

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

**SENT TO D.C.**

7-6-00

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative item on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name Bretz, John F., House and Warehouse

other names/site number \_\_\_\_\_

**2. Location**

street & number 1113 North Fifth Street

not for publication

city or town Springfield

vicinity

state Illinois

code IL

county Sangamon

code 167

zip code 62705

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

William L. Wheeler SHPS 7-5-00  
Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

State of Federal agency and bureau \_\_\_\_\_

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Signature of commenting or other official \_\_\_\_\_ Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

**4. National Park Service Certification**

I hereby certify that this property is:

entered in the National Register

See continuation sheet

determined eligible for the

See continuation sheet.

determined not eligible for the  
National Register

removed from the National Register

other (explain): \_\_\_\_\_

Signature of the Keeper \_\_\_\_\_

Date of Action \_\_\_\_\_

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
2	0	buildings
0	0	sites
0	0	structures
0	0	objects
2	0	Total

Name of related multiple property listing

(Enter N/A if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC/single dwelling

COMMERCE/warehouse

Current Functions

(Enter categories from instructions.)

DOMESTIC/single dwelling

DOMESTIC/secondary structure

7. Description

Architectural Classification

(Enter categories from instructions)

Queen Anne

Materials

(Enter categories from instructions)

foundation brick

walls wood

roof asphalt

other

Narrative Description

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

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

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

**Criteria Considerations**

(Mark "X" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

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

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Areas of Significance**

(Enter categories from instructions)

Community Planning and Development

Architecture

**Period of Significance**

1886-1905

**Significant Dates**

1886

1896-1900

1905

**Significant Person**

(Complete if Criterion B is marked above)

John F. Bretz

**Cultural Affiliation**

**Architect/Builder**

Unknown

**Primary location of additional data:**

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository: \_\_\_\_\_

John F. Bretz House and Warehouse

Name of Property

Sangamon County, IL

County and State

### 10. Geographical Data

Acreage of Property Less than one acre

#### UTM References

(Place additional UTM references on a continuation sheet)

1	1   6	2   7   3   , 2   1   0	4   4   1   0   2   7   0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

#### Verbal Boundary Description

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

#### Boundary Justification

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

### 11. Form Prepared By

name/title Christopher Stratton

organization Fever River Research

date November 18, 1999

street & number P. O. Box 5234

telephone (217) 525-9002

city or town Springfield

state IL

zip code 62705

#### Additional Documentation

Submit the following items with the completed form:

##### Continuation Sheets

##### Maps

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

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

##### Photographs

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

##### Additional items

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

#### Property Owner

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

name/title Fletcher Farrar

street & number 925 North Seventh Street

telephone (217) 523-2801

city or town Springfield

state IL

zip code 62702

**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. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the 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, P.O. 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

### 7. NARRATIVE DESCRIPTION

The Bretz House is a two-story, frame, hipped-roof-with-lower-cross-gables, Queen-Anne-style dwelling located at 1113 North Fifth Street, in Springfield, Illinois. Constructed ca. 1886 as the residence of prominent building contractor John F. Bretz, the house is located within the Enos Park neighborhood. During the late nineteenth and early twentieth centuries, this neighborhood represented one of Springfield's most prestigious residential districts. The Bretz House has an asymmetrical footprint and exhibits a mixture of Queen-Anne decorative elements, including spindlework, ornamental wall shingles, classical-inspired porch supports, metal roof cresting, and bay windows. The most distinctive element to the house is its front porch, which partially wraps around portions of the east and south elevations. This porch has arched openings with decorative wall shingling and has short, Tuscan wood columns resting on rock-faced ashlar piers. A wood balustrade with turned balusters runs between the stone porch piers. The east end of the porch roof has a pedimented gable that frames the porch stairway and the formal entrance to the house beyond. Another distinctive feature to the house is the rectangular bay window that faces east, toward Fifth Street. This bay window (which will be described in more detail below) has sawn decorative brackets, paneled wall sections, and metal roof cresting.

The Bretz House has a brick perimeter foundation and has its exterior walls clad with horizontal weatherboard. The corners of the dwelling are finished out with flat trim, as are the window and door openings. The majority of the windows have double-hung sash with one-over-one lights. The central hip roof has lower cross gables projecting off it in all four cardinal directions. The east, north, and south cross gables cover short wings that extend only slightly beyond the main block, while that on the north covers a large kitchen wing. The kitchen wing has an open, flat-roofed porch running the full-length of its south side. In contrast to the elaborate front porch, the kitchen wing porch has no decorative detailing, which is a reflection both of its lower visibility to the public eye, as well as its utilitarian role as an ancillary work area to the kitchen. An exterior doorway leading into kitchen can be accessed via the porch. There are two interior, brick chimneys that exit the principal hip roof. All of the roofs associated with the house are covered with asphalt shingles.

A significant contributing element to the property is a large, two-story, flat-roofed, brick warehouse that is located to the rear of the house abutting an alley. Based on Sanborn Fire Insurance maps and the career of John F. Bretz, we suspect that this structure was constructed

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John F. Bretz House and Warehouse

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ca. 1896-1900 and played an integral role in the Bretz family's contracting business. The warehouse will be described in more detail below.

### EXTERIOR OF HOUSE

The east elevation represents the front of the house and faces Fifth Street. As such, it is not altogether surprising that this elevation is the most ornate of the four. The wall surface on the elevation is stepped due to a relatively large front-gabled wing that extends off the principal hip roof. Located on the east side of this wing—on the first floor—is a rectangular-shaped bay window with decorative corner brackets, jig-sawn frieze boards, and metal roof cresting. The bay has windows on all three sides that are comprised of a larger lower sash with smaller sash above; the sashes are all fixed in place and have one-light. The wall surface below the windows in the bay is paneled. Situated above the bay window are two narrow, paired windows that have double-hung sash with one-over-one lights. Above these, in the upper portion of the gable, is an ornamental spindle-work, “king-post” truss and a diamond-shaped attic vent. The south side of the gable wing has one window each on the first and second floors; both have double-hung sash with one-over-one lights, but the first floor window is much taller and extends to the floor level. Situated on the south side of the gabled wing is the east half of the front porch. As described earlier, this porch wraps around the portions of the east and south elevations of the Bretz House. Access to the porch is provided via a flight of three stone steps, directly opposite which is the formal entrance to the house. The front door has a large oval-shaped window pane.

The south elevation of the house faces a fairly large side yard (for an urban lot) and the driveway accessing the property. This elevation's wall surface is broken up by the south cross-gable wing and by the rear kitchen wing. The front porch wraps around this side of the house to point where it meets the projecting south cross-gable. Although the latter extends only about 3 feet past the main block, it has narrow windows on both floors on its east side. On the south, the cross-gable wing has one regular-sized window on each of the floors; both are equipped with shutters. The rear kitchen wing has an open porch along its east side. The 1896 and 1917 Sanborn map illustrate this porch as being completely open. If the maps are accurate, the eastern third of the porch was framed in at some point post-1917. This frame addition was removed as part of the 1998-9 renovation and was replaced with a bathroom extension. The exterior walls of the bathroom extension have weatherboard and flat corner trim similar to that found on the original house. The remaining two-thirds of the porch essentially retains its original character, having a wood deck, brick foundation piers, square wood posts, and a flat roof. The openings in the south elevation of the kitchen wing consist of

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a window and an exterior doorway on the first floor and one window on the second floor. A second window opening originally flanked the doorway, on the east, but was infilled as part of the 1998-9 renovation.

The west elevation, which faces the rear of the house lot, is comprised of the west sides of the rear kitchen wing and the southern cross gable wing. The southern cross gable has one window each on the first and second floors, while the west wall of the kitchen wing has one window on its first floor and two on the second. A small, front-gabled, frame shed is attached to the back side of the kitchen wing. This shed (which is depicted in 1896 Sanborn map) encloses a basement stairway and accessed through an exterior doorway on its west side.

The north elevation of the house is broken up by a cross-gable wing that extends several feet north of the principal wall plane. The wall sections to either side of this wing each have one window on the lower and the upper floors. The wing itself has two windows on the upper floor, which are located on its north and east sides. On the first floor, a trapezoidal-shaped bay window with a half-hip roof projects out from the north side of the gable extension. This bay window illuminates the dining room of the house and has full-sized windows on its east and west sides and a smaller, raised window on the north. A diamond-shaped attic vent is located in the gable-end wall. The only windows with shutters are the two easternmost on the elevation.

### HOUSE INTERIOR: FIRST FLOOR

The first floor of the Bretz House has an asymmetrical plan with four principal rooms and several smaller ancillary rooms. The main entrance to the house, which is accessed via the front porch, opens onto a small stair hall, or foyer. The hall has interior doorways accessing two large rooms to the north and to west and has an open stairway leading to the second floor rising along its south side. The second-floor stairway is open and has an ornate wood balustrade with turned balusters and an octagonal-shaped newel post. Following the conversion of the house to multiple-family housing ca. 1916, the stairway was re-directed so that it could be entered directly from the front porch, rather than from the hallway (thereby creating separate exterior entrances for the first and second floor units). The stairway was restored to its original configuration during the 1998-9 renovation.

Lying to the north of the stair hall is a large chamber that has historically functioned as a parlor/living room. A photograph of this room was included in the 1898 publication Illinois Capital Illustrated, along with an exterior view of the house. This photograph served as the

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model for the renovation of the room in 1998-9. Key features to the living room are the rectangular bay window at its eastern end and a fireplace along its south wall. The mantel associated with the fireplace has a cast-iron front and screen and a marble shelf. Pocket doors on the west side of the living room lead into a large dining room with a trapezoidal-shaped window bay on its north side. A doorway on the south side of the dining room leads into the second of the rooms that is accessible from the stair hall. This southern room has a small closet located along its north wall and one window in each of three exterior walls. Additionally, it has a large fireplace with an ornate cast-iron mantel along its north wall. At present, the south room serves as a master bedroom; originally, it may have functioned as a den or sitting room. A doorway on the west side of the room allows access to the bathroom that was installed as part of the 1998-9 renovation. This doorway appears to be original to house; if so, it formerly allowed direct access to the rear porch and, later on, to the small post-1917 addition that the present bathroom extension replaced.

The last of the principal rooms on the first floor is the kitchen. This room originally had two windows and an exterior door on its south wall, one window on the north, and another window on the west. An enclosed, L-shaped stairway with stacked staircases leading to the basement and second floor was formerly located in the southeast corner of the kitchen, but was removed as part of the 1998-9 renovation in order to make room for the installation of a new bathroom. A closet has been added opposite the bathroom. Another modification made to the kitchen, as part of the renovation, was the removal of an older bathroom that was situated in the northwest corner of the kitchen. Although the age of the latter bath is not known, it is suspected to have been added during the early twentieth century (perhaps after the conversion of the house to multiple-family) rather than being original to the house.

### HOUSE INTERIOR: SECOND FLOOR

The room layout on the second floor of the house largely mirrors that on the floor below. The stairway that rises from the first floor stair hall opens onto an L-shaped hallway that allows access into three bedrooms. The hallway is illuminated by a single window located at its east end, adjacent to which is a small closet. The eastern of the bedrooms is positioned directly above the parlor and has the same dimensions as the latter. A fireplace is located on the east side of the room. The firebox of the fireplace (which is smaller than the one in the parlor) has a cast-iron screen and grate and a wood mantel shelf. The bedroom has a set of paired windows on its east side and a single window on the both its north and south side. The only significant alteration that has been made to the room is the addition of two clothes closets along the west wall, which were installed in 1998-9.



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The southern bedroom is an L-shaped chamber that is located above the present master bedroom on the first floor. It has one window in each of exterior walls and a small closet along its north wall. This closet originally had the added role as passageway between the southern and north bedrooms. During the 1998-9 renovation, however, the northern access was closed off, creating a typical closet. Access to the attic (which is unfinished) is provided via a scuttle located in the ceiling of the south bedroom. The north bedroom can be accessed from the hallway via doorway on its south side and has one window in its north wall and a narrow window on the east. During the 1998-9 renovation two clothes closets were added along the south wall of the room.

A doorway on the west side of the north bedroom opens into a short hallway that leads into a fourth bedroom beyond. As originally constructed, this hallway had a doorway on its south side that accessed the rear stairway rising from the kitchen and was flanked on the north by small closet. The closet and stairway both were removed as part of the 1998-9 renovation. In their place was added a bathroom and another closet. While the bathroom and closet occupy somewhat more space than the features they replaced, they retain the spirit of the original floor plan. When the Bretz House was converted into multiple-family housing, the west bedroom was turned into a kitchen and had a bathroom added in its northwest corner. The kitchen fixtures and bathroom were removed during the 1998-9 renovation, nearly returning the chamber back to its original configuration. The room has two window openings in its west wall and one each in the north and south walls. The southern of the two west windows is unlike the others in the room --being smaller and raised--- and is suspected to have been added when the kitchen was installed. Due to the lower roof line of the kitchen wing, the ceiling in the west bedroom is gargetted.

### HOUSE INTERIOR: BASEMENT

The Bretz House has a full basement beneath it whose floor plan reflects that of the floors above it. Interior foundation walls are located beneath the loading bearing walls above, thus creating five basement chambers that correspond to the stair hall and four principal rooms on the first floor. Access to the basement originally was provided via an interior stairway leading from the kitchen and by an exterior, bulkhead stairway positioned along the west side of the kitchen wing (and sheltered by the attached shed mentioned previously). Only the latter stairway is still in the service, the interior stairway having been removed as part of the 1998-9 remodeling. The basement interior is unfinished and has been used primarily for storage throughout its history. The east basement room (located below the parlor) is lit by two

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windows, one of which is located on its east side, below the bay window, and the other which is found on the north side. The two central rooms each have one window, located on their respective north and south walls, while the western room has a single window on its north side. The chamber below the stair hall is windowless. The only doorway in the basement that is hung with a door is the one located at the base of the exterior stairway.

### PRESENT HOUSE INTEGRITY/CONDITION

After suffering years of neglect and decay, the exterior of the Bretz House has been restored to its ca. 1898 appearance. The restoration of the exterior was based primarily on the photo of the house that was included in the 1898 publication *Illinois Capital Illustrated*. Much of the original fabric—such as the weatherboard siding, trim, front porch supports, and decorative shingles—remained and were retained in place as much as possible. Effort has also been made to replace the ornamental iron fretwork on main roof line and along the roof of the east bay window. The only significant exterior modification that has been made is the construction of the bathroom extension on the rear porch. As discussed in the preceding sections, a number of changes have been made to the interior of the dwelling. These include the removal of the kitchen wing staircase, the addition of two bathrooms, and the addition of a number of closets. While altering some of the house's interior features, these modifications were designed to have a minimal impact upon the original floor plan and have not significantly impacted the house's integrity. The essential design, look, and feel of the original floor plan remains intact. Distinctive interior details also remain, including the original fireplace hearths and mantels, original trim (door, window, base, and corner), doors, and transom windows. Additionally, the dwelling maintains the same setting that it had during John F. Bretz' period of occupation. In spite of the interior modifications that have been made, the Bretz House, in its restored condition, is considered to have excellent integrity.

### BRICK WAREHOUSE

The brick warehouse located to the rear of the Bretz House extends the full width of the house lot and measures approximately 20'x80'. As mentioned earlier, the warehouse is a two-story, flat-roofed brick structure that is believed to date to ca. 1896-1900. Given John F. Bretz's extensive involvement in street paving, it is of note that the building was constructed with paving brick. Bretz is believed to have used the warehouse as a base for a construction business and later leased it to other parties following his retirement. The interior of the warehouse can be accessed through doorways located on east and west elevations. The two doorways on the east appear to have been main business entrances when the building was

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used for commercial purposes. Both are constructed of narrow vertical planks. The southern of the eastern doors is a wide vehicle door that is stenciled with the following: "LEOPOLD AND COMPANY / 1111 N. 11<sup>th</sup> STREET." A driveway extends from this doorway to Fifth Street. The northern of the eastern doorways is a smaller, personnel door that is stenciled "ENTRANCE." The east elevation has a total of nine windows on first floor and five additional windows on the floor above. The upper-story windows and two windows flanking the vehicle doorway have double-hung sash with one-over-one lights, while the remaining windows (flanking the personnel door) are smaller and have only a single, one-light sash. The first-story doorways on the west side of the warehouse originally mirrored those on the east, having a vehicle door on the south and a personnel door on the north. This arrangement would have allowed a vehicle to pass through the building to and from the alley. Both doors on the west have been infilled with brick, as have the eight windows on the first floor—a modification that took place as part of the 1998-9 remodeling. The second story has only window, and this is of the same character as the upper-story windows on the east. Additionally, there are three upper-story doorways on the west side of the warehouse. The presence of these openings suggests that the upper story was designed for storage and formerly had materials moving it out of it on a regular basis. The south elevation of the warehouse originally had two windows on its second floor and none on the lower story; both upper story windows have been infilled with brick. The window arrangement on the north elevation is exactly opposite, with two openings on the first floor and none on the second. The window and door openings throughout the building all have segmental arched, double-rowlock, brick lintels, except for the driveway entrance on the east, which has a triple rowlock lintel. The window sills are cut Bedford limestone, as is the coping that is laid along the top of the parapet walls. The coping extends around the east, north, and south sides of the building, allowing the rain water to drain off the roof into the alley on the north.

Although the original interior layout of the warehouse is not known, some indication of its character can be derived from a lease signed between John F. Bretz and C. R. Brandon in 1920. As part of the lease agreement, Bretz agreed to remove "one brick partition" and to remove "all closets, bins, stalls and every construction inside the building...excepting the staircase" (Sangamon County Mortgage Record 281:601). Based on this description, the warehouse was originally used not only for storage but also as a livery stable for Bretz's construction business. Considering the size of the building and Bretz's impressive work resume, the business probably had multiple teams of horses and/or mules to haul construction materials. At present, both floors of the warehouse are completely open. The only fragment of the original interior plan that remains is the open staircase leading to the second-story of

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the building. This stairway, which rises from north to south, is situated along the east wall, immediately south of the vehicle door there.

Despite the infilling of the openings on its west, north, and south sides, the warehouse largely retains its originally exterior appearance. The dimensions of the building have not been altered and its east elevation—which represents its public facade, facing Fifth Street—has witnessed little modification. The warehouse is the only structure of its kind that was documented in the 1996-7 architectural survey of the Enos Park neighborhood (see Stratton, Rothman, and Mansberger 1997).

### 8. STATEMENT OF SIGNIFICANCE

The John F. Bretz House and Warehouse have local historical significance and are considered eligible to the National Register of Historic Places under Criteria B and C. The properties meet Criterion B due to their association with John F. Bretz, who is significant in respect to community planning and development in late-nineteenth-century Springfield. For nearly thirty years (1877-1905), Bretz played a preeminent role in the construction of the sewer system and the paving of streets in Springfield through his service as city street supervisor and as a construction contractor. While not the most glamorous contributions to community development, paved streets and sewers were necessary elements to the creation of a modern city, and contemporary writers proudly boasted of Springfield's advancements in these areas during the last quarter of the nineteenth century. As a contractor, John Bretz initially specialized in sewer construction and later expanded his operations to include street paving. By the time of his retirement in 1905, he was reported to have laid the greater part of the brick pavements in Springfield in addition to laying many of the sewers in the city. Bretz served as supervisor of city streets in 1877-1878, 1882-1883, and 1887-1890. It was during his last term in office that Springfield made a transition from wood-block paving to brick paved streets. Bretz played an additional role in the city's paved street program as a major investor in Springfield Improvement Bonds. Between 1886 and 1905, John Bretz conducted his business from his house lot at 1113 North Fifth Street in Enos Park. As such, the residence and warehouse there represent the two most important structures in his later career, and, in their own ways, these buildings are emblematic of the considerable success he enjoyed. Although John F. Bretz's last residence in Springfield is still extant (at 916 North Sixth Street), it does not represent the property most associated with productive life; his occupation of this dwelling took place nine years after his retirement from the construction business, and hence this dwelling has less significance than the house and warehouse at 1113 North Fifth Street.

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The John F. Bretz House is also considered eligible for the National Register under Criterion C, on account of its being a well-preserved example of an early hipped-roof-with-lower-cross-gables Queen Anne residence in Springfield. Key stylistic elements to the house include its cross-gables, elaborate front porch, ornamental shingling and truss-work, and bay windows. Although not the most elaborate example of Queen Anne Architecture in Springfield, the dwelling represents an excellent, early interpretation of the style constructed for an up-and-coming businessman. No comparable examples remain in the surrounding neighborhood. The period of significance for the house and warehouse is 1886-1905. This period is delineated by the construction of the house and John F. Bretz's retirement from the construction business.

### EARLY DEVELOPMENT OF SPRINGFIELD

Historically, Springfield was part of a vast, environmentally diverse and agriculturally rich region of central Illinois known variously as the San-gam-ma, Sangamo or, most recently, Sangamon Country. By the late eighteen and early nineteenth century, much of the upper reaches of the Sangamon River valley was occupied by the Kickapoo nation. Although early traders and trappers no doubt temporarily camped within the Sangamon County at an early date, the first Euro-American awareness of the splendor of the region was developed during the War of 1812, when the region was passed through by Illinois militia campaigning against the Kickapoo. The militiamen brought back such glowing reports of the Sangamon Country that it quickly became a common destination for settlers migrating out of from, or through, the American Bottom region of southwestern Illinois following the conclusion of the war (Henderson 1873a).

The earliest known Euro-American settlement in the vicinity of Springfield occurred in 1819, when the Kelley family arrived from North Carolina. The Kelleys constituted a large extended family and, by the end of 1819, they had erected at least four cabins within present limits of Springfield. Over the next two years, several other families settled in the vicinity of the Kelleys. In 1821, Elijah Iles arrived and opened the first mercantile in the area. The Kelley settlement, although loose and unorganized, represented the largest population center in Sangamon County upon its organization in 1821, and it was selected to serve as the temporary county seat. During its first years of existence, the settlement had apparently been called Newsonville, but the county commissioners decided to rename it Springfield (Wallace 1904:5-6; Inter-State Publishing Company 1881:563).

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In November 1823, a government land office was established in Springfield. Pascal P. Enos, a native of Connecticut, was appointed by President Monroe to serve as receiver at the land office, and Thomas Cox was appointed register. Enos and Cox purchased two of the four quarter sections of land on which the original town of Springfield would be platted out. The other two quarter sections were purchased by John Taylor and merchant Elijah Iles. Before the end of the year (1823), Enos, Cox, Taylor, and Iles platted out a town and arranged to have it surveyed. Disliking the name of Springfield, the proprietors of the town decided to name it Calhoun. Calhoun, however, never really was accepted (partially due to the fact that a Springfield post office had been established before the town's formal platting), and the name was officially dropped in 1833. Springfield was designated as the permanent county seat of Sangamon County in March 1825 (Wallace 1904:7-8; Enos 1909:198-9).

In 1837, the State Legislature voted to move the capital from Vandalia to Springfield. This move is commonly attributed to the "log-rolling" effected by Sangamon County's large legislative delegation of seven representatives and two senators. The delegation, which included a young Abraham Lincoln, was referred to as the "Long Nine" due to their above average height. Recent research, however, has raised doubts as to the effectiveness of the "Long Nine" in getting the capital moved.<sup>1</sup> This question aside, the move of the capital from Vandalia to Springfield simply made a great deal of sense. Settlement in Illinois was rapidly moving northward, and given the difficulty of travel during the period (especially in a state the size of Illinois), it was more convenient to have the capital near the geographic center of the state. Springfield agreed to pay the state \$50,000 in order to cover the costs of the move, and also gave the state the public square for the state house (Inter-State Publishing 1881:568-9). The county courthouse, which occupied the square, was demolished in order to make way for the capitol building, and a new courthouse was erected on the east side of Sixth Street (Russo, Garvert, and Mann 1995:10).

Another legacy of the 1836-7 legislative session in Illinois was the ill-starred internal improvement bill. This bill provided for the construction of a network of railroads throughout the state and several river improvements, all of which was to be state funded. One railroad, called the Northern Cross, was to run across the central part of the state and pass through Springfield. While this bill was visionary in its recognition of the future importance of railroads, it proved to be a financial fiasco. The State proposed to construct the entire network all at once, when it had neither the proper funding nor expertise to do so. Whatever

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<sup>1</sup> Research conducted by Paul Simon in 1965 discovered that the "Long Nine" voted in a "leaderless and patternless manner" during the 1836-7 legislative session, not as a solid block as had previously been believed.

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chance of success there may have been was erased by the Panic of 1837, which was the worst financial crisis the country had seen up to that point. By 1839, the state was deeply in debt and work on the system was at a virtual standstill. Final abandonment of the internal improvement system occurred during the 1840-1 legislative session (Howard 1972:200-2).

The only portion of the proposed railroad network actual put in operation at the time was the section of the Northern Cross between Springfield and the town of Meredosia, located on the Illinois River. Work on the fifty-nine mile line began in the spring of 1838 and continued over the next four years. The first train arrived in Springfield on November 14, 1842. Rail service continued over the next five years, but it was erratic at best. The one locomotive operating on the line often broke down, and in 1844 it was retired altogether. At that point, the railroad started using mules to pull the rail cars. In 1847, the state sold the Northern Cross to private interests for a mere \$21,100, which represented only a fraction of what it had cost to build the railroad. The businessmen who purchased the Northern Cross, renamed it the Sangamon and Morgan Railroad. They also rebuilt the entire line and re-routed its western terminus from Meredosia to the town of Naples. The Sangamon and Morgan Railroad opened for traffic in 1849 and initially offered two trains daily (Howard 1972:200-2; Bateman and Selby 1912:773-4).<sup>2</sup>

Springfield's railroad service expanded dramatically during the 1850s. In 1852, the Alton and Sangamon Railroad reached Springfield and established direct rail service to St. Louis (via Alton in Madison County). Over the next couple of years, the line was extended northward, reaching Bloomington in 1854 and Joliet in 1856. At Joliet, it linked with the Joliet and Chicago Railroad, which had been completed in 1855. The Alton and Sangamon was renamed the Chicago, Alton, and St. Louis Railroad in 1855-- a name it operated under until 1857, when it was reorganized as the St. Louis, Alton and Chicago Railroad. The line was renamed once again, in 1861, as the Chicago and Alton Railroad (Bateman and Selby 1912:775). Unlike the Northern Cross-- which, in its reduced form, supplemented river transport and provided a distinctly local service-- the Chicago and Alton was tied into a national rail system and connected Springfield with regional and national markets. The Sangamon and Morgan Railroad also provided increased rail service during the 1850s. In 1859, it consolidated with the Wabash and St. Louis Railroad and the Toledo and Illinois Railroad and became part of the Great Western Railway. Its route through Springfield followed Tenth Street (Bateman and Selby 1912:774).

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<sup>2</sup> Some of the other proposed railroads, such as the Illinois Central, would eventually be constructed, but this work would not occur until the 1850s.

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Corresponding with the improvement in rail service was an expansion of Springfield's industrial base. Flour and grist milling-- an industry that dated to the earliest years of the community-- boomed between 1845 and 1865. Many of the mills in town were eventually acquired by the Hickox family (Inter-state Publishing Company 1881:577). The Springfield Woolen Mills also blossomed during this period. The woolen mill was an outgrowth of a humble, two-man wool carding operation established in 1834. The business started cloth production in 1848, and by 1857 it was producing "one hundred yards of flannel, fifty yards of jeans, and fifty pounds of stocking yard per day." In 1860, the woolen mill erected a large, three-story, brick factory building on the corner of Fourth and Jackson Streets. There were also several "heavy" industries established during this period. The Ætna Iron Works was founded sometime prior to 1848 on the corner of Second and Adam Streets, and the Excelsior Foundry and Machine Works was established by John Rippon in 1854 (Inter-state Publishing Company 1881:575, 578).

Springfield's ethnic fabric was markedly changed during period 1840-1860, when a number of immigrant groups settled in the community. Germans began arriving in large number in Illinois during the early 1830s, and they played a prominent role in Springfield's business community. Not surprisingly, the Germans dominated Springfield's brewery industry. The earliest brewery in the city was erected by Franz Reisch in 1848. Over the next thirty years, at least seven other breweries are known to have operated in-- or immediately adjacent to--- Springfield. The Reisch Brewery proved to be the most successful of the lot and stayed in business until 1966. Three breweries (Kun; Ackermann and Nolte; and Reisch) were situated relatively close to one another on the city's northwest side, and the area around them developed into a distinctively, working-class, German neighborhood. This neighborhood, which was centered on west Carpenter Street, was also home to several other German-dominated trades, including sausage manufacturing and soda bottling, and eventually became known as Old Goose Town (Mansberger 1993:19-25). Springfield's earliest Jewish residents arrived in the 1840s and were mostly German as well. Scandinavians also began arriving in Springfield during the 1840s (Campbell 1976:58-59, 68).

Another early ethnic group that settled in Springfield at this time were Portuguese from the Madeira Islands. These immigrants were converts to the Presbyterian faith and had immigrated to the United States due to persecution by the Catholic authorities in their homeland. The first Portuguese arrived in 1849, and by 1855 some 350 had settled in Springfield. The majority settled as a group along Miller and Carpenter Streets, between



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Ninth and Tenth.<sup>3</sup>

An African-American community was established in Springfield as early as the 1840s. As with some of the ethnic minorities discussed, this community appears to have been centered initially on Springfield's near north side. As of 1873, there were two African-American congregations in this area: an African Methodist Evangelical Church situated on Fourth Street --between Madison and Carpenter-- and the Zion Baptist Church, located on the northwest corner of Carpenter and Eighth.

Between 1850 and 1860, the population of Springfield nearly doubled from 4,533 to 9,320, and the city was destined to experience a comparable increase over the course of the following decade (Campbell 1976:352). During the Civil War, the city functioned as an important military center, largely due to its recently-expanded rail facilities and political connections to Lincoln. In August 1861, Camp Butler was opened at Clear Lake, east of Springfield. Over the course of the war, thirty regiments of infantry, four regiments of cavalry, and five batteries of artillery were mustered into service at Camp Butler, making the camp second only to Camp Douglas, in Chicago, as a mobilization center. Camp Butler also functioned a prisoner-of-war camp between February 1862 and May 1863 (Campbell 1976:96-8). The Springfield Woolen Mills added to the war effort by producing uniforms and blankets for the troops. Due, in part, to political connections with Lincoln, Springfield received its fair share of military contracts bringing relatively good economic times to the community.

Except for a brief decline following the disastrous Panic of 1873, Springfield's industrial growth largely continued unabated during the latter half of the nineteenth century. This growth was spurred in part by the discovery of immense coal reserves in Sangamon County. Coal began to be mined on a large scale in the county following the Civil War, and by 1900, the coal industry was Springfield's biggest employer. Unlike the ante-bellum industries in the city-- many of which were located adjacent to, or near, the commercial district-- most of Springfield's late nineteenth century manufacturing interests were constructed on the periphery of the city. While this movement of industry away from the city center may have been a result of improved urban planning, it's also likely to have been caused by lack of building space and inflated real estate prices in the older sections of town. Residential construction was continuing apace with the growth in population (which had climbed to

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<sup>3</sup> A similar enclave of Portuguese immigrants settled in nearby Jacksonville. The northside neighborhood that the Portuguese settled in became known as Madeira. Another rural enclave developed outside of Jacksonville and was known as Portuguese Hill (Doyle 1983:128-31).

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24,963 by 1890), and the city was rapidly expanding outward (Campbell 1976:352). Two of the largest employers in the city during the late nineteenth century were the Illinois Watch Factory and the Springfield Iron Company, which were located on the northern edge of the city a short distance north of the Enos Park neighborhood (*Illinois State Journal* 1892:83-4; Russo, Garvert, and Mann 1995:442-5).

Springfield's rail network also expanded following the Civil War. Aside from the two lines that existed before the war, the railroads that would ultimately service Springfield included: the Pana, Springfield, and Northwestern Railroad (1870); the Gilman, Clinton, and Springfield Railroad (1870); the Springfield and Northwestern (1877); the St. Louis and Chicago Railroad, known as the "Wing Road" (1886); and the Indianapolis, Decatur, and Western Railroad (1902). Nearly all of these railroads were intra-state lines that were eventually bought out and integrated into larger systems. The Gilman, Clinton, and Springfield, for instance, was purchased by the Illinois Central in 1877, and the Pana, Springfield, and Northwestern was acquired by the Ohio and Mississippi Railroad (Bateman and Selby 1912:776-7). These railroads provided vital transportation services for Springfield's industries, and they also created a wide-range of jobs. The 1910 population census of Springfield listed 553 residents who had railroad-related occupations, including 150 locomotive engineers, 261 railroad laborers, and 142 men who were employed as switchmen, flagmen, and yardmen. This represented approximately 3% of Springfield's working population (Senechal 1990:202).

### DEVELOPMENT OF ENOS PARK NEIGHBORHOOD

The Enos Park neighborhood is located north of the original platted town of Springfield (Calhoun), and until circa 1860, the area was clearly on the rural fringe of the community. Unlike many neighborhoods which were platted in a single episode, the Enos Park neighborhood is a patchwork of additions that date from 1833 to 1965, with the vast majority of the platted subdivisions having been made by 1909. During the late nineteenth and early twentieth centuries, the neighborhood represented one of the more prestigious residential areas in Springfield.

One of the earliest residents in the Enos Park neighborhood was Benjamin S. Edwards, who was the youngest son of Territorial Governor Ninian Edwards. Benjamin's brother Ninian W.

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Edwards moved to Springfield in 1835.<sup>4</sup> Benjamin followed him to Springfield in 1840 and opened a law practice there. In 1843, Benjamin purchased a house and fourteen acres of land located north of Union Street, between Third and Fifth Streets. This rural house had been constructed by Dr. Thomas Houghan in 1833. At the time of its purchase by the Edwards family, this estate was located outside the city limits, on the north edge of town, and was relatively isolated. Describing it years later, Helen Edwards noted: "At first it was lonely indeed. There was not a house in sight except a little log house between what is now Enos Avenue and Union Street, in what Beaumont Parks had his private school and where some of the best men in Springfield received their early education (Campbell 1976:44)." The area north of the Edwards estate was either undeveloped or used as farmland at this time. An 1854 City of Springfield map indicates only three houses within the Enos Park neighborhood: the Edwards House, Dr. Jayne's residence (located at the northeast corner of North Fifth and Enos Avenue), and the Pascal Enos residence (located at the northwest corner of Enterprise and Seventh Streets) north of Union/Enos Streets. Although considered part of Springfield, these residences represented middle-nineteenth-century equivalents to suburban estates.

The majority of the formal platting of the Enos Park neighborhood took place during the 1860s, though much of the structural development in the area would not actually occur until the last quarter of the nineteenth century. The extent of development in the neighborhood immediately following the Civil War is illustrated by the 1867 Bird's Eye View of Springfield. As might be expected, the southern half of the project area, south of Enos Avenue, is depicted as being the most heavily developed in the view. The majority of the land north of Enos Avenue is undeveloped, except for a string of houses situated along the west sides of Fifth and Sixth Streets. Several isolated dwellings are also shown in the neighborhood, including the Pascal P. Enos house at the north end of Sixth Street (Ruger 1867).

One of the more prominent features depicted in the 1867 Bird's Eye View is a horse-drawn trolley running along Fifth Street, between Monroe Street and Oak Ridge Cemetery. This trolley line had been placed in operation in July 1866 by Springfield City Railway Company and initially ran between Monroe Street and Oak Ridge Cemetery. A year after its completion, the line was extended further south to South Grand Avenue. One of the early appeals of this trolley was its northern terminus at Oak Ridge Cemetery, which --even as

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<sup>4</sup> Ninian W. Edwards practiced law and served in a number of political posts including: Illinois Attorney General, state representative, State Superintendent of Public Instruction, and U. S. Commissary during the Civil War. Today, he is perhaps best remembered as Abraham Lincoln's brother-in-law (Powers 1876:278-9).

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today-- drew a large number of tourists wishing to visit the Lincoln tomb (Campbell 1976:93). The Springfield City Railroad's exploitation of this tourist/excursion trade is indicated in an 1874 illustration which depicts one of their trolley cars with "Lincoln Monument" prominently written on its side (Brink, McCormick, and Company 1874:102). The line also serviced traffic heading to Lincoln Park, which abutted Oak Ridge Cemetery on the east. The presence of this trolley line along Fifth Street aided in making that street one of the most prominent thoroughfares in the Enos Park. Notable residents of the neighborhood during this period included Civil War General John A. McClelland and Shelby Cullom. Cullom served two terms as governor (1877-1883) and five terms as a U. S. Senator (1883-1913).

By the middle 1890s, the neighborhood had been extensively developed with residential construction. Although there were still a number of large lots that were associated with earlier upper-class residences in the neighborhood (such as the Edwards' house), these were the exception, rather the norm. Most of the lots in the neighborhood by this date offered frontages that ranged between 40' and 100' in width, and very few of the lots remained undeveloped. The neighborhood had three street car lines passing through it during this period. In addition to the early line along Fifth Street, additional lines had been laid along Seventh and Ninth Streets. The Ninth Street line was in place by 1887 and serviced the Illinois Watch Factory and the industries to the north of it. The line along Seventh Street was constructed sometime between 1887 and 1892 (Ballard 1887; City of Springfield 1892).

Enos Park, the landscape feature that today's neighborhood identifies with, was not established until 1905 when Susan Enos --"believing that a public park located on North Seventh Street would be of great advantage to the City of Springfield, and would add materially to the health and pleasure of the inhabitants thereof, particularly those residing in the northern part of said city"-- conveyed a 320-foot square block of land partially bounded by Enterprise, Eighth, and Seventh Streets to be used as "a public ornamental park" (specifically excluding "any kind of ball games or for games similar thereto"). The provisions of the deed stated that the City of Springfield would prevent the land from being used as a dump, prevent the encroachment of unlawful roads, driveways or trespassers upon the land, build a sidewalk on the west side of the park land, and maintain all the sidewalks on the property (Sangamon Valley, Vertical Files, Enos Park). Once deeded to the city, Enos Park was incorporated into the Springfield Park District, which had been organized only five years before.

Characteristic of a mature urban neighborhood in the late nineteenth century, Enos Park represented a patchwork of residential enclaves that spanned a broad spectrum of socio-economic groups. Residents living along Fourth, Fifth, Sixth, and Seventh Streets, in the

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central core of the neighborhood, generally were upper or middle class, while those residing on the eastern and western fringes were more apt to blue-collar workers and belong to minority groups. Residences in the neighborhood were well represented in three vanity press publications that were published around the turn-of-the-century. *Springfield in 1896* has views of two residences in the district, while the 1898 *Springfield Capital Illustrated* shows nine and the 1903 *Springfield in the Twentieth Century* shows six. One of the dwellings depicted in *Illinois Capital Illustrated* was the John F. Bretz House. The Bretz House had the distinction of having two views in this publication: one showing its exterior and another showing its richly decorated parlor. John F. Bretz was one the few residents in the area to go the added expense of including an interior view of his home. Considered as a whole, these photographs not only illustrate the affluence of the neighborhood during this period, but are emblematic of the pride felt by the neighborhood's up-and-coming middle-class residents for their success. Aside from Bretz, there were a number of other successful building contractors who chose to make Enos Park their home at the turn-of-the-century. These included, David A. DeVares, J. C. Haynes, George Barrick, John L. Fortado, and N. P. Ohlson (Stratton, Rothman, and Mansberger 1997:124-6).

### STREET AND SEWER CONSTRUCTION IN SPRINGFIELD

As with many American cities during the middle nineteenth century, Springfield was slow to develop its infrastructure, and the improvements that were made during this period generally failed to keep pace with the city's growing population. City improvements were particularly lacking prior to 1855. Visitors to the state capital during this period were often surprised at its filthy, unorganized appearance. Describing the city's muddy streets in 1848, Norwegian immigrant Frithjof Meidell wrote:

It would be very beautiful here if the streets were paved. But picture to yourself a town laid out on the blackest mold without pavement, and add to this that swine, Irishmen, cows, and Germans walk around loose in this slush and you have a pretty good idea how the streets look (Campbell 1976:63).

In 1853, the editor of the *Rockford Forum* was less kind. He lambasted the city on its backwardness, observing:

Springfield presents neither a pleasant nor cheerful appearance, nor does it give any demonstrations of great enterprise, either public or private. There does not appear to be much taste in the arrangement of things, either of a

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private or public character, especially of a public, judging from the streets, alleys, sidewalks, etc.... As to city improvements, it is horrible to think of a city containing seven or eight thousand inhabitants, with all the boasted wealth of this city, and so favorably patronized too, without a single good sidewalk in it, or even a public lamp to light a street (Campbell 1976:76).

Similar criticism was no doubt delivered by Springfield citizens as well, and the city council eventually responded to the complaints. Starting in 1855, board sidewalks were laid out in the downtown commercial district. Around the same time, a contract was let for the installation of gas lights in the city (Russo, Garvert, and Mann 1995:12). Starting in 1860, the streets in the central business district began to be covered with board planking, and within one year, planking had been laid down on the following streets: Jefferson, between Third to Fifth Street; Washington, from Third to Eighth Street; Adams, from Sixth to Ninth Street; Monroe, between Fifth and Tenth Street; Fifth, between Adams and Monroe and between Washington and Jefferson; and Sixth from Adams to Monroe. Although repairs were made to the plank pavement, no additional planking appears to have been made laid down (*Illinois State Register* 28 June 1936). Based on the known experiences of other plank roads in the state, Springfield's planked street are likely to have become quite rough as the planks shrank and warped due to weather and use. The surface became rougher and more uneven following heavy rains; since road beds in this era received virtually no preparation, the planks often sank into the mud as the road bed became saturated. In areas where settling hadn't occurred, it was not uncommon to have planks float away in heavy rain fall for lack of being attached to stringers of any kind (Quaife 1968:134-137). Springfield's experience must have been similar, considering that five years after the introduction of plank roads in the city, the city engineer was calling on them to be replaced with a newly developed cedar-block surfacing known as a "Nicholson Pavement" (*Illinois State Register* 28 June 1936).

The city's first use of wood paving blocks appears to have around the courthouse square. This surface was referred to as a "Richardson Pavement" and was installed in 1870 (*Illinois State Journal* 1892:10). Although the Richardson pavement seems to have been effective for a time, it eventually fell into disrepair due to deterioration of the blocks and the poor preparation of the road bed. The city also experimented with a slag pavement that was later improved by applying a layer of asphalt over the top of it. The combination of the two surfaces (using a 10 to 12" foundation of slag with an asphalt surface) was known as "Abbott Asphalt Pavement." In 1879, a contract was let by the Secretary of State to pave drives and walks around the Capitol building with the Abbott surface (Clark 1878:88-93; 75-7).

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Although asphalt had its proponents (W. D. Clark, the city engineer among them), the use of cedar paving blocks laid according to the Nicholson plan ultimately was adopted by Springfield as the standard pavement for its streets. The need for a comprehensive paving plan for the city had been dramatized by the particularly wet fall and winter in 1877-1878, and city officials were impressed with the success Chicago had had with the Nicholson pavement. By 1878, the bulk of Chicago's paved streets—which then total over 100 lineal miles—were covered with pine and hemlock paving blocks, and that city was recognized as a pioneer in their use (Clark 1878:88-9; 1880:76). The first use of cedar paving blocks in Springfield occurred in 1878, when Sixth Street was paved between Capitol Avenue and Monroe Street. This pavement was laid according to the Nicholson plan and consisted of 6"-thick red cedar blocks set on top of a bed of 1"-thick pine boards. Gravel was used to fill the interstices between the blocks. In order to protect the pavement from water damage, the pine boards were covered with hot tar prior after laid, and tar was also poured across the road surface itself (*Illinois State Register* 25 February 1936). This contract was executed by J. H. Schuck, who had previously participated in the construction of the Springfield City Railroad with John Bretz (*Illinois State Journal* 25 February 1884). The following year, Mayor John A. Vincent proposed that Sixth Street be paved the remaining distance to South Grand Avenue and also called for the paving of "the most eligible route from Washington street north from the court house square to Oak Ridge Cemetery (Vincent 1879:12)." The real push for paved streets in Springfield began in 1882, when the city passed an ordinance providing for the paving of twenty-four city blocks at an estimated cost of \$93,438. The bulk of this price tag (\$72,232) was to be borne by the property owners whose lots faced the streets to be paved, while the adjacent railroads were to pay \$6,464 and the City of Springfield the remaining \$14,742 (*Illinois State Register* 19 July 1882). This work progressed steadily, and in 1884 Babeuf's Springfield city directory noted that, "We find the city wonderfully improved during the past two years....The street-paving scheme is one that should have been commenced years ago, and is one that has done more to advance the city's welfare than almost any one thing that has hitherto been attempted (Babeuf 1884:4)."

The materials used to pave Springfield's streets stirred debate in the community during the 1880s--not only among the building contractors and the city engineers involved with the work, but also among the property holders who were shouldering the bulk of the expense. By 1884, the city was divided into two camps: those favoring the use of white cedar blocks; and those opposing white cedar, in preference of either red cedar or brick. Red cedar blocks had been used in 1878, and they were utilized yet again in 1882 and 1883. Unlike the earlier example, however, paving work done during the 1882-3 seasons used 2"-thick hemlock planks for the bed and did not involve the application of any preservatives (like tar) over

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either the road bed or surface. White cedar paving blocks were first used in Springfield in 1883. Although red cedar block had a much longer life span and was more water resistant than white cedar blocks, the latter material was adopted as the paving material of choice in Springfield from 1884 until well into the 1890s. J. H. Schuck, who laid the 1878 pavement on Sixth Street and was a vocal advocate of red cedar, attributed this shift in materials to a “white cedar ring” in town. Shuck believed that this “ring” was spreading false rumors about red cedar being unavailable in the amounts required for Springfield’s paving program (*Illinois State Journal* 25 February 1884; *Illinois State Register* 28 June 1936).

The use of brick as a paving material in Springfield did not occur until the middle 1880s. Although modern brick pavements had been successfully introduced in Charleston, West Virginia as early as 1870 and Bloomington, Illinois in 1877, widespread adoption of brick streets in Illinois was delayed until the development of hard, shale paving bricks during the late 1880s. Earlier bricks were more water absorbent and could withstand far less pressure than shale pavers, which meant that they were far more likely to break down under heavy traffic and weathering (Baier and Walters n.d.:3-6). Brick was first used as a paving material in Springfield in 1888, when .365 miles were laid down, but saw minimal usage over the next four years. As of 1894 there were only 5.4 miles of brick streets in the city, compared to 20.3 miles paved with cedar block (City of Springfield 1894:132).<sup>5</sup> These numbers, however, belie the transition that had occurred in respect to paving materials by that date. Cedar blocks were last used for paving in the city in 1888,<sup>6</sup> while brick continued to be tested –albeit in short, one-to-two block sections typically—over the next couple of years. In 1892, Springfield city’s engineer, C. M. Richard, advised that, “The material which seems to be the most available for us to use for pavements in the future, is brick, as they can be manufactured here, and the expense of shipping materials for miles and miles, as has been done heretofore, can be saved.” The following year, 3.3 miles of brick pavement was laid in Springfield. By 1901, nearly 23 miles of streets in the city had been paved with brick. Five years later, the city had a total of 34.86 miles of brick streets (City of Springfield 1892:124, 1901:153, 1906:155).

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<sup>5</sup> The only other paving material noted the 1894 city engineer’s report was macadam (a pavement of crushed rock), which was used on slightly over one-half mile of city streets at that time (City of Springfield 1894:132).

<sup>6</sup> Wood block pavement was briefly re-introduced in the city in 1919, when the city approved the replacement of the older brick streets in the central commercial district with a new pavement of yellow pine blocks treated with creosote (*Illinois State Register* 13 July 1919).



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Much of the paving brick used in the city was produced by the Springfield Paving Brick Company, whose plant was located southeast of the city adjacent to the Baltimore and Ohio Railroad. Opened for operation in September 1893, this plant was capable of producing 70,000 bricks per day. Over the next three years the company provided over 12 million bricks for street, sewer, sidewalk, and building construction in Springfield. During that same period, it had shipped millions more brick to Peoria, Bloomington, Quincy, and other cities and towns in central Illinois (*Illinois State Journal* 1896:44).

Streets continued to be paved with bricks in Springfield minimally through the 1930s. Brick pavements proved to have exceptionally endurance, and some of the pavements that had been laid in the late 1880s did not have to be replaced or resurfaced until the early 1930s. By the early 1930's the city adopted a policy of resurfacing damaged pavements with new bricks, using the old surface as a foundation for the new. Prior to that time, the old pavements had generally been removed completely before a new one was laid. Springfield reportedly was a pioneer in this resurfacing method (*State Register* 28 June 1936).

Contemporary with the improvements in Springfield's streets was the modernization of the city's sewers. The first municipal sewer in the city was laid in 1857.<sup>7</sup> In the years that followed, the city slowly expanded the system, laying thirty-five miles of sewer main by 1892. The two principal sewer mains were laid through two ravines that originally crossed the city southeast-by-northwest and emptied into Spring Creek, a tributary of the Sangamon River. The northern of these drainages was called "Kelley's Branch," while that the south was referred to as the "Town Branch." After having the sewer lines laid through them, the ravines were filled in to the point where the ground surface was level. The Town Branch sewer was particularly large, having a ten-foot diameter at its widest extent, and was constructed with a combination of stone and brick. The other sewer mains (including the Kelley Branch) were constructed just of brick. Brick was also used for the construction of lateral sewers two-feet or larger in diameter. Laterals carrying less volume had were constructed with ceramic sewer pipe (*Illinois State Journal* 1892:10; City of Springfield 1906:159).

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<sup>7</sup> Private efforts at sewer control apparently preceded municipal ones in Springfield. One of the first documented uses of ceramic drain tile in the city (and state, for that matter) occurred in 1851, when drain tile was laid between the Illinois State House and a larger sewer line referred to as "Mr. Jacob Bunn's sewer." Bunn, who was a prominent local businessman, presumably laid the latter at his own expense (Mansberger 1997:13).

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### HISTORY OF THE BRETZ HOUSE AND CAREER OF JOHN F. BRETZ

The Bretz House is located on Lot 10 of Martin Rafter's Addition to the city of Springfield. This addition was surveyed for Martin and Susan Rafter in September 1866 and was submitted for public sale in April of the following year. On August 18, 1871, the Rafter's sold Lot 10 to Patrick Welsch for \$400. As part of the sale, Welsch agreed to "put up at his own expense a good post and plank fence in the south and west side" of the lot (Sangamon County Deed Record 47:14). Although Welsch presumably erected this fence, he is not known to have made any other improvements to the lot during his period of ownership. Nor do the city directories list anyone residing at that location during those years. On October 12, 1885 Patrick Welsch and his wife Katie sold Lot 10 to John F. Bretz for \$820 (Sangamon County Deed Record 77:415). Based on the sale price, this lot is believed to have been unimproved at the time Bretz purchased it. At some point over the next year and a half, however, Bretz is believed to have erected the Queen Anne house we see today.

John F. Bretz was born in Frankfort, Kentucky on February 21, 1845. His father, John Bretz, was a native of the German state of Hesse-Cassel, and had immigrated to the United States in 1833 or 1836.<sup>8</sup> The son of tile-maker, the senior Bretz was trained as a bricklayer and building contractor as a young man, and he continued in these fields after immigrating to the United States. While residing in Frankfort, John Bretz undertook a number of notable building projects including the construction of that city's only Catholic Church (Church of the Good Shepherd), the State Arsenal, and the Capitol Hotel. It was reportedly due to Bretz's superior craftsmanship that he was called to Springfield in 1857. Two of his early projects in Springfield were the construction of Church of the Immaculate Conception, located at Seventh and Monroc Streets, and the State Arsenal on North Fifth Street (Bateman and Selby 1912:1067). The brick for these buildings presumably came from Bretz's own brickyard(s). He is known to have had two brickyards in the city, one of which was located at what was then the end end of Jackson Street and the other on North Fifth Street (Wallace 1904:212). The 1912 history of Sangamon County observed that Bretz "not only was one of the early manufacturers of brick made in Illinois but was one of the first to make use of it on public buildings at Springfield." John Bretz's early partner in brick manufacturing was Frank Reisch, who later established the Reisch Brewery in Springfield. In addition to building construction, John Bretz also was involved in the construction of the Springfield City

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<sup>8</sup> Wallace's 1904 *Past and Present of the City of Springfield and Sangamon County, Illinois* indicates that John Bretz immigrated to the United States in 1836 (p. 212), but Bateman and Selby's 1912 *History of Sangamon County* reports this date as 1833 (p. 1067).

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Railway, the city's first street-car line, which was placed in operation in 1866. John Bretz continued in the construction business in Springfield until his retirement in 1883 (Bateman and Selby 1912:1067).

John F. Bretz went to work for his father as a young man and eventually was brought into the business as a full partner. In 1870, however, the partnership was dissolved when John F. accepted the position of inspector of materials for the new state house in Springfield. Construction on the State House had begun in 1867 and was destined to continue for seventeen years. John remained in this position for only a short period before switching to a new position supervising repair work on the Illinois and Michigan Canal during the period 1870-1871. In January 1872, he relocated to Chicago, where he spent the next six months selling building supplies. Chicago had suffered its devastating fire the previous October, and building supplies undoubtedly were in high demand in the following months. After his brief stay in Chicago, Bretz moved to Christian County and opened a brickyard. This business venture may have been a failure, given that he remained in Christian County for only one year, before returning to Springfield, where he once again went into business with his father. This partnership lasted until 1877. The dissolution of the partnership also coincided with John F. Bretz's entry into politics. A Democrat like his father, John F. Bretz served successive terms as Springfield's street commissioner in 1877 and 1878. He took a break from public office between 1879 and 1881 but returned as superintendent of city streets in 1882 and served in this position again for the years 1887-1890. The years between his terms in office were spent doing general contract work in partnership with Thomas White. City directories indicate that Bretz also worked as a wood and coal dealer during the 1880s (Wallace 1904:214-5; Phillips Brothers 1884:47). Prior to moving to the Enos Park neighborhood in 1886, Bretz was living at 825 East Madison Street, in the far less fashionable "Levee" district. In respect to his personal life, John F. Bretz married Miss Mary Quaid on July 2, 1866. This union lasted fifteen years and produced six children –four of whom reached adulthood. Mary Bretz died on September 1, 1881. John subsequently remarried to the widowed Mrs. Maria Dow on December 28, 1882 (Wallace 1904:212-5).

John F. Bretz's period in public office was marked by dramatic improvements in Springfield's streets and sewer system. Many of the sewers in the city were constructed by Bretz and his associates. Bretz was well positioned for this work given that his family owned a brickyard and thus could provide the principal material required for sewer construction.<sup>9</sup> He and his

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<sup>9</sup> In 1884, James Bretz, John's younger brother, was running a brickyard located 1 mile east of the city (Phillips Brothers 1884:47).

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father also had a long-established construction history in the community. Perhaps more significant than either of these factors, however, were his political connections. Living in an era where “conflict of interest” was largely a non-issue, Bretz freely mixed his private business and civic duties, and city reports make it clear that he financially benefited from his position as superintendent of streets. Reports published prior to 1878 do not indicate any contracts having been awarded to John F. Bretz. During his first year in office (1877), however, he was paid by the city \$478.16 for various construction work. This work included laying street crossings and putting in boxes (presumably at street car crossings) and building/repairing sidewalks, sewers, culverts, and catch basins. The following year he received \$64.40. These revenues separate from his annual salary as street superintendent, which during his first full year in office was \$665—a salary that was ranked second only to the marshal among city officers.<sup>10</sup> Out of office in 1879, Bretz and his partner Thomas White were awarded a lucrative contract for the construction of a sewer beneath Washington Street from 8<sup>th</sup> Street to East Grand Avenue (now 18<sup>th</sup> Street). In 1879, White and Bretz were paid a total of \$3,854.35 for work on the Washington Street sewer, and they received an additional \$248.36 in a special assessment the next fiscal year (City of Springfield 1878:23, 37, 40; 1879:19, 29; 1880:31; 1881:28).

In 1881, Bretz did not receive any contracts from the city. In 1882—the year he returned as Street Superintendent—however, he was paid \$444.90 for work done on sewer intersections and cleaning out sewers, in addition to being paid a salary of \$833.83. It is also of note that his business associate, Thomas White, was paid \$3113.85 for various sewer work conducted for the city that year. When out of office in 1883, Bretz received \$2,067.98 from the city for sewer work he completed over the course of the year (City of Springfield 1883:25, 28, 30; 1884:24, 30, 33). As mentioned earlier, Bretz served once again as superintendent of streets for the years 1887-1890. As Supervisor, Bretz oversaw the laying of the first brick pavement in the city in 1888. In 1890, much of the sewer work in the city was given to his eldest son, John E. Bretz. The latter was one of only two sewer contractors doing work for the city in 1890 and had received four of the ten contracts let that year, totaling \$6864.29 (City of Springfield 1891:62).<sup>11</sup> Given that John E. could have been age 24 at most in 1890 (based on his parents’ 1866 marriage date), it seems likely that he was running his father’s construction business while the latter was in office. The 1890 city directory reports his occupation as

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<sup>10</sup> The city marshal received a \$720 salary for the February 1878-February 1879 fiscal year (City of Springfield 1879:21).

<sup>11</sup> The other contractor was Henry Nelch. Nelch had been granted six sewer contracts valued at \$11,624.95.

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“bricklayer,” while that from 1891 lists him as a “contractor.” In both years he was reported to be living at his father’s residence at 1113 North Fifth Street (Benson Brothers 1890:107; United States Central Publishing Company 1891:145).

John F. Bretz retired from public office after his 1890 term and devoted his energy full-time to his construction business. In 1894, he brought his son John E. into the firm as a full partner.<sup>12</sup> While the Bretzs continued to do sewer work for the City of Springfield, they also branched into street paving. During the 1880s, street paving had largely been the realm of the lumberman, and the Bretzs, with their long-time association with the brick industry, had been concentrated largely to sewer construction and other brickwork. With the transition from cedar-block to brick streets, however, the family saw a new market open to them. The earliest determinable paving contract awarded to them entailed the paving of Seventh Street in brick in 1894, a contract which was worth \$10,402.57 (City of Springfield 1895:54). Other contracts soon followed. In 1898, the John F. and John E. Bretz were advertising themselves in the city directory as “general contractors,” “paving contractors,” and “cement pavement contractors” (R. L. Polk and Company 1898:612-3). City records suggest that the only serious competitor to John F. Bretz and Company during this period was Nelch, Patterson, and Striffler, the principal member of which was Henry Nelch. Nelch’s business career paralleled Bretz’s own --beginning as a bricklayer and later on branching into sewer construction and street paving-- and he was granted city contracts nearly as frequently. Yet, it appears as though Bretz maintained an edge over Nelch, at least in respect to street paving. The 1904 history of Sangamon County noted:

Mr. Bretz has laid the greater part of the brick pavements in this city, and in addition, has done much work in the laying of the sewers. He employs a large force of men and important contracts have been awarded him. These he has faithfully executed and a growing business is indicative of his capability and his straightforward methods.... The name of Bretz has figured in connection with business interests in this city for many years, for the father was one of the pioneer brick manufacturers this city and the son has now for some time been associated with heavy contracting work. That his contracts are faithfully executed and the work done in an efficient manner is indicated by the many times he has been employed by the city. The firm also does a large business

<sup>12</sup> Immediately prior to this, John E. Bretz and his brother Charles J. were partners in Bretz & Bretz, a grocery and saloon located at 101 E. Jefferson, on the southwestern fringe of Springfield’s notorious “Levee” district (Springfield Directory Company 1894:101).

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throughout the state and, in fact, extending into portions of Indiana, and it has done business as far south as Louisiana.

In addition to his paving and sewer work, the county history reported that Bretz had erected several dwellings and business blocks on property he owned in Springfield (Wallace 1904:215). While 1904 history makes it clear that Bretz's firm was doing work throughout Illinois, the cities in which it had paving contracts (aside from Springfield) have not been determined as of yet.

Throughout this period, the Bretz residence at 1113 North Fifth Street served as the center of the family's construction activities. The 1896 Sanborn fire insurance map of Springfield illustrates the Bretz House and associated lot. Located at the rear of the house lot, directly abutting the alley, at this time was a large, two-story, frame outbuilding with one-story frame outbuildings (or addition) attached to its north and south sides. The two-story structure is designated on the Sanborn map as a barn. Considering its large size and the fact that John F. Bretz was not given a separate business address, however, this building is suspected to have served as warehouse and stable for Bretz's construction business. Ca. 1896-1900, this structure was replaced by the even larger, two-story, flat-roofed, brick warehouse that currently occupies the rear of the house (Sanborn-Perris Map Company 1896, 1917). Emblematic of the Bretz's construction activities, the warehouse was constructed with paving brick.

John F. Bretz and Son continued to have a business listing at 1113 North Fifth Street through 1904-5. The 1905-6 directory doesn't list the firm, nor does it provide an occupation listing for John F. Bretz. This suggests that Bretz had retired over the course of the previous year. His son John E. was listed as a contractor in 1905-6, but was given a separate business address at 215 ½ South Sixth Street. The younger John was still residing at father's home, however, and may still have been utilizing the warehouse there for his own business (R. L. Polk and Company 1904:105, 1905:106).

John F. Bretz resided at 1113 North Fifth Street until 1913, when he moved 916 North 6th Street. While this new residence was located only a few blocks east of the Bretz House, it was no doubt much quieter than the latter as it was not adjacent to the Chicago and Alton Railroad. In the years that followed, the Bretz House was used as a rental property. In 1914, the house was being rented by C. E. VanWarner, who was employed at that time as a teamster. VanWarner remained at 1113 North Fifth Street for about one year, before relocating to 822 West Jefferson Street. Interestingly, VanWarner subsequently started a

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general contracting business that specialized in railroad work but also engaged in paving and sewerage construction. In 1916, the Bretz House had three tenants: Fred W. Beecroft, a contractor; Fred G. Beecroft, a painter; and Ervin Abner. In 1921, the house was being rented by Benjamin G. Price, who was employed as a cashier. By this date, the warehouse on the property had been assigned a separate street number (1111 North Fifth Street) and was being leased out to other parties. In 1920, John F. Bretz leased the warehouse for three-year period to Springfield auto dealer Charles R. Brandon, who used it as a garage and for storage space. The building was later leased by Leopold and Company (Sangamon County Mortgage Record Book 28:601; Sangamon County Probate Record File no. 13141, microfilm roll no. P755).

John F. Bretz died on December 20, 1927. In his will, he turned the majority of his real estate—including the Bretz House and associated warehouse-- over to the joint ownership of his six surviving children. Exceptions to this bequest were his personal residence at 916 North Sixth Street, which he left to his daughter Eva Fixmer, and 1315 North Fifth Street (his father's old residence), which he left to his sisters Mary E. and Katherine Bretz, neither of whom had ever married. His personal estate was valued at nearly \$32,000, \$21,400 of which was represented by Springfield Improvement Bonds due in 1928.<sup>13</sup> Specifically earmarked for street improvements, these bonds are indicative of Bretz's role in financing the city's street paving program. Bretz also had \$500 worth of street improvement bonds for Jacksonville, Illinois (Sangamon County Will Record No. 23, p. 212; Probate Record no. 13141, microfilm roll no. P755). Detailing his accomplishments, Bretz' obituary reported:

He served three two-year terms as superintendent of streets ... and throughout his long life in Springfield he was keenly interested in the growth and development of the city. For many years he was engaged in the general contracting business and became known as one of the most successful paving contractors in central Illinois. He was also a member of the Chamber of Commerce and the Mercantile Club (*Illinois State Journal* 21 December 1927).

The Bretz family remained a fixture on the Springfield construction scene well into the twentieth century. After his father's retirement, John E. Bretz assumed control of the paving firm, renaming it John E. Bretz and Company. In 1909 he became the first president of the Illinois Contractors Association. Ca. 1925, John helped organize the Sangamo Construction Company in partnership with several other prominent local contractors. In 1928, Bretz was

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<sup>13</sup> These bonds were interest bearing. It is not known whether they were purchased by Bretz as an investment or were offered to him by the city for work done in lieu of immediate payment.

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-serving as the president of Sangamo, while John Meuth, Jr. was secretary and B. F. Nelch served as treasurer. Interestingly, each of these men continued to participate in their parent firms even while serving as officers in Sangamo. B. F. Nelch, for instance, was associated with B. F. Nelch and Son, a paving and sewer firm, as well as Henry Nelch and Son, which sold building materials, coke, and coal. Similarly, John Mueth, Jr. served as secretary of the Alzina Construction Company, a general contracting firm, and Bretz continued to head John E. Bretz and Company. The Sangamo Construction Company appears to have represented, in a sense, a consortium of these various firms, one which brought their respective expertise under one roof. The John E. Bretz Construction Company was last listed in the Springfield city directory in 1940. John E. Bretz served as president of the Sangamo Construction Company until his death on March 5, 1950 (*Illinois State Journal* 6 March 1950). The latter company remains in business in Springfield to this day.

John F. Bretz's public and private careers illustrate the significant role he played in respect to community planning and development in late-nineteenth-century Springfield. His lasting legacy are street and sewer systems he helped create in the capital—features that are often overlooked, but are nonetheless essential to the daily function of a modern city. Although relatively few of the city's streets still have exposed brick pavements, these pavements serve as the foundations for the asphalt surfaces that have supplanted them and thus continue to have a function to this day.

### QUEEN ANNE ARCHITECTURE

Queen Anne was the dominant architectural style in the United States between 1880 and 1900 and persisted until ca. 1910. The primary emphasis of the style was the breaking up of the smooth wall surfaces, which was accomplished through the use of asymmetrical floor plans, steeply-pitched, multi-planed roofs, bay windows (projecting and cutaway), towers or turrets, wall texture variations (cut shingles placed in patterns on gable end walls), and ornately decorated porches. A group of English architects led by Richard Norman Shaw was responsible for initially developing and popularizing the style. Contrary to what is suggested by the style's name, most of the architectural elements used by Shaw and his followers were borrowed from Medieval models from the Elizabethan and Jacobean periods, rather than from the reign of Queen Anne (1702-14). American architects provided their own interpretation of Queen Anne, accepting the half-timbering and patterned masonry utilized by their English colleagues, but adding elements such as spindlework and classical detailing. Spindlework detailing was popular initially, but by ca. 1895 had given way to Classical (McAlester and McAlester 1990:262-87).



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In their *Field Guide to American Houses*, McAlester and McAlester group American examples of high-style Queen Anne domestic architecture into four general house forms. The most common form they cite has a principal hip roof with lower cross gables. The cross gables are typically lower than the principal roof and are associated with bays and short wings that extend off the main block. The second house form has a cross-gabled roof and usually has an L-shaped plan; a tower, when present, is usually located in the reentrant angle of the L. Nearly as prevalent as the latter subtype is the front-gable house form, which is found most frequently in detached urban houses. The fourth housing type, uncommon in the Enos Park neighborhood, is the urban townhouse. Townhouses typically have false roof(s)—front gable, mansard, or perhaps even gambrel-- on their front facade, with a flat, or low-sloped shed roof to the rear. Bay windows, “cottage” windows, and cantilevered wall extensions are found on all four house types. The majority of Queen Anne houses also have ornately decorated porches. Like the houses themselves, these porches are very eclectic and come in a wide range of forms, ranging between small, entrance porches to elaborate, wrap-around porches with turrets or pediments. Recessed porches are commonly found on the second story (McAlester and McAlester 1990:262-87).

By the 1880s, examples of Queen Anne houses were being illustrated in a wide range of popular formats, particularly pattern and/or plan books such as those published by George and Charles Palliser (Palliser and Palliser 1878) and R. W. Shoppell (1890). By the early twentieth century, Chicago-based architectural firms such as the Radford Architectural Publishing Company (cf. Radford 1903) and the Frederick Drake Company (cf. Hodgson) were distributing by mail a wide range of house plans, including numerous ones designed in the Queen Anne style. These publishing firms gave easy access to a wide variety of elaborate Queen Anne house plans to local carpenter/builders such as Samuel Hanes and John Hayes. Both Hanes and Hayes were contractor/builders within Springfield who advertised in the Springfield city directory with an illustration of a Queen Anne style house designed and/or constructed by these firms. Not only did many local architects design in this style, several local carpenter/builders constructed houses in this style based on house designs present in period plan books.

Several local contractors, building in the Queen Anne style, played a prominent role in the building of the Enos Park neighborhood. One contractor was J. C. Tonjes who constructed a “6-room” house in the Queen Anne style at a cost of \$2,000 for his own residence at 715 North Fourth Street. Tonjes constructed another Queen Anne style “6-room dwelling” for Oscar Faugust, a cornice maker, at 1026-28 North Fourth Street. This house, constructed ca.

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1900-02 at a cost of \$2,000, replaced an earlier Stick style dwelling occupied by Faugust immediately to the north (Illinois State Journal 1903). Charles Seward, another contractor, constructed a seven-room Queen Anne house at 719 North Eighth Street in 1900-02 for John Lorber, a weaver at the Springfield Woolen Mills, at a cost of \$1,800 (*Illinois State Journal* 1903). Local Springfield architect George Helmle is also known to have designed several Queen Anne style houses in the Enos Park neighborhood. Unfortunately, the architect or contractor responsible for the design and construction of the Bretz House remains unidentified.<sup>14</sup>

Since a great proportion of the Enos Park neighborhood was developed during the 1880s and 1890s, a preponderance of the high-style buildings in the neighborhood were influenced by the Queen-Anne style. An architectural survey conducted in 1996-7 found that Queen Anne was the most prevalent style within the neighborhood, with 138 dwellings identified. The construction dates of these dwellings ranged between ca. 1885 and ca. 1910, thus covering nearly the entire period of significance for Queen Anne architecture. Of the four housing subtypes identified by McAlester and McAlester, the only one not represented in the area was the townhouse (Stratton, Rothman, and Mansberger 1997). Sadly, the integrity of many of these Queen Anne houses has been negatively impacted over the years. As a whole, the Enos Park neighborhood has significantly declined over the last fifty years and has seen many of the residences being converted to multiple-family housing and others allowed to decay. Others have had their exterior appearance altered through the construction of additions and/or application of modern siding materials. The John F. Bretz House suffered a similar fate, but has since been returned to its former appearance and use as a single-family residence.

The following are examples of Queen Anne houses having hipped roofs with lower cross gables that were listed in a 1996 survey of frame, 2-2½-story, Queen Anne-style dwellings in the older part of Springfield (Kirchner 1996). Only the houses given a “good” or “excellent” integrity rating in this survey and still had their original siding exposed were resurveyed in order to compare to the Bretz House.

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<sup>14</sup> It is tempting to speculate that the stone used on the front porch of the Bretz House may have come from the Culver Stone Company. Located at the northwest corner of Jefferson and Ninth Streets in Springfield, Culver has been noted as the “most active masonry company in central Illinois” at the turn-of-the-century. Aside from participating in major construction projects such as the Lincoln Tomb and Illinois Monument at the Vicksburg battlefield, the company was involved in a wide variety of smaller-scale private works (Ruuso, Garvert, and Mann 1995:49).

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804 North Sixth Street: Located within the Enos Park Neighborhood, this residence is an irregularly massed, two-story, frame Queen Anne-style dwelling with "Free Classic" detailing. The house has a front porch with Tuscan-style wood columns set on top of stone or "litholite"<sup>15</sup> piers and a fan-shaped panel in its front gable. The house was constructed post-1896, making it over a decade younger than the Bretz House, and has a much lower roof profile than the latter has. A porch and two-story wood staircase have been added to the rear of the house.

808 North Sixth Street: This house is a irregularly massed, two-story, frame, Queen Anne dwelling located in the Enos Park Neighborhood. It has a full-width front porch with Tuscan-style columns set on brick piers, wall shingles in the gables, and clipped corners with decorative eave brackets. A small addition appears to have been added to the rear of the house; otherwise its exterior integrity is excellent. Although Sanborn maps indicate that the dwelling was constructed prior to 1896, this dwelling does not appear to be quite as old as the Bretz House.

1011 North Sixth Street: This residence is a irregularly massed, two-story, frame, Queen Anne house located within the Enos Park neighborhood. The house has a full-length front porch with spindlework detailing. A Stick-style decorative band extends around the house between the first and second floors, and the gable-ends are shingled. The original clapboard siding has not been covered. However, the house has been converted to multiple-family and has an exterior frame stairway leading to the attic story along its south side.

934 South Fourth Street: Located south of the central business district, this residence is a irregularly massed, two-story, frame Queen Anne house with spindlework and Stick detailing. The house has a small front porch with spindlework details (posts, frieze) that is covered beneath a second-story overhang. Stick-style banding extends around the house at the watertable, as well as between the first and second floors. The gable-ends have decorative shingling. The southwest corner of the house has been "clipped" and has brackets beneath the eaves. Although much of the Queen Anne styling remains intact and exposed, the integrity of the house has been compromised by the construction of additions on its north and south sides and its conversion to multiple-family housing.

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<sup>15</sup> Litholite was a type of large concrete block that was cast in the shape of cut stone. Introduced shortly after the turn-of-the-century, the material provided the effect of stone but at less the cost.

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531 South State Street: Located on the near west side of Springfield, this residence is a two-story, frame, Queen Anne-style dwelling with an irregular massing. The house has a trapezoidal-shaped side bay window, clipped corners, and front porch with a spindlework balustrade. The gables are enclosed with continuous eaves by lack decorative shingles.

Although the Bretz House shares certain characteristics with all of these houses, it is most comparable to 808 North Sixth Street in respect to exterior appearance and integrity. Features that make the Bretz House stand out from 808 North Sixth Street are its decorative truss-work, roof cresting, and its ornate front bay window. The absence of these elements on the other houses discussed above may be due, in part, to the Bretz House's apparent older age. The Bretz House seems to be a member of the first generation of Queen Anne housing in Springfield (sharing elements from the preceding Italianate and Stick styles), whereas the comparable examples were built after Queen Anne had more fully developed, which is something that adds to the house's local significance under Criterion C.

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John F. Bretz House and Warehouse

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John F. Bretz House and Warehouse

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John F. Bretz House and Warehouse

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## National Register of Historic Places Continuation Sheet

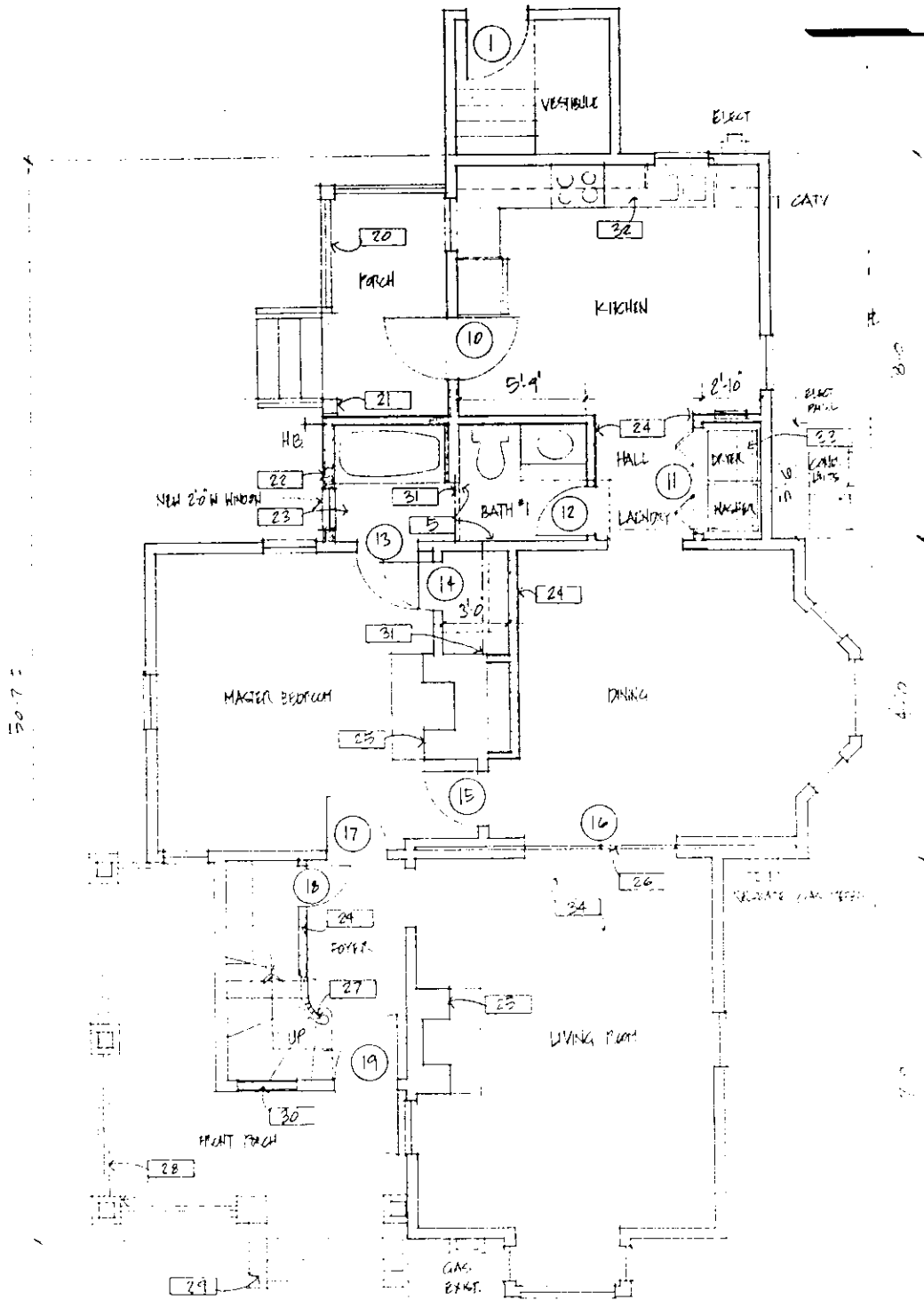
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John F. Bretz House and Warehouse

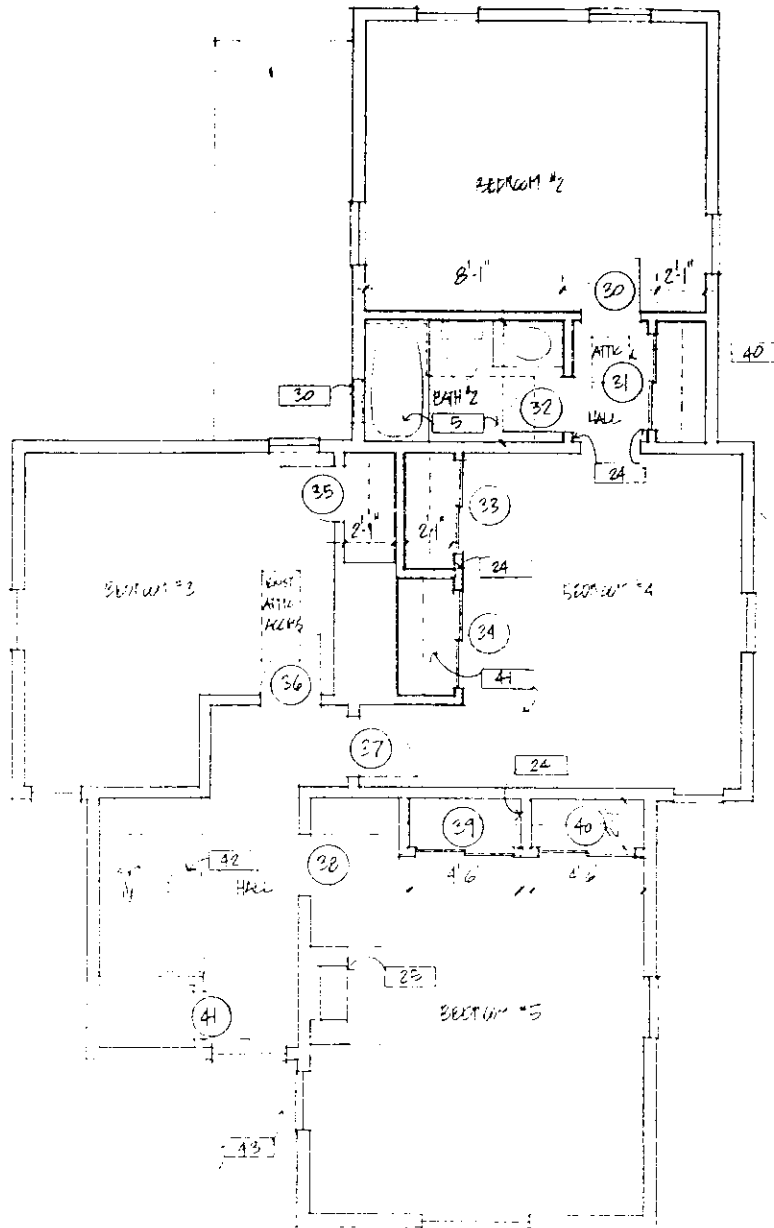
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### 10. BOUNDARY DESCRIPTION

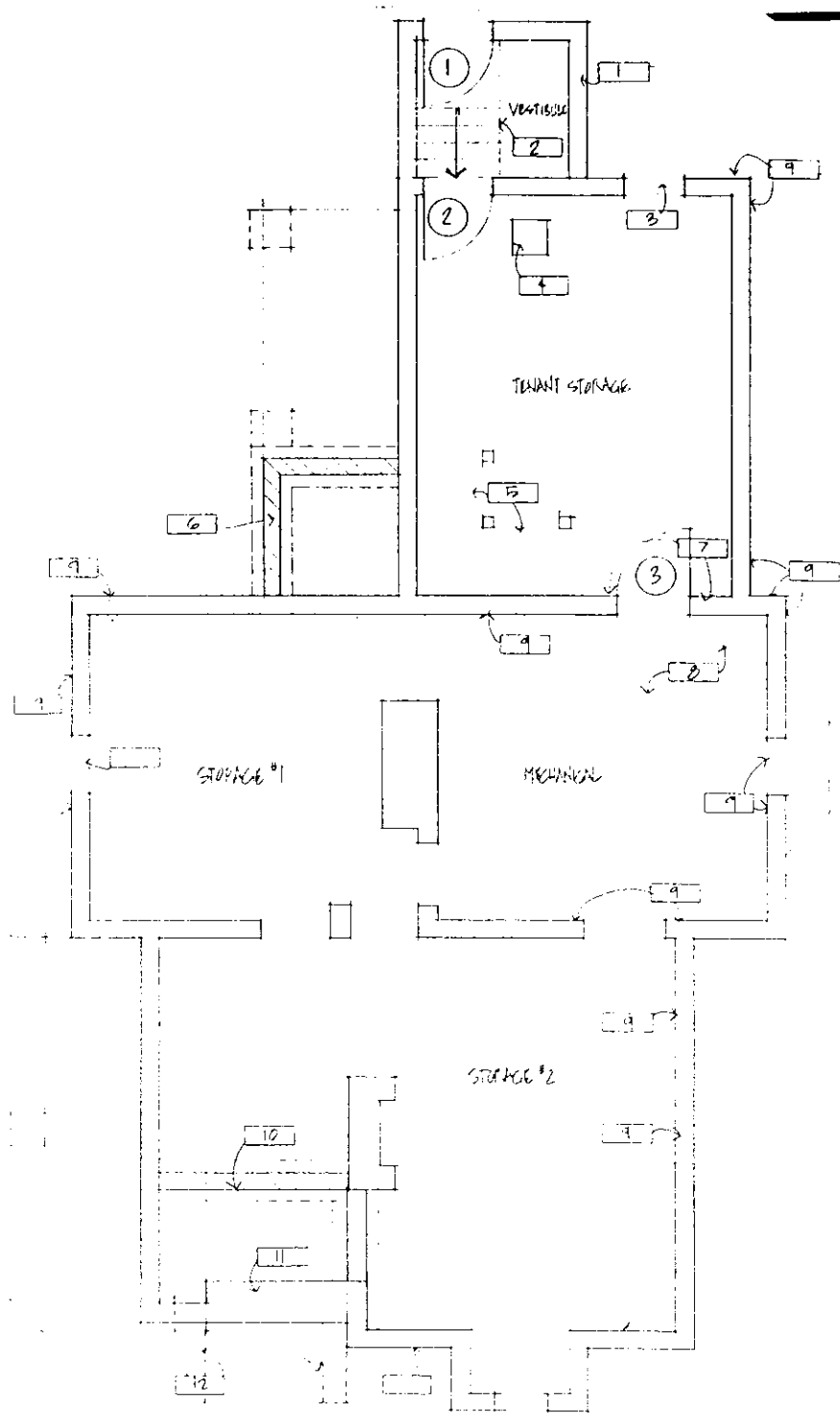
The John F. Bretz House and Warehouse are located at 1113 North Fifth Street in Springfield, Sangamon County, Illinois. The buildings lie on Lot 10 of Martin Rafter's Addition to the city of Springfield. This lot, which was platted as an 80' (north/south) by 150' (east/west) parcel, is the property that has been historically associated with the house and warehouse. As such, the boundary follows the legal property lines of Lot 10.



**First floor plan of the John F. Bretz House  
1135 North Fifth Street, Springfield, Illinois**



Second floor plan of the John F. Bretz House  
 1135 North Fifth Street, Springfield, Illinois



**Basement plan of the John F. Bretz House  
1135 North Fifth Street, Springfield, Illinois**

**RECEIVED**

AUG 28 2000

Preservation Services



# United States Department of the Interior

## NATIONAL PARK SERVICE

1849 C Street, N.W.  
Washington, D.C. 20240

IN REPLY REFER TO:

The Director of the National Park Service is pleased to announce actions on the following properties for the National Register of Historic Places.

For further information contact Edson Beall via voice

(202) 343-1572, fax (202) 343-1836, regular or E-mail: [Edson\\_Beall@nps.gov](mailto:Edson_Beall@nps.gov)

Visit our web site at <http://www.cr.nps.gov/nr>

AUG 18 2000

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 8/07/00 THROUGH 8/11/00

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

ALASKA, YUKON-KOYUKUK BOROUGH-CENSUS AREA, Taylor, James, Cabins, Right bank of the Yukon opposite Fourth of July Creek, Eagle vicinity, 87001203, REMOVED, 8/07/00 (Yukon River Lifeways TR)

CALIFORNIA, MONTEREY COUNTY, Steinbeck, John, House, 132 Central Ave., Salinas, 00000856, LISTED, 8/08/00

COLORADO, LARIMER COUNTY, First National Bank Building, 3728 Cleveland Ave., Wellington, 00000937, LISTED, 8/10/00

CONNECTICUT, LITCHFIELD COUNTY, Rye House, 122-132 Old Mount Tom Rd., Litchfield, 00000940, LISTED, 8/10/00

FLORIDA, ST. LUCIE COUNTY, St. Anastasia Catholic School, Old, 910 Orange Ave., Fort Pierce, 00000941, LISTED, 8/10/00

ILLINOIS, CHAMPAIGN COUNTY, Library--University of Illinois at Urbana-Champaign, 1408 W. Gregory Dr., Urbana, 00000413, LISTED, 8/11/00 (University of Illinois Buildings designed by Charles A. Platt MPS)

ILLINOIS, COOK COUNTY, Buckingham Building, 59-67 E. Van Buren St., Chicago, 00000942, LISTED, 8/10/00

ILLINOIS, COOK COUNTY, Noble--Seymour--Crippen House, 5622-5624 N. Newark Ave., Chicago, 00000950, LISTED, 8/10/00

ILLINOIS, LAKE COUNTY, Leonard, Clifford Milton, Farm, Hathaway Circle, Lake Forest, 00000944, LISTED, 8/10/00

ILLINOIS, LAKE COUNTY, Morse, Robert Hosmer, House, 1301 Knollwood Circle, Lake Forest, 00000947, LISTED, 8/10/00

ILLINOIS, PERRY COUNTY, Perry County Jail, 108 W. Jackson St., Pinckneyville, 00000943, LISTED, 8/10/00

ILLINOIS, SANGAMON COUNTY, Bretz, John F., House and Warehouse, 113 N. Fifth St., Springfield, 00000945, LISTED, 8/10/00

ILLINOIS, WINNEBAGO COUNTY, Brown, William, Building, 226-228 S. Main St., Rockford, 00000946, LISTED, 8/10/00

ILLINOIS, WINNEBAGO COUNTY, Illinois National Guard Armory, 605 N. Main St., Rockford, 00000948, LISTED, 8/10/00

IOWA, CEDAR COUNTY, Kreinbring Phillips 66 Gas Station, 200 Main St., Lowden, 00000933, LISTED, 8/10/00

IOWA, LINN COUNTY, Second and Third Avenue Historic District, 1400 to 1800 blks of Second Ave. SE and Third Ave. SE, Cedar Rapids, 00000926, LISTED, 8/10/00 (Cedar Rapids, Iowa MPS)

IOWA, WAPELLO COUNTY, Dahlonega School #1, Cty. Rd. H25, 2 mi. NE of Ottumwa, Ottumwa vicinity, 00000934, LISTED, 8/10/00

MASSACHUSETTS, ESSEX COUNTY, Rollins, John R., School, 451 Howard St., Lawrence, 00000956, LISTED, 8/10/00

MASSACHUSETTS, NORFOLK COUNTY, Fisher School--High Street Historic District, 748-850; 751-823 High St., Westwood, 00000687, LISTED, 6/30/00

MONTANA, MISSOULA COUNTY, Lenox Flats, 300-306 West Broadway, Missoula, 00000874, LISTED, 8/08/00 (Missoula MPS)

NEW JERSEY, SOMERSET COUNTY, Higginsville Road Bridges, Higginsville Rd. at the South Branch of the Raritan River, Hillsborough vicinity, 00000916, LISTED, 8/10/00 (Metal Truss Bridges in Somerset County MPS)

NEW YORK, RENSSELAER COUNTY, Blink Bonnie, 1368 Sunset Rd., Schodack, 00000958, LISTED, 8/10/00

OHIO, COLUMBIANA COUNTY, Teegarden--Centennial Covered Bridge, Eagleton Rd. T-761, 0.1 mi E of C-411, Salem vicinity, 00000961, LISTED, 8/10/00

OHIO, CUYAHOGA COUNTY, Olmsted Falls Depot, 25802 Garfield Rd., Olmsted Falls, 00000963, LISTED, 8/10/00

OHIO, SUMMIT COUNTY, Northfield Town Hall, 9546 Brandywine Rd., Northfield, 00000962, LISTED, 8/10/00

PENNSYLVANIA, ERIE COUNTY, Erie Trust Company Building, 1001 State St., Erie, 00000967, LISTED, 8/10/00

PENNSYLVANIA, FULTON COUNTY, Cold Spring Farm, 323 Lions Park Dr., McConnellsburg, Todd, 00000966, LISTED, 8/10/00

PENNSYLVANIA, LANCASTER COUNTY, New Holland Machine Company, 146 E. Franklin St., New Holland, 00000846, LISTED, 8/09/00

PENNSYLVANIA, MERCER COUNTY, Greenville Commercial Historic District, Centered on Main, Canal and Clinton Sts., Greenville, 00000964, LISTED, 8/10/00

PENNSYLVANIA, PHILADELPHIA COUNTY, Bell Telephone Company Building, 1827-35 Arch St., Philadelphia, 00000849, LISTED, 8/07/00

PENNSYLVANIA, YORK COUNTY, Red Lion Borough Historic District, Roughly bounded by Edgewood Ave., Windsor Twp. line, MD&PA RR., Chestnut Rd., Country Club Rd., and York Twp. line., Red Lion, 00000847, LISTED, 8/10/00

TEXAS, BURNET COUNTY, Briggs State Bank, Loop 308, approx. 0.5 mi. N of jct. with US 183, Briggs, 00000885, LISTED, 8/11/00

WASHINGTON, FERRY COUNTY, Fairweather--Trevitt House, 645 Kaufman, Republic, 00000975, LISTED, 8/10/00

WASHINGTON, KING COUNTY, Colvos Store, 123rd Ave. SW and Cove Rd., Vashon, 00000970, LISTED, 8/10/00

WASHINGTON, KING COUNTY, Skykomish Historic Commercial District, Railroad Ave., from 3rd St. to W of N 6th St., and part of Old Cascade Hwy., Skykomish, 00000974, LISTED, 8/10/00

WASHINGTON, KING COUNTY, Steen, Helmer and Selma, House, 10924 SW Cove Rd., Vashon, 00000976, LISTED, 8/10/00

WASHINGTON, KING COUNTY, Vashon Hardware Store, 17601 99th Ave. SW, Vashon, 00000971, LISTED, 8/10/00

WASHINGTON, PIERCE COUNTY, Wilkeson Arch, WA 165, Church St. and Brierhill Blvd., Wilkeson, 00000973, LISTED, 8/10/00

WASHINGTON, SPOKANE COUNTY, Bump Block--Bellevue House--Hawthorne Hotel, S 206 Post St., Spokane, 00000977, LISTED, 8/10/00 (Single Room Occupancy Hotel's in the Central Business District of Spokane MPS)

WASHINGTON, SPOKANE COUNTY, Roosevelt Apartments, 524 W. Seventh Ave., Spokane, 00000969, LISTED, 8/10/00

WISCONSIN, OZAUKEE COUNTY, Jahn, William F., Farmstead, 12112-12116 N. Wauwatosa Rd., Mequon, 00000978, LISTED, 8/10/00