

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

NATIONAL
REGISTER

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1. Name of Property

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historic name: Bemis Historic District

other name/site number: N/A

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2. Location

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street & number: Roughly bound by the D Street, the Illinois Central Gulf Railroad, Sixth Street and rural property lines not defined by nearby streets.

not for publication: N/A

city/town: Bemis Community, Jackson

vicinity: N/A

state: TN county: Madison

code: 113

zip code: 38314

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3. Classification

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Ownership of Property: Private

Category of Property: District

Number of Resources within Property:

Contributing	Noncontributing
511	57 buildings
3	1 sites
8	5 structures
1	0 objects
523	63 Total

Number of contributing resources previously listed in the National Register: N/A

Name of related multiple property listing: N/A

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4. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 X meets _____ does not meet the National Register Criteria. _____ See continuation sheet.

Herbert L. Guyer _____ 10/31/91
Signature of certifying official Date
Deputy SHPO, Tennessee Historical Commission

State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the National Register criteria. _____ See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

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5. National Park Service Certification

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I, hereby certify that this property is:

X entered in the National Register
See continuation sheet.

determined eligible for the
National Register

See continuation sheet.

determined not eligible for the
National Register

removed from the National Register

other (explain): _____

[Signature] _____ 12/16/91

Signature of Keeper Date
of Action

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6. Function or Use

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Historic:	DOMESTIC	Sub: Single Dwelling
	DOMESTIC	Multiple Dwelling
	DOMESTIC	Secondary Structure
	INDUSTRIAL	Manufacturing Facility
Current:	DOMESTIC	Sub: Single Dwelling
	DOMESTIC	Secondary Structure
	INDUSTRIAL	Manufacturing Facility

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7. Description

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Architectural Classification:

Mission Revival	Other: Industrial Italianate
Dutch Colonial Revival	
Craftsman	

Materials: foundation	BRICK	roof	CONCRETE Shingles, asphalt
walls	FRAME	other	Stucco
	Brick		

Describe present and historic physical appearance.

Occupying the southernmost portion of the corporate limits of Jackson, Madison County, TN, the community of Bemis was developed beginning in 1900 as a planned industrial town to support the cotton spinning mills of the Jackson Fiber Company, a division of the Bemis Brothers Bag Company of St. Louis and Boston. The community was designed as a self-reliant town employing Garden City Movement principles to include residential, commercial, industrial and community service structures on gently rolling terrain lying on either side of Cane Creek, a tributary in the general drainage basin of the South Fork of the Forked Deer River. The district lies entirely to the west of U. S. Highway 45 and largely to the west of the Illinois Central Gulf Railroad. The property in nomination comprises all of the known buildings and acreage historically associated with the Bemis Brothers Company and its mill community during its period of historic significance from 1900 to 1949.

The Bemis community was developed as a model industrial village in the general spirit of the Garden City movement; as such, its location was originally quite remote to the city of Jackson, which did not annex the area until 1975. The community has many of the facilities and appearance of an independent town, an identity of place still maintained in the appearance of the town and in the spirit of its occupants to this day. Like any small town, the community grew and evolved through time as the needs of its mill, its workers and as the times demanded.

Though Bemis was a planned community created from open farm land only at the dawn of this century, the architectural character of its residences and the diversity of its town plan leave strong impressions that the community grew organically over a much longer period of time. This impression may have been intended from the first by the Bemis Company, and

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thus, calculated in the original architectural and town planning scheme and in its subsequent additions through time.

The Industrial Core, developed 1900- ca. 1975.

Not unlike a typical town, Bemis possesses buildings grouped by affinity into clusters, which in a larger town would be called neighborhoods or zones. The focus of the community naturally centers on its industrial core, dominated of Mill #1 (1901, inventory #001b) and Mill #2 (added 1905) and its associated Power House (constructed 1901; rebuilt after a boiler explosion in 1912), various warehouses, water tanks, storage buildings and other related structures. Acting as a buffer between the mill and the residential community at large are the commercial and community-related structures and spaces. This transition begins with the company's Administration Building (Andrew Hepburn, 1920, #001a), designed not only to serve as the office building for the mill, but as a city hall for the town and as its hospital, as the center for the company's community medical services and community welfare programs. Other features that complete this buffer area include the Auditorium (Andrew Hepburn, 1920, #089), Bemis Park (ca. 1901; modified 1923, #217) and the Bemis Mercantile Company Building (ca. 1900-05; addition by Andrew Hepburn, 1920, #218). Other such facilities contributed to this buffer, such as the Community Wash House (ca. 1907-1965), the YMCA (ca. 1916-1965) and the Vocational School Complex (ca. 1905-1965) among them, all no longer extant.

Outside of the industrial core lie five residential areas developed by the Bemis Company from 1900 to 1926. Each area is distinctive in its architectural and environmental character to an extraordinary degree, reflecting the conscious effort of the community's planners to avoid the unending regularity and inhumanity of the stereotypical mill village. Each area has been provided with its own nickname through time by the community's residents, which also reflects the sense of individuality provided these areas by their planners. In chronological order of development, they are:

"Old Bemis", developed 1900- ca. 1905.

Old Bemis was begun concurrently with the construction of Mill #1 to house the first employees. The area is bound by "D" Street to the north, to the west by an unnamed alley behind houses facing North Kentucky Street, to the south by "A" Street and Mills #1 and #2, and to the east by the right of way for the Illinois Central Gulf Railroad. An unusual street plan of fourteen rectangular blocks are laid out in a irregular modified grid, notable for the orientation of the interior series of three blocks on an east-west axis, as opposed to the north-south axis of the blocks

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lying outside of the core. Each full block is divided by a graveled alley along which lie the "carbarns" or garages for the houses facing the major streets opposite. Half-blocks located on the area's western and eastern ends are also served by a rear alley lined with carbarns. The three interior blocks that "break the grid" possess two parallel alleys at their center; the resulting long, narrow lot created by these features were developed, at least in part, with houses at either narrow end facing the respective major north-south street. Plans of the community dating from 1919-1920 indicate that the parallel alleys are alterations to the original made in ca. 1920-21.

Other features of the plan for Old Bemis include the dedication of a small square park-space at the southeastern corner of A Street and North Missouri Street, created out of the existing block pattern in ca. 1920 opposite both the Administration Building and the Auditorium. No longer extant is another feature of this later plan was a curved alley with an elongated oval median that ran north from A Street to the rear of the Moore High School (#014) and the Bemis United Methodist Church (#017). This feature appears to have been developed in ca. 1925 to accompany the development of the Moore School on B Street, perhaps to provide better automotive access to the school property. The median and alleys were removed in ca. 1965 along with four houses facing North Tennessee Street to create the existing surface-level parking lot in this area.

The streetscape of Old Bemis is notable for its wide streets canopied by mature plantings of white oak, pin oak, magnolia, red gum, red maple walnut and other tree varieties. Trees are featured in the front yards of residences with the rear yard left largely unplanted. Trees, shrubs and other ornamental plantings in a some of the rear yards are of largely recent vintage. Private vegetable and flower gardens are common features of rear yards. Other features of the streetscape include concrete sidewalks separated from the curb by a grassy median. With the exception of some telephone service and the electrical service for street lights, utilities are located along the alleys. Many of the square, tapered pre-cast concrete utility poles installed in ca. 1920 remain to support the existing pattern of street lights. Another feature from ca. 1920 are the concrete pylons identifying the street names for the community, located at each intersection.

The building stock in Old Bemis is largely residential, though a number of other community-related facilities were developed here that survive. Apart from the Auditorium and the small park mentioned previously, resources of this type include the J. B. Moore High School (1925), the Bemis United Methodist Church (1908, and later additions), and a small frame structure identified as a vocational training building

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(#127) the sole surviving portion of a complex of community-related buildings that once included the elementary school, the community bath house, school cafeteria and playground located along North Tennessee and North Kentucky Streets facing B Street.

A total of 133 residences were inventoried in the area of Old Bemis in 1990; of these, 118 reflected characteristics of pattern-design housing particular to the Bemis community. Six of the eleven major pattern types are represented in the historic housing stock, including 18 of the thirty-three subgroups known built in the community. Given this, Old Bemis represents the most diverse in design characteristics of all of Bemis' residential areas. A detailed discussion of the house types and subtypes is presented later in this material.

Photographic evidence of the development of Old Bemis prior to ca. 1907 reveals that a number of frame, two-story, gable-front residences were originally constructed along C Street and B Street, interspersed with other one-story residences appearing there today. The exact number of these structures is not known. Of these two-story units, only two survive today, located at 124 B Street (#016) and 213 C Street (#040). The others were demolished and replaced in ca. 1920-25 with houses existing in their places today. The reason for their replacement is not clear, though it is speculated that the structures originally served as boarding houses and were replaced as the demand for single-family and duplex housing became more acute.

"Bicycle Hill", developed ca. 1900-1905.

The second of Bemis' residential environments was begun soon after the initiation of construction in Old Bemis, possibly in preparation for the housing needed for the additional employees needed to operate Mill #2 for its opening in 1905. Photographs dated 1907 show that this area was largely "built-out" at the time, if not built-out entirely. The name for this portion of the community changed over time from "New Bemis" to "Bicycle Hill", a moniker reflecting that this area served as the housing area for some of the mill's upper management personnel. Bicycle Hill was developed on the highest ground in the community and is bound on the north by Second Street, on the west by an unnamed alley, on the south, roughly, by Sixth Street, and on the east by South Missouri Street, containing nine irregular blocks.

The street plan for Bicycle Hill differs in many ways from that of Old Bemis, in part due to the conditions of topography-- specifically, the proximity of Cane Creek and its bottom lands nearby. The irregular grid pattern is laid out with one block on either side of South Massachusetts

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Avenue, its prime north-south axis, sloping gently uphill from Second Street to its terminus at Sixth Street. Like Old Bemis, each block is divided by an east-west alley; each alley is lined by carbarns of various sizes. The major difference between the plan of Bicycle Hill and Old Bemis was the development of grassy medians in the rights-of-way for each of its internal streets. The medians were designed without curbs on their street edges, and are thus less formal in appearance. Trees, ornamental shrubs like crepe myrtle and small flower gardens were once represented sparingly in these medians; today, all of these plantings are no longer extant.

Apart from the development of medians, the landscape and streetscape treatments of Bicycle Hill are similar to those of Old Bemis. The additional width of the street provided by the medians lends a more open appearance to the streetscape since the street trees do not form a complete canopy. Other landscape characteristics duplicate those of Old Bemis, as do the secondary elements relating to utility service, light poles and pylon street markers.

In its original development, the Bicycle Hill area contained a number of community-related structures and a number of additional houses lost to the construction in 1965 of the block-sized warehouse at South Missouri and Second Streets (#001p). Here was located the YMCA (1916) and its added gymnasium (ca. 1921) and swimming pool (ca. 1921). Surrounding the YMCA were four structures along First Street believed to have been used for worker's housing. To the west of the YMCA were other employee's homes--four, facing South Massachusetts Avenue and ten others facing south along Second Street--all surrounding the eastern and southern edge of the northern mill pond, used primarily as a reservoir for fire protection purposes. A large community swimming pool was developed out of the lake in ca. 1910 and remained in use until the 1960s. Though the pond and its possible surviving Bath Houses (ca. 1910, #001g and 001h) were once buffers between the residential and industrial areas of the community, the entire space is now included in the mill compound and was inventoried accordingly. No buffering exists today between Bicycle Hill and the mill property, as the result of the construction of the massive cotton warehouse in this location.

Though the YMCA is now lost, another portion of the community-service buffer does still exist in the form of the two-storied Bemis Mercantile Company building (ca. 1900-05) and its single story addition (Andrew Hepburn, 1920-22). Several small businesses, the community post office and the second-story meeting room continue to provide service to the community. An addition to this commercial environment was the ca. 1960-65 relocation of the original Illinois Central Gulf depot (ca. 1900-05) from the railroad right-of-way to the southwestern corner of the intersecting alleys behind the Bemis Mercantile Company building. An added feature of the area is the linear park along the ICG Railroad, containing the Judson Moss Bemis Memorial Fountain (1923).

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The residential environment of Bicycle Hill contains a number of the same types and subgroups of pattern houses as Old Bemis. Ninety-four examples of pattern houses exist today in Bicycle Hill out of the total residential stock of 104 residences. Six of the eleven major types of pattern-designed housing are represented in Bicycle Hill, spread among sixteen of the thirty-three subgroups. While the numbers of pattern types and subgroups may seem very similar to those of Old Bemis, Bicycle Hill contains a significant number of design patterns unique to this area. The fact that twenty-six of the thirty-three subgroups of pattern houses are represented between the two areas gives some sense of the different appearance afforded Bicycle Hill as compared to that of Old Bemis.

An additional layer of diversity in character is provided by the ten examples of individually-designed houses that exist in this portion of the community. Designed for the upper-management of the mill, most of these houses are clustered in the area between Fifth and Sixth Street, facing South Massachusetts Avenue. Principal among these is the J. P. Young House on Fifth Street (#154), which acts as the visual center of the Bicycle Hill area. While an unlikely local tradition places the construction of this house before the development of the mill town, the house was in place when photographed in 1907. Since all of the residences of Bemis were built by the Bemis Company, no records of their construction survive to indicate otherwise. However, early photographs indicate that prior development of the site as a plantation was centered with the principal residence in the location of the current Administration Building, roughly at the corner of A Street and North Missouri Street today. It seems highly unlikely that another major residential structure would have existed on this same tract remote to this original development site.

Butler Street, developed ca. 1900-05.

The Butler Street area was the third of the three earliest housing areas developed by the Bemis Company, and like Old Bemis and Bicycle Hill, it too adds to the diversity and quality of the pattern architectural design of the majority of Bemis' historic housing stock. Originally named "Congo Street" on early maps, Butler Street was a segregated living area for black employees, who were employed only for the most menial of tasks in the Bemis mill environment-- primarily as stewards, hack drivers, gin hands and stable hands. While the area remains as an unfortunate reminder of the segregated policies of the Bemis Company at this time, the policy was not out of step for any company and its operation in the period. And in all fairness, it should be noted that the quality of the residential stock in the Butler Street area was realistically of lesser quality than that provided white employees in the community.

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Butler Street is laid out as a single street to the west of the Cane Creek bottoms, running from Second Street south to its terminus next to the recreational fields for the community. It is therefore but one continuous block of properties facing the line of Butler Street.

Though separated by location from the rest of the community, Butler Street none the less possesses many of the common street and landscape features of the rest of the Bemis community, including concrete sidewalks with a grassy strip before the curb, mature street trees, concrete pylon street signs, rear alleys for the location of utilities and shared carbarns along the alleys.

Two structures remain to reflect the lives and work of the residents of Butler Street as members of the mill community. The first is the large three-level Horse Barn (#225), built in ca. 1910-15 to house the horses employed for the delivery of ice, coal, wood and other necessities in support of the community at large. The barn is but the sole survivor of a complex of at least five structures that supported this aspect of the community's welfare. Nearby is the West Bemis Monumental Baptist Church (#284), originally developed in ca. 1905-10 as the segregated school for the children of Bemis employees who were residents of Butler Street. The school was converted for church use in ca. 1965 along with the privatisation of the rest of the community.

The housing stock of the Butler Street area is simple but quite diverse in the perspective of Bemis' pattern housing. Of twenty-seven residences in this area, four pattern types are represented with seven subgroups, some of which are the same as patterns developed in the Old Bemis and Bicycle Hill areas. A notable feature of this area is the single-bay shotgun house, which composes the largest single subgroup in the area. The single-bay shotgun may be unique to the Mid-South region.

Silver Circle, developed in 1920-22.

The Silver Circle area of Bemis lies east of the Illinois Central Gulf Railroad tracks on an irregularly shaped tract opposite Bicycle Hill. Streets contained within the area are Young, Judson, Heron and Farwell Streets. An additional crossing line of the ICG Railroad defines the eastern edge of the tract. Silver Circle was the fourth residential area developed by the mill company, beginning in 1920 and completed by 1922. Development of the area was coordinated by the Housing Company of Boston and Waltham, Massachusetts, led by Tyler Stewart Rogers (1895-1967). Design consultants to the Housing Company included Arthur A. Shurtleff (1870-1957, later spelled "Shurcliff") as landscape architect, Andrew H. Hepburn (1881-1967) as architect, and the engineering firm of Fay,

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Spofford and Thorndike for the water, sewer and drainage design work. While the project centered on the design of this housing area in particular, the project produced numerous other improvements throughout the community in landscape design improvements, new structures (including the Administration Building and Auditorium) and general improvements in the water, sewerage and drainage systems of the community.

The plan developed by Shurtleff for Silver Circle differed radically from the previous town plans, changing from the irregular grid patterns of the first generation development to a curvilinear, more picturesque plan. The plan consists of two full blocks defined by the street pattern, a half block and a single undefined linear area along the eastern side of Young Street that also contains housing units. Unlike the earlier portions of Bemis, rear alleys were not provided as part of the plan. Car barns in Silver Circle are located in between pairs of houses, accessible by a shared driveway. Once again, utilities are located to the rear of properties with the exception of service for the street lighting. Street lights are located atop pre-cast concrete poles originally designed for this area and then applied throughout the rest of the Bemis community. In spite of the curvilinear plan, houses appear to have uniform setbacks from the street, measuring thirty feet perpendicular to the curb. Concrete sidewalks are separated from the curb by a grassy planting strip. Front and side-door walks were poured in concrete concurrent with the development of the entire area.

Mature street trees, ornamental shrubs and other plantings appear to survive from the original development, including red maple, pin oak, red oak, magnolia, crepe myrtle among others. Unlike the earlier residential areas of Bemis, the lack of rear alleys made possible the planting of rear yards with trees and shrubs. A unique feature of the Silver Circle area is found in its two full blocks, designed to take advantage of the ample rear yard space unobstructed by alleys to produce something of a communal open space, shared by all houses lining the exterior perimeter of the block. In spite of the sale of individual houses to mill employees in 1965, the rear yard areas of these blocks remains undivided by fences thus maintaining the appearance, if not the fact, of a privately-held park. Since the other areas of Silver Circle could not be designed with housing around the complete perimeter of a block, the same sense of enclosed park-space could not be provided. However, few fences divide the rear yards of these areas today.

The housing stock of Silver Circle is composed of only two pattern types unlike the diversity of housing types in earlier residential areas. In all, thirty-nine structures were built between 1920 and 1922 under the plan-- fifteen duplexes with cutaway porches under gable roofs laid parallel to the street; and, twenty-four single houses designed in a form

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of the Dutch Colonial Revival style. All of the structures were originally outfitted with an exterior cladding of stucco over metal lath. However, defects in this original material became apparent soon after the completion of construction, necessitating its replacement with asbestos siding. Certain changes in the detailing of all of the houses were required, though the original massing and spirit of the original design was retained. A notable feature of the single houses is the way in which a constant five-bay central core was combined with varying arrangements of rooms and porches to produce houses of different appearances from one another. The effect is heightened by similar plans being reversed and placed across the street from one another. The impression is given that the houses all changed in a somewhat random manner by series of additions through time.

West Bemis, developed 1926

The last of the housing areas developed by the Bemis Company was West Bemis, laid out west of Cane Creek at the end of A Street in 1926. The area is composed of four full blocks, two half blocks and one linear development strip along its complete eastern edge with Cane Creek. West Bemis was developed in the midst of farm fields which remain surrounding the development to the west and south. To the north is located the playing fields and ground of the J. B. Young Elementary School, developed in 1940 at the intersection of Allen and D Street.

East-west streets in West Bemis continue the letter designation begun in the original development of Old Bemis, while the north-south streets are named (from the west to east) as Robert, Allen and Gregg Streets. The streets were named for three of the children of Albert Farwell Bemis, and the acronym derived from the names has given rise to its humorous nickname "RAGtown". An interesting note of the street pattern is that all of the streets running to the west and the north end in stubs in the adjacent farm fields, suggesting that the Bemis Company was prepared to expand this housing area at some time later.

The irregular grid pattern of the streets and blocks in West Bemis is something of a surprise return to this simple matrix, not unlike the grids of Old Bemis and Bicycle Hill. On second glance, however, it may be an indication that the curvilinear plan of Silver Circle was more of a unique solution to a difficult land planning problem posed by its site. With the freedom of space in West Bemis, the grid pattern provided the most efficient use of land.

Landscape and streetscape characteristics of West Bemis are similar to

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those of much of the rest of Bemis. Again, mature trees grace front lawns with front building setbacks of 30 feet, grassy medians between the curbs and the concrete sidewalks, and utilities removed to the rear of properties facing the street. Here, too, are the characteristic concrete pylon street markers. Like Silver Circle, rear alleys were not developed in West Bemis. Carbarns are accessible to properties from shared driveways between pairs of properties. Here, a variation occurs with the sharing of the four unit (quadraplex) carbarns between properties at the rear and to the side of the carbarn. Therefore, two addresses on Allen Street might share a carbarn with two addresses on Robert Street. Quadraplex carbarns appear to have been developed solely for the service of duplex residences; in turn, the duplex carbarns found here were developed for the service of back-to-back pairs of single houses.

The housing stock of West Bemis appears to represent a continuation of the work of the Housing Company, perhaps in collaboration with Shurtleff. Three major pattern housing types are featured here, each with two sub-group variations. Of particular note are the duplexes, which appear as further variations in design from the original prototype begun in Silver Circle. Unfortunately, no documentation exists to confirm the connection.

Other related resources: Bemis Lane

The Bemis Lane area is a non-residential area of the community that developed through time to its appearance today. Properties that make up this area of the community were bought and sold over time by the Bemis Bag Company, beginning in 1901 and continuing through approximately 1949. Portions of these acquisitions included the property set aside for the development of the Silver Circle residential area.

Today, the Bemis Lane area is a loosely-defined, irregularly-shaped group of properties lying on both sides of Bemis Lane. To the north of Bemis Lane lie a group of commercial structures contained within a small triangle of property formed by the convergence of two historical railroad lines; the Illinois Central on the west and the former Gulf, Mobile and Northern, both of which are now owned by the Illinois Central Gulf Railroad. To the south of Bemis Lane between these railroad lines is the First Baptist Church of Bemis, Heron Chapel (#388), bound on the south by the back property lines of the Silver Circle residential area. South of Bemis Lane and to the east of the tracks is a recreational field owned by the First Baptist Church of Bemis (#386), with Gin Street as its eastern boundary. The final portion of the Bemis Lane area lies at the southern end of Gin Street with the property of the Bemis Gin Company (#393), developed on an irregularly-shaped tract also abutting the eastern-most line of the Illinois Central Gulf Railroad.

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Historically, the properties making up the Bemis Lane area were owned by the Bemis Bag Company and employed as part of the large scope of their industrial enterprise. The properties owned by the First Baptist Church of Bemis were developed on lands donated by the Bemis Bag Company for the development of these institutions.

Pattern Architecture in Bemis, 1900-1926

The survey of Bemis conducted for this nomination was designed to identify both pattern housing and individually-designed house types for analysis and quantification. Taken as a whole, a significant number of structures surveyed are recognizable as a set of pattern architectural forms. Eleven basic groups of pattern forms were identified; distinctive variations from these basic types provided from two to seven subtypes in some groups. In all, the palette of residential forms in Bemis encompasses an astonishing thirty-four repeated forms represented among its 385 residences. Some of the types found fall within well-known categories of vernacular architecture-- shotguns, pyramidal cottages, L-plan cottages and the like. Others, though, have yet to be given a common group name or are unique types that are only known to appear in Bemis.

Quantifying the architectural typology for the Bemis survey proved to be an extraordinary challenge. In spite of attempts to develop an all-encompassing system for the survey, numerous modifications were required in the field. The system developed for Bemis was specifically developed with pattern architecture in mind. Each design type and its variations were defined by a sum of particular elements. Since all of the patterns contain common elements of detailing among them, the survey set out to identify examples of each particular residential type or subtype, while noting elements of standard detailing or changes from the standard. "Changes", in this case, included both non-standard historical materials and details as well as non-historic alterations of elements or materials. The system that follows is intended to establish the standards for each type and subtype encountered.

ARCHITECTURAL TYPOLOGICAL SYSTEM: Residential House Types
Bemis Historic District

Group 1: Gable-Front, Rectangular-Footprint Types

Structures in this group are simple gable-front residences with a rectangular footprint oriented perpendicular to the street. The gable-front variety ranges from a three-bay, single-story, single-family

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occupancy subtype to a four-bay, two-story, triplex subtype. The vast majority of these structures appear as duplexes, often referred to in the language of vernacular houses as double-shotguns. All of the gable-front types were found in the Old Bemis or Bicycle Hill areas. Most date from ca. 1900-05, though a small number are known to have been built along B and C Streets in Old Bemis in ca. 1920-25 to replace earlier, two-story residences.

Common characteristics among the group are a roof profile of 45-50 degrees in height, exposed rafters covered with a drip cap, a louvered gable-end vent, weatherboard siding, six-over-six double-hung sash lights, and four-light, three-panel Craftsman exterior doors. Detailing of these structures may include the entire range of historic porch supports, valences, balustrades and bracket types common to Bemis.

Sub-types of the group were defined by the number of window and door bays facing the street, the number of living units the structure was originally designed for and the location of its porches (which reflect differing floor plans). The sub-types with the gable-front group were:

- 1a. Three-bay, one-story, singleplex. Similar to a modified shotgun, this type features an off-center entry and a shed-roofed porch. Five examples of this form were discovered in the survey.
- 1b. Four-bay, one-story, front-loaded duplex. A standard double-shotgun, this type features two center entries and a shed-roofed porch. Numerically, this is the most common residential form surveyed in Bemis, totaling fifty-eight examples.
- 1c. Four-bay, one-story, side-loaded duplex. This variation on the double-shotgun features side entrances under side shed-roofed porches, with the doors facing away from the street. Four window bays are featured along the front. Four examples of this subtype were surveyed.
- 1d. Four-bay, two-story, duplex. One of the two center doors leads to stair for the upper living units. A shed roof or shed and gable roof covers the porch. Only one example of this type was surveyed.

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- 1e. Four-bay, two-story, triplex. Triplex variation of the duplex above, with an exterior stair to the side and rear. Only one example of this subtype was identified in the survey.

Group 2. L-Plan Types

Five variations of L-plan house types were found in Bemis. In general, these houses possess three or four rooms arranged in an L-plan, often with a rear ell that appears as a side T-plan. The longer portion of the roof lies parallel to the street and a single room bay projects toward the street. In each case, a shed roof porch is featured. Three window and door bays are visible from the street. A secondary sub-group featuring two entrance doors (one center porch door as the primary entrance; one side porch door leading to the front projecting room) was noted, but not specifically broken out as a separate class.

The L-plan group includes structures built in two different periods, thus, there are variations of materials from the earlier group to the latter. The earlier versions of the L-plan are found in the Old Bemis, Bicycle Hill and Butler Street areas dating from ca. 1900-05. The gambrel roof variety is solely found in Old Bemis and Bicycle Hill and apparently has no precedent in traditional Southern architecture. Common characteristics for the gable or hip roof varieties are roof profiles of 45 to 50 degrees. All feature exposed rafter tails covered with a drip cap, weatherboard siding with a narrow reveal, six-over-six double-hung sash lights and four-light, three-panel Craftsman entrance doors. Some retain their original concrete roofing materials.

The later versions of the L-plan are found in West Bemis and date from 1926. These structures feature gable or hip roof profiles of 35 to 40 degrees, exposed rafter tails covered with drip caps, weatherboard siding with a wide reveal, six-over-six double-hung sash lights and box porch supports covered with wooden shingles. Door styles vary, though most are nine-light, one-panel doors with a raised dentil mold.

Sub-types within the L-plan group are listed within the inventory as:

- 2a. Hip roof (Old Bemis). Three examples surveyed.
- 2b. Hip roof (West Bemis). Eleven examples surveyed.
- 2c. Gable roof (Old Bemis). Thirty-three examples surveyed.

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2d. Gable roof (West Bemis). Seven examples surveyed.

2e. Gambrel roof. Twelve examples surveyed.

Group 3. Pyramidal Roof/Cubical Plan Cottage Types

Residences with a pyramidal roof profile are the most diverse of house types in Bemis, with seven sub-types represented. All of the pyramidal types are found in the older portions of the town, specifically in Old Bemis, Bicycle Hill and Butler Street. All of these houses were constructed between 1900 and ca. 1905.

Three single-family and four duplex plans are represented among the sub-groups of pyramidal types. Single-family houses are three bays in width, while all but one of the duplexes are four bays wide. Common characteristics are roof profiles ranging from 55 to 65 degrees in pitch with exposed rafters covered with a drip cap. Original concrete shingle roofing is retained on many of these structures. All of the structures share weatherboard siding with a narrow reveal, six-over-six double-hung sashes and four-light, three-panel Craftsman entrance doors as original materials.

Sub-types within the Pyramidal category are described in the inventory as:

3a. Hip Porch Projection. This pyramidal type features a porch projection covered by a tall hip roof extension in front of the pyramidal roof. Four examples were surveyed.

3b. Three-bay, extended eaves. This singleplex type is similar to a modified shotgun. It is three bays wide with a cutaway porch that features porch eaves that extend below the eaves of the rest of the house. Eight examples were surveyed.

3c. Three-bay, recessed center porch. This duplex type is three bays wide with the center bay composed of the recessed porch. Entrance doors to the individual units load from the sides of the recess. Renovations to the few surviving members of this type have made it impossible to determine if any porch was ever featured projecting from the front building line in front of the recessed porch. None is suspected. Only two examples of this type were surveyed.

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- 3d. Three-bay, plain cutaway porch. Similar to (b) above, without the porch eave extension. Four examples of this subtype were identified.
- 3e. Four-bay, plain cutaway porches. This duplex type features plain cutaway porches at the front outside corners. Twelve examples of this subtype were inventoried.
- 3f. Four-bay, extended porch eaves. Similar to (e) above, with extended eaves around the side cutaway porches. Eleven examples of this type were surveyed.
- 3g. Four-bay, front shed porch. This duplex type appears as a variation of the traditional double-shotgun, with the entrance doors at center beneath a shed roofed porch. Two examples of this type were surveyed.

Group 4. Shotgun Plan Types.

Five variations on the traditional shotgun house plan were identified in the survey of Bemis. All of the shotgun types were found in the Old Bemis, Bicycle Hill and Butler Street areas, thus dating the structures between 1900 and 1905. Though the structures in this category are labeled as "shotguns", all vary in substantial ways from the classic Southern form, commonly manifested as a gable-front, two-bay wide, three room dwelling. Some of these shotgun types are unknown outside of the town of Bemis, though no comprehensive study exists for Tennessee.

In Bemis, two major types of shotguns were identified. The first is the single-bay wide shotgun variation, found only in the Butler Street area of Bemis. The structure faces the street with a gable-front roof and shed porch, though the entrance door is the only original opening of the facade. The three-room plan of the traditional shotgun is maintained in this group of structures.

In the rest of the older areas of Bemis, shotguns feature cutaway porches that vary the flow plan of the traditional shotgun in a substantial way. The cutaway porch in this type does not lie across the width of the front facade, but instead runs along its side two-thirds of the depth of the dwelling. Entrance is provided in the middle living room of the three room plan, with the bedroom at front and the kitchen and bath at rear. Variety in the shotgun types is provided in the gable, hip and

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jerkinhead roof styles, and in decoration applied to their porches. Common characteristics include exposed rafters covered with a drip cap, weatherboard siding with a narrow reveal, six-over-six double-hung sashes and a four-light, three-panel Craftsman door as original features. Some of the shotgun types retain their original concrete shingle roofing.

Sub-types among the shotgun group are:

- 4a. One-bay, gable-front. The front of the structure contains the entrance door as its sole reveal, unlike the typical two-bay, window and door arrangement of the classic shotgun type. A shed-roofed porch is also an original feature of this subtype. Eight examples of this shotgun type were surveyed.
- 4b. Two-bay, cutaway porch, gable-front. Two examples were surveyed.
- 4c. Two-bay, cutaway porch, hip-front. The most common shotgun type in Bemis, totaling twenty examples surveyed.
- 4d. Two-bay, cutaway porch, jerkinhead-front. Five examples were surveyed.
- 4e. Two-bay, cutaway porch, extended eaves. Like the hip-front (c) variation above, with extended eaves around the porch. Twelve examples were surveyed.

Group 5. Saddlebag Plan Types.

Two variations of the traditional saddlebag plan exist in Bemis-- one, of three bays in width, the other, of four bays. Both types were intended for single-family use. Unlike the traditional model, these saddlebags feature only one entrance door placed off-set from center. All of the saddlebag types are to be found in the areas of Butler Street and Bicycle Hill; they date from 1900 to 1905.

Common characteristics of the saddlebag types include roughly-centered chimneys, gable roofs with exposed rafter tails covered with a drip cap, weatherboard siding, six-over-six double-hung sashes and a Craftsman four-light, three-panel door. Some of the structures retain their original concrete shingle roofing.

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The two sub-types of the saddlebag plans are included in the inventory as:

5a. Three-bay Saddlebag. Five examples were inventoried.

5b. Four-bay Saddlebag. Ten examples were discovered in the survey.

Group 6. Roof-Parallel Duplex Types

The Silver Circle and West Bemis areas contain variations of a specific duplex type not built in the rest of the community. The duplex forms a long rectangular footprint laid out parallel to the street with longitudinal gable roof. Entrances to the individual living units were placed in the outside front corners. The Silver Circle duplex type is attributable to the development work of the Housing Company in 1921-22. The West Bemis duplexes were constructed as a part of the development of the rest of this housing area in 1926.

These duplexes share few characteristics in common other than plan and roof profile. Common features of the plan are three symmetrically-placed interior chimneys and a small gable-roofed ell for each unit. The ell was originally constructed to contain a woodshed connected by an open breezeway to the main house. Depending on the characteristics of the lot, the ell is sometimes placed to the side of the structure with roof parallel to the main block; other times, it is arranged to the rear with its roof perpendicular to the main block. The breezeway has been enclosed in all but two surviving examples.

The Silver Circle duplexes share original details that include eight-over-eight double-hung sash lights, arranged in pair and triplets, and a Craftsman door arranged with nine-lights over one large panel.

The duplexes of the Silver Circle area were originally outfitted with a stucco finish for the exterior walls; this material was found to be defective in some way and was replaced on a wholesale basis in ca. 1925-30. The replacement material employed was asbestos siding. Detailing of the porches and ell was altered at this time. The corner cutaway porches of this duplex were originally detailed with plain stuccoed piers and closed stuccoed balustrades; the breezeway of the ell was outfitted with a semi-circular arch and back steps. The revised design caused the installation of asbestos shingles on the porch piers above brick bases; the closed stucco balustrade was replaced with an open balustrade of 2" x 4" block spindles. The breezeway of the ell was changed from an arched to a polygonal opening, and four-light casement windows were added to the

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side walls of the woodshed for additional light.

The duplexes of West Bemis were built in 1926 with corrections in materials and alterations in design from the original Silver Circle model. The major change in the arrangement of the plan was the abandonment of the cutaway porch for a projecting porch. The two major subtypes of the West Bemis duplex were classified on the basis of their porch orientation-- gable-side or gable-front porches, supported by boxed wood, shingle-clad piers. The woodshed ell was retained as a feature of these houses, though it is exclusively oriented perpendicular to the rear of the main structural block.

Revisions also include the change to a wide-reveal bevel siding from that of the failed stucco of Silver Circle. Other common characteristics include the use of six-over-six double-hung sash lights and a Craftsman three-light, dentiled spandrel and single panel door, though original Craftsman multi-light doors and plain multi-light doors also are present in limited numbers. Surviving examples of Mission block spindle balustrades indicate that at least some duplexes were originally outfitted with this porch detail. Many of the duplexes still retain their original concrete shingle roofs.

The three duplex sub-types were classified within the inventory as follows:

- 6a. Side-gable, Silver Circle duplex. Fifteen duplexes of this type were surveyed.
- 6b. West Bemis duplex, front gable porch. Fifteen examples of this duplex subtype were surveyed.
- 6c. West Bemis duplex, side-gable porch. Seven example of this duplex were surveyed.

7. Three-bay, Projecting Porch Types

A large group of structures built exclusively in West Bemis in 1926 are small single-family homes, built with three bays facing the street, an original rear ell and a prominent projecting front porch. Common characteristics of these house types are their beveled siding, shingled porch piers, Craftsman three-light, dentiled-spandrel, single-panel door and six over six double-hung sash lights. Occasional examples of the nine-light, one-panel door were also found. Some structures retain their original concrete shingle roofing. Variations of this structure occur in the common roof profile of the porch and main block-- hip-roofed houses with hip-roofed porches and gable roofed houses with gable-roofed porches.

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These features formed the two sub-types identified in the survey:

- 7a. Three-bay, hip porch. Twelve examples surveyed.
- 7b. Three-bay, gable porch. Seven examples surveyed.

8. Silver Circle Dutch Colonial Type.

A single-family house type built exclusively in the Silver Circle area is the Dutch Colonial model, built in 1921-22. These residences were planned to give a common pattern in appearance, but range in size from four to six rooms. Each structure features a core block of five bays in width with a central, formal entrance. The secondary elements of the house mass vary from one to the next, depending upon the number of rooms for the house and their detailing. Common arrangements include a main block with side, three-bay wing with a gallery porch; another features a central main block with symmetrical three-bay wings with gallery porches; a third includes a central main block with side two-bay wings with a private porch, etc. Of the twenty-four structures built in this pattern, few, if any, are arranged and detailed in exactly the same way.

Common characteristics of the Dutch Colonial structures are a gable roof with a flared front eaves that creates a deep overhang of the front facade. The gable ends feature flush eaves. Side wings for each structure are treated similarly with a flared roof, deep overhang and flush eaves. Most exterior wall surfaces are covered with asbestos siding. The front entrance is detailed with a cornice and frieze supported by Doric-like pilasters; a single-light transom is featured above the four-light, two-panel door. Secondary entrances (primarily leading from porches) feature plain multi-light doors. Porches are supported by simple chamfered wood posts and feature Mission-style block spindle balustrades. Windows are twelve-over-twelve double-hung sash lights. Some structures retain their original concrete roofing materials.

Like the duplexes of Silver Circle, these structures also were originally provided with a coating of stucco for their exterior wall surfaces that quickly failed as a siding material. Asbestos siding was employed as a replacement material in ca. 1925-1930. Original porch stoops with two side-loaded stairs were retained, though many have been replaced over time with front-loaded, single-run stairs. Original stoops were outfitted with Mission-style block spindle balustrades. All of the structures feature low, gable-roofed bulkheads that provide access to the basement, coal bin and furnace room. Local tradition maintains that some of the structures had basements excavated at later dates.

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Given that all of the Dutch Colonial structures were built at one time and in only one area of the district, the delineation of subtypes was deemed unnecessary. Twenty-four examples of this type were surveyed.

Group 9. Wall-Dormer Farmhouse Type

This house type is vaguely reminiscent of certain types of New England farmhouses, notable for its story and one-half in height and its the use of wall dormers that break the boxed cornice-line of the house. The size and detailing of this structural type suggests that its occupancy was reserved for more important mill personnel and their families. This house type is found only in the Bicycle Hill area of the community, and thus date from ca. 1900-1905.

Structures of this type were designed with a gable-roofed main block laid parallel to the street and an ell of one or two stories running to the rear. Two major variations in this house type were identified by the number of wall-dormers facing the street. The first is the two-dormer variety, the largest of the two sub-types, which ranges from four to five bays in width and four bays in depth. Variations from this type include simple shed-roofed porches or larger L-shaped porches with a second entrance door. The three-dormer sub-type is the smaller house, ranging from three to four bays in width and two bays in depth. Both plain shed-roofed porches and L-shaped shed-roofed porches are found in this sub-type.

Common characteristics among the wall-dormer farmhouses include gable roofs with exposed rafter tails covered with a drip cap, gabled dormers, weatherboard siding, six-over-six double-hung sash lights and four-light three-panel Craftsman doors, though single-light, single-panel doors were also found. The detailing of these house types varies widely, from "carpenter-style" porch posts, valences and other common Bemis treatments, to more formal treatments with Doric porch columns. Versions of this structure that feature L-shaped porches normally include a hip roof with gablet centered over the door.

The sub-types classified within this general type are identified as:

- 9a. Two Wall-Dormer type. Three examples were surveyed.
- 9b. Three Wall Dormer type. Three examples of this type were surveyed.

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Group 10. Hall and Parlor Type.

Rare examples of a variation on the traditional hall and parlor plan can be found among the Bemis housing stock. Examples of these were only identified in Old Bemis, thus dating the structures from ca. 1900-1905.

Residences of this type were developed for single-family occupancy and are comparable in size with the shotgun houses of the area. The structures feature gable roofs laid parallel to the street, three bays wide, with the entrance at center. The few surviving examples all possess rear kitchen ells that may be original to their development. Unlike the traditional hall and parlor plan, these houses do not feature end wall chimneys. Heating and cooking appears to have been carried out on a single wood stove, since the only original chimneys are suspended stove stacks located in the rear ells.

Common characteristics of houses of this type are gable roofs with exposed rafter tails covered with drip caps, weatherboard siding, shed-roofed porches, six-over-six double-hung sash lights and four-light, three panel Craftsman doors. No subtypes of this form were identified in the survey. A total of three examples of this type were surveyed.

Group 11. Gambrel Roof, Rectangular Footprint Type

This variation on the Dutch Colonial Revival residential style is the most difficult to typify as a pattern structure. Of the seven structures in Bemis which fit the characteristics of this type, only three can be said to share characteristics in a pattern design. The other four examples were individually designed and detailed beyond the expectations of pattern design, sharing only the basic qualities of a rectangular footprint and a gambrel roof with the others. All structures of this type, pattern or not, are located in Old Bemis and the Bicycle Hill area and date from 1900-1905.

The major difference between the pattern structures and the individually-designed ones are in siting of the structure. Most of these structures, pattern or not, are sited at the corner of two streets. Pattern gambrel types have the main entrance door on the longitudinal side of the structure, while the individually-designed examples feature the main entrance in the gambrel end. Both types feature porches over the main entrances that help clarify their site orientation.

Other than orientation to the street, the common characteristics of pattern gambrel types include roofs with shed-roofed dormers containing groups of two or three six-over-six double-hung sash lights, a boxed

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cornice, weatherboard siding, a shed-roofed porch, six-over-six double-hung sash lights and a four-light, two panel door.

No subtypes were delineated from the basic group of pattern structures in this category. As previously noted, only three examples of the pattern variety of this structure were identified.

UN-CATEGORIZED: Other Residential Structures

A small group of residential structures in the Bemis community possess traits that do not lend themselves to categorization as pattern architecture. All possess traits of residences that were individually designed and detailed. Most of these structures occupy prominent sites within the plan of the community and reflect a specific prominence of their occupants in the hierarchy of the mill management. Most of the individually-designed residences are clustered in the Bicycle Hill area along North Massachusetts Avenue between Fifth and Sixth Streets, and along Sixth Street itself between North Massachusetts Avenue and North Missouri Street. Photographic evidence indicates that some of these structures were built in the 1900-05 building period, while others date from a ca. 1920-25 period of infill development. All individually-designed residences have been provided with an estimated date of construction in the survey description. In mapping data from the survey, individually-designed structures are noted with an asterisk (*) to make their identification and location more readily evident.

CHARACTERISTICS OF ARCHITECTURAL DETAILING FOR PATTERN RESIDENCES

The basic matrix of pattern residential design types in Bemis establishes only one layer of diversity afforded the residential environment. While this extraordinary mix of forms and plans may seem enough, the planners of Bemis went an additional step to provide many structures with a rich varietal texture of detailing as a finishing touch. The combination of variety in house types and their details offers the impression of a conscious attempt to minimize repetition in the appearance of Bemis' streetscapes to the extent possible. Whether such calculated planning was a fact is not clear at this time.

Detailing of the pattern architecture in Bemis is largely carried out in the form of brackets, valences, balustrades and porch supports, concentrated on the street facade of the structure. The elements were

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manufactured from simple, standard building materials in the traditions of restrained "carpenter" detailing. No turned elements were used, with the exception of three houses that were provided Doric columns for the support of their porches. While chamfered porch supports and block spindle balustrades may have been common to the "carpenter" architecture of the era, it is clear that many of the bracket designs employed in Bemis are original to Bemis alone.

The form for the survey of Bemis included a section to note the particular combinations of detailing encountered in each structure. Terminology for historical detailing was established to identify and record elements in a reliable manner, as enumerated below.

PORCH SUPPORTS:

Terms employed for the porch supports in the survey of Bemis include:

Simple Wood Posts.

Chamfered Wood Posts.

Wood Post on Boxed Wood Base.

Tapered Wood Posts.

Boxed Wood Piers.

Boxed Piers with Wood Shingles.

Boxed Wood Piers Raised on Brick Bases.

Shingled Boxed Piers Raised on Brick Bases.

Columns with Doric Capitals on Tuscan Shafts.

PORCH VALENCES:

Valence styles in evidence in Bemis were described by the following terms:

Mission-Style Block Spindle. This valence is the pervasive style for structures in Old Bemis and Bicycle Hill. The valence employs simple 1"

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square spindles, spaced in the ratio of 1 x 1 solid to void. See Mission-Style Balustrade for further discussion. All other valence styles were reserved for selective use on prominent residences.

Step Console and Keystone.

Curved Console and 3/4-Round Bracket. The only example of this valence treatment may be found at 421 South Missouri Street (#226).

Queen Post.

Full-Width Queen Post. The only example of this valence treatment may be found at 19 North Tennessee Street (#126).

Triangle and Queen Post. The only example of this valence treatment may be found at 421 South Massachusetts Avenue (#210).

PORCH BALUSTRADES

Porch balustrade designs are another important feature of the architectural character of Bemis' residences. The following terms were employed to describe these features:

Mission-Style Block Spindle. 1" square block spindles spaced on a 1 x 1 solid-to-void ratio (common block spindle balustrades display a solid-to-void ratio of 2 x 1 or greater). While other arrangements of block spindle balustrades are found throughout Bemis, the Mission-style type is the only one that can be conclusively identified as an original treatment. All others appear to be later alterations or additions.

2" x 4" Block Spindle. Employed as a replacement balustrade for all duplexes in the Silver Circle area and as a seemingly original treatment for 521 South Missouri Street. Spacing made on a 1 x 1 solid to void ratio.

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Open Balustrade. An original treatment featuring a top railing with no balusters or bottom rail. This treatment appears to have been only used in combination with open-sided shed-roofed porches.

Diamond Panel and Cross Brace. A sole example of this original treatment is found at 321 South Massachusetts Avenue (#206). No other original examples of this type of decorative balustrade were identified as an original treatment of pattern structures.

Closed, Paneled Concrete Balustrade. The sole example of this treatment is found at 7 Fifth Street (#147). While it is an early feature of this structure, it appears to be an alteration of the original, perhaps dating from ca. 1915-20.

PORCH BRACKETS

There were apparently no set rules for the application of brackets to pattern residences in Bemis. While they are often seen employed in conjunction with valences and balustrades, an equal number appear alone as the only decoration other than the porch support. While there are many examples of brackets styles, it is possible that other bracket forms have been lost to porch alterations through time. Bracket styles encountered in Bemis were:

Plain Step.

Sawtooth Step.

Mission Step.

Shallow Puzzle-Piece.

Full Puzzle-Piece.

Reverse Puzzle-Piece. The only example of this bracket type was found at 213 C Street (#040).

Rounded Shoe.

Block Shoe.

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Quarter-Round. Though used alone on one pattern structure, this bracket most often appears as a part of the Step Console and Keystone valence treatment.

Quarter-Round and Cove. Not a part of a pattern residential detailing; the only example of this bracket was found at 101 Fifth Street (#154).

Three Quarter-Round. The only example of this bracket was found as a part of the Curved Console valence treatment at 421 South Missouri Street (#226).

Triangle. Though used alone in one pattern residence, this bracket also appears as a part of the Triangle and Queen Post valence treatment at 421 South Massachusetts Avenue (#210).

Cyma.

Lobed.

CHARACTERISTICS OF STANDARD OUTBUILDINGS

Whether urban, or town, few residential suburban environments can be found that include secondary outbuildings as an critical factor in the definition of their visual, historic character. In most places, secondary buildings are removed from public view to a greater or lesser degree and provide little visual impact to the surrounding area. The nature of the town design of Bemis runs contrary to this tradition. Outbuildings form an extremely important historical and visual part of the town environment and were paid close scrutiny in the survey process. The fact that the vast majority of outbuildings in Bemis have originated from a design pattern serves to reinforce this quality to the community environment as a whole.

The vast majority of outbuildings in Bemis were constructed in ca. 1921-1922 as part of a general upgrade in the design of the community. The existing structures replaced earlier single- or double-privies. For the most part, every resident of Bemis was provided with access to a portion of an outbuilding for their personal use; many of these outbuildings, known locally as "carbarns", were shared by more than one household. The basic unit of a carbarn contained a garage space, a wood shed/coal bin and a bathroom space (the bathroom space was made largely obsolete with the introduction of indoor plumbing as a retrofit to the housing of Bemis in

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the later 1920's and 1930's). Car barns were most often built as multiple units of two to four spaces, though a small number of singleplex car barns were identified in the survey.

The survey of historic outbuildings in Bemis identified three basic patterns for siting of car barns, identifiable by their footprint and orientation on their lot or lots. Each of these types conform exclusively to specific areas of the community. The most common is the siting of a car barn with its longitudinal roof axis lying parallel to the rear alley, a trait of car barns in the Old Bemis and Bicycle Hill areas. The appearance of these structures varies in size and roof profile. Singleplex, duplex, triplex and quadraplex combinations were built in these areas depending on the needs of the adjacent residences. Roof profiles of these types include gable roofs, hip roofs and the cruciform gable roof, a trait peculiar to the car barns in Bemis.

In the Butler Street area and the Silver Circle area, car barns are exclusively duplex structures, built on the common property line with their gable roof end facing the street.

In West Bemis, the lack of rear alleys caused the placement of car barns to be shared with the residences to the rear of a property, and in cases, with those to the sides and the rear. Orientation of these structures lies with the longitudinal axis perpendicular to the street. The car barns types employed here have the same appearance as those of Old Bemis and Bicycle Hill, but their incongruous orientation on their lots is notable in a general sense.

Common characteristics of car barns throughout the Bemis community include low-roof profiles (whether gable, hip or cruciform-- roughly 20-25 degrees), exposed rafter tails, weatherboard siding, four-light casement windows, bead board-batten covers for coal hatches, five-panel pedestrian doors and six-panel hinged equipment bay doors with bead board panel filler. Some car barns retain their original concrete shingle roofing material. A characteristic of the gable-front car barns in the Silver Circle area was their original construction with stucco used as the siding material. While all of the stucco used in the residences of this area is now lost, some of the car barns retain their original stucco coating.

For the purposes of the survey, car barns were identified not by lot orientation but by the roof profile and number of units contained in the structure. Additions and alterations are described as appropriate in each case. Non-historic outbuildings and historic, non-pattern outbuildings are completely described by their appropriate characteristics. No numerical analysis of car barn types was undertaken.

The fact that most car barns were shared by separate residences provided an interesting problem when the housing was privatized in 1965.

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For instance, a common occurrence was the historic siting of a quadraplex carbarn halfway between a pair of duplex residences at the rear. At the time of privatisation, the new lot lines divided the quadraplex carbarn in half-- a condominium, if you will. In other cases, residences were left with no carbarn at all, because of the nature of its original placement and the establishment of modern lot divisions. The inventory of outbuildings employed current tax maps and the best visual evidence to determine whether a carbarn today is split between two existing lots or wholly contained on a single lot. This aspect of the survey is based on best evidence and can not be relied upon to reflect legal ownership as a fact.

SURVEY ORGANIZATION

The following survey information is arranged by area within the Bemis Historic District, rather than the traditional method of organization wholly on the basis of the alphabetical order of all street names. This method was adopted to retain a strict sense of the chronological order of development for each of the residential areas of Bemis. Within each area of the community, the survey information is organized in the traditional format.

Through time, a somewhat natural process of alterations and modifications have been made to all buildings in Bemis, whether residential or commercial. In the vast number of cases, though, the alterations were made to upgrade the quality of the structures, especially in the provision of interior bathroom facilities. Most of these changes-- largely one-room additions-- were implemented within the period of historical significance for the district and thus reinforce its pattern of development. Other, non-historic modifications and alterations appear quite common, especially in the installation of replacement siding, wrought iron porch supports, and the like.

In the residential environment of Bemis, it is clear that historic integrity originates more from the plan and form of its architectural patterns rather than the detailing and materials applied to them. For the purposes of delineating contributing/non-contributing status in this nomination, alterations which have not compromised the integrity of the basic plan and form of the original structure were considered to retain a contribution to the district. On the other hand, substantial modifications to the original structure that have resulted in fundamental changes to plan and form were considered to render the building non-contributing to the district. Permanent, solid porch enclosures, large, non-historic side additions, the application of brick veneer and similar major changes were considered enough to negate the integrity of plan and form. A similar approach was taken in assessing the historic integrity of carbarns.

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The eligibility of each structure is noted with the abbreviation of (C) for structures which contribute to the historical character and significance of the district; and, (NC) for structures which do not built within the historic significance of the district or which have been so altered to have lost the ability to convey the significant characteristics of their original design.

Since the patterns of residential design in Bemis include repeated materials and features as part of the overall plan form, the survey data was organized to recognize alterations or original variations rather than standard elements. The pattern type is represented by a numerical and letter designation (e.g.: "4e." = two-bay shotgun with cutaway porch and extended eaves). With this designation, its common materials (weatherboard siding; six-over-six double-hung sash lights; four-light, three-panel door, etc.) are present as an assumption unless noted otherwise in the comments that follow. For reference, the typology of pattern residences employed in the Bemis survey is:

Type 1: Gable-front, Rectangular Footprint

- Subtypes: 1a. Three-bay, one-story, singleplex
- 1b. Four-bay, one story, front-loaded duplex
- 1c. Four-bay, one-story, side-loaded duplex
- 1d. Four-bay, two-story, duplex
- 1e. Four-bay, two-story, triplex

Type 2: L-Plan Types

- Subtypes: 2a. Hip roof (Old Bemis)
- 2b. Hip roof (West Bemis)
- 2c. Gable-roof (Old Bemis)
- 2d. Gable-roof (West Bemis)
- 2e. Gambrel roof

Type 3: Pyramidal Roof/Cubical Plan Cottages

- Subtypes: 3a. Hip porch projection
- 3b. Three-bay, extended eaves
- 3c. Three-bay, recessed center porch
- 3d. Three-bay, plain cutaway porch
- 3e. Four-bay, plain cutaway porch
- 3f. Four-bay, extended porch eaves
- 3g. Four-bay, front shed porch

Type 4: Shotgun Plan

- Subtypes: 4a. One-bay, gable-front
- 4b. Two-bay, cutaway porch, gable-front
- 4c. Two-bay, cutaway porch, hip-front

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Type 4, continued:

- 4d. Two-bay, cutaway porch, jerkinhead-front
- 4e. Two-bay, cutaway porch, extended eaves

Type 5: Saddlebag Plan

- Subtypes: 5a. Three-bay
- 5b. Four-bay

Type 6: Roof-Parallel Duplexes

- Subtypes: 6a. Side-gable, Silver Circle duplex
- 6b. West Bemis duplex, gable-front porch
- 6c. West Bemis duplex, side-gable porch

Type 7: Three-bay, Projecting Porches

- Subtypes: 7a. Three-bay, hip porch
- 7b. Three-bay, gable porch

Type 8: Silver Circle Dutch Colonial

Type 9: Wall-Dormer Farmhouse

- Subtypes: 9a. Two Wall-Dormer
- 9b. Three Wall-Dormer

Type 10: Hall and Parlor

Type 11: Gambrel Roof, Rectangular Footprint

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SURVEY DATA

1. BEMIS MILL COMPLEX (Developed 1900, with additions to Present)

Roughly bound by A Street on the north, South Missouri Street on the east, Second Street on the south, and Cane Creek on the west, the mill complex contains the following structures:

001a 1 A Street

Administration Building, Bemis Mills, built 1921 with additions ca. 1930-35 and 1965-70. Office building constructed originally as two-story stuccoed-fire block with Italian Renaissance Revival influence, with five bays fronting A Street by five bays deep. Shingle-tile hip roof continuing single-light skylight. Cornice at eaves contains perimeter gutter system. A second band cornice runs beneath windows of second story, which contain eight-over-eight double-hung sash lights. Front (northern) facade features entrance composition of three semi-circular arched doorways, modified in ca. 1965-70 with installation of replacement metal-frame door systems. Symmetrical one-bay wings added to east and west sides in ca. 1930-35 constructed of stuccoed block with flat roof behind parapet wall topped with continuation of band cornice. Windows (possibly reused from original construction) are eight-light fixed-sash over twelve-over-twelve double-hung sash lights. One-story, stuccoed-block addition to west built ca. 1965-70 with flat roof and metal-frame door system featuring a fixed single-light transom and wide, single-light sidelights surrounding single-light door. (C)

001b

Bemis Mill #1, built 1900-01, with Mill #2 addition, 1905, and various other additions built from ca. 1910 to ca. 1980. Four-story, load-bearing brick masonry construction textile mill with related attached and detached ancillary facilities. Low gable roof with bracketed projecting eaves, covered with asphalt roofing. Main mill structure contains fifty-two original bays along A Street frontage by eleven bays deep. Segmental arched window reveals modified ca. 1960-65 with brick infill, brick and glass blocks or brick and single or double-light metal-frame casements. Five-story square towers added to the northeastern and northwestern corners of the structure ca. 1920-25; three bays along A Street by four bays deep, with flat roofs behind parapet wall, with cornice, decorative brick and cast stone spandrels, stone spring courses and segmental arched window reveals, now mostly filled. Three monolithic brick towers added to the A Street facade ca. 1970-75, seemingly to provide elevator service and ventilation/dust abatement functions. Two feature full-length louvered venting. the third features three equipment bay doors and some areas of

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(#001b, continued)

louvered venting above. Associated with Mill #1 and #2 are a number of one, two and three-story structures, built from ca. 1910 to 1980 as additions or as independent ancillary structures providing power, heat and other services to the mill. These features could not be surveyed without access. (C)

001c Western Water Tower.

One-hundred foot tall, eight-stage, metal lattice column and cable frame water tower, constructed 1900-01. Tank formed of riveted metal plates, surrounded at the base by a catwalk and topped with a low conical metal roof. (C)

001d

Pumphouse (?), ca. 1920-25. One story, frame, one-bay structure with shed roof covered with asphalt shingles, weatherboard siding, five-panel door and six-over-six double-hung sash lights. (C)

001e

One story, reinforced concrete structure, constructed ca. 1920-25, seven bays long by four bays deep. Low gable roof covered with asphalt shingles, with screened six-light casement window openings. No door visible. Use unknown. (C)

001f

One story, brick-veneered structure with clerestory, built ca. 1910-20, seven bays wide by twenty bays deep. Hip roof covered with asphalt shingles, with two copper ventilators and box cornice. Windows of clerestory are six-light casements. Windows of first story are six-over-six double-hung sash lights, some in pairs. Entrances are four-light, three-panel doors. Use unknown. (C)

001g

One story, frame structure, built ca. 1920-15, one bay square. Hip roof with exposed rafter tails and hipped cupola with louvered sides, covered with asphalt shingles. Wall surfaces covered with weatherboard siding. Windows are six-over-six double-hung sash lights. Door not visible. Possibly used as dressing room for community swimming pool. (C)

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001h

One story, frame structure built ca. 1910-15, one bay square. Hip roof with exposed rafter tails, covered with concrete shingles. Wall surfaces covered with weatherboard siding. Door and windows, if any, not visible. (C)

001i

One story, frame and brick pier vehicle storage structure, built ca. 1935-40, three bays deep by twelve bays wide. Off-center gable roof covered with asphalt shingles. Equipment bays feature multi-panel overhead doors; two pedestrian entrances feature five-panel doors. Windows are eight-light metal frame casements with center six-light swing sash casements. (C)

001j

One story, frame structure, built ca. 1930-35, one bay square. Hip roof covered with asphalt shingles, metal sheet metal siding, six-over-six double-hung sashes. No door visible. Use unknown. (C)

001k

One-story, load-bearing brick cotton warehouse, built ca. 1905-10, seven bays wide. Low gable roof covered with sheet metal with extended eaves as awning for loading docks. Each bay separated by load-bearing brick fire walls. Frame shed addition across southern (rear) covered with sheet metal roofing and siding; one-bay square frame shed addition covered with sheet metal roofing and siding attached to northwest corner. Equipment bay doors are vertical bead board. Known as "Cotton Warehouse #2" on period insurance maps. (C)

001l

One-story, metal post and wood frame truss lumber shed, built ca. 1910-15, one bay deep by thirteen bays wide. Shed roof covered with sheet metal roofing. Bay treatments vary, including open bays and closed bays containing hinged single and double doors with bead board panels. (C)

001m

Series of four raised metal storage tanks, built ca. 1965-70. (NC)

001n

Two-story, load-bearing brick and timber frame cotton warehouse, built ca. 1900-05, six bays deep by nine bays wide. Low gable roof covered with sheet metal with extended loading dock awnings along front and rear. Each bay is separated internally by a load-bearing brick fire wall. Facade facing South Missouri Street features parapet wall with bricked-in window

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(#001n, continued)

reveals with flat lintels and sills separated by engaged pier buttresses. Equipment doors are hinged bead board double-doors. Noted as "Cotton Warehouse #1" on early fire insurance maps. (C)

001o Eastern Water Tower.

One hundred and one-foot tall, three stage, steel lattice column and cable water tower, built ca. 1905-10. Riveted steel plate tank with kettle base and conical steel roof with ball finial. (C)

001p

One-story, precast tilt-up panel and metal frame cotton warehouse with office annex, built 1965 with addition 1975-80, fifteen bays facing South Missouri Street by twelve bays deep along Second Street, with flat roof covered with asphalt roofing. One-story office annex projects in front of warehouse mass, with five bays along South Missouri and two bays deep. Flat roof covered with asphalt roofing, and flat cantilevered awning projecting over entrance. Entrance is metal frame system of single-light door topped by single-light transom and flanked by single-light sidelights. Windows are single-light fixed pane with aluminum panel transom and bulkhead. To north side is loading dock covered with a low shed roof supported by metal piers. (NC)

001q

One story, frame storage shed, built ca. 1905-10, six bays wide by one bay deep. Gable roof with exposed rafter tails, covered with asphalt shingles. Each bay contains hinged bead board double doors. Use unknown. (C)

001r

One story, louvered air conditioning cooling tower group. (NC)

Other resources associated with the Mill Complex include its Reservoir and Cooling Pond, developed to serve the needs of the mill. Historically, these water features had a secondary importance to the Bemis community for recreational outlets for swimming and fishing. Both are considered contributing resources.

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OLD BEMIS RESIDENTIAL AREA (Developed ca. 1900-1905)

The Old Bemis area is roughly defined by the boundaries of D Street on the north, the western trackage of the Illinois Central Gulf Railroad on the east, A Street to the south and Cane Creek on the west. The survey of the area contained the following resources:

002 A Street at N. Missouri Street

Bemis Mills Park, ca. 1922. Small park-space, measuring roughly 100' by 100', located on the northwest corner of North Missouri Street and A Street across from the Administration Building of the Bemis Mills. Developed during 1922 beautification effort, the park was developed adjacent to the Bemis Mills parking area to improve the setting of the Administration Building, also developed in 1922. Now little more than a grassy lot, photographic evidence show the park as an ornamental garden with center crossing walks and perimeter sidewalks. Design attributed to Arthur A. Shurcliff. (C)

003 102 A Street

Cruciform quadraplex carbarn, ca. 1920-25, converted to office use, ca. 1980-85. Vehicle bays and pedestrian entrances enclosed; entrance relocated to one end. Exterior wall surfaces covered with replacement siding. Windows are four over four sash lights and replacement eight over eight metal sash lights. Entrance features a nine-light, three panel replacement door. American Federal Savings, Bemis Mills Credit Union. (NC)

004 A St. at North Massachusetts Ave.

One-story, metal prefabricated retail structure, built ca. 1965-70. Low gable roof covered with sheet metal, and brick veneer facade with metal storefront system. Operated as the Cloth Store Outlet of the Bemis Mills. (NC)

005 2 B Street

1b. Gable-front, four-bay, front-loaded with replacement siding and replacement porch supports and balustrade. (C)

Hip triplex carbarn. Shared with 6 B St. (C)

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- 006 6 B Street
1b. Gable-front, four-bay, front-loaded with replacement siding, replacement porch supports, replacement windows, replacement door and one door enclosed. (NC)

Hip triplex carbarn. Shared with 2 B St.
- 007 14 B Street
Mobile Home, ca. 1965-70. (NC)

Cruciform duplex carbarn. Not shared. (C)
- 008 16 B Street
1b. Gable-front, four-bay, front-loaded with replacement siding, replacement posts and balustrade. (C)

Hip triplex carbarn. Shared with 20 B St. (C)
- 009 20 B Street
1b. Gable-front, four-bay, front-loaded with simple wood post porch supports, Mission step brackets and a Mission-style block spindle balustrade. (C)

Hip triplex carbarn. Shared with 16 B St.
- 010 102 B Street
1b. Gable-front, four-bay, front-loaded with replacement siding, replacement porch supports and one enclosed door. (C)

Hip duplex carbarn. Shared with 106 B St. (C)
- 011 106 B Street
1b. Gable-front, four-bay, front-loaded with wrought iron porch supports. (C)

Hip duplex carbarn. Shared with 102 B St.
- 012 110 B Street
1b. Gable-front, four-bay, front-loaded with original roofing and chamfered wood porch supports. (C)

Cruciform duplex carbarn. Shared with 116 B St. (C)

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013 116 B Street

1b. Gable-front, four-bay, front-loaded with replacement siding and replacement porch supports. (C)

Cruciform duplex carbarn. Shared with 110 B St.

014 117 B Street

J. B. Moore School, 1925. Two-story, six-bay, load-bearing brick school building. Flat roof behind complex stepped parapet wall. Front corner bays contain stair cores and project in front of main block decorated with flush panels laid in Flemish bond with cast stone corner panel blocks. Entrances in projecting vestibules in corner bays, topped with stepped and arched parapets with cast stone surrounds and panels designated "Boys" and "Girls". Doors are six-light, two panel double doors, topped by sixteen-light transoms. Windows are six-light swing-sash casements above six-over-six double-hung sash lights. (C)

015 118 B Street

1b. Gable-front, four-bay, front-loaded with simple wood post porch supports. (C)

Hip triplex carbarn. Shared with 124 B St. (C)

016 124 B Street

1d. Gable-front, four-bay, 2 story with simple wood post porch supports. Mission step brackets and a Mission-style block spindle balustrade. (C)

Hip triplex carbarn. Shared with 118 B St.

017 202 B Street

11. Gambrel roof, rectangular footprint with replacement porch supports. (C)

Hip triplex carbarn. Shared with 206 B St. (C)

018 205 B Street

One-story, frame, four-bay modular home, ca. 1980-85. Side gable roof with boxed cornice, covered with asphalt shingles. Porch covered with shed roof supported by simple wood post porch supports. Exterior wall surfaces covered with scored exterior plywood siding. Entrance features a six-panel door. Windows are six-over-six metal sash lights. (NC)

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(#018, continued)

Storage building, ca. 1980-85. One-story, gable roof, exterior plywood siding. (NC)

019 206 B Street

1b. Gable-front, four-bay, front-loaded with replacement porch supports. (C)

Hip triplex carbarn. Shared with 202 B St.

020 210 B Street

2c. L-plan, gable-roof (Old Bemis type) with replacement porch supports. (C)

Hip duplex carbarn. Shared with 214 B St. (C)

021 211 B Street

One-story, frame, five-bay modular home, ca. 1980-85. Side gable roof with boxed cornice, covered with asphalt shingles. Attached flat roof carport supported by simple wood post supports. Porch covered with gable roof supported by simple wood post porch supports. Entrance features a multi-panel, multi-light door. Windows are four-over-four metal sash lights. (NC)

022 214 B Street

3f. Pyramidal roof, four-bay, extended porch eaves with one porch enclosed, simple wood post porch supports and a replacement door. (C)

Hip duplex carbarn. Shared with 210 B St.

023 220 B Street

1b. Gable-front, four-bay, front-loaded with replacement siding, replacement porch supports, one entrance door enclosed. (C)

024 224 B Street

2c. L-plan, gable-roof (Old Bemis type) with replacement siding, replacement porch supports and replacement door. (C)

Hip triplex carbarn. Shared with 226 B St. (C)

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025 226 B Street

1b. Gable-front, four-bay, front-loaded with replacement siding, one entrance door enclosed, simple wood post porch supports and replacement door. (C)

Hip duplex carbarn. Shared with 224 B St.

026 1 C Street

3e. Pyramidal roof, four-bay, plain cutaway porches with one porch enclosed, original roofing, replacement siding and chamfered wood porch supports. (C)

Hip triplex carbarn. Shared with 7 C St. (C)

027 7 C Street

1b. Gable-front, four-bay, front-loaded with one porch enclosed, replacement porch supports and balustrade, replacement door. (C)

Hip triplex carbarn. Shared with 1 C st.

028 11 C Street

2e. L-plan, gambrel roof with original roofing, boxed wood porch supports and altered balustrade. (C)

Cruciform duplex carbarn. Not shared. (C)

029 15 C Street

1b. Gable-front, four-bay, front-loaded with original roofing, simple wood post porch supports and shallow puzzle-piece brackets. (C)

Hip triplex carbarn. Shared with 17 C Street. (C)

030 17 C Street

1b. Gable-front, four-bay, front-loaded with original roofing, simple wood post porch supports and added valence, balustrade and lattice brackets. (C)

Hip triplex carbarn. Shared with 15 C St.

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031 101 C Street
2c. L-plan, gable roof (Old Bemis type) with original roofing and
replacement porch supports. (C)

Hip duplex carbarn. Shared with 105 C St. (C)

032 105 C Street
2c. L-plan, gable roof (Old Bemis type) with original roofing and
replacement porch supports. (C)

Hip duplex carbarn. Shared with 101 C St.

033 109 C Street
2c. L-plan, gable roof (Old Bemis type) with original roofing, simple
wood post porch supports, Mission step brackets and Mission-style block
spindle balustrade. (C)

Cruciform duplex carbarn. Shared with 115 C St. (C)

034 115 C Street
2c. L-plan, gable roof (Old Bemis type) with original roofing, simple
wood post porch supports, sawtooth step brackets and Mission-style block
spindle balustrade. (C)

Cruciform duplex carbarn. Shared with 109 C St.

035 119 C Street
2c. L-plan gable roof (Old Bemis type) with original roofing, simple
wood post porch supports, Mission step brackets, Mission-style block
spindle balustrade and original Craftsman multi-light, three-panel door.
(C)

Hip duplex carbarn. Shared with 123 C St. (C)

036 123 C Street
2c. L-plan, gable roof (Old Bemis type) with replacement siding,
simple wood post porch supports, Mission step brackets and Mission-style
block spindle balustrade. Note: yard border of molded terra-cotta coping,
labeled "L12R" and "Bemas 5773". (C)

Hip duplex carbarn. Shared with 119 C St.

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037. 201 C Street

3f. Pyramidal roof, four-bay, extended porch eaves with one porch eave extension removed, replacement porch supports and balustrade. (C)

Hip triplex carbarn. Shared with 207 C St. (C)

038 207 C Street

1b. Gable-front, four-bay, front-loaded with original roofing, replacement siding and replacement porch supports. (C)

Hip triplex carbarn. Shared with 201 C St. (C)

039 209 C Street

2c. L-plan, gable roof (Old Bemis type) with original roofing, replacement porch supports and balustrade. (C)

040 213 C Street

1e. Gable-front, four-bay, 3 unit with replacement siding, shed and gable roof, simple wood post porch supports, reverse puzzle-piece brackets and Mission-style block spindle balustrade. (C)

041 Vicinity of N. Kentucky and A St.

Sewerage Pumping Station, ca. 1920-25. One-story, frame on raised poured-in-place concrete base, two-bay pumping facility with Craftsman influence. Hip roof with hip-roofed monitor vent and exposed rafter tails, covered with asphalt shingles. Exterior wall surfaces covered with weatherboard siding. Entrance composed of a metal-clad solid replacement door. Windows are four-over-four sash lights. Located on unnamed drive, north and east of the intersection of North Kentucky and A Streets near the bank of Cane Creek. (C)

042 3-5 North Kentucky Street

One-story, brick veneered, six-bay, modular residence, ca. 1980-85. Gable roof with boxed cornice, covered with asphalt shingles, porch covered with gable roof supported by boxed piers. Entrance features a multi-light, multi-panel door. Windows are two-over-two metal sash lights. (NC)

043 7-9 North Kentucky Street

One-story, brick-veneered six-bay, modular residence, ca. 1980-85. Gable roof with boxed cornice covered with asphalt shingles; porch covered with gable roof supported by boxed piers. Entrance features a multi-light, multi-panel door. Windows are two-over-two metal sash lights. (NC)

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- 044 14 North Kentucky Street
One-story, frame, five-bay modular residence, ca. 1980-85. Side gable roof with front-facing gablet over entrance. Exterior surfaces covered with weatherboard siding. Entrance features a six-panel door. Windows are four-over-four metal sash lights. (NC)
- 045 17 North Kentucky Street
1b. Gable-front, four-bay, front-loaded with side rear gable ell, original roofing, replacement simple wood post porch supports and balustrade. (C)

Gable-front duplex carbarn. Not shared. (C)
- 046 23 North Kentucky Street
One-story, frame, four-bay modular house, ca. 1980-85. Side gable roof with boxed cornice, covered with asphalt shingles. Gable roof supported by boxed piers. Exterior wall surfaces covered with weatherboard siding. Entrance features a six-panel door. Windows are four-over-four metal sash lights. (NC)
- 047 24 North Kentucky Street
One-story, frame, five-bay modular house, ca. 1980-85. Side gable roof with boxed cornice and front-facing gablet, covered with asphalt shingles. Exterior wall surfaces covered with scored plywood siding. Entrance features a multi-light, multi-panel door. Windows are two-over-two metal sash lights. (NC)
- 048 201 North Kentucky Street
10. Hall and Parlor, rectangular footprint with side shed addition, original roofing and replacement porch supports. (C)
- 049 202 North Kentucky Street
3g. Pyramidal roof, four-bay, shed roof with replacement siding, replacement porch supports and replacement door. (C)

Gable triplex carbarn altered to dwelling ca. 1985 with side single-room flat-roofed addition, replacement windows, replacement doors. Not shared. (NC)

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050 205 North Kentucky Street

2a. L-plan, hip-front (Old Bemis type) with original roofing and replacement porch supports. (C)

Gable triplex carbarn. Not shared. (C)

051 206 North Kentucky Street

1b. Gable-front, four-bay, front-loaded with side two-unit carport, replacement siding, replacement porch supports and replacement door. (C)

052 209 North Kentucky Street

2c. L-plan, gable roof (old Bemis type) with original roof replacement porch supports and replacement door. (C)

Garage, ca. 1970-75. One-story, concrete block, gable roof, one unit. (NC)

053 210 North Kentucky Street

2c. L-plan, gable-roof (old Bemis type) with side single-room addition, replacement siding and replacement porch supports. (C)

Gable singleplex carbarn. Not shared. (C)

054 211 North Kentucky Street

3g. Pyramidal roof, four-bay, shed porch with partially enclosed porch, three-part picture window in enclosure, replacement siding and replacement porch supports. (C)

Garage, ca. 1985-90. One-story, frame gable roof with scored plywood siding. (NC)

055 214 North Kentucky Street

1b. Gable-front, four-bay, front-loaded with simple wood post porch supports and open balustrade. (C)

Hip quadraplex carbarn. Not shared. (C)

056 215 North Kentucky Street

2a. L-plan, hip roof (Old Bemis type) with original roofing and replacement porch supports. (C)

Gable triplex carbarn. Not shared. (C)

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057 219 North Kentucky Street
2c. L-plan, gable roof (Old Bemis type) with replacement siding,
simple wood post porch supports, replacement valence and replacement door.
(C)

058 220 North Kentucky Street
3e. Pyramidal roof, four-bay, plain cutaway porches with original
roofing and chamfered wood porch supports. (C)

059 223 North Kentucky Street
2a. L-plan, hip roof (Old Bemis type) with simple wood post porch
supports. (C)

Gable-front duplex carbarn. Shared with 227 North Kentucky St. (C)

060 224 North Kentucky Street
2e. L-plan, gambrel roof with cruciform quadruplex carbarn added to
side of residence, replacement siding, replacement porch supports, some
replacement windows and replacement door. (NC)

061 227 North Kentucky Street
10. Hall and Parlor, three bay, gable roof with simple wood post
porch supports and original single-light, three-panel door. (C)

Gable-front duplex carbarn. Shared with 223 North Kentucky St.

062 228 North Kentucky Street
1b. Gable-front, four-bay, front-loaded with rear single-room gable
addition, original roofing, replacement siding, replacement porch
supports, replacement door and some replacement windows. (C)

063 5 North Massachusetts Avenue
3f. Pyramidal roof, four-bay, extended porch eaves with one porch
enclosed, replacement siding and tapered wood piers. (C)

Garage, ca. 1970-75. One-story, frame, gable roof one-bay. (NC)

064 6 North Massachusetts Avenue
2c. L-plan, gable roof (Old Bemis type) with simple wood post porch
supports, Mission step brackets and Mission-style block spindle
balustrade. (C)

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065 9 North Massachusetts Avenue

2e. L-plan, gambrel roof with original roofing, replacement porch supports and sawtooth step brackets. (C)

Cruciform singleplex carbarn. Not shared. (C)

066 10 North Massachusetts Avenue

1a. Gable-front, three-bay, 1 unit with rear gable roof ell addition, simple wood post porch supports, rounded shoe brackets and Mission-style block spindle balustrade. (C)

Hip duplex carbarn. Shared with 16 North Massachusetts Avenue. (C)

067 15 North Massachusetts Avenue

3e. Pyramidal roof, four-bay, plain cutaway porches with hip roofed dormer, tapered wood porch supports, shallow puzzle-piece brackets and Mission-style block spindle balustrade. (C)

Cruciform duplex carbarn. Shared with 19 North Massachusetts Ave. (C)

068 16 North Massachusetts Avenue

3f. Pyramidal roof, four-bay, extended porch eaves with rear hip roof ell, original roofing, tapered wood porch supports, and full puzzle-piece brackets. (C)

Hip duplex carbarn. Shared with 10 North Massachusetts Ave.

069 19 North Massachusetts Avenue

Variation of 2e. L-plan, gambrel roof with side and rear gambrel bays, side shed addition, simple wood post porch supports and plain step brackets. (C)

Cruciform duplex carbarn. Shared with 15 North Massachusetts Ave.

070 20 North Massachusetts Avenue

2c. L-plan, gable roof (Old Bemis type) with original roofing, simple wood post porch supports, Mission step brackets and Mission-style block spindle balustrade. (C)

Cruciform duplex carbarn. Shared with 24 North Massachusetts Ave. (C)

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071 23 North Massachusetts Avenue
Bemis United Methodist Church, 1908. One-story, concrete and stucco, three-bay wide, five-bay deep church structure with Tudor Revival and eclectic Gothic Revival influences. Steep gable roof with flared eaves and exposed rafter tails, covered with asphalt shingles. Steeple to rear of sanctuary at crossing of chapel roof; square base with hooded louvered vents and ocular panels, rising to octagonal spire. Facade features gabled, half-timbered entrance portal of three bays with Gothic-arched reveals; a three-part Tudor window with tracery above. Side sanctuary walls feature engaged battered buttresses. Interior features massive hammer-beam trusses and original oak pews. Chapel added as ell in 1922; built of concrete and stucco, four-bays wide, in Tudor Revival style. Sunday School Annex added 1965; built of concrete block and stucco, Tudor Revival, one and one-half stories high, gable roof with gable dormers, metal casement windows. Addition of 1922 attributed to A. H. Hepburn. (C)

072 24 North Massachusetts Avenue
One and one-half story, frame, cubical duplex bungalow with Craftsman influence. Pyramidal roof with pyramidal dormers on each of three roof planes with exposed rafter tails, covered with original concrete roofing. Dormers each contain two diaper-pattern lights. Exterior wall surfaces covered with wood shingles. U-shaped cutaway porch supported by boxed wood piers with closed balustrade, covered with wood shingles. Front entrance is three-light, one-panel Craftsman door, side entrance, possibly added, contains four-light, three-panel Craftsman door. Windows are six-over-six double-hung sash lights and four over four double-hung sash lights. (C)

Cruciform duplex carbarn. Shared with 20 North Massachusetts Ave.

073 110 North Massachusetts Avenue
2c. L-plan, gable-roof (Old Bemis type) with replacement siding, simple wood post porch supports on wood boxed bases, cyma brackets, Mission-style block spindle balustrade and replacement windows. (C)

074 111 North Massachusetts Avenue
3f. Pyramidal roof, four-bay, extended porch eaves with one enclosed porch and side carport, replacement siding, tapered wood porch supports, cyma brackets, altered balustrade and replacement door. (C)

Hip duplex carbarn. Not shared. (C)

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075 201 North Massachusetts Avenue
Variation of 11, individually designed. One and one-half story, frame, Dutch Colonial Revival residence with gambrel-front roof, two shed dormers, covered with original concrete roofing. Hip porch (N. Massachusetts Ave.) entrance and side front, no porch (C St.) entrance. Replacement siding, boxed pier porch supports, quarter-round brackets, King-post valence, Mission-style block spindle balustrade, six-over-two double-hung sash lights and replacement door. Developed as the Mill Superintendent House. (C)

Cruciform duplex carbarn. Shared with 205 North Massachusetts Ave.
(C)

076 202 North Massachusetts Avenue
3f. Pyramidal roof, four-bay, extended porch eaves with rear hip wing, replacement siding, replacement porch supports, balustrade and replacement door. (C)

Hip Duplex Carbarn. Shared with 206 North Massachusetts Avenue. (C)

077 205 North Massachusetts Avenue
3b. Pyramidal roof, three-bay, extended porch eaves with rear shed addition and side carport addition, replacement siding, replacement porch supports and balustrade, and replacement door. (C)

Cruciform duplex carbarn. Shared with 201 North Massachusetts Ave.

078 206 North Massachusetts Avenue
2c. L-plan, gable-roof (Old Bemis type) with side single-room shed addition, replacement siding and replacement porch supports. (C)

Hip duplex carbarn. Shared with 202 North Massachusetts Ave.

079 209 North Massachusetts Avenue
1b. Gable-front, four-bay, front-loaded with replacement siding, replacement porch supports and balustrade. (C)

Gable singleplex carbarn with side carport addition. Not shared. (C)

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- 080 210 North Massachusetts Avenue
Duplex variation of 11. One and one-half story, side gambrel roof, rectangular plan with center shed dormer with two lights, replacement siding and replacement porch supports. (C)
Cruciform quadraplex carbarn. Shared with 216 Massachusetts Ave. (C)
- 081 215 North Massachusetts Avenue
2e. L-plan, gambrel roof with replacement siding, simple wood post porch supports, sawtooth step brackets and Mission-style block spindle balustrade. (C)
Hip triplex carbarn. Shared with 219 North Massachusetts Ave. (C)
- 082 216 North Massachusetts Avenue
3e. Pyramidal roof, four-bay, plain cutaway porches with chamfered wood porch supports. (C)
Cruciform quadraplex carbarn. Shared with 210 North Massachusetts Ave.
- 083 219 North Massachusetts Avenue
3a. Pyramidal roof, hip porch projection with replacement siding, replacement porch supports, altered balustrade and replacement door. (C)
Hip triplex carbarn. Shared with 215 North Massachusetts Ave.
- 084 220 North Massachusetts Avenue
1b. Gable-front, four-bay, front-loaded with rear gable ell off each side, replacement porch supports and valence, replacement door. (C)
Hip duplex carbarn. Not shared. (C)
- 085 223 North Massachusetts Avenue
1b. Gable-front, four-bay, front-loaded with carport addition to one side, replacement siding, replacement porch supports and original four-light, two-panel door. (C)
Cruciform triplex carbarn. Not shared. (C)

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086 224 North Massachusetts Avenue

2e. L-plan, gambrel roof with replacement siding, replacement porch supports and balustrade. (C)

Garage, ca. 1970-75. One-story, frame, gable-roof, one-bay with Masonite siding. (NC)

087 227 North Massachusetts Avenue

3b. Pyramidal roof, three-bay, extended porch eaves with replacement siding. (C)

Garage, ca. 1970-75. One-story, frame, gable roof, two-bay, Masonite siding. (NC)

088 228 North Massachusetts Avenue

3e. Pyramidal roof, four-bay, plain cutaway porches with chamfered wood porch supports. (C)

Gable triplex carbarn. Not shared. (C)

089 2 North Missouri Street

Bemis Auditorium, 1922. One and one-half story, stuccoed fire-block theater building with Beaux-Arts Revival influence. Front, three-bay facade faces south along line of South Missouri Street; seven bays deep along North Missouri Street. Low hip roof covered with pantiles, with boxed cornice and frieze. Front facade features engaged monumental Doric pilasters separating bays, with pilaster projections to eaves, topped by spherical parapet decorations. Central entrance set within semi-circular arched reveal, with terra cotta delarobia covered by existing signage, over board and cross batten door. Decorative iron work covers air ventilation ducts to either side of central door. Side facade features engaged pilasters dividing bays with semi-circular arched panels at front and rear, with alternating blank bays and bays with ocular windows in between. Designed by A. H. Hepburn. Bemis Siding and Window Co. Warehouse. (C)

090 7 North Missouri Street

Barber Shop, ca. 1950-55. One-story, frame, two bay structure with gable roof, novelty siding and two over two metal sash lights. Bemis Barber Shop. (NC)

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091 12 North Missouri Street
3f. Pyramidal roof, four-bay, extended porch eaves with tapered wood porch supports, shallow puzzle-piece brackets and Mission-style block spindle balustrade. (C)

Gable triplex carbarn. Shared with 16 Missouri St. (C)

092 15 North Missouri Street
3f. Pyramidal roof, four-bay, extended porch eaves with one porch enclosed, tapered wood porch supports, full puzzle-piece brackets and Mission-style block spindle balustrade. (C)

Cruciform singleplex carbarn. Not shared. (C)

093 16 North Missouri Street
1b. Gable-front, four-bay, front-loaded with original roofing, chamfered wood porch supports, replacement valence and balustrade and one enclosed door. (C)

Gable triplex carbarn. Shared with 12 North Missouri St.

094 17 North Missouri Street
2e. L-plan, gambrel roof with simple wood post porch supports, sawtooth step brackets and Mission-style block spindle balustrade. (C)

Hip duplex carbarn. Shared with 23 North Missouri St. (C)

095 18 North Missouri Street
3f. Pyramidal roof, four-bay, extended porch eaves with replacement siding, simple wood post porch supports and replacement balustrade. (C)

Gable duplex carbarn. Not shared. (C)

096 22 North Missouri Street
1b. Gable-front, four-bay, front-loaded with rear one-bay gable wing off each side, original roofing, simple wood post porch supports, Mission step brackets and replacement balustrade. (C)

Gable duplex carbarn. Not shared. (C)

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097 23 North Missouri Street
2c. L-plan, gable roof (Old Bemis type) with enclosed shed porch across rear, replacement siding, simple wood post porch supports, replacement valence and balustrade and replacement door. (C)

Hip duplex carbarn. Shared with 17 North Missouri St.

098 102 North Missouri Street
4e. Two-bay shotgun, extended porch eaves with side single-room shed addition, replacement porch supports, replacement balustrade and one surviving shallow puzzle-piece bracket. (C)

Gable singleplex carbarn. Not shared. (C)

099 104 North Missouri Street
1b. Gable-front, four-bay, front-loaded with original roofing, simple wood post porch supports, plain step brackets, Mission-style block spindle valence and altered block spindle balustrade. (C)

Cruciform triplex carbarn. Shared with 106 North Missouri St. (C)

100 106 North Missouri Street
3f. Pyramidal roof, four-bay, extended porch eaves with tapered wood porch supports, triangle brackets and Mission-style block spindle balustrade. (C)

Cruciform triplex carbarn. Shared with 104 North Missouri St.

101 110 North Missouri Street
3e. Pyramidal roof, four-bay, plain cutaway porches with chamfered wood porch supports. (C)

Hip triplex carbarn. Shared with 114 North Missouri St. (C)

102 111 North Missouri Street
3a. Pyramidal roof, four-bay, hip-porch projection with replacement siding, replacement porch supports and balustrade. (C)

Storage Shed, ca. 1970-75. One-story, gable-roof, three-bay, weatherboard siding. (NC)

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103 114 North Missouri Street
1b. Gable-front, four-bay, front-loaded with replacement simple wood post porch supports. (C)

Hip triplex carbarn. Shared with 110 North Missouri St.

104 118 North Missouri Street
2c. L-plan, gable roof (Old Bemis type) with original roofing, and replacement porch supports. (C)

Cruciform triplex carbarn. Shared with 120 North Missouri St. (C)

105 120 North Missouri Street
3f. Pyramidal roof, four-bays, extended porch eaves with replacement siding and replacement porch supports. (C)

Cruciform triplex carbarn. Shared with 118 North Missouri St.

106 201 North Missouri Street
1b. Gable-front, four-bay, front-loaded with original roofing and replacement porch supports and balustrade. (C)

Cruciform duplex carbarn. Shared with 203 North Missouri St. (C)

107 202 North Missouri Street
4e. Two-bay shotgun, extended porch eaves with replacement porch supports. (C)

Cruciform duplex carbarn. Shared with 204 North Missouri St. (C)

108 203 North Missouri Street
4c. Two-bay shotgun, hip-front with side single-room shed addition, original roofing and replacement porch supports. (C)

Cruciform duplex carbarn. Shared with 201 North Missouri St.

109 204 North Missouri Street
2c. L-plan, gable roof (Old Bemis type) with original roofing, side carport addition, replacement siding, and chamfered wood posts. (C)

Cruciform duplex carbarn. Shared with 202 North Missouri St.

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- 110 205 North Missouri Street
11. Gambrel roof, rectangular footprint with enclosed porch, rear enclosed shed porch and replacement door. (C)
- 111 208 North Missouri Street
3e. Pyramid roof, four-bay, plain cutaway porches with one porch enclosed, added hip porch, added side hip garage, simple wood post porch supports on boxed wood bases and closed weatherboard balustrade. (C)
Hip duplex carbarn. Shared with 210 North Missouri St. (C)
- 112 209 North Missouri Street
3b. Pyramidal roof, three-bay, 1 unit with tapered wood porch supports, full puzzle-piece brackets and Mission-style block spindle balustrade. (C)
- 113 210 North Missouri Street
1b. Gable-front, four-bay, front-loaded with original roofing, simple wood post porch supports, plain step brackets and Mission-style block spindle valence and balustrade. (C)
Hip duplex carbarn. Shared with 208 North Missouri St.
- 114 211 North Missouri Street
2c. L-plan, gable roof (Old Bemis type) with enclosed rear porch, original roofing, replacement siding and simple wood post porch supports. (C)
Hip triplex carbarn. Not shared. (C)
- 115 214 North Missouri Street
Mobile home, ca. 1965-70. (NC)
- 116 215 North Missouri Street
1b. Gable-front, four-bay, front-loaded with simple wood post porch supports. (C)
- 117 218 North Missouri Street
2e. L-plan, gambrel roof with original roofing and replacement porch supports. (C)
Hip duplex carbarn. Shared with 220 North Missouri St. (C)

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118 219 North Missouri Street
3e. Pyramidal roof, four-bay, plain cutaway porches with original roofing and simple wood post porch supports. (C)

Cruciform singleplex carbarn. Not shared. (C)

119 220 North Missouri Street
1b. Gable-front, four-bay, front-loaded with original roofing and chamfered wood porch supports. (C)

Hip duplex carbarn. Shared with 218 North Missouri St.

120 223 North Missouri Street
2e. L-plan, gambrel roof with replacement siding and replacement porch supports and balustrade. (C)

Hip triplex carbarn. Shared with 225 North Missouri St. (C)

121 225 North Missouri Street
3e. Pyramidal roof, four-bay, plain cutaway porches with replacement siding and replacement porch supports. (C)

Hip triplex carbarn. Shared with 223 North Missouri St.

122 1 North Tennessee Street
3b. Pyramidal roof, three-bay, extended porch eaves with simple wood post porch supports and added angle brace porch brackets. (C)

123 5 North Tennessee Street
2c. L-plan, gable-roof (Old Bemis type) with replacement simple wood post porch supports. (C)

Gable duplex carbarn. Not shared. (C)

124 11 North Tennessee Street
One-story, frame, five-bay modular home, ca. 1980-85. Side gable roof with boxed cornice, covered with asphalt shingles. Exterior wall surfaces covered with Masonite siding. Entrance features a multi-panel door. Windows are four-over-four metal sash lights. (NC)

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- 125 15 North Tennessee Street
2c. L-plan, gable roof (Old Bemis type) with simple wood post porch supports and replacement balustrade. (C)

Gable triplex carbarn. Not shared. (C)
- 126 19 North Tennessee Street
Variation of 1b. Gable-front, four-bay, with projecting gable-roofed porch supported by chamfered boxed piers, full Queen-post valence variation and Mission-style block spindle balustrade. (C)
- 127 23 North Tennessee Street
Wash House, ca. 1922. Originally constructed with orientation to B street. One-story, frame structure with four window bays facing North Tennessee Street, two window bays and two door bays facing B Street. Gable roof and exposed rafter tails, covered with asphalt shingles. Exterior wall surfaces covered with weatherboard siding. Entrances covered with bracketed hood and contain five-panel doors. Windows obscured by plywood covering. Shown on 1930s insurance maps as "Manual Training Bldg.". Later used as a boxing gym. (C)
- 128 27 North Tennessee Street
One-story, frame, four-bay modular home, ca. 1980-85. Side gable roof with boxed cornice, covered with asphalt shingles. Exterior wall surfaces covered with brick wainscot and scored exterior plywood siding above. Entrance features a six-panel door. Windows are four-over-four metal sash lights. (NC)
- 129 110 North Tennessee Street
Mobile home, ca. 1965-70, with added low-pitched gable roof supported by steel I-beams. (NC)
- 130 145 North Tennessee Street
One-story, frame, four-bay modular home, ca. 1980-85. Side gable roof with boxed cornice, covered with asphalt shingles. Exterior wall surfaces covered with Masonite siding. Entrance features a multi-panel door. Windows are four-over-four metal sash lights. (NC)
- 131 201 North Tennessee Street
Variation of 11. One and one-half story, duplex gambrel roof-type with rectangular plan, one-over-one double-hung sash lights. Alterations include replacement siding and replacement porch supports. (C)

Hip quadraplex carbarn. Originally shared with 205 N. Tennessee-- residence now demolished, lot under ownership of 209 N. Tennessee. (C)

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- 132 202 North Tennessee Street
3d. Pyramidal roof, three-bay, plain cutaway porch with replacement siding and replacement boxed piers. (C)
Hip triplex carbarn. Shared with 206-208 North Tennessee St. (C)
- 133 206-08 North Tennessee Street
1b. Gable-front, four-bay, front-loaded with side rear single-room ell, simple wood post porch supports and replacement balustrade. (C)
Hip triplex carbarn. Shared with 202 North Tennessee St.
- 134 209 North Tennessee Street
1b. Gable-front, four-bay, front-loaded with replacement siding, replacement porch supports and balustrade. (C)
a. Hip quadraplex carbarn (originally shared with 205 N. Tennessee, lot owned by 209 N. Tennessee).
b. Garage, ca. 1970-75. One-story, frame, gable roof, one-bay. (NC)
c. Gable duplex carbarn. Shared with 213 N. Tennessee St. (C)
- 135 210 North Tennessee Street
2c. L-plan, gable roof (Old Bemis type) with replacement siding, replacement porch supports and one replacement door. (C)
Cruciform quadraplex carbarn. Not shared. (C)
- 136 212 North Tennessee Street
2c. L-plan, gable roof (Old Bemis type) with simple wood post porch supports, replacement balustrade, added scroll-sawn brackets and replacement door. (C)
- 137 213 North Tennessee Street
3e. Pyramidal roof, four-bay, plain cutaway porches with replacement siding and simple wood post porch supports. (C)
Gable duplex carbarn. Shared with 209 North Tennessee St.

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138 216 North Tennessee Street

1b. Gable-front, four-bay, front-loaded with replacement siding, simple wood post porch supports and replacement door. (C)

Shed singleplex carbarn. Not shared. (C)

139 218-220 North Tennessee Street

3c. Pyramidal roof, three-bay, recessed central porch with replacement siding, simple wood post porch supports, replacement doors and some replacement windows. (C)

Garage, ca. 1970-75. One-story, concrete block, gable-front roof, two-bay. (NC)

140 219 North Tennessee Street

2e. L-plan, gambrel roof with original roofing, replacement siding and simple wood post porch supports. (C)

141 223 North Tennessee Street

3c. Pyramidal roof, three-bay, center recessed porch with replacement siding and no porch (removed?). (C)

Hip triplex carbarn. Shared with 227 North Tennessee St. (C)

142 224 North Tennessee Street

2c. L-plan, gable roof (Old Bemis type) with replacement porch supports. (C)

Hip triplex carbarn. Not shared. (C)

143 227 North Tennessee Street

1b. Gable-front, four-bay, front-loaded with side single-room ell addition, replacement siding, replacement porch supports and replacement door. (C)

Hip triplex carbarn. Shared with 223 North Tennessee St.

144 228 North Tennessee Street

2e. L-plan, gambrel roof with original roofing, replacement siding, replacement porch supports and balustrade, replacement door and added eight over eight replacement metal sash window in gambrel end. (C)

Garage, ca. 1970-75. One story, frame, gable roof, one-bay with aluminum siding. (NC)

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BICYCLE HILL (Developed ca. 1900-1905)

The Bicycle Hill area is bound on the north by Second Street, on the east by the westernmost of the two tracks of the Illinois Central Gulf Railroad, on the south by an irregular line formed by the back property lines of properties facing Sixth Street, the extreme south end of South Massachusetts Avenue and the extreme western end of Fifth Street, and on the west by an unnamed alley connecting the terminae of Fifth, Fourth and Third Streets ending at Second Street. The properties surveyed in this area were:

145 1 Fifth Street

One-story, frame L-plan variation featuring a four-bay gable-end block towards street, with original roofing, replacement siding, shed-roofed porch supported by tapered wood porch supports with rounded shoe brackets and a Mission-style balustrade, six-over-six double-hung sash lights and a four-light, three panel Craftsman door. (C)

Cruciform duplex carbarn. Shared with 7 Fifth St. (C)

146 6 Fifth Street

4c. Two-bay shotgun, hip-front with original roofing, replacement siding and replacement porch supports. (C)

Cruciform triplex carbarn. Shared with 421 South Missouri St. (C)

147 7 Fifth Street

1a. Gable-front, three-bay, 1 unit with shed and gable porch roof, simple wood post porch supports quarter-round brackets and closed paneled concrete balustrade with smooth finish rail and pebble-dash panels. (C)

Cruciform duplex carbarn. Shared with 1 Fifth St.

148 8 Fifth Street

1b. Gable-front, four-bay, front-loaded with replacement siding, replacement porch supports, one door enclosed and one replacement door. (C)

Cruciform triplex carbarn. Shared with 12 Fifth St. (C)

149 12 Fifth Street

4e. Two-bay shotgun, extended porch eaves with enclosed porch, door relocated to former window location, replacement siding, replacement porch roof and supports and replacement door. (NC)

Cruciform triplex carbarn. Shared with 8 Fifth Street.

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150 14 Fifth Street
1b. Gable-front, four-bay, front-loaded with rear single-room gable ell, simple wood post porch supports, block shoe brackets and Mission-style block spindle balustrade. (C)

Cruciform triplex carbarn. Shared with 18 Fifth Street. (C)

151 15 Fifth Street
1a. Gable-front, three-bay, 1 unit with shed and gable porch roof, simple wood post porch supports on boxed wood bases and cyma brackets. (C)

Hip and gable triplex carbarn. Not shared. (C)

152 18 Fifth Street
4e. Two-bay shotgun, extended porch eaves with enclosed porch, tapered wood porch supports and replacement door. (C)

Cruciform triplex carbarn. Shared with 14 Fifth Street.

153 21 Fifth Street
One and one-half story, frame Dutch Colonial Revival residence with rear transverse "airplane". Gambrel roof with gambrel end facing Fifth Street, gable roofed airplane, boxed cornice, covered with asphalt shingles. Three six-over-one double-hung sash lights in gambrel end; three sixteen-over-one double-hung sash lights in airplane gable ends. First story side bay window under gable end projection. Exterior surfaces covered with asbestos siding. Full-width shed-roofed front porch supported by boxed shingled piers on brick bases with closed shingled balustrade. Central multi-light door and side three-panel door. Windows are sixteen-over-one double-hung sash lights; to left of door is three-part window group containing eight-over-one, twelve-over-one and eight-over-one double-hung sash lights. (C)

154 101 Fifth Street
Two-and-one-half story, six-bay, frame transitional Second Empire-Queen Anne residence with Queen Anne influence. Complex hip and gable roof, gable dormers, gable end enclosed with pent roof and boxed cornice, covered with asphalt shingles. Projecting one-bay tower with mansard-like roof and flat peak. Two-story bay window cutaway under gable end. Exterior wall surfaces covered with vinyl siding. L-plan hip-roofed porch with three gable enclosed gable ends and second-level balcony, supported by boxed piers with quarter-round and cove brackets and Mission-style block spindle balustrade variation. Entrance features a single-light, three-panel door topped with a single-light transom. Windows

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(#154 101 Fifth Street, continued)

are one-over-one double-hung sash lights, some in groups of three.
Original mill manager's house, now rectory for Bemis Methodist Church.
(C)

a. Gable singleplex carbarn variation, end-loaded with one-bay and
weatherboard siding. Not shared. (C)

b. Garage, ca. 1970-75. One-story, frame, two-bay with gable roof
and aluminum siding. (NC)

155 106 Fifth Street

4e. Two-bay shotgun, extended porch eaves with enclosed porch with
extensions, original and replacement siding, original six-over-six and
replacement two-over-two windows, and replacement, relocated door. (NC)

Cruciform duplex carbarn. Shared with 421 South Massachusetts Ave.
(C)

156 108 Fifth Street

1b. Gable-front, four-bay, front-loaded with replacement siding,
replacement porch supports and replacement balustrade. (C)

a. Cruciform duplex carbarn with carport addition. Shared with 112
Fifth St. (C)

b. Garage, ca. 1965-70. One-story, frame, gable roof with Masonite
siding. (NC)

157 112 Fifth Street

4e. Two-bay shotgun, extended porch eaves with tapered wood porch
supports, shallow puzzle-piece brackets and Mission-style block spindle
balustrade. (C)

Cruciform duplex carbarn. Shared with 108 Fifth St.

158 114-116 Fifth Street

1b. Gable-front, four-bay, front-loaded with rear single-room gable
addition, original roofing, six-over-two double-hung sash lights,
replacement siding and replacement porch supports. (C)

Hip triplex carbarn. Shared with 118 Fifth St. (C)

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159 118 Fifth Street

1b. Gable-front, four-bay, front-loaded with replacement siding and chamfered wood porch supports. (C)

Hip triplex carbarn. Shared with 114-116 Fifth St.

160 122 Fifth Street

One-story, gable-roofed, five-bay frame modular home, ca. 1980-85.
(NC)

161 5 Fourth Street

4c. Two-bay shotgun, hip-front with replacement porch supports and a replacement door. (C)

Cruciform duplex carbarn with one vehicle door enclosed and carport addition. Shared with 401 South Missouri St. (C)

162 6 Fourth Street

4c. Two-bay shotgun, hip-front with side single-room addition, original roofing, added brick wainscot, tapered wood posts, full puzzle-piece brackets and a Mission-style block spindle balustrade. (C)

Cruciform duplex carbarn. Shared with 321 South Missouri St. (C)

163 7 Fourth Street

1b. Gable-front, four-bay, front-loaded with rear shed addition and chamfered wood porch supports. (C)

Gabled triplex carbarn. Shared with 11 Fourth St. (C)

164 8 Fourth Street

1b. Gable-front, four-bay, front-loaded with rear enclosed shed porch, simple wood porch supports, plain step brackets and a Mission-style block spindle valence and balustrade. (C)

Cruciform duplex carbarn. Shared with 12 Fourth St. (C)

165 11 Fourth Street

4e. Two-bay shotgun, extended porch eaves with tapered wood porch supports. (C)

Gabled triplex carbarn. Shared with 7 Fourth St.

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166 12 Fourth Street
4e. Two-bay shotgun, extended porch eaves with tapered wood porch supports, shallow puzzle-piece brackets and replacement balustrade. (C)
Cruciform duplex carbarn. Shared with 8 Fourth St.

167 14 Fourth Street
1b. Gable-front, four-bay, front-loaded with rear gable ell projections on each side, tapered wood porch supports, lobed brackets and Mission-style block spindle valence and balustrade. (C)
Hip singleplex carbarn. Not shared. (C)

168 15 Fourth Street
1b. Gable-front, four-bay, front-loaded with one original door enclosed, rear shed porch enclosed, replacement siding, simple wood post porch supports and a replacement balustrade. (C)
Cruciform duplex carbarn. Shared with 17 Fourth St. (C)

169 17 Fourth Street
4e. Two-bay shotgun, extended porch eaves with replacement siding, replacement porch supports and valence. (C)
Cruciform duplex carbarn. Shared with 15 Fourth St.

170 20 Fourth Street
4e. Two-bay shotgun, extended porch eaves with tapered wood porch supports, shallow puzzle-piece brackets and Mission-styled block spindle balustrade. (C)
Cruciform duplex carbarn. Shared with 322 South Massachusetts Ave. (C)

171 105 Fourth Street
4e. Two-bay shotgun, extended porch eaves with single-room rear and side addition, replacement siding, tapered wood porch supports, shallow puzzle-piece brackets, Mission style block spindle balustrade and replacement door. (C)
Hip duplex carbarn. Shared with 401 South Massachusetts Ave. (C)

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172 106 Fourth Street
4c. Two-bay shotgun, hip-front with original roof, replacement siding and replacement porch supports. (C)

Cruciform duplex carbarn. Shared with 321 South Massachusetts Ave.
(C)

173 107 Fourth Street
1b. Gable-front, four-bay, front-loaded with original roofing, simple wood post porch supports, plain step brackets, Mission-style block spindle valence and balustrade. (C)

Cruciform duplex carbarn. Shared with 111 Fourth St. (C)

174 108 Fourth Street
1c. Gable-front, four-bay, side-loaded with one enclosed shed porch, rear single-room gabled ell on each side, original roofing, replacement porch supports and one six-panel replacement door. (C)

175 111 Fourth Street
3b. Pyramidal roof, three-bay, extended porch eaves with original roofing and tapered wood porch supports. (C)

Cruciform duplex carbarn. Shared with 107 Fourth St.

176 112 Fourth Street
4c. Two-bay shotgun, hip-front with replacement siding and replacement porch supports. (C)

Hip quadruplex carbarn with altered vehicle bay opening. Not shared.
(C)

177 113 Fourth Street
1b. Gable-front, four-bay, front-loaded with rear and side gabled ell, replacement siding, simple wood post porch supports, block shoe brackets and Mission-style block spindle balustrade. (C)

Cruciform triplex carbarn Shared with 117 Fourth St. (C)

178 114 Fourth Street
1c. Gable-front, four-bay, side-loaded with side and rear shed-roofed ells, one enclosed porch, replacement siding and replacement porch supports. (C)

Garage, ca. 1970-75. Gable-roof, five-bay, concrete block. (NC)

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179 117 Fourth Street
4c. Two-bay shotgun, hip-front with replacement siding, replacement porch supports and replacement four-panel door. (C)

Cruciform triplex carbarn. Shared with 113 Fourth St.

180 121 Fourth Street
1c. Gable-front, four-bay, side-loaded with rear gable ell, original roofing, replacement siding and simple wood post porch supports. (C)

Cruciform duplex carbarn with side carport addition. Not shared.
(C)

181 122 Fourth Street
9b. Three wall-dormer farmhouse with rear two-story gable-roofed ell, gable dormers, L-shaped hip-and-gable porch supported by Doric columns.
(C)

Cruciform singleplex carbarn. Not shared. (C)

182 125 Fourth Street
2c. L-plan, gable-roof (Old Bemis type) with simple wood post porch supports. (C)

Cruciform duplex carbarn. Shared with 129 Fourth St. (C)

183 126 Fourth Street
2c. L-plan, gable roof (Old Bemis type) with original roofing and chamfered wood porch supports. (C)

Cruciform duplex carbarn. Shared with 130 Fourth St. (C)

184 129 Fourth Street
3e. Pyramidal roof, four-bay, plain porches with one enclosed porch and one porch partially enclosed, permastone surrounding entry, replacement siding and replacement porch supports. (C)

Cruciform duplex carbarn. Shared with 125 Fourth St.

185 130 Fourth Street
1b. Gable-front, four-bay, front-loaded with simple wood post porch supports and an altered block spindle balustrade. (C)

Cruciform duplex carbarn. Shared with 124 Fourth St.

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186 7 Second Street

9a. Three wall-dormer farmhouse with L-plan porch covered with hip and gable roof, supported by Doric columns with Mission-style block spindle balustrade. (C)

Cruciform duplex carbarn. Shared with 15 Second St. (C)

187 15 Second Street

3a. Pyramidal roof, hip porch projection with rear one-room ell with shed roofed porch, gablet in front porch roof projection, chamfered wood porch supports, shallow puzzle-piece brackets and Mission-style block spindle balustrade. (C)

Cruciform duplex carbarn. Shared with 7 Second St.

188 17 Second Street

4c. Two-bay shotgun, hip-front with side shed addition and chamfered wood porch supports. (C)

Cruciform duplex carbarn. Shared with 21 Second St. (C)

189 21 Second Street

1b. Gable-front, four-bay, front-loaded with enclosed shed porch at rear, shed and gable porch roof, simple wood post porch supports on boxed wood bases, rounded shoe brackets and Mission-style block spindle balustrade. (C)

a. Cruciform duplex carbarn. Shared with 17 Second St.

b. Shed, ca. 1965-70. One-story, frame, one-bay with aluminum siding.
(NC)

190 105 Second Street

3b. Pyramidal-roof, three-bay with extended porch eaves with original roofing, wood post porch supports with boxed bases, lobed brackets and Mission-style block spindle valence and balustrade. (C)

Cruciform duplex carbarn. Shared with 201 South Massachusetts Ave.
(C)

191 107 Second Street

1b. Gable-front, four-bay, front-loaded with original roofing and simple wood post porch supports. (C)

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- 192 111 Second Street
4e. Two-bay shotgun with extended porch eaves with original roofing and boxed wood porch supports. (C)
Hip quadraplex carbarn. Not shared. (C)
- 193 113 Second Street
1b. Gable-front, four-bay, front-loaded with rear side gable wind across rear and simple wood post porch supports. (C)
- 194 119 Second Street
3b. Pyramidal roof, three-bay with extended porch eaves with original roofing and replacement simple wood post porch supports. (C)
Cruciform duplex carbarn. Shared with 121 Second St. (C)
- 195 121 Second Street
1c. Gable-front, four-bay, side-loaded with replacement porch supports. (C)
Cruciform duplex carbarn. Shared with 119 Second St.
- 196 123 Second Street
4c. Two-bay shotgun, hip-front with original roof and simple wood post porch supports. (C)
- 197 127 Second Street
3b. Pyramidal roof, three-bay, extended porch eaves with tapered wood porch supports. (C)
Cruciform quadraplex carbarn. Shared with 131 Second St. (C)
- 198 131 Second Street
2e. L-plan, gambrel roof with original roofing, replacement siding and simple wood post porch supports. (C)
Cruciform duplex carbarn. Shared with 127 Second St.

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199 5 Sixth Street

2c. L-plan, gable roof (Old Bemis type) with rear enclosed shed porch, replacement porch supports and balustrade. (C)

One-story, duplex, frame storage building with shed roof. Shared with South 601 Missouri St. (C)

200 7 Sixth Street

4c. Two-bay shotgun, hip-front with enclosed porch and added shed addition to front, replacement siding, replacement windows, replacement door, replacement porch supports. (NC)

Gabled singleplex carbarn, converted to guest house. Not shared. (C)

201 9 Sixth Street

One-story, off-set gable "saltbox" residence. Asphalt shingle roof with box cornice, center entry, replacement siding, shed porch supported by replacement posts, six-over-six double-hung sash lights, replacement door. (C)

a. Gabled singleplex carbarn. Not shared. (C)

b. Garage, ca. 1915-20. One-story, frame, gable roof, front-loaded, vertical siding with weatherboard siding in the gable end, six-light, two-panel double vehicle door. Not shared. (C)

202 201 South Massachusetts Avenue

5b. Saddlebag four-bay, 1 unit with enclosed rear shed porch with simple wood post porch supports, plain step brackets, Mission-style block spindle valence and balustrade (C)

Cruciform duplex carbarn with two-bay gable-roofed addition. Shared with 105 Second St.

203 221 South Massachusetts Avenue

5b. Saddle-bag, four-bay, 1 unit with side central chimney wing with full front and rear porches, replacement siding, tapered wood porch supports, block shoe brackets and a Mission-style block spindle balustrade. (C)

Cruciform duplex carbarn. Shared with 106 Third St.

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204 301 South Massachusetts Avenue
3a. Pyramidal roof, hip porch projection with side hip ell,
replacement siding, simple wood porch posts shallow puzzle-piece brackets
and a Mission-style block spindle balustrade. (C)

Cruciform duplex carbarn. Shared with 105 Third St.

205 302 South Massachusetts Avenue
9a. Two wall-dormer farmhouse side and rear shed additions,
shed-roofed porch supported by simple wood posts, step console and key
valence and a replacement door. (C)

Cruciform duplex carbarn with flat roofed carport addition. Shared
with 17 Third St.

206 321 South Massachusetts Avenue
5b. Saddlebag, four-bay, 1 unit with side gable-roofed wing,
replacement siding, tapered boxed porch supports, queen post valence and a
diamond panel and crossed-brace balustrade. (C)

Cruciform duplex carbarn. Shared with 106 Fourth St.

207 322 South Massachusetts Avenue
5b. Saddlebag, four bay, 1 unit with side gable wing, side shed
addition to rear, replacement siding, simple wood post porch supports,
plain step brackets and a Mission-style block spindle valence and
balustrade. (C)

Cruciform duplex carbarn. Shared with 18 Fourth St.

208 401 South Massachusetts Avenue
5b. Saddlebag, four-bay, 1 unit with side and rear shed additions,
replacement siding and chamfered wood porch supports. (C)

Hip duplex carbarn. Shared with 105 Fourth St.

209 402 South Massachusetts Avenue
5b. Saddlebag, four-bay, 1 unit with side gable roof wing, side shed
porch, original roof and chamfered wood porch supports. (C)

Cruciform duplex carbarn. Not Shared. (C)

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210 421 South Massachusetts Avenue
5a. Saddlebag, three-bay, 1 unit with rear gable ell, replacement siding, tapered wood porch supports, triangle and queen post valence and Mission-style block spindle balustrade. (C)

Cruciform duplex carbarn. Shared with 106 Fifth St.

211 422 South Massachusetts Avenue
5b. Saddlebag, four-bay, 1 unit with enclosed side shed porch, enclosed rear shed porch and tapered wood porch supports. (C)

Cruciform duplex carbarn. Not Shared. (C)

212 521 South Massachusetts Avenue
One-story, frame bungalow with Craftsman influence, built ca. 1930-35. Side-facing gable roof with exposed rafter tails, covered with asphalt shingles. Exterior wall surfaces covered with weatherboard siding. Gable-front porch supported by stucco piers raised on brick bases, with a closed stuccoed balustrade. Entrance features a four-light, three-panel Craftsman door. Windows are twenty-over-one double-hung sash lights. (C)

Gable singleplex carbarn variation with two vehicle bays and two window/door bays, weatherboard siding. Not shared. (C)

213 517 South Massachusetts Avenue
One-and-one-half story, frame Minimalist Tudor variation with Craftsman influence, constructed ca. 1925-30. Complex gable roof with gable and shed dormers, boxed cornice and cornice returns, covered with asphalt shingles. Dormers contain paired six-over-one double-hung sash lights. Exterior wall surfaces covered with vinyl siding. Cutaway porch located in front-facing gable end, supported by boxed piers with 2" by 4" grid lattice screen to one side. Entrance features a four-light, three-panel Craftsman door. Windows are six-over-one double-hung sash lights, some grouped in pairs and triplets. (C)

Gabled T-plan carbarn, ca. 1925-30. One and one-half story, frame, two-bay with weatherboard siding. (C)

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214 518 South Massachusetts Avenue

One-story, frame bungalow with Craftsman influence, constructed ca. 1900-05. Gable roof with shed dormer and exposed rafter tails, covered with asphalt shingles. Dormer contains seven, six-light casement windows. Exterior wall surfaces covered with weatherboard siding with a wainscot of brick veneer. Porch covered with flared extension of gable roof, supported by stuccoed piers with a closed brick balustrade, and one added wrought iron porch support. Entrance features a four-light, three-panel Craftsman door. Windows are twenty-over-one double-hung sash lights. (C)

Gable duplex carbarn. Not shared. (C)

215 519 South Massachusetts Avenue

One-and-one-half story, five-bay residence with Dutch Colonial Revival influence, constructed ca. 1900-05. Side-facing gambrel roof with shed-roofed dormer and box cornice, covered with asphalt shingles. Dormer contains a pair of sixteen-over-one double-hung sash lights. One-room wing featured to one side, covered with gable roof. Exterior wall surfaces covered with weatherboard siding. Porch covered with flared shed extension of gambrel roof, supported by wood-shingled boxed piers. Entrance features a single-light door. Windows are sixteen-over-one double-hung sash lights. (C)

Cruciform singleplex carbarn. Not shared. (C)

216 522 South Massachusetts Avenue

One-story, four-bay, frame bungalow with Craftsman influence, constructed ca. 1905-1910. Hip roof with low hip dormer and exposed rafter tails, covered with asphalt shingles. Dormer contains a pair of sixteen-light casement windows. Exterior wall surfaces covered with weatherboard siding. Cutaway L-plan porch supported by wood-shingled boxed piers with cross-brace balustrade. Central and side entrances feature single light doors. Windows are six-over-one double-hung sash lights. (C)

Gable quadraplex carbarn variation with side shed addition and six-over-six sash lights. Not shared. (C)

217 South Missouri St. at Bemis Ln.

Bemis Park, ca. 1900-05 with various alterations. Open-space linear park paralleling South Missouri Street and the I. C. G. Railroad between Bemis Lane and Sixth Street. Park developed in ca. 1900-05. Existing trees added in ca. 1922. Fountain added 1923. 1922 park improvements attributed to Arthur A. Shurcliff. Existing playground and adjacent parking area added ca. 1970-75. Structures include:

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(#217 Bemis Park, continued)

a. Judson Moss Bemis Fountain, dedicated October 26, 1923. Hexagonal plan, pebbled stucco-finished reinforced concrete fountain pavilion with closed paneled balustrade, six extended ribs curving upward to bronze drum plaque, capped by spherical ball. Attributed to Arthur A. Shurcliff. (C)

b. Picnic Pavilion, ca. 1970-75. Shed-roofed shelter covered with asphalt shingles, supported by metal poles. (NC)

218 201-205 South Missouri Street

Two-story, seven-bay, load-bearing brick commercial building with Spanish Revival and added Art Moderne influences, built ca. 1900-05. Hip roof with exposed rafter tails covered with flat tile roofing. Storefront bays are arranged with two, two-bay, two-light display windows with side entrance door; third storefront bay is center entrance with two-light display windows on either side. A single-light double-door provides access to the second floor and divides the storefront areas. Storefronts remodeled in ca. 1930-35 with stainless band cornice, fixed metal shed awnings and Carrarah glass surfaces. Other features include original molded brick cornices between the first and second floors. Windows are four-over-four double-hung sash lights. Originally known as the Bemis Mercantile Company. (C)

219 207-215 South Missouri Street

One-story, five-bay, load-bearing brick commercial building with Spanish Revival and added "Environmental-look" additions, built ca. 1922 to design of Andrew H. Hepburn, altered ca. 1965-70. Hip roof with boxed cornice, covered with pantiles. Facade covered with veneer of random rough-faced, rubble stone. Two storefront bays with central single-light, double-doors, flanked by double display windows in each. Bemis Post Office and former West Drugs. (NC)

220 215 1/2 South Missouri Street

One-story, four-bay, frame depot building, built ca. 1905-10 and moved in ca. 1960-65, converted to retail use. Hip roof with exposed rafter tails in wide overhanging eaves, covered with original concrete roofing. Exterior wall surfaces covered with wood shingles. Entrance features a four-light, three-panel Craftsman door. Two window and/or window bays covered. Windows are four-over-four sash lights, grouped in triplets. (C)

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221 219 South Missouri Street
One-story, five-bay, frame cubical cottage with added brick veneer, converted to dentist's office. Hip roof with boxed cornice, covered with original concrete roofing. Entrance features a six-panel replacement door. Windows are replacement two-over-two metal sash replacement lights, some grouped in pairs and triplets. Original pattern-design type unrecognizable. (NC)

222 221 South Missouri Street
Two-story, frame, five original bay, gable-front residence with Craftsman influence. Gable roof covered with original concrete shingles, weatherboard siding, hip porch supported by chamfered wood porch supports, rounded shoe brackets and Mission-style block spindle balustrade, six-over-six double-hung sash lights and a four-light, three-panel Craftsman door. Side hip-roofed one-story addition with side shed porch enclosed as garage and enclosed rear shed porch. Historically employed as a general boarding house. (C)

Cruciform triplex carbarn. Shared with 6 Third St.

223 301 South Missouri Street
5b. Saddlebag, four bay, 1 unit with side gable wing, original roofing, replacement siding, replacement porch supports, balustrade and valence. Historically used as the postmaster's residence. (C)

Cruciform duplex carbarn. Shared with 5 Third St.

224 321 South Missouri Street
9a. Two wall-dormer farmhouse with side and rear shed additions, front shed porch with simple wood post porch supports and step console and key valence. (C)

Cruciform duplex carbarn. Shared with 6 Fourth St.

225 401 South Missouri Street
5b. Saddlebag, four-bay, 1 unit with L-plan shed and gable porch variation, single-room side gable addition, enclosed side/rear shed porch, replacement siding, and replacement porch supports, balustrade and door. (C)

Cruciform duplex carbarn with side carport addition. Shared with 5 Fourth St.

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226 421 South Missouri Street

5b. Saddlebag, four-bay, 1 unit without side wing, with original roofing, replacement siding, shed porch, tapered wood porch supports and curved console valence with 1/4 round brackets. (C)

Cruciform duplex carbarn. Shared with 6 Fifth St.

227 519 South Missouri Street

1a. Gable-front, three-bay, 1 unit with enclosed rear carport, original roofing, replacement siding, L-plan shed and gable porch, replacement porch supports and balustrade. (C)

Singleplex gable carbarn. Not shared. (C)

228 521 South Missouri Street

One and one-half story, frame, residence with Craftsman influence. Complex hip and gable roof with hip dormer, boxed cornice and original concrete roofing, weatherboard siding, 3/4 cutaway porch supported by tapered wood porch supports and variation of the Mission-style block spindle valence and balustrade, composed of 2" x 4" block spindles. Windows are two-over-two double-hung sash lights; entrance is a four-light, three-panel Craftsman door. (C)

Cruciform singleplex carbarn. Not shared. (C)

229 601 South Missouri Street

1b. Gable-front, four-bay, front-loaded with shed and gable porch roof, chamfered wood porch supports, full puzzle-piece brackets and a Mission-style block spindle balustrade. (C)

Gable singleplex carbarn. Shared with 5 Sixth St.

230 5 Third Street

4c. Two-bay shotgun, hip-front with enclosed porch, side one-room addition, and replacement siding (C)

Cruciform duplex carbarn with side carport addition, ca. 1970-75
Shared with 301 South Missouri St.

231 6 Third Street

4c. Two-bay shotgun, hip front with original roofing and chamfered porch posts, replacement siding (C)

Cruciform duplex carbarn Shared with 221 South Missouri Street.

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232 7 Third Street
1b. Gable-front, 1 story, front-loaded with replacement porch posts and balustrade. (C)

233 8 Third Street
1b. Gable-front, 1 story, front-loaded with side one-room additions to rear, replacement porch supports and balustrade. (C)

Cruciform triplex. Shared with 12 Third St. (C)

234 11 Third Street
4c. Two-bay Shotgun, hip-front with chamfered porch posts, Mission-style block spindle balustrade and valence and replacement lath-strip brackets. (C)

Hip triplex carbarn with one bay removed from adjoining property (7 Third St.). (C)

235 12 Third Street
4d. Two-bay shotgun, jerkin-head front with enclosed porch. (C)

Cruciform triplex carbarn. Shared with 8 Third Street.

236 13 Third Street
1b. Gable-front, four-bay, front-loaded with rear cross gable addition, wood post porch supports with a Mission-style block spindle balustrade and block shoe brackets. (C)

Cruciform duplex carbarn. Not Shared. (C)

237 14 Third Street
1b. Gable-front, four-bay, front-loaded with rear shed addition, aluminum siding and replacement porch supports. (C)

Cruciform duplex carbarn. Shared with 22 Third St. (C)

238 17 Third Street
4c. Two-bay shotgun, hip-front with rear additions, porch partially enclosed, partial shed porch addition in front. (C)

Cruciform duplex carbarn. Shared with 302 Massachusetts (C)

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- 239 22 Third Street
9b. Three wall-dormer farmhouse with rear ell, L-shaped porch with hip and gable roof supported by replacement posts. (C)
Cruciform duplex carbarn. Shared with 14 Third Street.
- 240 105 Third Street
4c. Two-bay shotgun, hip-front with simple wood posts. (C)
Cruciform duplex carbarn. Shared with 301 Massachusetts Avenue. (C)
- 241 106 Third Street
4c. Two-bay shotgun, hip-front with simple wood porch posts. (C)
Cruciform duplex carbarn. Shared with 221 South Massachusetts Avenue (C)
- 242 107 Third Street
1a. Gable-front, three-bay, 1 unit with side carport addition and simple wood post porch supports with Mission-style block spindle valence, balustrade and block shoe brackets. (C)
- 243 108 Third Street
1b. Gable-front, four-bay, front-loaded with simple wood post porch supports. (C)
- 244 111 Third Street
4c. Two-bay shotgun, hip-front with original roofing, simple wood post porch supports and a Mission-style block spindle valence and balustrade. (C)
Cruciform quadraplex carbarn. Not shared. (C)
- 245 112 Third Street
4d. Two-bay shotgun, jerkinhead-front with original roofing, simple wood post porch supports, open balustrade and a replacement paneled door. (C)
Cruciform quadraplex carbarn. Not shared. (C)

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246 114 Third Street
1b. Gable-front, four-bay, front-loaded with replacement porch supports. (C)

247 115 Third Street
1b. Gable-front, four-bay, front-loaded with original roofing, replacement porch supports and balustrade. (C)

248 117 Third Street
4d. Two-bay shotgun, jerkinhead-front with original roofing, simple wood post porch supports and a Mission-style block spindle valence and balustrade. (C)

Cruciform duplex carbarn. Shared with 121 Third St. (C)

249 121 Third Street
4b. Gable-front, four-bay, front-loaded with one-room side addition and simple wood post porch supports. (C)

Cruciform duplex carbarn. Shared with 117 Third St.

250 122 Third Street
9b. Three wall-dormer farmhouse with two-story rear ell with gable roof and gable dormer, rear shed addition, L-plan porch covered with hip and gable roof supported by columns with Doric capitals. (C)

Cruciform duplex carbarn. Not shared. (C)

251 125 Third Street
2e. L-plan, gambrel roof with original roofing, replacement siding and replacement porch supports (C)

Cruciform quadraplex carbarn. Shared with 129-131 Third St. (C)

252 126 Third Street
3e. Pyramidal roof, four-bay, plain porches with one side porch enclosed, replacement siding and tapered wood porch supports with a Mission block spindle balustrade and shallow puzzle-piece brackets. (C)

Cruciform duplex carbarn. Shared with 132 Third St. (C)

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253 129-131 Third Street

1b. Gable-front, four-bay, front-loaded with single-room ell to one side at the rear, original roofing and simple wood porch posts. (C)

Cruciform quadruplex carbarn with one-bay shed addition. Shared with 125 Third St.

254 132 Third Street

2c. L-plan gable (Old Bemis) with original roofing, replacement siding and replacement porch supports. (C)

Cruciform duplex carbarn. Shared with 126 Third St.

BUTLER STREET (Developed ca. 1900-05)

Butler Street is a lineal residential area, containing only properties abutting Butler Street from just north of its intersection with Second Street and running south about 300 yards to a common property line with undeveloped farm fields at its end. To the east of the area is Cane Creek; to the west are undeveloped farm fields. The properties surveyed along Butler Street included:

255 Butler Street, North of W. Bemis M. B. Church

Horse Barn, ca. 1910-15. One and one-half story, frame embankment barn on raised poured-in-place concrete basement. Gambrel roof facing south to Second Street with two gable-roofed monitor vents, flared eaves and exposed rafter tails, covered with original concrete roofing. Gambrel end contains five bays, with nine bays along Butler Street. Basement entrance facing Butler contains two rolling board doors flanked by two single-light windows. First frame level has entrance from north end flanked by one single-light window; south end contains loft double board door flanked by two single-light windows. Hay loft features loft double board doors flanked by two single-light windows on each end. (C)

256 North of 1 Butler Street

Garage, ca. 1910-15. One-story, frame, hip-roof, three-bay, weatherboard siding. Possibly related historically to the West Bemis Monumental Baptist Church. (C)

257 1 Butler Street

4a. One-bay shotgun, gable front with replacement porch supports. Note: setback inconsistent with other structures on street. (C)

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258 2 Butler Street
4c. Two-bay shotgun, hip-front with original roofing and replacement porch supports. (C)

Gable-front duplex carbarn. Shared with 4 Butler St. (C)

259 3 Butler Street
3d. Pyramidal roof, three-bay, plain cutaway porch with carport addition, replacement porch supports and balustrade. (C)

Gable-front duplex carbarn. Shared with 5 Butler St. (C)

260 4 Butler Street
4c. Two-bay shotgun, hip-front with replacement porch supports and balustrade. (C)

Gable-front duplex carbarn. Shared with 2 Butler St.

261 5 Butler Street
3d. Pyramidal roof, three-bay, plain cutaway porches with carport addition and side shed addition, replacement siding and replacement porch supports and balustrade. (C)

Gable-front duplex carbarn. Shared with 3 Butler St.

262 6 Butler Street
4a. One-bay shotgun, gable-front with replacement siding and replacement porch supports and balustrade. (C)

Gable-front duplex carbarn. Shared with 8 Butler St. (C)

263 7 Butler Street
4c. Two-bay shotgun, hip-front with original roofing, replacement siding and replacement post supports. (C)

Gable-front singleplex carbarn. Shared with 9 Butler St. (C)

264 8 Butler Street
4a. One-bay shotgun, gable-front with replacement siding and replacement porch supports and balustrade. (C)

Gable-front duplex carbarn. Shared with 6 Butler St.

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265 9 Butler Street

4b. Two-bay shotgun, gable-front with cutaway porch variation, side single-room addition, replacement siding and replacement porch supports and balustrade. (C)

Gable-front duplex carbarn. Shared with 7 Butler St.

266 10 Butler Street

4a. One-bay shotgun, gable-front with side single-room shed addition, permastone veneer in porch area and simple wood post porch supports. (C)

Gable-front duplex carbarn. Shared with 12 Butler St. (C)

267 11 Butler Street

4d. Two-bay shotgun, jerkinhead-front with original roofing and replacement porch supports. (C)

Gable-front duplex carbarn. Shared with 13 Butler St. (C)

268 12 Butler Street

4a. One-bay shotgun, gable-front with replacement porch supports and balustrade. (C)

Gable-front duplex carbarn. Shared with 10 Butler St.

269 13 Butler Street

4c. Two-bay shotgun, hip-front with side, single-room shed addition and chamfered wood post porch supports. (C)

Gable-front duplex carbarn. Shared with 11 Butler St.

270 14 Butler Street

4a. One-bay shotgun, gable-front with side single-room gable addition, added window beside door and replacement siding. (C)

Hip duplex carbarn. Not shared. (C)

271 15 Butler Street

4d. Two-bay shotgun, jerkinhead-front with original roofing, replacement siding, replacement porch supports and replacement door. (C)

Hip singleplex carbarn. Not shared. (C)

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272 16 Butler Street
3d. Pyramidal roof, three-bay, plain cutaway porches with side, single-room shed addition and replacement porch supports and balustrade. (C)

273 17 Butler Street
5a. Saddlebag, three-bay, 1 unit with rear single-room gable ell addition, replacement siding, replacement porch supports and original six-light, three-panel door. (C)

Gable-front duplex carbarn. Shared with 19 Butler St. (C)

274 18 Butler Street
4a. One-bay shotgun, gable-front with side shed addition projecting in front of original facade, replacement siding, replacement porch supports, replacement windows and replacement door. (NC)

275 19 Butler Street
2c. L-plan, gable roof (Old Bemis type) with original roofing, simple wood post porch supports, and original single-light, three-panel door. (C)

Gable-front duplex carbarn. Shared with 17 Butler St.

276 20 Butler Street
4c. Two-bay shotgun, hip-front with original roofing and replacement porch supports. (C)

Gable-front duplex carbarn. Shared with 22 Butler St. (C)

277 21 Butler Street
2c. L-plan, gable roof (Old Bemis type) with simple wood post porch supports and single-light, three-panel door. (C)

Gable-front duplex carbarn. Shared with 23 Butler St. (C)

278 22 Butler Street
4a. One-bay shotgun, gable-front with side single-room shed addition and replacement porch supports and balustrade. (C)

Gable-front duplex carbarn. Shared with 20 Butler St.

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- 279 23 Butler Street
5a. Saddlebag, three-bay, 1 unit with side single-room shed addition and rear single-room shed ell, simple wood post porch supports and original six-light, three-panel door. (C)
Gable-front duplex carbarn. Shared with 21 Butler St.
- 280 24 Butler Street
5a. Saddlebag, three-bay, 1 unit with side single-room shed addition, original roofing and replacement porch supports and balustrade. (C)
Gable-front duplex carbarn. Shared with 26 Butler St. (C)
- 281 25 Butler Street
2c. L-plan, gable roof (Old Bemis type) with replacement siding, replacement porch supports and replacement door. (C)
Shed-roofed duplex carbarn, ca. 1920-25. Shared with 27 Butler St. (C)
- 282 26 Butler Street
5a. Saddlebag, three-bay, 1 unit with side single-room gable wing, original roofing and replacement porch supports and balustrade. (C)
Gable-front duplex carbarn. Shared with 24 Butler St.
- 283 27 Butler Street
2c. L-plan, gable-roof (Old Bemis type) with side single-room gable wing, original roofing, replacement porch supports, replacement balustrade and original single-light, three-panel door. (C)
Shed duplex carbarn, ca. 1925-30. Shared with 25 Butler St.
- 284 324 Second Street
One-story, frame, former school building, ca. 1910-15, converted to church use, ca. 1965. Hip roof with hipped rear ell, boxed cornice, covered with original concrete roofing. Exterior surfaces covered with weatherboard and aluminum replacement siding. Gable-roofed vestibule addition around entrance contains replacement six-panel door. Some continuous window banks enclosed in whole or in part; originally contained groups of four, four-over-four sash lights. Some reduced-size window bays now contain six-over-six sash lights. Former West Bemis Negro School, now West Bemis Monumental Baptist Church. (C)

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SILVER CIRCLE (Developed 1920-22)

The Silver Circle area occupies a roughly triangular tract bound on the north by the south property line of the First Baptist Church of Bemis, on the east by the eastern-most track of the Illinois Central Gulf Railroad, on the south by the south property line of its residences facing north on to Judson Street and on the west by the western spur track of the Illinois Central Gulf Railroad. Properties surveyed in Silver Circle included:

285 1 Farwell Street
8. Silver Circle Dutch Colonial with boxed wood porch supports, Mission-style block spindle balustrade and original multi-light door. (C)

Gable-front duplex carbarn with asbestos siding. Shared with 3 Farwell St. (C)

286 2 Farwell Street
8. Silver Circle Dutch Colonial with replacement porch supports and balustrade and replacement six-panel door. (C)

Gable-front duplex carbarn with asbestos siding. Shared with 4 Farwell St. (C)

287 3 Farwell Street
8. Silver Circle Dutch Colonial with boxed wood porch supports, Mission-style block spindle balustrade and original multi-light door. (C)

Gable-front duplex carbarn with asbestos siding. Shared with 1 Farwell St.

288 4 Farwell Street
8. Silver Circle Dutch Colonial with boxed wood porch supports, Mission style block spindle balustrade and original multi-light door. (C)

Gable-front duplex carbarn with asbestos siding. Shared with 2 Farwell St.

289 6 Farwell Street
8. Silver Circle Dutch Colonial with boxed wood porch supports, Mission-style block spindle balustrade and original four-light, two-panel door. (C)

Gable-front duplex carbarn with original stuccoed exterior. Shared with 14 Young St. (C)

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290 1 Heron Street
8. Silver Circle Dutch Colonial with boxed wood porch supports,
Mission-style block spindle balustrade and original multi-light door. (C)

Gable-front duplex carbarn with asbestos siding. Shared with 3 Heron
St.

291 3 Heron Street
8. Silver Circle Dutch Colonial with boxed wood porch supports,
Mission-style block spindle balustrade and original multi-light door. (C)

Gable-front duplex carbarn with asbestos siding. Shared with 1 Heron
St.

292 5 Heron Street
8. Silver Circle Dutch Colonial with enclosed side porch, added porch
supports and original two-light, single-panel, two-light door. (C)

Gable-front duplex carbarn with side enclosed shed addition, side
carport addition and asbestos siding. Shared with 7 Heron St. (C)

293 7 Heron Street
8. Silver Circle Dutch Colonial with boxed wood porch supports,
Mission-style block spindle balustrade and replacement single-light,
four-panel door. (C)

Gable-front duplex carbarn with side enclosed shed addition, side
carport addition and asbestos siding. Shared with 5 Heron St.

294 9-11 Heron Street
6a. Side-gable, Silver Circle duplex with side wood shed enclosed on
#9 Heron St.; side wood shed and porch enclosed on #11 Heron St. (C)

Gable-front duplex carbarn with original stuccoed exterior. Shared
with 13-15 Heron St. (C)

295 13-15 Heron Street
6a. Side-gable, Silver Circle duplex with both side woodsheds
enclosed. (C)

a. Gable-front duplex carbarn with original stuccoed exterior. Shared
with 9-11 Heron St.

b. Cruciform duplex carbarn, ca. 1922. Associated with 15 Heron St.
Altered with sheet metal siding ca. 1980-85. (NC)

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296 1-3 Judson Street
6a. Side gable, Silver Circle duplex with rear woodsheds enclosed. (C)
Gable-front duplex carbarn with original stuccoed exterior. Shared with 5-7 Judson St. (C)

297 2-4 Judson Street
6a. Side gable, Silver Circle duplex with side woodsheds enclosed. (C)
Gable-front duplex carbarn with asbestos siding. Not shared. (C)

298 5-7 Judson Street
6a. Side gable, Silver Circle duplex with side woodsheds enclosed; with front shed addition to wood shed on #5 Judson St. (C)
Gable-front duplex carbarn with original stuccoed exterior. Shared with 1-3 Judson St. (C)

299 6-8 Judson Street
6a. Side-gable, Silver Circle duplex with rear woodsheds enclosed. (C)
Gable-front duplex carbarn with asbestos siding. Shared with 10-12 Judson Street. (C)

300 9-11 Judson Street
6a. Side-gable, Silver Circle duplex with side woodsheds enclosed. (C)
Gable-front duplex carbarn with original stuccoed exterior. Not shared. (C)

301 10-12 Judson Street
6a. Side-gable, Silver Circle duplex with side woodsheds enclosed. (C)
Gable-front duplex carbarn with asbestos siding. Shared with 6-8 Judson St.

302 13-15 Judson Street
6a. Side-gable, Silver Circle duplex with rear woodsheds enclosed. (C)
Garage, ca. 1985-90. One-story, frame, one-bay, Masonite siding. (NC)

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- 303 1 Young Street
8. Silver Circle Dutch Colonial with replacement siding, replacement porch supports and original two-panel, single-light, two-panel door. (C)
Gable-front duplex carbarn with aluminum siding. Not shared. (C)
- 304 2 Young Street
8. Silver Circle Dutch Colonial with added porch supports and original two-panel, single-light, two-panel door. (C)
Gable-front duplex carbarn with side shed addition and asbestos siding. Shared with 4 Young St. (C)
- 305 3 Young Street
8. Silver Circle Dutch Colonial with added metal Doric columns and original two-panel, single-light, two-panel door. (C)
Gable-front duplex carbarn with original stuccoed exterior Shared with 5 Young St. (C)
- 306 4 Young Street
8. Silver Circle Dutch Colonial with beveled replacement siding, boxed wood porch supports, Mission-style block spindle balustrade and original multi-light door. (C)
Gable-front duplex carbarn with side shed addition and asbestos siding. Shared with 2 Young St.
- 307 5 Young Street
8. Silver Circle Dutch Colonial with boxed wood porch supports, Mission-style block spindle balustrade and original multi-light door. (C)
Gable-front duplex carbarn with original stuccoed exterior. Shared with 3 Young St.
- 308 6 Young Street
8. Silver Circle Dutch Colonial with boxed wood porch supports, Mission-style block spindle balustrade and original multi-light door. (C)
Gable-front duplex carbarn with original stuccoed exterior. Shared with 8 Young St. (C)

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309 7 Young Street
8. Silver Circle Dutch Colonial with boxed wood porch supports,
Mission-style block spindle balustrade and original multi-light door. (C)

Gable-front duplex carbarn with original stuccoed exterior and side
carport additions. Shared with 9 Young St. (C)

310 8 Young Street
8. Silver Circle Dutch Colonial with boxed wood porch supports,
Mission-style block spindle balustrade and original multi-light door. (C)

Gable-front duplex carbarn with original stuccoed exterior. Shared
with 6 Young St.

311 9 Young Street
8. Silver Circle Dutch Colonial with boxed wood porch supports,
Mission-style block spindle balustrade and original multi-light door. (C)

Gable-front duplex carbarn with original stuccoed exterior and side
carport additions. Shared with 7 Young St.

312 10 Young Street
8. Silver Circle Dutch Colonial with replacement porch supports and
replacement six-panel door. (C)

Gable-front duplex carbarn with original stuccoed exterior. Shared
with 12 Young St. (C)

313 11 Young Street
8. Silver Circle Dutch Colonial with boxed wood porch supports,
Mission-style block spindle balustrade and original multi-light door. (C)

Gable-front duplex carbarn with original stuccoed exterior and
replacement overhead vehicle bay doors. Shared with 13 Young St. (C)

314 12 Young Street
8. Silver Circle Dutch Colonial with replacement porch supports and
original two-panel, single-light, two-panel door. (C)

Gable-front duplex carbarn with original stuccoed exterior. Shared
with 10 Young St.

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315 13 Young Street

8. Silver Circle Dutch Colonial with boxed wood porch supports, Mission-style block spindle balustrade and original multi-light door. (C)

Gable-front duplex carbarn. with original stuccoed exterior. Shared with 11 Young St.

316 14 Young Street

8. Silver Circle Dutch Colonial with boxed wood porch supports, Mission-style block spindle balustrade and original multi-light door. (C)

Gable-front duplex carbarn with original stuccoed exterior. Shared with 6 Farwell St.

317 15 Young Street

8. Silver Circle Dutch Colonial with boxed wood porch supports, Mission-style block spindle balustrade and original two-light, four-panel door. (C)

Gable-front duplex carbarn with original stuccoed exterior. Shared with 17-19 Young St. (C)

318 16-18 Young Street

6a. Side gable, Silver Circle duplex with rear woodshed for # 16 Young St. unaltered; and, side woodshed for #18 Young St. enclosed. (C)

319 17-19 Young Street

6a. Side-gable, Silver Circle duplex with rear woodshed enclosed on #17 Young St.; side wood shed on #19 enclosed. (C)

Gable-front duplex carbarn with original stuccoed exterior. Shared with 15 Young St.

320 20-22 Young Street

6a. Side-gable, Silver Circle duplex with rear woodsheds enclosed. (C)

Garage, ca. 1970-75. Associated with #20 Young St. One-story, frame, two-bay, metal siding. (NC)

321 21-23 Young Street

6a. Side-gable, Silver Circle duplex with side woodshed for #21 Young St. enclosed, and rear woodshed for #23 Young St. enclosed. (C)

Gable-front duplex carbarn with asbestos siding. Not shared. (C)

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322 25-27 Young Street
6a. Side-gable, Silver Circle duplex with side woodsheds enclosed.
(C)

a. Garage, ca. 1980-85. Associated with #25 Young St. One-story,
frame, two-bay with gable roof and metal siding. (NC)

b. Gable-front duplex carbarn, 1922. Associated with #27 Young St.,
formerly shared with #29-31 Young St. (C)

323 29-31 Young Street
6a. Side-gable, Silver Circle duplex with side wood sheds enclosed,
and replacement Masonite siding. (C)

Work shop, ca. 1980-85. Associated with #29 Young St. One-story,
frame, one-bay with street door, gable roof. (NC)

WEST BEMIS (Developed 1926)

West Bemis is a residential area roughly bounded by D Street on the north, Cane Creek on the east, A Street on the south and on the west by the western property lines of houses facing east on to Gregg Street, continuing along Gregg Street to D Street. The properties surveyed in this area included:

324 1 Allen Street
2b. L-plan, hip roof (West Bemis type) with replacement siding,
replacement porch supports and original nine-light, one-panel Craftsman
door. (C)

325 2 Allen Street
7a. Three-bay, projecting front-gable porch with replacement siding,
replacement balustrade and original three-light, one-panel Craftsman door.
(C)

326 3-5 Allen Street
6b. West Bemis duplex, gable-front porch with replacement door. (C)
Cruciform quadraplex carbarn. Shared with 4-6 Gregg St. (C)

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- 327 4-6 Allen Street
6b. West Bemis duplex, gable-front porch with a replacement door. (C)
Cruciform quadraplex carbarn. Shared with 3 Robert St. (C)
- 328 7 Allen Street
2d. L-plan, gable roof (West Bemis type) with original nine-light, one-panel door. (C)
- 329 8 Allen Street
7a. Three-bay, hip-front porch with original roofing, replacement siding, replacement porch supports and replacement door. (C)
- 330 9-11 Allen Street
6b. West Bemis duplex, gable-front porch with replacement siding, replacement porch supports, balustrade and door. (C)
- 331 10-12 Allen Street
7c. West Bemis duplex, side-gable porch with rear one-bay addition, replacement siding and original Craftsman multi-light door. (C)
Storage Shed, ca. 1975-80. One-story, frame, metal siding. (NC)
- 332 13 Allen Street
7a. Three-bay, projecting hip porch with added brick veneer on exterior, rear one-bay addition, side carport addition, replacement porch supports and original nine-light, one-panel door. (NC)
Cruciform duplex carbarn. Shared with 14 Gregg St. (C)
- 333 14 Allen Street
2b. L-plan, hip roof (West Bemis type) with original Craftsman multi-light door. (C)
Cruciform quadraplex carbarn. Shared with 13 Robert St. (C)
- 334 101 Allen Street
2d. L-plan, gable roof (West Bemis type) with original roofing, replacement siding, replacement porch supports and original three-light, one-panel Craftsman door. (C)

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335 102 Allen Street

7a. Three-bay, projecting hip porch with original roofing and original three-light, one-panel door. (C)

336 103-105 Allen Street

6b. West Bemis duplex, gable-front porch with original roofing, replacement siding, replacement porch supports and original three-light, one-panel door. (C)

337 104-106 Allen Street

6b. West Bemis duplex, gable-front porch with carport addition to one side, original roofing and original three-light, one-panel Craftsman door. (C)

Cruciform quadraplex carbarn. Shared with 103-105 Robert St. (C)

338 107 Allen Street

2b. L-plan, hip roof (West Bemis type) with original roofing, replacement siding and original three-light, one-panel door. (C)

339 108 Allen Street

7b. Three-bay, projecting gable porch with replacement siding and a replacement door. (C)

Cruciform quadraplex carbarn. Shared with 107 Robert St. (C)

340 109-111 Allen Street

6c. West Bemis duplex, side-gable porch with original roofing, replacement siding, replacement balustrade and original three-light, one-panel Craftsman door. (C)

341 110-112 Allen Street

6b. West Bemis duplex, gable-front porch with replacement siding and original three-light, one-panel door. (C)

Cruciform quadraplex carbarn. Shared with 109-111 Robert St. (C)

342 113 Allen Street

7a. Three-bay, projecting hip porch with side carport addition and side single-room addition, replacement siding, replacement balustrade and original three-light, one-panel door. (C)

Garage, ca. 1970-75. One-story, frame, three-bay, gable roof, metal siding. (NC)

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343 114 Allen Street

2b. L-plan, hip-roof (West Bemis type) with original three-light, one-panel Craftsman door. (C)

344 236 D Street

J. B. Young High School, 1940, attributed to Hanker & Heyer; with additions 1947 and ca. 1965. Two-story, load-bearing brick veneer and concrete block school building. Seven window bays and corner stair bays facing D Street, nine window bays deep. Flat roof covered with asphalt roofing behind simple parapet with cast stone coping. Corner stair cores contain pairs of six-over-six double-hung sash lights above double single-light metal replacement doors. Window bays contain pairs and triplets of six-over-six double-hung sash lights. Spandrels between floors contain grid patterns of square tiles. Gym addition, 1947, constructed of load-bearing brick veneer and concrete block, multiple banks of multi-light window bays and solid metal replacement doors. Classroom addition ca. 1965, constructed of load-bearing brick veneer and concrete block with flat roof with wide overhang and irregular groupings of four-over-four-over-four metal-sash lights, some in groups of six. (C)

345 1 Gregg Street

2d. L-plan, gable roof (West Bemis type) with side carport addition, replacement porch supports, replacement balustrade and original three-light, one-panel door. (C)

346 2 Gregg Street

7a. Three-bay, projecting hip porch with side carport addition. original roofing and original three-light, one-panel Craftsman door. (C)

347 3 Gregg Street

6b. West Bemis duplex, gable-front porch with original roofing, replacement siding, replacement porch supports and original three-light, one-panel Craftsman door. (C)

348 4-6 Gregg Street

6c. West Bemis duplex, side gable porch with original roofing, replacement siding, replacement porch supports and original three-light, one-panel Craftsman door. (C)

Cruciform quadraplex carbarn. Shared with 3-5 Allen St.

349 7 Gregg Street

2b. L-plan, hip roof (West Bemis type) with replacement siding, replacement porch supports and original three-light, one-panel Craftsman door. (C)

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350 8 Gregg Street

7b. Three-bay, projecting gable porch with rear shed dormer, added porch supports and original three-light, one-panel door. (C)

Garage, ca. 1970-75. One-story, frame, two-bay, gable roof metal siding. (NC)

351 9-11 Gregg Street

6c. West Bemis duplex, side gable porch with replacement siding and original three-light, one-panel Craftsman door. (C)

352 10-12 Gregg Street

6b. West Bemis duplex, gable-front porch with original roofing and original three-light, one-panel door. (C)

353 13 Gregg Street

7a. Three-bay, projecting hip porch with original roofing and original three-light, one-panel Craftsman door. (C)

354 14 Gregg Street

2d. L-plan, gable roof (West Bemis type) with replacement siding and original three-light, one-panel door. (C)

Cruciform duplex carbarn. Shared with 13 Allen St.

355 101 Gregg Street

2b. L-plan, hip roof (West Bemis type) with original roofing, replacement porch supports, replacement balustrade and original three-light, one-panel Craftsman door. (C)

356 102 Gregg Street

7b. Three-bay, projecting gable porch with original roofing, Mission-style block spindle balustrade and original three-light, one-panel Craftsman door. (C)

Garage, ca. 1970-75. One-story, frame, one-bay, gable roof. (NC)

357 103 Gregg Street

6b. West Bemis duplex, gable-front porch, side gable roof variation with side carport addition, replacement siding and original three-light, one-panel Craftsman door. (C)

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358 104 Gregg Street

6c. West Bemis duplex, side gable porch with replacement siding, replacement porch supports, replacement balustrade and original nine-light, one-panel Craftsman door. (C)

359 107 Gregg Street

7a. Three-bay, projecting hip porch with Mission-style block spindle balustrade and original three-light, one-panel door. (C)

360 108 Gregg Street

2d. L-plan, gable roof (West Bemis type) with side carport and one-bay storage addition, original roofing, replacement porch supports, replacement balustrade and original three-light, one-panel Craftsman door. (C)

Storage shed, ca, 1970-75. One-story, frame, one-bay, shed roof, open front. (NC)

361 109 Gregg Street

6b. West Bemis duplex, gable-front porch with original roofing and original three-light, one-panel Craftsman door. (C)

Garage, ca. 1970-75. One-story, concrete block, one-bay, gable roof. (NC)

362 110-112 Gregg Street

6b. West Bemis duplex, gable-front porch, side gable roof variation with original roofing, Mission-style block spindle balustrade and original three-light, one-panel Craftsman door. (C)

363 113 Gregg Street

7b. Three-bay, projecting gable porch with original roofing, replacement porch supports, replacement balustrade and replacement door. (C)

364 114 Gregg Street

2b. L-plan, hip roof (West Bemis type) with original roofing, Mission-style block spindle balustrade and original door. (C)

365 1 Robert Street

2d. L-plan, gable front (West Bemis type) with brick veneer added to exterior surfaces, replacement porch supports, balustrade and door. (NC)

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366 2 Robert Street

7a. Three-bay, projecting hip porch with brick veneer added to exterior surfaces, replacement porch supports and original Craftsman multi-light door. (NC)

Cruciform duplex carbarn. Shared with 4-6 Robert Street. (C)

367 3 Robert Street

6b. West Bemis duplex, gable-front porch with replacement siding, and replacement entrance door. (C)

Cruciform duplex carbarn. Shared with 4-6 Allen St.

368 4-6 Robert Street

6c. West Bemis duplex, side-gable porch with replacement siding, replacement balustrade and original Craftsman multi-light door. (C)

Cruciform duplex carbarn. Shared with 2 Robert St.

369 7 Robert Street

2b. L-plan, hip roof (West Bemis type) with replacement siding, replacement balustrade and original nine-light, one-panel Craftsman door. (C)

370 8 Robert Street

7b. Three bay, projecting gable porch with added brick veneer on exterior, rear carport addition, replacement porch supports, balustrade and entrance door. (NC)

Cruciform duplex carbarn. Shared with 10 Robert St. (C)

371 9 Robert Street

6c. West Bemis duplex, side-gable porch with original roofing and original nine-light one-panel Craftsman door. (C)

372 10 Robert Street

2b. L-plan, hip roof (West Bemis type) with replacement door. (C)

Cruciform duplex carbarn. Shared with 8 Robert St.

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373 12 Robert Street

7a. Three-bay, projecting hip porch with replacement siding and a replacement door. (C)

Cruciform duplex carbarn. Not shared. (C)

374 13 Robert Street

7b. Three-bay, projecting gable porch with an original nine-light, one-panel Craftsman door. (C)

Cruciform duplex carbarn. Shared with 14 Allen St.

375 14 Robert Street

6b. West Bemis duplex, gable-front porch with original roofing, replacement siding and replacement balustrade. (C)

a. Storage building, ca. 1970-75. One-story, frame, one-bay, shed roof. (NC)

376 101 Robert Street

2b. L-plan, hip roof (West Bemis type) with replacement siding and original three-light, one-panel door. (C)

377 102 Robert Street

3d. L-plan, gable roof (West Bemis type) with permastone covering around entry, other replacement siding, replacement porch supports and original three-light, one-panel Craftsman door. (C)

Storage building, ca. 1970-75. One-story, frame, one-bay, metal siding, gable roof. (NC)

378 103-105 Robert Street

6c. West Bemis duplex, gable-front porch with original roofing and three-light, one-panel Craftsman door. (C)

Cruciform duplex carbarn. Shared with 104-06 Allen St.

379 104 Robert Street

7b. Three-bay, projecting gable-front porch with replacement siding, replacement porch supports and original three-light, one-panel Craftsman door. (C)

Storage building, ca. 1970-75. One-story, frame, one-bay, gable roof, metal siding. (NC)

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380 106 Robert Street

7a. Three-bay, projecting hip porch with rear wing addition with storage building and side, one-bay addition, replacement siding and balustrade. (C)

381 107 Robert Street

2d. L-plan; gable roof (West Bemis type) with replacement siding, replacement balustrade and original three-light, one-panel Craftsman door. (C)

Cruciform quadraplex carbarn. Shared with 108 Allen St. (C)

382 108 Robert Street

6b. West Bemis duplex, gable-front porch with original roofing, replacement siding, and original three-light, one-panel Craftsman door. (C)

Storage building, ca. 1970-75. One-story, frame, one-bay, shed roof. (NC)

383 109-111 Robert Street

6b. West Bemis duplex, gable-front porch with replacement siding and original three-light, one-panel Craftsman door. (C)

Cruciform duplex carbarn. Shared with 110-112 Allen St. (C)

384 112 Robert Street

2b. L-plan, hip roof (West Bemis type) with original three-light, one-panel door. (C)

385 113 Robert Street

7a. Three-bay, projecting hip porch with carport addition, Mission-style block spindle balustrade and three-light, one-panel Craftsman door. (C)

Cruciform duplex carbarn. Shared with 114 Allen St. (C)

BEMIS LANE (Developed ca. 1910-1949)

The Bemis Lane area is an irregularly defined area comprised mostly of properties facing Bemis Lane between the eastern and western rail lines of the Illinois Central Gulf Railroad, with the exception of the Church of Christ, located to the east of the eastern rail line of the ICG, the First

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Baptist Church Recreation Fields at Gin and Bemis Lane, and the Bemis Gin and Warehouse Company, located on Gin Street on a tract abutting the eastern trackage of the ICG. Properties surveyed in this are include:

386 Corner of Bemis Lane and Gin Street.

Roughly triangular-shaped, grassy recreational field with low gable-roofed, wood-pole pavilion, ca. 1975-80. First Baptist Church Recreation Field. (NC)

387 Vicinity of Bemis Lane

One story, wood frame and stucco veneered storage building, ca. 1920-25, one bay square. Hip roof covered with asphalt roofing. Door not visible. Located on eastern Illinois Central Gulf right-of way, north of Bemis Lane, apparently related to railroad use. (C)

388 116 Bemis Lane

First Baptist Church of Bemis, Heron Chapel, ca. 1960-65. One story, raked brick-veneered church sanctuary on raised basement with Neo-Gothic Revival influence, three bays wide by seven bays deep. Gable roof covered with asphalt shingles. Wall surfaces supported by engaged step buttresses with stone drip caps flanking equilateral Gothic windows with tracery, outlined with reveals arched with header courses. Entrances located to sides of front facade. Entrances feature replacement single-light doors. Two-story, brick-veneered Sunday school wing attached to rear of structure, constructed ca. 1930-35. Flat roof covered with asphalt roofing, windows are two-over-two metal sash replacement lights, entrances feature single light replacement doors. (NC)

389 125-27 Bemis Lane

One-story, load-bearing brick commercial building built ca. 1920-25, altered ca. 1970-75. Shed roof behind corbeled parapet wall, covered with asphalt roofing. Shed-roofed fixed awning added above storefront, covered with asphalt shingles. Five bay replacement storefront with sixteen and twenty light display windows, flanking fifteen light door and nine light cross-panel door. First Baptist Church Youth Center. (NC)

390 133 Bemis Lane

One-story, load-bearing raked-brick commercial building, built ca. 1915-20. Low shed roof behind stepped parapet wall, covered with asphalt roofing. Storefront features center, single-light door flanked by single-light replacement display windows. Transom area covered with plywood; above is suspended flat metal awning. Dunhill's Financial Service. (C)

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391 135 Bemis Lane

One-story, load-bearing brick commercial building, ca. 1915-20, altered 1960-65. Low shed roof behind parapet wall, covered with asphalt roofing. Front facade covered with veneer of sheet aluminum. Two replacement display bays include one single-light center-door flanked by single-light display windows; the other, with a single display window of four lights. T. M. Furniture Co. (NC)

392 137 Bemis Lane

One story, metal frame and stucco-veneered lumber warehouse, ca. 1920-25, with one-story brick office addition. Gable roof with gabled clerestory, covered with sheet metal roofing, and side, shed-roofed additions covered with sheet metal roofing. Clerestory windows arranged in banks of metal frame eighteen-light systems, each containing a center, six-light swing-sash casement. Gable ends contain four banks of metal frame, eighteen-light systems with six-light, center swing-sash casements; beneath, is a bank of twelve metal frame, six-light swing-sash casements. Office addition built ca. 1930-35 off south gable end, with low shed roof behind stepped brick parapet walls, covered with asphalt roofing. Windows are eight-light and twelve-light metal frame swing-sash casements. Entrance is a simple board-batten rolling double equipment door. Fesmire Truck Repair. (C)

393 1 Gin Street

Two-story, timber and metal frame cotton gin and office building, built in 1949 with various additions. Gable roof covered with sheet metal roofing. Exterior wall surfaces covered with sheet metal siding. Windows are replacement metal frame fixed and sliding 1/1 sashes. (C)

a. Cotton Storage Warehouse, ca. 1949. Gable roof covered with sheet metal roofing, side shed awning covered with sheet metal roofing. Exterior wall surfaces covered with sheet metal siding. (C)

b. Cotton Wagon Storage Shed, ca. 1970-75. Metal frame, gable roofed equipment storage pavilion. Gable roof covered with sheet metal roofing, open sides. (NC)

OTHER COMPONENTS (Developed various dates)

394 Bemis Cemetery Road (Extension of Butler Street)

The Bemis Cemetery was created in ca. 1910-15 by the Bemis Company to provide a burial place for mill workers, free of charge. The cemetery was used as an alternative burial place for those who did not have other places for burial arrangements, particularly for those without other family outside of the Bemis community. As such, the cemetery is

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significant as another part of the larger program of employee welfare administered by the Bemis Company for its employees. The cemetery is situated upon a gently rolling site atop a high ridge generally to the west of the Bemis community. The cemetery is organized on a lineal lot plan with axes north-south, perpendicular to the slope, leading uphill from its base along Bemis Cemetery Road. Some individual lots are delineated with various forms of curbing; others are not delineated at all or feature only corner markers. The monuments themselves are modest in proportion and detailing. The cemetery contains landscape materials largely indigenous to the site, which include red oak, pin oak and dogwood. (C)

Along with the structures and buildings of Bemis are many other components of the built environment that lie outside of the residential and industrial developments of Bemis that possess historical significance and significance pertinent to the historical setting of Bemis. To the south of West Bemis and to the west and south of Butler Street are agricultural fields and a small recreational field containing a baseball diamond. Early maps of the Bemis community document the location of a six-hole golf course in this area, which was developed in ca. 1910-15 and survived until perhaps ca. 1965. The current baseball diamond survives in the early position of a ball field in this location since ca. 1910-15. Though these areas of the district do not retain their original features as developed, they help to underscore another feature of the community's historical development. The same is true for another recreation field, surviving to the west of Gregg Street between C and D Street, developed in ca. 1925-30.

Other significant features of the community include landscape and streetscape improvements. Among these are the mill reservoir, cooling pond, the single surviving gate post for the mill gate enclosure, street medians, curb and sidewalk systems, the early street light poles, alleys, street trees, the locations of primary utilities, and areas of open space that separate and delineate the residential areas of the community not otherwise enumerated in the inventory of this nomination. For the purposes of the nomination, these features have been collectively counted as a single structure.

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8. Statement of Significance
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Certifying official has considered the significance of this property in relation to other properties: National, state, and local.

Applicable National Register Criteria: A, and C

Criteria Considerations (Exceptions): G

Areas of Significance: Architecture
Community Planning and Development
Industry
Other: Welfare Capitalism

Period(s) of Significance: 1900 to 1949

Significant Dates: 1900-01; 1900-05; 1920-22; and, 1926

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Various Unknown
Shurtleff, Arthur A. (a.k.a.: Shurcliff) ; Hepburn,
Andrew H.; Housing Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Bemis, Tennessee, a portion of the City of Jackson in Madison County, is a place of local, state, and national significance for its many contributions to the history of western Tennessee and the nation as a whole. Though seemingly a simple example of a small Southern company town on first glance, its timeless character is the result of intensive planning to produce a living environment of dignity and respect to the American worker, fostered from its very beginning in 1900 through the interests and direct guidance of its mentor, Albert Farwell Bemis (1870-1936). Unlike more well-documented communities developed under the late-nineteenth and early-twentieth century social engineering of the welfare capitalism systems like Pullman, Illinois or Pelzer, South Carolina, Bemis, Tennessee was developed without fanfare or publicity. The characteristics of its development reflected existing standards and vastly exceeded others. Within its time, few communities-- industrial or suburban-- could match the level of quality delivered by the Bemis Company in its town environment. There is a lack of truly comprehensive documentation on the development of industrial communities and the planning and development of suburban middle-class communities on a national scale. Even so, comparison with published surveys of contemporary industrial and suburban developments for the working class place Bemis among few peers.

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On the national level, the community of Bemis retains significance under Criterion C in the area of community planning and development for its place in initiating the career of Albert Farwell Bemis as an internationally-recognized advocate and innovator in the affordable housing movement of the early-twentieth century. The early phases of Bemis, Tennessee's development reflect the initiation of A.F. Bemis' interest in affordable housing from the perspective of his position as an industrialist; later development phases during the 1920s represent the period of A.F. Bemis' rise to prominence as a international authority in the planning and design of towns and subdivisions based upon affordable housing principles. Bemis, Tennessee is the only historic resource known to exist that physically represents two of the three major periods of A.F. Bemis' philosophy towards the design and development of affordable housing. In addition, the Silver Circle and West Bemis areas of the Bemis community remain as the best preserved of the known examples of A.F. Bemis' approach to town planning design for affordable housing, as carried out by his design-build firm, the Housing Company of Boston. Under A.F. Bemis' direction, the work of the Housing Company was conceived of and implemented by such nationally-recognized figures as Arthur A. Shurtleff, Andrew H. Hepburn, John Ely Burchard and Tyler Stewart Rogers, among others.

At the state level, Bemis is significant under Criterion A in the area of Welfare Capitalism. The system of welfare capitalism is intrinsically tied to the interrelation of a town environment with a social system of welfare programs provided as a benefit provided resident workers. In Tennessee and elsewhere, there appear to be two major periods in the development of company towns. Company towns developed just before and after World War One (e.g.: Old Hickory, developed 1918; NRHP 5/24/85) generally reflect an increased sophistication in the quality of housing stock, architectural design, town planning and public works systems applied as part of the physical aspects of the welfare program. On the other hand, Bemis, Tennessee is recognized by the Tennessee Historical Commission as the best preserved of the surviving pre-World War One company towns in the state (see "Mill Villages in Tennessee, Study Unit #3", by Jim Jones, Tennessee Historical Commission, pg. 9). Its importance is magnified by the fact that Bemis also possesses well-preserved residential areas developed early-on in the post- World War One period of increasing environmental sophistication in company towns, and thus, may also be the best-preserved example of the evolution of the company town in Tennessee.

On the local level, Bemis is a significant place for its contribution to local heritage under Criterion C in the area of Architecture, Bemis is significant for its contribution in establishing design precedents that have shaped the local architectural

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environment of Jackson and Madison County, Tennessee. In addition, the Bemis community represents a local significant contribution to the heritage of Madison County and West Tennessee as a whole in the area of Industry under Criterion A as an innovative approach, on a broad spectrum, to the development of an important industry tied to the agricultural production of local cotton and the international distribution of its manufactured end product.

Criteria consideration G applies to the exceptional significance of the Bemis Gin Company, built in 1949. The very reason for the development of the Bemis mill was due to the availability of locally-grown cotton, which could be purchased by the mill directly from the farmer for use in making Bemis bags. The company gin served as the sole point of contact with the local cotton product. While the original on-site gin was demolished in ca. 1949, the present gin maintained the continuity of this critical relationship between the farm and the mill in the years that followed.

In sum, Bemis was but one of many attempts by American industry to provide for a system of employee benefits through the welfare capitalism system. However, Bemis holds a significant place in the larger perspective as the place of initiation for the efforts of one man, working as a part of one company, to employ his position of social and economic power to solve the national problems for the working class-- problems that other industries and governments were unable or unwilling to comprehend. The development of this place was carried out without promotion or fanfare; without the desire by original its development team to seek the public spotlight. It was a place of social and architectural experimentation through time whose effects that may have had bearing on larger, more contemporary trends of urban planning and design philosophies not yet documented. Taken as a whole, the historical environment of Bemis is not contained within any simple, single trend, association or influence as a document of its times and the people who shaped it. Instead, it is a place with few peers as an industrial community, representing the attempts of two generations of industrialists, town planners and social designers to seek solutions to the deep problems of housing the working class in America.

Introduction

Rising from former cotton fields beginning in 1900, the cotton milling community of Bemis was established as a self-reliant town to provide for the industrial, community welfare and housing needs of the employees of the Jackson Fiber Company, a subsidiary of the Bemis Brothers Bag Company of St. Louis and Boston. The town of Bemis was established amidst a flurry of development activities by American and international manufacturers, attempting to improve working conditions through the institution of model

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industrial villages. From the start, the town of Bemis was planned with some of the successes and failures of prior village experiments in mind. The resulting environment created for the employees was outstanding in comparison with its contemporary mill towns in the South and other regions. Additions to the residential environment through time pressed experimentation in various approaches to community and housing design for workers. In all, the resulting experimentation in town planning and design of a welfare capitalistic community provided a remarkably humane environment, the qualities of which remain largely intact today. In spite of the passage of time, the design of the town environment and its residential parts remain surprisingly desirable today as a place of contemporary living, thus proving the value of experimental approaches taken by its designers in the past.

The physical characteristics of Bemis in its housing and town plan were the result of the vision and direction of Judson Moss Bemis (1833-1926), the founder of the Bemis Brothers Bag Company, and his eldest son, Albert Farwell Bemis (1870-1936). Both figures are important for originating and guiding the growth of the family company into one of the nation's earliest multi-national corporations; a corporation that survives today as one of the world's largest packaging concerns. However, the establishment of Bemis, Tennessee served as a much more important milestone for the father and son, since it launched the remarkable second career of the younger Bemis in the life-long pursuit of a means of enabling the development of affordable housing. The intrinsic problems of building worker housing first brought to light in the construction of Bemis, Tennessee awakened Albert Farwell Bemis to the scope of the affordable housing problem as a national concern. Through his position with the Bemis Brothers Company and with his ties to the Massachusetts Institute of Technology, Bemis helped to bring concerns for the issue to the forefront of attention by academic and corporate America. By the time of the death of Albert Farwell Bemis in 1936, Bemis was internationally-recognized as an expert in the housing field.

The symbiotic evolution of Bemis, Tennessee and the career of Albert Farwell Bemis were assisted by notable figures in the town planning, architectural design and landscape architectural design field. Specific to Bemis, Tennessee were the contributions of Andrew H. Hepburn (1881-1967), Arthur A. Shurtleff (a.k.a.: Shurtcliff; 1870-1957) and Tyler Stewart Rogers (1895-1967), all nationally-famous members of the twentieth century urban planning and design community who made significant contributions in shaping the Bemis community during the 1920's. The impact of other notable design professionals is strongly suggested in the qualities of the earlier town planning, housing design characteristics and in the design qualities of many community buildings. Sadly, in spite of exhaustive research efforts, the identity of these individuals remains undiscovered at this time.

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The design of this remarkable community remains as an important step from something of a national evolution of the system of welfare capitalism begun in the nineteenth century and continued well into the twentieth. Here, architectural design, town planning and landscape architecture are consciously and carefully melded into the town environment as a critical element of support to the social engineering of employee welfare. In essence, the town environment and the welfare system of the company town are inseparable. The result is a town environment of enviable quality in contrast with its peers, both in terms of the "private" company towns or the more typical town environments in the region and beyond. It is an uplifting environment of dignity and respect to the resident/worker, designed with an important degree of respect towards the cultural and architectural traditions of its region.

The history of this unique community reflects the extraordinarily complex interface of many national and international reform movements, careers and trends that have had impact in shaping the urban and suburban environment in America throughout the twentieth century. While the town of Bemis cannot be said to have originated any of these specific matters, it is a notable place reflecting the convergence and evolution of significant national trends as contribution in part to each.

The Origin of the Bemis Bag Company

By the close of the nineteenth century, the Bemis Brothers Bag Co. had grown from its original St. Louis-based, single-loom plant of 1858, to a national concern of ten mills based in nine states, in essence, making it the leading packaging company in the United States (Edgar, pgs. 262-265). The company's massive growth was fueled by the emergence of the United States as a national economy and an exporting economy, largely enabled by the completion of national rail systems to each corner of the country. The success of the company was forwarded along by an aggressive and innovative market planning that placed mills producing Bemis packaging (cotton sacks and jute bags) in the close proximity of the origin of products (grains, flour, etc.) to be packaged in Bemis bags. It was this simple approach to its product that made the "Cat in the Bag" logo of the company familiar in households throughout the nation.

Expansion of the Bemis Brothers Company occurred slowly at first. The company grew to maintain only five plants and two offices until 1893. In the seventeen years that followed, the company expanded twelve times to capture the American market and place Bemis bags in international territory, first in Winnipeg and then in Calcutta, India (Edgar, pgs. 262-265). Though the work of building the base of the company came from the talents and efforts of Judson Moss Bemis and his half-brother Stephen A. (1828-1919), the arrival of Albert Farwell Bemis into the company in 1893 provided the additional spark to carry the company to national

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prominence. A. F. Bemis was able to add a new dimension to the enterprise, in part due to his studies in Civil Engineering at the Massachusetts Institute of Technology. The young Bemis was able to live with his father during this experience and work in his father's office, the national sales office for the company in located downtown Boston. Following graduation, the younger Bemis was immediately made a Vice President of the family company, as head of the Engineering Division in charge of all plant construction activities.

According to his biography, the idea of building a model industrial community came to Judson Moss Bemis as early as 1865. If so, the pressures of the growing business forced the elder Bemis' dream to wait in the wings for four decades before becoming a reality (Spencer, pg. 20).

There is little coincidence in the timing of the establishment of the town of Bemis and graduation of A. F. Bemis from MIT. The younger Bemis provide the company with fresh ideas and enthusiasm, tempered by newly acquired expertise in engineering of great use to a quickly expanding industrial company. However, part of the credit for creating the momentum in establishing the model town also must have come from the rarefied atmosphere of the Boston academic environment of the 1880s and 1890s.

Boston's unique contribution to the national clammer toward social reforms centered in the contribution of its design community in developing mechanisms for reform. From the theoretical point of view came Edward Bellamy's wildly successful work, Looking Backward of 1888, which foresaw the Boston of the year 2000 as a reformed urban environment reordered under a loosely socialist structure. In turn, Bellamy was to provide Ebenezer Howard with the spark of insight that resulted in his Garden Cities of Tomorrow that pioneered the influential Garden City Movement. The writings and lectures of Edward M. Hartwell in the late 1890s urged the development of city staffs that could analyze and direct administration of plans to eliminate disease, poverty and blight (Filler, pg. 25; Scott, 89-90). From the practical point of view came the works of Frederick Law Olmsted, Senior and Junior; McKim, Mead and White; Olmsted's protege, Charles Elliot; Elliot's protege, John Nolen; Arthur A. Shurtleff (later, Shurcliff); and others, all who charged the architectural and engineering departments of Harvard and MIT with innovative approaches to the solution of social problems through effective urban design (Scott, pgs. 18-22).

While there are few written materials to indicate the position of the elder or younger Bemis in the context of this design revolution, they could not have been deaf to the tide of reform advocated in the Boston community in both its social and academic environments, given that the Bemises were members of both. In this case, their actions seem to better document their understanding of the problems and the means for attempting a partial solution to them.

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The Establishment of a New Town

The growth of the Bemis Brothers packaging empire began two new phases with the dawn of the twentieth century. First, the company consolidated and expanded its Indianapolis operations by adding a bleachery, capable of finishing the bags produced by all Bemis plants. The second was to establish the town of Bemis in the vicinity of Jackson, TN. The move to establish the Tennessee enterprise represented a subtle change from the company's original marketing strategy of developing bag mills near the source of demand for cotton bagging as an end product. The advance of the railroad network in the United States allowed the company to shift its' development strategy from the point of demand for bagging to the development of mills at the source of the raw product for its cotton bags. The shift would allow the Bemis Brothers Company to again cut out the middle-man in the manufacturing process, and the vast cotton plantations of Western Tennessee were the perfect place to launch the new venture. There, on one site, the Bemis Brothers Company could purchase the raw product directly from the farmer, gin the raw cotton on site, then spin and weave it into the finished cloth for Bemis bags. The new mill would also allow the company to tap directly into the larger spot cotton market based in Memphis to provide cotton for all Bemis mills at a bulk rate, reflected by the establishment of a Memphis mill in 1902 (Bemis Company, "Fifty Years", n.p.).

The importance of the launching of the new production experiment in the cotton-growing region of the South was met by the company with an entirely new approach to dealing with its labor relations. As opposed to the simple development of a mill in new outlet market as in its previous experience, the company was determined to attempt the development of a satellite industrial town. The town was to become a working environment not unlike that advocated by Edward Bellamy and Ebenezer Howard of the Garden City Movement. The experiment would also proceed under a system of welfare capitalism, not unlike that advocated by Washington Gladden and pioneered, with greater or lesser success, by the likes of industrialists Titus Salt, George Pullman, N. O. Nelson and many others.

The move by the Bemis Brothers Bag Company to establish the new community in Tennessee must have begun a number of years prior to 1899, the time at which the company approached the Commission of Madison County, Tennessee with an offer to establish a milling community there. Directed largely by A. F. Bemis, the company made their offer to the county on the provision that Madison County would acquire a large rural property along a major railroad line as their contribution to the development of the community and the new industry. The County Court required most of 1899 to locate and negotiate a tract suitable to these requirements (Edgar, pg. 262). A tract of 300 acres belonging to Louis J. Brooks, W. J. Brooks and Joel Hodge was acquired by the County Court for \$6,000 and transferred to Judson Moss Bemis on January 8, 1900 (Deed Book 58, pg. 514).

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Located at the intersection of the Illinois Central and the Chicago, St. Louis and New Orleans Railroads, the future site of the town of Bemis was ideally suited to the national shipping needs of the Bemis Brother Bag Company. Though three miles remote to the City of Jackson, the site was ideally suited for the satellite community envisioned by the company. Early photographs and descriptions provide that the site of the mill was originally the site of a cotton plantation; the site of the town's residential areas were nothing more than cleared farm fields. Contemporary Tennessee laws provided for the taxation of corporations not having a principal office in-state, consequently, an additional six months was required to secure the necessary charter for a subsidiary corporation to the Bemis Brothers Company that would develop and manage the mill community. On June 11, 1900, the Jackson Fiber Company was registered as a corporation in the State of Tennessee (Charter Book 2, pg. 324), and on August 9th, ownership of the Madison County tract was officially sold by Judson Moss Bemis to the Jackson Fiber Company for the purposes of building a "20,000 spindle cotton mill under contract with Madison County" (Deed Book 59, pg. 337).

Construction of the mill and town must have begun immediately, since Mill #1, actually containing 21,000 spindles, was completed and in production as of June 1, 1901. Mill #1 comprised approximately half of the existing mill structure (Jackson Sun, ca. 1912, pg. 26). The civil and mechanical engineering of the mill was carried out by the firm of Lockwood, Green and Company, with Joseph E. Serrine (1872-1947) as its primary partner in charge. The Engineering Department of the Bemis Brothers Co. also provided its own in-house experts to assist in tooling the enterprise, notably in the persons of Charles A. Tripp (1870-1930, MIT Class of 1893) and George R. Wadleigh (ca. 1874-1974, MIT Class of 1897).

Secondary structures were required to support the new mill, including a Power House (destroyed by boiler explosion in January of 1913 and rebuilt in the same month) a reservoir, a cotton gin and a group of cotton warehouses on the immediate mill property. Artesian wells were sunk to provide a continuous supply of water for the boilers and the general water supply for the town. It is likely that the westernmost of the two water towers was erected for this purpose at this time, with the second of the water towers erected ca. 1905. While it cannot be proven, the speed with which the corporation moved in simply establishing the plant itself must have required months of pre-planning for its construction, if not a year or more. The suggestion is also made by this rapid development that substantial numbers of masons, laborers, mechanics and carpenters must have been brought in to supplement local talent available for the project.

The process of calculated growth within the Bemis community is underscored by the addition of Mill #2 to the original mill structure, opening production in the Spring months of 1905. With its completion, the capacity of the mill complex was nothing short of astonishing for its

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seven hundred employees. The completion of Mill #2 brought an additional 25,728 ring spindles on line, for a total of 56,728, along with 1,570 Draper automatic looms. Each mill was driven by separate cross compound Corliss engines to eliminate the potential for "down-time"; each was located in a separate building. Engine #1, serving the first mill, generated 1,300 horse power; #2, serving the second, generated 1,600 horsepower. The seven steam boilers for the engines were also isolated from the plant and the engine rooms, the wisdom of which became apparent in the 1913 boiler explosion, which required but fourteen days to facilitate repairs to return the mill to production. The boilers also provided heat to the mill through a forced ventilation and humidifying system. Excess steam was still available to be piped underground to heat the schools, the company store, the administration building and all other community facilities. Two separate direct-current generators provided the mill with electrical power, while two other generators provided the community with streetlights and light for many of the community buildings (Jackson Sun, ca. 1912, pgs. 26-29).

The vast capacity of the Bemis mill required equally vast support facilities for warehousing of raw products and finished goods. While the gin developed on the property (demolished ca. 1949, and rebuilt off-site as the existing gin) was responsible for processing raw cotton for much of the capacity of the mill, it is clear that additional bales of cotton were purchased from beyond the immediate Jackson community to meet its needs of over 17,000 bales per year (approximately 8,500,000 pounds). The warehouse for the company was capable of storing 11,000 of the 17,000 bales needed during the year. The second existing warehouse on the property was designed to hold 2,000,000 yards of the company's finished cotton goods (Jackson Sun, ca. 1912, pg. 27-28). In short, it was an operation of staggering scale and proportions.

Phase One: Creating the Bemis Community, Phase One (1900-1919)

Concurrent with the development of the mill complex, the first of Bemis housing areas rose from the former cotton fields. Though the lack of primary accounts of this period of construction activity frustrates a clear understanding of the process involved, early photographs demonstrate that intensity of architectural and town planning must have been equal to, if not greater than, the intensity of effort given to the development of the original mill and its addition of 1905.

Photographs of the early development of the Bemis community show that the irregular block plan of the area known as Old Bemis was developed first, complete with paved streets, street trees, sidewalks, unpaved alleys and many other qualities still existing in the community today. One company-sponsored history of the project recounts that some sixty or seventy dwellings for the workers were completed in time for the start-up of spinning and weaving operations in June of 1901 (Bemis Company, "Fifty

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Years", n.p.). Development of the area of the community known as Bicycle Hill to the south of the mill likely began at the time of or soon after the opening of Mill #1. In all likelihood, the Butler Street area was developed at this same time. Photographs dating from 1907 show both the Old Bemis and Bicycle Hill areas largely "built-out" as completed residential areas, much in their appearance as that of today. By ca. 1910-12, 280 houses were reported to have been built in the town for company employees, amounting to more than two-thirds of the current architectural survey count for the community (Jackson Sun, ca. 1910-12, pg. 28).

The Architecture of Early Bemis (1900-ca. 1919)

The extraordinary pattern of growth evidenced in Bemis during the first five to seven years of its existence could not have occurred without substantial planning throughout the period. The intensity of this development is magnified when placed in the larger perspective of expansion carried out by the Bemis Brothers Company just during the period of 1898 to 1906. The list of mills and the dates of their opening offer impression enough:

1898	Opening of the San Francisco mill
1900	Opening of the Gulf Bag Co. subsidiary in New Orleans
1900	Opening of the Indianapolis Bleachery
1901	Opening of the Jackson Fiber Company, Bemis, TN
1902	Opening of the Memphis mill
1903	Opening of the Kansas City, Missouri mill
1904	Opening of the Seattle, Washington mill
1906	Opening of the Texas Bag and Fiber subsidiary in Houston
1906	Opening of the Winnipeg, Manitoba mill

(Source: Edgar, pgs 262-264)

While there is little doubt that the Bemis company was able to acquire ample staff to oversee this period of expansion, there is also no doubt that outside design and construction supervision assistance was required, especially in the case of the massive project at Bemis, TN. Indeed, the company may have kept wholesale construction crews and machinery mechanics under contract to carry out the ambitious building period.

Corporate-sponsored histories published through time consistently cite the name of Albert Farwell Bemis as the single source for the plan and design of the Bemis community (Edgar, pg. 262). The younger Bemis' MIT experience certainly made him more than able to comprehend and command the

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development program. Indeed, his MIT engineering training provided him with the ability to directly shape the design of new mills-- perhaps resulting rightly in the attribution of his hand in designing the company's New Orleans mill, built in 1900. His later work in the field of modular housing, to be discussed later, showed his abilities as a more than competent designer and original thinker.

Even so, the complexities of planning, design, engineering, and social engineering evidenced in the building of the town of Bemis were far beyond the talents of any one man to create. This would seem especially significant in light of the demands that must have been placed upon the shoulders of the younger Bemis in developing this and the other mill projects that occurred in this narrow time frame. The Bemis company did have an internal design department-- called the "Engineering Department" on stationery and referred to as the "Architectural Department" in company histories-- headed up by A. F. Bemis. Even so, it is known that the services of Lockwood, Green and Company were required to supplement the talented staff of the department. It is suspected that Lockwood, Green and Company may have had a hand in designing the civil engineering systems of the town environment, especially since many of the mill systems and town systems were inter-related. Later efforts by the Bemis Company clearly show a preference for the employment of substantially-talented planners and designers for company projects.

Unfortunately, the identities of any of the other individuals involved in the town planning and architectural phases of the community's development have eluded notice by researchers to date. It seems that the Bemis company was very private about its business dealings and building projects as a matter of policy, whether as a formal means of keeping the competition unaware of their plans or simply out of a desire to maintain a low public profile.

In the area of architectural design, the quality of the work carried out by these unknown individuals is readily evident in the surviving and non-extant "community" buildings of the 1900-ca. 1919 development period. Perhaps the most significant of the survivors is the Bemis United Methodist Church (1908, with various additions). This high-styled example of the Gothic Revival freely combines footnotes from many Gothic periods into a single structure, ranging from the Tudor to the Perpendicular. Forms and treatments from rural English churches are mixed with detailing more appropriate to more formal, urban churches. The rustic treatment of its modified hammer-beam trussed sanctuary is equally sophisticated. Historical accounts of the building of the church relate that the church was provided to the town as the gift of Judson Moss Bemis in 1906, though the structure was not formally dedicated until April 19, 1908 (Edgar, pg. 302). Some accounts assert that the structure was "pre-cut in Boston and

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shipped to Bemis, where it was assembled." ("Bemistory Today", June-July, 1980, pg. 9). The question of pre-manufacturing of the structure aside, the connection of its design origin with Boston seems characteristic.

The Bemis Mercantile Company building (ca. 1902, with addition 1921) is not particularly remarkable for its design, though the use of shaped bricks (cove, ovolo, cavetto) in its window reveals, cornices and copings was not common in West Tennessee at this early point in the century. The same is somewhat true of its tiled roof.

Other structures no longer extant reflected design characteristics of a high architectural quality for their times. The Southern Colonial Revival design of the Bemis Y.M.C.A. building of 1914-1916, with its two-story porch encompassed by an over-sized Classical portico with pediment, was a fine example of the revival style for its time. It was demolished in ca. 1965. The Bemis company built two schools for white and black students in this period, both of which were built prior to 1907. A third school was added in 1912. All three shared similar characteristics of "open-air school" planning in simple treatments of the Craftsman style, featuring large banks of windows. Of the three, the building housing the West Bemis Baptist Church remains today, though modified from its original appearance. The others were demolished soon after the openings of the Moore School on B Street in 1925 and the J. B. Young School on D Street in 1940. Last, but not least, was the Public Bath House (a.k.a.: Community Bath House, built before 1912; possibly before 1907). Though small in stature, the structure was designed in an exuberant form of the Mission Revival, featuring a fractable parapet coping of semi-circular arched and cyma forms. Though its construction date has not been conclusively identified, it appears to be an early example of this style in the region, not common in larger urban areas like Memphis or Jackson until after ca. 1910.

The housing stock of Bemis constructed in the first seven years of its existence also reflects unusual architectural characteristics that reflect design principles for industrial housing in the Southern states. There are several characteristics of houses from this early period that strongly suggest the effects of non-local, non-traditional design for worker housing. From a planning and development standpoint, the range of diversity in the construction of the pattern housing types in Bemis represent an extraordinary degree of planning and on-site construction supervision, seemingly with the specific intention of creating a diverse, yet familiar housing environment for workers. Ca. 1907 photographs of Bemis give the strong impression that the community had already been in place for many decades prior. Part of this impression is given by the size of street trees at this early date, giving every appearance that larger trees were planted during the original development phase rather than small

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saplings. If this were a private subdivision development, these subtle characteristics would be considered remarkable enough; the fact that these characteristics are evidenced in a company town is nothing short of remarkable. It appears that the town plan, landscape design and architectural design of the community were seen as extensions of the design of the program for welfare capitalism-- a synthesis of environmental design, social engineering and industrial management theory.

Specific characteristics of Bemis housing also reinforce this notion. With the exception of the Dutch Colonial Revival house designs and the later, higher-styled Craftsman houses, all of the basic patterns of worker housing in Bemis appear to be directly derived from types considered traditional to the Southern region. Front Italianate L-plan variations, shotgun variations, pyramidal cottages, double-shotguns, saddlebags and the like are all part of the very heart of Southern traditional housing design. Even so, the arrangement of porches, entrances, of rooms and room uses within the plan of each do not fit the expected norms of regional standards, and yet, the basic aspects of traditional form itself remains unquestionably recognizable. This approach to the creation of a diverse, traditional housing environment does not appear to be shared by contemporary or earlier company towns developed in the Southern states. The conclusion is made that there was a specific attempt to create a comfortable town environment that reflected familiarity with the roots of traditional housing design in the region from which the mill workers were to be drawn.

Other, more subtle characteristics of Bemis housing suggest the hand of a non-local designer. High roof pitches in evidence in most of the Bemis house types greatly exceed the norms for Southern traditional forms. The gambrel and jerkinhead roofs of certain Bemis house types have no precedent in Southern traditional design before or immediately within this period. The eight-foot ceiling height is most common in Bemis, as opposed to the nine- or ten-foot standard in contemporary traditional versions of the same Southern types. Interior and exterior doors do not feature movable transoms often used in the traditional models, though this is not by any comprehensive rule. Finally, window openings seem quite small by contemporary standards. All of these characteristics run contrary to the needs of construction for a Southern climate. In all, these factors somewhat contradict the notion of mimicry of traditional design-- as though the original designer made the effort to copy traditional forms, but was not able to abandon elemental construction standards ingrained from experience in another climate and region. If so, the quirks reflect a designer trained in the structural norms specific to a northern climate.

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Finally, there is a sophistication in the design of detailing applied to the houses of Bemis that is entirely different from detailing systems common in traditional housing contemporary with that of Bemis. In the design of roofs, it has been previously noted that gambrel and jerkinhead roofs were not common to traditional house forms at the turn of the century. It can also be said that both roof forms were also not common to general housing treatments in the South in this period. While a few high-styled Queen Anne residences can be found with jerkinhead roofs (notably in Rugby, TN), their use in middle-class dwellings is not common until the rise in popularity of the Craftsman bungalow in the 1910's and 1920's. In the region, gambrel roofs are literally unknown prior to ca. 1910 except in the construction of barns.

Certain elements of Bemis houses appear to be standardized units ordered from a single sash, door and blind company. Standard units include window sashes, doors and mantelpieces that were employed without variation in nearly all pattern house types of the period. The six-light window sashes and the five panel doors of Bemis are common period features of catalogs; however, the other (front) doors and mantelpieces are of uncommon Craftsman designs. A source for these features has not yet been located in trade catalogs of the period.

Most intriguing of the design elements of Bemis are the decorative system variations featured on its porches. Remaining, unaltered porches in Bemis display a number of unusual carpenter treatments not known in other traditional housing in the region, especially in the design of brackets and valences. The Mission-style block spindle treatments of porch balusters, stairs and valences is a subtle variation on this traditional treatment; when combined with one of the three variations of Mission-styled brackets, the resulting design effect becomes a notable design feature of the community. The appearance of Mission styling in the period of 1900-1907 in Bemis is not expected, since its popularity on a national scale was not common in this specific period of time. Histories of architectural styles do not place the style in any form of common use on the West Coast, its place of origin, until after ca. 1890 (McAllister, 409-410). Prominence outside of the Southwest region was not reached until after the Bemis work was largely completed. The fact that the style was transformed into a carpenter treatment at this early date seems precedent-setting at the very least. The existence of these forms of detailing in Tennessee at such an early date seems to again suggest the influence of a significant architect who was not afraid of experimenting with new design forms, rendered in the appearance of traditional usage.

It has been suggested that the houses of Bemis may have been constructed as pre-cut or prefabricated units, not unlike the Sears or Alladin houses of the period. A review of catalogs for these and other

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pre-manufactured house companies in the period do not reveal similar structures and design elements. Photographs of residential construction in progress do not reveal evidence of true prefabrication of assembled structural units-- the structures are clearly "stick-framed" on site, though the use of pre-cut units is not precluded by this evidence. The variation of roof types among common single house plans would suggest that pre-manufacturing was not possible to a reasonable degree. However, it is possible that the houses were pre-cut and shipped to Bemis as house packages for construction, which would help to explain the speed by which the houses were raised. The variations in the porches and their detailing could have been assembled from inter-changeable parts. If so, the pre-cut parts of the houses should bear penciled or stenciled part numbers to guide their assembly. Local residents interviewed do not recall seeing such labels in houses that have been rehabilitated in recent years.

Photographic evidence also reveals that certain original houses were replaced with different units at an early date. Photographs taken in ca. 1903-07 clearly show that B and C streets in Old Bemis were lined exclusively with two-story, gable-front housing units. However, photographs of a slightly later vintage, ca. 1919-1922, reveal that the two-storied structures had been replaced by the single-storied gable-front types in evidence today. Each of the structures built as replacements or infill followed the patterns and detailing of earlier structures built in Old Bemis from 1900-1907.

The reason for dramatic change in this portion of Old Bemis is not entirely clear. However, there is a body evidence that the change was made to adapt the housing stock to the changing needs of the employee population during this period. The McCowat-Mercer Directory of Jackson for 1906 lists the names of 593 inhabitants in Bemis. While family groups are recognizable among the names, it is clear that the vast majority of residents were not married-- most, in fact, appear to be young women. There are many pairs or groups of unmarried women who share last names, yet, no males with the same last name are listed-- seemingly, groups of sisters or cousins. Since addresses for Bemis residents were not provided, it is suggested that the 1906 directory information may have been compiled from an employment roster rather than the more traditional door-to-door solicitation of information. A later city directory for 1910 seems to have collected information door-to-door and does not reflect the same percentage of single women as residents-- indeed, the proportion is reversed.

Comparison of early descriptions of Bemis (ca. 1906-1912) with later ones suggest that the company first sought out single employees for its first generation of workers, but targeted families as the community matured, probably as an attempt to stabilize turn-over in the employment

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population. By example, early materials tout the residential environment but also make prominent mention of numerous boarding houses for single employees. Later materials still mention boarding houses, but greater emphasis is placed on the quality of the environment for rearing children-- good schools, ample recreational facilities, a stable moral environment, etc. (Bemis Company, "Bemis, Madison Co., Tenn., pg. 1-15). The conclusion is made that the change in the housing types along B and C Streets was made to provide multi-room housing needed by the growing employee population of families.

Social Engineering and Architecture in Bemis

Along with the houses for employees came the community support facilities that form something of an hallmark of an industrial community developed under a welfare capitalism system. By the turn of the twentieth century, prior experiments in welfare capitalism had tested various approaches and bounds, ranging from the most simple to the most complex, each with varying degrees of success (a discussion of the welfare capitalism "system" follows later). Evidence suggests that the approach to welfare capitalism in Bemis required modifications through time, as in the evolution of any experimental activity.

The support system for the residents of Bemis was established at the very outset of community development and evolved as the needs of the community changed. In Bemis, the support system was not limited to the provision of quality in the working conditions for employees while on the job, nor was it centered on the provision of merely basic housing for workers. The quality of the welfare capitalism system in Bemis began with establishment of the basic town environment with its original infrastructure-- a quality nothing short of remarkable for its time, especially when weighed against the likes of major contemporary Southern cities, let alone small towns. The wide streets, broad house lots, the quality an diversity of architectural design of residential units, the provision of services-- all were well above the standard comparable to that provided by any city of size in the South for this period.

The remote location of the town of Bemis required that the company provide additional services like that of any community, apart from the provision of basic water and sewer service. Of prime importance to the company and its employees were schools as discussed previously. Schools in Bemis were developed as joint ventures of the Jackson Fiber Company and Madison County; the company funding the building, the county funded its annual operation. Apart from primary education a night school for

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employees and residents of the area was maintained in the winter months by the company throughout the period (Jackson Sun, ca. 1910-12, pg. 29).

The lack of a convenient banking institution also led to the development of a voluntary savings fund for employees, administered by the company from within its corporate offices. The first known reference to the savings fund occurs in ca. 1910, at which time over \$42,000 was being administered on deposit earning 5% interest on deposits less than \$1,000 (Jackson Sun, ca. 1910-12, pg. 29). By ca. 1916, the fund exceeded \$75,000 ("Bemis, Madison Co., Tenn.", pg. 9).

Shopping needs for the employees of the town were provided by the Bemis Mercantile Company, a company owned and subsidized general provision store built in ca. 1902-04. Unlike the popular image of "the company store", the costs of food and other basic needs ran at par with those in the stores at Jackson (Brandes, pg. 45; Stone, pg. 3). Nearby shops along Bemis Lane were available for comparison shopping or specialty needs. Jitney service and reasonably frequent local trains provided reasonable accessibility to Jackson from the Bemis Depot. Bemis was also provided a post office and an express office, with housing for the post master provided by the company in town. Of some interest is the fact that Bemis still retains its post office, with its town name and zip code maintained separate from Jackson to this day.

Beyond the provision of the basic town environment, the Bemis Company also provided for a complex system of other community services for all employees from the very start. The provision of these services was seen by the company as a needed incentive to attract a high-quality, stable work force away from the surrounding farm environment or competitive employment in Jackson. From a qualitative standpoint, the quality of life for employees of Bemis again far exceeded the environment of comparable cities and towns in the region.

The first line of interface between labor and management was provided by the mill's "lady welfare worker", a person who served as part social worker, counselor, grievance liaison and medical advisor to the people of the entire town. Church services in the community were held in the assembly hall of the Bemis Mercantile Company before the gift of the current Bemis United Methodist Church building to the residents of Bemis by Judson Moss Bemis in 1908. The church was originally operated as a Union Church, with services and a Sunday School provided by a resident Methodist minister. Circuit-riding preachers from other denominations were welcomed to preach in the church on a somewhat regular basis. Baptist and Methodist Episcopal denominations eventually broke off from the Union church to worship on their own in accustomed fashion in other company-provided halls. Unlike many company towns, the Bemis Brothers

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Company encouraged the formation of secular secret organizations. The assembly hall above the Bemis Mercantile Company was made available for such meetings. By 1910, the town of Bemis was home to councils of the Woodmen of the World, the Improved Order of Red Men, the International Order of Odd Fellows and the Woodmen Circle (Jackson Sun, ca. 1910-12, pg. 29).

Community facilities provided by the company and developed in this early period included a community laundry building (ca. 1905-07), a bath house (ca. 1905-07), a free library (ca. 1910), a playground (ca. 1907-10), recreational fields (ca. 1907-10), a six-hole golf course (ca. 1910-12), a small gymnasium (ca. 1908-10), and a swimming pool (ca. 1910-12). From the beginning, small farm plots on vacant land near the mill were made available to employees for raising vegetables, small crops or for the enclosure of farm animals. The construction of the Bemis YMCA in 1914-1916 rounded out the program greatly by providing additional recreational and educational opportunities. (As an aside, it is interesting to note that A. F. Bemis' second cousin was John V. Farwell, one of the founders of the YMCA in America).

The provision of company-owned and maintained housing was perhaps the major benefit afforded employees of the Bemis mill. Again, in order to attract the quality of employees from the surrounding region, the quality of the housing provided was not compromised in the least. Unlike the popular impression of housing in a company town, the housing built in Bemis was anything but minimal, impersonal shelter seemingly stamped out by a machine. It is clear that the company went to excessive lengths to create varietal housing in a wide palette of sizes, shapes, roof patterns and architectural details to add human quality and sense of individuality to the residents of its workers. The general criticism of the lack of individuality and personality in the houses of company-owned communities did not apply to the environment of Bemis (Meakin, 391-392.; Magnusson, pg. 148; Brandes, pg. 41). An even more subtle truth of this contention is reflected in the painting of Bemis houses in different colors, as opposed to the common additional monotony of a comprehensive single color treatment for company housing (Brandes, pg. 41). Black-and white photographs taken before ca. 1912 clearly show differences in the tones of the body colors of Bemis houses. Paint samples have not been taken to reveal the actual colors used.

During this early period of the community's development, housing ranged from three rooms to as many as eight, each let for the universal rent of \$0.35 per room, per week, or an average of \$6.00 per month (Stone, 1906, pg. 2). Though inside plumbing and bathrooms were not added to the houses until later, water for each house was available at a hydrant located at the back door. To the rear of houses stood small structures

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that contained a wood shed, storage area and a toilet room, with flush toilets serviced by a underground septic tank. Maintenance of houses was carried out by teams of carpenters, painters and other tradesmen employed by the company.

In all, the welfare structure provided by the Bemis Company compared very favorably with the best of their mill communities, and greatly exceeded the majority.

The Welfare Capitalism System in America

Manifested in the form of the company town, welfare capitalism was a tool used for better or worse, depending on the company's perspective at the time and on one's perspective today. In the hands of some employers, the company town was a mechanism to suppress unionization; to minimize labor unrest; to guarantee the economic dependency of the worker to the mill; and, to maintain conformity (Brandes, pgs. 38-51). In other hands, though, welfare capitalism was a reformist philosophy that stood to improve conditions in the workplace; to provide a safety net of support for the well-being of workers; and, to provide for a means of achieving social and economic mobility. At the end of the nineteenth century, welfare capitalism was seen as the solution to the working and housing conditions of employees, not the problem (Meakin, pgs. 19-37).

Histories of labor relations, industrial development and the company town phenomena in America often present the popular impression of the industrial community as an exploitive tool employed to passify and subvert the mobility of the worker. Of course, this was not the case in all company towns across the nation. The design and application of later reformist welfare systems were as diverse as the industries themselves. The intention on the part of many employers was to improve the workplace and the environment that supported workers. Some employers did little more than to alter the design of the workplace to improve safety and to encourage better production. On the opposite end of the scale was the example of an aggressive company town system like LeClaire, Illinois, which was designed with incentives such as employee profit-sharing, company-financed home ownership, and pension programs. Indeed, while it was George Pullman's 1877 experiment in Pullman, Illinois that is largely regarded as establishing the model for welfare capitalism in the late-nineteenth century; its' importance was likely superseded by N. O. Nelson's village of LeClaire in 1888 (now part of Edwardsville, Illinois) in setting aggressive, significant trends in welfare capitalism. A greater perspective on the issues of welfare capitalism may be had in Stuart D. Brandes' American Welfare Capitalism (Chicago, 1976); Budgett Meakin's

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Model Factories and Villages (London, 1905); and, Leifur Magnusson's Housing by Employers in the United States (published as Bulletin #263 by the Bureau of Labor Statistics, October, 1920).

The typical elements of a fair welfare system included the provision of housing (usually company-owned and company-maintained); a safe, clean and well-lit workplace; a certain degree of company-sponsored medical treatment; a company store (in remote or satellite communities); and, numerous company-sponsored community facilities, which might include schools, a YMCA, recreational areas and facilities, and perhaps a union church meeting house. Examples of more repressive systems would have provided less in the way of community facilities, good working conditions and medical care, while exploiting the worker through payment in script rather than cash (thus forcing purchasing through the company store); requiring employees to live in company housing; and, requiring employee contracts that forbade assembly for unionization activities.

While it is true that systematic paternalism was most common, Meakin, Brandes and other historians of welfare capitalism contend that the ideal company town was one that allowed for the worker to gain homeownership, above and beyond other appropriate aspects of a welfare system provided by employers. Home ownership was the American ideal above all else, a luxury of independence and dignity that still drives the American dream.

In spite of this popular impression, though, a contrary point of view can be argued. In the cases of industrial communities where the welfare system was geared toward the provision of homes under private, worker-ownership like LeClaire, South Manchester, and Berwick, Pennsylvania and others, it can be still argued that the American ideal was not satisfied-- at least, not in the terms as we perceive it today. Ownership of a home within the boundaries of an industrial community still caused the worker to be reliant on the mill for mobility, since the health of the mill would have a direct effect on the ability to sell the home on the market. Proximity to the mill would be a selling point to other mill employees first, and to "outsiders" as a far second. Like LeClaire, the development of some communities was financed by the employer, not by an independent banking institution-- thus tying the mortgage of the home to continued, long-term employment. In some company towns like LeClaire, covenants required that the home be sold back to the company when the worker wished to move on. The selling price of the house in cases like these was based upon actual equity invested by the worker, not by the fair value of the property on the open market. While the accumulation of equity was worthwhile for the worker, the house as an investment, was poor even in comparison with a simple contemporary savings account bearing 5% interest. Upon reflection, such a system was far more paternalistic than its impression on face value.

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In all fairness, though, employer systems that did provide some form of home ownership were progressive for their times and were recognized as such in their day. The critical shortage of worker housing made all forms of housing-- independent and company-owned-- an improvement over the dismal quality of rental units affordable to workers on the open market during this period. The "housing problem", as it was known, continued to drive the establishment of company towns well to the 1950's.

In comparison with many of the other welfare systems in company towns, Bemis compares extraordinarily well, including those considered as "models" in their own time, as well as in hindsight. The welfare system of support for workers was quite extensive and fair, ranging from workplace to homeplace. The provision of schools, community facilities, recreational facilities and other basic community needs exceeded those provided by most other contemporaries (Magnusson, various citations). As noted previously, the housing conditions, sanitary conditions and matrix of public works greatly exceeded those of contemporary communities, let alone company towns.

Another condition that set Bemis apart from many of the earlier company towns was the payment of workers in cash, not in company-issued scrip. Cash compensation allowed Bemis employees to be free of the company store as the sole source of goods and services. Comparison shopping for goods in the stores along Bemis Lane or in Jackson was not only possible, but frequently enjoyed by employees (Stone, pg. 2-3).

Unlike most company-owned towns, the choice of residence in Bemis-owned housing was optional for the employees of the Bemis mills (Brandes, pg. 45). Company-rented housing was provided as a safety net for workers who did not desire to be socially mobile or were unable by circumstances of their own. City directories for the Jackson area in 1906 and 1910 show that some Bemis employees exercised this option by living in Jackson or on privately-owned house lots nearby the Bemis mill, notably in an area known today as Eastport (McCowat-Mercer, 1906, 1910). In turn, there are some indications that a housing in Bemis was occasionally rented to persons not employed by the Bemis mill (since the directory listings do not often identify the employment of the spouses of heads of households, if any, and since no mill employment rosters are available for comparison, this contention is inconclusive).

It appears clear that the system employed in Bemis also did not deter economic mobility of the worker if they so chose. Since employees were paid in cash, the low rentals for company houses were able to actually fuel an investment by the worker outside of the community. Indeed, the savings fund maintained by the company for workers seems to have provided a vehicle for economic mobility, with the company's encouragement. In his

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observations on Bemis reported to the Bemis company in November of 1906, M. B. Stone noted "A great many of them (employees) either had some property, generally in the form of land, when they came to Bemis or have acquired it since their arrival there. The number of persons working in the mill, for the ordinary mill pay sometimes for as little as 75 (cents) a day, who own land was very surprising to me. These people who own land and are therefore not entirely dependent on their work in the mill for support, either cultivate it themselves or rent it to others, of less means, who hire farms every year and cultivate them a part of the time in addition to their work in the mill" (Stone, pg. 1). Promotional literature issued by the company to attract prospective employees actually seems to encourage mobility-- "Since this (savings fund) account was started, a good many families have saved enough to but a farm. Every co-operation (sic) is given by the Company to help its employees save and to make safe investments" ("Bemis, Madison Co., Tenn.", pg. 9).

In sum, the system of welfare capitalism developed in Bemis appears to have been neither perceived evil of systematic paternalism nor was it the more egalitarian fraternalism. The system in Bemis was more beneficent than paternal-- allowing self-determination and encouraging self-reliance to the degree desired by the employee.

The model of welfare capitalism developed in Bemis, Tennessee compares favorably with many of the more progressive contemporary company towns. Unfortunately, the historical record does not indicate which other towns the Bemis company may have used in developing its pattern, if any. By 1900, there were numerous examples of company towns to emulate in the area around Boston, notably Waltham, Massachusetts, South Manchester, Connecticut and others. LeClaire, Illinois would likely have been known to Judson Moss Bemis since N. O. Nelson was a contemporary in St. Louis and the town lay nearby. It could even be that the villages of Lime, Frederick, Seguno, developed by Colorado Fuel and Iron Company, were familiar to the Bemis family from their contacts in Colorado Springs. The sources of inspiration for Bemis, Tennessee, if any, may never be known. However, it can be said that Bemis compared fairly with contemporary examples of model company towns in its approach to welfare capitalism, particularly with those developed in the South at or prior to the turn of the twentieth century. Indeed, Leifur Magnusson singled out Bemis as an example of "An unusually well-kept cotton-mill (sic) village in Tennessee" in his national overview of company towns in 1920 (Magnusson, Fig. 61, op. pg. 144). It was a qualification reserved only for the photograph of Bemis.

Changes in the infrastructure and town environment of Bemis were due by the close of its second decade of existence. While the town may have represented cutting-edge standards for industrial communities at the turn of the century, revolutions in "standards" for public health and the

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institution of state governmental scrutiny of Tennessee towns in 1919 urged the adoption of change to maintain the quality of the community among its regional peers. In a great degree, the new standards for company towns had been set by the work of the U.S. Housing Corporation in establishing some fifty-two war production-related communities during its brief existence from 1918-1919. While the Bemis company was not directly involved in the work of the U.S. Housing Corporation as a war-production industry, Albert Farwell Bemis was more than well-aware of its work and its impact by way of his service beginning in 1916 on the Council for National Defense, a Presidential council of cabinet members and an advisory commission with oversight over all domestic war emergency activities, including the U.S. Housing Corporation (A.F. Bemis, "Sketch" 1923).

Bemis, Tennessee: Growth to Maturity, Phase Two (1919-1926)

Beginning in about November of 1919, the Bemis company began the planning of an ambitious renovation of the community at Bemis, TN, through the direction of the Housing Company of Boston and its related sub-contractors. The project consisted of three parts: first, the up-grading of the sanitary and storm sewer system, and water supply for the community, engineered by the firm of Fay, Spofford and Thorndike; second, the design of a subdivision addition to the town ("Silver Circle"), designed by Arthur A. Shurtleff and built by the Housing Company; and, third, the design and construction of other numerous community improvements (Bemis Auditorium, Administration Building, Bemis Inn (unbuilt), additions to the Bemis Mercantile Company and Bemis Union Church, etc.), designed by Andrew H. Hepburn and constructed by the Housing Company. The projects represent the first documented work by nationally-prominent architects, engineers and town-planners in the development of Bemis, though similarly important figures are suspected in the earlier design phases (Textile World, reprint June 10, 1922, n.p.; Fay, Spofford & Thorndike "Report" and plans).

While the engineering work to rehabilitate the water and sewer systems seems mundane, the work was seen as a needed improvement that would greatly benefit the company and its workers as a community. While the general improvement of mains, drainage and the like was done by ca. 1922, the system was designed to provide for the incremental improvement of the entire residential environment with indoor plumbing facilities-- a change that required careful addition to each residence in the town. It is a credit to the planning of this work and to the implementation of it by the Bemis company that the added baths are not readily apparent as additions

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to the houses today, unlike the common, haphazard treatments familiar in similar system upgrades in private neighborhoods during the period. The company saw this action as a continuation of the quality of their original mission in Bemis. In comparison with the other significant work in this period, the company felt that "(t)he other improvements recently completed are not so conspicuous, but are of equal importance to (mill) operatives... Eventually, every dwelling will have bathrooms, running water and sewer connections. When it is remembered that only about 4 per cent. (sic) of the Southern textile operatives' houses have similar accommodations, it will be more readily appreciated how far above average Bemis will be when the work is completed." (Textile World, n.p.).

The portion of the project that was more evident was manifested in the design of the general plan and its structures. The curvilinear street plan for the Silver Circle addition differed radically from the earlier modified grid plans of Bemis' residential areas. The plan has a general affinity with the plans of the Bridgeport, Connecticut and Newport, Rhode Island housing projects designed by Shurtleff for the U.S. Housing Corporation in 1918-1919. Of interest is the association of Andrew H. Hepburn as architect of the structures in the Bridgeport project as well.

The design of the residences for the Silver Circle addition are quite sophisticated adaptations of "fine old Maryland Dutch cottages of Colonial times" (Textile World, n.p.) that were rendered in singleplex and duplex forms. While the duplex structures display no variation from one to the next (unlike the early pattern of all early Bemis housing), the singleplex residences are quite another matter. Each of the singleplex houses contains a repeated central block of five bays in width with a central door. Variation in the houses occurs with the placement of side wings in differing combinations and with differing features, depending on the number of rooms provided in each. While there are repeated combinations of each variation, they are removed from one another enough to avoid the appearance of repetition. Along portions of Young Street, houses of similar design are placed side by side as mirror images of one another-- a subtle trick that does not give the appearance that the units are repeated.

The various other structures built in Bemis to the designs of Andrew H. Hepburn add a great quality of character to the community remaining today. Additions built to the Bemis Mercantile Company building and the Bemis Union Church were carefully designed to follow the style, detailing, and materials of their original construction. Only alterations made in recent years to the addition to the Bemis Mercantile Company building have removed the sympathetic treatment of these structures. It was at this time, apparently, that all or nearly all original storage sheds and privies were replaced with the current series of carbarn designs that

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survive in association with many residences today. The development of these structures represents the changing nature of mobility in America during the early 20th century when mass-production of the automobile made its purchase by the working class an economic feasibility. In spite of the variety of designs and materials used in their construction, a great sense of sympathy with the design and materials of the original residential structures was maintained.

Similar care was taken in the design of the major new structures. The plans for the Administration Building and the Auditorium were prepared in sympathy of design, materials and scale to one another without being repetitious. Placement of the structures in proximity to one another adds a focal point dimension to the town that was missing in years past. Indeed, the location of the Auditorium at the jog in the intersection of North Missouri, South Missouri and A Streets provides it with the benefit of being at the convergence of two important lines of sight or vistas within the community. The Auditorium is "connected" visually with the Administration Building by the small park at the northwestern corner of North Missouri and A Street, thus tying the structures together as symbolic centers of the community somewhat in the tradition of the City Beautiful Movement. The Bemis Inn was planned to be located in the proximity of the YMCA building, and if built, would have created a civic center for the Bicycle Hill area of the town much in the same way that the Auditorium and the Administration Building did for Old Bemis.

The two structures also served to extend the quality of the welfare capitalism system at Bemis for decades to come. The Auditorium was built to accommodate 1,000 people and served as the social center of the community on a near-daily basis for many years. Motion pictures, traveling theater productions and local theater productions were the fare for employees and their families. The Auditorium also served as the center for community and company-related meetings and events. The Administration Building served a far greater purpose than that of an office building, given that its second floor was outfitted to house the town's doctor, dentist and its dispensary, reachable from a separate entrance from the mill offices. The structure also housed offices for the town's welfare worker and for all other residential/employee relations. In this way, the Administration Building served as a bridge between the company and the mill rather than as an imposing bastion solely for the benefit of management.

The quality of design and the attention to detail manifested in the 1920-22 improvements at Bemis directed by the Housing Company clearly continue the standards and approach established in the original community development in 1900-1907 and after. It is suggested that the design and development philosophies employed here in both periods were instilled by

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A. F. Bemis in the general work of the Housing Company in other projects in other places. The fact that the Bemis company employed the Housing Company to carry out the design and construction of the improvements should certainly come as no surprise. However, given that there is evidence of earlier work by the Housing Company on non-Bemis company projects, it would seem as though the work in Bemis, TN was not intended merely to prove the abilities of the Housing Company in developing a project from start to finish. While the project added to the portfolio of the Housing Company and must have added further credibility to their work, it was not arranged solely for this purpose.

The final era of residential development in Bemis occurred with the development of West Bemis in 1926. While direct evidence of the involvement of the Housing Company is not available, similarities in approach and design to the work done in Silver Circle strongly suggests their association on the project. While the street and lot plan for West Bemis follows the more traditional grid familiar to earlier portions of the community, the use of a repeating pattern of six different house designs the philosophies of A. F. Bemis and the Housing Company in the design and detailing of worker housing developments. In addition, the similarity of the two duplex forms in West Bemis bear great sympathy in massing, scale, plan and detailing with the duplex form built in Silver Circle.

The plan of West Bemis unmistakably shows evidence of planning for the future expansion of the housing area. The fact that A, B, and C streets each end on the west with reserved right-of-way dedications is clear evidence of this intention. No physical dedications were built into the line of A and C streets to indicate planned expansion to the north or to the south, but extension of Robert, Allen and Gregg streets into vacant parcels to the north and south could have easily been accomplished if desired at a future date. No expansion to the east is evidenced, nor was it likely, since the vacant lands to the east of the area are prone to the flooding of Cane Creek.

Prior planning for the development of West Bemis is not evidenced in the plans for the general water and sewer improvements for the community carried out in 1920-22 (Fay, Spofford & Thorndike, "Report" and plans). The suggestion is made that the development of the community was the result of reasonably sudden growth in demand for the products of the Bemis mill, rather than as a result of a conscious, long-range development plan.

The fact that the development of this portion of the community coincides with the development of the J. B. Moore School in 1925 (demolished 1991) seems to add credence to this assertion. However, the deterioration of the

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cotton market caused by a decrease in agricultural production in these years (the result of the effects of the boll weevil and other factors) seems to contradict the need for any expansion at this time.

1926-1949: Completion of Historic Development

By the end of the 1920's, the town of Bemis had grown to a point of stasis, perhaps reaching its largest population of some 3,000 people in ca. 1940. At this time, the J. B. Young High School (now J. B. Young Elementary School) was built in partnership between the Bemis Company and Madison County to the designs of Hanker and Cairns of Memphis. The new school replaced the two frame schools built for the use of the children of white employees in ca. 1905 and 1912 at the corner of North Tennessee Street and B Street in Old Bemis. The "Physical Education and Manual Arts Building" was added to the south side of the school in 1947-48 to expand the vocational and recreation outlets for the school ("J. B. Young High School..", pg 3-5).

The final improvement made in the historic period of the development of Bemis was the Bemis Gin, built in 1949 at the end of Gin Street to the southwest of the Silver Circle housing area. The existence of the Bemis gin with the Bemis Mill was a critical factor in the original development strategy for the mill community in Jackson. The gin replaced an earlier facility located within the mill compound; its replacement was made necessary to accommodate the movement of tractor-trailer trucks within the compound. The redevelopment of the gin maintained the historical connection between the local supply of cotton and the Bemis mill, a relationship begun in 1900 and continued to a degree today.

The Bemis community continued a healthy symbiotic relationship of mill and town until the 1960s, when the profitability of the enterprise began to fall somewhat. By this time, the era of the mill town had largely passed on much of the American scene. In step with its competitors in the South, the Bemis Company divested itself of its mill housing beginning in 1965 by selling the units to employees on the basis of seniority. Symbolic of this era was the demolition of the Bemis YMCA and the housing that surrounded it for the construction of the massive cotton warehouse located at South Missouri and Second Streets. A decade later, annexation by the City of Jackson perhaps signaled the metamorphosis of the town to a new stage as part of a larger community. The sale of the mill by the Bemis Company in 1980 was the action that ended the special relation of mill and town.

Today, Bemis remains as evidence of this special relationship and the vision of the Bemis Bag Company in establishing this bond with such care and quiet dignity. Today, many, if not most former company towns remain as

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benchmarks of the exploitation of workers and their living environments as provided by management. On the opposite extreme, Bemis remains as one of the success stories where the worker was afforded a living and working

place with dignity and care for the retention of the qualities of the individual. Through time, the town of Bemis was an experiment that changed and evolved to maintain its quality of life for worker and management alike. It was a place shaped by three generations of architects, town planners and engineers; some unknown, some of national prominence or who rose to national prominence in the years following their contribution to this environment. In return, it appears that the philosophy of design that shaped the quality of this place was returned to other industrial villages and town environments by Albert Farwell Bemis, the person most responsible for shaping that design. In spite of changing fortunes tied to the mill, the quality of the town environment remains evident today, perhaps usable still as a model for contemporary suburban developments. It is a place most worthy of our recognition and attention to its careful preservation as a useful contributor to Jackson and Madison County in the future.

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A.F. BEMIS (1870-1936)

Born in Boston on November 11, 1870 to parents Judson Moss and Alice Cogswell Bemis, Albert Farwell Bemis grew up to become a truly remarkable individual, distinguished nationally and internationally as an industrialist, academic philanthropist, and a visionary advocate for the development of means of affordable housing. Though provided with a life of privilege afforded by the acute business prowess of his father, the younger Bemis applied the opportunities of his station to the betterment of the less-fortunate, both with the power of investment and with the powers of his imagination.

A.F. Bemis was largely raised in Colorado Springs, Colorado by his mother, whose good health required the qualities of mountain air and climate. Though his father was forced to live in Boston to operate the main office of the Bemis Brothers Company, frequent trips to the main St. Louis manufacturing plant of the company allowed the elder Bemis to maintain contact with his family, though perhaps not as frequently as they all would have wished. The younger Bemis attended Cutler Academy in Colorado Springs and entered Colorado College as a freshman in 1888. In the following year, A.F. Bemis transferred to the Massachusetts Institute of Technology to complete his education and to be with his father in Boston, entering in 1889. He was to graduate with the Class of 1893 with his S.B. in Civil Engineering. His close association with MIT was to last for the rest of his life, returning more to the Institute that he took from it (A.F. Bemis "Sketch").

Following graduation, the younger Bemis joined the Bemis Brothers Bag Co. in the position of Vice President in charge of all building and engineering projects for the company from 1894 to 1922. He is consistently credited with directing all aspects of construction in the development of Bemis, Tennessee, beginning in 1900 (Bemis Company, "Fifty Years.."; "Bemistory Today", June-July, 1980; etc.). "(A.F. Bemis') interest in housing was stimulated many years ago by his travels in Europe, where he came in contact with a recognized housing problem long before it was recognized in this country." (Technology Review, May, 1938. The "travels" referred to here were the trips of both Bemis father and son to England and France in 1895.). It is readily apparent that the development of Bemis, Tennessee was A.F. Bemis' first response in approaching the problems associated with the development of quality housing for the working class.

Bemis' rise to a place of national and international prominence appears to begin in 1905 when he was elected as a member of the board of directors for the Boott Mills of Lowell, Massachusetts, a position he retained until 1934. He then organized Lowell Manufacturing Association in 1906 as a conglomerate of textile mills in the Ludlow, Massachusetts area. The Ludlow firm was to build more than 8,000 housing units during the

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first quarter of the twentieth century, but Bemis' association with this development, if any, is not understood at this time. In 1909, the younger Bemis took over his father's position as president of the Bemis Bag Company, with his father serving as chairman of the board. It was a position he was to retain until 1925. Bemis was elected as president of the Alumni Association of MIT in 1910 and made a life member of its corporation beginning in 1914. For the rest of his life, Bemis was a member of MIT's Visiting Committees in the departments of Civil Engineering, Architecture, Naval Architecture and its Division of Industrial Cooperation and Research. (Technology Review, May, 1936, pgs. 351-352). Bemis' interests in education were not exclusive to MIT. He also endowed the establishment in 1920 of a Department of Building Construction at Hampton University in Virginia, and also funded the construction of the Bemis Architectural Laboratory on its campus in 1924 (Bemis Papers, Hampton University).

Bemis' business activities apart from the family company were equally diverse. Bemis established the Angus Co. Ltd. of Calcutta, India in 1910-12, a jute and burlap conglomerate of six mills that provided a direct supply of jute bagging for the Bemis company. The Angus Company was also conceived as a welfare capital system with company-owned housing, the second such development created by the Bemis family. Other positions of similar note and significance included a directorship of the Second National Bank of Boston from 1916 to 1926, and of the Federal Reserve Bank of Boston from 1928 to 1932.

Bemis' importance in the textile industry brought him into other positions of prominence on a national scale. Bemis was a founding member of the National Industrial Conference Board in 1916 and held various positions on its executive committee during the rest of his life. He was also a member of the National Civic Federation as a member of the Commission on Foreign Inquiry, responsible for the authorship of portions of its report in 1919 on the subjects of "Social and Industrial Relations" and "Housing and Agricultural Reconstruction". As president of the National Association Cotton Manufacturers in 1916, Bemis was appointed by President Wilson to the Council on National Defense, the presidential-level advisory commission for war preparedness. His work with the Council included service on various committees, including the Emergency Housing Committee that saw the creation of the U.S. Housing Corporation in 1918, created to design and develop emergency housing for workers in military-related industries (A.F. Bemis "Sketch").

Perhaps inspired by the conception of the U.S. Housing Corporation, Bemis established his own venture in 1918 called the Housing Company of Boston (see further discussion that follows). The Housing Company and Bemis Industries began as a design-build firm for planned industrial and suburban communities; a concern that continued through the late 1920's. The employment of John Ely Burchard by the Housing Company in 1924, to turn more towards the potential for the development.

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of affordable housing through methods of modular construction. In essence, this change in approach represents Bemis' third period in philosophy towards the affordable housing problem. The affordable modular house was a goal that was to continue at the forefront of Bemis' attention for the rest of his life.

Bemis' interest in the design and development of affordable housing systems led to numerous publications, published such forums as in the Annals of the American Academy of Political and Social Science, Architectural Record, the New York Times, and Technology Review, the monthly journal of the MIT Press. The height of his work as an author occurred between 1934 and 1936 with the publishing of the three-volume series The Evolving House with co-author John Ely Burchard. In its time, the work was seen as the most extensive, comprehensive study on the social history of shelter, the economics of the construction industry, and the survey and design of modular housing systems.

The wealth of Bemis' other national and international accomplishments are too numerous for the scope of this forum. His tragic accidental death on April 11, 1936 was widely reported in the American and international press, as well as in numerous trade publications such as Architectural Review.

A.F. BEMIS and BEMIS INDUSTRIES (ca. 1918-1936)

The establishment of Bemis' Housing Company was but one part of a surprisingly complex organization initiated by Bemis to initiate research, design and development of affordable housing. All of the parts of this effort were assembled under the personal umbrella corporation called Bemis Industries. Bemis Industries was the research arm of the conglomerate, with offices in Waltham, Massachusetts and its laboratory in nearby Waverley. Headed first by A.F. Bemis and after 1926 by John Ely Burchard (1898-1975), Bemis Industries carried out a wide variety of research

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activities in all areas effecting the housing industry, from the costs of labor, quality of design, properties of materials and costs of materials (Burchard, Biographical Notes, n.p.).

The initial intent of Bemis Industries seems to have been directed towards simply lessening developmental costs for affordable housing through a coordinated design-build approach; later, though, the major focus of the company was directed with the intent of developing a practical system for producing prefabricated and modular housing. The Housing Company was but one subsidiary, directed from 1919 to 1923 by Tyler Stewart Rogers and afterward by John Ely Burchard. The Housing Company was responsible for development analysis, site planning, architectural design and construction of housing projects. Other subsidiaries were responsible for the research, development, testing and production of new construction materials and systems. Included among these subsidiary companies were Building Products, Inc., the Atlantic Gypsum Company, the Penn Metal Company, and Fiber Products, Inc. A fifth subsidiary believed tied to the Bemis Industries system was South Tamworth Industries in South Tamworth, New Hampshire; it was primarily a woodworking company and may have been closer tied to Bemis' charitable activities than business activities (A.F. Bemis Foundation Collection, "History", pg. 3).

The design-build work of the Housing Company is not well-documented, due to the distribution of its project records to clients following A.F. Bemis' death in 1936. The first major project of the company appears to have been the development of Bemiston, Alabama (now a part of Talladega) for the Bemis Brothers Bag Company in 1918 (Arthur A. Shurcliff, "Autobiography", pg. 59). Other known projects include a project referred to as "the Quincy Housing Development" (Housing Company to Street, December 1, 1919), the "Silver Circle" housing area in Bemis, Tennessee, and "many of the finest group housing developments in New England and elsewhere, notably those at Bridgeport and Nashua, New Hampshire." (Technology Review; May, 1936, pg. 352).

By the time of Bemis' death in 1936, Bemis Industries held some twenty-seven U.S. and international patents for modular construction systems, construction materials innovations and design systems, including the modular system dubbed "Dimensional Coordination" designed by Bemis himself (Evolving House, Vol. III, pg.325). The work in the modular field was more experimental than the practical design-build work of the Housing Company. A review of the projects carried out by the firm suggests that only a few dozen modular housing units were developed and constructed by the firm throughout New England and other locales prior to 1936 (Evolving House, Vol. III, pgs.331-625).

Pre-cut houses had been manufactured by Sears, Roebuck & Co., the

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Alladin Company and numerous others for many decades prior to the 1920s. The Sears models were wildly successful in the middle-to-upper income market, but were largely criticized as unsuccessfully affordable for members the working class. Since pre-cut houses still required most of the building trades to be involved in seeing to their completion, labor costs still remained high in comparison with the costs of materials. In remote rural locations or rural industrial community sites, securing the quality of tradesmanship to control quality remained as a major problem in addition to that of the cost. Beginning in the early 1920's, a number of architects, engineers and industrialists began seeking a construction system that could achieve the goal of affordability in housing. It was felt that if the methods of assembly line production could reduce the cost of an automobile by 90% as Henry Ford had done with the Model T, then the same could be true for the mass production of large house parts flexible enough in application to assemble into different house sizes and configurations. The market for worker housing was large enough to reward the successful producer with highly lucrative contracts and substantial profits.

Bemis was not alone in his quest for the development of the affordable modular house. In the 1920's and 1930's, Frank Lloyd Wright, Richard N. Neutra, Ernest Flagg, Walter Gropius, Le Courbusier and R. Buckminster Fuller all proposed design and construction systems of their own for application-- to a man, they all were largely unsuccessful, and some, like Fuller's Dymaxion House were never built at all (Burchard and Bush-Brown, pgs. 260-264). Nearly one hundred and fifty different systems, both significant and less significant, are enumerated in John Ely Burchard's "Survey of Efforts to Modernize Housing Structure", contained in the third volume of The Evolving House, co-written with A.F. Bemis and published in 1936.

While Bemis certainly had a profit motive for his own modular systems in mind, it is surprising to note that his publications on the subject of modular construction also promoted the work of his competitors, side by side with his own. In this capacity, and perhaps as an overall philosophy for the work of Bemis Industries, Bemis seems to play the part of the promoter of the entire modular housing movement of the era, not just of his own. Indeed, it appears that the research end of Bemis Industries devoted much more time to the discovery of information that could aid solve the problems of the task, which lay largely in the production phase of the assembly line rather than in its demand.

The altruistic goal of developing the affordable, marketable modular house had many great pitfalls. Melding an attractive design with a feasible construction system was an awesome task in itself, perhaps best summed up by Andrew H. Hepburn of the Housing Company staff:

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"At the end of the war, Mr. Albert Farwell Bemis wanted to develop a method of building inexpensive houses, for workmen particularly, which could be done through manufacturing processes-- prefabrication. He organized a company called the Housing Company. I was the consulting architect for it. When it became a manufacturing problem, of which I knew nothing, I lost interest in it." (Hepburn, pg. 3).

Some contemporary critics decried the concept of modular construction as too complex and too large a task to be feasible (Bauer, pg. 219). To complicate matters worse, without some acceptance of standardization of parts by the architectural, engineering and modular concerns on a national basis, the modular construction method had to be adapted for each new design. No such agreement was ever reached in spite of many years of efforts to do so (Burchard and Bush-Brown, pg. 261-262). In the end, however, it appears that the economic conditions of the times were the ultimate downfall of the feasibility of modular construction. The effects of the Great Depression removed the two major driving forces behind the feasibility of modular housing: 1) the market for worker housing was no longer affordable by employer or workmen; and 2) the cost and supply of labor rendered the cost-effectiveness of industrial application as no longer valid (Bauer, pg. 210; A.F. Bemis Evolving House, Vol. III, pg. 525). One by one, nearly all of the various efforts failed to attract buyers, in spite of the promotion and promise of the modular housing demonstrations featured at the Chicago World's Fair of 1933. By 1935, most of the concerns were long gone from the modular housing effort entirely (Burchard and Bush-Brown, pgs. 261-262).

In spite of the failures of others, Bemis continued to believe in his dream up to the very day of his death. His massive series of studies on shelter, written in conjunction with John Ely Burchard, was published in three volumes as The Evolving House between 1933 and 1936. The first volume, adapted from Burchard's master's dissertation, was perhaps the first book to chronicle the history of shelter as a reflection of cultural and technological evolution, rather than as a traditional history of architecture as a progression of styles. The second volume was equally precedent-setting, being a meticulously detailed and documented study of the costs of construction, comparing the inflated costs of labor and materials in construction in contrast with that of the assembly-line products of automobiles and other mass-produced items. It was the third volume, released after Bemis' untimely death, that proposed Bemis' personal design and construction method to solve the problem of modular housing as an affordable means of shelter. If the number of surviving sets of The Evolving House that remain in libraries today are any indication of the significance of this publication, then Bemis was very significant indeed.

It is unfortunate that Bemis did not live long enough to see if his

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idea would actually lead to a something of the solution he long sought. Perhaps it was the loyal Burchard who summed up the career of Bemis most simply: "Among all the experimenters, none was more devoted or more prolific of a variety of ideas than Albert Farwell Bemis of Boston and none spent more personal time and fortune on the experiments." (Burchard, pg. 261).

Following Bemis' death in April of 1936, Bemis Industries was effectively dismantled by Bemis' executors over the next few years. In his memory, and in respect for his dreams, the Albert Farwell Bemis Foundation was established at MIT by Bemis' sons in 1938. Its stated purpose was to "search for, and dissemination of, knowledge pertaining to adequate, economical, and more abundant shelter." (Shillabar, pg. 83). Burchard was appointed its first director from 1938 to 1948, followed by Burnham Kelly from 1948 until the foundation ceased research activities in 1954 (Shillabar, pg. 83). Funding from the foundation's trust continues to support research and teaching activities in the architectural and planning departments of MIT to this day.

While the work of A.F. Bemis and Bemis Industries were unsuccessful in producing the affordable, mass-produced modular house, the research sponsored by the company and its subsequent Bemis Foundation allowed the ideal to continue for another generation until development did become feasible-- even commonplace today. There is no doubt of the role played by Bemis, Tennessee in beginning the quest of A.F. Bemis towards this goal and his rise to national prominence in the housing field. The monumental problems faced by Bemis when first of establishing his company town in Tennessee were the same as those faced by the U.S. Housing Corporation in 1918-19; they continued unchanged in the drive to industrialize housing construction in the 1920's and 1930's. In reflection, Bemis, Tennessee remains as a monument to one man's nationally-significant attempt to better the world of the less fortunate and the world of the hard-working laborer and his family.

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Amended Documentation (October, 1991)

Following the completion of the original documentation for the Bemis Historic District nomination, the Bemis Mill was closed on August 27, 1991 by its owners and placed in receivership. Negotiations between Mr. Steve Baker, Archivist for Union College in Jackson, Tennessee, and the Federal Bankruptcy Court provided the opportunity for the college to acquire the vast documentary collections that had accumulated in the mill over its ninety years of operation. The survival of these records was known during the preparation of the nomination, but access to them was firmly denied. The review and organization of these materials began in mid-September of 1991 in preparation for their eventual removal from the property for safe-keeping. The collection contains an astounding array of letters, files, photographs, architectural drawings, engineering drawings, mill artifacts, building contracts, accounting ledgers, motion picture film and much more. Many years will be required to place these materials in an order useful to historians.

An inspection of these materials was made on September 27, 1991, centering on the collection of plans that related to the planning and development of the community and its structures. Even though this inspection was brief, a number of materials were discovered that clarify important issues related to the history of development in Bemis. The following conclusions have been drawn from the evidence discovered in this inspection of the Bemis Mill Collection:

General

The engineering, site plan and architectural drawings contained in the collection are represented by blueprints, ink on vellum, penciled drawings on trace paper, and similar materials. Inspection of these drawings reveals that the vast majority of blueprints represent the work of consultants external to the Bemis company; most contain title blocks identifying their origin and subject. On the other hand, it appears that all ink on vellum drawings and pencil traces have no formal title block, though many are initialed and dated by various draftsmen and their supervisors. The conclusion is made that the original vellum drawings in this collection were produced by persons internal to the Bemis company, whether working on site or out of the Boston architectural and engineering department headed by A. F. Bemis. Identities of the individuals who initialed these plans are not yet known.

Also discovered during this search was a box containing several dozen of contracts related to the entire scope of the original construction period for the mill and town. The contracts confirm the engineering design of Lockwood Greene Company over the whole of the mill complex. Secondary aspects covering of the design and engineering of the larger community

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are not specified. The construction contract for the mill complex was let to the Flynt Building and Construction Company of Palmer, Massachusetts in 1900. No other contracts were found for architectural services or design services related to the planning of the larger community. Construction contracts for the residential portions of the projects were let to various tradesmen, contractors and supply houses local to the Jackson area.

Site Plan

A copy of what could be considered the original site plan for Bemis was not found. The earliest community site plan found was drawn on vellum and dated 1905, signed by Charles A. Tripp as engineer. Tripp, it will be remembered, was a contemporary of A. F. Bemis at M.I.T. who spent some two years working on site at Bemis with George R. Wadleigh to oversee the design and installation of the mill and its equipment. The subject of the plan notes the general street plan of the Butler Street, Old Bemis and Bicycle Hill areas and contains schematic "footprints" for residences. Each footprint is labeled with a letter designation ("A" through "G"); some are given additional numerical designations to indicate variations from the general lettered house type. Each letter type and variation is briefly described in the map key (e.g.: "three-room, hip roof cottage"). Rather than a plan to guide future construction, the plan seems to represent the development of the community "as built" as of 1905. Numerous other site plans contained in the collections delineate refinements, changes and additions to the composition of the town through time, up to and including the subdivision of the housing in the community from the mill property in 1965.

Housing Design

Many sets of plans were found that provide insight on the design of residential units in Bemis over time, though the collection is not comprehensive in scope. Several sets of blueprints for mill housing dated 1900 appear over the title block of the Lockwood Greene Company, the lead engineering firm for the design of the mill complex. The title block suggests that the plans were stock designs. Of the five or six stock designs, only one is recognizable as a member of the houses surviving in Bemis (Type 1c, the front-gable, side-loaded duplex).

Another, larger group of house plans are rendered on vellum without title blocks-- most of which are initialed; some are dated variously 1900-1903. These designs appear to have originated internally from the Bemis company staff. The design sets include a front elevation, floor plan and materials list; some of the materials lists are fully specified, some are not. House types represented in this group include type 2a (L-plan,

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hip roof), type 2c (L-plan, gable roof), type 2e (L-plan, gambrel roof), type 3e (Pyramidal cottage duplex, plain cutaway porches), type 9b (Wall-dormer Farmhouse, three dormers), and type 10 (Hall and parlor). One variation of the type 11 design was also found; it was the plan for the original mill superintendent's house (201 North Massachusetts Avenue; inventory #075).

The conclusion is drawn from the vellum house plans that the majority of original mill housing designs were developed in-house by the Bemis company staff. In all probability, the actual drafting of the plans was done on site at Bemis. Indeed, one copy of the front elevation for type 2e (L-plan, gambrel roof) is overdrawn with the profile of a gable or hip roof, as though it were a working revision of the original. All of these house plans are rendered with the simplest of detailing systems-- in most cases, showing simple porch posts for supports. No plans or sketches were found that could shed light on the variety of detailing systems seen in Bemis.

Numerous other house plans were discovered for the individually-designed residences of Bemis, particularly those located on South Massachusetts Avenue in the area between Fifth and Sixth Streets. All of these plans, save one, also appear to be the work of the in-house design staff of the Bemis company. A few of these plan sets are not recognizable among the existing houses in Bemis, perhaps indicating that they were not built as drawn, if at all.

An early subdivision plan, dated 1918, shows that the Bemis company planned a simple, grid-plan development in the area of Silver Circle, extending east from the Illinois Central Gulf Railroad to a point perhaps near the current right of way for U.S Highway 45. Construction of this subdivision was made impossible by the construction of the Chicago, St. Louis and New Orleans Railroad through the property in ca. 1918-1919. The triangular-shaped site for Silver Circle was created by this rail project. Since two-thirds of the planned housing development could not be built in this place, it is likely that the development of the West Bemis area in 1926 was made necessary as a replacement.

Blueprints for the design of all aspects of the Silver Circle development in 1919-1922 were discovered, all of which bear the title block of the Housing Company of Boston, variously with the initials of Andrew H. Hepburn and Arthur Shurtleff (Shurcliff). Included are general site plans, house plans, civil engineering and planting plans for the development.

Blueprints for the design of the West Bemis (RAGtown) area of Bemis are also represented in the collection, all of which are signed by Reuben A. Heavner (born 1875), a local Jackson architect, known for his design of the Christian Church of Union City, Tennessee in 1912 and of the city high

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school buildings in Corinth, Mississippi and in Jackson, Tennessee (See Joseph Herndon's unpublished Master's Thesis "Architects of Tennessee", 1975, pg. 91). City directories for Jackson show that Heavner was still living in Jackson in 1935, though apparently retired from practice.

Finally, there is a subdivision plan contained in the collection that details the plans of the Bemis company in 1958 to extend the West Bemis area with new housing north to D Street surrounding the Young Elementary School. The reason why the company withdrew its plans for this development is not known.

Community Buildings

The plan files of the Bemis Mill Collection reveal the architectural authorship of a number of the most significant community buildings. Contained in these files are the plans for the three earliest school buildings constructed in Bemis, including the two that originally stood at the corner of North Tennessee and B Street, and the original Negro School (now West Bemis M.B. Church, #248). All three of these structures appear to have been designed by the in-house design staff of the Bemis company.

A partial set of plans for the Bemis Union Church were found in the files which bore the title block of the firm of Warren and Smith of Boston. The lead partner in the firm was Herbert L. Warren (1857-1917; a.k.a.: H. Langford Warren), an M.I.T graduate in the Class of 1879 who was the Dean of the School of Architecture at Harvard University when the church drawings were made in 1906. Warren is credited with the establishment of the Schools of Architecture 1893 and Landscape Architecture in 1900 (Personal communication from Mary Daniels, Frances Loeb Library, Harvard University, October 9, 1991). His partner was F. Patterson Smith (1870-c.1932, M.I.T. Class of 1891). Together, the partnership was responsible for a number of important Boston buildings, most notably the Busch-Reisinger Museum at Harvard in 1914.

(It should also be noted that Warren and Smith were associated with Maurice B. Biscoe (1871-1953, M. I. T. Class of 1893) as Warren, Biscoe and Smith, between 1898 and 1906. From 1906-1918, Biscoe practiced architecture in Denver, Colorado, where he designed Bemis Hall at Colorado College (1909?), and numerous family homes for the Bemis family, among others. He joined the staff of the Housing Company as an architect in 1918.)

Another important discovery was the plan for the Bemis Y.M.C.A. and its many revisions, dated 1914, by the firm of Shattuck and Hussey of Boston. The firm was led by George C. Shattuck (1864-1923), a graduate of M.I.T. in the Class of 1888. Shattuck was a member of the firm of Shepley, Rutan and Coolidge between 1889 and 1899, and again from 1908 to 1914. His

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partner in the Bemis project is suspected to have been Francis F. Hussey, M.I.T. Class of 1887, though any association with Hussey was short-lived and not likely very formal. Following the dissolution of Shepley, Rutan and Coolidge in 1915, the firm name was changed to Coolidge & Shattuck, in association with Charles A. Coolidge (1859-1936; M.I.T. Class of 1883). The firm was responsible for numerous Boston landmarks, including the Insurance Exchange Building (1923), the Lying-in Hospital (1922), and numerous buildings on Harvard Yard planned beginning in 1920 (Personal communication from Sally Beddow, MIT Museum, October 9, 1991; and, Record of the Class of '88 (MIT Press, 1924, pg.111-112).

The Bemis Mills Collection contains many drawings for the Bemis Administration Building (1919) and the Bemis Auditorium (1920), each designed by Andrew H. Hepburn as consulting architect to the Housing Company of Boston. A general site plan of the small Bemis Mill Park at North Missouri and A Streets is also included, initialed by Arthur Shurtleff. Though plans for the Bemis Inn were not found, a site plan of the town shows that it was intended to be constructed along the north and west sides of the Bemis Mill Park to form a cloister in this corner of the community.

Finally, the collection contains the plans and elevations for the J. B. Moore High School, which appear over the title block of the Housing Company, dated 1923. The plans are also initialed by Andrew H. Hepburn.

Summary of Amended Documentation

The papers and plan files of the Bemis Mill Collection form a near complete record of the development of the Bemis community from roughly the time of its inception to the time of its privatisation in 1965. The collection strongly indicates that the planning of the industrial community was much more closely controlled by the Architectural and Engineering Department of the Bemis Brothers Bag Company than had been previously expected. Previous research had consistently indicated the involvement of A.F. Bemis in overseeing his concept for the project, but likely with the aid of an outside architectural or engineering firm. However, the materials in the collection now suggest a much more direct involvement of Bemis and his department with the community design and development aspects of the project. Rather than being designed and directed by afar, much of the housing design work was carried out on-site, initially by Charles A. Tripp and more closely by his assistant David R. Wadleigh (1877-1974; MIT Class of 1897) with the aid of numerous unknown draftsmen. Following the original construction period of roughly 1900-1905, it appears that the company retained a modest design staff at Bemis for many years afterward.

The collection also settles questions relating to the origin of many of the extant and non-extant community building of Bemis. It is clear that

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the association of MIT-trained architects with A. F. Bemis, and Bemis, Tennessee was far more significant than originally expected. It had always been suspected that A.F. Bemis had the social and business position to place him in close contact with many of the leading figures in the Boston design community. The additional association of Warren, Shattuck and Smith with A.F. Bemis adds another layer of credibility to this assertion, especially since their projects in Bemis, Tennessee involved what must have been minor commissions.

SUMMARY OF NATIONAL SIGNIFICANCE

Bemis, Tennessee appears at first glance to be a simple textile milling community-- a company town like many others in the South and the nation as a whole. On second glance, though, the qualities of sophistication in its architectural character and in its community plan reveal that much more had been at work in the shaping of this place through time-- much more, indeed, than any common company town. It is only on careful examination of the facts, the larger national trends and the personalities behind these qualities that the breadth of Bemis' significance is revealed. The mill community of Bemis was, in essence, a place of experimentation for A. F. Bemis in exploring approaches towards the provision of affordable housing, as "subsidized" through the business investment of the Bemis family's textile manufacturing company. Unlike many of other experiments in this field, the development of Bemis went forward in quiet dignity without fanfare or self-promotion.

There is a lack of comprehensive data available on the architectural, community planning, and social welfare characteristics of welfare capital communities in America. However, the assessment of Bemis, Tennessee's level of significance is not made on the basis of its place within these characteristics, since such an evaluation cannot be made without exhaustive, nearly limitless original research. Instead, the assessment of significance is made for the district's unique association with the life, work and vision of A.F. Bemis in his approach to the issues of affordable housing. Bemis, Tennessee was the place where A.F. Bemis "tested" his first model of affordable housing; as his national and international reputation in the field grew, it was the place where he returned to test newer approaches for validity in applications elsewhere.

The Bemis, Tennessee experiment was not simply a well-meaning effort on the part of one man. Through Bemis' deep contacts within the architectural, engineering, and urban planning community of Boston, particularly M.I.T., it is clear that the architectural and social fabric of Bemis, Tennessee was directed by the vision of A.F. Bemis and shaped with the assistance by some of the brightest, best-trained minds M.I.T. produced in the later decades of the nineteenth and early decades of the

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twentieth century. What is not clear is the impact that A.F. Bemis and this project had in return on the architectural and academic communities of Boston, particularly in the years prior to World War One. Bemis' service to M.I.T. as a member of various Visiting Committees for the Departments of Architecture and Civil Engineering offers some inkling of this potential effect. Throughout this period, A.F. Bemis seems to have chosen to remain "behind the scenes" as his perceptions of the issues of affordable housing evolved, and as he was able to shape them in the minds of others.

The establishment in 1918 of Bemis Industries and its subsidiary, the Housing Company, represents a second turn in the career of A.F. Bemis and his approach to affordable housing. At this time, he began to direct his energy outward from the centric interests of the Bemis Brothers Bag Company to approach the housing problem on a larger scale. Affordable housing principles championed by Bemis and his staff were directed both to industrial housing applications as well as to independent subdivision developments designed to house owner-occupants. At this time, the Bemis Brothers Bag Company became the client of the Housing Company, beginning in 1918 with the establishment of Bemiston, Alabama and continuing from 1919 to 1923 with major redevelopment projects in Bemis, Tennessee. The work of Bemis Industries and the Housing Company went on from this base to accomplish numerous other projects, largely in the New England region.

The third phase of the career of A.F. Bemis began in about 1923 with a shift in interest toward the application of modular construction to solve the cost issues of affordable housing. During this phase, Bemis Industries was largely responsible for the research and development of modular systems, while the Housing Company continued to delve into the design and development of affordable housing of all types. Bemis' established national and international reputation in the field added his personal credibility to the risky modular housing approach.

In sum, Bemis, Tennessee is significant on the national level under criterion C in the area of community planning and development for its association with the career of A.F. Bemis. It is the place that initiated Bemis' long interest in the quality of life issues of affordable housing; Bemis, Tennessee is also the only place that effectively demonstrates the evolution of his career through two of its three phases-- first, through experiment with an industrial welfare capital approach; second, through a comprehensive, cost-controlled, design-build methodology. Though it can be argued that Bemiston, Alabama may also reflect these same characteristics, Bemiston does not possess the ability to demonstrate the process of evolution-- of testing--, a period spanning twenty-five years in Bemis, Tennessee.

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SUMMARY OF EXCEPTIONAL SIGNIFICANCE

Selection of the historic period 1900-1949 for the Bemis Historic District requires consideration under Criterion G for exceeding the minimum fifty-year eligibility guideline for the determination of historic properties. In essence, the period of 1900-1949 best represents the scope of historical development of the Bemis community, both as an industrial site and as a company town environment by the Bemis Brothers Bag Company.

The original motivation to develop Bemis, Tennessee was a simple business decision. The Bemis company generally targeted a site in western Tennessee to provide direct access to the long-staple cotton grown in the region for the manufacture of its products, as a radical departure to its former market strategy. The specific site was most desirable for its location in the center of a large cotton-growing region with no competing interests for the direct use of the product. The Bemis company reasoned rightly that manufactured textiles could be produced at a far greater profit in Madison County by purchasing raw cotton direct from the farmer, rather than incurring additional brokerage fees and shipping costs. The fundamental concern in this strategy was access to a cheaper raw product: the development of an industrial community was merely a means to expedite the manufacturing process.

Therefore, the linkage of the farm with the mill was critical to the success of the larger welfare capital community at Bemis. The linchpin for this connection was centered at the company's gin, where the raw product first entered the manufacturing process.

The development of the original mill complex included the Bemis Gin as an on-site feature, placed in the northeast corner of the complex. Early photographs taken during the fall show dozens of cotton wagons in line awaiting their turn to off-load the cotton harvest. Bales of the ginned cotton were then taken by stewards to the company's warehouses for storage until needed.

The location of the gin in such close proximity to the other building of the mill became problematic with the advent of motorized truck transportation and as the need for on-site automobile parking increased. The problem became of critical concern in the 1940s as improvements in road quality enabled the practicality for baled cotton to be trucked in from greater distances and unloading directly into the cotton warehouses. Relocation of the gin was necessary to enable the continuation of its important function while accommodating the movement of trucks within the complex.

The construction of an off-site gin in 1949 is seen as the event that signaled the end of the historic period for the Bemis district. For all intents and purposes, construction of the new gin was the last of the

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major improvements made to the community by the Bemis company before privatisation in 1965. From roughly this point on, the gin declined in importance to the function of the mill as less and less of the raw product was brought directly from the farm to the mill-- thus reflecting the growth of gin cooperatives in rural areas once served only by the Bemis gin. Soon after 1949, the gin was relegated to the role of a convenience serving farmers close-by the mill, rather than its original "gateway" function in the manufacturing process.

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9. Major Bibliographical References

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X See continuation sheet.

Previous documentation on file (NPS): N/A

- 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 # _____

Primary Location of Additional Data:

- State historic preservation office
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository: _____

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10. Geographical Data

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Acreage of Property: approx. 450 acres

UTM References: Zone Easting Northing Zone Easting Northing

A	<u>16</u>	<u>333840</u>	<u>3938740</u>	B	<u>16</u>	<u>335400</u>	<u>3938720</u>
C	<u>16</u>	<u>335390</u>	<u>3937140</u>	D	<u>16</u>	<u>333760</u>	<u>3937180</u>

___ See continuation sheet.

Verbal Boundary Description: See continuation sheet.

Boundary Justification: See continuation sheet.

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11. Form Prepared By

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Name/Title: John Linn Hopkins

Organization: Preservation Consultant Date: July 15, 1991

Street & Number: 974 Philadelphia Street Telephone: (901) 278-5186

City or Town: Memphis State: TN ZIP: 38104

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Hepburn, Andrew H. (Class of 1903)
Shurtleff/Shurcliff, Arthur A. (Class of 1894)
Spofford, Charles M. (Class of 1893)
Thorndike, Sturgis H. (Class of 1895)
Tripp, Charles A. (Class of 1893)
Wadleigh, George R. (Class of 1997)

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Geographic Data, continued:

Verbal Boundary Description

The property in nomination is composed of a group of rural, town and industrial parcels formerly held under the ownership of the Jackson Fibre Company and later the Bemis Bag Company, in Jackson, Madison County, Tennessee. Beginning at the southwestern corner of Bemis Lane and Gin Street in Ward Seven of Jackson, Tennessee, the district runs with the western line of Gin Street and continues with the irregular boundary of the Bemis Gin Company, until it crosses the eastern branch of the Illinois Central Gulf Railroad. From there, the boundary continues with the rear property lines of contributing houses facing Young, Judson and Heron Streets until crossing the western branch of the ICG Railroad, then south along with the western right-of-way line for the railroad, then west with the rear property lines of residences facing Sixth Street, then west with the irregular line of the existing Jackson City limit, crossing Bemis Cemetery Road, then north with the west property line of the Bemis Cemetery and continuing with the irregular line of the existing Jackson City limit to D Street, west of its intersection with Allen Street. From this point, the boundary turns east and continues with the southern line of D Street to the Illinois Central Gulf Railroad, turning southwest with the western line of the ICG Railroad to the point of beginning.

Boundary Justification

The boundaries for the Bemis Historic District represent all that property known to have been owned in association with the development and operation of the Jackson Fibre Company (later Bemis Cotton Mills) as the company town of Bemis, TN, between the years of its inception in 1900 and the end of its historic period in 1949.

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Bemis Historic District
Bemis Community, Jackson, Madison County, TN
Photographs by: John Linn Hopkins
Date: May, 1991
Negs: Tennessee Historical Commission

MILL COMPLEX

Photo 1 of 80: View of the eastern water tower of the Bemis Mill complex from Bemis Lane looking west, with Mills 1 & 2 at right and cotton warehouse at left.

Photo 2 of 80: Eastern facade of Mills 1 & 2 looking west, with the Administration Building at right.

Photo 3 of 80: View of the eastern portion of the Bemis Mill complex looking generally southwest, with Mill 1 & 2 at right, power complex at center and cotton warehouse at left.

Photo 4 of 80: View of the South Missouri Street facade of the cotton warehouse, looking generally southwest.

Photo 5 of 80: View along South Missouri Street looking generally south, with the original cotton warehouse at right, the new cotton warehouse at center right, the Bemis Mercantile Company building at center, and Bemis Park at left.

Photo 6 of 80: A Street facade of the Administration Building, looking generally southeast.

Photo 7 of 80: Eastern portion of the A Street facade of Bemis Mills 1 & 2, looking generally southeast.

Photo 8 of 80: Center portion of the A Street facade of Mills 1 & 2 facing generally south.

Photo 9 of 80: Westernmost portion of the A Street facade of Mills 1 & 2 looking generally south, with the western water tower beyond.

Photo 10 of 80: View of the power complex for the Bemis Mill complex looking generally west.

Photo 11 of 80: View of the eastern facade of Mills 1 & 2 looking generally east with equipment sheds in foreground and western water tower at right.

Photo 12 of 80: View of the cotton warehouse east of the mill complex along A Street; looking generally west.

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Photo 13 of 80: View of the southern portion of the Mill complex from Second Street, looking generally north.

Photo 14 of 80: View of the southern portion of the Mill complex from Second Street looking generally northeast, with the new cotton warehouse at right.

OLD BEMIS

Photo 15 of 80: View of the relation between the mill Administration Building at left and the Auditorium Building at right at the intersections of A Street with North and South Missouri Streets, facing generally north.

Photo 16 of 80: View of the North Missouri Street (side) facade of the Auditorium Building with Bemis Mills Park at left, facing generally northeast.

Photo 17 of 80: View of the North Massachusetts Street (front) facade of the Bemis United Methodist Church, facing generally west.

Photo 18 of 80: View of the North Massachusetts Street (front) facade and the B Street (side) facade of the Bemis United Methodist Church, facing generally southwest.

Photo 19 of 80: View of the streetscape of North Tennessee Street looking north from B Street towards C Street, showing typical characteristics of tree canopy, sidewalks and curb arrangements.

Photo 20 of 80: View of the streetscape along the north side of B Street from North Tennessee Street looking generally east towards North Massachusetts Street.

Photo 21 of 80: View of the characteristics of streetscape, building setbacks and lot spacing along the south side of C Street looking southeast from the intersection of North Tennessee Street.

Photo 22 of 80: View of 214 North Kentucky Street, an example of the gable-end duplex pattern type (1b.), with its original open balustrade porch treatment.

Photo 23 of 80: View of 20 B Street, an example of the gable-end duplex pattern type (1b.), with its original concrete roofing, Mission-style balustrade and plain step brackets.

Photo 24 of 80: View of 210 North Missouri Street, another example of the gable-end duplex pattern type (1b.), with its Mission-style valence, plain step brackets and Mission-style balustrade.

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Photo 25 of 80: View of 19 North Tennessee Street, a variation on the gable-end duplex pattern type (1b.), notable for its projecting gable end porch and full Queen-post console valence.

Photo 26 of 80: View of 124 B Street, an example of the gable-end, two-story, duplex pattern type (1d.), the sole example of this type surviving in Bemis today.

Photo 27 of 80: View of 215 C Street, an example of the gable-end, two-story, triplex pattern type (1e.), the sole surviving example of this pattern type surviving in Bemis today, also notable as the sole surviving example of the reverse puzzle-piece bracket style.

Photo 28 of 80: View of 209 North Missouri Street, an example of the pyramidal roof/cubical plan cottage type (3b.), notable for its extended porch eaves, Mission-style balustrade and shallow puzzle-piece brackets on tapered posts.

Photo 29 of 80: View of 110 North Missouri Street, an example of the pyramidal roof/cubical plan duplex cottage type (3e.), with plain cutaway porches and original chamfered wood posts.

Photo 30 of 80: View of 106 North Missouri Street, an example of the pyramidal roof/cubical plan duplex cottage type (3f.), with its extended porch eaves and triangle brackets.

Photo 31 of 80: View of 16 North Massachusetts Street, another example of the pyramidal roof/cubical plan duplex cottage with its extended eaves, tapered posts, full puzzle-piece brackets and original concrete roofing.

Photo 32 of 80: View of 19 North Massachusetts Street, an example of the L-plan pattern type (2e.) with its characteristic gambrel roof, simple wood posts, plain step brackets and original concrete roofing.

Photo 33 of 80: View of 215 North Massachusetts Street, another example of the L-plan pattern type (2e.). This example is notable as an example with the sawtooth style of bracket types.

Photo 34 of 80: View of 202 B Street, an example of the gambrel-roofed, rectangular plan pattern type (11.).

Photo 35 of 80: View of 201 North Massachusetts Street. As compared with 202 B Street (photo 34), this example of the gambrel-roofed rectangular plan type is not a pattern structure, but is an individually-designed variation, notable for its quarter-round brackets and king-post console valence. This structure was originally employed as the mill superintendent's residence.

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Photo 36 of 80: View of the hip duplex carbarn type located to the rear of 105 C Street.

Photo 37 of 80: View of the cruciform-roof triplex carbarn type located to the rear of 223 North Massachusetts Avenue.

Photo 38 of 80: View of the cruciform-roof singleplex carbarn type located to the rear of 15 North Missouri Street.

BICYCLE HILL

Photo 39 of 80: View of the Bemis Mercantile Company building on South Missouri Street from Bemis Park, facing generally northwest, with the new cotton warehouse in the background at right.

Photo 40 of 80: View of the Judson Moss Bemis Memorial Fountain in Bemis Park, looking generally east.

Photo 41 of 80: View of the general streetscape characteristics of South Massachusetts Street looking north from the intersection of Fifth Street with the Bemis Mills #1 & 2 in the distance. As opposed to Old Bemis, the curbless medians of all streets in this area give a more open appearance to the streetscape, since street trees are unable to form an unbroken canopy over the street.

Photo 42 of 80: View of the general streetscape characteristics of Fourth Street, looking east from its western terminus towards South Missouri Street.

Photo 43 of 80: View of the north side of Fourth Street from 111 Fourth Street at right looking generally northwest, featuring the characteristics of streetscape, front-yard setbacks and lot spacing in this area of the Bemis district.

Photo 44 of 80: View of 112 Third Street, an example of the two-bay, cutaway-porch shotgun pattern type with a jerkinhead roof (4d.).

Photo 45 of 80: View of 121 Fourth Street, an example of the gable-front, four-bay, side-loaded duplex pattern type (1c.).

Photo 46 of 80: View of 15 Fifth Street, an example of the gable-front, three-bay, singleplex pattern type (1a.), notable for its cyma brackets and porch posts raised on boxed bases.

Photo 47 of 80: View of 113 Fourth Street, another example of the gable-front, four-bay duplex pattern type (1b.), notable for its block shoe brackets.

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Photo 48-of 80: View of 421 South Missouri Street, an example of the four-bay saddlebag pattern type (5b.), featuring quarter-round brackets and a curved console valence on tapered posts.

Photo 49 of 80: View of 421 South Massachusetts Street, another example of the four-bay saddlebag type (5b.), with its triangle and queen post valence treatment.

Photo 50 of 80: View of 1 Fifth Street, a variation of the gable-roofed L-plan (Old Bemis) pattern type (2c.), notable for its rounded-shoe brackets, the only surviving example of this type in Bemis today.

Photo 51 of 80: View of 122 Fourth Street, an example of the three wall-dormer farmhouse pattern type (9b.), with its L-shaped porch supported by Doric porch columns.

Photo 52 of 80: View of 21 Fifth Street, an individually-designed variation of the gambrel-roof rectangular plan type, one of the few houses recognizable as being designated for upper-level mill managers.

Photo 53 of 80: View of 522 South Massachusetts Street, an individually-designed example of a cubical Craftsman bungalow, notable for its cutaway L-shaped porch.

Photo 54 of 80: View of 101 South Fifth Street, known as the J. P. Young House. Occupied from ca. 1905 to 1967 as the mill manager's residence, this structure is the largest and most exuberant of all residences in Bemis, denoting the importance of the mill manager in the town and mill structure. It is also notable for its quarter-round and cove brackets and unusually thin-baluster porch railing design.

BUTLER STREET

Photo 55 of 80: View of the former horse barn for the community, notable as the sole surviving structure in a large agricultural complex that once surrounded portions of Butler Street. Here were housed the horses and mules that drayed cotton, ice, coal and other needs for the support of the mill and community.

Photo 56 of 80: View of the West Bemis Monumental Baptist Church at 294 Second Street, formerly a school for the African-American children of the Butler Street area.

Photo 57 of 80: View of the east side of Butler Street looking generally southwest from 9 Butler Street at left, showing the general streetscape characteristics of landscaping, front-yard setbacks and lot spacing.

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Photo 58 of 80: View of 12 Butler Street, an example of the one-bay, gable-front shotgun pattern type (4a.) seemingly peculiar to Bemis and Butler Street in particular. The window to the right of the door is a recent modification.

Photo 59 of 80: View of 11 Butler Street, an example of the two-bay, jerkinhead-roofed shotgun pattern type (4d.) still possessing its original roofing.

SILVER CIRCLE

Photo 60 of 80: View of the east side of Young Street looking generally north from 13 Young Street, showing the characteristics of landscaping, front-yard setback and lot spacing in the Silver Circle area of the district.

Photo 61 of 80: View of 6 Young Street, an example of the Silver Circle Dutch Colonial pattern type (8.); here, with the variation of the recessed entrance within the two-thirds width recessed porch.

Photo 62 of 80: View of 15 Young Street, another example of the Silver Circle Dutch Colonial pattern type (8.); here, with the variation of a private porch to the right of the central block and a recessed public porch to the left side of the central block.

Photo 63 of 80: View of 3 Heron Street, another example of the Silver Circle Dutch Colonial pattern type (8.).

Photo 64 of 80: View of the general streetscape along the north side of Judson Street, looking generally west from 9-11 Judson Street at right, showing the characteristics of landscaping, front-yard setback and lot spacing in this portion of the Silver Circle area, composed of duplex rather than single-family homes.

Photo 65 of 80: View of 21-23 Young Street, an example of the Silver Circle roof-parallel duplex pattern type (6a.).

Photo 66 of 80: View of the rear wood shed for 16-18 Young Street, the sole unaltered example of this original design feature. The wood shed ell was alternately located to the side or to the rear of the structure, depending on the lot characteristics.

Photo 67 of 80: View of a gable-front duplex carbarn typical to all parts of the Silver Circle area. This particular carbarn is notable as one of the few which still retain their original stucco exterior finish.

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WEST BEMIS

Photo 68 of 80: View of the general streetscape of the east side of Allen Street in the West Bemis area, looking generally south from 10-12 Allen at left, showing the characteristics of landscaping, front-yard setback and lot spacing in this portion of the district.

Photo 69 of 80: View of the east side of Allen Street from the corner of B Street, looking generally north from 102 Allen Street at right.

Photo 70 of 80: View of 107 Allen Street, an example of the hip-roofed L-plan pattern type particular to West Bemis (2b.)

Photo 71 of 80: View of 102 Allen Street, an example of the three-bay, projecting hip-porch pattern type particular to West Bemis (7a.).

Photo 72 of 80: View of 8 Allen Street, an example of the three-bay, projecting gable-porch pattern type of West Bemis (7b.).

Photo 73 of 80 View of 10-12 Allen Street, an example of the West Bemis front gable porch duplex pattern type (6b.). Note the open connection of the house with its woodshed ell to the rear, one of the few wood shed connections remaining unaltered in the West Bemis area.

Photo 74 of 80: View of the Bemis Cemetery, located to the south of West Bemis and Butler Street off of an extension of Butler Street known as the Bemis Cemetery Road. Free burial in the Bemis Cemetery was as an additional allowance to employees of the Bemis company.

Photo 75 of 80: View of West Bemis from the Bemis Cemetery, overlooking the former location of the community's golf course.

Photo 76 of 80: View of a portion of the Butler Street residential area from the Bemis Cemetery, with Mill #1 & 2 visible through the trees beyond.

BEMIS LANE

Photo 77 of 80: View of the small commercial district along the north side of Bemis Lane, looking generally northeast from 135 Bemis Lane at left. The district boundary concludes at the railroad tracks in front of the church at right.

Photo 78 of 80: View of 137 Bemis Lane, formerly used as part of the maintenance shop for the whole of the Bemis community. In the foreground is the former right of way for a portion of the Illinois Central Gulf railroad line, recently abandoned.

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Photo 79 of 80: View of the First Baptist Church of Bemis, looking generally southeast.

Photo 80 of 80: View of the Bemis Gin Company complex on Gin Street, looking generally southeast.