

## National Register of Historic Places Multiple Property Documentation Form

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

New Submission  Amended Submission

### A. Name of Multiple Property Listing

Historic and Architectural Resources of the City of Cuba, Missouri, 1821-1963

### B. Associated Historic Contexts

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

Early Settlement and Development in Cuba, 1821-1865

Railroads and Industry, 1866-1926

Cuba and the Farm Economy, 1919-1940

Route 66 and the Great Depression, 1926-1945

Cuba Since World War II 1946-1963

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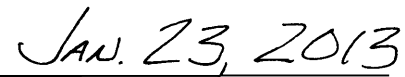
### D. Certification

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

( See continuation sheet for additional comments.)



Signature and title of certifying official Mark A. Miles, Deputy SHPO



Date

Missouri Department of Natural Resources

State or Federal Agency or Tribal government

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

Historic &amp; Architectural Resources of the City of Cuba, 1837-1963

Missouri

Name of Multiple Property Listing

State

**Table of Contents for Written Narrative**

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

**Page Numbers****E. Statement of Historic Contexts**

(if more than one historic context is documented, present them in sequential order.)

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(Provide description, significance, and registration requirements.)

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**H. Summary of Identification and Evaluation Methods**

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

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**I. Major Bibliographical References**

(List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)

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**Illustrations**

Illustrations-1

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

# National Register of Historic Places Continuation Sheet

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Historic and Architectural Resources of the City of Cuba, Missouri  
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## E. Summary of Historic Contexts

### Geographical Overview<sup>1</sup>

Cuba is located in the northwest quadrant of Benton Township, Crawford County, Missouri (Fig. 1). The city occupies an area of three square miles (Fig. 2) and is located along historic Route 66, eight miles north of the county seat of Steelville and 84 miles southwest of St. Louis.

To place Cuba into a geographic context, most typologies of the geographic regions and sub-regions of Missouri place Crawford County within some variant of what Missourian and cultural geographer Carl O. Sauer described as the Ozark Highland region. Sauer, considered by many to be the father of cultural geography, served on the faculty of the University of California at Berkeley from the 1920s until his retirement in the 1950s.<sup>2</sup> He further divided the Ozark Highlands into provinces, and Crawford County lay mostly in the Courtois Hills province, with only the northwest corner of the county in the southern extremity of the Missouri River Border province. Curtis Fletcher Marbut, a geologist who joined the faculty of the University of Missouri in 1895,<sup>3</sup> placed Crawford County on the Salem Platform, or Burlington Escarpment, which covered much of the state south of the Missouri River. Arthur B. Cozzens' geographical matrix was based on natural, geologic, physiographic, and forest cover regions, which he combined as Natural regions, and he placed most of Crawford County in the Osage-Gasconade-Meramec Hills Forest.<sup>4</sup> Most of these classification schemes relied to some extent on land slope and topography, combined with other qualities including soil character, native vegetation, and cultural features. Drawing and synthesizing from the above studies and others, James E. Collier used Sauer's designation, Courtois Hills, for the subdivision of the Ozark province that included most of Crawford County. Collier maintained

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<sup>1</sup> This Geographical Overview and portions of the balance of this document were drawn from the Survey Report for a 2007 Historic and Architectural Survey of the City of Cuba, a full citation of which appears in the Bibliography.

<sup>2</sup> Internet website [http://en.wikipedia.org/wiki/Carl\\_O.\\_Sauer](http://en.wikipedia.org/wiki/Carl_O._Sauer), accessed June 15, 2012.

<sup>3</sup> <http://www.geog.missouri.edu/grad/history.html>, accessed June 15, 2012.

<sup>4</sup> James E. Collier, "Geographic Regions of Missouri," *Annals of the Association of American Geographers*, vol. 45 (December 1955): 368-371.

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it is the most hilly subdivision of the Ozark Province and, as a whole, the most rugged area of Missouri. . . . The region is a maze of narrow, steep-sided, chert-covered ridges, monotonous in their similarity and most of them forested, chiefly with oaks.<sup>5</sup>

In the beginning, forests covered more than 75 percent of the area, although the timber along the steep hillsides and narrow ridges was small and of limited commercial value. In Cuba, these forests were ultimately cleared for residential, commercial, and industrial development, and while rural farmsteads were first built up with readily accessible materials such as field stones and logs, Cuba, as a railroad town, enjoyed a wider repertoire of building materials.

Initially, farming was poorly developed and living conditions were equally poor, with most farms operating at levels of subsistence or semi-subsistence. Corn was the principal crop, as it was for most of the state, and cattle and hogs grazed on hillside and wooded pasture.<sup>6</sup> Earl W. Kersten Jr., in his study of the economy of a portion of the Courtois Hills, attributed the “retarded economy” and “the long persistence of a frontier or pseudo-frontier way of life” to the meagerness of the region’s natural resources and their rapid exhaustion, rather than to the isolation of the region.<sup>7</sup> In later years, a successful poultry industry and the development of apple orcharding provided something of a stimulus to the local economy but these, too, eventually fell by the wayside due the rise of apple production outside Missouri and freak weather conditions that decimated poultry.

In a five-county regional history published in 1888, the Goodspeed Publishing Company, a prolific Chicago-based late nineteenth-century local history press, described Crawford County’s geographical character as being “considerably varied.”<sup>8</sup> Cuba itself is essentially topographically flat and Goodspeed describes the county as being tucked within two ranges of hills, one north of and mostly parallel to the

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<sup>5</sup> Ibid., p. 389.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.; also Earl W. Kersten Jr., “Changing Economy and Landscape in a Missouri Ozarks Area,” *Annals of the Association of American Geographers*, 48 (1958): 416, 418.

<sup>8</sup> *History of Franklin, Jefferson, Washington, Crawford and Gasconade Counties, Missouri* (Chicago: Goodspeed Publishing Company, 1888), p. 537.

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Meramec River and one south of the river, noting the county's abundant streams to be among the area's leading natural resources, "where Nature's power is going to waste for want of the proper enterprise and civilization to harness them to the needs of man."<sup>9</sup> For agricultural purposes, only the soils along the rivers and streams were productive, while those on the higher slopes and ridges that made up the majority of the county's lands were "thin and poor."<sup>10</sup> In a region where prosperity was dependent upon agricultural production, Crawford County's position within this delicate geographical area accounted for a significant part both in the successes and failures of the citizens and their respective communities.

With respect to the city itself, it is essentially flat and the original plat was laid out parallel to the railroad which ran northeast-to-southwest. Subsequent additions/subdivisions ran more in a north-south direction with comparatively few cross streets.

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<sup>9</sup> Ibid., p. 538.

<sup>10</sup> Ibid.

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## Historic Contexts

### **I. Early Settlement and Development in Cuba, 1821-1865**

The earliest non-Native settler in what would become Crawford County is said to have been William Harrison, who arrived in 1821. Eight years later, on January 23, 1829, the county was organized. Settlement was slow and the 1830 Census recorded a population of only 1,721. Over the next two decades, however, the population steadily increased, reaching 3,561 in 1840, and 6,397 in 1850. The 1860 Census recorded a decrease to 5,834 although such population decreases in Missouri counties in the 1850s was likely due to a revision of Missouri county boundaries with the creation of new counties. Correspondence from the State Historic Preservation Office noted

While the Census may have recorded a decrease in Crawford County population between 1850 and 1860, the 1860 population within the current boundaries of the county was probably stable or greater than in 1850. The [1860] decrease likely does not reflect people leaving the area, but the decrease in the county's land area during the period. Crawford County's boundaries were redrawn twice in the 1850s, with a portion removed in 1851 for the formation of Dent County and the removal of another section in 1857 when Phelps County was formed.<sup>11</sup>

Unlike many counties in Missouri, particularly those in the southern portion of the state, the end of the Civil War saw Crawford County grow to 7,982 in 1870. The advent of the railroad provided a significant impetus to development throughout the county, particularly in the county's largest town, Cuba; the community enjoyed a steady population growth through the balance of the nineteenth century.

As early as 1837, new settlers arrived in the area that would become Cuba. Simpson's Prairie was the name carried by the earliest settlement, bearing the name of pioneer James B. Simpson. Surveying for a rail line occurred within two decades and in 1857, with the line of the Pacific Railroad, Southwest Branch confirmed, M. W. Trask and William H. Ferguson surveyed the site that would become Cuba.<sup>12</sup> The nearest

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<sup>11</sup> Correspondence to the preparer from SHPO National Register Coordinator Tiffany Patterson, August, 2012.

<sup>12</sup> The Southwest Branch of the Pacific Railroad was chartered under a special Act of the Missouri Legislature in 1849. In 1866, it was acquired by the Southwest Pacific Railroad, which, in turn, was sold to the South Pacific Railroad Company in 1868. In 1870, this line was acquired by the Atlantic and

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established settlement was at Amanda, about one-half mile west of the Cuba site that consisted primarily of the store and post office of George M. Jamison (1818-1873), a native Kentuckian.<sup>13</sup> In 1858, merchants Robert and Mary Jamison, along with C. Wesley and Mary Smith, filed the plat for Cuba; the plat was not formally recorded until 1892.

The rationale behind this southeast Missouri town's bearing the name of the Caribbean nation is not known, although for obvious reasons, the local citizens are known as "Cubans."

As originally surveyed, the new town of Cuba consisted of thirty-two blocks, 160' x 262', with each block except those blocks on Main Street containing four lots, 80' x 130' (Fig. 4). The Main Street blocks each consisted of six lots measuring 30' x 130'. Main Street was divided into North Main and South Main, with the 200' right-of-way for the railroad dividing north from south. The other streets which also ran southeast-north west were demarked according to their relationship to the tracks. Typical of railroad towns, the original plat was not oriented in orthogonal directions, but in relationship to the railroad which in Cuba ran northeast-to-southwest. As noted above, subsequent additions were laid out at an angle to the original plat to follow east-west and north-south orthogonal lines (Fig. 3).

The original town plat also comprised of several southeast-northwest streets. Spencer and Washington Streets were north of the railroad while Monroe and Myrtle Streets were south of the tracks. Moving from west to east north of the tracks were Green, Hickory, Smith, Buchanan, Filmore (or Fillmore), Wall, Madison Lane, Franklin, and Park Place. Those south of the tracks, also from west to east, were Phillips, Tyce, Evans, Bond, Meramec, Prairie, Liberty, Canal, and Fleming Streets.

Cuba's early grid of streets consisted of a symmetrical plat, the arrangement of which was among the earliest and most basic arrangements for railroad towns. In the Cuba plat, two business streets ran along each

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Pacific Railroad Company and eight years later, the Missouri Division of the Atlantic and Pacific was sold to the St. Louis and San Francisco Railroad Company, which was ultimately sold in 1915 to the St. Louis-San Francisco Railroad, which became universally known as the Frisco line.

<sup>13</sup> U. S. Census, 1860.

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side of the track, with their buildings facing each other and separated by the railroad and its right-of-way. The vast majority of Cuba's historic commercial development occurred north of the tracks (Fig. 5). Within and immediately adjacent to the railroad right-of-way were railroad-related properties and a scattering of businesses that depended on direct access to the railroad.

The first sale of lots in Cuba included only the eastern halves of the blocks along the railroad right-of-way, with the remaining portions held in hopes of an increase in price as the prospects for the new town grew. In 1859, the Pacific Railroad, Southwest Branch, was constructed through Cuba, and two years later it extended to Rolla, where it would remain stalled until the conclusion of Civil War hostilities.<sup>14</sup> The railroad also divided Cuba into two unofficial communities, North Cuba and South Cuba.

Prior to the advent of the railroad, early settlements often lay six to twelve miles apart, a distance corresponding to a single day's journey by a traveler who had to return home in the evening to care for farm animals or family. Railroads characteristically established town-sites approximately every ten miles along their lines, to encourage settlement and migration--and to sell town lots. While there were legislative efforts that sought to limit the involvement of railroads in the self-serving development of towns, these efforts typically resulted only in the railroad creating a shell company controlled by the railroad.<sup>15</sup>

Although Cuba's original plat was smaller than many, the new town as it was originally surveyed was not atypical of other towns of the era, be they corporate communities or private developments. Thomas Harvey's study of railroad towns noted, "Original town plats, often of standardized design, imposed a framework for the future development of the towns and stamped indelible patterns on town morphology."<sup>16</sup> No evidence suggests that Cuba was the creation of the Pacific Railroad. That fact notwithstanding, in the

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<sup>14</sup> James Ira Breuer, *Crawford County and Cuba, Missouri, with a Supplement, Oak Grove School* (Cape Girardeau, Missouri: Ramfre Press, 1972), pp. 371-372, 375, and 385; also Goodspeed *op. cit.*, pp. 592-593.

<sup>15</sup> Lewis Atherton, *Main Street on the Middle Border* (Bloomington: Indiana University Press, 1954), pp. 3-5.

<sup>16</sup> Thomas Harvey, "Railroad Towns: Urban Form on the Prairie," *Landscape* 27 (1983), p. 26.



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case of corporate and private-sector plats alike, railroad towns represented significant capital investment and the function of the towns, evidenced by their design with relationship to the railroad, was economic.<sup>17</sup>

Development of the new town site moved at a relatively slow but steady pace. By the early part of 1860, only one log store and a railroad depot hinted at the progress of the new town. By the end of 1860, however, the town had grown to contain four houses, constructed by George Monroe, Jamison, C. Wesley Smith, Tyce Smith, and Isaac B. Tyler, along with two stores, one operated by C. Wesley Smith and the other by George Jamison, the latter of whom also ran the post office, which, as noted above, he had previously operated in the nearby settlement of Amanda.<sup>18</sup> The 1860 census listed the occupation of most heads of household in the fledgling community as farmers, interspersed with some day laborers. In addition to the two merchants, Smith and Jamison, Pennsylvanian Jacob Trease (or Treece), was recorded as a forgerman; North Carolinian M. A. Wright, appeared as a millwright, and native Missourian E.A. Pinnell, taught school.<sup>19</sup>

Public education was of concern to the community's founders, and the first school, a one-room log schoolhouse (not extant) was erected in 1854 on North Smith Street. It burned and was replaced in 1870 by a 2-story L-shaped frame building which was lost to fire in 1904. In 1905 a contract was awarded to Rolla builder W. J. Mitchell to erect a 2-story brick school with eight classrooms. With the advent of the Depression-era public works programs, a 2-story stone annex was built adjacent to the 1905 schoolhouse, accessed by an underground passage. With the completion of new school facilities in the late 1950s, the 1905 school was razed and the annex now serves as the county historical society's museum.

During the nineteenth century five church congregations were founded in Cuba. The Presbyterian congregation was established in 1866 and a church erected soon thereafter. The United Presbyterians organized in 1871 and the Baptists in 1870. The Baptists at first rented the Presbyterian's church for their

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<sup>17</sup> Harvey, Op. Cit., pp. 26-27; and Hudson, pp. 41-43.

<sup>18</sup> Breuer, Op. Cit., p. 381.

<sup>19</sup> Ibid., p. 458; and Goodspeed, Op. Cit., p. 592.

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services but, feeling the rent to be excessive, they erected their own church in 1885; it served the congregation until 1950 when a new stone-finished church was erected. The local Methodist Episcopal Church dates from 1872 and they, too, held services in the Presbyterian Church until 1885 when they erected their own house of worship. In 1928, they acquired the J. M. Wallace House at 605 West Washington Avenue and added a sanctuary to it (the sanctuary is not extant but the Wallace house remains). Cuba's Holy Cross Roman Catholic congregation pre-dates 1880, when services were held in private homes. In 1880 the congregation built a frame church building which was destroyed in a storm and was replaced by a building which served until the 1937 construction of a new stone building at 415 West School Street. The Roman Catholics also established a parochial school which currently serves kindergarten through eighth grade. The St. Andrew's Episcopal congregation was organized in 1880, and, like some of the other faiths, rented space or held services in parishioners' homes until a house of worship could be built. In 1883 they built a frame church. Their church building was used until the congregation dwindled and the building was rented to other congregations. St. Paul's Lutheran congregation dates from the twentieth century, having been organized in 1915. They built a church in 1918 and for a short time operated a parochial school. They physically moved the church building several times until a new church was built for the congregation in 1965. Other congregations in Cuba have included the Church of Christ (est. 1961), Pentecostal Holiness (c. 1920), United Pentecostal (c. 1970), Church of God (1960), Assembly of God (1962), and Bible Baptist (1969)

Returning to the history of the community, the Civil War significantly interrupted the development of the community, as it did to most other towns on both sides of the conflict. At least two companies of the 63rd Regiment, Enrolled Missouri Militia, were mustered in the area of Cuba. Company F was led by Captain James C. Wheeling (1835-1892) who would later be an Associate Justice of the Crawford County Court. Company I was under the leadership of Captain William H. Ferguson (1840-1892), who was one of the original surveyors of the Cuba town site and would later be one of the organizing directors of the Bank of Cuba.<sup>20</sup>

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<sup>20</sup> "Death of Judge Wheeling," Crawford County, Missouri, Newspaper Articles, n. p.; also J. I. Breuer, "History of Cuba's Founding Fathers, *Crawford Mirror*, January 3, 1974, in J.I. Breuer Scrapbooks: Newspapers, 1976—1982, Miscellaneous clippings filed at the Crawford County Historical Society, Cuba, Missouri.

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Cuba's advantageous position on the Southwest Branch of the Pacific Railroad drew the attention of both the Federals and the Confederates. The railroad served both as transportation for federal troops and for supply of materiel. Union forces were determined to protect the line, while the Confederates were committed to the destruction of the tracks and disruption of shipping. Early in the war, Captain William H. Ferguson's Company I was assigned to guard the railroad.

Cuba suffered relatively little loss of property during the war, likely because there was very little property to destroy in the new town. However, on September 29, 1864, during Price's Raid, Confederate General John S. Marmaduke ordered the Fourth Regiment, Missouri Cavalry, under Colonel John Q. Burbridge, and Wood's Battalion, commanded by Lt. Col. Robert C. Wood, to destroy the depot and rails at Cuba. Burbridge and Wood burned the depot, Stephen Sweetin's store, and Upshaw's store, as well as four boxcars. They also robbed James Pease's store and ripped up the tracks through Cuba. In 1928, Justice of the Peace W.H. Sweetin, who was about twelve years old in 1864, recalled, "One night they [the Confederates] advanced on Cuba, built big bonfires on the track and the heat twisted the steel rails beyond repair. They also burnt the depot and did all the damage to the fields that they could."<sup>21</sup>

The original town plat and the railroad are the only physical remnants of this early period of development in Cuba.

### II. Railroads and Industry, 1866-1926

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<sup>21</sup> Brig. Gen. John B. Clark, Jr., C.S. A. [commanding Marmaduke's division], *The War of the Rebellion: a Compilation of the Official Records of the Union and Confederate Armies*, 128 vols. (Washington, D.C.: Government Printing Office, 1880-1901), and "Laid Rails in 1860 at Cuba, Mo.," *Frisco Employee's Magazine*, vol. 6 (January 1929), p. 5.

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War's end brought to Cuba its pre-War slow but generally steady development, measured primarily by the coming and going of new businesses and industries. Beginning in early 1869 two iron ore mines were opened nearby. The largest of these was the Scotia Iron Company, organized by a group of St. Louis investors, including John G. Scott who served as president and general manager.<sup>22</sup> The Scotia mined twenty-two tons of iron a day and 2,300 tons in its first month of operation. Much of the ore produced by the Scotia mine and twenty-two other mines in the area passed through Cuba by rail. The Scotia Iron Company operated only from 1870 to 1880, when the machinery was dismantled and moved to the Nova Scotia Iron Company in Dent County.<sup>23</sup> The Scotia Iron Stacks that produced much of the company's output of pig iron are extant and in 1969 were listed in the National Register of Historic Places.

Prior to 1893, Crawford County led the state in the production of red and specular hematite, the latter of which is a reflective silvery black variety of hematite. Between 1893 and 1910, production varied widely ranging from a low of 1,040 tons in 1898 to a high of 44,931 tons in 1905. No fewer than two mines were located near Cuba and their owners listed Cuba as their residence, although this could have referred to their post office address. Operating at the same time, the Card Mine was owned by David McIntosh and produced 3,000 tons of ore prior to 1892 and the Pinnel Mine, was owned by Bohemian-born Albert Bitza (1858- ?), and produced 350 tons of ore prior to 1892.<sup>24</sup> Residences associated with mine operators or miners have not been identified within Cuba but it is certain that Cuba served their commercial, recreational, and spiritual needs.

In 1873, the St. Louis, Salem & Little Rock Railroad was completed from Cuba Junction to Salem, in

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<sup>22</sup> [http://www.waymarking.com/waymarks/WM95A\\_Scotia\\_Iron\\_Furnace](http://www.waymarking.com/waymarks/WM95A_Scotia_Iron_Furnace), accessed June 23, 2012.

<sup>23</sup> C.D. Wilber, *Mineral Wealth of Missouri: Two Lectures* (St. Louis: E.J. Crandall, n.d.), p. 36; and "Iron and Steel Notes," *Van Nostrand's Eclectic Engineering Magazine* 2 (January-June 1870), p. 321.

<sup>24</sup> G.W. Crane, *The Iron Ores of Missouri*, v. 10, second series, Missouri Bureau of Geology and Mines (Jefferson City, MO: Hugh Stephens Printing Co., 1912), pp. 9, 295, and 218.

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Dent County.<sup>25</sup> The Cuba depot was relocated to the junction of the main and branch lines on North Main across and just west of its intersection with Maclay. On May 12, 1877, Cuba was incorporated as a village and with the 1880 Census its population neared 400.<sup>26</sup>

The faces of hundreds of eighteenth- and nineteenth-century communities in Missouri and elsewhere have been shaped by fire and Cuba was no different. Like most, Cuba was a town built primarily of wood, subject to the threat of fire. The community experienced two such conflagrations, the first in 1878 and the second eight years later. The earlier first began in Block 10, in Kessler's Drug Store, spread to Block 11 and destroyed the American House hotel, Gerkin's Shoe Shop, Newman & Jones's General Store, and all the buildings on the east side of Smith Street and north of Main Street. The loss amounted to \$35,000. On January 7, 1886, the second fire began in Block 10, in Smith's Saloon, and destroyed an entire block, including Blair's Saddlery Shop, the telephone office, and, for the second time, Newman & Jones's General Store. The fire then spread across Washington Avenue into Block 7. The estimated loss from this second fire was \$20,000.<sup>27</sup> The character of much of the downtown reflects construction after these disasters (Figs. 6, 13, 18).

Fraternal organizations were an important component of nineteenth- and early twentieth-century social life, particularly in agrarian communities, and Cuba claimed its share of such groups. Most organizations held their meetings in the upper floors of commercial buildings, such as 1886 Peoples Bank Building, still standing at 600 West Washington Street. The Cuba Lodge, No. 270, Independent Order of Odd Fellows (IOOF) was chartered in 1872, followed by the Star of the West Lodge, No. 282, Ancient Order of United Workmen (AOUW) in 1883 and the Ivanhoe Encampment, No. 202, of the I.O.O.F. in 1887. In January 1885, Cuba Post, No. 263, Grand Army of the Republic (GAR) was organized and in 1887, Cuba Lodge, No. 312, Antient (an archaic spelling of "ancient") and Free and Accepted Masons (A F & A M) obtained its charter. The Masons

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<sup>25</sup> The St. Louis, Salem and Little Rock Railroad Company was chartered in Missouri in 1871, was sold to the St. Louis, Salem and Arkansas Railroad in 1887 and in 1897, was acquired by the St. Louis and San Francisco Railroad Company.

<sup>26</sup> "Cuba," *Gazetteer and Business Directory of the New Southwest* (St. Louis, MO: United States Directory Publishing Company, 1881), n.p.

<sup>27</sup> Goodspeed, *Op. Cit.*, pp. 593-594.

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initially met in a rented hall on the second floor of Newman & Jones's general store.<sup>28</sup> As noted above, this particular store building fell twice to fire, a coincidence which may have contributed to the Masons' 1940 decision to construct their own building—this one of stone—at the corner of Smith and Spencer Streets (Fig. 7).

Women, too participated in fraternal life in Cuba. The Order of the Eastern Star and the Rainbow Girls met at the Masonic Lodge and the Rebekah Lodge, an auxiliary of the IOOF was organized in 1921.

The community grew during the last decades of the nineteenth century. Its level of retail sophistication matched its population and the array of “no frills” businesses in the town is reflected in the business directory published in 1881 by a St. Louis directory press:

Benton, H.E., saloon	Hollow, J.E., carpenter and builder
Blair, I.J., harness maker	Jamison, F.M., lawyer
Clark, N.G., lawyer	Jones, Lewis, blacksmith
Carns & Rost, saloon	Jestins, William, notions
Curtis, Samuel, constable	Kinsey, Joseph, carpenter and builder
Denton, John S., livery stable	Lewis, S.H. [L.H.], blacksmith and wagon shop
Denton, Rev. Jonas, Congregational Church	Martin, Love E., teacher
Dowley, John, proprietor Dowley House	Martin [Martyn], T.P., physician
Dowley, John, saloon	Monro, A.M., agricultural implements
Dowley, M., blacksmith and wagon shop	McCall, Lafayette, flouring and planing mill
Dowley, M.J., general store	Newman & Jones, general store
Dowley, Michael, agricultural implements	Parks, David, proprietor Parks' House
Dressler, Charles, hardware, tin and stoves	Pinnell, E.A., lawyer
Dunavy, Rev., Methodist Church	Phillips, Y.E., teacher
Evans, E.A., teacher	Robertson, G.S., general store
Evans, E.G., lawyer	Rodgers, William restaurant
Elvy, Thomas, proprietor Cuba House	Rost, A., boot and shoe shop
Green & Wengler, general store	Snody, D.B., justice of the peace
Green, John, physician and druggist	Stemple, C.V., photographer
Hancock, Phil, barber	Utt, M.S., drugs
Hellyer, M.H., justice of the peace	Webber, boot and shoe shop
Hardesty, N.J., physician	Whitehill, Rev., H.A., United Presbyterian Church
Hitch, C.R. agent St. L. & San Francisco Rwy. and Adams Express Co.	Waltawa, Mrs., millinery <sup>29</sup>

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<sup>28</sup> Ibid., 595-597.

<sup>29</sup> *Gazetteer and Business Directory of the New Southwest* (St. Louis, MO: United States Directory Publishing Company, 1881), n.p.

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In addition to being home to purveyors of general merchandise, drugs, and hardware, along with saloons, livery stables and blacksmiths, a number of manufacturers, processors, and distributors located in the community. Their success was directly dependent on access to the rail transportation network that allowed them to market their goods nationwide from rural southeastern Missouri. The Lafayette Milling Company began as a planing mill in 1876, and, three years later, converted to manufacturing flour as the Cuba Roller Mills. In 1884, the Enterprise Planing Mill began in a two-story, 20 feet by 40 feet building with a capacity of 5,000 feet of lumber per day. In 1888, a new, 40 feet by 60 feet brick building was constructed with additional machinery and a larger steam engine, which doubled the daily capacity of the mill.

About 1900, the Jean-Hurst-Redfearn poultry business began, and within a single year was shipping 7,427 cases of eggs and one rail carload of poultry a day. The business was later acquired by J. J. Toner, owner of the Toner Produce Company, which was located in East Cuba, near the railroad depot. Toner also bought cream butter, eggs, hides, chickens, ducks, and geese, and shipped as many as three refrigerator carloads of dressed poultry each week to markets in New York and Boston.<sup>30</sup>

Early twentieth-century public improvements in Cuba include the installation of sidewalks, required by an ordinance passed in 1906 during the 1906-1910 term of Mayor William F. "Billy" Mitchell when the population was approximately 900. During the 1914-1918 mayoral term of Dr. Walter S. Cox, a telephone system was established and two additions, the Mudd Addition and the Grandview Addition, were made to the city.

The traveling public, primarily businessmen in the beginning but later tourists as well, required lodging and hotels became one of Cuba's earliest and most enduring businesses. The success of the lodging industry in Cuba was at first attributable to the community's location on the railroad but later to its siting on a major federal highway, the legendary Route 66. The 2-story McClay House, one of Cuba's earliest hotels (not

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<sup>30</sup> Breuer, Op. Cit., pp. 385, 394, 411, and 417; and Goodspeed, Op. Cit., p. 595.

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extant), stood across from the depot and offered fifteen rooms. By the early 1870s the American Hotel was on the north side of South Smith Street and the Cuba Hotel, was built by Franklin Askins on North Main Street between Meramec and Wall Streets, the latter building burned in 1943. The Hotel Grand (also known as the Grand Hotel), was constructed in 1897 at a cost of \$10,000, and remains on the north side of the tracks at 603 NW Main Street. The Pease Hotel was at Smith and Washington Streets. The Hotel Eastern (or Great Eastern Hotel), later renamed the Commercial, was also located across from the depot; it burned in 1922. Also in 1922, the Hotel Central, on the north side of West Washington between Buchanan and Smith streets, was in operation. In 1926, the Roberts-Judson Lumber Company constructed the Palace Hotel, across from the depot, for J.W. Gray. The two-story brick building cost \$17,000 and in 1934, in the midst of the Depression, it was sold at public auction for \$8,100. About 1928, Charles Birdell Belden, who served as mayor of Cuba from 1934 to 1938, built the New Central Hotel on Washington Avenue, and operated it until his death in 1953.<sup>31</sup>

From its beginnings as a nineteenth-century railroad town, Cuba's economic fortunes ebbed and flowed in tune with the fortunes of its transportation networks and its industries, many of which were based on the exploitation and extraction of the area's abundant natural resources. Rail shipments data provide ample measure both of Cuba's position as a shipping point and a sample of the diverse products that were shipped from the town. These records indicate that during November, 1887 alone, thirty carloads of wheat, forty-five tons of iron ore, eight carloads of livestock, and about 200,000 pounds of other products were shipped from Cuba.

As Cuba was recovering from the Civil War, the local apple industry was born (Fig. 5). Lyman D. Grover (1843-1925), a Wardsboro, Vermont native who had served in the Civil War from 1861 to 1864, made his way west after the war and in 1867, planted a small orchard and a vineyard of Concord grapes two miles south of Cuba. In 1870, Grover sold 30,000 pounds of grapes and in the wake of a significant drop in the price of grapes the following year, Grover purchased a wine press and sold wine for two years until winemaking, too, proved

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<sup>31</sup> Breuer, *Op. Cit.*, pp. 401-404 and 423-424; also "Palace Hotel Sold for Half Its Cost at Public Auction," *Cuba Review*, January 11, 1934, p. 1.



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unprofitable. Grover turned his talents to his orchard, grafting 130,000 to 140,000 apple trees each year, keeping about 1,500 two- to three- year-old fruit-bearing trees and 4,000 to 5,000 younger trees and selling the rest. By 1897, the Grover Orchard and Nursery comprised 30,000 fruit trees and employed a number of traveling salesmen who were on the road selling the Grover Orchard's products to regional buyers. In 1897, Grover shipped the first carload of apples from Cuba to the eastern markets.

Grover's success inspired a number of other large growers, among them S.H. Sweetin, Daniel Curtis, Rainey Anderson, and Halligan Anderson. By 1900, Cuba was the largest producer, processor, and distributor of apples in Missouri. This success was partly due to Cuba's proximity to the St. Louis market coupled with the increasing demand for apples and derivative products. Associated industries related to apple production developed, including cider mills, producers of applesauce, apple-canning businesses, and, with the invention of the evaporator, apple driers. In August 1899, Cuba's evaporator went into operation, employing five men and twenty-four women, girls, and boys. 1900 was the peak year of apple production. The growth of a national transportation system including both rail and highway arteries increased the availability of a variety of fruit from other sources, such as Florida and Central America, and by 1920 the local industry had virtually vanished and no physical remnants have been identified.<sup>32</sup>

Other early twentieth-century ventures promoted specialty crops other than apples, while at the same time additional efforts were under way to extract profits from the extraction of the county's mineral resources. In 1902, the same year apple growers organized the Apple Growers' Association, a Tomato Growers Association was formed, and a tomato-canning factory was established in Cuba. Also on one day in 1902, Dr. Walter Sherman Cox, who served as the town doctor for three decades and was also an alderman and mayor,

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<sup>32</sup> Breuer, *Op. Cit.*, pp. 394, 411-412, and 417; also David R. Hentzel, *Apples and Shoes: The Economics of a Small Town* (Rolla, MO: Author, 1988), pp. 1-4; also "50 Years Ago—1899," *Cuba News and Review*, August 18, 1949, p. 1; and "Tales of Yesteryear," *Cuba News and Review*, August 25, 1949, p. 6.

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shipped thirty-five tons of fire clay from Cuba. Cox continued to mine iron ore from 1900 to 1920, likely on a smaller scale than the aforementioned Scotia Iron Company had attempted.<sup>33</sup>

Not all industries lasted even as long as Dr. Cox's mining undertakings. An example of a short-lived industry is that of W. T. Wightman's hickory pipe factory, which dated from 1910, was sold in 1913 to Bowman & Trego, of St. Louis, and folded about 1914, when pipe stems imported from Germany were no longer available, likely due to the onset of World War I.<sup>34</sup>

During this period, the municipal boundaries were expanded both to the north and to the south with the platting of new subdivisions, primarily residential in nature. Homes built during this period included those executed in the Queen Anne and Free Classic Queen Anne styles, along with the Colonial Revival and Craftsman styles, and the I-house and American Foursquare house types, in addition to vernacular houses built without any reference to particular styles. The term "vernacular" as it is used here conforms to the definition in Ward Bucher's *Dictionary of Building Preservation*: "a building built without being designed by an architect or someone with similar formal training; often based on traditional or regional forms."<sup>35</sup> This term is not to be interpreted as a pejorative, since so many more buildings built nearly everywhere reflect local building traditions and the skill of local builders rather than the work of formally-trained architects. Representative examples include the c. 1880 John Manson Monroe House at 305 NE Washington Street, the c. 1890 Free Classic Queen Anne-style house of Dr. Gustavus P. C. Herzog, the c. 1890 I-house at 302 NW Washington Street, the c. 1895 Queen Anne/Eastlake-style house of George E. Hamilton, the c. 1885 Zulpo family's I-house at 801 E. Washington with a wrap-around veranda, a Gothic Revival-derived c. 1880 house at 308 N. Hickory, with steeply-pitched gabled wall dormers, the Smith-Kinder House at 909 W. Spencer Street, first owned by "Lightning Rod" Smith (who made lightning rods) and later of leading downtown businessman J. C. Kinder, the 1910 Craftsman-style home of telephone operator Kathleen Pevehouse at 302 E. Washington

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<sup>33</sup> Ibid., pp. 403, 411, and 418-421.

<sup>34</sup> "Cuba Chat. May 15, 1913" and "Cuba Chat. May 20, 1915," Crawford County, Missouri, Newspaper Articles: 1892, 1910-1914 [n.p., 1985], unpagged; and Breuer, Op. Cit., pp. 496-497; and A. Manson Munro, *History of Cuba*, Prepared for the Centennial 1957, pp. 14-15.

<sup>35</sup> Ward Bucher ed., *Dictionary of Building Preservation*, New York: John Wiley & Sons, 1996, p. 512.

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Street, and the home of *Cuba News* founder Alexander Monroe at 208 W. Spencer Street, with an unusually steep hipped roof penetrated by paired steep gable dormers and incorporating a double-gallery porch on the façade. Institutional architecture from this period includes the diminutive ashlar stone Cuba Jail, built at the corner of Main and Prairie Streets in 1908.

### III. Cuba and the Farm Economy, 1919-1940

The relationship of the apple industry to the economy of the community reflected the town's position as a regional agricultural marketing center and the rise and fall of Cuba's economy was closely linked to the fortunes of the agricultural families it served. The Panic of 1893 and the depression which ensued for the next three years wreaked havoc on the national economy. As the recovery stabilized the situation, during the first two decades of the new century the Crawford County apple industry enjoyed boom times and farmers experienced a new-found prosperity. The value of land and prices for agricultural commodities reached new highs. Between 1900 and 1910, land doubled in value, and during World War One much of it doubled again. Between 1901 and 1919, the average price of corn increased from 45 cents per bushel to \$1.32 per bushel, and most other crops increased proportionally. During the same period, horses, mules, and hogs more than doubled in value, and sheep recorded even larger gains. The value of the state farm crop increased from \$211,011,359 in 1909 to \$559,047,854 in 1919. Farm wages almost doubled from the turn of the century to 1920.<sup>36</sup> In some cases, census data indicate that individuals listed as "farmers" lived in town, suggesting that their farms were in outlying areas. Census occupational data typically uses the term "laborer" liberally, and it is not clear if farm workers lived in town or in rural areas near their workplaces. In any case, for rural towns and market centers such as Cuba that provided farmers and their families with goods and services, the growth of the agricultural economy spurred an increase in overall economic stability.

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<sup>36</sup> Floyd Calvin Shoemaker, *Missouri and Missourians: Land of Contrasts and People of Achievements*, 5 vols. (Chicago: Lewis Publishing Company, 1943) 2: 452-454.

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That era of relative prosperity notwithstanding, from 1919 to 1923 American farmers experienced what historian James H. Shideler cited as a crisis. Shideler (1914-1998) was a leader in the study of agricultural history and served as the Director of the Agricultural History Center at the University of California at Davis.<sup>37</sup> He described the beginning of an agricultural depression in the early 1920s whose flames were only fanned with the onset of the Great Depression of the 1930s. The agri-economy and population which it fed were seriously damaged and the symbiotic relationship between the agricultural economy and the economy at large was dislodged and forever changed. This also brought about a redefinition of public-sector farm policy.<sup>38</sup> Prices for farm products and land declined sharply after 1919. Farm income *per capita* plunged from \$324.00 in 1912 to \$124.00 in 1921. While the 'twenties were "roaring" for many, the financial stability of the Missouri farm only deteriorated. Farm production in 1926 was \$52 million less than the year before, and the secretary of the Missouri Board of Agriculture admitted, "there is a grave situation in farm economics, especially in rural real estate values."<sup>39</sup> No "quick fix" was forthcoming and, to make matters worse, a widespread drought struck the state in 1930—the worst such calamity since 1901. This time the Board of Agriculture lamented, "Missouri agriculture has reached the bed-rock bottom."<sup>40</sup>

At the dawn of the twentieth century, Crawford County was still in transition from open range cattle ranching. In the upland reaches of the county, current agricultural traditions involved sowing clover among the wheat crop and turning under the clover sod the second year, followed by planting wheat again, allowing the clover to reseed itself. Little corn was grown in the uplands, partly due to the effects of the 1901 drought which were still being keenly felt and many had abandoned oats because of the prevalence of rust, "the most widespread and damaging disease of oat."<sup>41</sup> Apples assumed a short-lived role as Crawford County's predominant specialty crop.<sup>42</sup>

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<sup>37</sup> *Agricultural History* 72:3 (1998), p. 601.

<sup>38</sup> James H. Shideler, *Farm Crisis, 1919-1923* (Berkeley: University of California Press, 1957), pp. vii and 1.

<sup>39</sup> *Ibid.*, 2:457.

<sup>40</sup> *Ibid.*, 2:458.

<sup>41</sup> U. S. Department of Agriculture Internet website <http://www.ars.usda.gov/Main/docs.htm?docid=9919>, accessed June 28, 2012

<sup>42</sup> Shideler, *Op. Cit.*, 15-16.

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As the apple industry declined, some agriculturists and entrepreneurs took up the production of purebred livestock, particularly cattle and hogs. For example, Dr. Charles John V. Mosby, a medical books publisher from Webster Groves, bought several adjoining farms near Cuba and brought purebred Poland China hogs to Crawford County, while P. J. Mutra introduced Red Poll cattle. About 1920, some adventurous agriculturists instituted commercial egg production and at one time as many as eight Cuba businesses were buying and selling eggs. Again the weather became an economic factor in the fortunes of the area when in 1927 a catastrophic hail storm slaughtered thousands of hens and most egg producers were unable to withstand the financial loss. By 1935, the Crawford County egg industry had virtually vanished from the area.<sup>43</sup>

For the first five decades of the twentieth century, the size of the average farm in Crawford County was somewhat larger than the average for the state, likely due to the fact that more substantial acreage was necessary to scratch out a living in the county's inferior soils. During that same forty-year span, however, the value per acre of Crawford County land and buildings did not reach the state average. The zenith of the number of farms in the county occurred in 1910, when 2,028 farms were in operation, and the nadir occurred in 1930, with 1,733, representing a decline of 295 farms. In 1925, 58.9 percent of Crawford County's 478,080 acres were in farm production, while 74.2 percent of the land area of the entire state was being farmed. In 1930, the area of Crawford County in agricultural production fell to 58 percent and by 1935 it had almost recovered to its 1925 level of 58.7 percent.<sup>44</sup>

In Crawford County, the per-acre value of farmland and buildings also failed to reach the state average between the turn of the century and 1940. By way of illustration, in 1900, value of land and buildings per acre in Crawford County were only \$11.70, while the state average was \$20.00. In 1920, the year of greatest agricultural prosperity for the state, Crawford County land and buildings were only worth one-third of the

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<sup>43</sup> Munro, Op. Cit., pp. 14-15.

<sup>44</sup> Steven E. Mitchell and Mary Aue Mitchell, *Survey Report: Cuba, Crawford County, Architectural/Historical Survey* (Jefferson City: Missouri Department of Natural Resources, 2007), p. 18.

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average farm in Missouri. By 1940, the disproportionate per acre value of the county's farmsteads had decreased to \$19.29, compared to the state average of \$32.00.<sup>45</sup>

With the advent of the Great Depression, the general economy suffered similar crises faced by farmers for the preceding decade and by 1932, with the Depression in full swing, farm prices stood at their lowest point in decades. In October of that year, the price of grain had dropped to 36 percent of its value between 1909 and 1914. The price of fruits and vegetables had plunged to 59 percent of the prices during the same period; and meat animals were at 60 percent. The average aggregate price of all farm products stood at 56 percent of pre-World War I prices, while the cost that had to be paid by farmers to secure goods were 7 percent *higher* than those in the 1909-1914 period and at the same time, in some instances farm taxes had tripled from the pre-war days.<sup>46</sup>

The economic calamities of the early 1930s were repeated time and again across the nation. Between 1930 and 1934 more than 18,000 Missouri farms were foreclosed upon, accounting for 2,700,000 acres and representing real estate valued at \$55 million. Only to make matters worse, yet another drought befell the state in 1934 and according to the *Missouri Ruralist*, more than 100 million bushels of corn were lost to the drought, the oats crop was only 10 percent of normal, and pastures were 15 to 20 percent of normal.<sup>47</sup>

In 1936, drought struck yet again, accompanied by hordes of grasshoppers which cleaned off crops in thirty counties. The agricultural assistance and education programs of the New Deal, along with measures to encourage conservation, did provide some assistance, as did an improvement in the weather. The arrival of rural electrification, too, accounted for substantial improvements to life and work on the farm. Technological advances providing for increased agricultural mechanization led to an increase production and somewhat

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<sup>45</sup> Ibid.

<sup>46</sup> Ibid.

<sup>47</sup> Cited in Mitchell and Mitchell, p. 19.

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offset the substantial loss of labor during the worst years of the agricultural depression.<sup>48</sup> However, it would not be until the onset of World War II with its accompanying nationwide war production boom that any measure of full recovery in Cuba and Crawford County would be achieved.

Some of the now-residential and -commercial areas of Cuba north and south of the core of the community formerly were agricultural in character (Fig. 4). Municipal boundary expansions in the early- and mid-twentieth-century created subdivisions which now are residential and commercial. Craftsman-style buildings and American Foursquares were favored during this period. Buildings representing these decades include the c. 1930 Luttrell House at 806 E. Washington Street, the 1930 Craftsman-style house at 808 Myrtle Street, owned by Charles Hart who also owned the Idlewild Resort, and the c. 1925 Bungalow at 309 W. Spencer Street, home of World War One veteran Leroy Leezy, who later became a cashier at one of the local banks.

#### IV. Route 66 and the Great Depression, 1926—1945

According to David R. Hentzel, in his economic history of Cuba, between 1920 and 1940, during those decades the community's economy was stagnant. Agricultural alternatives were investigated, including the raising of cattle and grapes, but outside factors inhibited some of these initiatives. Among these were the widespread agricultural depression noted above, the 1920 passage of the Volsted Act which ushered in Prohibition and closed Cuba's several saloons, and the aforementioned droughts.

The advent of a modest tourist economy provided Cuba with a short burst of economic vitality. Several tourist lodges were developed north of Steelville, including the aforementioned Idlewild (Fig. 6, owned by Charles Hart who lived at 808 Myrtle Street), the Bird's Nest, and Fox Springs lodges. Cuba found itself the

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<sup>48</sup> Hentzel, Op. Cit., p. 7.

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departure point for tourists on their way to these getaways. Some would be wealthy families from St. Louis and elsewhere visiting the area to enjoy its scenery, while others came to fish, hunt, and camp.

Arriving in Cuba by rail at all hours, tourists had to find temporary lodging while they waited for transportation provided by the lodges. Between 1915 and 1922, six hotels were built or renovated in Cuba, including the Grand Hotel, Hotel Eastern, American Hotel, and Palace Hotel; a number of restaurants, shops, and bars also sprang up to exploit the influx of visitors.<sup>49</sup> Technology again was an economic factor in Cuba's fortunes, this time in a deleterious fashion, since as private automobile ownership grew, travelers depended less on the railroad and could drive themselves to their destination. Many hotels closed.

In 1926, the Federal Interstate Highway System Act designated State Highway 14, which ran from St. Louis southwesterly through Joplin and into Oklahoma, as U. S. Route 66. It was then unpaved and the paving of Route 66 in Missouri would not be completed until 1931, during the Depression. Route 66 and the federal highway system did not immediately supplant the railroad as the preferred transporter of goods and passengers, the effect of the new highway system was substantial and ultimately decisive. In Cuba, for example, the Cuba Hotel, whose entrance was oriented to the Frisco trackage, constructed a new entrance opening onto the highway. New business ventures catered to the traveling public. In 1953, congestion caused Route 66 to be divided, with eastbound traffic following the original Washington Avenue route. A new road was constructed at the northern city limits for westbound traffic.<sup>50</sup> This new route contributed to commercial development along this westbound by-pass.

On February 22, 1934, the *Cuba Review* published a "State Road Work Notice to Contractors" soliciting proposals for the improvement and relocation of the intersection of Highway 19 and Route 66 (Washington Avenue). The new intersection would be graded, paved with concrete in segments twenty, thirty, and forty feet in width, culverts would be built, and an underpass was to be constructed to eliminate the always-

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<sup>49</sup> Hentzel, Op. Cit., p. 7.

<sup>50</sup> Snider and Sheals; also Munro, Op. Cit., p. 22.



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dangerous grade crossing of the Frisco Railroad. The contract for the project was awarded to the Davis Construction Company of Boonville, and Cuba's Joe Newton was named project superintendent.<sup>51</sup>

The rise of the automobile in the 1920s even carried into the Depression years of the 1930s and during this period roadside architecture developed in Cuba, including the aforementioned resorts along with motels and tourist cabins such as the Lazy Z Cabins, the Red Horse Cabins, and the National Register-listed Wagon Wheel Cabins (later Motel). In addition, service stations sprang up to serve the automotive fueling and repair needs of the traveling public.

The federal New Deal programs of the 1930s had a distinct impact on Missouri in the middle years of the Great Depression. State government did not directly institute programs comparable to Roosevelt's New Deal, but it did cooperate with the federal government, much as it had welcomed federal involvement and funding for the construction of highways in the 1920s. New Deal agencies provided relief and jobs for the unemployed and built new or improved facilities for a vast array of communities large and small.<sup>52</sup>

Cuba became the recipient of several New Deal projects, likely under the auspices of the Civil Works Administration (CWA), created in 1933 with a 6-month duration and its successors, the Public Works Administration (PWA), established in 1933 and lasting until 1941, and the Works Progress Administration (WPA) created in 1935 and lasting until World War Two. Public works projects in Cuba included the city hall/fire department building located at 112 N. Smith Street (Fig. 7; the local fire department having been organized in 1933); the Smith Street pedestrian underpass at Route 66; an underpass at Franklin Street and the Frisco railroad; the 1934 two-story, native stone public school annex at 308 N. Smith Street; and three stone pavilions in the city park (not extant). Federal assistance also funded the Federal Youth Administration's

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<sup>51</sup> Various sources cited in Mitchell and Mitchell, Op. Cit.: "Highway 19 in Cuba to be Concreted" and "State Road Work Notice to Contractors," *Cuba Review*, February 22, 1934, p. 1; "Highway 19 Project Here to Cost \$34,714," *Cuba Review*, March 22, 1934, p. 1; "Highway 19 North to Be Graveled," *Cuba Review*, March 29, 1934, p. 1; "Old Crossing Dispute Bobs Up Again," *Cuba Review*, August 9, 1934, p. 1; and "Disputed Railroad Crossing Closed Again," *Cuba Review*, August 16, 1934, p. 1.

<sup>52</sup> Richard S. Kirkendall, "Vol. 5: 1919 to 1953," in William E. Parrish, gen. ed., *A History of Missouri*, Missouri Sesquicentennial Edition (Columbia, MO: University of Missouri Press, 1986), pp. 162-166.

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clean-up of the city park and Kinder Cemetery. In addition, in March 1934, ten men recruited by the CWA were building an airfield. The work included leveling, sodding, laying tile and culverts, and constructing two five-hundred-foot wide and one-half mile long runways.<sup>53</sup>

Also in 1934 the plans were born for a new municipal building in Cuba, to be assisted by New Deal labor and construction funding. A revolving crew of eight men selected from local relief rolls had already worked on the building's stonework. According to M. C. Reid, foreman on the project, the men were not skilled workers but were selected from those needing work and were trained in masonry work.<sup>54</sup> Their skills would have a profound effect on the architectural character of the community.

The laborers drawn from local public assistance rolls who worked as masons on the Cuba City Hall (Fig. 5) exemplified the New Deal programs which were intended to serve as a venue for workers to learn marketable skills. Workers across America learned skills in construction and many took their newly-found skills to newly-found workplaces. Beginning in the 1930s, two skilled masons worked in Cuba. David F. Sharp (variously spelled Sharpe; 1893-1963), who would ultimately find a job with the WPA, had worked as an inspector of railroad ties. It is thought that he learned masonry while working on the addition to the public school, constructed under the auspices of the WPA. He continued to work as a stonemason after the federal program ended. The level of his skill is manifest in the stone work on the 1950-1953 First Baptist Church and he may have worked on some of the sandstone veneer houses found in neighborhoods throughout the community. Another Cuban, Albert C. Stumpf (1901-1982), was the son of confectionary merchant John Stumpf and may have also been trained as a stonemason while working on New Deal programs. It is known that he was responsible for the stone work on the Holy Cross Catholic Church of 1937 (Fig. 8).<sup>55</sup>

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<sup>53</sup> Breuer, Op. Cit., p. 422; also "Work on Air Field Here Started," *Cuba Review*, March 22, 1934, p. 1..

<sup>54</sup> "New City Hall and Fire House Here Planned," *Cuba Review*, July 12, 1934, p. 1; "Work on New City Hall Started," *Cuba Review*, July 19, 1934, p. 1; and "New City Hall Ready About October 1," *Cuba Review*, August 16, 1934, p. 1.

<sup>55</sup> Mitchell and Mitchell, p. 25.

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Public works infrastructure improvements during this time included the construction of a sanitary sewer system, financed with an \$18,500 bond issue. This project was carried out during the 1934-1938 mayoralty of Charles Birdell Belden (1875-1953).

The general economic distress that began after World War I and was carried into the Depression years also offered the opportunity for industrial development, in hopes of countering the economic wreckage brought on by drought, crop failure, grasshoppers and rising production costs and taxes. One such opportunity was grasped by the shoe industry which was hamstrung by significantly higher wages and lower productivity characterized by conditions in urban areas. Beginning in the 1920s, a, out-migration of shoe manufacturers took place from urban centers such as St. Louis to rural communities in Missouri and elsewhere. Attracted by improved transportation routes—such as Route 66—and an inexpensive and willing workforce, factory owners looked to rural areas for new industrial development opportunities. The Cuba Businessmen's Club had been established in 1934 and in 1937 the group attracted to Cuba the Echo Supplies Company of St. Louis, a major producer of shoe dies. As is true with modern industrial recruitment efforts, the success of the Businessmen's Club in luring Echo to Cuba, was due partly to the offer of a building to house the factory. Six employees and their families—not a large number but one which represented an increase in employment rather than the opposite—were also provided housing and relocated from St. Louis to Cuba.<sup>56</sup>

### V. Cuba Since World War II

In 1946 the Cuba Civic Club succeeded the aforementioned Cuba Businessmen's Club, and assumed control of the community's industrial development initiatives. That same year, the Cuba Development Company sold \$46,000 in shares to finance the construction of a building for the St. Louis-based Reyburn Company of St. Louis. Instead, the building was acquired by the Fleming Manufacturing Company, manufacturers of equipment for the production of concrete blocks, concrete paving slabs, and decorative paving blocks, purchased the building. The Development Company's shares were transferred to finance a new

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<sup>56</sup> Hentzel, Op. Cit., pp. 8-10; Breuer, Op. Cit., p. 488; and Munro, Op. Cit., p. 15.

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facility for yet another St. Louis shoe manufacturer, the Brauer Shoe Company which had been lured to Cuba through the efforts of the Civic Club. Brauer's production began in 1952 in a pavilion on the fairgrounds and the following year after relocating to Cuba, the company name was changed to the Cuba Shoe Company. By 1970, it employed over three hundred workers.<sup>57</sup>

At the same time, significant improvements were being made to the public infrastructure of the community. The mayoral tenure of Charles Wilmesherr, from 1946 to 1958, witnessed significant community improvement. Under his tenure, the city purchased the local grid of the light and power system owned by the Sho-Me Power Company to provide both dependable electricity for the city and working capital for municipal government. He extended sewerage service throughout the city and greatly improved the city water system. He paved the hitherto unpaved dirt streets with asphalt, provided street lighting and named and marked all of the city streets.

In the summer of 1949 an advertisement appeared in the *Cuba News and Review*, sponsored by the 90-member Civic Club.<sup>58</sup> The piece lauded the opportunities that both industry and new residents could enjoy in Cuba: "A friendly welcome awaits you at the 'Grape Way to the Ozarks.' Cuba people believe that friendliness and neighborliness are their most valuable assets." The Civic Club extolled the virtues of Cuba, including its location near the geographical center of the nation, only 85 miles from St. Louis, and on Route 66 and the Frisco Railroad. Cuba was also held up as the hub of grape and strawberry production in Missouri, whose stable market was assured by the Welch Grape Juice Company. A list of established Cuba industries was provided as well, among which were a hardwood flooring factory (the Monarch Flooring Mill), a stave mill, shoe factory, sash and door factory, shoe die factory, an amusement ride plant, and a lime crushing business. The community's additional amenities included a newspaper and an "up-to-date theater." In 1952, Convey Heel, another manufacturer of shoe parts, located in Cuba and employed between 75 and 100 workers; the building which they occupied is located on Franklin Street, north of Wildcat Pride Drive.

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<sup>57</sup> Breuer, Op. Cit., pp. 498-500.

<sup>58</sup> "Are You Looking for Opportunity," *Cuba News and Review*, July 14, 1949, p. 10.

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This economic growth accounted for the construction of new housing both north and south of the historic core of the community. For the most part, this housing is architecturally modest and none appear to meet National Register criteria. Ranch- and Minimal Traditional-style domestic architecture was built during this time, some in new subdivisions and others as in-fill into older neighborhoods.

The balance of the 1950s and 1960s saw Cuba remaining a reasonably steady small Midwestern town. Interstate 44 was completed in 1956, removing much of the traffic that for decades had passed through Cuba on Route 66. Exit 208, the principal interstate exit for Cuba, is located approximately one-half mile north of the commercial core. Its construction resulted in the development of a commercial strip along North Franklin Street (Route 19) extending as far south as Spence Avenue. A small pocket of commercial/industrial developed immediately north of the Interstate, after which the land use reverts to agricultural and scattered residential use. South of the downtown along South Franklin Street are concentrations of modern industrial and commercial development along with the campus of the local school system, beyond which is wooded and principally undeveloped rolling terrain.

Global economics have affected Cuba just as they have every other manufacturing town. Beginning in the 1970s, the shoe and shoe accessory plants began to withdraw from Cuba. In the fall of 1977, Convy Heel left after twenty-five years and between 1973 and 1979 more than 120 shoe-related jobs were lost in Cuba. In 1983, a shoe factory, Mid-America Shoe Company, was still the largest employer in the town, with over 150 workers but late in 1986 Mid-America also announced that it was closing its Cuba plant. By 1980, 37 percent of the population of Crawford County was employed at jobs outside the county.<sup>59</sup> The 2000 Census recorded a population of 3,230.

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<sup>59</sup> Hentzel, Op. Cit., pp. 22-26.

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### F. ASSOCIATED PROPERTY TYPES

(Provide description, significance and registration requirements.)

- I. Domestic Architecture
- II. Institutional Architecture
- III. Commercial and Industrial Architecture

#### PROPERTY TYPE I: Domestic Architecture, c. 1880-1963

**DESCRIPTION:** Property Type I (Figs. 10-11) resources encompass domestic architecture consisting of detached houses which represent formal architectural styles along with houses reflecting vernacular construction that was the result of local building traditions (Fig. 12). In a town such as this, boarding houses or apartment houses might be expected but none have been identified. Examples of this property type are of wood frame and masonry construction, typically one to two stories in height and are characteristically finished in wood siding, brick, asbestos shingle siding, and in stone veneer. In some cases the construction method known as "Ozark rock" is evident.<sup>60</sup> Roof forms include the gable and hipped and fenestration is typically, although not exclusively, flat-topped. Porches and verandas are often present. Some porches are engaged, shielded by an extension of the roof on the main house. These properties are usually erected on elongated lots and in many cases retain historic outbuildings; in other cases, newer outbuildings, such as garages and sheds, accompany the primary resource. They are found on all sides of the central business district and it may be assumed that the development of the commercial corridor along North Franklin Street leading to the Interstate likely displaced residential buildings over the years. As the community expanded northward, particularly after the 1956 completion of I-44, residential suburban development saw the movement from traditional and national folk house types to those of more modern derivation including the Minimal Traditional and Ranch Styles. Of the several hundred houses in Cuba, it is estimated that fewer than fifty are National Register-eligible

**SIGNIFICANCE:** Examples of Property Type I resources derive their significance from their association with one or more of the various historic contexts set forth in Section E of this document. None have been

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<sup>60</sup> A thorough discussion of this distinctive construction practice is found in the 2005 amendment of the 1999 Multiple Property Submission titled *Historic and Architectural Resources of Springfield, Missouri*. This amendment added the property type "Ozark Rock Masonry in Springfield, ca. 1910-1955" and describes the technique in detail. It is available on-line at (<http://www.dnr.mo.gov/shpo/nps-nr/64500310.pdf>) and a complete citation appears in the Bibliography.

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identified that are associated with Historic Context I, *Early Settlement and Development in Cuba, 1821-1865*. In particular, they reflect the growth of Cuba during the late-nineteenth century and the first half of the twentieth century, as the community developed and matured along major rail and highway arteries. They may also be associated with some of the historic contexts set forth in the Multiple Property Documentation Form "Suburban Development in the United States: 1850-1945." Within this MPDF, the context with which they may be associated is "Post-World War II and Early Freeway Suburbs, 1945-1960." With reference to this context, much of the development was due to post-World War Two industrial expansion and the completion of I-44 in the northern reaches of the town.

Property Type I resources are typically listed for local significance under National Register Criterion C for architecture, for their representation of particular architectural styles or folk house types, or as representing the work of important designers, builders, or craftspeople. In Cuba, such resources would include 1920s bungalows and the variety of stone houses erected by Cuba's stonemasons in the 1920s and thereafter. Property Type I resources nominated under Criterion B must be shown to have clear association with individuals whose contribution to the history of Cuba, the state of Missouri, or the nation is easily demonstrated. Such properties may include the John M. Munro House at 303 W. Washington Avenue, home of a three-term mayor, business and community leader; the Dr. J. P. C. Herzog House and Office at 301 W. Washington Avenue, home of a leading local physician; and the John M. Wallace House at 605 W. Washington Avenue, home of a prominent merchant and bank president. Under Criterion B, persons associated with the property must be individually significant within a historic context.

**REGISTRATION REQUIREMENTS:** In order to be listed in the National Register of Historic Places, examples of this property type must possess clear relationship to one of more of the historic contexts set forth in Section E. In addition, they must retain the aforementioned physical characteristics and must possess integrity in its composite elements of location, design, setting, feeling, materials, workmanship, and clear association with one or more of the MPDF historic contexts.

Property Type I resources should exhibit minimally altered exteriors, including materials, roof form, patterns of fenestration, character-defining elements such as architectural trim and, in most cases, porches, when such features were original to the house. The effect of the introduction of non-historic doors and windows will be evaluated on a case-by-case basis. The presence of non-historic siding typically renders examples of this property type ineligible for individual listing.

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Since individually-nominated properties require a careful evaluation of the integrity of the interior as well as the exterior, for a Property Type I resource to be individually listed, its principal interior features, floor plan, volumes, staircases, doors, and trim should be present. Non-historic interior modifications such as kitchen and bathroom remodelings are to be expected and will not generally impact negatively on the overall integrity of an individual resource.

Non-historic additions to Property Type I resources should be modest in scale and should be confined to rear elevations.

For a Property Type I resource to be nominated individually to the National Register the following threshold requirements must be met:

- Door and window openings on the façade and principal side elevations should be unaltered; when alterations have occurred, replacement elements should match the original in materials, dimension, etc.
- Exterior wall surfaces should be intact and any alteration—stone veneering, asbestos shingle siding, etc.—should date from the historic period.
- Architectural trim which characterize the style of the property should be retained.
- The overall physical character of the building as a representative of its time should be obvious.

The potential for residential historic districts appears to exist both in the areas north and south of the original plat. However, the identification of such districts will require intensive-level survey initiatives in specific areas. Historic district designation does not require the level of individual historic integrity required for an individual nomination. In the case of historic districts, the sum is greater than the total of its component parts and the evaluation of the contributing/non-contributing status of buildings in historic districts is somewhat more liberal. If a Type I building is to be evaluated as contributing to the character of a historic district, some alteration to original openings, patterns of fenestration, and finishes is permitted. However, the overall form, massing, roof configuration, and rhythm of fenestration should be retained, as should character-defining elements such as porches and verandas and major trim elements. Additions should be confined to the rear elevation and should be of a scale and character that does not overwhelm the historic character of the building as a whole.



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### PROPERTY TYPE II: INSTITUTIONAL ARCHITECTURE

**DESCRIPTION:** This property type (e. g., Figs. 7, 9, 10, 11) includes resources constructed specifically for the use of public- and private-sector institutional organizations. They are found in or near downtown Cuba and in outlying areas of the community. Representative examples include the Cuba Jail (1908), the Masonic Hall (1940) at 201 N. Smith Street and the 1934 high school Annex at 308 North Smith Street. Characteristically from one to two stories in height, these buildings employ flat roofs with parapets along the roofline as well as gabled and hipped roofs. The favored building material is masonry, particularly with the New Deal era tradition of “Ozark rock” stonework in Cuba. These buildings do not appear to be the work of formally-trained design professionals, but instead reflect the work of local builders and contractors. Most, but not all, examples of this property type have windows and a centered entry on the façade along with additional windows and secondary entrances on the sides and/or rear. There are approximately eight examples of this property type in the community. Most, but not all, are found along North Smith and School Street.

#### **Property Type II-A: Public-Sector Institutional Architecture**

Buildings of this property subtype were erected for the use of local government, either for the specific use of the municipality or as public educational buildings.

#### **Property Type-II-B: Religious Institutional architecture**

Buildings of this property subtype were erected as houses of worship and schools for local religious congregations and are distinct in their design, composition, level of embellishment, and fenestration.

#### **Property Type-II-C: Secular Institutional architecture**

Buildings of this property subtype were erected as social and/or fraternal meeting halls and are distinct in their design, composition, level of embellishment, and fenestration.

**SIGNIFICANCE:** Cuba’s Property Type II buildings are inextricably connected to the community’s secular and religious institutional history and development patterns and are locally significant for their clear associations with the one or more of the historic contexts identified and documented in Section E of this document. They reflect the growth and maturity of the city of Cuba and its various institutions from the late nineteenth century through the middle decades of the twentieth century. Local government erected both municipal offices and jails (Figs. 7 and 9) while religious organizations built houses of worship and at least one

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school which attended to the spiritual and parochial educational needs of the community (Fig. 8). Fraternal organizations such as the Masons erected their meeting places for their own organizational use. The significance of these buildings lies within Criterion A for *politics/government, social history, education, and religion* and/or Criterion C for *architecture*.

**REGISTRATION REQUIREMENTS:** In order to be listed in the National Register of Historic Places, individual examples of this property type must retain the aforementioned physical characteristics and must possess integrity in its composite elements of location, design, setting, feeling, materials, workmanship, and clear association with one or more of the MPDF historic contexts.

Property Type II resources should exhibit minimally altered exteriors, including materials, roof form, patterns of fenestration, and other character-defining elements such as architectural trim and, in some cases, name stones. The effect of the introduction of non-historic doors and windows will be evaluated on a case-by-case basis. The presence of non-historic siding typically renders examples of this property type ineligible for individual listing.

Since individually-nominated properties require a careful evaluation of the integrity of the interior as well as the exterior, for a Property Type II resource to be individually listed, its principal interior features, floor plan, volumes, staircases, doors, and trim should be present. Non-historic interior modifications to such buildings are to be expected and will not generally impact negatively on the overall integrity of an individual resource. It is expected that historic windows will be retained on Property Subtype II-B resources.

Non-historic additions to Property Type II resources should be modest in scale and generally should be confined to rear elevations. The introduction of accessibility ramps, where such structures are not overpowering and are reversible without damage to historic fabric will not reduce the eligibility of a Property Type II resource.

For a Property Type II resources to be nominated individually to the National Register the following threshold requirements must be met:

- Door and window openings on the façade and principal side elevations should be minimally altered; when alterations have occurred, replacement elements should match the original in

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materials, dimension, etc. If historic art glass windows were originally present on religious buildings, they should remain.

- Exterior wall surfaces should be intact and any alteration—stone veneering, asbestos shingle siding, etc.—should date from the historic period.
- Architectural trim which characterize the style of the property should be retained.
- The overall physical character of the building as a representative of its time should be obvious.

Historic district designation does not require the level of individual historic integrity required for an individual nomination. In the case of historic districts, the sum is greater than the total of its component parts and the evaluation of the contributing/non-contributing status of buildings in historic districts is somewhat more liberal. If a Type II building is to be evaluated as contributing to the character of a historic district, some alteration to original openings, patterns of fenestration, and finishes is permitted. However, the overall form, massing, roof configuration, and rhythm of fenestration should be retained, as should character-defining elements such as porches and verandas and major trim elements. Additions should be confined to the rear elevation and should be of a scale and character that does not overwhelm the historic character of the building as a whole. As noted with respect to individual eligibility, the introduction of accessibility ramps, where such structures are not overpowering and are reversible without damage to historic fabric will not render a Property Type II resource non-contributing within the context of a historic district.

### **PROPERTY TYPE III: COMMERCIAL AND INDUSTRIAL ARCHITECTURE**

**DESCRIPTION:** This property type (Figs. 13, 14, 18) includes resources designed and constructed specifically to function as commercial or industrial buildings in downtown Cuba or in outlying areas of the community. Characteristically from one to three stories in height, these buildings are typically gable-roofed, flat-roofed, or exhibit slightly rearward-sloping shed roofs. Many incorporate parapets along the roofline. The favored building material both commercial and industrial buildings alike is brick and, in limited cases, stone, concrete block, and tile. Some of these reflect the aforementioned “Ozark rock” building tradition involving the extensive use of native stone. In the downtown, several properties retain historic cast iron and pressed metal facades, acquired from manufacturers’ catalogs. Most examples do not appear to be the work of formally-trained design professionals, but instead reflect the work of local builders and contractors. Within the central

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business district are approximately twenty examples of this property type. Scattered throughout the city are other examples but, based on fieldwork, it is estimated that fewer than ten may be National Register-eligible

### **Property Type III-A: Downtown Commercial Buildings**

Commercial buildings in downtown Cuba are either one-part or two-part commercial blocks<sup>61</sup> penetrated by storefronts on the ground floor and, depending on their scale, historically had commercial, office, meeting, or residential space above. Most of these buildings are built side-by-side without side-lot setback.

Facades of Property Subtype III-A buildings typically have large display windows on the first story along with an entrance to the interior space and may also have a separate entrance to the upper stories. In most instances, a solid bulkhead is present beneath the display windows and in some cases a transom and/or storefront cornice exists above the storefront. Often a signband has replaced the transom. In the case of 2- or 3-story commercial buildings, the upper façade is penetrated by windows, usually flat-topped, but segmental-arched in some cases, with 1/1 sash. In some cases historic windows have been replaced with modern units. Finishes include wood, stone, brick, and pressed metal, along with some examples of non-historic siding. Capping the upper façade is a parapet and cornice which varies widely in articulation.

In Cuba, these buildings are found throughout the historic downtown area along West Main Avenue, South Smith Street and West Washington Blvd.

### **Property Type III-B: Industrial Buildings**

In Cuba, this property type also includes modest manufacturing buildings. These buildings are usually single-story and are of brick or concrete block construction, flat-roofed, with side walls penetrated by substantial multi-light windows to allow for both ventilation and natural light. They are found in the industrial pockets of the community north and south of the central business district.

### **Property Type III-C: Roadside Architecture<sup>62</sup>**

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<sup>61</sup> This form-based typology is drawn from Richard Longstreth's *The Buildings of Main Street* (Washington, DC: The Preservation Press, 1987).

<sup>62</sup> The seminal work on this distinctive architecture is Chester Liebs, *Main Street to Miracle Mile: American Roadside Architecture* (New York: Little, Brown & Co, 1985).

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Prior to World War One, repairs made to motorized vehicles typically occurred in vernacular utilitarian buildings such as stables, carriage houses, and large sheds which formerly had served horse-drawn vehicles. Likewise, travelers lodged in hotels ranging from the modest to the opulent. However, with the rise of the automobile in the early twentieth century, an entirely new type of architecture was spawned, first to cater to those few who could afford a private automobile and later to the millions who were able to purchase a car and travel the nation. The physical appearance of these buildings was directly related to their function and the change in preference from the converted stable to the “gas shack” to the service station<sup>63</sup> paralleled the supplanting of the hotel by the tourist cabin and the motel.

Service stations (Fig. 13) are modest in scale and are typically one story in height. Generally, but not exclusively, they are of masonry construction, including brick, tile, concrete block, and occasionally, stone. Roof forms vary from flat to hipped and gabled, in some cases with picturesque profiles. They may incorporate canopies on the façade to shield customers and pump islands from the elements, along with one or two service bays and interior rooms which would have functioned as storage, as a private office, or as retail space for the display and sale of auto-related goods. Secondary elevations of service stations typically were penetrated by large windows to permit both ventilation and natural light into the service bay(s). These buildings are found along the historic commercial corridors of the community, principally along historic Route 66. Among the best examples is the 1930s former Phillips 66 service station at W. Washington Street (Fig. 15).

Self-contained motels were primarily a development in roadside architecture dating from the 1920s and thereafter. Where hotels were multi-storied and hotel staff usually parked the lodgers’ vehicles, motels were usually one story in height and had parking directly in front of a traveler’s room, allowing for easy access to transportation and luggage. Some larger examples included “double-loaded” interior corridors. Examples of this property subtype were built in masonry and wood frame and in some cases were veneered with decorative stone. Thematically, some exhibited basic, unadorned design which in other cases specific themes—geographical, nautical, wind west, historical, etc.—provided each resource with an individualized, sometimes fanciful appearance. These physical attributes were designed to serve as a “hook” to travelers and their families in the days before the rise

<sup>63</sup> Michael Karl Witzel, *The American Gas Station: History and Folklore of the Gas Station in American Car Culture* (New York: Barnes & Noble, 1999).

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of the motel chain and standardized design, each of whose component operations looked like every other one. Most of the examples of this property type are found along Route 66; the best-known is the National Register-listed Wagon Wheel Motel, built out of native stone and begun as tourist cabins in 1934; it is on Route 66 at 901 East Washington Street (Fig. 16-17).

Examples of this property type retain integrity to the degree that they allow for easy identification of the general function of the resource, including its exterior appearance and the presence of character-defining detail, including finishes and patterns of fenestration. Since many examples of this property type have undergone changes in use over the decades, the retention of the historic floor plan is not as critical as is the presence of exterior details which define the historic character of the individual resource.

In general, examples of this property type possess physical attributes such as:

- Masonry bearing walls
- One to three stories in height
- Facades ranging from one bay in width and upward, with downtown commercial examples often terminating in a parapet and cornice
- Patterns of fenestration which, in the case of downtown commercial buildings, generally incorporate a large display window with conventional double-hung windows above. Industrial examples may have oversized windows, often with multi-light metal sash.
- Construction dates between the 1880s and the 1960s

**SIGNIFICANCE** Examples of this property type stand as tangible reflections of the commercial and industrial life of Cuba during the late-nineteenth century and the first six decades of the twentieth. They are significantly associated with one or more of the historic contexts set forth in Section E and. Their significance is on a local level. These property types are also associated with the MPDF Route 66 in Missouri<sup>64</sup> and represent two of the property type. Gasoline/Service Stations described in this MPDF, and the subtype, Motor Courts/Motels.

The National Register significance of these property types lies in the areas of *architecture* and *commerce*. They typically may be listed in the National Register under Criteria A and C. The overall

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<sup>64</sup> Ruth Keenoy and Terri Foley, *Route 66 in Missouri*, National Register Multiple Property Documentation Form (Jefferson City: Missouri Department of Natural Resources, 2008).

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significance of examples of this particular property type lies in the role which they played in the story of commercial and industrial development in Cuba and such as:

- Buildings that reflect the economic forces that contributed to the development of Cuba, including those which rose along historic transportation arteries such as Route 66.
- Buildings that illustrate the advance of technology as it relates to the building trades, such as the use of cast iron and pressed metal.
- Buildings whose architectural style and level of embellishment reflects those styles in vogue at a particular time in the history of the community, the rise of “roadside architecture,” and/or the presence in Cuba of skilled craftsmen who contributed to the community’s heritage of construction in stone.

**REGISTRATION REQUIREMENTS** To be eligible for listing in the National Register of Historic Places, the aforementioned characteristics and qualities must be evident and the level of integrity in its composite qualities must support the significance of the building's specific association(s) with one or more of the historic contexts identified in Section E. The components of integrity which must be evaluated are location, setting, design, feeling, workmanship, materials, and association(s) with historic contexts set forth in Section E.

To meet these registration requirements, buildings reflecting this property type should retain the overall form, massing, and rhythm which contribute to the building’s historic character. The original façade is the most important of the elevations and it should preserve the principal architectural embellishment that defines the style. Important elements to be retained include the original roof form, patterns of fenestration, and materials to the greatest extent possible.

It is to be expected that some loss of original materials and deterioration will occur simply because of the age of the resources. Reversibility is a very important consideration in evaluating the effects of such loss and deterioration. Such effects must be evaluated on a case-by-case basis.

The introduction of non-historic materials (siding, windows, etc.) presents a particularly sensitive issue. In order to be individually eligible for the National Register the original exterior cladding (brick, concrete block,

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metal, or stone in the case of Cuba's commercial/industrial architecture) or an early re-cladding (i. e., asbestos shingles) must be present.

Inconsequential and reversible alterations, including the loss of minor ornamental detail, the replacement of original doors and window units, do not necessarily reduce the physical integrity of a building with reference to the historic contexts. However, the replacement of windows which do not match the original openings constitutes a deleterious alteration which would render a building ineligible.

Historic exterior finishes are important character-defining features of Cuba's industrial/commercial buildings, and the installation of non-historic finishes such as aluminum or vinyl siding will in most cases result in a building's individual ineligibility for the National Register.

If a Property Type III resource is to be listed individually, the following must be present:

- The openings (doors, windows) on the facade must be original or altered in a compatible fashion, using materials whose composition, dimension, scale, and size matches the historic components of the building
- In the case of masonry buildings, exterior brick, metal, stucco, or stone finishes should be present and exposed
- Decorative features which contribute to the overall historicity of the building should be intact
- Non-historic additions should be confined to the rear elevation and their scale should neither overwhelm the original building nor detract from its historic character.
- The general feeling of the building as a reflection of its time should be evident

Conversely, Commercial/Industrial Properties are not National Register-eligible if they have been subjected to a substantial forfeiture of integrity by treatments such as:

- Irreversible modification of patterns of fenestration and door openings employing materials which differ from the original in their composition, profile, dimension, pane arrangement, etc.
- Cladding of the exterior surfaces with non-historic material
- Loss of significant elements such as cornices, exterior detailing, etc.



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Historic district designation does not require the level of individual historic integrity required for an individual nomination. In the case of historic districts, the sum is greater than the total of its component parts and the evaluation of the contributing/non-contributing status of buildings in historic districts is somewhat more liberal. If a Type III building is to be evaluated as contributing to the character of a historic district, some alteration to original openings, patterns of fenestration, and finishes is permitted. However, the overall form, massing, roof configuration, and rhythm of fenestration should be retained, as should character-defining elements such as porches and verandas and major trim elements. Additions should be confined to the rear elevation and should be of a scale and character that does not overwhelm the historic character of the building as a whole.

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### G. GEOGRAPHICAL DATA

This Multiple Property Documentation Form is focused upon the non-archaeological historic and cultural resources of the City of Cuba, the boundaries of which appear on the map which accompanies this document.

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### H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

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

This Multiple Property Documentation Form focused upon the historic and architectural resources of the City of Cuba, Crawford County, Missouri. It drew in large part upon the results of a 2007 reconnaissance-level historic architectural survey of the community and the report which was generated by that initiative.<sup>65</sup> Using the SHPO Architectural/Historic Inventory Form, the 2007 survey recorded 61 individual properties, including domestic architecture, commercial and industrial buildings, and institutional properties. In addition, a 2003 survey of Route 66 resources identified 8 properties along that historic transportation artery. The Cuba MPDF is based on data gathered both from research and fieldwork conducted by Taylor & Taylor Associates, a 36 CFR 61-certified historic preservation consulting firm between the summers of 2011 and 2012. The MPDF was prepared during the summer of 2012.

#### Fieldwork

A “windshield” survey of the entire municipality was conducted by David L. Taylor, the principal of the firm, who carried out all aspects of the project. All major roadways of the community were traveled and digital images were taken of all property types, for inclusion as examples in the MPDF. Some additional images were provided by Dr. Marilyn Stewart, Chairperson of the City of Cuba Historic Preservation Commission. Since a National Register nomination for downtown Cuba was to be developed concurrent with the MPDF, *all* resources within the proposed historic district were photographed.

#### Research and Analysis

Research included a thorough search of relevant literature, including data contained within a those sources cited in the Bibliography, Internet sources, and the close study of the aforementioned 2007 reconnaissance-level historic resource survey. The data and report from the 2007 project provided an important foundation for the preparation of the MPDF, setting forth five well-reasoned historic contexts for the community, and established the framework from which the MPDF’s property types were developed.

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<sup>65</sup> Steven E. Mitchell and Mary Aue Mitchell, *Cuba, Crawford County, Architectural/Historical Survey*, (Jefferson City: Missouri Department of Natural Resources, 2007).

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The historic contexts were developed with specific reference to major socio-economic events which shaped the history of the community, including, early settlement, the construction of the railroad, Cuba's agricultural economy, the era of highway improvement—principally Route 66—the Depression and New Deal years, and the post-World War Two decades in the community.

A wide range of resources from all sections of the city were evaluated. Thresholds for integrity were established based upon the physical character of the existing properties throughout Cuba and registration requirements were developed from observation of the entire repertoire of architecture which characterizes the city.

Of particular assistance was the collection of the Crawford County Historical Society. Standard resources that were consulted included *A Field Guide to American Houses* by Lee and Virginia McAlester and *The Buildings of Main Street* by Richard Longstreth.

In addition to the MPDF, two National Register nominations were prepared. The nomination of the Uptown Cuba Historic District focuses upon the central business district and that of the Cuba High School Annex documents a 1934 New Deal educational resource which now serves as the Crawford County Historical Society. At the time of the preparation of these two nominations, plans were underway for the nomination of several additional individual properties including both domestic and institutional architecture.

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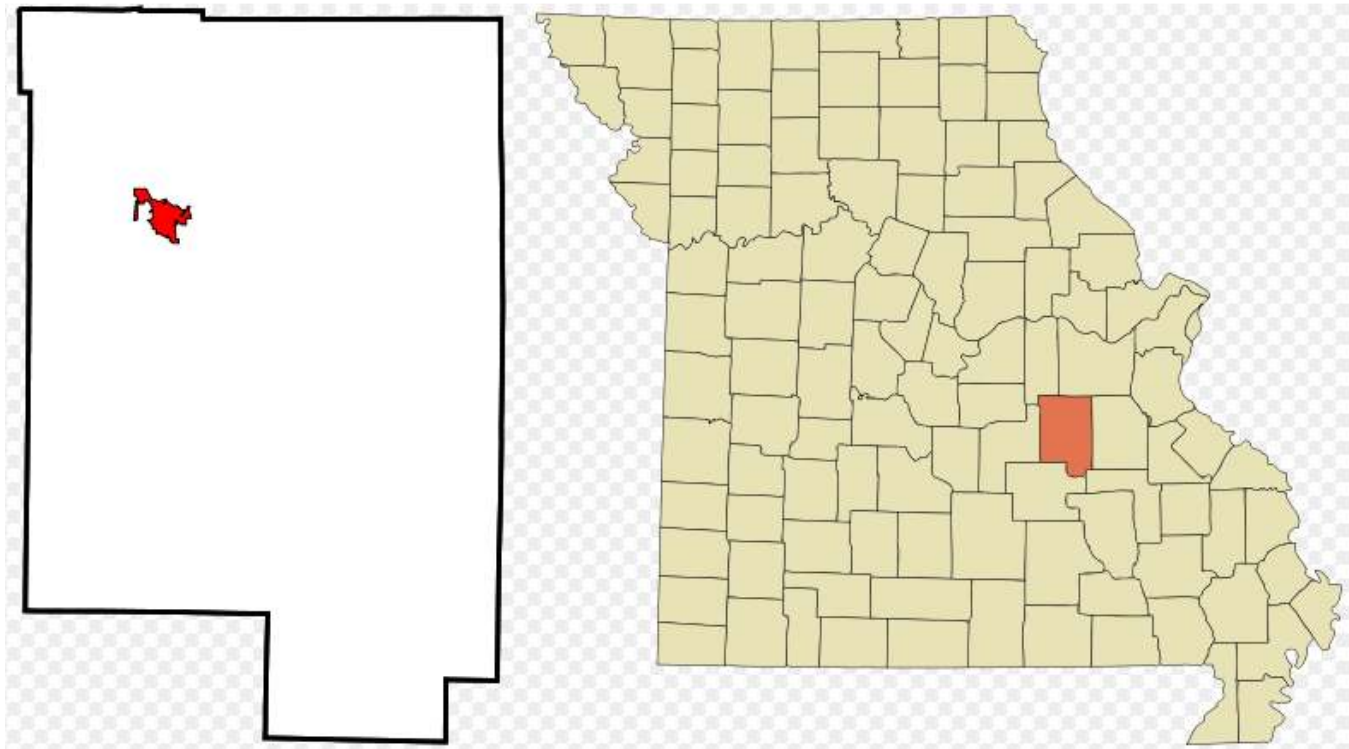
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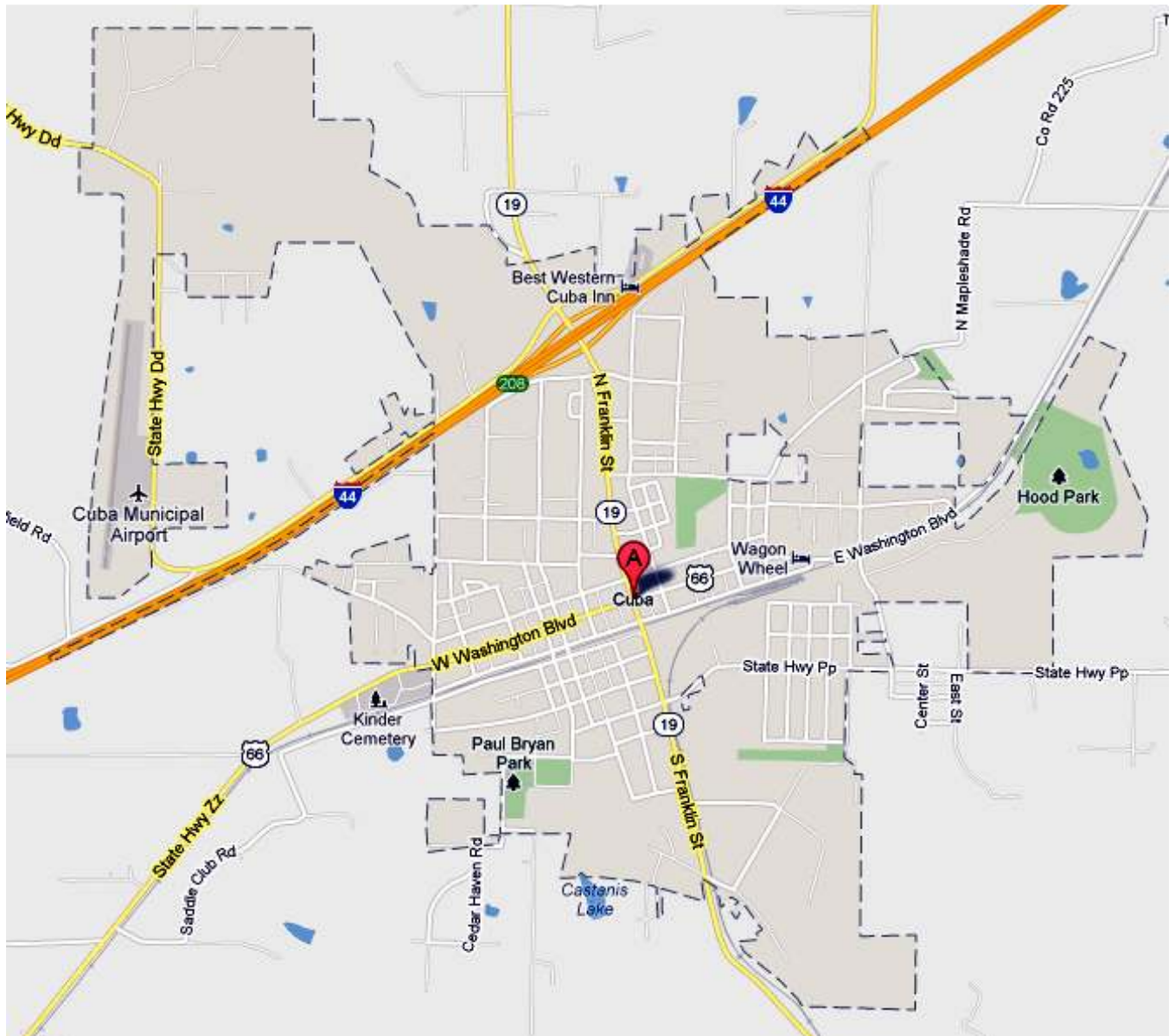
**Fig. 1** Crawford County appears on the left with Cuba in the northwest quadrant; Crawford County's geographical location in the state is shown on the right [from Wikipedia.com]

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**Fig. 2** The above map shows the municipal boundaries of the city of Cuba covered by this MPDF. [from Google Maps]



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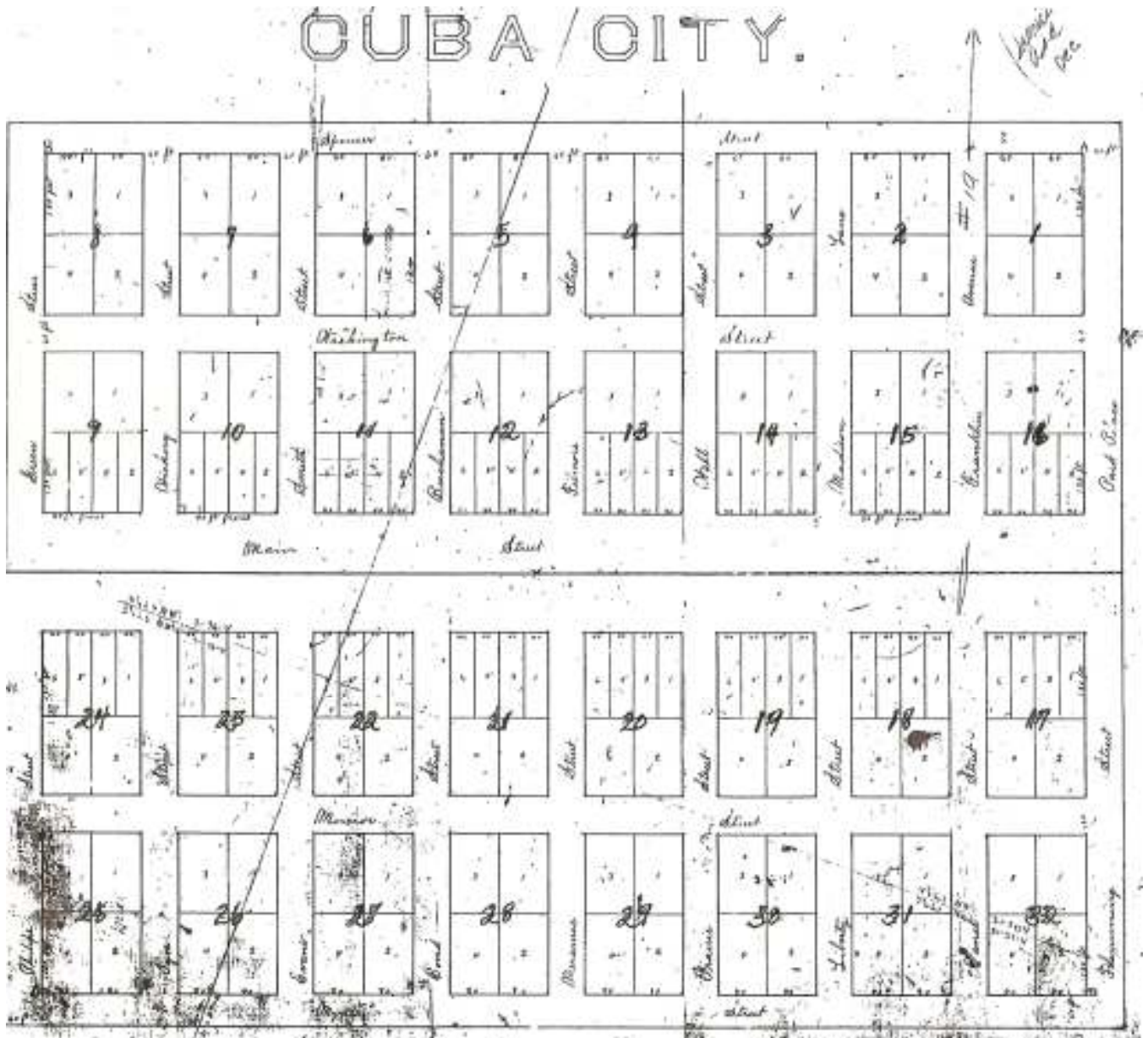
**Fig. 3** The above aerial view illustrates the physical character of the city of Cuba, with Interstate 44 north of the historic core of the community. The railroad is shown near the center, along with the original plat which parallels the tracks; subsequent subdivisions/additions were oriented on a north-south/east-west axis. The public school campus is south of the core of the community and industrial/commercial development lies to the south, north, and northeast. [from Bing Maps, accessed September 15, 2012]

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**Fig. 4** The original plat of the city of Cuba, depicting the initial 32 blocks which included lots within. Main Street, at the center, was bisected by the railroad. [courtesy of the City of Cuba]



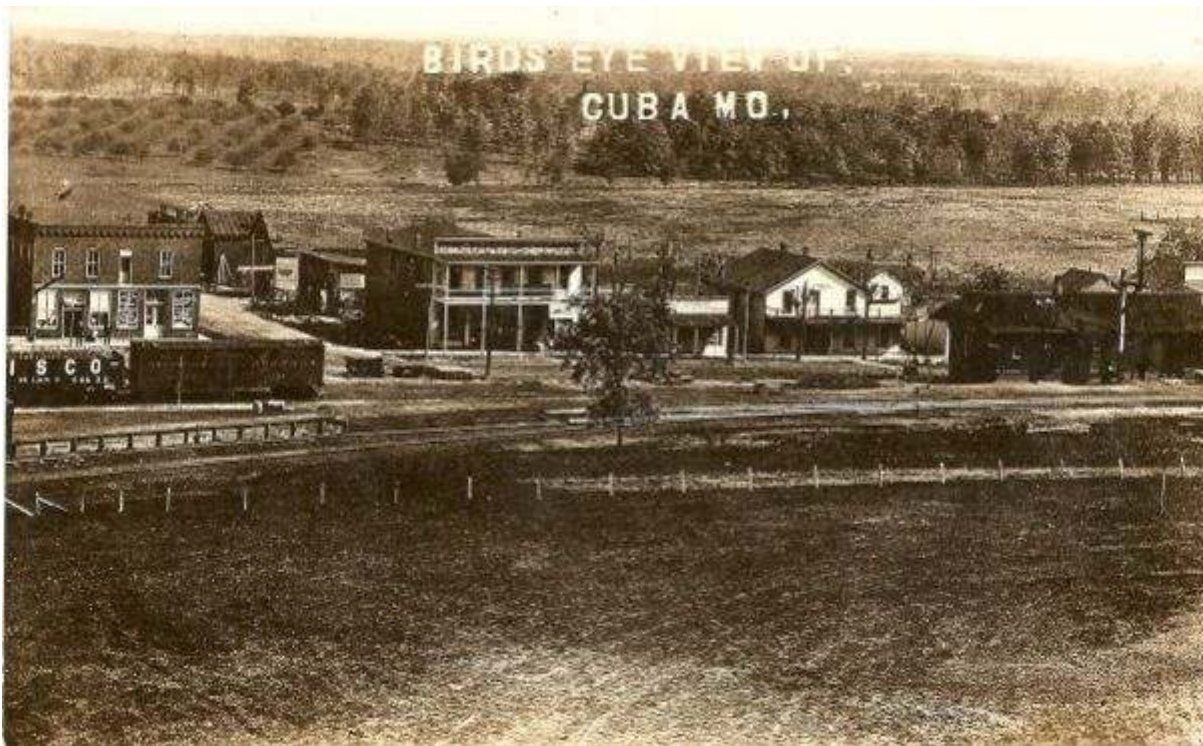
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**Fig. 5** This pre-1897 “real picture” post card view of Cuba looks northeast across the railroad tracks into the partially-built-up downtown., The depot (no longer extant) appears on the right side. Behind the Frisco rail car on the left is the c. 1885 Kinder Store building. The Hotel Grand would be built to its left in 1897. North of the downtown are orchards, reflective of the community’s agricultural heritage.

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**Fig. 6** This c. 1910 post card view of downtown Cuba reflects the character of the central business district as it was rebuilt after fires of the 1870s and 1880s.

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**Fig. 7** The Masonic Lodge in a c. 1940 post card view, shortly after its construction, and as it appeared in 2012 [contemporary photo by Dr. Marilyn Stewart]



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**Fig 8.** This post card view of buildings at Idlewild Lodge is typical of these lodging facilities which developed outside of Cuba but which nonetheless fueled the economy of the community.

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**Fig.9** The former Cuba City Hall/Fire Department was built in 1934 with New Deal employment public works funding. It is characteristic of the tradition of stone building which developed in Cuba during this time.

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**Fig.10** The Holy Cross Roman Catholic Church is among the community's finest examples of the skill of 1930s stonemasons.



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**Fig. 11** The 1908 Cuba Jail is the earliest extant building built by the municipality. [photo by Marilyn Stewart]

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**Fig. 12** The above two examples illustrate the breadth of domestic architecture found in Cuba.  
[photos by Marilyn Stewart]



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**Fig. 13** The 1897 Hotel Grand, an example of a Property Type III building, in this case finished in stone with a metal cornice.

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**Fig. 14** Industrial variant of the Type III building [photo by Steven E. Mitchell and Mary Aue Mitchell [from 2007 *Historic Resource Survey Report*]



**Fig. 15** This picturesque example of a Property Type III-B subtype, the service station, is at 106 W. Washington Street, along Route 66, and dates from the 1930s.

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**Fig. 16** The National Register-listed Wagon Wheel Motel is among Cuba's best-known examples of Property Type III-B architecture.



**Fig. 17** The Wagon Wheel as it began in the 1930s, with pump islands, cabins, and car shelters. [from <http://www.wagonwheel66cuba.com>, accessed July 15, 2012]

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**Fig. 18** Streetscape views along N. Smith Street, looking south toward Main Street, lined with examples of Property Type III-A buildings in the downtown commercial district.