

LEMAY

Inventory of Historic Buildings

Phase I
1990

Prepared by Esley Hamilton

with the assistance of Barbara Bernsen and Jennifer Maloney
for the St. Louis County Department of Parks and Recreation
under a grant from the Missouri Department of Natural Resources

RESEARCH METHODS

The properties in this inventory were identified by a variety of methods:

1. Two properties were included in Historic Buildings in St. Louis County, first published by the St. Louis County Historic Buildings Commission in 1983: the Forder house and Notre Dame Convent (Sancta Maria in Ripa). Additional research was done for both of these properties, uncovering the fact, for instance, the architects of the convent were a well known Milwaukee firm and not the clergyman to whom the design was previously attributed.
2. The exhibition, "Historic Lemay" held in 1985 and 1986 with the help of the Naborhood Link News, Lemay's local newspaper, highlighted several institutions and businesses still in their historic buildings. The text of the exhibition, and even more, the research files assembled primarily by Ed Williams, provided much good information on these buildings.
3. John Lindenbusch, former director of the Missouri Historical Society, conducted a study of Lemay in 1981 and 1982 under a Community Development Grant from the County Department of Human Resources. This resulted in an important essay, "Lemay, An Architectural and Historical Survey," which was unfortunately never published. As part of his work, Lindenbusch made a windshield survey of streets in the oldest part of Lemay near the River Des Peres. His notes of that survey identify buildings he considered notable, and this provided some guidance for the present survey.
4. The standard windshield survey conducted by the present surveyors identified several buildings that had been missed on previous searches. Particularly noted were buildings whose significance has become better understood in recent years, such as the Art Deco Melville High School and the Henry Sommer Service Station.

The northern part of Lemay is composed largely of subdivisions created before and after 1900, and the 1909 county atlas shows dozens of buildings that are still standing. Most of them are small residences that have been severely altered over the years, so this inventory had to focus on those that seemed to preserve their original designs most fully. Typically, brick houses have been less altered than frame.

Secondary sources, other than those named above, varied in helpfulness. J. Thomas Scharff's History of St. Louis City and County (1882) has six pages about Carondelet Township, of which Lemay was originally a part, but they deal entirely with other parts of the township. William L. Thomas has less than a page in this 1911 History of St. Louis County on Luxemburg, the most common name before 1935 for this area, mostly describing a trolley ride he took from Carondelet to Jefferson Barracks. In 1920, the Watchman-Advocate's History of St. Louis County, which tended to concentrate on retail interests, gave ample coverage to the recently developed business district at the point where Alabama Avenue becomes Lemay Ferry Road. Most of the prominent businessmen are profiled; the difficulty in this inventory was to match the person with the building. This inventory made little use of William Alden's It Happened in Lemay (first edition 1958) because of the cautions raised by Lindenbusch, Williams, and others against it.

Even where other sources were available, this inventory attempted to locate primary documents -- deeds and probate records -- to corroborate received information. In many cases, old histories proved correct, while in others, substantial revisions needed to be made. The usual method of locating an early deed in St. Louis County did not work very well in Lemay. Usually owners can be found in the county atlases of 1878, 1893 and 1909 and chains of title constructed from those clues. Most owners' names are omitted from those atlases in the Lemay area, however, because the parcels of land were so small. This greatly increased the time needed to correctly research properties.

One disappointment in this inventory was that very few of the builders seem to have had building permits issued for them. St. Louis County began to issue building permits only in 1907, and perhaps the distance of Lemay from the courthouse in Clayton prevented very close enforcement of this regulation. In any case, searches of the Daily Record (the only surviving source of permit information, since the county long ago discarded the actual permits) failed to turn up needed information in two years, 1909 and 1921. As a result, most construction dates had to be approximate.

Estimates of a building's date based on stylistic considerations must be treated with caution, since vernacular styles in particular lasted long past their peaks of popularity. Several small brick residences which looked like they could date to anytime after the Civil War proved to be after 1890 or even later. The Franziska Hug House at 3801 Paule Avenue, which has transitional Greek Revival-Italianate features, proved to date from after the Civil War too. Similarly the classic Victorian-style commercial buildings on Lemay Ferry Road almost all date from after that monarch's death.

The following inventory forms have been arranged according to the street addresses of the properties, alphabetically and numerically. The first two properties listed, 8444 and 8500 Alabama, are located in the City of St. Louis but form integral parts of the Lemay Ferry Road business district. County maps were not available for these, so an aerial photo has been included. Maps for most of the other properties are taken from the records of the St. Louis County Department of Revenue. They show property lines and subdivision outlines as well as building outlines and often have other data about dimensions and ownership.

Inventory forms have been numbered according to St. Louis County's locator system. This nine-digit system is based on a coordinated grid that covers the entire county and gives each parcel of land a unique identification. Most county records are keyed to this system, and it is hoped that inclusion of it on these inventory forms will facilitate further research. All photographic negatives are in the files of the St. Louis County Department of Parks and Recreation. Roll and frame numbers have been included on the inventory forms under item three. The roll numbers are assigned by the photo processing companies. Roll and frame numbers have also been marked on the backs of the inventory photos.

Part of the former Jefferson Barracks U. S. military installation has been included in the National Register of Historic Places and has not been included here. Other portions of the Barracks, omitted from the National Register District, will be included in a second phase of this inventory.

PHYSICAL DESCRIPTION

For purposes of this survey, Lemay is being defined as bounded on the north by the River Des Peres and the City of St. Louis, on the east by the Mississippi River, on the south by Interstate 255 (popularly called 270), and on the west by Interstate 55. This definition, while obviously determined by the recently constructed interstate highway system, corresponds fairly well with historical perception of the area, traditionally bounded by Affton and Concord to the west, Mattese and Melville to the southwest, and Oakville to the south. It also corresponds with the district currently being studied to determine the feasibility of incorporation.

A major portion of the Mississippi River frontage is the former site of Jefferson Barracks, a major U.S. military base from 1826 until 1946. The northern 420 acres of this site are now a county park. Five stone buildings from the old ordnance section, dating from about 1850, are operated as historic sites, but the park contains many other facilities and activities as well. The south edge of the park faces the old parade ground and includes two buildings formerly used as officers' quarters. One of them is now the home of the National Association of Civilian Conservation Corps Alumni. Most of the parade ground itself, as well as the large brick buildings to the south of it which date to the turn of the century, are retained by the federal government for the National Guard. Other parts of the former Barracks now are residential neighborhoods. A second county park, Sylvan Springs Park, occupies 70 acres west of the parade ground. South of the National Guard facilities is the National Cemetery, at 305 acres the fourth largest of the 85 national cemeteries around the country. It was established in 1866 but has earlier burials from reinterments. Still south of the cemetery is the Veterans Hospital, established in 1923 and now called the Veterans Administration Medical Center, Jefferson Barracks Division. All the barracks properties are bounded on the east by high tree-clad bluffs overlooking the Mississippi River. The tracks of the Missouri Pacific Railroad run along the foot of the bluff, and the narrow alluvial margin has a variety of uses, including freight terminals and sewer district facilities.

The old barracks tract comes to an end at Interstate 255, which follows the former right-of-way of Lindbergh Boulevard at this point. The bridge across the Mississippi was originally dedicated in 1944. A new span was opened in 1984, and the old one was subsequently replaced by a second span matching the first one, which has been acclaimed for its outstanding design.

A glance at the map shows that the street pattern in Lemay is complex and confusing. In part this is the result of hills and streams, but in part it reflects early land patterns. Nearly all of present Lemay, including Jefferson Barracks, was originally part of Carondelet Commons, the outlying fields of the old French village of Carondelet. The western boundary of the Commons is marked by Union Road and its extension into the city, Morganford Road. Interstate 55 closely parallels Union Road for much of its length. Most of Boundary Road, which forms the western edge of Jefferson Barracks, is also aligned with the Commons. In 1838 the Commons was laid out in large squares oriented more or less to the street lines of the village rather than to the cardinal points of the compass. Many of these squares are still recognizable on the map. For example, Mount Olive Cemetery and Oakdale

Cemetery together constitute Block 52 of Carondelet Commons. Many later subdivisions followed the lines of the Commons, most notably the Sigerson Nursery Tract, which was platted in 1859. The Sigerson Tract was one of the first to lay out streets in this area, naming them with letters of the alphabet. Avenue H is the only notable survivor. Avenue C became Weiss, Avenue D Bayless, Avenue E Fannie, and Avenue G Zeiss.

The land commission established by the U. S. government after the Louisiana Purchase recognized four land claims inside Carondelet Commons. Two of them are still distinguishable on the ground. Pierre Delor, the son of the founder of Carondelet, received Survey 2993, 340 acres, which ran south from near the intersection of what are now Lemay Ferry Road and Reavis Barracks Road. Buckley Road marks the west side of that tract, and most of the streets within the tract are aligned to it rather than to the opposing diagonal of the commons. Julien Chouquette, another resident of Carondelet, received Survey 904, 544 acres along the Mississippi River immediately north of what became Jefferson Barracks. Gentry Avenue follows the oddly angled northwest side of this tract, and most of the streets within it are arranged at right angles to the line of South Broadway, which led to the northern entry to the Barracks.

That stretch of South Broadway was originally called Jefferson Barracks Road, and it included the present Military Road, which connected with it at the intersection of Hoffmeister. Two other roads approaching Jefferson Barracks from different directions were also named Barracks Road. They have now been differentiated as Reavis Barracks Road and Sappington Barracks Road. South Broadway, which was the main business street of Carondelet, was less important south of the River Des Peres, and the main river crossing was at Alabama. On the county side of the river four roads converged on the bridge, and this became the location of the business district detailed in this inventory. In addition to Military Road, the others were Telegraph Road, Lemay Ferry Road, and Old County Road, the last now little more than an alley. Telegraph Road has been rerouted to connect with Lemay Ferry Road about 16 blocks south of this point, and the old road is now called Wachtel. Lemay Ferry Road and Telegraph Road remain the primary arteries of the region, particularly as each now makes a major interchange with the metropolitan beltway and extends south to cross the Meramec River into Jefferson County.

Many of the residential streets in Lemay have changed names at least once or have had more than one name throughout their present length as they passed through different subdivisions. At the same time, many sections of street bearing the same name are not continuous, due sometimes to changes in topography and sometimes to inconsistencies in the original subdivisions. The most notable impediment to a logical street plan is the unnamed water course (called a "stormwater drainage creek" by the County Planning Department) that parallels Wachtel, flowing north to the River Des Peres. A much larger waterway is Gravois Creek, which enters the west part of the district north of Will Avenue and winds north in a course roughly paralleling Interstate 55 to empty into the River Des Peres near Grand Avenue and Weber Road. A few parcels of land along Gravois Creek have been acquired by the St. Louis County Department of Parks and Recreation in anticipation of a linear parkway, which so far has not come to fruition. The largest of these

is the 67-acre Union Road site north of Will. The Missouri Pacific Railroad follows the course of the Gravois Creek too. The large amount of land occupied by Gravois Creek and its floodplain makes relatively little visual impact on the area; it is low-lying, and few roads cross or approach it.

The open space in Lemay includes, in addition to the county parks and Gravois Creek, a concentration of cemeteries along Lemay Ferry Road, detailed in this inventory. These and the large campus of Melville High School give Lemay Ferry Road a green and open appearance belying its location so near the city.

The large industrial tract at the mouth of the River Des Peres (now mostly owned by the Metropolitan Sewer District) is subject to flooding, and other neighborhoods near the river were affected by the record spring floods of 1973. Conversely, the district contains some notable hills. Bobring Heights, the subdivision located off Lemay Ferry Road at Bobring, was said to be the highest point in the county. Another high point is marked by the intersection of Hoffmeister with Military and South Broadway, while a still higher one is the slope of Kingston Drive north of Telegraph Road, from which a striking view of the Arch may be seen.

Lemay is predominantly composed of single-family housing units, most of them small. The Lemay Comprehensive Plan, published by the St. Louis County Department of Planning in 1974, reported only 68 duplexes and 16 multifamily buildings in the area. The plan also noted that the small size of the houses meant that many of them were overcrowded, particularly those sheltering families with large numbers of children. Two out of three houses were built before 1939, and many of these date from closer to the turn of the century. Stylistically they are comparable to houses being built in the southern neighborhoods of St. Louis at the same time, but more are frame. The plan noted that the majority of these houses needed at least a little repair. The combination of such housing needs and the unfinished appearance of many streets (lacking curbs and sidewalks, dead-ending in trees or streams) gives Lemay an air of dishevelment that contrasts with most other neighborhoods in St. Louis County.

While most people think of Lemay as starting at the River Des Peres, the city limits of St. Louis actually lie south of the river. On Lemay Ferry Road only the first three buildings on the east side are in the city, but farther west the whole triangle bounded by Weber Road, I-55, and the river is city territory.

Unlike county lands just outside the north and west limits of St. Louis, Lemay remains unincorporated. The one municipality in the area is Bella Villa, only a tenth of a square mile in area and with a population under 800. On the other hand, Lemay encompasses three school districts in whole or part. This situation not only fragments financial resources for education, but it also impedes a coherent sense of identity, especially among young people. The Hancock Place School District is a remnant of the old rural township school districts. It has three elementary schools, a junior high school, and a high school, but three of these buildings are currently for sale. The Bayless District has a single education campus located on Weber Road outside the current inventory area, but most of the old Sigerson Nursery Tract is in the district. The Melville R-9 District is much larger,

encompassing five former rural school districts. It is the result of a 1951 merger, but its origins go back to the 1935 reorganization of the old St. John rural school district, which was in the southern half of the current inventory area.

Currently two groups are studying the feasibility of incorporating Lemay. One plan would combine the present survey area with the Oakville area to the south, which was inventoried in 1977 and 1988. The second would add to those areas the Mattese area inventoried in 1989 and the Affton-Concord area extending north of Interstate 55 to Gravois Road and beyond that in part to Watson Road (an area proposed for inventory in 1991). Neither of these plans contemplates the retention of the name Lemay, which has taken on some pejorative connotations over the years, but both would, with the right leadership, give the area a greater sense of identity.

HISTORY

John Lindenbusch has provided an excellent contextual history of Lemay in his 1980 report, and the present document is intended only to summarize and supplement that, with particular reference to the buildings studied in the present inventory. The name Lemay is of relatively recent useage. It first appears in the county directory in 1936, replacing the older name Luxemburg. Lemay Ferry Road passes through the area on the way to Lemay Ferry, which was on the Meramec River at a place called Catalan's Ford several miles to the south. Francois Lemay or Lemai operated it (none too well, from some reports) from 1833 to 1848. The history of the area goes back to 1700, when the Jesuits are said to have established a mission at the mouth of the River Des Peres, but no permanent settlement occurred until much later. Nearly all of Lemay was claimed by the City of Carondelet (part of the City of St. Louis since 1870, but founded in 1767) as part of its commons, and the dispute over the title to this land with U.S. authorities, who were unfamiliar with the concept of a municipal common ground, dragged on for decades, impeding settlement. In fact, the title to Jefferson Barracks itself was clouded for many years.

In 1837 and 1838 the surveyor Jasper Meyer divided the Common into 177 squares of about 32 acres each for the City of Carondelet, and over the next decade these were sold or leased to private persons. Some of these squares were developed as small farmsteads, but many were acquired by speculators or in larger tracts. Bryan Mullanphy (1809-1851), St. Louis mayor and philanthropist, seems to have been the largest individual buyer, and some of his land was still owned by the heirs of his seven sisters after the turn of the century. By 1878, when Julius Pitzman published his county atlas, some of the Commons close to the city had been subdivided. Forder's Subdivision was one of the first, platted in 1858 by Samuel W. Forder. Forder owned much land in the Commons, and his homestead at 2225 Telegraph Road, still occupied by descendants, is the oldest building complex that has been identified in the area outside Jefferson Barracks. His first subdivision was located at the key intersection where Jefferson Barracks Road (now Military Road), Telegraph Road (now Wachtel), Lemay Ferry Road (more commonly known in the early years as the macadamized road), and Old County Road converged. At least one of the houses on Wachtel appears to date from the first years of the subdivision, but the buildings in the Forder Subdivision at 250 and 264 Lemay Ferry Road proved to date from the 1890's.

The large Sigerson Nursery Tract was subdivided in 1859. That it was not rapidly developed is evidenced by the fact that John G. Priest was able to subdivide Lot 17, lying right on Lemay Ferry Road close to the bridge, in 1870. The house at 3801 Paule, also in the Sigerson Nursery Tract, was apparently built that same year by Franziska Hug. By this time, the German influence was becoming dominant here as elsewhere in St. Louis County.

Two properties from this period are associated with the Risch family, who hailed from Switzerland and were active in Swiss-American affairs in St. Louis. Christian Risch apparently built the house at 248 Military Road about 1882. He was a dairyman, and nearly four decades later his widow

sold the property to another dairyman from Switzerland, Anton Anderlini or Anderli. Risch's brother Balthazar founded Risch's Grove at the corner of Lemay Ferry Road and Bayless about 1884. He died in 1892, but the building survives, rebuilt and drastically altered, as Cusanelli's Restaurant.

The name Luxemburg, which was the most common one for the area until the 1930's, seems to derive from a subdivision made in 1867 by Dr. John Tagart of Block 88 of the Carondelet Commons, located between Forder's Subdivision and the River. Other names also seem to refer to subdivisions. Bismarck Heights was laid out in 1902 by Michael and Regina Hammel. With an addition the following year, it stretched from Lemay Ferry Road to Dammert, from Bayless to Paule. Beyond Paule was Bobring Heights, laid out in 1901 by John H. and Caroline Bobring, but a Bobring Post Office district extending south at least to Buckley was in existence at least a decade before that. The Bobring district was also sometimes called Point Breeze.

The people who lived along South Broadway had a Jefferson Barracks-St. Louis post office. The St. Louis and Iron Mountain Railroad stopped at the foot of Ripa Avenue at the Ivory Station, named for an early landowner. His estate, located between South Broadway and Gentry, was later acquired by Adeline Russell, the mother-in-law of Civil War hero and presidential candidate Winfield Scott Hancock. His association with the area was commemorated in the Hancock Place School District, so named in 1910. The earlier school, located at Military Road and Fannie, had been called the Luxemburg School. The Russell-Hancock estate was platted in 1912 as Gillick's Longwood Subdivision, and "Longwood," which may originally have been the name of the estate, soon became the name of a whole district.

For several years before its subdivision, the Russell-Hancock estate was home to a school for the deaf and dumb run by the Sisters of St. Joseph of Carondelet. It was one of three Catholic institutions in the area. The Mount St. Rose Hospital at 9101 South Broadway was founded in 1900 by the Sisters of St. Mary for the treatment of tuberculosis. It was torn down only a few years ago. Still remaining is the convent of the Sisters of Notre Dame, Sancta Maria in Ripa, situated in a beautiful location at the east end of Ripa Avenue overlooking the Mississippi River. The convent buildings, started in 1895, are among the grandest of their kind in the region.

Not until the 1890's did urban development really begin to get under way, spilling over from Carondelet. In those years many previous subdivisions were replatted, suggesting that little had been built until then. Much of the real estate activity was conducted by a handful of people who seem to have known each other. They included in addition to the Forders, the Hammels, and the Risches, Conrad Goetz and John Francis McDermott, a descendant of Madame Chouteau. The high-water year of development seems to have been 1905, when the residents of Lemay finally tired of traveling to Carondelet on Sundays and founded Catholic, Lutheran and Evangelical churches of their own. The last two of these were daughter churches of congregations in Carondelet. The following year saw the organization of the Schiller Turnverein in Henry Meyer's newly constructed grocery at 720 Lemay Ferry Road.

That event underscores both the importance of the German community at that time and the increasing concentration of business along Lemay Ferry Road. The present business district, extending from the bridge through the 100 blocks of Lemay Ferry, seems to have taken off between 1900 and 1910. Lemay is unusual in preserving not only the big commercial buildings of that era, but also the offices of the contractor who built many of them, Leo Naert at 758 Lemay Ferry Road.

Most of the new subdivisions had small lots, designed to be purchased by working people, and the houses built on them were correspondingly small. Brewery workers constituted a notable part of the population by 1910, presumably working at the big breweries in Soulard and Benton Park. Beer drinking was important to the social life of the time, too. The Schiller Turnverein, for example, met in a variety of beer gardens, including Risch's Grove, before constructing its own building in 1909. The buildings at both the southeast and southwest corners of Lemay Ferry Road and Weber were built for taverns. The effect of Prohibition was thus correspondingly large in Lemay. Many people had to find new jobs, and at least one local businessman, Frederick Hoefer, seems to have gone bankrupt. Nevertheless, some new construction did appear, notably in the business district, where the DeBasios, the Posloskys, and the Lemay Ferry Bank all built new premises.

Art Deco made a notable appearance in Lemay in the late 1930's. The Trunko Building at 1900 Telegraph is a good vernacular example. The Mehlville, Hancock and Bayless School districts all took advantage of grants from the Public Works Administration, a New Deal agency, to build new high schools; the Hancock High School was photographed for a national report on PWA achievements. The Mehlville building is perhaps more significant; it is an example of the work of Ewald Froese, one of St. Louis's best designers in that decade, and is related to his designs for the landmark Neighborhood Gardens housing project downtown. Another notable example of Art Deco is the 1938 Elmer Wagner House at 700 Ruprecht, now the home of the mayor of Bella Villa and included in the 1987 inventory of Art Deco and the International Style in St. Louis and St. Louis County.

The end of the Depression saw the resumption of building in Lemay, mostly in subdivisions that had been platted a decade or so earlier. Construction became even more vigorous after the war, but now on a more suburban pattern, with curvilinear streets divorced from the city's grid and commercial developments concentrated into strip shopping centers set back from the streets behind large parking lots. Jefferson Barracks closed in 1946, and hundreds of obsolete frame buildings there were demolished. Eventually some new construction took place on the former army land, the most visible being the virtual stockade of apartment buildings blocking the view of Sylvan Springs Park from Kingston Road.

While Lemay benefitted to some extent from the growth of the suburbs after the war, its older parts were left behind like the inner city, and its shortcomings in housing and infrastructure began to be more and more talked about. Lemay has been designated as a target by the federal Community Development program for years. Current efforts to incorporate Lemay as a municipality may bring fresh attention to its problems.

RECOMMENDATIONS

The process of identifying historic resources in Lemay that was outlined in the first section of this report resulted in the identification of more properties than could be researched in the allotted time. As a result a number of properties await further work, including the following:

Properties of the Hancock School District;

old Luxemburg School	242-248 Dammert
Hancock School No. 1	9415 Gentry
Hancock School No. 2	8808 South Grand
Hancock School No. 3	243 West Ripa
old Hancock Junior High School	9405-23 South Broadway
Hancock High School	233 West Ripa

Jefferson Barracks Hospital, including nine architecturally significant buildings dating from c. 1923

Jefferson Barracks North Gate, inexplicably excluded from the National Register district

U. S. National Military Cemetery at Jefferson Barracks

Heine Meine Field, a privately owned baseball field, with structures

Charles Kugler House	103a Arlee	c. 1900
Paul Fritzmeier House	109 E. Holden	c. 1905
Jacob Arnhold House	111 E. Holden	c. 1905
4 residences	519-21-23-25 Jeffords	1907-09
commercial building	130-132 Lemay Ferry Road	
(including two former residences)		
commercial building	700-07 Lemay Ferry Road	
commercial building	710 Lemay Ferry Road	
commercial building	718 Lemay Ferry Road	
residence	729 Lemay Ferry Road	
Majestic Bar	Military and Weiss	
Odd Fellows Cemetery	South Broadway	
residence	9438 South Broadway	
Point Breeze Baptist Church	1601 Telegraph Road	
(now First Baptist Church of Lemay)		
Lemay Church of God	2833 Telegraph Road	
(built as Peace Lutheran Church)		
residence	230 Wachtel Avenue	
Oscar Robitsch House	235 Wachtel Ave.	c. 1900
residence	246 Wachtel Avenue	
Walz's Corner	Wachtel and Orient	
Danz-Hammel Rental House	203 Weiss	c. 1898
John Schober House	211 Weiss	c. 1898
Riekemann-Suellentrop House	321 Weiss	c. 1900
John Kettenbach House	323 Weiss	c. 1905
Anthony Rosso House	325 Weiss	c. 1903
St. John Elementary School	3701 Will Avenue	

Among the buildings that have already been inventoried, the obvious candidate for National Register listing is the old business district. It includes 8442-44 and 8500 Alabama in the City of St. Louis as well as the buildings from 107 through 142 Lemay Ferry Road. These buildings, some of which look older, seem to date from 1900 to 1915, with important additions from the mid-1920's. Almost every one of these buildings is associated with a well-known merchant of that era, and since so few disfiguring alterations have been made, a fair picture of the time can still be obtained. Probably the outstanding individual building in this group is the old Lemay Ferry Bank at 113 Lemay Ferry Road, a beautiful example of terra cotta modeling.

Many of the other buildings identified here are of outstanding significance to St. Louis County, if they may not exactly fit National Register criteria as they exist today in Missouri. Among these is Margaretha Meyer's Tavern at 9969 South Broadway, the most significant surviving civilian building associated with the Jefferson Barracks trade. Plans are currently being made to find funds to restore this building as a visitors' center for Jefferson Barracks Park. The entry gate at Mount Hope Cemetery is an outstanding example in the county of Beaux Arts design and of terra cotta architecture. The Forder House and its outbuildings are unusually well preserved examples of pioneer architecture. The Franziska Hug House at 3801 Paule is less familiar than the Forder House but is another worthy example of post-Civil-War settlement in the county. St. Luke's Methodist Church is notable as the former chapel of Jefferson Barracks, moved to its present site in 1945 and preserving its original rustic vernacular interior. The Trunko Building at 1900 Telegraph Road is a charming example of Art Deco, while Mehlville High School is a high-style example by one of the best local designers of the period of the same phenomenon. Sancta Maria in Ripa is an architecturally splendid example, perhaps the oldest in the county, of a religious institution other than a church; it also has a notable setting. The Schiller Turnhalle is the most important surviving county building reflecting the secular German cultural heritage.

Preservation of these and other worthy historic resources depends more on local initiative than listing in the National Register, and here St. Louis County is open to criticism. The only protection afforded historic buildings is the LPA, Landmark and Preservation Area, a zoning designation for which the owner must petition, paying a filing fee ranging from three hundred dollars upward. Little wonder then, that no such designations have been made in the Lemay area. The county needs an ordinance like those of the most history-minded communities in the state. Such an ordinance should enable the Historic Buildings Commission (already established by statute) to designate historic landmarks and districts with or without the consent of the owners, to regulate alterations, and to prohibit demolition. Passage of such an ordinance by a county (rather than a municipality) may require state enabling laws to be strengthened, an effort which has been going on in the state legislature for the last several years.

Another technique that might be attempted in Lemay is the design district, which establishes certain desired visual elements as significant for retention and promotion in new construction regardless of historic significance. This technique is currently being studied by St. Louis County for use in the unincorporated communities of Pond and Grover. That experience might be applied in Lemay, particularly in the old business district. Certainly planning can play an important role in preserving the historical character of Lemay. Development plans should weigh, for example, the value of installing curbs and sidewalks in neighborhoods that have historically not had them. Ladue, the richest suburb in St. Louis County, considers its lack of curbs and sidewalks to be an important part of the community's visual identity; it has designed alternatives which it calls "paths."

Lemay is fortunate in having two local institutions that have taken an active interest in local history, the Naborhood Link News and Jefferson Barracks Park. As a result, more photos and documents have been saved here than is typical in county neighborhoods. More should be done, however. The park should designate a particular part of its collections for local history and more actively collect relevant materials. More study is needed in the sequence of development of the area, particularly to clarify the interactions of the small number of landowning families in this process. A continuing effort to educate the public to Lemay's history is also needed; the most important tool in an effective preservation effort is an informed electorate.

The prospect of incorporation, presents many opportunities for Lemay. A new municipality will find its identity in the rich history of the area; this history should be embraced and not shunned, as efforts to put aside the name "Lemay" suggest might happen. A new municipality (which might appropriately be called Luxemburg rather than Mehlville) will have the opportunity to adopt meaningful preservation controls at the outset and to make preservation an active part of its planning policy. It is hoped that the present inventory will provide a useful tool in that effort.

LEMAY SURVEY

<u>Street</u>	<u>Name</u>	<u>Date</u>
1. 8442-44 Alabama	Limmer Bakery	c. 1898, 1908-1921
2. 8500 Alabama	Hoefler Building	1909
3. 9853-55 S. Broadway	Frederick Mitchell Store	1908-09
4. 9969 S. Broadway	Margaretha Meyer Tavern	1893
5. 510 Buckley Rd.	Frederick Niemeier House	1897
6. 323 Hoffmeister Ave.	St. Andrew's Church	1930
7. 405 Hoffmeister Ave.	Bethesda Evangelical Church	1910
8. 107 Lemay Ferry	Lemp Lemay Tavern Building	c. 1910
9. 109 Lemay Ferry	Arnold Grocery Building	c. 1910
10. 113 Lemay Ferry	Lemay Ferry Bank	1909 & 1922
11. 114 Lemay Ferry	Lemay Ferry Hardware	c. 1923
12. 115 Lemay Ferry	Abel Building	c. 1910
13. 117 Lemay Ferry	Poslosky's Department Store	c. 1902 & 1929
14. 119 Lemay Ferry	Poslosky's Variety Store	1915
15. 125 Lemay Ferry	Fendler-DeBasio Building	1927
16. 138-42 Lemay Ferry	Fendler Auto Building	c. 1920
17. 250 Lemay Ferry	Peiffer-Heintz Building	1893 & 1917
18. 264 Lemay Ferry	Andreas Schug House	c. 1898
19. 274 Lemay Ferry	Henry Sommer Service Station	c. 1929
20. 318 Lemay Ferry	Lemay Theatre	1927 & 1932
21. 705 Lemay Ferry	Risch's Grove - Cusanelli's	1874 & 1892
22. 720 Lemay Ferry	Henry Meyer Store	c. 1905
23. 742-46 Lemay Ferry	Fendler Building	1928
24. 750 Lemay Ferry	Caroline Guth House	c. 1907
25. 756 Lemay Ferry	Naert-Schaeffer House	c. 1908
26. 758 Lemay Ferry	Leo Naert House	c. 1909
27. 765-69 Lemay Ferry	Gethsemane Lutheran Church	1921
28. 780 Lemay Ferry	John Meister Saloon	c. 1905
29. 1001 Lemay Ferry	Frederick Kettler House	c. 1901
30. 1116 Lemay Ferry	Massman Store	1895 & 1938
31. 1215 Lemay Ferry	Mt. Hope Cemetery	1927
32. 1219 Lemay Ferry	Mt. Hope Memorial	1930
33. 1800 Lemay Ferry	Park Lawn Cemetery	1912
34. 2000 Lemay Ferry	St. Trinity Cemetery	1863
35. 2211 Lemay Ferry	George Hausherr House	1905
36. 3100 Lemay Ferry	Mehlville High School	1939
37. 248 Military Road	Christian Risch House	c. 1882
38. 3900 Mt. Olive Rd.	Oakdale Cemetery	1854
39. 3906 Mt. Olive Rd.	Mt. Olive Cemetery	1849
40. 3801 Paule Ave.	Franziska Hug House	c. 1870
41. 320 E. Ripa	Sancta Maria in Ripa	1895-97
42. 610-24 W. Ripa	St. Martin of Tours School	1939-40
43. 623 W. Ripa	Forder Elementary School	1934
44. 501 Sappington Brks.	Henry Niemeier House	c. 1900
45. 601 Sappington Brks.	John Dietrich Niemeier House	1909
46. 1806-08 Telegraph Rd.	Andrew Kuehn Building	c. 1922
47. 1900 Telegraph Rd.	Trunko Building	1938
48. 2225 Telegraph Rd.	Forder House and Outbuildings	c. 1865
49. 2761 Telegraph Rd.	St. Lukes Methodist Church	moved 1945
50. 2761 Telegraph Rd.	Frohlich's Longview Farm	1930
51. 210 Weiss	Schiller Hall	1909

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11-1-90

LEMAY

RESEARCH DESIGN

Geographic Area

For purposes of this survey, Lemay is being defined as bounded on the north by the River Des Peres and the City of St. Louis, on the east by the Mississippi River, on the south by Interstate 255 (popularly called 270), and on the west by Interstate 55. This definition, while obviously determined by the recently constructed interstate highway system, corresponds fairly well with historical perception of the area, traditionally bounded by Affton and Concord to the west, Mattese and Melville to the southwest, and Oakville to the south. It also corresponds with the district currently being studied to determine the feasibility of incorporation. A major portion of the Mississippi River frontage is the former site of Jefferson Barracks, a major U.S. military base from 1826 until 1946. The central part of Jefferson Barracks is listed on the National Register of Historic Places, but sizeable sections of the old site were omitted from that nomination, including the National Cemetery and the Veterans Administration Medical Center.

Historic Context

The name Lemay is of relatively recent useage, deriving from the highway, Lemay Ferry Road, which passes through the area. Lemay Ferry was actually on the Meramec River several miles to the south, at a place called Catalan's Ford; Francois Lemay or Lemai operated it from 1833 to 1848. The history of the area goes back to 1700, when the Jesuits are said to have established a mission at the mouth of the River Des Peres, but no permanent settlement occurred until much later. Nearly all of Lemay was claimed by the City of Carondelet (part of the City of St. Louis since 1870, but founded in 1767) as part of its commons, and the dispute over the title to this land with U.S. authorities, who were unfamiliar with the concept of a municipal common ground, dragged on for decades, impeding settlement. In fact, the title to Jefferson Barracks itself was clouded for many years.

In 1838 the City of Carondelet divided the Common into 177 squares of about 32 acres each, and over the next decade these were sold or leased to private persons. By the time the atlas of 1878 was published, most of these squares had small farmsteads on them, and some of those closest to the city were being subdivided. During the later part of the century, the history of the area had become fragmented. Each railroad line chose its own station names, and each developer sought immortality in his subdivision name. Among names in at least some currency by the end of the century were Ivory, Point Breeze, Bismarck, Dewey Heights, Longwood, Selma, and Bobring Heights. A Bobring Post Office was active in 1896. Hancock was the name chosen for one school district and Bayless for another. By the turn of the century the name Luxemburg was becoming current for the whole district north of Jefferson Barracks. This was consistent with the German place names for other areas of St. Louis, Bremen and Baden, but it gradually fell out of use in the 1920s. Today, the name of Lemay has acquired certain pejorative connotations, and the hopeful organizers of a new city prefer the name Mehlville, which historically referred only to the region at the far southwest corner of the present survey area.

Purpose and Expectations

The primary purpose of the planned study is to identify buildings and possibly districts that should be protected by listing in the National Register of Historic Places. At the same time information will be gathered that could serve to protect significant buildings by an ordinance applying to the unincorporated county, where the survey area now lies, or by a municipal ordinance, should the area become incorporated, which seems likely. The inventory will also serve the goal of historic preservation by heightening local awareness and by providing an accurate base of information for evaluating the significance of local landmarks. This last purpose is particularly important in the Lemay area, where there has been very little appreciation of historic values.

It is hoped that additional nineteenth century buildings can be identified, and there is some possibility that pre-Civil War buildings are still standing in the oldest subdivisions and in the old squares of the Carondelet Commons. Significant structures of the early twentieth century will also be noted, particularly local landmarks and commercial buildings.

Previous Research and Other Research Sources

The study of Lemay history has suffered for years from the many inaccuracies in the undated but widely distributed booklet by William F. Alden, It Happened in Lemay. The most important effort to correct Alden's errors was made by John Lindenbusch under contract to the St. Louis County Department of Parks and Recreation in 1981 and 1982. His unpublished report, "Lemay: An Architectural and Historical Survey," contains a detailed analysis of certain phases of the area's history, including the controversy over its title, and the sequence of commuter developments in the later nineteenth century. Lindenbusch also made a windshield survey of some streets in Lemay, including Broadway and Lemay Ferry Road, and he tentatively identified some buildings of possible significance.

The St. Louis County Historic Buildings Commission published Historic Buildings in St. Louis County in 1983, and this includes several properties in the Lemay area, notably the Forder House and Notre Dame Convent. The files of the commission contain information on several other properties that have been identified or partially researched over the years.

In 1985, the St. Louis County Department of Parks and Recreation, in cooperation with the Naborhood Link, a local newspaper, sponsored a photo exhibition on the history of Lemay, and the text of this exhibition, written by Ed Williams, is a useful contribution to local history. The photos from the exhibition, held at Jefferson Barracks Park, are also still available for review.

Organization and Methods

This inventory will be conducted by Esley Hamilton for the St. Louis County Department of Parks and Recreation. The Department is seeking an intern to assist with some of the research.

Buildings will be identified by two methods. First, a search of office records and previous studies will be made. This would include the Lindenbusch study and the Williams exhibition. Second, a windshield survey will be undertaken to spot other properties in the survey area, especially in the parts most remote from Jefferson Barracks. These will be photographed and mapped, and research on the historic background will be undertaken.

Biographical data about the first occupants of the house will be difficult to obtain until after July 4, because the library of the Missouri Historical Society, the chief repository in the region for such data, will be closed until then. When it reopens, this data will be added to that already collected.

Milestones

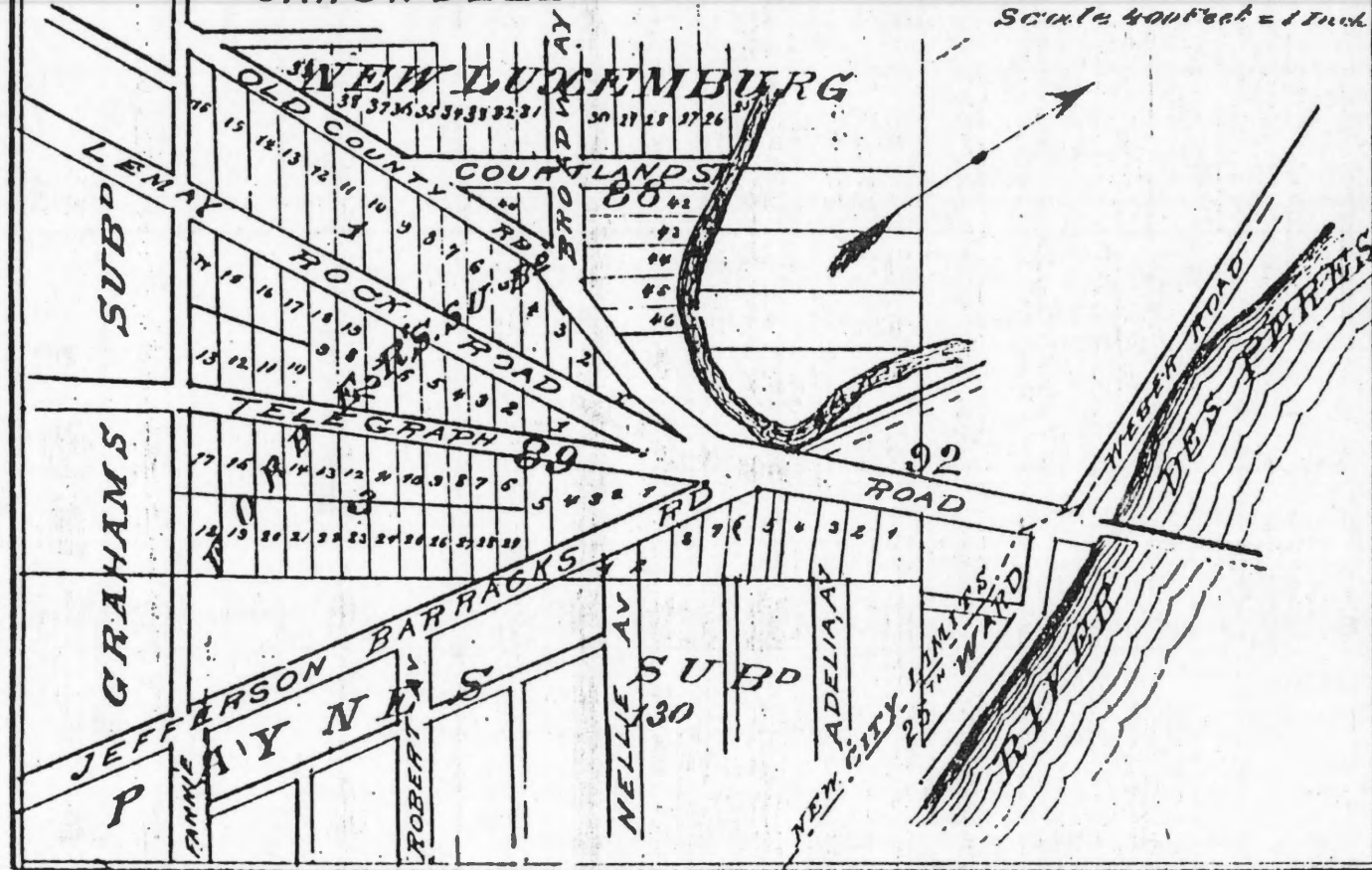
Draft survey forms and materials:	August 1
Final inventories, final survey report and map:	November 1

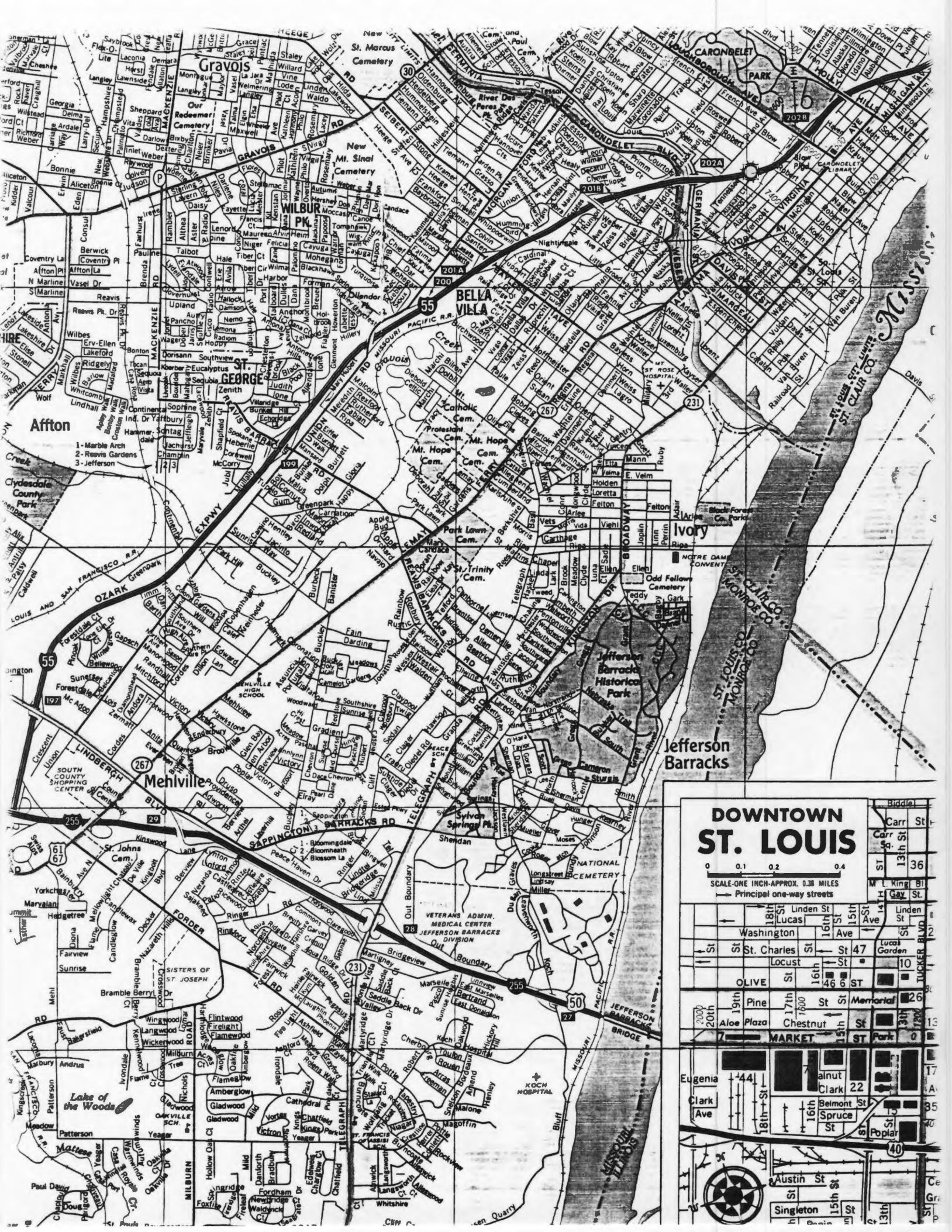
Esley Hamilton
3721G(2412)
June 1, 1990

LUXEMBURG

CARONDELET COMMONS S OF RIV. DES PERES

Scale 400 feet = 1 inch





DOWNTOWN ST. LOUIS

0 0.1 0.2 0.4
SCALE ONE INCH APPROX. 0.38 MILES

Principal one-way streets

