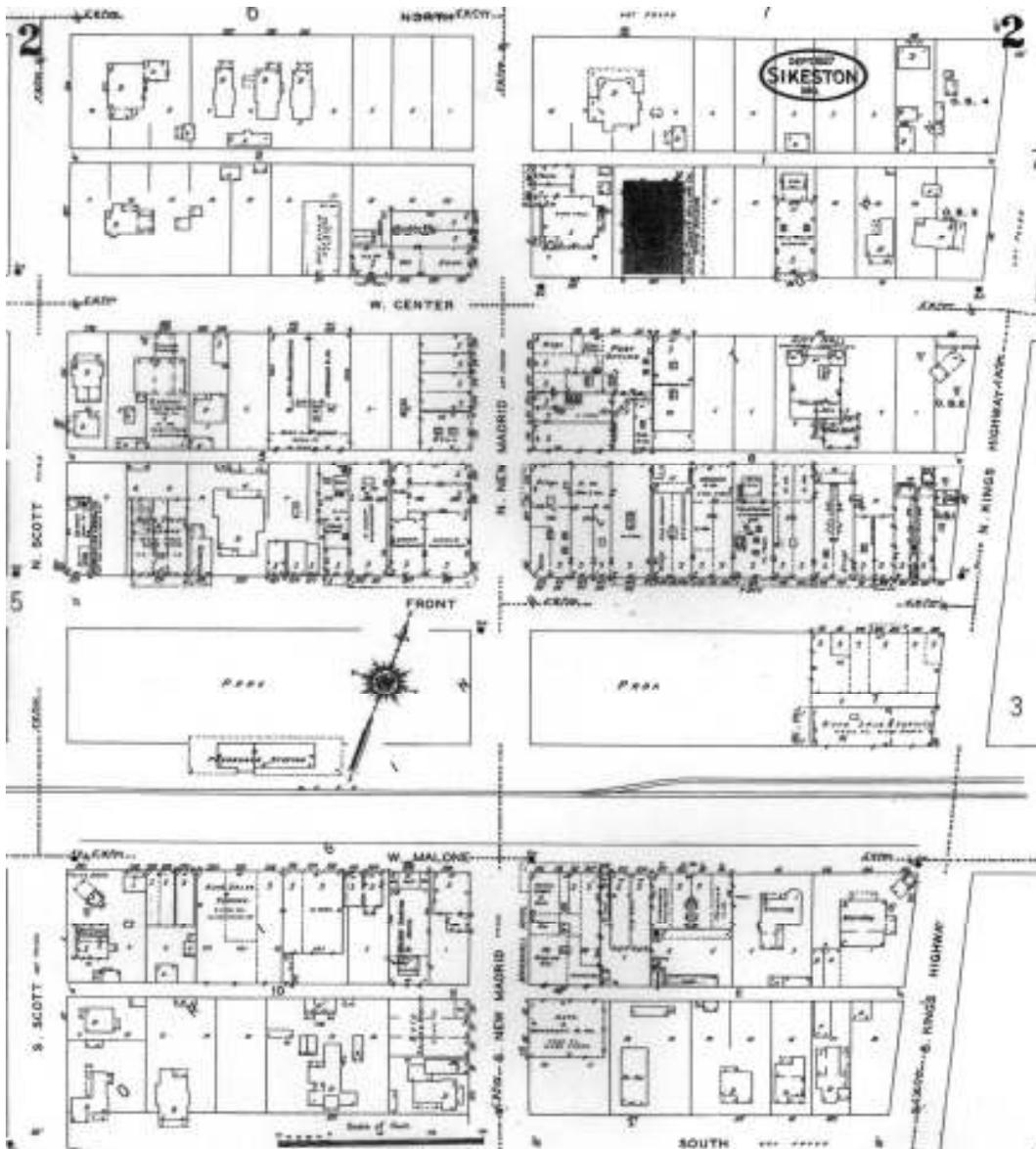


Figure 7. Sanborn Map, 1927. Map depicts increase commercial development.

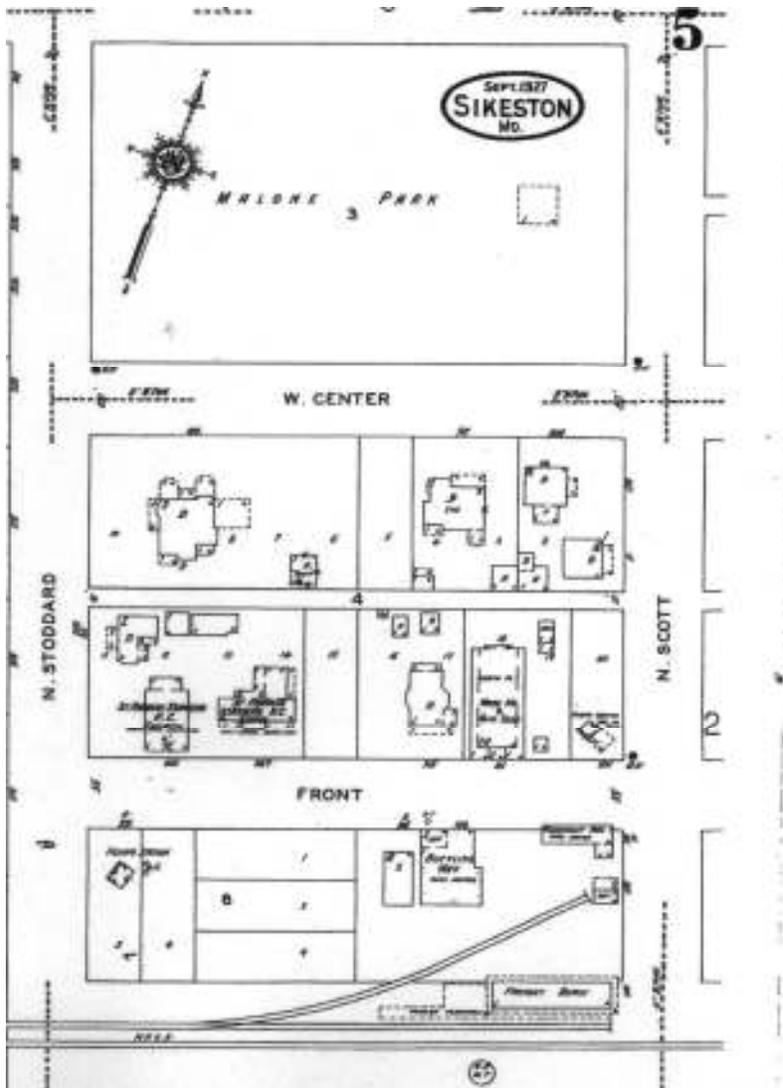


Figure 8. Sanborn Map, 1927. Depicts west sector of survey area.

### ***An Overview of Sikeston's Development After 1930***

Residential and commercial buildings continued to be constructed. In 1935, 78 building permits for residential and commercial construction were issued, 49 of those for new homes with a total cost around \$100,000.<sup>27</sup> The year 1938, saw even more of an increase in new building construction and improvement to existing building stock totaling around \$500,000.<sup>28</sup> In the east section of town construction was underway for a golf course and swimming pool. The total cost was \$43,000 with the Works Progress Administration (WPA) covering \$25,000 of that total in labor.<sup>29</sup> In 1939, Sikeston had over 150 new residential dwellings erected, with the majority constructed in the eastern section of town. The total

<sup>27</sup> "Sikeston Had Extensive Building Program in 1935," *Sikeston Herald*, Sikeston, MO., 6 February 1936.

<sup>28</sup> "Sikeston's Building Program Continues," *Sikeston Herald*, Sikeston, MO., 2 February 1939

<sup>29</sup> "Recreation Park Gets Approval," *Sikeston Herald*, Sikeston, MO., 3 February 1938.

cost of new construction for residential and commercial properties exceeded over \$800,000.<sup>30</sup>

While residential and commercial construction was ever increasing in Sikeston, 1940 brought a new construction project to the community; Harvey Parks Field, home to The Missouri Institute of Aeronautics, a school for training the army and air corps. With the opening of the flying school, Sikeston experienced an increase in people relocating to the area for flight training. During its period of operation (1940 to 1944) 7,500 men enrolled in the school with 5,100 men to successfully graduate the pilot training program. The Missouri Institute of Aeronautics required the city of Sikeston to establish a hospital in order for the school to be located in its community and in September of 1944, Sikeston General Hospital was established. Prior to the establishment of the hospital, the closest hospital was located in Cairo, IL. The base was activated on August 29, 1940 and remained open until November 15, 1944 when it was deactivated.<sup>31</sup>

With Sikeston's location along the railroads, the city became a magnet for various industries over the years, including: Scott County Milling Company, Hart's Bakeries Inc., International Shoe Company, Sikeston Cotton Oil Mill, Sikeston Ceramics, Inc., Nehi Bottling Company, Reiss Dairy, Coca-Cola Bottling Company, Mid-West Dairy Co., Sikeston Compress and Warehouses, and Anchor Toy Company. In addition to a broom factory, three cotton gins, seed firms, farm equipment companies, wholesale companies and various other industries.<sup>32</sup> The 1927 Sanborn map revised in 1943 depicts the growth and expansion of the original town boundaries and the diverse businesses serving the community. In the map provided below, development can be seen on Center, North, and New Madrid Streets. The public library and post office are shown as new additions to the community. (see Figure 9).

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<sup>30</sup> "Sikeston Had Greatest Building Year During 1939," *Sikeston Herald*, Sikeston, MO., 8 February 1940.

<sup>31</sup> "Air School Must Be Ready Soon." *Sikeston Herald*, Sikeston, MO., 25 July 1940, and Through the Years: A Pictorial history of Sikeston, Missouri, Morley, MO: Acclaim Press, 48, 49.

<sup>32</sup> The Mullin-Kille and Standard, 6.



Figure 9. Sanborn Map, 1927 – revised 1943). Increased development on Center Street.

The most growth occurred between 1900 and 1910 with 208.9 percent increase (likely due to the Sikeston officially becoming a city and establishment of electrical, water, telephones services).<sup>33</sup> The population statistics for Sikeston indicated the first decrease in population was seen in the 2000 census. As specified in Table 2 below, Sikeston experienced steady and continuous growth until the 1990s, after which the community saw a decrease in population.

<sup>33</sup> United States Census Bureau. *Census of Population and Housing*. 1880-2010, Available online at: <http://www.census.gov/prod/www/abs/decennial/>. Access date: 30 August 2011.

**Table 2. Census records for Sikeston, MO**

<b>Year</b>	<b>Population</b>
1880	191
1890	636
1900	1,077
1910	3,327
1920	3,613
1930	5,676
1940	7,944
1950	11,640
1960	13,765
1970	14,699
1980	17,431
1990	17,641
2000	16,992
2010	16,318

## **Architectural Context**

The Historic Business District survey area of Sikeston, in Scott County, Missouri consists of a profusion of historic architecture dating from the late nineteenth century to the late twentieth century. This area of Sikeston has a particularly sizable concentration of early twentieth century to mid-twentieth century commercial buildings. The survey area is comprised of commercial buildings mostly designed from 1908 – 1938 in the One-Part Commercial Block and Two-Part Commercial Block types. The project area includes one Late Gothic Revival Church and a Modern Movement style school building. Out of the resources documented the survey found six buildings originally constructed for residential use. Of those six, three have been converted to commercial use and one has been converted into a rectory. There are two other residential buildings in the survey area. Both buildings served as funeral homes in the past but one serves as an apartment building and the other is a residential dwelling.

### ***One-Part Commercial Block***

One-part commercial block buildings provide a square and rectangular shape and some buildings featured an ornamental façade. The style's origination dates to the mid-nineteenth century. Due to its simplicity, it became a very popular style for commercial buildings and remains so even today. One-part commercial blocks grew in popularity primarily because they were relatively inexpensive to build. During periods when commercial service was growing rapidly in a community, these buildings allowed an investor to construct a small commercial building fairly quickly for a low cost – unlike larger commercial buildings. Most

one-part commercial blocks are of brick construction and are used for retail space. One-part commercial blocks are characterized by their one-story height and large wall surface area between storefront windows and the cornice line. On some of the buildings, the area between the storefront windows and cornice line provides space for an advertisement or sign while creating a sense that the building's façade is larger than it appears.<sup>34</sup> Most of the commercial properties located on the west side N. New Madrid Street is one-part commercial block style buildings, as well as 142 E. Front St. and 143 E. Center St.

### ***Two-Part Commercial Block***

Two-part commercial block buildings are generally brick, two to four stories in height and are distinguished by a horizontal division between the first and second floors, creating two separate zones. The two-part separation indicates the distinct uses of the interior space: the first level for service to the public sector and the second level and above for the private sector, whether it is for private offices or residential space. The two-part commercial block is the most common form of commercial buildings (small to moderate-sized) used in the United States and was widespread from the 1850s to the 1950s.<sup>35</sup> The Historic Business District includes several examples of two-part commercial block type buildings, including but not limited to, 98-102, 116-118, 124 N. Kingshighway, 138 E. Front and 105 E. Center Street.

### ***Spanish Colonial Revival (1915-1940)***

The Spanish Colonial Revival (also referred to as the Spanish Eclectic style) first gained attention at the 1915 Panama-California Exposition in San Diego. Prior to the Exposition, Spanish design-influenced buildings often reflected the Mission style. Bertram Grosvenor Goodhue, who designed the Exposition, wished to illustrate that Spanish architectural design offered much more and his work at the Exposition accentuated other forms Spanish heritage in Latin America. As an outcome, architects began to study Spain's architectural history. The Spanish Colonial Revival style reached its popularity in the 1920s – 1930s, followed by a decline during the 1940s. The style was first prevalent in California and Arizona, though its popularity eventually spread across the country.<sup>36</sup>

Characteristics of the Spanish Colonial Revival style include low-pitched (often clay tile) roofs, arched windows and doors, stucco and/or brick wall surfaces, asymmetrical plans, casement windows, balconets, and carved, low-relief ornamentation.<sup>37</sup> The project area contains two buildings with Spanish Colonial Revival influences, 209 W. Center St., and 120-122 E. Center.

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<sup>34</sup> Richard Longstreth, The Buildings of Main Street: A guide to American Commercial Architecture, (New York: AltaMira Press, 2000), 54-55.

<sup>35</sup> *Ibid.*, 24.

<sup>36</sup> Virginia and Lee McAlester, A Field Guide to American Houses (New York: Alfred A. Knopf, 1998), 418.

<sup>37</sup> *Ibid.*, 419.

### ***Gothic Revival (1830-1930)***

The Gothic Revival style is the imitation of a mixture of medieval Gothic architectural styles established at the early part of the nineteenth century and prevalent ca. 1840-1870. During the 1830s, American builders began to use the Gothic Revival Style primarily for classically designed buildings such as, churches, houses, and colleges. Afterward, the style became prevalent, heavily used in churches, colleges, and residential properties. Characteristics of the Gothic style include steeply pitched roofs with cross gables, gable dormers, symmetrical facades, pointed-arch windows, dominant lines, finials and towers.<sup>38</sup> Although the style's popularity faded after the turn of the twentieth-century, it was not uncommon in school and church designs throughout the early twentieth-century. The St. Francis Xavier Church is an example of this style.

### ***Colonial Revival (1880-1955)***

Over the years, the Colonial Revival Style has developed into one of the most fashionable and lasting styles in the United States. Features of the style include gabled pediments and cornices with dentilled details, porches with columns, simple gambrel and hipped roofs with predominant side gables, shutters, and a central main entrance detailed with elaborate surrounds and fanlights.<sup>39</sup>

The Colonial Revival style is an architectural and interior design movement dating to the 1870s – it was intended by its promoters to reflect the country's colonial past. It was also a way to reclaim an association with the Georgian, and Federal/Adam style of the past. Since the style's origination during the late nineteenth century, Colonial Revival has become an important “national” style, utilizing the forms, design, and symbols characteristic of the country's early history.<sup>40</sup> While Colonial Revival influences are also prevalent in furniture designs and decorative arts, the style itself is most fully articulated in the field of architecture, and most particularly in the single-dwelling house form. Colonial Revival examples may also appear in churches, public and government buildings, and commercial architecture – the style is prevalent in nearly every American city and town.<sup>41</sup>

The Colonial Revival style achieved significant momentum after the 1876 Philadelphia Centennial celebration, which sparked American interest in colonial-era heritage. As an outgrowth of this renewed American pride in the past, as well as an increased interest in historic preservation, an enthusiasm developed for all things from the Colonial era, including the period's architecture.<sup>42</sup>

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<sup>38</sup>Bucher, 213 and Robin Langley Sommer, *The Old Church Book* (New York: Barnes & Noble Books, 1999), 119.

<sup>39</sup>Massey and Maxwell, 182-184.

<sup>40</sup>Mark Gelernter, *A History of American Architecture: Buildings in Their Cultural and Technological Contest* (Hanover and London: University Press of New England, 1999), 180.

<sup>41</sup>Richard Guy Wilson, *The Colonial Revival House* (New York: Abrams, 2004), 6.

<sup>42</sup>Gelernter, 180.

By the early 1880s, colonial-associated styles were also gaining recognition through the work of notable architectural firms such as McKim, Mead and White; and Peabody and Sterns, which pioneered the style's adaptation and associations with the American past.<sup>43</sup> With the development of new techniques in printing, periodicals and books became readily available for architects to draw upon. At the same time, publications helped guide the way for widespread public appreciation of the Colonial Revival style, including *American Architect and Building News* (1898), the *White Pine Series of Architectural Monographs* (1915), and *The Architectural Record*. It was through the influence of these publications and others that led to an increased awareness of the Colonial Revival style, both among practicing architects and the general public.<sup>44</sup>

Examples of Colonial Revival style buildings within the Historic Business District include, 217 W. Center, 214 N. Scott, 215 N. New Madrid, and the original building of the Sikeston Public Library.

### ***Classical Revival and Neoclassical (1895-1950)***

At the World's Columbian Exposition of 1893 held in Chicago, the Neoclassical and Classical Revival stood out as the most popular architectural styles, although the style had been established and utilized prior to the Exposition. American classical styles regenerated an awareness of symmetrical design and formal architecture. With the Exposition so broadly attended, the Classical style was heavily photographed and written about, which contributed to its popularity. Neoclassical and Classical Revival styles were prevalent in public and government buildings. The styles were also popular in residential buildings across the United States during the early twentieth century, and remained common through the 1950s. Common features of the Neoclassical and Classical Revival styles include a full-height porch with classical columns, symmetrical design features, substantial eaves and cornices, and smooth facades with a primary decorative entry. <sup>45</sup> The building located at 201 N. New Madrid is designed in the Classical Revival style.

### ***Romanesque Revival (1840 -1900)***

The Romanesque Revival style is based on architectural forms, materials and details from medieval and Roman architecture. The original style was widespread across western Europe during the 11th and 12th centuries. The revival of the style in the United States, had only a limited and brief impact. The style was mainly used for ecclesiastical buildings, but can also be found on banks, apartment buildings, and some civic and educational structures.

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<sup>43</sup>Wilson, 41.

<sup>44</sup>McAlester, 326 and Wilson, 37, 40.

<sup>45</sup>McAlester, 343-344.

The style became popular in the United States around 1840 and would continue to be widely used until around 1900. Romanesque Revival style is characterized by brick or stone buildings, emphasized by semicircular arches over window and door openings. Arches were used decoratively to enhance corbel tables along the eaves and courses highlighting horizontal divisions. Other features are distinguished front entrances, heavy corner towers, and monochromatic brick or stone.<sup>46</sup> The survey area includes one building influenced by this style at 104 E. Front St.

### ***Craftsman (1905-1930)***

The Craftsman style is often credited to Charles Sumner Greene and Henry Mather Greene, brothers who worked together as an architectural team in Pasadena, California from 1893 to 1904. The style is a direct development of the Arts and Crafts movement that originated in England during the late nineteenth century. Greene and Greene began to design Craftsman bungalows starting in about 1903. Their Craftsman style houses were considered to be the greatest of sophisticated craftsmanship, illustrating some of the style's most elaborate designs. The Greenes' work appeared in popular magazines such as *The Architect*, *Good Housekeeping*, *Ladies' Home Journal*, and *Country Life in America*. With the increased popularity of the Craftsman style, pattern books also offered the style as did catalog home companies such as Sears and Aladdin. These companies sold precut houses that could be shipped for self-assembly. House kits offered the absolute building package complete with instructions, doors, trim, and plumbing essentials.<sup>47</sup>

The Craftsman dwelling became a prevalent style of housing in the United States from 1905 through the mid-1920s. The Craftsman dwelling reached its height of popularity in the 1920s and remained common throughout the years leading to WWII, when the style's popularity began to decline.<sup>48</sup> Characteristics of the style include low-pitched gabled roofs, wide overhanging eaves with exposed roof rafters, decorative brackets, full or partial-width porches, and square (often oversized) porch columns.<sup>49</sup> The survey area holds two buildings designed in this style, 203 N. Kingshighway and 207 W. Center St.

### ***Moderne Style (Streamline Moderne Style) (1920-1940s)***

While the Streamline Moderne style did not become popular in the U.S. until the 1930s, it began much earlier in Europe. Belgian architect Henri van de Velde and German architect Eric Mendelsohn experimented with building designs incorporating curved forms. The former designed the Werkbund-Theater in 1914 for the Werkbund Exhibition in Cologne, and the latter designed three

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<sup>46</sup> Bucher, 389.

<sup>47</sup> McAlester 454 and John Milnes Baker, *American House Styles: A Concise Guide* (New York: W.W. Norton & Company, 1994), 114.

<sup>48</sup> McAlester, 454.

<sup>49</sup> Ibid., 453- 454.

department stores located in Breslau, Chemnitz, and Struttgart, Germany in the late 1920s.<sup>50</sup> Mendelsohn's most famous work, the Einstein Tower (1917-1921) in Potsdam, Germany stimulated Streamline Moderne style with its forms and materials. These buildings helped to influence the Streamline Moderne style. It was eagerly received in Europe and later in the U.S., and advanced the movement not only in high style designs but in vernacular styling as well.

Soon Streamline Moderne styling was used in diners, retail stores, commercial buildings, automobile dealerships/showrooms, apartment buildings and single family homes.<sup>51</sup>

Streamline Moderne was a response to both severe economic times and to Art Deco itself. With the swing from the optimistic 1920s to the more somber 1930s, America was ready for a style of architecture that better reflected the times than the flamboyance and lavish details found in Art Deco. There was a desire to establish a style that was more in line with the atmosphere created by President Franklin D. Roosevelt's New Deal, a no-nonsense plan for getting the U.S. back on stable ground through sensible means. People felt that technology and science would help invigorate the economy and the use of machines that had been enhanced aerodynamically by streamlining to increase (or give the appearance of increasing) their speed was central to this vision. Locomotives, ships, automobiles and airplanes were increasingly streamlined. Streamlined designed buildings often housed automobile dealerships, service stations, and tire stores—and the design of these buildings articulated their automobile oriented role.<sup>52</sup>

The Streamline Moderne style became the prevalent style of the 1930s in commercial buildings and continued into the 1950s.<sup>53</sup> Streamline Moderne buildings typically featured a facade stripped of ornamentation, rounded corners, curved facades, horizontal banding, windows that wrapped around corners, modern materials including chrome and other metals, glass blocks, walls of glass, plastic, concrete and stucco.<sup>54</sup> The building located at 132 W. Center St. is an example of this style.

## **Recommendations for Future Consideration**

### ***Recommendations for National Register of Historic Places***

As stated previously in the report, the architectural inventory resulted in the identification of two historic districts within the Historic Business District survey

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<sup>50</sup>Marcus Whiffen and Frederick Koeper, *American Architecture: Volume 2: 1860-1976*,(Cambridge, Massachusetts: The MIT Press, 1981), 332.

<sup>51</sup>Gelernter, 249-250.

<sup>52</sup> Whiffen and Koeper, 331-332.

<sup>53</sup> Ibid.

<sup>54</sup> Ibid., 249-250.

area; N. Kingshighway and E. Front Street Historic District and St. Francis Xavier Church Historic District.

The proposed N. Kingshighway and E. Front Street District is bounded by N. Kingshighway to the east; E. Center Street and 138 E. Front Street to the north; 142 E. Front St to the west and 98-102 N. Kingshighway to the south. The boundaries are based on a combination of factors: property lines, construction/alteration dates of buildings, and building styles. Provide in Table 3 is a list of all of the contributing/non-contributing properties in the proposed N. Kingshighway and E. Front St. NRHP District. Figure 10 is a map of this district.

These buildings are eligible to the NRHP under Criteria A and C as they illustrate the range of architectural styles and building types historically constructed in Sikeston and were locally significant to the development of commerce in Sikeston. The segment of brick paved street within the district boundaries is contributing under Criteria C for engineering representing the transformation of the town from rural outpost to modern city.

**Table 3. Proposed N. Kingshighway and E. Front Street Historic District**

<b>Survey #</b>	<b>Historic Name</b>	<b>Address</b>	<b>NRHP Criteria</b>	<b>Contributing/Non-Contributing</b>
ST-AS-002-001	Del-Rey Hotel	98-102 N. Kingshighway	A , C	C
ST-AS-002-002		108-110 N. Kingshighway (parking lot)	A, C	NC
ST-AS-002-003		116-118 N. Kingshighway	A, C	C
ST-AS-002-004		120 N. Kingshighway	A, C	C
ST-AS-002-005	I.O.O.F. Lodge	124 N. Kingshighway	A, C	C
ST-AS-002-009	Mac's Barber Shop	138 E. Front St.	A, C	C
ST-AS-002-071	Leek Hardware	142 E. Front St	A, C	C
N/A	Original Segment of Brick Paved Street		C	C

NOTES: The "Criteria" column indicates under which National Register criterion (or criteria), if any, the resource is eligible. Criteria A – Commerce; Criteria C – Architecture. Original segment of brick paved street is eligible under Criteria C – Engineering

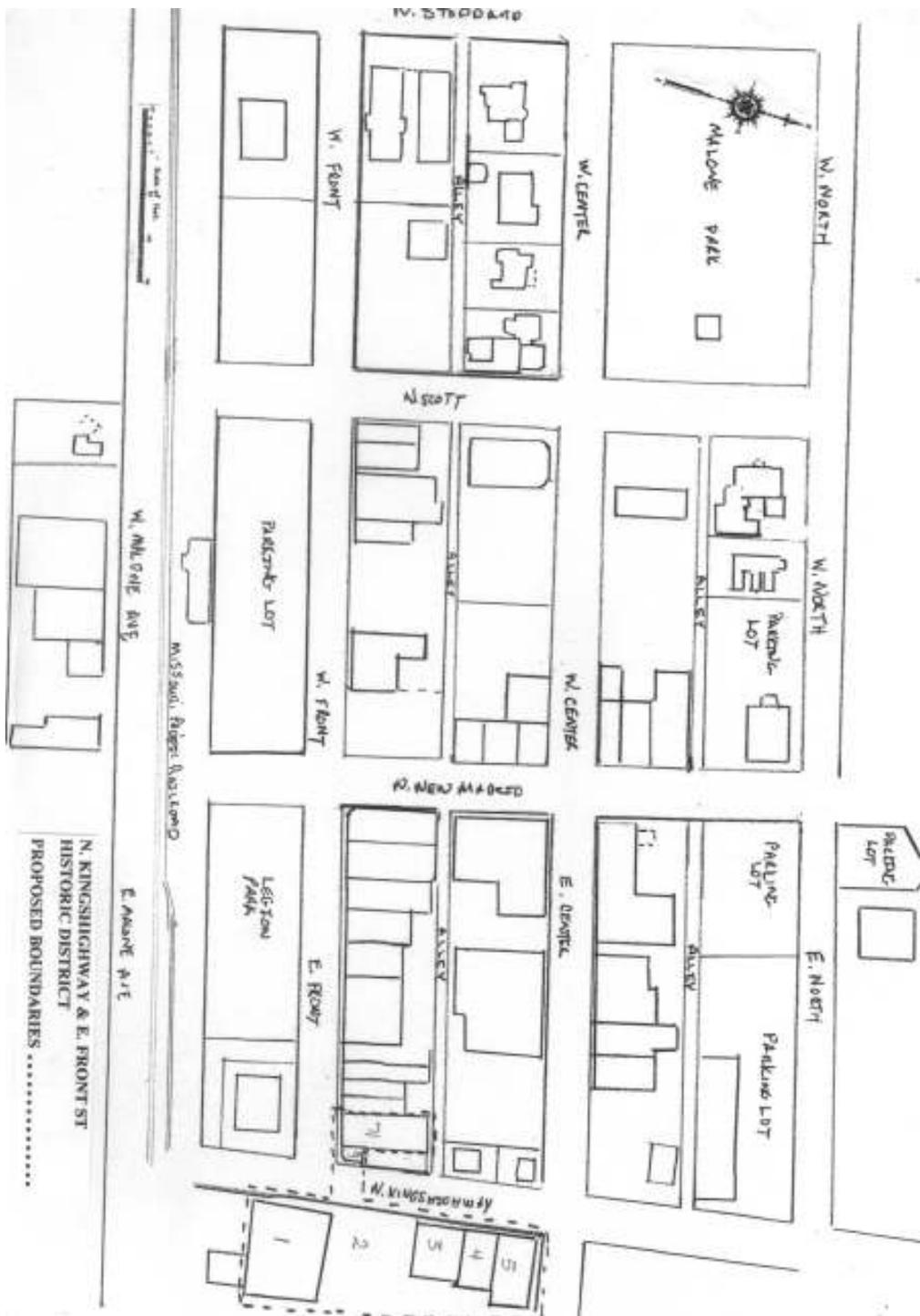


Figure 10. Proposed Boundaries – N. Kingshighway and E. Front St. Historic District

The proposed St. Francis Xavier Church Historic District is bounded by W. Center St. to the north; W. Front Street to the south; N. Stoddard Street to the west and east of the property lines of St. Francis Xavier Church School and Rectory. The boundaries are based on a combination of factors: property lines, construction dates, and building types/function. Table 4 is a list of all of the

contributing properties in the proposed St. Francis Xavier Church Historic District. Figure 11 is a map of this district.

These buildings are eligible to the NRHP under Criterion C as they illustrate the range of architectural styles and building types historically associated with religious structures constructed in Sikeston.

**Table 4. Proposed St. Francis Xavier Historic District**

<b>Survey #</b>	<b>Historic Name</b>	<b>Address</b>	<b>NRHP Criteria</b>	<b>Contributing/Non-Contributing</b>
ST-AS-002-021	St. Francis Xavier Catholic Church	Corner of N. Stoddard and W. Front St.	C	C
ST-AS-002-022	St. Francis Xavier Catholic school	6 N. Stoddard St.	C	C
ST-AS-002-023	James E. Smith House	217 W. Center St.	C	C



buildings or the relocation of buildings as it results in cavities within a historic area or an interruption in the flow of historic resources and historic character of the area. The second threat is inappropriate additions and alterations to historic architectural resources. Additions can be constructed but should be compatible with the existing historic building. The covering of authentic historic elevations with inappropriate materials and replacing missing historic features with non-period materials and unsubstantiated materials can create a false sense of historic development or a false sense of when a building was constructed and its original architectural style. While some alterations and additions may be small in scale, these modifications ultimately can mask a building's historic elements, resulting in the historic character being lost along with the building's integrity. The building located at 112-118 E. Center St. is an excellent example of a building whose historic features has been replaced with non-period materials creating a false sense of construction period. The alterations have masked the building's historic elements with the end result of a loss of integrity. The building may have significant history and played a significant role in the community's history but if it does not retain its integrity, the historic character is lost and the building is not eligible for NRHP.

The third threat is the construction of new buildings that are visually incompatible with existing historic resources in the area, for example the building located at 134-138 E. Malone Ave is one-story and the exterior wall surface is dryvit and concrete block. The buildings in the surround area are two-stories in height and brick construction, hence 134-138 E. Malone Ave. is not compatible in design. New buildings should be compatible in design with the historic area while at the same time new construction should be distinguish from historic resources. New construction within a historic area can sometimes create an intrusion and stick out in harsh contrast to the historic atmosphere of the area in which they are erected.

### ***Areas That May Be Eligible in the Future***

In this report, the consultant did not recommend particular areas or individual buildings eligible either because of alterations that adversely affect the historic character or because the area is not of sufficient age at this time. Changes to historic character usually transpire as an outcome of the three threats mentioned above, but these changes and/or modifications can be reversed. Metal slip covers and synthetic sidings can be removed, enclosed porches can be opened, boarded over windows can be uncovered and new construction in historic areas can be compatible with existing designs. Several buildings' wall surface has been covered with dryvit. While it can be removed, it is a difficult process that may damage brick wall surfaces if it's not done carefully. In addition, as a commercial district or a residential neighborhood grows and matures, its historic character can become more significant. However, the properties would have to be evaluated to determine if the significance and architectural integrity of the buildings meet the criteria requirements for NRHP. While a great deal of the survey area was built prior to 1940, there were buildings within the survey area built later in the

twentieth century. As time passes we'll have more knowledge of development patterns that will better enable us to recognize and list these properties in the NRHP.

One of the areas that may be eligible in the future is E. Front Street. All of the buildings on the north side of E. Front St. are historic, but the majority has been severely altered with new facades (like metal slip covers). It is recommended the metal slip covers be removed to see if the original material beneath is left intact. If 80 percent or more of the buildings retain their original or early façades, this area should be re-evaluated for NRHP.

### ***Recommendations for Future Surveys***

The focus of this architectural survey has been on determining if there are any potential NRHP districts or NRHP individual buildings in the survey area. As mentioned previously in this report, the consultant has recommended two NRHP eligible districts. The consultant, in addition to conducting the architectural survey, completed a windshield survey of the nearby historic residential area to the north of the survey boundary. It is highly recommended the City of Sikeston conduct an architectural survey of its historic residential neighborhoods. The consultant found the bordering historic residential neighborhood has retained much of its original historic fabric and contains a diverse building stock. Future studies should be conducted to determine NRHP eligibility. In addition, the consultant recommends a Multiple Property Documentation Form (MPDF) be prepared for the historic residential neighborhoods.

The area to the west and north of Malone Park should be surveyed to determine if there is a possible NRHP district in relationship to Malone Park. Locally, Malone Park and the band stand within the park boundaries has played a significant role in the community, however, the park does not merit, at this time, individual listing in the NRHP. However, future research may reveal otherwise. It is recommended further research of the park and surrounding area be conducted.

### ***Recommendations for Preservation Planning***

The economic benefits of historic preservation have not gone unnoticed in Sikeston. Their Main Street program is successful and working towards achieving national certification. The majority of the buildings in the core of their central business district have relatively few empty storefronts. There are a wide variety of businesses. While Sikeston is to be commended on being a Missouri Main Street community, it is highly recommended Sikeston take the necessary steps to become a Certified Local Government (CLG), another program that has economic and preservation benefits, in addition to being a Missouri Main Street Community.

The Certified Local Government Program is a preservation partnership between local, state and national governments that advocates historic preservation at the grass roots level. The National Park Service (NPS) in partnership with the State Historic Preservation Offices (SHPOs) administer the program and work with local communities through a certification process for communities to become identified as a Certified Local Government (CLG). CLG communities then become a committed partner in the Federal Historic Preservation Program and the opportunities and benefits it provides.

Why should Sikeston become a CLG? There are several reasons provided in the links below but the main reason Sikeston should become a CLG is because expert technical support of the MO-SHPO and the NPS will be made available. Another important benefit is training and grants assistance. Missouri CLG communities can access portions of Federal funds set aside by MO-SHPO specifically for CLGs each year. Becoming a CLG would demonstrate Sikeston's dedication to preserving the community's historic resources for future generations. In addition to MO-SHPO and NPS, CLGs can utilize recourses from partnership organizations including: the National Alliance of Preservation Commissions, Preserve America, the National Main Street Center and the National Trust for Historic Preservation.

The first step to becoming a CLG is to contact the MO-SHPO and work with the CLG Coordinator, Jo Ann Radetic, 573-522-2473, [jo.ann.radetic@dnr.mo.gov](mailto:jo.ann.radetic@dnr.mo.gov), who will help your community with the certification process.

For more information, please contact Jo Ann Radetic and visit the links provide below.

<http://www.dnr.mo.gov/shpo/certifie.htm>

<http://www.nps.gov/history/hps/clg/>

### ***Educational Recommendations***

The consultant recommends the City of Sikeston and Historic Midtown Development Group (HMDG) work to encourage Sikeston residents to conduct oral history interviews with persons who possess knowledge and information about historic resources and the development of the city. Oral interviews are an important resource for obtaining information about a community's history.

Sikeston has a wonderful and informative brochure on the historic houses in the community, in addition to a pictorial history book, *Through the Years*. Sikeston has made a great start in the promotion and documentation of its historic resources. It is recommended the community continue to encourage the contribution of historic photographs and other historic documents that provide information on the history of Sikeston, its buildings, and its people to the Sikeston Public Library, Sikeston Depot Museum, or the Scott County Historic Society.

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