

Enterprise/Nicolet Hotel
135 West Madison Street
Girard
Macoupin County
Illinois

IL HABS No. MP-2007-1

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Prepared by
Christopher Stratton,
Floyd Mansberger
and
Mindy Yurkovich

Fever River Research
Springfield, Illinois

Illinois Historic American Buildings Survey
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701

ILLINOIS HISTORIC AMERICAN BUILDINGS SURVEY

ENTERPRISE/NICOLET HOTEL IL HABS No. MP-2007-1

Location: The Enterprise/Nicolet Hotel is located at 133-135 West Madison Street and lies on Lot 3, Block 20 of the Original Town of Girard, Girard Township, Macoupin County, Illinois (see Figure 1).

The name of the property has changed through time, being first known as the "Enterprise Hotel," then as the "Nicolet Hotel" and "Hotel Nicolet", then as the "Girard Inn," and finally as the "Towne House." A 1955 history of Girard refers to it as the "St. Nick," which perhaps was a colloquial name used in preference to Nicolet. For the purposes of this documentation report, however, it primarily will be referred to as the Enterprise Hotel or Nicolet Hotel.

Present Owner: City of Girard
Girard, Illinois

Present Occupant: None

Present Use: Vacant

Statement of Significance: Constructed in circa 1870, the Enterprise/Nicolet Hotel is fine example of a small town or village, railroad-era hotel. Although once common in most every small town and city in central Illinois during the later nineteenth and early twentieth centuries, such buildings quickly disappeared during the post-World War II years. Situated along the south side of the village's public square in a prominent public setting, the Enterprise/Nicolet Hotel was constructed emulating a large, upscale house, and represents a typical mid-nineteenth century "House-Hotel" building type. The hotel was constructed shortly after the Civil War utilizing the then-popular Italianate style of architecture. Although modest compared to hotels in larger urban centers (such as nearby Springfield), the Enterprise/Nicolet Hotel was one of the largest commercial buildings ever constructed in Girard and is a reflection of the hopes and aspirations of that community during the later nineteenth century. During its heyday, the Enterprise/Nicolet Hotel served a vital social function for this railroad community in accommodating its transient and residential population (which included both out-of-town visitors and businessmen for short stays, as well as local boarders for more extended periods). The prime years of the hotel were in the very late 1890s and early 1900s (circa 1893-1910), when operated by the Timothy and Stowe families. With the advent of the automobile, and the decline in importance in rail transportation, the

“house-hotel” became increasingly unviable. Such was the case with the Enterprise/Nicolet Hotel, and by the 1950s, its role in the community had changed dramatically, with decreased emphasis on quality overnight accommodations and more emphasis on lower-income rental housing. Although once common in small-town central Illinois, such hotel buildings are becoming increasingly rare in the region, and few have the integrity exhibited in the Enterprise/Nicolet Hotel. The physical remains of the Enterprise/Nicolet Hotel documented the character of a circa 1870 railroad-era “house hotel” once so common within the region.

Part I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of Erection: The Enterprise/Nicolet Hotel is believed to have been constructed in 1870, or potentially a year or two earlier (circa 1868-69).
2. Architect: The architect of the building is not known. It is possible that the building was constructed by a traditional carpenter/builder without the aid of an architect.
3. Original and Subsequent Owners: The following is a partial list of the owners of the lot on which the Enterprise/Nicolet Hotel is located. This list was compiled from a search of deed records located within the Macoupin County Courthouse in Carlinville.

Barnabas Boggess and Charles H. Fink [Divided Ownership]	1853 to August 1855
Dr. Daniel White	August 1855 to August 1865
Baker P. Andrews	August 1865-January 1865
Trustees of Girard Hotel Company	January 1865 to October 1867
Barnabas Boggess et al.	October 1867 to June 1873
Barnabas Boggess	June 1873 to July 1876
Jacob F. Neher	July 1876 to August 1887
James P. Johnson	August 1887 to September 1887
Charles E. Wyatt	September 1887 to September 1892
Persis E. Timothy	September 1892 to February 1893
John J. Stowe	February 1893 to October 1906
Charles Sanger	October 1906 to August 1910
Frank Schaad	August 1910 to March 1911
Cecil Gardner	March 1911
John J. Stowe	March 1911 to December 1911
Harriet Wade	December 1911 to March 1917
D.B. Hughes	March 1917 to March 1924
	March 1924 to February 1927

Citizens National Bank of Alton	February 1927 to February 1928
Everett Corder	February 1928 To November 1933
Guy Burton	November 1933 to January 1938
James Riffey	January 1938 to June 1943 ¹
Kenneth England	June 1943 to March 1955
Don Schott	March 1955 to January 1959
Mina B. Parker	January 1959 to June 1966
Robert E. Dufner	June 1966 to post-1982
Rosemarie Grady	post-1982 to October 2003
City of Girard	October 2003 to Present

4. Builders, Contractors, Suppliers: The names of the builders, contractors or suppliers involved in the construction of the hotel building have not been identified with certainty. However, the fact that several of the hotel's original owners were involved in the sale and production of building materials suggests that they likely were the principal suppliers involved in the project. Lumber possibly was obtained from the Andrews-Macknett-Metcalf Lumber Company and brick from the William Lancaster brickyard, both of Girard. This question is addressed further in the historical context below.
5. Original Plans: No original plans exist for the building.
6. Alterations and Additions: Several additions were made to the building over time. The rear service wing, in particular, witnessed considerable evolution during the late nineteenth and early twentieth centuries, with successive generations of frame additions being constructed onto the south side of the original brick wing. The first of these was one-story bakery wing, which was constructed prior to 1886. By 1900, the bakery wing had been removed and replaced by a larger two-story addition that served as the hotel's kitchen. By 1906 the kitchen wing had become connected to a number of formerly independent outbuildings located south and east of it; this was accomplished by building "connectors" between the buildings. This arrangement was short-lived, however, and by 1914, the connectors had been removed from the frame kitchen wing. The kitchen wing itself was removed at an unknown date post-1931.

Between 1900 and 1906, a two-story brick commercial building was constructed alongside the northeast corner of the hotel's main block. The construction of this building, which originally served as a restaurant (potentially associated with the hotel operation) resulted in the modification of several door and window openings on the east side of the hotel. An exterior porch entrance leading to the second floor of the hotel also was added on the east elevation at this time. A metal fire

¹ On June 1, 1943 Riffey signed a contract for deed with Kenneth and Hazel England for the purchase of Lot 3, Block 20. Title to the property remained in his name for some time after this, however, even though the Englands and later assignees paid the taxes on the lot.

escape formerly present on the west elevation may have been added during this period as well. Another addition made circa 1900-1906 was construction of an open porch across the front (north) elevation of the hotel. Circa 1940, this porch was replaced with a full-length, enclosed, brick porch.

Changes on the interior of the hotel were relatively modest until the latter half of the twentieth century, at which time the building's use shifted from a traditional hotel to more of an apartment building. The rooms on the upper floor of the hotel were reconfigured to create two large apartments. Similar, but less radical, modifications were made on the second floor in order to create two multi-room apartments and three one-room "efficiencies." These changes appear to have occurred during the 1960s and/or early 1970s. More recently (1980s?), the first floor also was subdivided into apartments.

B. Historical Context:

1. Early Settlement and Development of Girard

Girard is located in the northern part of Macoupin County² approximately twenty-five miles south of Springfield and seventy miles north of St. Louis, Missouri. Mostly a rural flat landscape surrounds the town with areas of wet prairie and swampland east of town. The town is situated on the divide between the Sangamon River (Sugar Creek and Horse Creek) to the north, and Macoupin Creek (and Hodges Creek, a tributary of Macoupin Creek) to the south. This divide is one of the highest points between Springfield and St. Louis (Weddle 1979:128). The village is located approximately fifteen miles north of Carlinville, the Macoupin County seat of government. Historically, the community was located along the Chicago, Alton, and St. Louis Railroad—which traversed in a southwesterly direction, crossing the Mississippi River at Alton. The railroad communities of Virden and Nilwood are located to the north and south, respectively, along this rail line. Today, the village is located along Illinois Route 4, which was established as a concrete thoroughfare through the county in 1921. More recently, in the 1960s, Interstate 55 was constructed approximately 7 miles to the east of Girard, bypassing the community by some distance.

The earliest settlement in the greater Girard area occurred in 1815 when David Coop and his family made their residence along Coop's Creek in Hilyard Township (approximately 25 miles to the southwest). Settlement at this time was expanding out of the greater American Bottom region, and may have been directed along an ancient Indian trail connecting that region with the central Sangamon River Valley (and later known as Edward's Trace). During these early

² The word Macoupin is of Indian origin and is abbreviated from "Macoupina" which signifies "white potato" for that is the name the Indians gave to the wild artichoke which grew abundantly along the water courses (Charles Walker, *History of Macoupin County, Illinois* [New York: S. J. Clarke Publishing Company, 1911], 75).

years, this area was part of Madison County. In 1821, the area was segregated from Madison County to become Greene County. Again on January 17, 1829 Macoupin County was created out of the eastern part of Greene County by the Illinois State Legislature. In 1829, the new county seat was named Carlinville in honor of Thomas Carlin, who was involved in state politics and would one day become governor of the State of Illinois.

The early history of Girard is poorly understood and clouded with conflicting stories about its early development. One account indicates that a Frenchman named Girard (first name unknown) constructed a sawmill in 1830 on the banks of what was to become Mill Creek.³ According to the *Girard Gazette* (1891), Thomas Warren, Jesse Ashlock, William and Charles Cox, and Mathew Harlan “as early as 1831... formed a settlement in the southwest portion of Girard Township. There was but little timber in the township and the settlement was at the edge of the timber.”⁴ Such a “settlement” probably was not unlike many others that had developed in central Illinois by this date. These small “communities” consisted of a cluster of primitive houses with an occasional store and craftsman (such as a blacksmith) scattered along the prairie/timber border and/or an adjacent roadway (such as the Edward’s Trace). No formal street system or town plat was ever laid out or established.

The 1955 *History of Girard* writes that “so it was that by 1831 Mr. Girard had near neighbors by the name of Thos. Warren, Jesse Ashlock, William and Charles Cox and Matthew Harian, all living in the west edge of the site which was to become Girard Township. By 1834 other men ventured a bit farther into the prairie, and the names of W. T. Bristow, Daniel Black, Elisha Smith, Dr. Edwards and Colonel George Mather joined the neighborhood.”⁵ The *Girard Gazette* (1891) noted that it was “at about the same time [1834] Dr. Edwards and Col. Mather laid out a town at the point of timber embracing a portion of the land upon which the present town is situated. The town was named Girard but the plat was never recorded.”⁶ This town was located along Mill Creek. Since the Girard sawmill was the only prominent place in this area, the two men decided to name the new town Girard.

³ Girard Historical Committee, *History of Girard, Illinois: “From then til now”* (Carlinville, Illinois: author, 1955), 1. This same source notes that, “Legend says that Girard's Mill was located on the creek at the foot of Ashbaugh Hill, west of the entrance of Oak Leaf Country Club.” Additional context for the development of Girard can be found in Anonymous, *A Great History—A Greater Future: Sesquicentennial History of Girard & Vicinity* (Girard, Illinois, 2005) as well as Macoupin County Sesquicentennial Historic Committee, *The Story of Macoupin County, 1829-1979* (Carlinville, Illinois: author, 1979) and Weddle, Ethel, *Girard, The Story of Macoupin County*. (Carlinville, Illinois: author, 1979).

⁴ *Girard Gazette*, 12 February 1891, p.1.

⁵ Girard Historical Committee, 1.

⁶ *Girard Gazette*, 1.

As the *History of Girard* comments, “with the settlers becoming more numerous, a stage line from Springfield to Alton now became a profitable venture as well as a transportation necessity. Following an old Indian trail, this line became well traveled, and John Henderson settled about one and one-half miles north of the present site of Girard. There in 1835 Mr. Henderson established a ‘stage stand,’ and the creak of the stage coach and the snap of the driver's whip became a part of the local scene. This line was then known as the Alton Way and was to become, in 1921, State Route 4, a part of the first hard road between Chicago and St. Louis. Henderson's stage stand was on the spot where Ralph Rutherford now lives. ‘There wasn't a house in sight when I built here,’ said Mr. Henderson. The framework of this old Inn was incorporated into the modern home which is now located on the site. Mr. Henderson later sold his stage stand to John Virden who operated the place until the Chicago & Alton railroad was completed from Alton to Chicago by 1854.”⁷

In reference to Henderson's early stage stand, the *Girard Gazette* (1891) wrote that “in 1835 or 1836, John Henderson settled at a cross roads about one and one half miles north of the present town of Girard and opened a stage tavern. For years it was known as Henderson's (but afterwards as Virden's) stage stand.” The financial Panic of 1837 and subsequent economic depression was a major impediment to development, and the *Girard Gazette* noted that it was during “the great crash of 1837-38 when the town sank into oblivion and was known no more in the land of its birth.”⁸

The stagecoach route—and Henderson's stagecoach inn—became a valuable asset to the city of Girard by funneling new settlers to the area as well as by boosting the local economy. The “crossroads” location noted by the *Girard Gazette* (1891) is documented by the intersection of two early roads on early Illinois maps. Tanner's 1830 *Travellers Pocket Map of Illinois* depicts the north/south trending road from Edwardsville (and St. Louis) to Springfield (and Peoria), otherwise known as the Edward's Trace. This early map also depicts a northwest-to-southeast trending road that connected Jacksonville with Hillsboro (and Vandalia). These two early overland corridors intersected in northeastern Macoupin County in the vicinity of what was to become Girard.⁹ As would be expected, the community of Girard is not recorded on this 1830 map. Similarly, although these two roads are documented on Burr's 1834 map of Illinois, the community of Girard is not illustrated by this source either.¹⁰ An 1838 map illustrating proposed railroad routes in Illinois, and simply entitled *Illinois*, is one

⁷ Girard Historical Committee, 1.

⁸ *Girard Gazette*, 1.

⁹ Henry S. Tanner, *The Travellers Pocket Map of Illinois* (Philadelphia: author, 1830).

¹⁰ David Burr, *[Map of] Illinois* (New York: Ilham and Pilbrow, 1834).

of the first map sources to illustrate the community of Girard¹¹ (see supplemental materials S1 and S2).

During these early years (1830s and 1840s), few improvements apparently were made to the community. According to the *Girard Gazette* (1891), “the only improvement ever made there was a brick kiln which stood as a monument until the great crash of 1837-38.”¹² Such a description suggests that early Girard was not much more than many of the other paper towns that were established in the middle 1830s during the height of the paper town developments.

During the 1830s, Illinois’ leaders dreamed of a state with extensive transportation-related internal improvements. Grand plans were being formulated for the development of railroads and canals crisscrossing the state. Unfortunately, the economic crisis of 1836-37 had a dramatic impact on these planned improvements. One such railroad that was partially constructed was the Northern Cross Railroad, which ran from Springfield to Meredosia on the Illinois River. Although it was completed in part and was operational during these early years of settlement, the Northern Cross never reached the level of development envisioned by its planners, and rail cars along this route were soon being pulled not by steam locomotives, but by mule power. Similarly, the Illinois and Michigan Canal, which was envisioned during these years as a connection between the Great Lakes and the upper reaches of the Illinois River, was not operational until 1848.

During the early 1850s, though, Illinois quickly jumped into a new era of internal improvements with the rush of new railroad lines being constructed across the state. Girard was greatly impacted by these new developments. A rail line connecting Alton with Springfield was envisioned fairly early in Illinois’ history, and in 1847 the Alton and Sangamon Railroad Company was chartered. Nonetheless, this rail line was not constructed until 1852, being extended to Bloomington two years later (1854) and to Joliet the following year (1855). At Bloomington, the line intersected the Chicago and Mississippi Railroad, which extended the reach of the Alton and Sangamon Railroad line to Chicago and Rock Island. Although this railroad was reorganized in 1857 as the St. Louis, Alton and Chicago Railroad, it was not until 1863 that it was extended to St. Louis from Alton. The map of Macoupin County published in the 1875 county plat book prominently illustrates the Chicago, Alton, and St. Louis railroad line running diagonally through Macoupin County with stops at Miles Station, Shipman, Plainview, Macoupin Station, Carlinville, Nilwood, Girard, and Virden¹³ (see supplemental materials S3).

¹¹ T. G. Bradford, *[Map of] Illinois* (Boston: Weeks, Jordan and Company, 1838).

¹² *Girard Gazette*, 1.

¹³ Warner and Beers, *Atlas of Macoupin County, Illinois* (Chicago: author, 1875), 43.

The right-of-way for this rail line (which ran in southwest to northeast direction) was located immediately to the east of the small, somewhat dispersed hamlet known as Girard. With the arrival of the railroad survey crews in 1852, local businessmen quickly began planning for the relocation of the town along the tracks and the abandonment of the earlier town plat from the mid-1830s. In the spring of 1853, Barnabess Boggess and Charles Fink platted out a new town (also known as Girard) and the first city lots became available to purchase. This new plat was recorded on February 14, 1855, and Girard was officially recognized as a town.¹⁴

This new town plat, which was laid out in a rectangular grid that contained twenty-nine city blocks and a public square, was oriented to the cardinal directions with only the southeast corner of the plat (representing the southeast corner of Block 29) intersecting the rail line. The city blocks were laid out in two sizes—one with eight lots, the other with twelve lots. Each of the blocks contained distinctive cross alleys. The public square was located along the east side of the plat, and was surrounded by blocks of lots on the north, west, and south sides. The east side of the square fronted onto First Street and the nearby railroad line (including the future location of the depot and side tracks). The north/south streets were numbered streets (First through Sixth Streets), whereas the east/west streets were named—from the north end of the town to the south end—North Street, Washington Street, Jefferson Street, Centre Street, Madison Street, Monroe Street, and South Street. Additionally, the east/west alleys were named—with the most northern and southern alleys being slightly wider and identified as streets (Mill Street and Franklin Street, respectively) (see supplemental materials S5).

One of the stipulations of the railroad was that they would not put a station in Girard until the local citizens had built a side track and dug a well for railroad use—which was quickly attended to. As the *History of Girard* notes, the “volume of business in grain and livestock immediately justified the efforts and expenditures.”¹⁵ The *Girard Gazette* (1891) commented that “for [the] most part, [the new town plat] covered the same ground where, fifteen years before, Edwards and Mather had centered their hopes and founded their town. The town is laid out at right angles and is surrounded by one of the most beautiful prairies in the grand commonwealth of Illinois. The hand of Providence has indeed been bountiful in the bestowal of nature's choices gifts, and no more favorable location could have been selected.”¹⁶

¹⁴ Girard Historical Committee, 2.

¹⁵ *Ibid.*, 3.

¹⁶ *Girard Gazette*, 1.

The first building located within the newly platted community was a small frame structure moved into town from “the country” by Barnabas Boggess in May 1853. This structure was occupied by Dr. Abraham Miller and family as a residence.¹⁷ By the summer of 1853, A. S. May had established the first store within the community. In the fall of 1853, several additional buildings were constructed in the new town, including: residences for N. Branham, Dr. Miller, and C. H. Fink; a two-story building built by Samuel Boggess and named the Girard House, which was used a hotel and boarding house (see supplemental materials S5); store houses constructed for Barnabas Boggess; and a blacksmith shop for J. S. Warfield. According to tradition, Sam Boggess’s wife Polly was quoted as saying “if the carpenters built the boarding house first, then she would cook for all of them while the other houses were being built.”¹⁸ The post office also was established in 1854, and the next year the first church was constructed in the community. By 1854, Woodruff and Jones had established a general store at the southwest corner of the square—which is still at that location. In 1854, J. W. Woodruff “erected a ware house and embarked in the grain business, buying and shipping the first car of wheat.”¹⁹ The next year, in 1855, a gristmill was constructed in the north part of town. William Lancaster opened a brickyard in 1857 in the southwest corner of the city (and continued to manufacture bricks for Girard and the surrounding area until 1896 when the brickyard closed). Similarly, a lumberyard was established in 1854 by Daniel Macknett (which he owned until 1893).²⁰ As the *Girard Gazette* (1891) notes, “during the next two or three years business enterprise of various kinds were located here; the primitive trading post had become quite a little village”²¹ (see supplemental materials S6).

The first newspaper in the village was established in 1857 by Dr. A. R. Cribfield and was named the *Girard Enterprise*. This newspaper was a six-column folio that contained “all home print neutral in politic” and lasted “about one year.”²² In 1865, Mssrs. McChesney and Milton again began publication of a newspaper also named the *Girard Enterprise*. The first issue of this newspaper was published in April 1865. In October 1865, “Mr. McChesney retired from the firm. The business was then conducted by Mr. Milton for six months when the citizens purchased the outfit and put the office in charge of H. H. Keebler, with W. Shook

¹⁷ Ibid.

¹⁸ Girard Historical Committee, 2-3.

¹⁹ Ibid, 3.

²⁰ Ibid, 6, 9.

²¹ *Girard Gazette*, 1.

²² As will be discussed later, there is a re-occurring theme of things named “Enterprise” within this community—some of which were citizen-owned. The banner of the *Girard Gazette* proudly noted that Girard was “A CITY OF ENTERPRISE, BUSINESS AND MINING INTERESTS.”

as local editor. After a lapse of eight months Thos. Organ became manager for the citizen-owners and made the paper republican in politics. There was some objection to this which finally resulted in the office being sold.”²³

As one might expect, with the introduction of the railroad, the growth of Girard was fairly rapid during the mid-century. In 1855—only two years after the initial platting of the railroad community—a new addition was added onto the south side of the town. This addition, which became known as Waytown, was platted by John Way and Thomas Lewis. It contained twenty-four full blocks and three partial blocks. The three partial blocks were clipped along their southeast corner by the railroad line. Each of the full blocks contained fourteen small lots separated by a single east/west running alley. The new streets were named Lewis, John, Chicago, Bloomington, Springfield, Macoupin, and Alton Streets. In 1866, the second addition to the town was made. This addition, which was located along the east side of the original town plat, was known as the Boggess Addition (having been platted by B. Boggess). This new addition was organized around the railroad line that skirted the east side of the original town plat. The new streets within this section of town were named Section and Sherman Streets.²⁴

Area farming has always been a consistent form of commerce for the Girard area, with both grain and livestock being significant exports. In 1854, J. W. Woodruff built a warehouse and shipped the first carload of wheat from Girard. The following year (1855), the first flour mill was built in Mill Creek by H. Hall. This mill unfortunately was destroyed soon thereafter by fire and was replaced by a woolen mill built by B. Boggess. This mill became famous for its production of fine wool blankets that were woven at this location. These blankets received a first place prize at the Centennial Exposition in Philadelphia in 1876.²⁵ The railroad service that came through Girard during this time provided the opportunity for business development and the ability to ship goods throughout the state.

Coal mining has played a very significant role in the development of many communities within central Illinois, including Girard. As the *Girard Gazette* noted in 1891, “the business of mining and shipping coal is carried on extensively at this point.”²⁶ In 1869, a stock company was formed in Girard, and a coal shaft “was rapidly pushed forward.”²⁷ At a depth of 350 feet, a seven-foot thick vein of

²³ Girard Historical Committee, 11.

²⁴ *Girard Gazette*, 1.

²⁵ Girard Historical Committee, 6.

²⁶ *Girard Gazette*, 2.

²⁷ This same source notes that “in 1869-70 the citizens *through the Town Board* had a coal shaft sunk...” suggesting that this may have been a cooperative venture sanctioned by the city.

coal was encountered, and the Girard Coal Company quickly became the largest employer in the city. Shortly after it was constructed, the topworks of the mine was destroyed by fire in 1873. It was quickly rebuilt, and by 1891, the mine was described by the editor of the *Girard Gazette* as “doing an enormous business.” At that time the heavily mechanized mine employed 200 men, with average monthly payroll of \$11,000 and a daily output of 1,200 tons of coal.²⁸ In 1893, The *Girard Commercial Review* noted that “the Girard Coal Co. has since the inception of the business been the potent factor in the upbuilding of our progressive city”²⁹ (see supplemental materials S7). A second coal mine was sunk one mile south of Girard around 1895. This mine employed about 300 workers, who lived with their families in an adjoining “company town” named Greenridge. Due to their proximity, Greenridge residents did much of their shopping and other business in Girard. Most of the men that worked at the two mines were immigrants from Eastern European countries. The Girard and Greenridge mines remained operational through 1922, after which they closed—an event that had a dramatic impact on Girard’s economy and social fabric.³⁰

The 1874 *Atlas of Macoupin County and the State of Illinois* contains both a list of merchants entitled “Girard References,” as well as a “Patron’s Directory” for Girard Township. The list of merchants advertised in the village of Girard at that time included William Lancaster (a manufacturer of brick and Miller), Isaac Heaton and Charles Fish (manufacturers of carriages, wagons, farming implements, and “all kinds of machinery, blacksmithing”), Mackner, Metcalf, and Flood (dealers in lumber, lime, cement, pumps, and agricultural implements), R. J. Mitchell (physician and surgeon), C. C. Armstrong (Dealer in Hosteters Celebrated Stomach Bitters, drugs, medicines, chemicals, and other materials “usually kept in a first-class drug store”), L. J. Thompson (dealer in dry goods, boots, shoes, ready made clothing, and a full line of millinery goods, jewelry, notions”), Michael Brown (Carpenter and joiner), T. F. Burnett (manufacturer of wagons, carriages, and farming implements), F. Willet (merchant tailor), M. M. Duncan (attorney at law, Justice of the Peace, General Collecting, Real Estate and Fire Insurance agent), Carr and Lowe (dealer in clothes), M. V. Kitzmiller (proprietor of the Girard Nursery, dealer in fruit and ornamental trees, vines, and plants), S. W. Gobble (dealer in family groceries, confectionery, glass, queensware, perfumery), J. D. Metcalf (groceries and drugs), George Dohm (boot and shoe manufacturer and dealer in hides), W. C. Thompson (Dealer in furniture,

²⁸ *Girard Gazette*, 2.

²⁹ Girard Historical Committee, 7.

³⁰ Ibid. The 1955 history states that the Girard and Greenridge mines closed in 1922. However, a directory of coal mines Macoupin County compiled by the Illinois State Geological Survey indicates that the two mines in question remained open until 1924. They perhaps stopped production in 1922 and sat idle for two years before being officially closed (Illinois State Geological Survey, *Directory of Coal Mines in Illinois: Macoupin County* [Champaign, Illinois: author, 2003], 1, 6).

wall paper, window shades), and Bock and Cotingham (dealers in meats of all kinds, hides, tallow, and pelts). Additionally, listed in this location were the *Girard Review* and *Nilwood Journal*—both newspapers established in 1874 by W. E. Milton, as well as the Bank of Girard (J. D. Metcalf, president). The patron's directory for Girard Township included a similar list of individuals in town, as well as numerous farmers and stock raisers/dealer in the surrounding countryside. It is interesting to note that there are no references to boarding houses, inns, or hotels in either the patron's directory or the list of merchants' advertisements.³¹

The 1880s were a period of continued growth, spurred on by the expansion of the railroad industry into Girard. As the *Girard Gazette* noted in 1891, "there are but few towns in the state of equal size, or even larger, possessed of better shipping facilities than those to-day accorded Girard.... In 1880, the citizens of Girard subscribed the necessary money to secure the right of way for the Jacksonville Southeastern railroad from Virden to this point, and thus secured the crossing here. This was, perhaps, one of the most important events in the whole history of the city, as it forever settled the question of unjust discrimination in freight rates and provided the people with means of transportation in all directions." The Jacksonville Southeastern Line "is now one of the leading roads in the state. They do a thorough business between Chicago and St. Louis."³² It was at this same time, in 1881, that another addition was added to the community by J. W. Kitzmiller. This small addition contained only eight lots facing Eighth Street.³³

Fire played an important role in the development of the central business districts in many Illinois towns during the middle-to-late nineteenth and early twentieth centuries. Such was also the case for Girard, with catastrophic fires destroying portions of the town several times. The first major fire in Girard occurred in the summer of 1861, starting in the store of James Burtoff on the north side of the square. The entire west half of the block was destroyed in this episode. Shortly after, the planing mill and two warehouses located near the depot were also destroyed by fire.³⁴

Following these in almost rapid succession came the fires of the mills, the destruction of the public school building in 1870 and the coal mine buildings in 1873. Then came the burning of the Mill of W. W. Bristow and the Chicago & Alton railroad depot in 1884. In August of that year the southwest corner of the square was reduced to ashes and about two weeks later a portion of the north

³¹ Warner and Beers, 12, 45.

³² *Girard Gazette*, 1-2.

³³ *Ibid*, 1.

³⁴ Girard Historical Committee, 14.

side went up in the smoke. In '85 the south mill owned by McConnell was destroyed, entailing a loss of nearly \$40,000. The year '87 witnessed the destruction [sic] of a half block of the business portion just west of the northwest corner of the square, and the southeast corner was in ruins in the fall of '88. These were followed by several fires of less importance.³⁵

Fire again struck the community in the fall of 1909, destroying a large section of the west side of the square. The following year (1910), the O'Neil block also burned to the ground.³⁶

As with the nation as a whole, the late nineteenth and early twentieth century was a time of economic highs and lows for Girard. In describing the town in their commemorative issue of February 12, 1891, the *Girard Gazette* described the town as "A City of Enterprise, Business and Mining Interests" as well as "A City of Progressive People, Elegant Homes, and Fine Business Blocks." Although the small community may not have grown much during these years in terms of size, it continued to thrive due to its sound industrial and commercial base grounded firmly in the railroad's transportation facilities. Commercial development was concentrated along the three sides of the public square. Prominently located at the northeast corner of the square was the Girard House. Along the east side of the square, just across First Street to the east, was the railroad line with its multiple depots and sidetracks. Prominently located immediately adjacent to the east side of the public square was the Flood and Lowe Lumber Yard. Other turn-of-the-century industrial enterprises along the tracks at this time (as depicted on the 1900 Sanborn Fire Insurance map) included the Bristow Elevator, the stockyards, the Garretson Elevator, the Davidson Machine Shop (consisting of a wood shop, machine shop, and blacksmith shop), the Wills and Evans Flour Mill, the Gravity Lock Company (previously the Thompson Planing Mill), the Birzele Carpenter Shop, the Thompson Brick and Tile Works, and—most importantly, the Girard Coal Company's coal mine topworks. Between 1894 and 1900, an electrical generating plant (Girard Electric Light Works) for the community was constructed at the southwest corner of Monroe and First Street—just across the tracts from the coal works.³⁷ By 1906, a small railroad locomotive engine turntable had also been constructed along the west side of the tracks.

³⁵ *Girard Gazette*, 1.

³⁶ Girard Historical Committee, 14.

³⁷ It probably was not coincidental that this plant was located immediately across the street from the Girard Coal Company. Sometime between 1914 and 1931, this electrical generating plant disappeared. By that time, the electrical demand from the community of Girard probably far-exceeded the capacity of this small facility, and larger power generating plants connected to regional distribution grids had developed—with electrical service expanding into rural areas as well.

But change was clearly in the wind, for the nation as well as the town of Girard. One of the great changes to occur during these early years of the twentieth century was the shift away from horse power and the greater availability and acceptance of the automobile. Although heavy freight and bulk cargos continued to be transported along the rail lines, a decline in use of the railroads for personal travel was to ensue. Additionally, it became considerably easier for consumers to travel to more distant locations to pursue their shopping needs. These changes in modes of transportation naturally caused alterations within the makeup of the city's commercial district, albeit slowly at first. By the middle 1920s, the first concrete-paved highway connecting St. Louis with Springfield and Chicago was completed. Designated as Illinois Route 4, this hard road closely followed the right-of-way of the old Chicago and Alton railroad line and passed directly through Girard. In 1926, Route 4 was incorporated into U. S. Route 66, which ran from Chicago to Los Angeles (later immortalized by John Steinbeck as the "Mother Road"). This artery further facilitated the growth of regional automobile travel and proved a mixed blessing to Girard. On the one hand, it channeled non-local traffic through town, thereby aiding transportation-related businesses (i.e. gas stations, restaurants, and hotels); but on the other hand, it broadened the ability of the local consumers to take their business farther afield as never before. The economic well-being of Girard already was suffering from the closure of the Girard and Greenridge coal mines in the early 1920s, and whatever benefits the community was deriving from automobile traffic were reduced significantly when the path of U. S. Route 66 was shifted seven miles east of town in 1931-1932. The financial crisis of the Great Depression further altered the character of both the community's commercial and industrial development.

The 2000 U.S. Census enumerated 2,245 people living in Girard, with nearly 99% of the population being white. At that time, the city consisted of 926 housing units. The median age was 36 years, and the median family income was \$39,028.

2. Site-Specific History: the Enterprise/Nicolet Hotel

As noted above, the Enterprise/Nicolet Hotel was located on Lot 3, Block 20 of the Original Plat of Girard. This lot and the others in town were offered up for sale by Barnabas Boggess and Charles H. Fink, Girard's original proprietors, after the town plat officially was recorded in November 1854. Lot 3, Block 20 would have presented an attractive property in that it faced onto the Public Square and was located within the prospective commercial district of the new town. This might explain why Boggess and Fink sold Lot 3 in thirds, as opposed to a single parcel. On July 24, 1855 David P. Henry of Morgan County, Illinois purchased the west third of Lot 3 for \$33.33. On August 25 of the following year, the remainder of the lot was acquired by Andrew M. Clark and Felix Hoover of Macoupin County in two separate deeds for \$33.33 each. Clark bought the east third of the lot and Hoover the center (or middle) third.³⁸ Deed records indicate

³⁸ Macoupin County Deed Record (MCDR), Book FF, 47; MCDR, Book HH, 393, 395.

that Boggess and Fink sold a number of other lots in Girard by thirds as well,³⁹ so the practice, while perhaps not typical, was not unheard of during this early period of the town's development. Each third of Lot 3, Block 20 provided 22' of frontage on Madison Street; this probably was indicative of the narrow character of early commercial structures at the time.

The chain-of-title research conducted for the IL-HABS documentation did not cover the period from July 1855 to July 1865. However, it is known that Lot 3 remained divided into thirds during these ten years and experienced some changes in ownership. It also appears to have remained undeveloped during this period.

Title to the entire lot was reconsolidated under a single owner during the summer of 1865, when Dr. Daniel White of Girard undertook the acquisition of the three one-third parcels. On June 6 of that year White purchased the west third of Lot 3 from Alfred S. and Lou Ann Mayfield (residents of Carlinville) for \$100.⁴⁰ One week later, on June 14, he bought the center third of the lot from Henry and Lydia Hoover (residents of Brown County, Indiana) for \$100. The Hoovers apparently were a temperate-minded couple, as they placed the following condition on the sale:

to wit, that if the Lot hereby conveyed or any part of it shall ever be used for the purpose of making or vending intoxicating drinks as a beverage Cider excepted, with the knowledge or consent of the owner or owners or of his or her agents then the title to such lot so used or that part of the Lot so used and belonging to such owner or owners if the whole Lot does not belong to such person or persons shall fail and become null and void and the property revert to and become the property of the grantors in this deed named and the survivors or survivors of them and their heirs of the last survivor to be held and disposed of by them for the use of the inhabitants of said Town for the purposes of Education to be applied in that cause as the School directors or others persons having the control of School directors in the proper School districts shall direct....⁴¹

Dr. White acquired the eastern third of Lot 3 on August 5, 1865, buying it from James C. and Mary Rutherford of Macoupin County for \$100—the same price he had paid for the other two parcels.⁴²

³⁹ Lots located on Blocks 8 and 11 also were sold in thirds (Macoupin County Grantor Index, Book 2:29).

⁴⁰ MCDR, Book AM:437.

⁴¹ Ibid, Book AN:391.

⁴² Ibid, Book AN:472.

According to the *History of Girard from then til now 1855-1955*, Dr. Daniel White was a recent arrival in Girard in 1865, having previously resided in St. Louis. This history also relates that White hired the Andrews-Macknett-Metcalf Lumber Company to construct a residence for him on Lot 3, Block 20 in 1865 (presumably following his full acquisition of the lot).⁴³ White's period of residence on Lot 3 appears to have been quite brief, considering that he and his wife Vienna sold the property to Baker P. Andrews on January 17, 1866.⁴⁴ Andrews paid \$1,800 for the lot, which was a significant increase over what White had paid for the lot (\$300) less than six months earlier; this suggests that the house had been completed by the date of the sale. It is of note that Baker P. Andrews was a partner in the lumber company responsible for building the house, and one wonders whether White had experienced some difficulty in paying for the costs of the dwelling and was forced into a position of selling it to Andrews. By 1870, White was still residing in Girard but was employed as a carpenter as opposed to a physician.⁴⁵

On October 14, 1867, Baker P. Evans and his wife Martha sold Lot 3, Block 20 to the Trustees of the Girard Hotel for \$950. The Trustees of the Girard Hotel were a partnership comprised of five individuals named James Burton, James D. Metcalf, W. E. Eastman, William Lancaster, and Baker P. Andrews.⁴⁶ The purpose of these men's partnership was to construct and operate a hotel on Lot 3, Block 20, on the south side of Girard's public square. Trustee James Burton was a lumber merchant who lived in Shipman, in south-central Macoupin County.⁴⁷ The other four trustees were all residents of Girard. Baker P. Andrews, as previously noted, was a partner in a lumber company, while W. E. Eastman owned a "drug and merchandise store", and James D. Metcalf was a druggist.⁴⁸ William Lancaster was a brick maker from England.⁴⁹ These individuals were thus in a position to obtain much of the materials required for the construction of

⁴³ Girard Historical Committee, 3.

⁴⁴ MCDR, Book AR:293.

⁴⁵ United States Bureau of the Census (USBC), *Ninth Census of the United States*, Population Schedule for Township 12, Range 6, Macoupin County, Illinois (1870), 12.

⁴⁶ MCDR, Book BC:116.

⁴⁷ USBC, *Ninth Census of the United States*, Population Schedule for Township 8, Range 9, Macoupin County, Illinois (1870), 26.

⁴⁸ USBC, Township 12, Range 6 (1870), 10; Girard Gazette, 9.

⁴⁹ USBC, *Eighth Census of the United States*, Population Schedule for Township 12, Range 6 (1860), 104. William Lancaster's brickyard is believed to have been located on the western edge of Girard, possibly on the 5-acre tract (W1/2, NW1/4, SW1/4, NW1/4 of Section 32) he purchased from Barnabas Boggess in August 1857 (Macoupin County Deed Record, Book NN:448).

their hotel “in house,” with Andrews and/or Burton presumably able to provide the lumber and Lancaster the brick.

Apparently, the construction of the hotel on Lot 3 necessitated the relocation of the earlier house previously built there for Dr. White. In anticipation of the construction of the new hotel, this house was sold to Jesse M. Metcalf who relocated it to the west side of town, and “remodeled into one of the town’s most elegant homes.”⁵⁰

The 1955 *History of Girard* states that, “The St. Nick Hotel was then built in 1870 and James Hedges was its proprietor, for perhaps three years, then it was leased by a Mr. Sutphin.”⁵¹ The 1870 census of Girard does not list a James Hedges in town, though it does list James Sutphin as the “keeper” of the “Enterprise Hotel.” The only other hotel mentioned in town by the 1870 census is the “Girard House,” which was located on the northeast corner of the public square.⁵² Hence, we believe that the Enterprise Hotel referenced by the census is the same business later operated as the St. Nicholas. Assuming the 1955 history is correct about James Hedges being the original proprietor, the fact that James Sutphin is noted as the “keeper” of the hotel in 1870 census, as opposed to Hedges, presents the possibility that the hotel was constructed sometime prior to 1870. As such, the hotel may have been constructed sometime shortly after the purchase of the property by the Trustees of the Girard Hotel in 1867. Another possibility is that the building was, indeed, constructed in 1870 with Hedges as the proprietor and Sutphin as the manager or “keeper” of the hotel.

The 1870 census for Girard reports James Sutphin as a 50-year-old native of New Jersey. Residing with him at the Enterprise Hotel were his wife Catherine (age 45) and daughters Elizabeth (age 20), Anna (age 16), and Mary (age 7).⁵³ Eight other non-related guests or boarders are listed at the hotel in the census: William Hedges, a physician; James Herbert, a druggist; J. N. Burnett, an engineer; Henry Hamilton, a bank clerk; John Eifort(?), a barber; John Bordine, a miller; Frank Moore, a hotel clerk; and John F. Holden, a clerk.⁵⁴ Overall, these guests were

⁵⁰ Girard Historical Committee, 3. This source notes that the house was “moved to the west part of town and became the home of Mr. Andrews. Then it was purchased by Jesse M. Metcalf and remodeled into one of the town’s most elegant homes. The lawn around this home is landscaped with different varieties of unusual trees, and is treasured by the present owners, Vernon Thompson & Son who are in turn remodeling the house into a modernistic dream.”

⁵¹ Ibid.

⁵² USBC, Township 12, Range 6 (1870), 14, 25.

⁵³ Apparently, one of the Sutphin daughters became a relatively famous professional singer, at one time performing *Madame Butterfly* in New Orleans (Girard Historical Committee, 3).

⁵⁴ USBC, Township 12, Range 6 (1870), 25.

white-collar, middle-class professionals, which is indicative of the quality status of the hotel during this period. It is also interesting to note the presence of William Hedges and to speculate as to his relationship with James Hedges, the potential “proprietor” of the hotel.

On June 18, 1873, the partnership known as the “Trustees of the Girard Hotel Company” appears to have been dissolved (or at least reorganized without formal title) when the Trustees, as a single entity, sold Lot 3, Block 20 for \$3,600 to three of the original investors—Barker P. Andrews, James D. Metcalf, and William Lancaster—plus Barnabas Boggess. W. E. Eastman and James Burton were not included in this new partnership, and \$3,600 paid by the grantees for Lot 3 possibly represented their buyout.⁵⁵

Barnabas Boggess, as previously noted, was one of the founders of Girard. Although described in census records as a “farmer,” Boggess invested heavily in town real estate as well. He ultimately acquired sole ownership of the hotel by buying out his three partners in succession. On April 2, 1875 he purchased Baker P. Andrews undivided one-quarter interest in Lot 3, Block 20 for \$576. Boggess purchased William Lancaster’s one-quarter interest in the property for \$900 on July 17, 1876, and the following day he bought out James D. Metcalf’s share for \$1,000.⁵⁶ There is no evidence of Barnabas Boggess having operated the hotel directly. Instead, he likely placed operation of the establishment in the hands of a manager, who could have either run it on his behalf or perhaps leased it from him. The business continued to be called the Enterprise Hotel during Boggess’ period of ownership.⁵⁷

The hotel building is illustrated on an 1875 plat map of Girard (see supplemental materials S4). Though not very detailed in respect to its building depictions, this plat represents the earliest known map that shows the hotel. The fact that the hotel is one of handful buildings illustrated on the plat—the others being the depot, office, churches, and select residences on the edge of town—provides some indication of the hotel’s status at this date. It certainly would have been one of the most prominent buildings in Girard during this period.⁵⁸

The 1880 census of Girard records the presence of a hotel on Madison Street then operated by one Thomas Duncan. Although this hotel is not identified by name in the census and no street number is provided, we suspect it to be the Enterprise since no other hotels are known to have been located along Madison Street. Thomas Duncan is reported in the census as a 59-year-old hotel keeper.

⁵⁵ MCDR, Book BV:82.

⁵⁶ Ibid, Book BH:322, Book BU:368.

⁵⁷ Sanborn Map Company, *Girard, Illinois* (New York: author, 1886).

⁵⁸ Warner and Beers, 45.

Originally from Tennessee, he appears to have been a resident of Illinois for at least thirty years. Duncan was married to Elizabeth (age 42), who also a native of Tennessee. The couple had six daughters living with them in 1880, whose ages ranged from 6 to 30. Eight “boarders” are reported at the hotel in the census: Ely Wolfsberg, a railroad agent; William Garretson, a grain shipper; Fred Jarvis, a photo artist; Wilbert Kemp, a book keeper; Frank Howard, a harness shop worker; J. A. Parsons, a fire insurance agent; M. M. Lightburn, a milliner; and a M. A. Lightburn, a dressmaker. The boarders ranged in age from 21 to 44, and all were either single or widowed. The majority were males, the only exceptions being the two Lightburns, who—based on their common name, close ages, and related trades—are suspected to be sisters perhaps working together. Additionally, several of them appear to be local businessmen, and not transients.⁵⁹

The census data on the Girard House in 1880 provides a point of comparison and contrast to the Enterprise Hotel. At this time, the Girard House was managed by a G. K. Yearington. Yearington's own family of eight was living at the hotel, along with four boarders: a coal miner, a blacksmith, a wagon shop worker, and a livery stable worker. All four boarders were immigrants, one being Irish, two Germans, and one Canadian. Their socio-economic status was quite different (lower and more working class) from the guests staying at the Enterprise Hotel at the same date.

The earliest Sanborn fire insurance maps available for Girard date to April 1886 (see supplemental materials S8 through S15 for details of the Enterprise/Nicolet Hotel as depicted on the various Sanborn fire insurance maps). This map illustrates the footprint of the Enterprise Hotel, showing it with a three-story main block and two-story rear wing. The interior layout of the hotel's first floor is shown in some detail. An office was located in the northeast of the main block, and opposite this (in the northwest corner) was a “sample room.” The function of the latter room is open to some conjecture, but one possibility is that it served as an area where traveling salesmen could display samples of their wares to local customers. The Sanborn map shows a large dining room extending across the southern half of the main block. The first floor of the rear wing is labeled “kitchen.” Extending off the southern end of the two-story, brick rear wing is a one-story, frame wing. The function of the frame wing is not indicated on the map, though it may have served a support role for the adjoining kitchen. The Sanborn map illustrates two wells along the east side of the wing and also depicts two frame outbuildings along the rear of the lot. One of the outbuildings--positioned on the southwest corner of the lot—is quite small and potentially represents a privy. The other outbuilding is a modest-sized, 1-½-story carriage house lying close to the southeast corner of the lot (see supplemental materials S10).⁶⁰

⁵⁹ USBC, *Tenth Census of the United States*, Population Schedule for Girard Township (1880), 24.

⁶⁰ Sanborn Map Company, *Girard, Illinois* (New York: Sanborn Map Company, 1886).

On August 4, 1887, Barnabas Boggess and his wife Eliza sold the “Three Storey [sic] Brick Hotel located on Lot Three (3) in Block Twenty (20)” in Girard to Jacob F. Neher of Sangamon County for \$6,000. That same day Neher took out a \$2,000 mortgage on the property with Boggess, presumably as security for the money he was not able to pay up front.⁶¹ Neher’s period of ownership was quite short. A mere six weeks later (September 13, 1887) he sold Lot 3, Block 20 to James P. Johnson of Girard for \$6,700, garnering a \$700 profit for his short-term investment.⁶² On September 26, 1887, within two weeks of their acquisition of the hotel lot, the Johnsons also purchased the adjacent Lot 10 (located across the alley to the south of their hotel).⁶³ On April 19, 1890, James and Kate Johnson took out a \$1,200 mortgage on Lot 3, Block 20 with Edward F. McConnell of Chatham (Sangamon County). By this date, the couple had relocated from Girard to Springfield. The mortgage with McConnell was to be paid within eighteen months at 8% interest. It was satisfied on August 29, 1892.⁶⁴

Unfortunately, the 1890 census is available for Macoupin County, as it was destroyed by fire, so we do not know who was residing at the Enterprise Hotel at this date. However, some information about the hotel is known courtesy of the February 12, 1891 edition of the *Girard Gazette*, which states that the “Enterrise [sic] house is conducted by M. Kuinzwiller who has had considerable experience in this line. The house has been repared [sic] and refurnished and is now in first class order. The table is supplied with the best of everything.”⁶⁵ This article suggests that the Enterprise, after twenty-some years of operation, had been in need of some repairs and updates.

On September 26, 1892, James and Kate Johnson sold Lots 3 and 10 of Block 20, Girard, and parts of two other lots in the town of Virden to Charles E. Wyatt for \$4,175. Wyatt was a resident of Virden, which was located four miles north of Girard, just south of the line separating Macoupin and Sangamon Counties. On February 9, 1893 he sold Lots 3 and 10, Block 20 in Girard to Persis E. Timothy

⁶¹ MCDR, Book DZ:68; Macoupin County Mortgage Record, Book DW:283.

⁶² MCDR, Book DZ:79.

⁶³ Ibid, Book DZ:85. The Johnsons paid A. B. and M. E. Nevins \$350 for Lot 10. The sale occurred on September 26, 1887.

⁶⁴ Macoupin County Mortgage Record, Book EQ:227.

⁶⁵ *Girard Gazette*, 7. Considering the number of typos in this section of the newspaper, one must question whether the “M. Kuinzwiller” referred to connection to the Enterprise Hotel might not be Rev. Martin Kitzmiller, who came to Girard in 1856 as the Baptist minister. The same issue of the *Girard Gazette* (on page 3) indicates that “about one year ago, he was appointed postmaster. He does no active ministerial work now, but preaches funeral sermons and performs marriage ceremonies occasionally. Everybody knows Fathr Kitzmiller as a minister and as a citizen.”

for \$4,500.⁶⁶ At the time of this transaction Persis Timothy was residing in Springfield. However, she and her husband Charles would soon move their family to Girard and take up direct operation of their hotel. The name of the hotel was changed from “Enterprise” to “Nicolet” after the Timothys’ acquisition of the property.

In the fall of 1893, the *Girard Commercial Review*, in describing the hotels of the city, noted that:

there is no one thing which serves to advertise a city in a more satisfactory manner as does a good hotel and Girard is fully abreast of the times as it harbors within its gates one of the best hostelries in this section of the state. We refer to the Nicolet Hotel, of which C. D. Timothy is the proprietor. Since taking charge of the Nicolet about six months ago, this gentleman has proven himself to be the right man in the right place and has won the esteem of the community as well as the patronage of the traveling public. Mr. Timothy, since buying the property, has been continually making improvements and the result is that at the present time he is the recipient of a splendid patronage. Visitors in the city will find at the Nicolet all the comforts of home while mine host Timothy’s courtesy is proverbial. The people of Girard are proud of their hotel and the fleeting messengers of trade and commerce who pay the town a visit speak in the highest terms of the Nicolet. There are several other places where good accommodations may be had. Mr. John Brendle has airy and neatly furnished rooms and sets an excellent table paying special attention to transients. The Girard House managed by Mr. George Yerington is another good house.⁶⁷

After discussing the virtues of the modern hotel, the *Girard Commercial Review* (1893) devoted a separate heading for the Nicolet Hotel:

Girard... harbors in its midst a first class hotel which is conducted in a manner truly commendable. We refer to the Nicolet of which Mr. Timothy is proprietor. No pains are spared to make guests feel at home and those whom have partaken of the hospitality offered have every reason to be amply satisfied at the treatment accorded to them. The air of neatness and cleanliness observable on every hand are sure to be appreciated. The meals served are of a high order and the most fastidious cannot fail to be pleased. Mr. Timothy is particular to see that only the best the market affords finds its way into the kitchen, where it is prepared in a manner to

⁶⁶ MCDR, Book EZ:96, Book EY:404.

⁶⁷ *Girard Commercial Review*, October [?], 1893 [Copy on file, Fever River Research, Springfield, Illinois.]

tickle the palate of the most fastidious epicure. We can truthfully state that no other house in Girard can equal the table set by Mr. Timothy and this is universally acknowledged by those of our citizens who have partaken of the proprietor's hospitality. Mr. Timothy is a striking illustration of ye genial host of ye olden time and has gained a legion of friends since taking charge of the Nicolet. He is a member of the city council having been elected without opposition and takes an active interest in everything appertaining to Girard's future advancement.⁶⁸

The 1894 Sanborn fire insurance map, although little changed from the earlier 1886 map, does suggest the expansion and and/or diversification of the hotel over during the intervening period (see supplemental materials S10). The 1894 Sanborn map essentially shows the footprint and interior layout of the hotel as unchanged since 1886, with one notable exception: the addition of an oven on the south end of the one-story frame wing at the rear of the hotel. The addition of the oven suggests a need or a desire on the part of the proprietors to make baked goods in-house—for use by an ever-growing restaurant business (for guests and boarders), as well as for sale to the local community. The 1894 map also indicates that the 1-½-story carriage house illustrated on the southeast corner of the lot in 1886 had been removed and replaced by a smaller frame structure similar in size to that on the opposite corner. It is possible that one or both of these structures may have served as privies—with the possibility that the two privies represented gender-specific facilities.⁶⁹

In 1894, a relatively large, two-story carriage house is shown on the north end of Lot 10, on the other side of the alley to the south of Lot 3.⁷⁰ As noted above, Lots 3 and 10 had been in common ownership since late 1887 when the property was purchased by the Johnsons. As the 1886 Sanborn map illustrates the north end of Lot 10 as being empty, we suspect that the Johnsons constructed the carriage house here sometime shortly after their September 1887 purchase of the property. This new carriage house probably was operated in conjunction with the hotel. It offered hotel guests greatly expanded and improved lodging and care for their horses and carriages. The hotel certainly would have had the need for a carriage house or stable, given its size and clientele. This impression is strengthened by the 1900 Sanborn maps, which show an even larger building on the north end of Lot 10 that is specifically labeled as "Livery." This livery is approximately double the size of the carriage house shown here in 1894 and represents a

⁶⁸ Ibid.

⁶⁹ Sanborn-Perris Map and Publishing Company, *Girard, Illinois* (New York: author, 1894).

⁷⁰ Ibid.

replacement or perhaps expansion of the latter undertaken by the Timothys (see supplemental materials S12).⁷¹

In addition to building or expanding the livery on Lot 10, the Timothys had made significant additions to the hotel building proper and its associated lot during the period 1894-1900. The 1900 Sanborn indicates that they had replaced the one-story wing on the rear of the hotel with a two-story frame wing, equal in height to the original brick wing to which it adjoined. This change was probably associated with the increased expansion of the hotel's restaurant business. The Sanborn map labels the first floor of the new addition as a kitchen and the brick wing (formerly the kitchen) as a dining room. The hotel apparently had outgrown its original dining room in the main block and required more seating space. The 1900 Sanborn map also shows that the Timothys had constructed a much larger and improved detached bake house with a large oven on the southeast corner of the lot, as well as a one-story, frame outbuilding of unknown function directly south of the two-story frame wing since 1894 (see supplemental materials S9 and S11).⁷²

The 1900 census of Girard lists Charles D. and Persis Timothy residing at their hotel in Girard. James, who was then age 58, is reported in the census as a "Hotel Keeper." Persis was 48 years old. Seven of the couple's eight surviving children were residing with them: Moses (?), who was age 27 and employed as a baker; Frank, a 22-year-old cook; daughter G[---], age 20; Olive, age 18; Sarah, age 16; Otis, age 13; and Mabel age 9. Given their number, the Timothy family possibly occupied a sizable portion of the building (possibly the three larger rooms on the second floor). Operation of the hotel certainly appears to have been a family affair, with Charles as the manager, and Moses and Frank likely working in the hotel's bakery and restaurant. The 1900 census does list a live-in servant named Franklin Bills residing in the hotel, but does not enumerate any guests or boarders in the hotel. While the absence of guests appears unusual (especially when compared to previous censuses), the hotel possibly just happened to have had no guests on the day of the enumeration.⁷³

At some point between 1900 and 1906, a two-story, flat-roofed, masonry commercial building was constructed on the northeast corner of Lot 3, abutting the northeast corner of the Nicolet Hotel itself. In contrast to the hotel, which had a significant setback from Madison Street, the commercial building was built right on the public sidewalk, typical of nineteenth century commercial architecture. This new commercial building had an attractive façade, with large storefront

⁷¹ Sanborn-Perris Map and Publishing Company, *Girard, Illinois* (New York: author, 1900).

⁷² *Ibid.*

⁷³ USBC, *Twelfth Census of the United States*, Population Schedule for Girard Township, Macoupin County, Illinois (1900), 6B.

windows and cast-iron columns on the lower story and a projecting upper story faced with rock-faced concrete block (which represented a relatively new and popular building material from the early years of the twentieth century). The 1906 Sanborn map indicates that this commercial building originally was used as a restaurant. Given that Lot 3 was under single ownership at this date, the restaurant appears to have been built by Charles D. and Persis Timothy in association with their hotel. The 1906 Sanborn suggests that the main entrance to the newly constructed restaurant was from the street, but that the new building was also accessible from the hotel from two separate locations. The more formal of these two entrances was from the east side of the hotel's front porch. The second entrance was from a small porch located to the rear of the new restaurant, and to the east of the hotel—and may have represented a less formal connection to the hotel's original dining rooms and/or kitchen located in the rear of the hotel. This source also indicates that the hotel was now called the "Hotel Nicolet," a subtle modification of the name it had been operating under for the past two decades (see supplemental materials S9 and S13).⁷⁴

The restaurant and hotel appear in a historic photograph looking west from the Public Square (see supplemental materials S16). This image of the hotel is the earliest we know of and would have been taken shortly after the construction of the adjoining restaurant, sometime between circa 1900 and 1906. A large sign emblazoned with "Nicolet Hotel" is hung across the front the building, between the second and third stories. This suggests that the photograph was taken prior to the business adopting the title of "Hotel Nicolet," unless the name change was so slight that the owners didn't bother to repaint the old sign or get a new one. The historic photograph also shows a partial-width porch on the front elevation. This porch is not depicted in the Sanborn maps predating 1906.

The 1955 *History of Girard* states that the Timothys ultimately sold the hotel to Edward Gough who "stayed from 1901-1912." Chain-of-title research, however, indicates that the Timothys did not sell the property to Gough, but rather to another Girard resident named John J. Stowe. This sale occurred on October 29, 1906, with Stowe purchasing Lots 3 and 10 of Block 20 for \$5,300 and also agreeing to pay the taxes due on the property for that year. By this time, Charles D. and Persis Timothys had relocated to Symona, Cobb County, Georgia.⁷⁵ Rather than operating the hotel, Stowe appears to have leased the property to Edward B. Gough initially. Born in England in 1851, Gough had immigrated to the United States as a young man and became a naturalized citizen in 1870. The 1910 census of Girard reports him as a hotel keeper residing on Madison Street, which fits well with the Hotel Nicolet. The census lists him as a renter but also notes his status as an *employer*; this suggests that he was self-employed, as

⁷⁴ Sanborn Map Company, *Girard, Illinois* (New York: author, 1906).

⁷⁵ MCDR, Book 222:569.

opposed to running the hotel for Stowe, who was then serving as Girard's postmaster. The 1910 census indicates that Gough's wife, Florence, was 50 years old at the time. The Goughs also had their daughter Nellie and son-in-law Frank Stewart, a dentist, residing with them in the hotel at that date. Clara Roth, age 22, was employed as a resident cook at the hotel. The census also reports three boarders at the hotel: William J. Coverdill, a 34-year-old horse dealer; F. W. Butcher, who was age 39 and (befitting his surname) employed at a meat market; and Charles P. Brady, a 65-year-old mine manager.⁷⁶

Chain-of-title research shows that John J. Stowe sold Lot 3, Block 20 to Charles W. Sanger of Los Angeles, California for \$10,300 on August 12, 1910. The deed for this sale noted that Lot 3 was "now occupied by Hotel building and Brick Store building now used as post office."⁷⁷ This transaction was the first of four by which Lot 3 passed through a succession of short-term, non-local owners before eventually returning to the hands of John J. Stowe. On March 6, 1911, Charles W. Sanger sold the property to Frank Schaad of Los Angeles for \$10. A mere two days later Schaad sold the lot to Cecil Gardner, another Los Angelino, for the same amount. Gardner, in turn, sold the lot back to John J. Stowe on December 7, 1911 for \$5,000.⁷⁸ The nature of these transactions is unclear, but it is possible that Stowe first sold Lot 3 to Sanger as security to guarantee the repayment of a loan. The presence of the store and post office in this building complex strongly suggests that the restaurant business may have declined during the early years of the twentieth century, while under Gough's management. Lot 10, on which the livery stable was located, was not included in any of the four transactions in question or for any subsequent sales involving the hotel property (Lot 3). The exact date at which it was detached from the hotel is not known, though it obviously post-dated Stowe's acquisition of Lots 3 and 10 in 1906.

The 1955 history of Girard suggests that John J. Stowe took over direction of the hotel after Edward Gough's management ended in 1912. Under Stowe's management, the business apparently flourished once again. According to this source, "A period of profitable years followed at the St. Nick under the ownership of John J. Stowe. Mrs. Stowe's cooking was famous up and down the C. and A. [Railroad] from Chicago to St. Louis. Many a drummer always planned to make Girard at a time to enjoy 'Aunt Lizzie's' cooking."⁷⁹

⁷⁶ USBC, *Thirteenth Census of the United States*, Population Schedule for Girard City, Girard Township, Macoupin County, Illinois (1910), 1A, 13A.

⁷⁷ MCDR, Book 251:77.

⁷⁸ *Ibid*, Book 255:245, 496.

⁷⁹ Girard Historical Committee, 3.

The 1914 Sanborn map for Girard indicates that the business was still operating as the “Hotel Nicolet.” Sometime prior to 1914, several major changes were undertaken with the buildings at this site, and these potentially document the decline in the bakery and restaurant business during the years circa 1906-1912. As suspected above, the 1914 Sanborn map indicates that the commercial building attached to the east side of the hotel was no longer a restaurant; instead it was now used as the local post office. Considering that Stowe himself was serving as Girard’s postmaster in 1910,⁸⁰ one wonders whether he was responsible for relocating the post office to this location at some point after his acquisition of Lot 3 in 1906. Additionally, the 1914 Sanborn map shows significant changes to the rear of Lot 3 since 1906. The bake house complex shown on the preceding two sets of Sanborn maps had been removed by this date, as had the single-story frame extensions built off the rear wing of the hotel, and a new one-story frame shed had been erected on the southwest corner of the lot. The two-story frame addition on the south end of the original brick wing remained in place. The livery stable on Lot 10 was still present but it is not known whether the livery was still under the same ownership as the hotel (see supplemental materials S14).⁸¹

On March 28, 1917, John J. and Lizzie Stowe sold Lot 3, Block 20 to Harriet L. Wade of White Hall, in neighboring Greene County, for \$14,000. Like the deeds immediately preceding it, the property description for this sale observed that Lot 3 was occupied by a “hotel building and brick store building now used as post office.” Lot 10 was not included in the sale.⁸² Harriet Wade does not appear to have moved to Girard after her purchase of the hotel considering that the 1920 census reports her as still residing White Hall with her husband Samuel. The Wades were in their early 60s at this time, and neither reported an occupation in the census, which suggests they were retired.⁸³ They may have been leasing the hotel to another party, whose identity is not known. The couple retained ownership of the hotel until March 26, 1924 when they sold Lot 3, Block 20 to D. B. and Maud Hughes for the nominal sum of \$1.00. The Hugheses also agreed to “assume all the unpaid installments of the assessments for the Public Square Improvement” previously levied by the City of Girard on the property.⁸⁴ The enumeration for the hotel in the 1920 census could not be found—or rather could not be differentiated from the general population in Girard.

⁸⁰ USBC (1910), 13A.

⁸¹ Sanborn Map Company, *Girard, Illinois* (New York: author, 1914).

⁸² MCDR, Book 289:187.

⁸³ USBC, *Fourteenth Census of the United States*, Population Schedule for White Hall City, White Hall Township, Greene County, Illinois (1920), 5B.

⁸⁴ MCDR, Book 334:103.

When they purchased the hotel, the Hugheses were residing in Gillespie in southern Macoupin County. Subsequent deed records show that they relocated to Girard, possibly to take a direct hand in operating the hotel. Their ownership lasted only a few years, however. On February 14, 1927, D. B. and Maud Hughes sold Lot 3, Block 20 to the Citizens National Bank of Alton for \$1. The property was still subject to a \$1,900 mortgage taken out with State Bank of Girard in April of the preceding year.⁸⁵ This transaction may simply represent refinancing with the bank by the Hugheses, who may have continued to own the property through February 1928.

On February 20, 1928, Everett Corder, a local grocery store owner acquired Lot 3, Block 20 from Helen Ellison and C. C. Ellison, acting trustees for an unnamed party suspected to be Citizens National Bank of Alton. As part of this sale, Corder agreed to pay the \$1,000 left on the mortgage taken out by the Hugheses in 1926 as well as the taxes due on the property for 1927.⁸⁶ The 1930 census reports Everett Corder as 60 years of age with a residence at 228 North Harrison Street in Girard (which is not the location of the hotel). Considering that the census lists his occupation as “retail merchant,” Corder apparently was not running the hotel himself.⁸⁷ He died later that same year on October 4.⁸⁸

The 1931 Sanborn map indicates that the hotel was operating as the “Girard Inn” at this time. The footprint of the hotel had not changed since 1914. However, there had been some alterations in respect to the associated outbuildings. The shed illustrated on the southwest corner of Lot 3 on the previous Sanborn maps had been removed, and a one-story garage with attached lean-to had been built on the southeast corner of the lot. The livery stable on the northwest corner of Lot 10 was no longer present by this date either—documenting the shift from horse and buggy transportation to automobile. The commercial building attached to the east side of the hotel is simply marked with an “S” on the map, which is a generic notation for a commercial property (or “store”). Girard’s post office presumably had found a new home by this date (see supplemental materials S15).⁸⁹

⁸⁵ Ibid, Book 341:503, Book GE:277, Book 357:315.

⁸⁶ Ibid, Book 342:224. C. C. Ellison’s wife Grace J. also is named as a grantor in this deed. All of the grantors were residents of Alton.

⁸⁷ USBC, *Fourteenth Census of the United States*, Population Schedule for Girard City, Girard Township, Macoupin County, Illinois (1930), 6A.

⁸⁸ Illinois State Archives, *Illinois Statewide Death Index*, Everett Corder, Certificate 0590346.

⁸⁹ Sanborn Map Company, *Girard, Illinois* (New York: author, 1931).

In 1932 Lot 3, Block 20 had an assessed value of \$1,900.⁹⁰ Assuming Macoupin County followed the now standard formula of assessed value of real estate equaling one-third of fair market value, Lot 3 and its improvements actually were considered worth \$5,700 at this time. Even so, this was significantly lower than the \$14,000 Harriet Stowe had paid for the property in 1917. Several factors may have played into the decline in the lot's value, including the fact that the country was in the depths of the Great Depression and also that the hotel was now fifty years old and likely showing signs of age.

On November 1, 1933, Luther Corder, the executor of the Everett Corder estate, and his fellow heirs sold Lot 3, Block 20 to Guy and Lucy Burton of Girard for \$1 "and other good and valuable considerations." The Burtons also agreed to pay the taxes due on the property for the year 1933.⁹¹ The Burtons retained ownership of Lot 3, Block 20 until January 1, 1938, when they sold the property to James H. Riffey of Girard for \$10 "and more." Revenue stamps to the amount of \$4.40 were attached to this deed; assuming a standard ratio of \$1 in stamps per \$1,000 in value, the actual cost of the property was \$4,400. The deed for this transaction specifically noted that "the hotel contents, fixtures, equipment and appurtenances used in and about the operation of the hotel" were included in the sale.⁹² Presumably, the lack of "restaurant" equipment might suggest that the building no longer functioned in that capacity by this time. Similarly, physical changes in the building suggest that the use of the structure might have begun to shift from overnight lodging for transient guests (hotel) to that of a rental apartment building for more permanent local individuals. The shift in U. S. Route 66 east of Girard in the early 1930s may have played a role in this transition.

On June 1, 1943, James H. Riffey signed an "assignment of contract" with Hazel and Kenneth England by which the latter would have the rights to purchase Lot 3 at some future date. Collector's books show that England subsequently assumed responsibility for paying the taxes due on Lot 3, despite the fact that Riffey still held title to the property.⁹³ On October 10, 1946, Riffey sold the eastern third of Lot 3 to David Hart Post No. 115 of the American Legion. Irregular in shape, the property involved in this sale encompassed the commercial building attached to the east side of the hotel (and constructed as a restaurant), which the Legion intended to use as a meeting hall, plus a 21.9' -wide strip of ground extending the

⁹⁰ Macoupin County Collector's Book, Girard Township (1932), 20. This is the earliest tax information for Lot 3, Block 20 of Girard available at the Macoupin County Courthouse.

⁹¹ MCDR, Book 364:480.

⁹² Ibid, Book 393:285.

⁹³ MCDR, Book 506:286; Macoupin County Collector's Book, Girard Township (1950), 25.

depth of the lot to the rear of the building, and giving limited access to the rear alley.⁹⁴

The “assignment of contract” originally issued by James Riffey to the Kenneth and Hazel Englands ultimately was transferred to Don Schott. The date at which this occurred is not known. On March 14, 1955, Schott officially acquired title to Lot 3, Block 20, with the exception of that portion previously sold to the American Legion.⁹⁵ The 1955 *History of Girard* states that, “The St. Nick is now Girard’s only hotel and is owned and operated by Mr. And Mrs. Don Schott.”⁹⁶

The Schott family owned the hotel until January 10, 1959, when they sold their portion of Lot 3 to Mina B. Parker of Girard.⁹⁷ Parker in turn sold the property to Robert E. and Angela C. Dufner on June 23, 1966. The Dufners also were residents of Girard.⁹⁸ The hotel building remained in the hands of the Dufner family through at least 1982.⁹⁹ It possibly was during the Dufners’ period of ownership that the building was converted from use as a hotel to apartments.

The last private owner of the old Nicolet Hotel was Rosmarie Grady. The date at which Grady acquired the property is not known. On October 28, 2003 she sold the building and its associated lot to the City of Girard. The city purchased the property with the intention of demolishing the old hotel and erecting a community center at that location.

3. Nineteenth Century Hotels in Small-Town Central Illinois.

From the earliest days of settlement, the overnight accommodation of the traveler was a local service that was necessary within almost every town of any size. During the nineteenth century, the local inn, tavern, and/or city hotel often handled this service—providing lodging, food, and care of horses to the traveler. As Raitz and Jones (1988) noted in the article “The City Hotel as Landscape Artifact and Community Symbol:”

Hotels, or their precursor, the tavern, were cornerstones of urban development on American’s settlement frontier. As a landscape

⁹⁴ MCDR, Book 447:175.

⁹⁵ Ibid, Book 534:492, Book 506:286.

⁹⁶ Girard Historical Committee, 3.

⁹⁷ MCDR, Book 534:495.

⁹⁸ Ibid, Book 634:439.

⁹⁹ On March 1, 1982, Jack and Gloria J. Dufner of Virden, Illinois signed a Quit Claim Deed on Lot 3, divesting their interest in the property to Robert and Angela Dufner (MCDR, Book 896:94).

artifact the hotel marked the early business and social core of cities; it also symbolized community progress and achievement, as well as investment opportunity. The hotel evolved from a democratic social institution into a grand central-city palace that showcased technological innovation while gradually yielding its democratic character to entrepreneurial expedience....¹⁰⁰

Such inns or city hotels—due to the very nature of their clientele’s transient character—were conveniently located near primary transportation corridors, and by their very nature, the mode of transportation currently in use at the time played an important role as to the character and location of these early enterprises. During the nineteenth century, several modes of transportation were utilized. In the early years of settlement, travel by boat along the state’s navigable river corridors, and by either foot, horse, or stagecoach along overland roads was the norm. By mid-century, travel along one of the state’s numerous railroad lines was commonplace. And, by the early years of the twentieth century, the use of automobiles on hard-paved roads was becoming common. Each of these “eras of transportation” is briefly discussed below in relationship to their effect on the development of the city hotel. Dunbar’s *A History of Travel in America* is an excellent introduction to the development of the various modes of travel in the United States, and it discusses these various methods of transportation in great detail. Additionally, recognizing its close tie with changing transportation systems, Dunbar also discusses “the evolution of the public house.”¹⁰¹ Similarly, Elder contains an interesting perspective on several early taverns and inns in northern Illinois.¹⁰²

The Stagecoach Era. During the early years of settlement in Illinois, the preferred mode of travel was by boat along one of the major river corridors leading into, or through, the state (such as the Ohio, Mississippi, and/or Illinois rivers). Unfortunately, river travel was precarious at times, seasonal at best, and did not access all points within the state (such as the interior portions of the state)—and travel by foot, horse, and coach along relatively primitive overland road corridors was also common. Many families immigrating into Illinois in hopes of beginning a new and better life simply walked and/or traveled with a simple cart, wagon,

¹⁰⁰ Karl Raitz and John Paul Jones III, “The City Hotel as Landscape Artifact and Community Symbol,” *Journal of Cultural Geography*, 9, no. 1 (1988):17-36. For more context on city hotels and motels see also Jakle, John and Keith Sculle, *America’s Main Street Hotels: Transiency and Community in the Early Auto Age* (Knoxville: University of Tennessee Press, 2009) as well as Jakle, John, Keith Sculle, and Jefferson Rogers, *The Motel in America* (Baltimore: The John Hopkins University Press, 1996.) and Jefferson, William, *The American Hotel* (New York: Alfred A. Knopf, Inc., 1930).

¹⁰¹ Seymour Dunbar, *A History of Travel in America* (Indianapolis: The Bobbs-Merrill Company, 1915).

¹⁰² Paul Wilson Elder, “Early Taverns and Inns in Illinois,” *Journal of the Illinois State Historical Society*, 20, no. 4 (1928): 578-583. Of particular interest is his account pertaining to John Dixon’s Nachusa Tavern at the location of present-day Dixon, Illinois.

and/or horseback. More fortunate families traveled by stagecoach. Additionally, many early salesmen traveled the countryside peddling their wares. As the *Girard Gazette* (1891) stated, “with the tide of immigration came the itinerate vendors of tinware and wooden clocks...”¹⁰³ Accommodations for travelers—such as an inn, tavern, or house of public entertainment—were often located at river landing communities, many of which (such as Shawneetown) developed into entrepot communities. Similarly, simple inns or taverns were established in strategic locations along the overland corridors.

During the initial years of settlement in central Illinois, travelers often were at the mercy of the families who had previously settled within an area, and took refuge within the homes of these early settlers. Accommodations were generally crude, and varied dramatically with the regional backgrounds and socio-economic well being of the host family. As conditions warranted and the number of travelers increased, small inns or taverns were constructed along these early roads by entrepreneurial individuals to meet the needs of the traveler. A particularly good location for such inns and taverns was at the junction of two overland corridors. Many of these early inns formed the nucleus of an early hamlet or village with other service-related businesses (such as a general store, and blacksmith) often established nearby in quick succession.

Such was the character of frontier Illinois—and such was the case of early Girard, as John Henderson’s establishment of a stagecoach inn, in essence, became the very beginnings of that town. As the *Girard Gazette* (1891) wrote “In 1835 or ’36 John Henderson settled at a cross roads about one and one half miles north of the present town of Girard and opened a stage tavern. For years it was known as Henderson’s stage stand.”¹⁰⁴ The north/south corridor upon which Henderson settled was known as the Edwards’ Trail. This overland route—which probably had great antiquity extending well into prehistoric times—linked the greater American Bottom region with the upper Illinois River valley at what is today Peoria, crossing the recently settled central Sangamon River Valley, also known as the Sangamo Country.¹⁰⁵ Stage travel developed early along this route, and it intensified with the establishment of Springfield as the state capitol in 1839.

Several early inns and/or taverns in central Illinois are fairly well known. One of the more famous is the early inn occupied by the young Abraham and Mary Lincoln in Springfield shortly after their marriage. The Globe Tavern is an excellent example of the type of inns established during the Stagecoach era (see

¹⁰³ *Girard Gazette*, 1.

¹⁰⁴ .Ibid.

¹⁰⁵ See “Historical Context” in Ahler et al., *Cultural Inventory of the Hunter Lake Area, A Proposed Reservoir Impoundment in Sangamon County, Illinois*, Illinois State Museum Technical Report Number 92-609-7 (Springfield, 1992).

supplemental materials S17).¹⁰⁶ Another relatively famous inn of this era was the circa 1830 Mermaid House, of Lebanon (St. Clair County), which hosted Charles Dickens in 1842 during his visit to the nearby Looking Glass Prairie. This early frame inn is still extant (see supplemental materials S17).¹⁰⁷ Another extant inn is the Middletown Stagecoach Inn, otherwise known as the Dunlap House. Constructed in 1837, this structure is located in the small community of Middletown (western Logan County). Other less well-known examples, documented by the Historic American Buildings Survey during the 1930s, are the Sheridan Tavern (Gallatin County), Pendergast Inn (Mackinaw, Tazewell County), the Four Bottle Tavern (Lee Center, Lee County), the Half Day Tavern (Lake County), and the Pre-Emption House (Du Page County)—all of which are well illustrated within the HABS photographic collections.

The Railroad Era. During the early to middle 1850s, a new mode of transportation quickly transformed the Illinois landscape, and steam locomotives with both freight and passenger service became a common sight. By 1860, a network of overland rail corridors had been established throughout Illinois—connecting north with south, east with west. With the advent of rail travel, emphasis shifted away from the river corridors and overland roads. Many communities re-organized around the nearby rail corridors, resulting in the decline of many of the earlier hamlets. A new network of rail communities, relatively evenly spaced along these rail corridors, was soon to develop—supplying the rural hinterland with a ready market for their agricultural produce and livestock. These rail corridors resulted in rapidly expanding business markets and greatly expanded white-collar jobs for a community.

Midwestern populations were generally very transient, and those in central Illinois was no different. A great variety of people with “wander lust” were simply moving from here to there. For many craftsmen and/or tradesmen, travel was necessary to go to where the work was located. For others, such as peddlers and salesmen, travel was a vital part of their occupation. Local farmers also needed to transact business in town (bringing in their own produce and livestock for sale, while buying manufactured goods), and the slow pace of travel by horse and wagon often required at least one overnight stay for the farmer; many small town hotels also catered to their needs as well. It was often cheaper and/or more convenient for young, unmarried workers—whether working class or professional—to board at a residential hotel (or boarding house) until they were married. Groth in his *Living Downtown: The History of Residential Hotels in the*

¹⁰⁶ James Hickey et al., “The Lincolns' Globe Tavern: A Study in Tracing the History of a Nineteenth-Century Building,” *Journal of the Illinois State Historical Society*, 56, no. 4 (1963):629-653.

¹⁰⁷ Dickens wrote about his stay at the Mermaid House in his *American Notes* (1842).

United States discusses residential hotels, which were a staple of American urban lifestyles for over two hundred years.¹⁰⁸

For many a small town and/or village, the need for overnight accommodations was limited, and these services were often met by local families renting rooms from their house. Similarly, many commercial structures located within a community's central business district often incorporated sleeping rooms and/or boarding houses within their upper stories. In larger communities, city hotels became more specialized, with some catering to the less well-to-do laborers while others catered to the more refined tradesmen and white-collar businessmen. During these years, a new specialized form of inn, adapted to the needs of the weary rail passenger in need of rest, quickly developed. These "railroad inns" generally were located in close proximity to the railroad depot, and both sleeping rooms and food service were vital parts of the service they provided—particularly during the early years of rail travel. The development and increased use of sleeper cars during the later half of the nineteenth century had a dramatic affect on these hotels. In later years, these "railroad inns" catered more to the common male laborer (particularly the ever present railroad worker) and relied more heavily on food service.

In describing the growth of the small city hotels in nearby Brighton, the *Brighton Heritage Group* described the characteristics of a nineteenth century "walking city" during this late Railroad Era, and noted that:

The hotels in the early days were so important because the town people had no cars at first and then very few. Even if they did have a car the roads at times were impossible, and a horse and wagon or horse and buggy were more practical. So most of the shopping was done in each little town. They needed salesmen to come in to sell their wares. The salesmen and visitors needed a place to stay, so thus the need for hotels. They came in on the trains which at that time ran quite often, and were the most dependable means of travel. The hotel dining rooms were also the place for people to eat, although families very seldom went outside the home to eat, only on very special occasions.¹⁰⁹

By the 1870s, the location of a city hotel—and its proximity to various transportation corridors—would determine who might be staying at that particular establishment. The potential quests would include: 1) transient individuals (salesmen, workers, visiting family members); 2) impermanent local residents

¹⁰⁸ Paul Erling Groth, *Living Downtown: The History of Residential Hotels in the United States* (Berkeley: University of California Press 1994). Groth presents a cultural history of life in residential hotels, and discusses four "price-differentiated types of residences" catering to long term residents as well as temporary workers.

¹⁰⁹ Brighton Heritage Group, *Brighton's 125th Anniversary 1869-1994 First Edition; Through the Years* (Brighton, Illinois: author, 1994), 17.

(short term stays due to emergencies such as fires, farmers and others from rural setting who come to town to transact business); and 3) permanent local residents (those who call the hotel their “home”).

Samuel Boggess, also known as “Uncle Sam,” was directly involved with much of the early development of Girard. Born in Richmond, Virginia in early 1806, he immigrated to Illinois in 1833. As the *Girard Gazette* (1891) notes, Boggess was “the first Inn Keeper” of the community, having moved “in the early days of Girard... to this city and opened a boarding house.” It was in the fall of 1853, with the platting of the new town along the railroad line, that Boggess constructed a two-story building that was used as a hotel and boarding house. The *Gazette* included a portrait view of Boggess, along with the title of first inn keeper, in the front page of the *Gazette*’s commemorative issue. The *Gazette* also notes that Boggess served “for years” as justice of the peace and police magistrate, and was “active in building up the town and his hands and home have ever been open to the unfortunate.”¹¹⁰ Confusing this issue somewhat is the assertion in the *History of Girard* (1955) that Barnabas Boggess “completed the ‘Girard House,’ the first hotel in town” in 1854. Continuing, the history states that Girard House “was known at once as a prominent hotel and remained so for many years. It was first operated by Joseph Rafferty,” and later operated by George Wood, Julius Hamilton, William Carlin, and George Yerington.¹¹¹ The Girard House was located on the northeast corner of the public square (see supplemental materials S5). It is not clear as to whether these two sources are referring to the same hotel or two different ones—each constructed by a different Boggess.

In 1891 the *Girard Gazette* proudly stated that “Girard has as good hostlerys [sic] as can be found in any town of its size in the state. No one need be turned away hungry or be compelled to stay out in the cold.” The *Gazette* continued by praising the recently “repaired and refurnished” Enterprise Hotel. It also notes the “the Girard House is the oldest hotel in the city and is conducted by George T. Yerington. Mr. Yerington is well known by all commercial men, as well as the people in this coutry [sic] and keeps a good house.” Additionally, the *Gazette* noted that “there are also a few private boarding houses in the city and no one can have any excuse for being deprived of entertainment.”¹¹²

Typical of the late nineteenth century spirit of community boosterism and civic betterment, the *Girard Commercial Review*, in describing the hotels of the city in the fall of 1893, asserted that “there is no one thing which serves to advertise a city in a more satisfactory manner as does a good hotel and Girard is fully abreast of the times as it harbors within its gates one of the best hostelries in this section

¹¹⁰ *Girard Gazette*, 1.

¹¹¹ Girard Historical Committee, 3.

¹¹² *Girard Gazette*, 7.

of the state.” Specifically, the *Commercial Review*, in discussing the fine qualities of the Nicolet Hotel, noted:

From time immemorial every town, village or city has had a resting place for the weary traveler which in former times went by the title of inn or tavern but as the years rolled on and the demand for public accommodation became greater, modern science and ingenuity was brought to bear and the result is today we have transformed the simple word tavern into the more dignified one of hotel. Nor is the word the only change but the massive and elegant buildings all over the world supplied with every convenience that human skill could invent fully supports the dignity of the name, in fact has almost changed the word tavern into that of home, so well supplied with conveniences as our hotels of this day are. Girard, although not boasting of its massive hostelries yet harbors in its midst a first class hotel which is conducted in a manner truly commendable.¹¹³

The Automobile Era. By the end of the first decade of the twentieth century, the primary mode of passenger travel had again taken a new direction—and began changing very quickly. The internal combustion engine and the automobile became very popular during the early years of the twentieth century. No longer was travel dependent on the strength or duration of the horse, or the route of the railroad line. Personal travel became easier, and much more flexible for the individual. With this ease in transportation, businesses often migrated away from the central business district and/or the railroad corridor—and away from the “walking city” with a concomitant growth of paved roads and highways. With the development of new and/or improved overland transportation corridors associated with the automobile, passenger rail service began to sharply decline. Combined with the lack of parking space for automobiles in downtown areas, and a shift in the location of the hotels closer to the new highways, older city hotels were adversely affected.

As Jakle and Sculle note, during the early to middle twentieth century, a variety of new hotels “were built in response to the automobile.” Due in part to the lack of parking space, these new hotels were generally not located within the center city, but constructed near the city’s outskirts, and closer to the newly developed paved roads and regional highway corridors. This shift in transportation systems ultimately contributed to the decline of the earlier hotels in the center city. This process was well underway in the Macoupin County area by the early 1920s, especially with the completion of Illinois Route 4 through the county (later followed by the development of U. S. Route 66).

¹¹³ *Girard Commercial Review.*

Some of the small-town city hotels persisted through the early decades of the twentieth century—particularly if they were able to adapt to the changing times. Many of these survived, in part, due to the quality and local flare of their food service and/or restaurant business, as well as the continued use of the facility as a community center. During these years, many a small-town city hotel was converted to apartment use.

In 1893, the *Girard Commercial Review* noted, “there is no one thing which serves to advertise a city in a more satisfactory manner as does a good hotel.” This was a widely held sentiment at the time. During the early years of the twentieth century, many local communities banded together to finance and/or support a local “community hotel.” These “community hotels” were often stock corporations “with numerous individuals, usually local citizens, [who] purchase varying amounts of stock in a corporation to build and initially manage the hotel.” According to author and roadside scholar Keith Sculle, “From the 1910s through 1920s, such hotels were believed to benefit the entire community because they would provide an elegant and respectable setting for local clubs and traveling dignitaries who might meet for social and/or business meetings. Additionally many of these hotels included first-floor shops and office space for business professionals. Obviously too, these community hotels were intended to fulfill their traditional role of accommodating overnight guests. Perhaps most notably, the community hotels symbolized an elevated lifestyle and consequently conferred dignity upon any town that boasted such as business.”¹¹⁴

The “House-Hotel” as an Architectural Building Type. During the early years of settlement in central Illinois—particularly during the Stagecoach Era—most inns and/or taverns (often referred to as “public houses of entertainment”) generally were traditional houses and/or commercial buildings that were adapted to the specialized use. Many of these “coaching inns” were initially built as traditional residences and/or commercial buildings, only to be adapted after-the-fact for the accommodation of the traveling public. Although purpose-built and/or designed hotels were relatively uncommon during the Stagecoach Era—especially in central Illinois—they were nonetheless present. Purpose-built and/or “designed” taverns and/or inns during this early period often consisted of the construction of large residences that were utilized for commercial purposes.

The term “Hotel” derives from a French word that referred to either a large public building, or a nobleman’s house. Many of the more formal public houses or inns from the early years of the Republic were converted mansions (such as New York

¹¹⁴ Sculle, Keith, “From Hotel to Public Offices: Effingham’s Benwood Hotel” *Historic Illinois*, 31, no. 3 (2008):10-11. It is interesting to note that the Enterprise Hotel may have been constructed in the late 1860s as an early “community hotel,” and that it originally carried the same name as the early community newspaper. Several aspects of the early development of Girard point to the “co-operative” and/or communal development of a number of businesses and industries in this community (like the Girard coal mine), and hints at the unique character of this community. Further research should explore this theme.

City's Fraunces Tavern, former residence of the merchant and politician Stephen de Lancey) or were designed after such homes (one example being Philadelphia's City Tavern, which was modeled after the country home of one of its subscribers). As Sandoval-Strausz notes, the construction and design of these structures "followed vernacular architectural idioms of the locality and were usually visually indistinguishable from private homes or shops."¹¹⁵ This pattern persisted into the nineteenth century. For example, the Old Wabash Hotel in Edwardsville (Madison County), Illinois, constructed in 1839, resembled a series of connected urban houses (see supplemental materials S18).

Clearly, the introduction of the railroad brought numerous traveling salesmen and businessmen to Girard. Additionally, many a farmer and rural craftsman came to Girard to sell their grain, livestock, and other products, and these individuals also needed a place to stay.¹¹⁶ During the Railroad Era the number of travelers—and the need for overnight accommodations—increased dramatically. Besides a place to sleep, the traveler generally needed nourishment in the form of food and drink, as well as a place to show their wares. Additionally, due in part to the expanded services offered by the more established city hotel (particularly food service, drinks, and meeting space) many of these small town hotels developed as community centers where significant local business and socializing took place.¹¹⁷

Many communities during the nineteenth century—including Girard—remained a "walking city," and there was a real demand for housing in the central business districts of these communities. Early in the city's history, there were a significant number of residences in the business district—both above commercial structures, as well as within traditional domestic structures located within the central business district. Even today, a nineteenth-century residence persists on the south side of Girard's public square. These homes steadily were eliminated to make way for new commercial and industrial development in the center city of larger communities.

The small-town hotel building needed to meet the varying needs of a variety of people, and these buildings had several basic functions, including: 1) sleeping

¹¹⁵ A. K. Sandoval-Strausz, "A Public House for a New Republic: The Architecture of Accommodation and the American State, 1789-1809," in *Constructing Image, Identity, and Place: Perspectives In Vernacular Architecture IX* (Knoxville: University of Tennessee Press 2003), 55.

¹¹⁶ In some communities, businesses developed around the farmers' needs, resulting in stores catering specifically to this group and often incorporating overnight sleeping rooms into their buildings. The Farmers' Home Hotel, constructed in 1867 in Galena, Illinois was just such a building. The Vogel family—bakers by trade—constructed a fine brick commercial building that incorporated a store, bakery, restaurant, and twelve sleeping rooms on the second floor of the building (See Mansberger, Floyd, "Urban Archaeology: An Often Overlooked Context for Significant Historic Resources," *Nineteenth Century Historic Archaeology in Illinois* [1989], compiled by Thomas Emerson and Charles Rohrbaugh, *Illinois Cultural Resources Study No. 6*, Illinois Historic Preservation Agency, Springfield, Illinois.)

¹¹⁷ Jakle and Sculle, 6.

rooms for guests; 2) public spaces for guests leisure activities (such as sitting rooms and/or parlors, as well as potentially bars/taverns); 3) residential accommodations for manager and his family; and generally, 4) accommodations for feeding the guests (and would include both “commercial” kitchens and dining rooms). The Enterprise/Nicolet Hotel was characteristic of small-town hotels of the Railroad Era and incorporated public space on the ground floor for both the guests and general public’s common use—as greeting and/or check-in, general lounging, eating/dining (for both guests and the general public), and potentially alcohol consumption. The upper two floors were used solely for overnight accommodations (bedrooms) and for the living space of the hotels owner’s and/or manager’s family.

The Nicolet Hotel, like most small-town railroad hotels of the day, became a place for salesman traveling to Girard to reside, as well as to hawk their wares. One of the specialized interior public spaces often associated with these small-town hotels was the “sample room”—which represented a non-residential room used by the salesman to exhibit or display the merchandise that he had to offer to the local merchants.¹¹⁸ The sample room was very important during these early years, and is documented on the Sanborn maps of the Enterprise/Nicolet hotel through 1931 when the sample room is no longer illustrated. Whereas the sample rooms could have been a second “sleeping” room rented by the salesman, it often represented a specialized room within the lower story’s public space within the hotel. The early Sanborn fire insurance maps all indicate that the northwest room on the ground floor of the Nicolet Hotel functioned as the “Sample Room.”

The term was also used to describe several more permanent showrooms of the local merchants located in their nearby stores. The *Girard Gazette* (1891) notes that Owen O’Neil kept “one of the neatest sample rooms in the country,” and that “he carries nothing but the best of goods in his line. He buys his liquors in large quantities and ages them himself, thus avoiding the adulteration necessary to put new liquors on the market.” The *Gazette* also advertised Ring’s Sample Room, noting that it was one of the “nicest sample rooms in the county” and “they keep nothing but strictly pure goods and are conducting a quiet, orderly house.” Similarly, the *Gazette* noted that Mr. M. C. McDonald “opened a sample room in this city and since that time has been doing a nice business. He keeps nothing but the best wines, liquors and cigars, both foreign and domestic, and offers them at reasonable prices. He keeps a nice, clean place and has the respect and confidence of the people.” As one can see, all of these “sample rooms” appear to represent bars and/or saloons for the consumption of alcoholic beverages. Only one other “sample room” was identified within the 1891 *Gazette*. This sample room was that of John Carry, who “has a sample room on the north side. He

¹¹⁸ One contemporary internet dictionary defines the “sample room” as “a room, as in a hotel suite, in which merchandise is displayed for sale to the trade.” Apparently, the term was of America origin, having developed during the early 1860s period (<http://dictionary.reference.com/browse/sample+room>).

makes a specialty of fine goods....” One must ask the question as to whether or not the “sample room” prominently displayed and associated with the Enterprise/Nicolet Hotel may have actually been a tavern or bar for the enjoyment of the hotel guests, as well as the thirsty local citizen.

Jakle and Sculle contrast small-town and small-city lodging establishments. In larger communities, the hotel was generally integrated physically into the downtown business ‘block,” which had a distinctive streetscape of multi-story, flat-roofed commercial structures sitting directly on the public right-of-way.¹¹⁹ Unable to compete with commercial development at the street level, residential space in the business district was often elevated in a real sense. Some individuals found accommodations in the city’s numerous hotels and boarding houses. Many others rented apartments or single rooms located above ground-floor storefronts. This two-part division of space and function—stores on the first floor and apartments or sleeping rooms above—was a distinguishing feature of many central business district’s commercial buildings.¹²⁰

In central Illinois, by the mid-nineteenth century, purpose-built small-town hotels were obviously being designed and constructed. As with any building type, there are multiple ways of mixing and grouping the basic functional spaces noted above into a functioning building. Following a long tradition of overnight accommodations being located within the common home—often the home of a family of status or wealth—many of the early purpose-built and/or designed city hotels, including the Enterprise/Nicolet Hotel, were reminiscent of a large private residence. These structures, albeit considerably larger than a typical residential building, combined the functional spaces required by a small city hotel into a traditional house design. Unlike a commercial structure, these structures had a set-back from the street reminiscent of the typical residential building of the period. As a building type, the Enterprise/Nicolet Hotel—which emulates a large, circa late 1870 Italianate house—is typical of a purpose-built structure of this building type and is referred to here as a “House Hotel.”¹²¹

One of the nicer middle nineteenth century illustrations of a “house hotel” within the immediate region—and appropriately named the City Hotel—was depicted in

¹¹⁹ Jakle and Sculle, 2009, pp. 10.

¹²⁰ Fever River Research has prepared IL-HABS documentation packages for two mid-nineteenth century commercial structures that incorporated sleeping rooms and/or hotel accommodations into their upper story configurations. Located in Springfield was the Coney Island Building (IL HABS No. SG-2000-1). A similar middle nineteenth century building located in downtown Peoria was the Prenger-Walbach Building (IL HABS No. P-2003-1).

¹²¹ The “house hotel” is similar to the “house jail” building type, which is also common in small town and city settings throughout the nineteenth century. Jakle and Sculle (2009) also note the presence of “purpose-built, track-side facilities” that “enjoyed a brief period of popularity in the 1850s” and combined both railroad station and hotel services into a single structure.

a full-page illustration in Brink and Company's *Illustrated Atlas Map of Montgomery County, Illinois* (see supplemental materials S19).¹²² This structure, which was located in nearby Hillsboro (Montgomery County), was labeled "Residence and Hotel of James M. Hagee." This structure, which has the appearance of a large frame house, represents an excellent example of a middle nineteenth century House-Hotel building type. The residence portion of the structure is represented by a two-story, gable-front dwelling. Similarly, the hotel section of the building is represented by a large, two-story, side-gable structure typical of an I-house. The two sections are attached, and give the appearance of a large, vernacular, L-shaped house (albeit with multiple extensions towards the rear and side of the structure) typical of the latter half of the nineteenth century. The illustration depicts a flurry of both commercial traffic and household activities around this structure. The physical separation of the business from the owner and/or manager's personal dwelling space is emphasized in this lithograph.

In larger communities, as Jakle and Sculle have noted, the city hotel was generally integrated physically into the downtown business 'block.'—and contrasted to the "stand alone" hotel building typical of the House-Hotel building type. These House-Hotels contrasted dramatically with contemporary "Commercial Hotels," which consisted of a large commercial building little different from similar commercial buildings located along the Midwestern central business block—and contained sleeping rooms and/or apartments overhead with commercial space on the lower story. In many ways, some of the early "commercial hotels" of this type were similar to the "house-hotel" in that they simply took a pre-existing building form—the multi-story store fronting the commercial streetscape—and modified its upper stories to function as sleeping rooms and/or apartments.

One of these early "commercial hotels" of this type located along the prominent business street in Girard was that operated by the baker and restaurateur by the name of Frank Parent. According to the 1891 *Girard Gazette*:

Mr. Parent is successor to F. G. Storz and is conducting a restaurant and bakery business here. Storz's restaurant has long been noted as one of the very best between Chicago and St. Louis, and Mr. Parent will fully maintain its reputation. He carries a large line of confectionary, cigars, tobacco and fancy groceries. Mr. Parent came from Greenville to this city a few weeks ago and is rapidly making friends with the people. He is a pleasant gentleman, thoroughly understands his business, is alive to everything that can in anyway add to his success in this line. He also has handsomely furnished rooms for transients which he supplies at a reasonable price. He has come to stay and our people

¹²² Brink, W. R. and Company, *Illustrated Atlas Map of Montgomery County, Illinois* (1874). Edwardsville, Illinois.

will find in him a kind, accommodating gentleman whose acquaintance it is a pleasure to cultivate.¹²³

The *Gazette* also carried a large advertisement for Parent's family grocery, confectionary, restaurant, and bakery. This advertisement, which noted that Parent had "twelve years of experience in the restaurant business," carried a secondary message that read "Also Have Rooms for Transient Boarders" (see supplemental materials S20). It is interesting to note that this same issue of *Gazette*, in describing the local hotels, simply made a passing statement regarding the presence of local boarding houses, and does not mention specific boarding houses such as that operated by Mr. Parent.¹²⁴

Purpose-built and designed commercial hotels soon followed, and consisted of large structures with distinctive "block" massing. These structures often incorporated multiple commercial store-fronts and/or retail space (and service-oriented businesses) in the lower floors along with the more public spaces for the hotel guests. The upper stories of the building consisted of the sleeping rooms and/or suites. Although most urban centers of any size in central Illinois had such hotels, one such regionally significant commercial hotel of this type is Springfield's Saint Nicholas Hotel (see supplemental materials S21). The St. Nicholas Hotel was constructed in 1856. One local historian noted that this building "is easy of access, being but one square from the depot of the Chicago and St. Louis railroad, and yet, is sufficiently retired to afford all the attractions of a home to a weary traveler. It affords accommodations for about one hundred and fifty quests, and is first class in all its appointments."¹²⁵

Jakle and Sculle, in discussing the development of the city hotel, noted that "the history of the hotel in the early-twentieth-century America remains a topic little explored by scholars."¹²⁶ This statement can be reiterated—even more emphatically—in regard to the development of the hotel in small-town nineteenth century America, and it is this lack of information regarding such buildings and building types as the "house-hotel" that makes the Enterprise/Nicolet Hotel of significance.

¹²³ *Girard Gazette*

¹²⁴ *Ibid.*

¹²⁵ J. C. Power, *History of Springfield, Illinois* (Springfield: Illinois State Journal, 1871), 82.

¹²⁶ Jakle and Sculle. J.

Part II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural Character: The Nicolet Hotel is a large brick building with a T-shaped footprint comprised of three-story, hip-roofed main block and two-story, gable-roofed rear wing. The main block is double-pile, has a five-bay façade, and has full-length, brick front porch stretching across it. Architecturally, the building exhibits Italianate influences, seen most clearly in the wide, overhanging eaves on the main block and bracketed wood cornice below, as well on the segmental-arched window and door openings.
2. Condition of Fabric: The building has been sitting vacant for some time and has been exposed to considerable vandalism. Many window sashes are damaged or missing, the exterior doors have been removed, as have newel posts for the interior stairways. Even prior to the building being vacated, the third floor effectively had been abandoned and sealed off by the previous owners, which allowed a serious pigeon infestation to occur and water damage from a leaking roof to go unaddressed. The southwest corner of the main block also has experienced an apparent foundation collapse, which has caused the wall above it to slump and crack and compromise the adjoining floor systems. Over the years, many of the interior partitions—particularly those within the first floor of the building—were modified to accommodate the changing function of the building. Aside from the various natural and intentional damage, the original interior floor plan of the hotel remained relatively intact with sufficient integrity for the original floor plan to be readily deciphered, and a preponderance of the original details to be documented (such as interior trimwork)

B. Description of Exterior:

1. Overall Dimensions: At its greatest extents, the Nicolet Hotel measures 64'-1" (north/south) by 44'-2" (east/west). By section, the main block measures 38'-0" (north/south) by 44'-2" (east/west) and the rear wing 26'-1" (north/south) by 22'-2" (east/west).
2. Foundations: The main block and rear wing both rest on brick foundations. The basement and crawlspace areas of the building are not readily accessible, and therefore the width and depth of the foundations are not known.
3. Walls: The exterior walls of the building are constructed of soft red brick laid in a common bond and held with a sand-rich mortar. The walls on the first and second floors of the main block are three courses thick, while those on third floor are only two courses wide. The exterior walls of the rear wing are all two courses wide. The exterior brick exhibit several paint episodes, with the most recent being a red similar in color to the brick.

The ghost of a painted sign with the name the hotel apparently last operated under—the TOWNE HOUSE—is painted on the brickwork of the front (north) elevation, between the second and third stories. A previous generation of painted sign can be discerned beneath this. A circa 1901-1905 postcard view confirms that NICOLET HOTEL was painted on this same section of brickwork. This tradition of painting the name of the hotel on the front elevation would appear to have been a long one.

4. Structural System, Framing: The floor joists in the main block run north-to-south. Their outer ends resting in pockets within the exterior brick walls, while the interior ends of the joists are supported interior frame partition walls. The floor joists carrying the first and second floors measure 2"x10", while those for the third floor are 2"x8"s; all have 1'-4" centers. The ceiling joists for the third floor are 2"x6"s with 2'-0" centers. The partition walls bordering the east-west hallways in the main block (Rooms 103 and 200) are framed with 2"x6" studs set 1'-4" on-center. These walls also have diagonal bracing present, in the form of 1"x6"s notched into the studs and set at a 55-degree angle (approx.) to them. They are framed more heavily than the other interior walls in the main block on account of the floor load they carry. The remaining original partition walls in the main block are framed with 2"x4"s with 1'-4" centers. The roof originally was framed with 2"x4" common and 2"x6" jack rafters, with the lower ends of the rafters resting on a 1"x6" plate. After a fire, the roof was rebuilt with the same profile as the original but using nominal-dimensioned, surfaced lumber.

The first and second floors of the rear wing are carried by 2"x8" joists with 1'-4" centers, running east-to-west. The floor joists for the upper floor have their inner ends notched around 2"x4" ledger boards, which are nailed to a central composite beam made up of three 2"x8"s. The central beam, in turn, is supported by three square posts set below it. No interior partition walls originally were present on the first floor of the rear wing. The walls on the second floor are framed with 2"x4" studs. The ceiling joists on the second floor are 2"x6"s set 2'-0" on-center. The roof rafters are 2"x4"s.

All of the original joists, studs, plates, and rafters used to construct the hotel are non-surfaced, full-dimension, white pine stock which exhibits the use of both circular and vertical saws in its processing. The framing in question is all attached with machine-cut nails.

5. Porches, Stoops, Balconies, and Bulkheads: A full-length, enclosed, brick porch with a half-hip roof extends across the front of the hotel. The lower walls of the porch are built of rusticated brick and are topped with a Bedford limestone coping. Above this is a nearly continuous band of casement windows—fourteen pairs in all. The window band is interrupted by two doorways: one located in the center of the porch's north wall, on-line with main entrance to the hotel; and the other on the eastern end of the same wall. On its interior, the porch is 12' deep and has a concrete floor. Sanborn maps indicate that this porch was added post

1931. Given its general style, which exhibits Craftsman-influences, the porch is suspected to have been constructed later in the 1930s, or perhaps circa 1940.

The existing brick front porch replaced an earlier open frame porch, which extended across about two-thirds of the front elevation. Sanborn maps suggest that this earlier porch was constructed between 1900 and 1906. Our knowledge of the porch's appearance principally comes from the circa-1901-1905 postcard, which depicts it as having four posts (plus two more half posts where it abutted the hotel) with a spindlework frieze running between them. The roof of the porch was flat and had a balustrade running around it. This suggests that the porch roof was a usable deck, accessible from the rooms on the second floor. Paint lines on the north wall of the hotel demarcate the locations of the half-posts and the eave profile. These lines indicate that the frame porch was approximately 26' long. Its deck likely was about 8' deep.

Another frame porch formerly was located in the west reentrant angle formed by the main block and rear wing, fronting the alley running along the west side of the hotel. It was associated with an exterior doorway leading into Room 104. Although this porch has been removed from the building, "ghosts" of its half-posts and roofline are visible on the brick walls it abutted. These lines suggest that the porch deck measured approximately 5'-6"x9'-6" and that it was covered by a shed roof. Oddly, this porch is not depicted on any of the Sanborn maps published for Girard between 1886 and 1931. Yet, there is good reason to believe that the porch was early, if not original, to the hotel.

Between 1900 and 1906, a two-story porch was added on the east side of the main block of the hotel. This porch, which is no longer present, allowed direct exterior access to the second floor of the hotel, and an original window opening was converted to a doorway to facilitate this. The porch remained in place through 1931. It was removed at some date afterwards. Lines demarcating its location can be seen on the brickwork at the second-floor-level of the east elevation.

A fire escape formerly was present on the west side of the building. Its location can be discerned from bolt holes left in the brickwork. The fire escape had a landing on the third floor, from which a ladder descended to the alley below.

6. Chimneys: The main block of the hotel originally had four brick chimneys present. These were integrated within the exterior brick walls and were positioned close to the corners of the building. Stove flues were present in these chimneys on all three floors of the main block. The circa-1901-1905 postcard view of the hotel suggests that the upper part of the chimneys in the main block were corbelled in some fashion. The rear wing originally had one interior brick chimney, which centered along its south wall.

Early in the twentieth century, a large brick chimney was constructed within the northwest corner of the rear wing, which vented a central hot-water heating

system. This largely negated the need for the original chimneys, and all four of those in the main block ultimately were taken down below the roofline. The original chimney on the south end of the rear wing was not removed however.

7. Openings:

- a. Doorways and Doors: The exterior doorways on the hotel have segmental-arched openings with brick lintels and stone-lug sills. The principal entrance to the building was centrally located on the north elevation. This is the most elaborate of the doorways and features both transom and sidelights. Exterior doorways also originally were present at opposite ends of the east-west hallway (Room 103) running the width of the first floor of the main block. Both of these doorways had transom windows. Two other exterior doorways originally were present on the east and south sides of the main block; these allowed direct access to Rooms 103 and 104 and both had transom windows. The rear wing originally had two exterior doorways, one of which was centered on the east elevation and the other on the south. These too had segmental-arched openings and transom windows. The eastern doorway ultimately was bricked in. Although most of the originally exterior doors are missing, they are suspected to have been four-paneled and similar to those on the interior of the building.
- b. Windows and Shutters: The windows on the hotel have arched openings with brick lintels, stone-lug sills, and double-hung sashes. Those on the first and second floors have segmental arches formed by soldier brick, while those on the third floor have flattened arches with rowlock brick. In all cases, the brick arches are painted white, and the circa-1901-1905 postcard suggests that this treatment has been followed since at least that time. The rough (brick-to-brick) openings on the first and second floors of the main block measure 3'-0" x 6'-9". The sashes originally had six-over-six lights, but many have had their muntins removed to convert them to one-over-one or six-over-one lights. This window conversion was most comprehensive on the front elevation of the building. There is no evidence of shutters having been present originally (None appear in the circa-1901-1905 postcard view).

8. Roof:

- a. Shape, Covering: The main block of the building has a low-sloped, hip roof covered with composition shingles. The rear wing has a moderate-sloped gable roof with composition shingles. Both roofs exhibit evidence of having been on fire in the past, as seen in charred rafters and ceiling joists. The roof over main block was completely rebuilt with new materials after the fire, though a few original rafters were left in place.
- b. Cornice, Eaves: The building has wide, boxed eaves, which extend out 2' from the building. Beadboard planking encloses the soffits, and this same

material is applied to the cornice (vertically) to create a wide frieze band. Large Italianate-influenced brackets with scroll work were arranged in pairs along the cornice originally. Most of these had been removed (or fallen off) prior to the field investigation. A detail drawing of the eaves and cornice is attached as Figure 18. Sanborn maps consistently note the presence of a “heavy frame cornice” on “all sides” of the building.

C Description of Interior:

1. Floor Plans: Floor plans of the hotel, illustrating original and existing conditions and changes through time, have been attached to the IL-HABS document as Figures 3 through 16. Additionally, Figure 17 consists of a sectional view through the main part of the hotel, and Figures 18 through 21 illustrate interior and exterior decorative details of the building. These should be referenced in the following discussion.

- a. First Floor: As originally constructed, the first floor of the main block had four principal rooms arranged around two hallways. One of the hallways (Room 100) was oriented north-south and was aligned to the formal entrance to the hotel. It fed into the second hallway (Room 103), which ran east-west and originally had exterior doorways at each end. Room 101 in the northwest corner of the main block measured 13'-11"x16'-6" and had two windows on its north side and a third on the west. Sanborn maps consistently designate this chamber as a “sample room.” Although this designation is not fully understood, it may indicate that Room 101 was used for displaying the wares—or “samples”—being offered by salesmen staying in the hotel.

Room 102, on the opposite side of the north-south hallway, measured 13'-11"x16'-7", had two windows on its north side, and interior doorways on the west and south. An exterior doorway originally was present on the east side of the room, in the southeast corner. In contrast to Room 101, the lower part of the walls in Room 102 were covered with wainscoting. Sanborn maps consistently note Room 102 as an “office” and one supposes that they mean this where the hotel office and perhaps front desk were located during the late nineteenth and early twentieth centuries. The openings into the room witnessed considerable change through time, beginning with infilling of the original doorway in the south wall and its replacement with a wider doorway during the late nineteenth century. The west wall eventually was removed altogether—likely in the early twentieth century—thus allowing unrestricted access into the adjoining hallway. One interesting feature found during the investigation of the room was a lead pipe running through the south wall. The function of this pipe is not clear, but it may have been associated with an water supply, or potentially even a beer keg dispenser (or tap).

The original function of Room 104, in the southwest corner of the main block is unclear. It is not depicted any of the Sanborn maps, even though there is evidence for an early partition wall separating it from Room 105 to the east. In its original configuration, the room measured 13'-11"x13'-7", had two windows on its west side, an interior door on the north, and an exterior door on the south. Wainscoting was present on its lower walls. One potential early use for Room 104 was as a private room for the hotel manager. The studded wall between Rooms 104 and 105 eventually was taken down and replaced by a thinner plank wall with a pass-through window. This change expanded the east-west dimension of the room to 15'-7-1/2."

Room 105 occupies the southeast corner of the rear wing. It originally measured 13'11x27'-9" and was illuminated by a total of four windows. It was accessed from the hallways through a doorway on its north side. A second interior doorway led into the rear wing (Room 106). Sanborn maps consistently note Room 105 as a "dining room." Like Rooms 102 and 104, Room 105 also had wainscoting along its lower walls. A second doorway eventually was added in the north wall of the room to access a bathroom (Room 107) framed out at the eastern end of Room 103 early in the twentieth century.

The first floor of the rear wing originally comprised a single large room (Room 106) measuring 25'-4"x20'-8." It originally had an exterior doorway centrally located in its east wall, which was flanked by windows to either side. Three more windows were present on the west, facing out onto the alley, and another window was located in the south wall. A second original exterior doorway was present in the south wall of the room, but this became an interior doorway following the construction of the bakery addition onto the hotel. Sanborn maps indicate that Room 106 originally served as a kitchen and later was used a dining room following the addition of the two-story, frame kitchen wing circa 1894-1900. The fact that additional dining space was required (in addition Room 105) suggests that the hotel was doing very well during this period. The eastern exterior doorway in the room eventually was infilled with brick.

Late in the twentieth century, Room 106 was partitioned up into multiple rooms for use as an apartment. Similar partitioning occurred in the main block, with Rooms 102, 105, and 106 being integrated into a separate apartment.

- b. Second Floor: The second floor of the main block is split by a central hallway, which runs east-to-west and has three principal rooms arranged to either side of it. The hallway itself is fairly wide (6'-5") and accommodates the stairways running between the first and second floors and the second and third floors. All six of the rooms adjoining the

hallway can be directly accessed from it. Room 201, in the northwest corner of the floor, measures 13'-11"x14'-½" and has three window openings (two on the north and one on the west). Room 202—the center of the northern rooms—measures 13'-11"x10'-1" and has a single window opening on its north side. Room 203, in the northeast corner measures 13'-11"x16'-8" and has two windows on its north side. A third window opening originally was present on the east side of the room, but this was enclosed after the adjacent commercial building was constructed circa 1900-1906. In contrast to most of the guest rooms in the hotel, Rooms 202 and 203 appear to have had an interconnecting doorway from the beginning. This arrangement would have allowed the hosteller the option of renting the two rooms individually or together as a "suite". Circa 1920, a bathroom was framed out in the southwest corner of Room 203, which was accessible from Room 202 through the original doorway in their common wall. This necessitated the creation of a second doorway farther north in this wall to allow access Rooms 202 and 203.

The three guests rooms on the south side of the central hall have been designated Rooms 204, 205, and 206. Room 204, in the southwest corner, measures 13'-11"x13'-9" and has two windows on its west wall and a third on the south. Room 205, the center room on the south side of the hallway, measures 13'-11"x13'-1" and is illuminated by a single window on its south side. Room 206, in the southeast corner of the main block, measures 13'-11"x10'-3" and has a total of three windows (two on the east and one on the west).

The second floor of the rear wing was accessible via north-south hallway extending off Room 200 in the main block. This hallway (Room 207) was 3'-4" wide and had a ramp on its northern end due to the difference in floor heights between the main block and rear wing. A total of six rooms—three to a side—were arranged to either side of the hallway originally. These rooms were significantly smaller than the rooms on the second floor of the main block, and their trimwork also was much plainer. Even so, each of the rooms on the second floor of the wing had a doorway with a transom window, thereby following a pattern seen elsewhere in the hotel. Each of the guest rooms measured just over 8' square in size, with some variability (sixty-four to sixty-eight square feet). Rooms 211 and 212 on the east side of the wing appear to have had an interconnecting doorway in their common wall originally, which would have allowed them to be rented out as a suite if desired.

Circa 1894-1900, a doorway was added at the south end of the central hall in the rear wing (Room 207) to provide access to the upper floor of the frame kitchen wing added during this period. It is not know whether additional guest rooms may have been present on the second floor of the kitchen wing. Circa 1900-1906, the original window at the east end of

Room 200 was converted to an exterior doorway in associated with the construction of a two-story porch on the east side of the main block.

Sinks were added to a number (if not all) of the guest rooms on the second floor by circa 1920. The bathroom in the southwest corner of Room 203 also is believed to have been framed out around this time.

Post-1950, the second floor of the hotel was modified to allow the creation of two multi-room and several efficiency apartments. In the main block, the eastern and western ends of the central hall (Room 200) were partitioned off to allow connection between the chambers used as multi-room apartments. Rooms 201 and 204, for instance, were joined together, with the former being used as a bedroom (and living room?) and the latter as a kitchen/dining room. A full bath also was installed in Room 201. On the opposite side of the main block, Rooms 202, 203, and 206 were joined into one apartment, with Room 206 being used as the kitchen/dining room, Room 203 as a living room, and Room 202 as a bedroom. A bathroom already had been added here, being accessible from Room 202. A closet also was added in the southwest corner of Room 202 at this time.

Room 205—the center room on the south side of the hall—appears to have been used as a one-room efficiency apartment, or was perhaps rented out by on a daily or weekly basis, depending on need. A full bath was added on the north side of this room.

The guest rooms on the second floor of the rear wing experienced similar modifications during the latter half of the twentieth century. The partition wall between Rooms 208 and 209 was removed to create a single large room suspected to have been used an efficiency apartment. A closet was added at the north end of the apartment. In addition, a new doorway was installed in the common partition wall between it and Room 210, which was converted into a bathroom. The fact that Room 210's doorway into the adjoining hallway was maintained suggests that this room may have served as a common bath for multiple units. On the opposite side of the hallway, the partition wall between Rooms 212 and 213 also was removed to create a larger room; it too is suspected to have been used as an "efficiency" apartment. The early doorway between Rooms 211 and 212 was sealed off by this time, and the former room potentially served as a smaller efficiency apartment or perhaps was used for general storage.

There is evidence of the rear wing having experienced a significant fire during the middle twentieth century, and this may have provided the incentive for modifying the room here.

- c. Third Floor: Only the main block of the hotel has a third story. The original floor plan here resembled that the floor below, in that it had a full-

length, central hall (Room 300) running east-to-west with rooms aligned on either side of it. There were a total of ten rooms on this floor, however, and these were smaller than the six on the second floor of the main block. Room size was fairly uniform: all measured about 14'-7-1/2" deep and varied only slightly in respect to width, with the narrowest being 8'-0" and the widest 8'-5." Each room had a door with transom window opening onto the hallway and at least one window opening on their interiors. The rooms on the corners of the main block (Rooms 301, 305, 306, and 310) had two windows (one on each exterior wall). In addition to be smaller, the third floor rooms had simpler trim. The trim here was flat, with no applied moldings. Door openings also were narrower. Given these various factors—coupled with the amount of stair climbing involved—it is reasonable to believe that the third-floor rooms were more affordable and catered to a less affluent clientele than those on the floor below them.

The third floor appears to have seen few modifications prior to the latter half of the twentieth century, aside from the conversion of the original window at the west of the central hallway into a doorway. This was done in order to access the fire escape, which is believed to have been added very early in the twentieth century.

Post-1950, the third floor was remodeled into two large apartments. The rooms on north half of the floor (Rooms 301-305) were attached to one of the units, while those on the south half (Room 306-310) were attached to the other. The middle part of the central hall was partitioned off to accommodate two large, back-to-back closets and a furnace room. The west and east ends of the hall remained accessible from each apartment, however. Bathrooms were added in Rooms 301 and 306. The apartment conversion also involved the partial or full dismantlement of the walls formerly separating the ten guest rooms on the floor. The date at which the apartment conversion occurred is unknown, though the general character of the materials used suggests that it happened in the 1960s.

The third floor was abandoned and sealed off even prior to the building itself being vacated. The reasons why this was done are unclear.

- d. Basement: The area beneath the main block of the hotel was never excavated. A cellar room is present beneath the rear wing, but this area was not accessible during the field investigation on account of the fact that it was filled with several feet of water. This room is accessible via a stairway that can be accessed through a trapdoor in the floor of Room 106. The boiler for the central heating system installed in the hotel during the early twentieth century would have been located in this area. The character of the masonry in the southeast corner of the cellar room suggests that there once was a doorway located here, since infilled. If so,

this door possibly led into another basement room located beneath the frame kitchen wing previously discussed.

2. Stairways: The hotel has three interior stairways, which run between the first and second floors, the second and third floors, and down to the cellar room below the rear wing. The stairway between the first and second floors connects the east-west hallways running through these floors (i.e. Rooms 103 and 200). It consists of a straight flight of eighteen steps with 10" runs and 6- $\frac{1}{4}$ " risers. The stairway is open-sided and originally had a balustrade of turned spindles, which continued around the stair opening on the second floor. The newel post is missing, as is most of the balustrade.

The stairway between the second and third floors connects Room 200 and 300, and is placed on-line with the stairway to the first floor, and visually the two appear to be a continuation of one another. The third-floor stairway consist of a straight run of sixteen steps with 10" runs and 7- $\frac{1}{2}$ " risers. The balustrade running along the stairway itself had turned spindles but that surrounding the stair opening on the third floor had simple square spindles with wider centers. A similar stylistic shift between the second and third floors was observed in respect to the interior trim (see II.C.6). A newel post originally was present at the base of this stairway but it had been removed prior to the field investigation.

The third interior stairway in the building leads down into the cellar beneath the rear wing. Accessed through a trap door in Room 106, the cellar stairway consists of a simple, straight run of steps, with no balustrade present.

3. Flooring: Tongue-and-groove white pine flooring, measuring 1"x5- $\frac{1}{2}$ ", is present on all three floors of the main block. In addition, $\frac{3}{4}$ "x3- $\frac{1}{4}$ ", tongue-and-groove, yellow pine (or fir) flooring has been put down over the original flooring on the first floor of the main block. The second layer of flooring probably was put down early in the twentieth century. The first floor of the rear wing has 1"x6" white pine flooring, which is not tongue-and-grooved but rather half-lapped.
4. Wall and Ceiling Finish: The interior walls in the building predominately are a mixture of plaster-on-brick and plaster-on-wood lath. One exception is the non-original wall separating Rooms 104 and 105, which is framed-up with 1"x5- $\frac{1}{4}$ " vertical planking. The walls appear to have been painted originally. Wallpaper later was applied in some rooms, possibly beginning in the early twentieth century. The original ceiling ceilings are all plaster and lath. A remnant piece of metal found attached to a window hood in Room 106 presents the possibility that this room may have had a pressed-metal ceiling and cornice at one time. If so, it possible was added after the room was converted from a kitchen to a dining room circa 1894-1900.
5. Openings:

- a. Doorways and Doors: Interior doorways in the have four-paneled wood doors with through-tenons. Most—including all of those accessing guest rooms—have four-light transom windows above them. The doors on the first and second floors of the main block measure 2'-8"x6'-8." Those on the third floor of the main block and the second floor of the rear wing are slightly narrower and shorter: 2'-7"x6'-8". Figure 20 illustrates the differences between the interior doorways in the building.
 - b. Windows: The windows already have been discussed in some detail in part II.B.7.b. A few additional details will be provided here. The windows on the first and second floors of the main block have their stools located 2'-7" above the floor, while those on the third floor are only 1'-5" above the floor. The window stools in the rear wing are 2'-4" above the floor. Figure 19 provides an interior illustration of a typical window on the first floor of the main block.
6. Decorative Features and Trim: Three of the four principal rooms on the first floor of the main block originally had wainscoting running along the lower 2'-6" of their walls. The wainscoting provided a decorative element to these rooms but also was utilitarian in purpose in that it protected wall surfaces that were susceptible to damage by the everyday movement of people and furniture in the hotel; it was far more resilient than plaster. The wainscoting consisted of 5-1/4"-wide beaded planks and was grained. It was capped by an applied molding (see Figure 19).

The window and door trim on the first and second floor of the main block is fairly elaborate and features applied moldings with distinctive "eared" projections at the top of the openings—and typical of classical ornament. In contrast, the windows and doors on the third floor of the main block and in the rear wing are cased with 1"x4" flat trim. These differences in respect to trim are reflective of the status attributed to guest rooms in the hotel, with the most spacious and ornamental of the rooms being those on the second floor of the main block and those on third floor of the main block on the second floor of the rear wing being smaller and more "common" in character. All of the trim was applied prior to the walls being plastered.

The baseboards used in first-floor hallways on the second floor of the main block was of two-piece construction, consisting of a flat baseboard (1"x9" and 1'-10", depending on location) capped with a 1"x1-7/8" bullnose molding (see Figure 21). The baseboards show evidence of having been painted first, then grained, and then painted again.

7. Furnishings: No historic furnishings have survived in the building, and we have no specific information on those once present.

8. Hardware: All the original framing in the building is attached with machine-cut nails, while that added post-1900 is held with wire nails. Original doors in the building were hung with flat butt hinges and were equipped with rim locks.

9. Mechanical Equipment:
 - a. Heating, Air Conditioning, Ventilation: Early in its history, the hotel was heated with wood and/or coal-burning stoves, which were vented through the five brick chimneys originally present. All of the main rooms on the first floor would have had its own designated stove. Heating on the upper floors may not have been as even, as only the corner rooms would have had direct access to the chimneys. This would have been less of an issue for the rooms on the second floor of the main block since the rooms here were fairly large and only two of them (Rooms 202 and 205) didn't have access to a chimney. On the third floor, however, only four of the ten guest rooms were adjacent to a chimney. The interior rooms perhaps had to rely upon the transfer of heat from the rooms adjacent to them. There was no evidence of the metal flues having passed through the walls. Early in the twentieth century, a central hot-water heating system was installed in the hotel. This system appears to have remained in use until the late twentieth century, at which time it was replaced with a forced-air system. The two apartments on the third floor, for example, each had its own designated furnace.

 - b. Lighting: The hotel is suspected to have been illuminated with kerosene lanterns originally. Incandescent lighting was introduced at some point after electricity became available in Girard, which seems to have occurred sometime between 1896 and 1900.

 - c. Plumbing: The date at which "modern" interior plumbing was installed in the hotel is not known with certainty. Originally, the occupants of the hotel would have obtained their water from one or more wells and cisterns located outside the building. The 1886 Sanborn map show two wells located along the east side of the hotel: one being located in the reentrant angle formed by the main block; and the other along side the one-story, frame addition attached to the south side of the rear wing. Both wells were conveniently located in close proximity to the hotel's kitchen facilities. Subsequent Sanborn maps do not illustrate the two wells. It is unclear whether the wells simply were omitted from the later maps, or had been abandoned by this time.

Sanborn maps also depict two suspected privies located to the rear of the hotel. These were located on the southeast and southwest corners of Lot 3 and are illustrated on the maps published in 1886, 1894, 1900, and 1906. By 1914, these outbuildings seem to have disappeared—suggesting that

indoor plumbing may have been installed during the period circa 1905-1913.

By circa 1920, the hotel certainly had interior plumbing. Several cast iron sinks on the second floor of the hotel have embossed castings that read “907-19-17”, which is believed to indicate a 1917 casting date. A bathroom also is believed to have been framed out within Room 203 by this time (being directly accessible from Room 202). Another bathroom also likely was in place on the first floor, in Room 107, by this time as well. One of the cast iron kitchen sinks in the upstairs rooms had an embossed “203-787 / 1-22-40” suggesting a 1940 casting date—and the installation of kitchen sinks at a slightly later date.

Several of the toilets in the building had a distinctive style with wall-mounted tanks typical of the 1930s. These tanks were mounted low on the wall, and one had an impressed mark “G. P. Co. / 11-28-39” indicating the remodeling and/or installation of these toilets in the very early 1940s. Unfortunately, although impressed date marks were noted, they were illegible. Similarly, several Art Deco style toilets were present. One of these tanks, located on the third floor, had an impressed mark that read “Case / Nov. 16, 1958.”

D. Site:

1. General Setting and Orientation: The Nicolet Hotel is located in the heart of Girard’s central business district along the south side of the public square. The building fronts West Madison Street, which frames the southern side of the community’s spacious public square. The building is aligned on north-south axis, with front facing north. A later two-story brick commercial building with a one-story, concrete-block addition is attached to the east side of the hotel. Alleys run along both the west and south sides of the property. Across the alley to the west is a very large, two-story, brick commercial building that formerly served as the local Opera House. The front of the hotel (i.e. north of main block) is set back approximately 26’ from the public sidewalk. This setback, while not excessively large, is quite generous for a business district and distinguishes the hotel from the other commercial buildings surrounding the town square—which were constructed on the front edge of the lot without any setback. The setback of the Nicolet Hotel is more typical of a residential building, and not that of a commercial structure.
2. Historic Landscape Design: Nothing is known about the historic landscape design around the Nicolet Hotel. The building is quite large and occupies much of its associated lot. It is set directly along the alley that borders the property on the west and fairly close to Madison Street (on the north) as well. Moreover, the rear wing of the building was quite deep

historically, and a number of associated outbuildings were positioned south of the hotel itself, abutting the east-west alley running through Block 20. This configuration allowed for a very little space for decorative landscaping and plantings, except for the shallow front yard along Madison Street and the perhaps to the east of the rear wing. As such, we suspect the decorative landscaping and plantings around the hotel to have been fairly limited, if not largely absent, historically. The front yard may have been the scene of general social activity by hotel patrons, especially after the addition of the open front porch here.

3. Outbuildings: No outbuildings currently are present on the property. However, Sanborn maps confirm that several outbuildings were once located to the rear of the hotel building, abutting the east-west alley through Block 20. The character of these outbuildings changed through time. The 1886 Sanborn map, for instance, depicts a small frame carriage house on the southeast corner of Lot 3. Abutting the east side of the carriage house is a smaller outbuilding, which may represent a privy. A similarly sized, small frame outbuilding is depicted on the opposite corner of the lot, and it too may be a privy. Both of the suspected privies persisted through 1906. The carriage house shown in 1886 had been removed by 1894. The 1900 Sanborn map shows that a bake house with large attached oven had been constructed on the rear of the lot, along with a large frame outbuilding whose function is not indicated by the Sanborn map. The unidentified outbuilding and the bake house eventually were connected to one another and to the rear wing of the hotel—a process completed by 1906. By 1914, all of the pre-existing outbuildings had been cleared off Lot 3 and replaced by a one-story, frame shed positioned on the southwest corner. This shed was removed prior to 1931, at which time a frame garage with an attached lean-to (or car port?) had been constructed at the rear of the lot.

It has been hypothesized that the owners of the hotel also utilized portions of Lot 10, Block 20—located directly south of the Lot 3—for a livery stable. This livery was located on the northwest corner of Lot 10, at the intersection of the two alley running through Block 20. Sanborn maps suggest that the livery was constructed between 1894 and 1900 and replaced an earlier carriage house shown at this same location in 1894. The livery was demolished at some point between 1914 and 1931.

PART III. SOURCES OF INFORMATION

- A. Original Architectural Drawings: No original architectural drawings are known to exist for the hotel.

- B. Early Views: The Nicolet Hotel is depicted in an old postcard view, which is undated but is believed to date to circa 1901-1905. This is the only historic photograph of the building discovered during the course of the project. The hotel also is illustrated on successive Sanborn maps of Girard published in 1886, 1894, 1900, 1906, 1914, and 1931. Although the Sanborns only show the footprint of the hotel, they do illustrate changes through time and also show associated outbuildings not captured by the postcard view.
- C. Interviews: No formal interviews were conducted.
- D. Bibliography:
1. Primary and Unpublished Sources:

Bradford, T. G. *[Map of] Illinois*. Boston: Weeks, Jordan and Company, 1838.

Brink, W. R. and Company, *Illustrated Atlas Map of Montgomery County, Illinois*. Edwardsville, Illinois: author, 1874.

Bronson and Nixon. *Springfield City Directory and Business Mirror for 1866*. Springfield, Illinois: author, 1866.

Burr, David. *[Map of] Illinois*. New York: Ilhman and Pilbrow, 1834.

Girard Gazette. 12 February 1891.

Girard Commercial Review. [?] October 1903.

Historic American Buildings Survey (HABS). *The Mermaid House, Lebanon, St. Clair County, Illinois*. Survey No. ILL-231. 1935.

_____. *The Old Wabash Hotel, Edwardsville, Madison County, Illinois*. Survey No. ILL-236. 1935.

Illinois State Archives. *Illinois Statewide Death Index*.

Illinois State Geological Survey. *Directory of Coal Mines in Illinois: Macoupin County*. Champaign, Illinois: author, 2003.

Macoupin County. Collector's Books. On file at Macoupin County Courthouse, Carlinville, Illinois.

_____. Deed Record (MCDR). On file at County Recorder's Office, Carlinville, Illinois.

_____. Grantor Index. On file at County Recorder's Office,
Carlinville, Illinois.

_____. Mortgage Record. On file at County Recorder's Office,
Carlinville, Illinois.

Sanborn Map Company. *Girard, Illinois*. New York: author, 1886.

_____. *Girard, Illinois*. New York: author, 1906.

_____. *Girard, Illinois*. New York: author, 1914.

_____. *Girard, Illinois*. New York: author, 1931.

Sanborn-Perris Map and Publishing Company. *Girard, Illinois*. New
York: author, 1894.

_____. *Girard, Illinois*. New York: author, 1900.

Tanner, H. S. *The Travellers Pocket Map of Illinois*. Philadelphia. 1830.

United States Bureau of the Census (USBC). *Eighth Census of the United
States*. Population Schedule for Township 12, Range 6, Macoupin
County, Illinois, Macoupin County, Illinois. 1860.

_____. *Ninth Census of the United States*. Population Schedule for
Township 8, Range 9, Macoupin County, Illinois. 1870.

_____. *Ninth Census of the United States*. Population Schedule for
Township 12, Range 6, Macoupin County, Illinois. 1870.

_____. *Tenth Census of the United States*. Population Schedule for
Girard Township, Macoupin County, Illinois. 1870.

_____. *Twelfth Census of the United States*. Population Schedule for
Girard Township, Macoupin County, Illinois. 1900.

_____. *Thirteenth Census of the United States*. Population Schedule
for Girard City, Girard Township, Macoupin County, Illinois. 1910.

_____. *Fourteenth Census of the United States*. Population Schedule
for Girard City, Girard Township, Macoupin County, Illinois. 1920.

_____. *Fourteenth Census of the United States*, Population Schedule
for White Hall City, White Hall Township, Greene County, Illinois
(1920).

_____. *Fifteenth Census, Population Schedule*. Population Schedule for Girard City, Girard Township, Macoupin County, Illinois. 1930.

Warner and Beers. *Atlas of Macoupin County, Illinois*. Chicago. 1875.

United State Geological Survey. *Virden South, Illinois Quadrangle*. 7.5-minute series. Washington, D. C: author, 1979.

2. Secondary and Published Sources:

Ahler, Steven, Julia Clifton, Edwin Hajic, Floyd Mansberger, Robert Mazrim, and Tracey Sculle. *Cultural Inventory of the Hunter Lake Area, A Proposed Reservoir Impoundment in Sangamon County, Illinois*, (1992). Illinois State Museum Technical Report Number 92-609-7. Springfield, Illinois, 1992.

Anonymous. *A Great History- A Greater Future: Sesquicentennial History of Girard & Vicinity*. Girard, Illinois, 2005.

Brighton Heritage Group. *Brighton's 125th Anniversary 1869-1994 First Edition; Through the Years*. Brighton, Illinois: author, 1994. On file, Jerseyville Public Library, Jerseyville, Illinois.

Dunbar, Seymour. *A History of Travel in America*. Indianapolis: The Bobbs-Merrill Company, 1915.

Elder, Paul Wilson. "Early Taverns and Inns in Illinois." *Journal of the Illinois State Historical Society* 20, no. 4 (1928):578-583.

Girard Historical Committee. *History of Girard, Illinois: "From then til now."* Carlinville, Illinois: author, 1955.

Groth, Paul Erling. *Living Downtown: The History of Residential Hotels in the United States*. Berkeley: University of California Press, 1994.

Hickey, James, George W. Spotswood, C. G. Saunders and Sarah Beck, "The Lincolns' Globe Tavern: A Study in Tracing the History of a Nineteenth-Century Building." *Journal of the Illinois State Historical Society* 56, no. 4 (1963):629-653.

Jakle, John and Keith Sculle. *Fast Food: Roadside Restaurants in the Automobile Age*. Baltimore: The John Hopkins University Press, 1999.

_____. *America's Main Street Hotels: Transiency and Community in the Early Auto Age*. Knoxville: University of Tennessee Press, 2009.

Jakle, John, Keith Sculle, and Jefferson Rogers. *The Motel in America*. Baltimore: The John Hopkins University Press, 1996.

Jefferson, William. *The American Hotel*. New York: Alfred A. Knopf, Inc., 1930.

Macoupin County Sesquicentennial Historic Committee. *The Story of Macoupin County, 1829-1979*. Carlinville, Illinois: author, 1979.

Mansberger, Floyd. "Urban Archaeology: An Often Overlooked Context for Significant Historic Resources." *Nineteenth Century Historic Archaeology in Illinois (Illinois Cultural Resources Study No. 6)*, compiled by Thomas Emerson and Charles Rohrbaugh. Springfield: Illinois Historic Preservation Agency, 1989.

Mansberger, Floyd, Christopher Stratton, and Christina Lowry. "Coney Island Building: Illinois Historic American Building Survey Documentation (IL HABS No. SG-2001-1)." Prepared by Fever River Research for the City of Springfield (2007).

Power, J. C.. *History of Springfield, Illinois*. Springfield: Illinois State Journal, 1871.

Raitz, Karl and John Paul Jones III. "The City Hotel as Landscape Artifact and Community Symbol." *Journal of Cultural Geography*, 9, no. 1 (1988).

Sandoval-Straus, A. K.. "A Public House for a New Republic: The Architecture of Accommodation and the American State, 1789-1809," in *Constructing Image, Identity, and Place: Perspectives In Vernacular Architecture IX*. Knoxville: University of Tennessee Press, 2003.

Sculle, Keith. "From Hotel to Public Offices: Effingham's Benwood Hotel." *Historic Illinois* 31, no. 3(2008):10-11.

Stratton, Christopher and Floyd Mansberger. "Prenger-Walbach Building: Illinois Historic American Building Survey Documentation (IL HABS No. P-2003-1)." Prepared by Fever River Research for the City of Peoria (2003).

Walker, Charles. *History of Macoupin County Illinois*. New York: S. J. Clarke Publishing Company, 1911.

Weddle, Ethel. *Girard, The Story of Macoupin County*. Carlinville, Illinois: author, 1979.

- E. Likely Sources Not Yet Investigated: Although several local residents were briefly interviewed regarding the history of the Enterprise/Nicolet Hotel, additional oral history no doubt could be done which would yield further information on the property—at least pertaining to its later years of operations. Local residents might also have photographs of the hotel in their private collections. Another avenue of research that could be pursued in more depth is local newspapers. Newspapers were examined to some extent for the project, but not in a comprehensive fashion due to the time and cost constraints. Additional newspaper articles and advertisements pertaining to the hotel—other than ones discussed in this IL-HABS document—might be found.

Part IV. METHODOLOGY OF RESEARCH

- A. Research Strategy: The IL-HABS documentation of the Enterprise/Nicolet Hotel consisted of two primary tasks: an on-site field investigation of the property, and documentary research on the building and its past owners and occupants. The goals of the field investigation included the following: preparing scaled floor plans of the building; taking notes on construction materials, interior finishes, hardware, and mechanical systems; documenting any alterations and changes through time; and the taking of large-format photographs. Documentary and archival research was aimed at compiling a site-specific history of the building, as well as developing a broader historical context for the City of Girard and small town hotels in central Illinois. Site-specific questions that needed to be addressed included the approximate date of construction for the building and the names of its owners and occupants through time.
- B. Actual Research Process: The field investigation of the building was conducted in August 2007. At this time, scaled floor plans (drawn at 1/4"-scale) were prepared for all three levels of the structure—showing changes through time—and notes on materials, hardware, finishes, etc. were taken. In addition, digital color photographs (taken at large format size with a Nikon D40 camera) were taken of both the exterior and interior of the building. These color photographs were subsequently printed in black-and-white format. The floor plans drawn in the field subsequently were digitized using AutoCAD software. Documentary research was initiated soon after the field component was completed. This research involved: the compilation of historic plats and atlases, Sanborn maps, and photographs depicting the project area; the pulling together of source material for discussion on the history and development of Girard; the investigation of census records to determine the identity and character of the hotel's occupants through time; an examination of local newspapers for articles and advertisements pertaining to the hotel; and chain-of-title research on the property. Use of Sanborn fire insurance maps from the late nineteenth and early twentieth centuries were extremely helpful in sorting out certain structural changes to the building, as well as in assessing the development of the surrounding neighborhood.

- C. Archives and Repositories Used: A number of public (both local and state) repositories were utilized as part of this project. In Springfield, the Illinois State Historical Library and the Illinois State Library were visited. The public libraries in Girard and Carlinville, Illinois also were utilized, with special attention being paid to their local history collections. Chain-of-title research was conducted through the Macoupin County Recorder's Office at the courthouse in Carlinville.
- D. Research Staff:
1. Primary Preparer: The written IL-HABS outline presented here was prepared by Floyd Mansberger, Christopher Stratton, and Mindy Yurkovich, all of Fever River Research, Springfield, Illinois. These same individuals carried out documentary research for the report. Mansberger and Stratton conducted the actual field investigation of the hotel. All aspects of this project were coordinated by, and under the direct supervision of Floyd Mansberger, principal investigator, Fever River Research, P. O. Box 5234, Springfield, Illinois, 62705.
 2. Photographer: Floyd Mansberger and Christopher Stratton (Fever River Research) were responsible for all photography done for this project. The photographs were taken with high-resolution 35mm digital camera (5 mega-pixels or higher) and were printed on archival paper at 1200 dpi.
 3. Delineator: Christopher Stratton of Fever River Research prepared the site plan, floor plans, and detail drawings that are included in this report. All drawings were digitized using AutoCad software.
 4. Additional Staff: The city mayor, Mr. Bruce Pitchford, initiated the chain-of-title research for this property.

Part V. PROJECT INFORMATION

In early 2007, the City of Girard was awarded a grant (Grant No. SD70109) from the Illinois Department of Commerce and Economic Development (DCEO) for the demolition of a vacant building located on the south side of the city's public square, and the construction of a new community center on that property. After review by the Preservation Services Division of the Illinois Historic Preservation Agency (IHPA), the vacant building identified as the Girard Hotel (a.k.a. the Town House Building) that the city was intent on demolishing was determined eligible for listing on the National Register of Historic Places, under both Criteria "A" (social history) and "D" (archaeology) (IHPA Letter to Todd Hatalla, City of Girard, dated April 13, 2007) (IHPA Document No. 005011907). With this information in hand, the City of Girard contracted with Fever River Research, Inc. (Springfield, Illinois) to assist them in the determination of a course of action to facilitate the demolition of the old city hotel, which was in a poor state of preservation and representing a public safety hazard. In an effort to avoid the effort and expense to conduct archaeological mitigation at the site, the City of Girard opted to drop plans to construct and new community center, and to proceed only with the demolition of the unsafe

structure (and that the demolition of the structure would be conducted in a manner to ensure the preservation of suspected below ground archaeological resources).

Having come to this conclusion, in late June 2007, the City of Girard, DCEO, and IHPA entered into a Memorandum of Agreement (MOA) for the documentation of the Girard Hotel following documentation standards of the Illinois Historic American Buildings Survey (IL HABS) program. The City of Girard subsequently contracted with Fever River Research to prepare the requisite IL HABS documentation package for this building. Fieldwork for this project was conducted in July and August 2007, with a "conditional clearance" letter allowing for the demolition of the building being submitted to the City of Girard by the IHPA on September 13, 2007. The attached Illinois HABS documentation of the Enterprise/Nicolet Hotel was undertaken to fulfill requirements stipulated in the Memorandum of Agreement. The subject Memorandum of Agreement was executed and its terms carried out in order to ensure compliance by the participating state and local agencies with Section 707 of the Illinois State Historic Resources Preservation Act (20 ILCS 3420, as amended, 17IAC 4180).

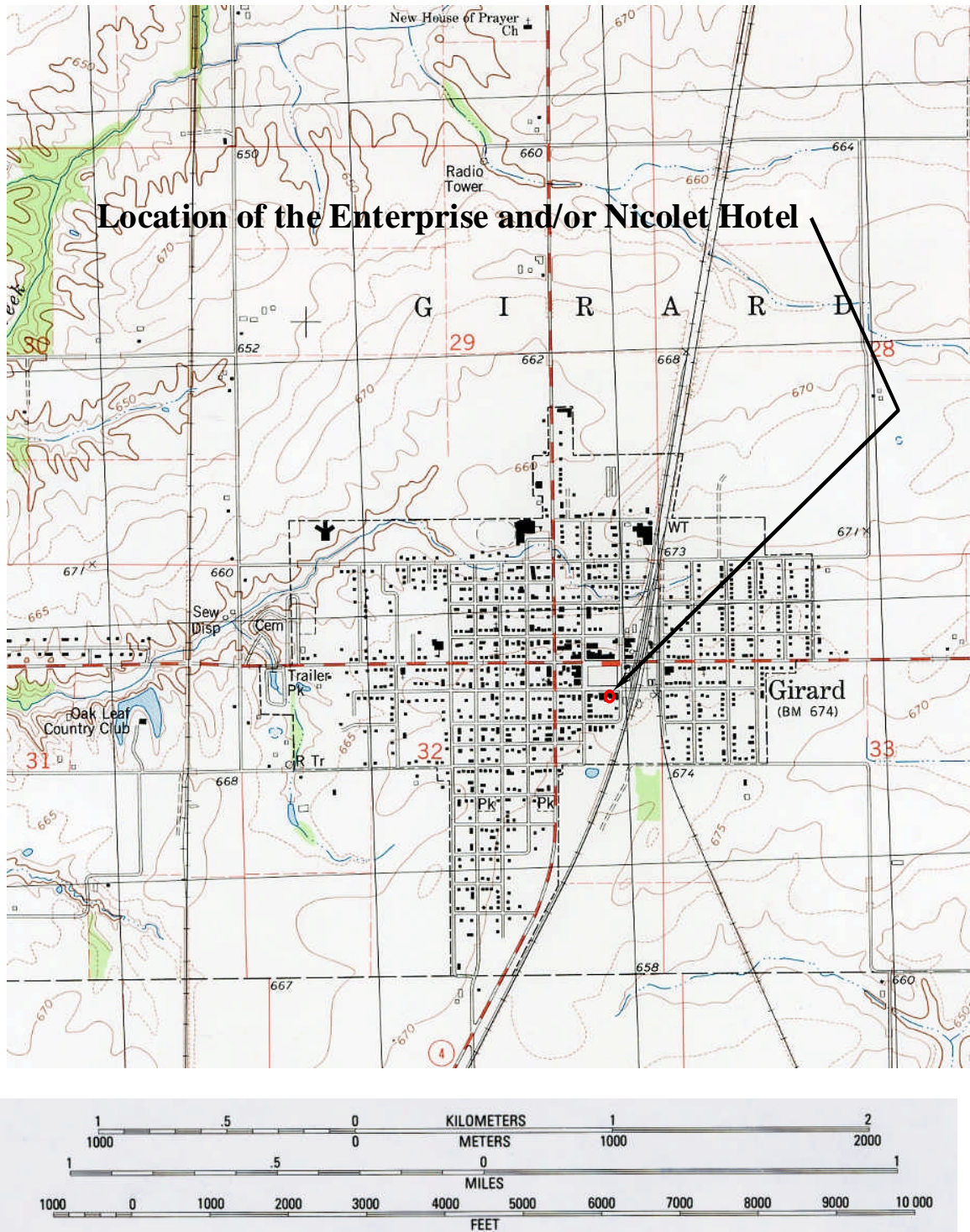


Figure 1. United States Geological Survey (USGS) topographic map showing the location of the Enterprise/Nicolet Hotel (USGS 1979).

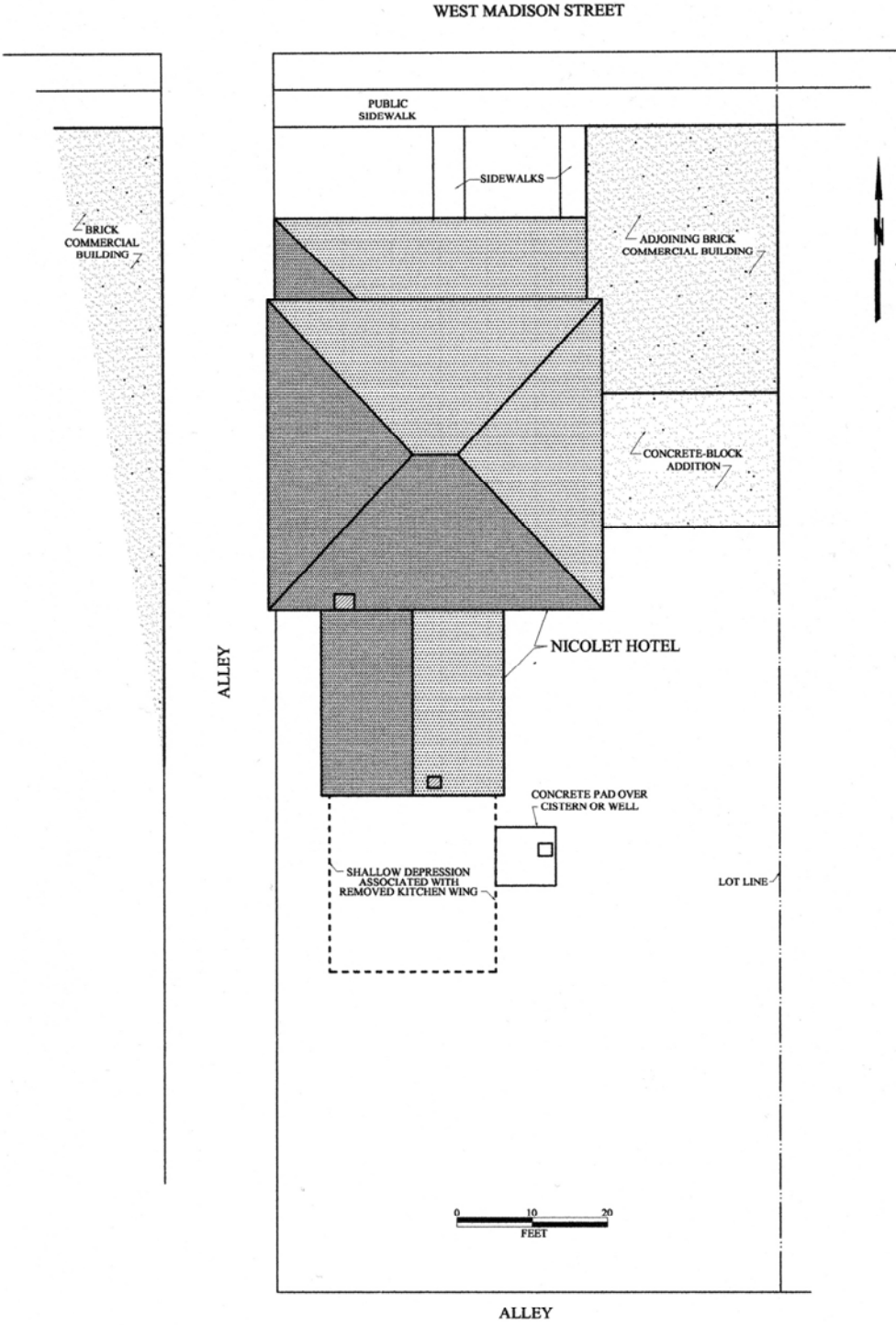


Figure 2. Site map for the Enterprise/Nicolet Hotel, showing conditions in 2007.

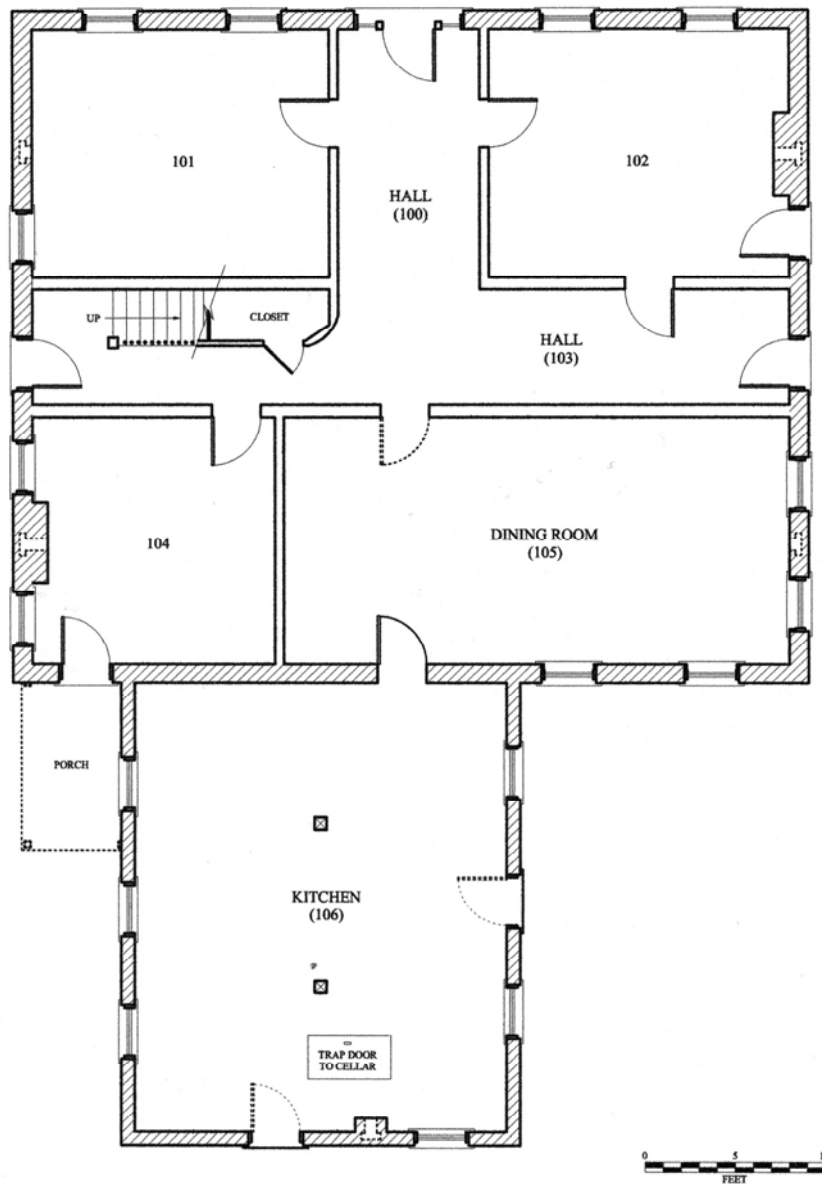


Figure 3. First floor plan of the Enterprise/Nicolet Hotel, showing suspected as-built conditions (1870). At this date, the property was known as the Enterprise Hotel.

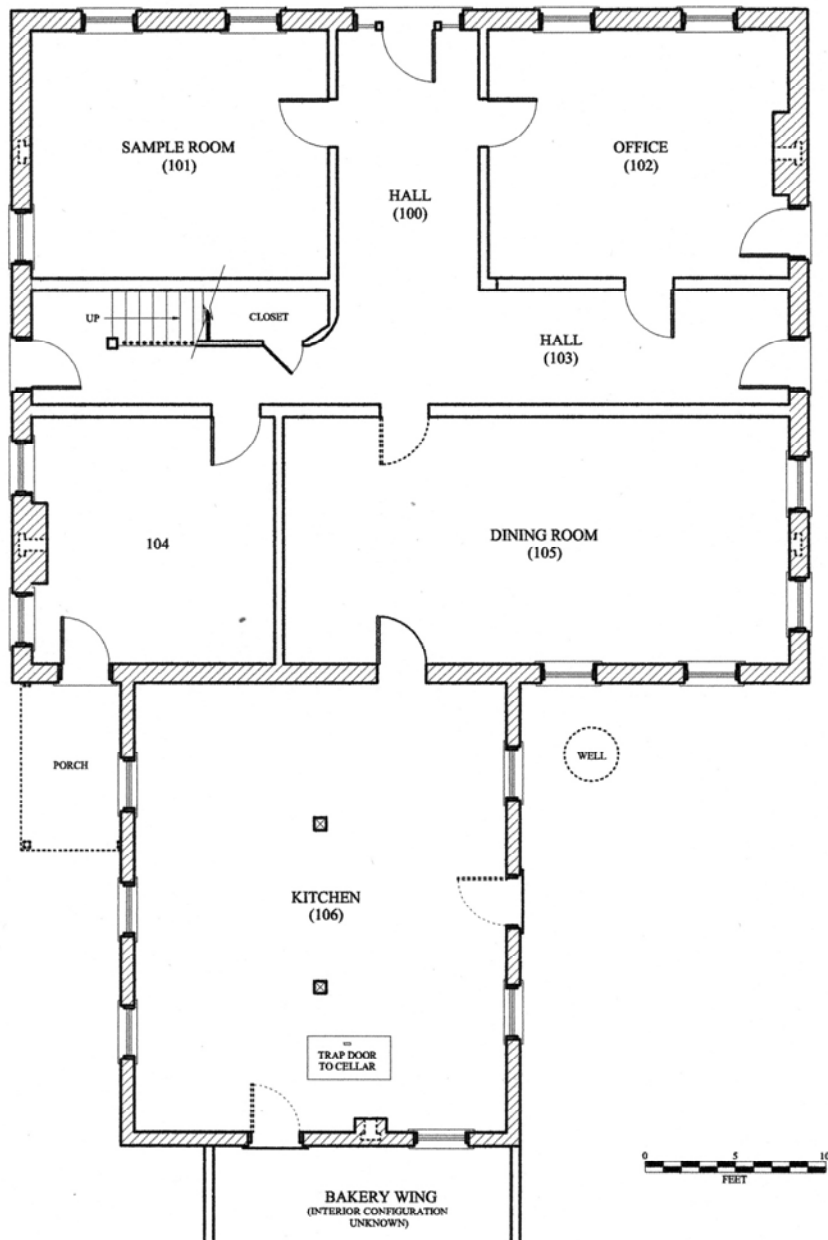


Figure 4. First floor plan of the Enterprise/Nicolet Hotel, showing conditions circa 1886. Note the presence of a one-story, frame bakery addition attached to the south end of the rear wing.

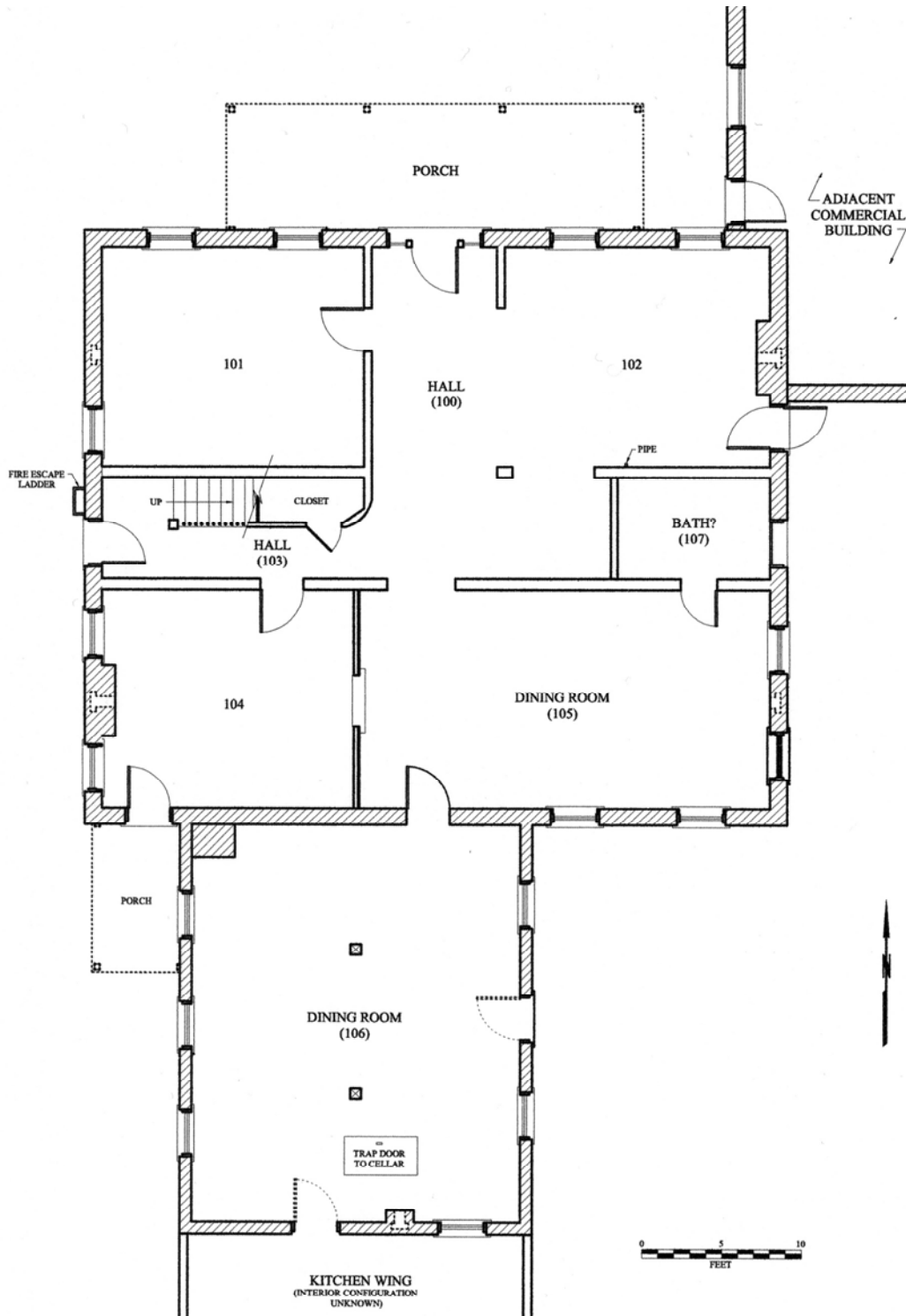


Figure 5. First floor plan of the Enterprise/Nicolet Hotel, showing conditions circa 1906. By this time, the bakery wing had been replaced by a larger two-story, frame kitchen addition and a front porch had been added to the hotel. Also, an adjoining commercial building had been constructed along the east side of the hotel.

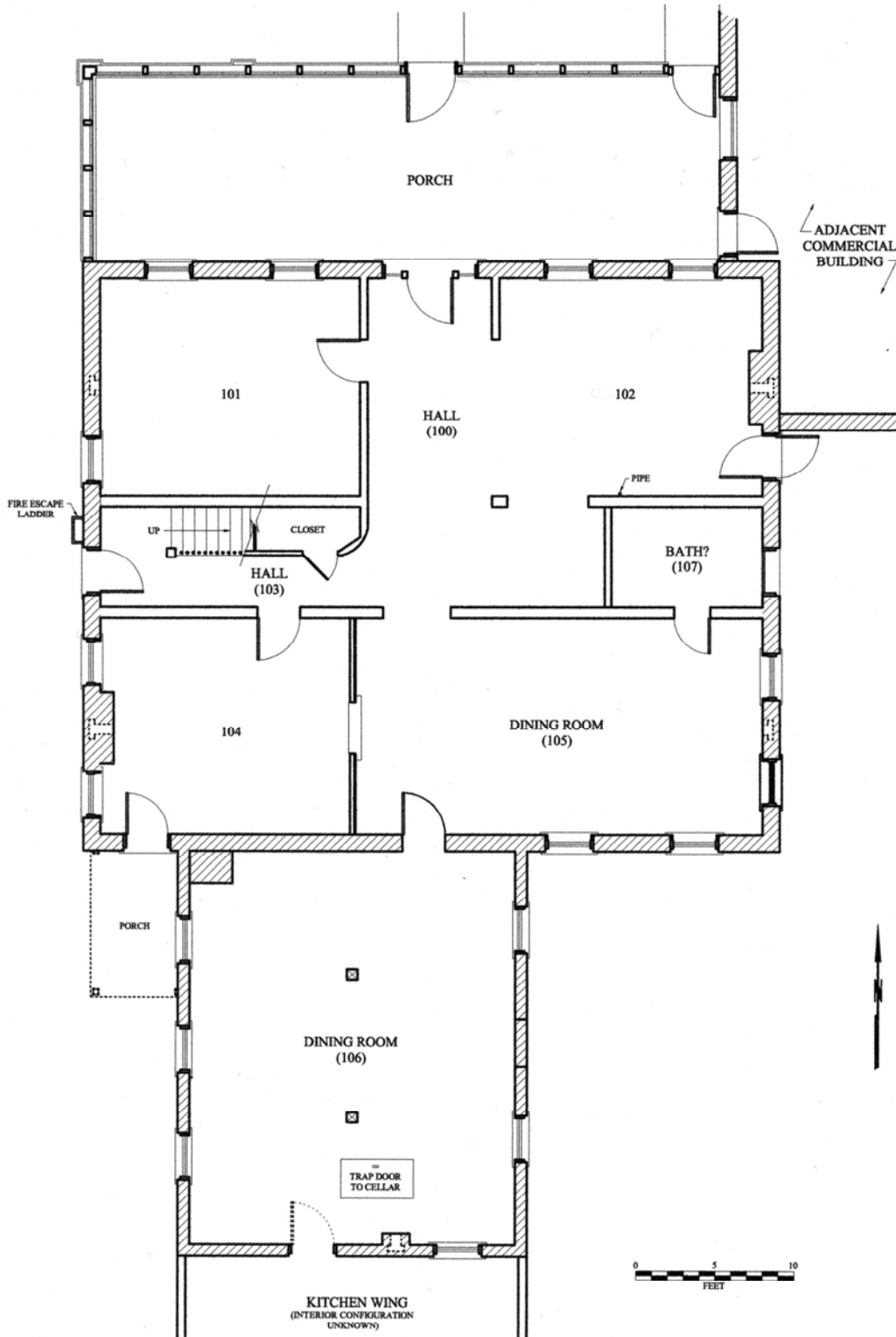


Figure 6. First floor plan of the Enterprise/Nicolet Hotel, showing conditions circa 1950. Note the addition of a new front porch.

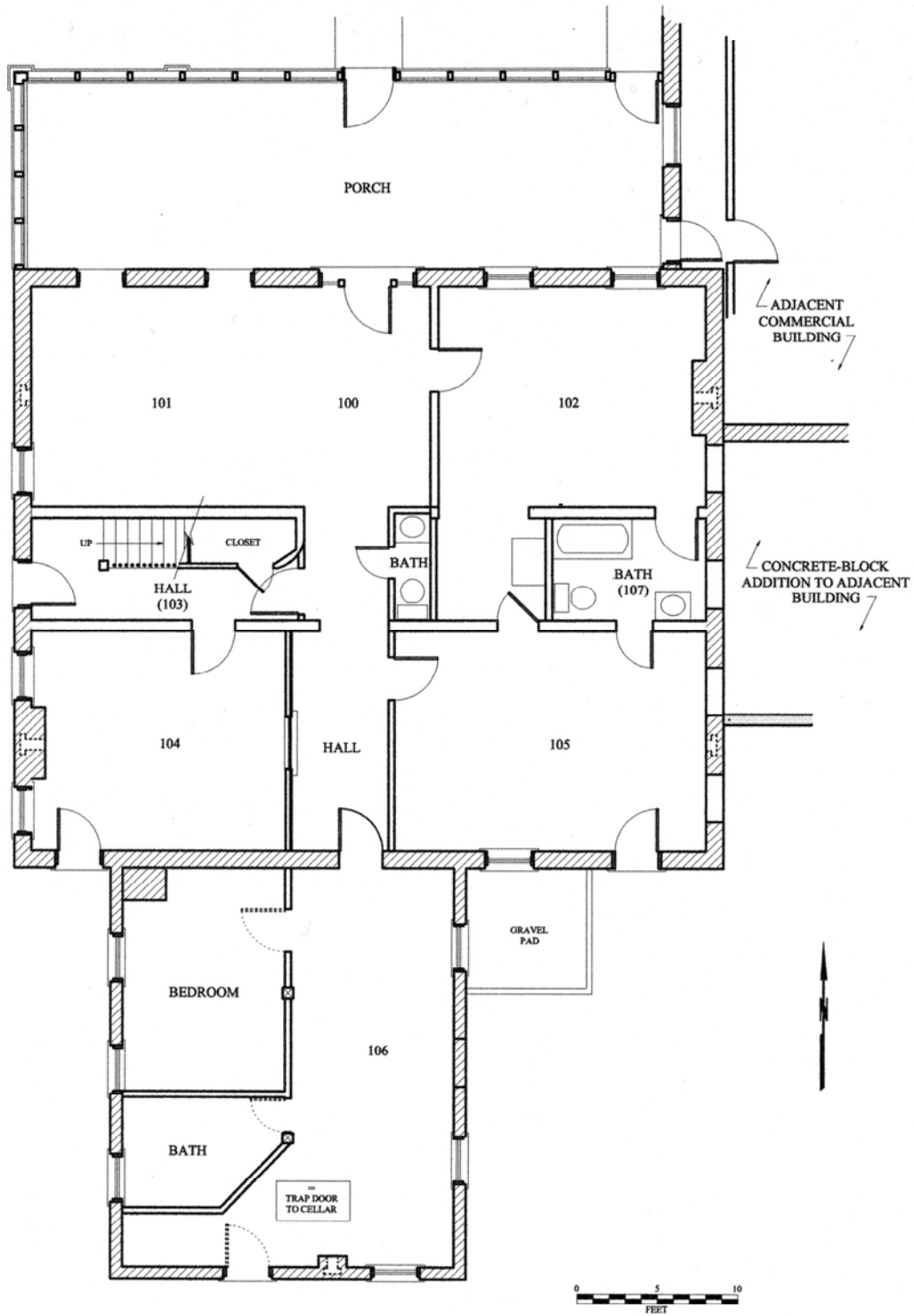


Figure 7. First floor plan of the Enterprise/Nicolet Hotel, showing conditions in the late twentieth century. By this time, the building had been divided into apartments, and at least two—if not three—living units were located on the first floor.

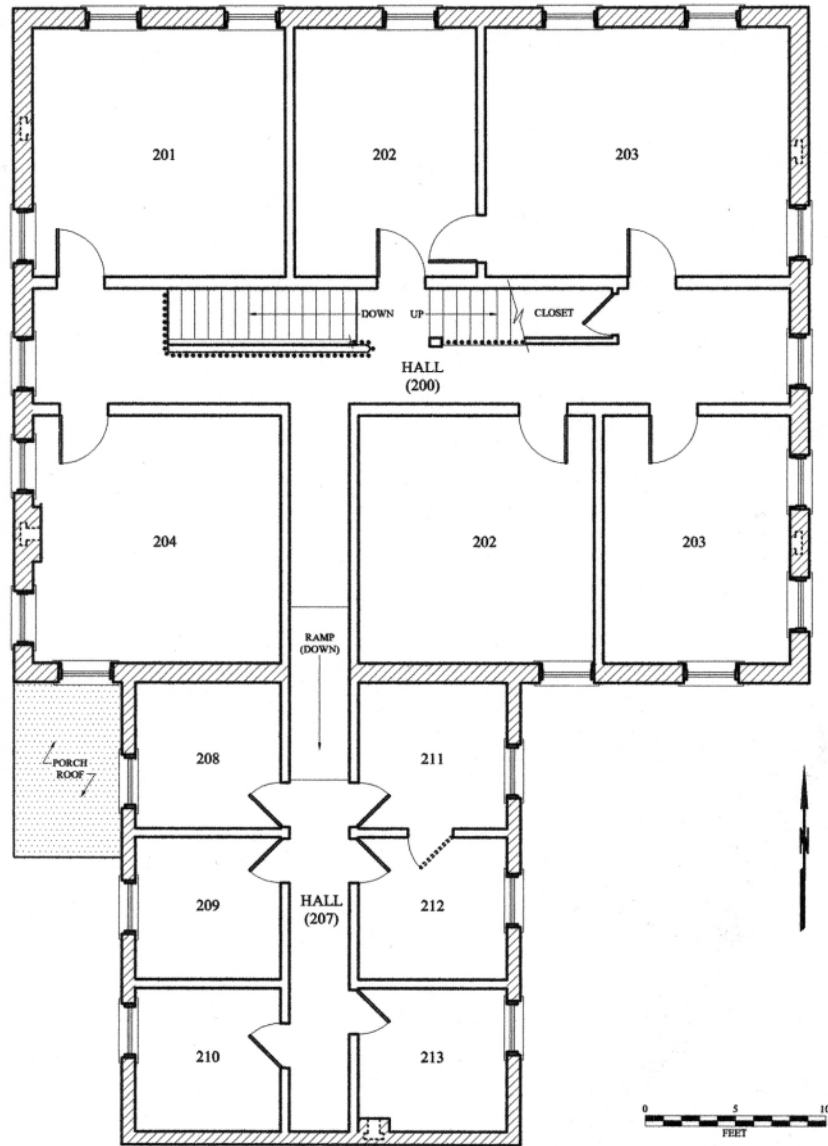


Figure 8. Second floor plan of the Enterprise/Nicolet Hotel, showing suspected as-built conditions (1870).

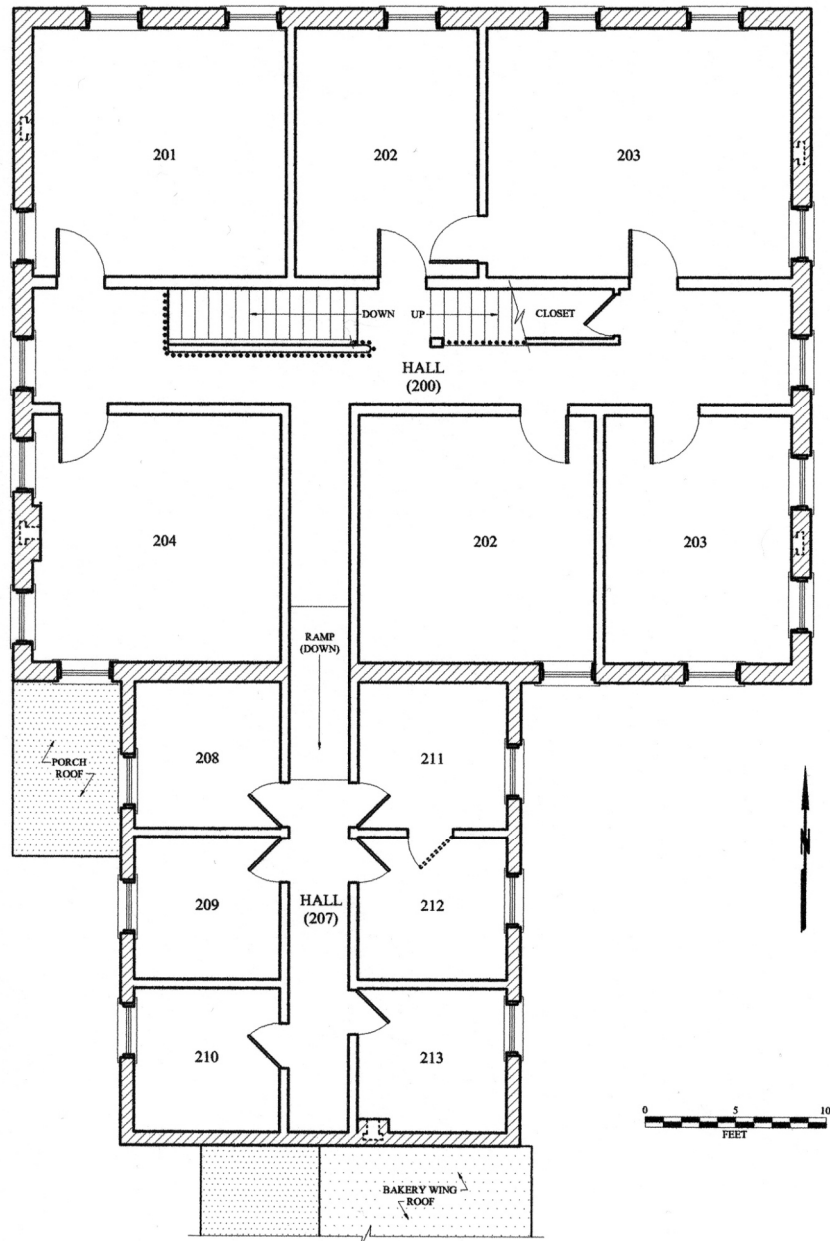


Figure 9. Second floor plan of the Enterprise/Nicolet Hotel, showing conditions circa 1886.

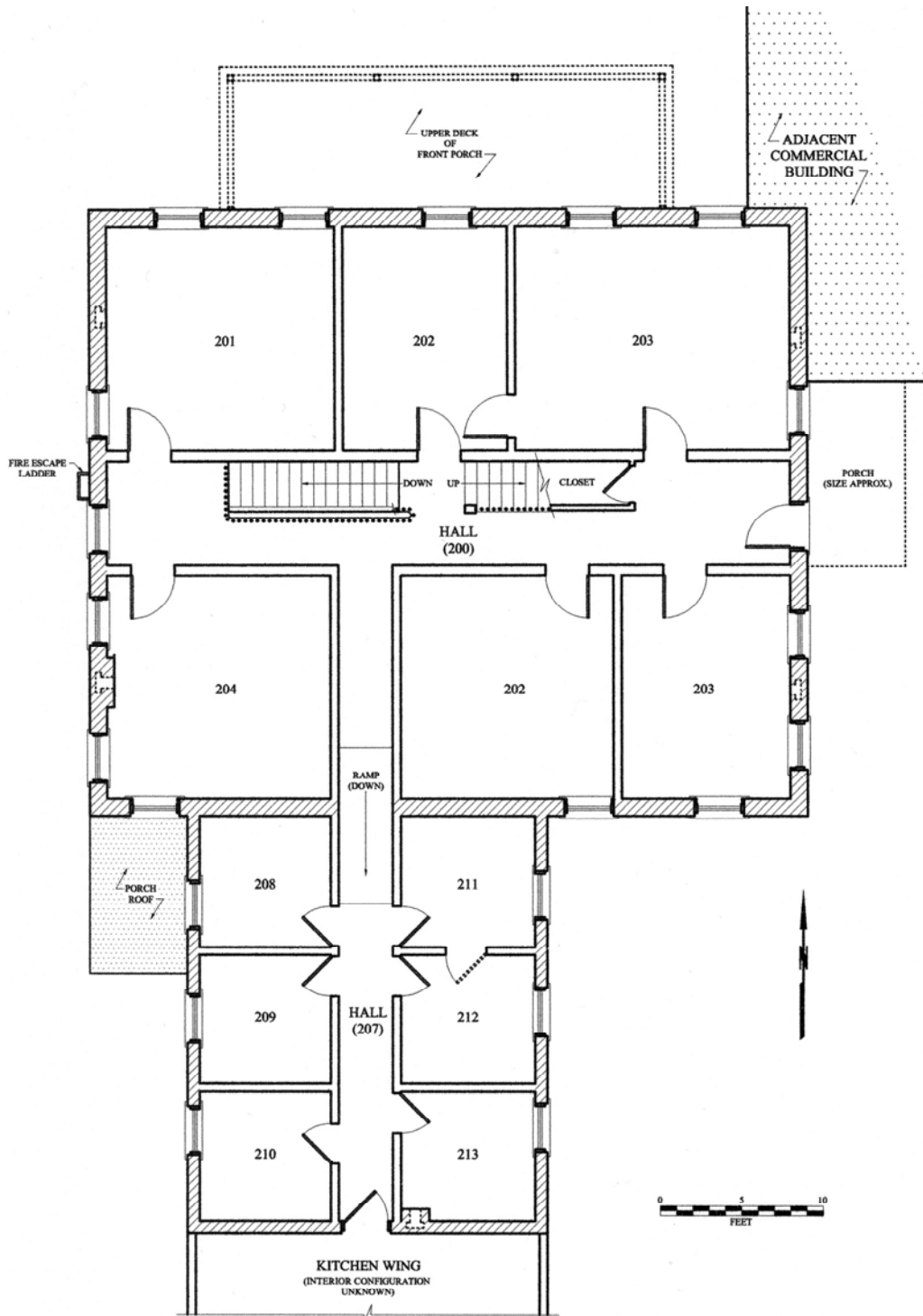


Figure 10. Second floor plan of the Enterprise/Nicolet Hotel, showing conditions circa 1906. By this time, the two-story, frame kitchen addition had been added to the south end of the rear wing, and this addition was accessible from the second story. Also, a porch had been added along the east side of the building, which presumably was accessed by an exterior stairway.

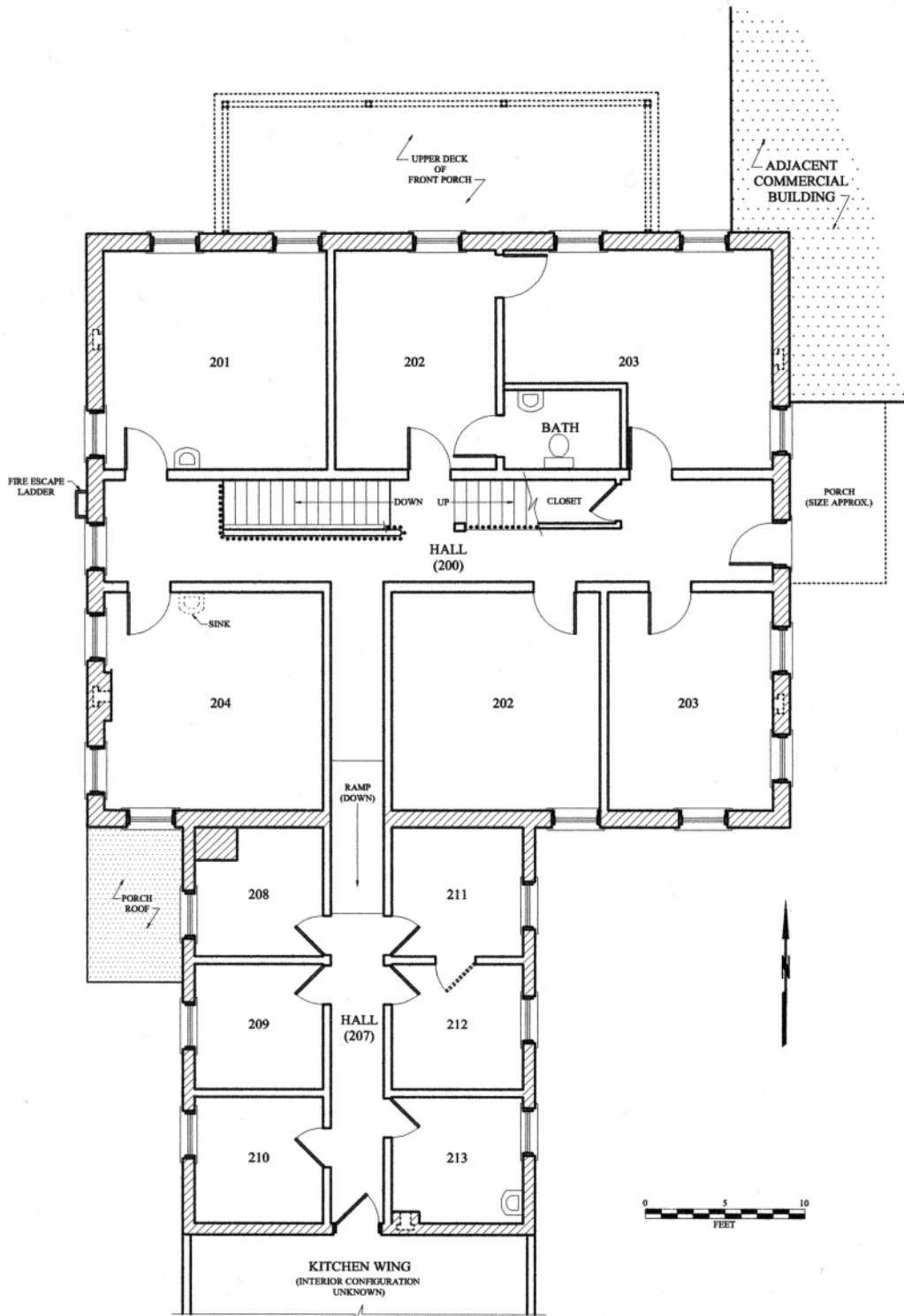


Figure 11. Second floor plan of the Enterprise/Nicolet Hotel, showing conditions circa 1920. By this date, plumbing had been added to the hotel. A bathroom had been framed out in the southwest corner of Room 203, and sinks had been added in other rooms.

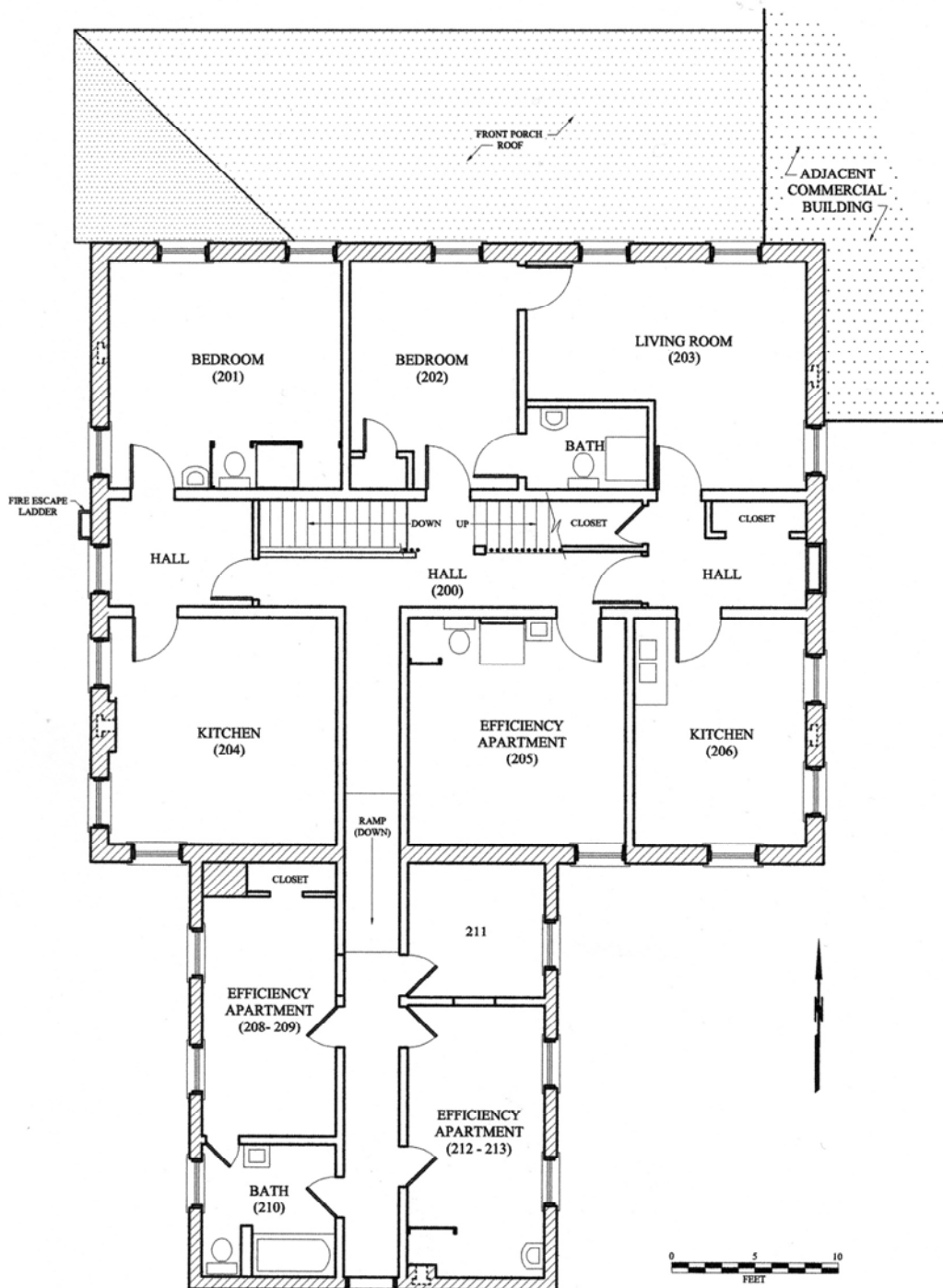


Figure 12. Second floor plan of the Enterprise/Nicolet Hotel, showing conditions in the middle-to-late twentieth century (ca. 1970). By this time, the second floor had been divided into two multi-room apartments and three smaller “efficiency” apartments.

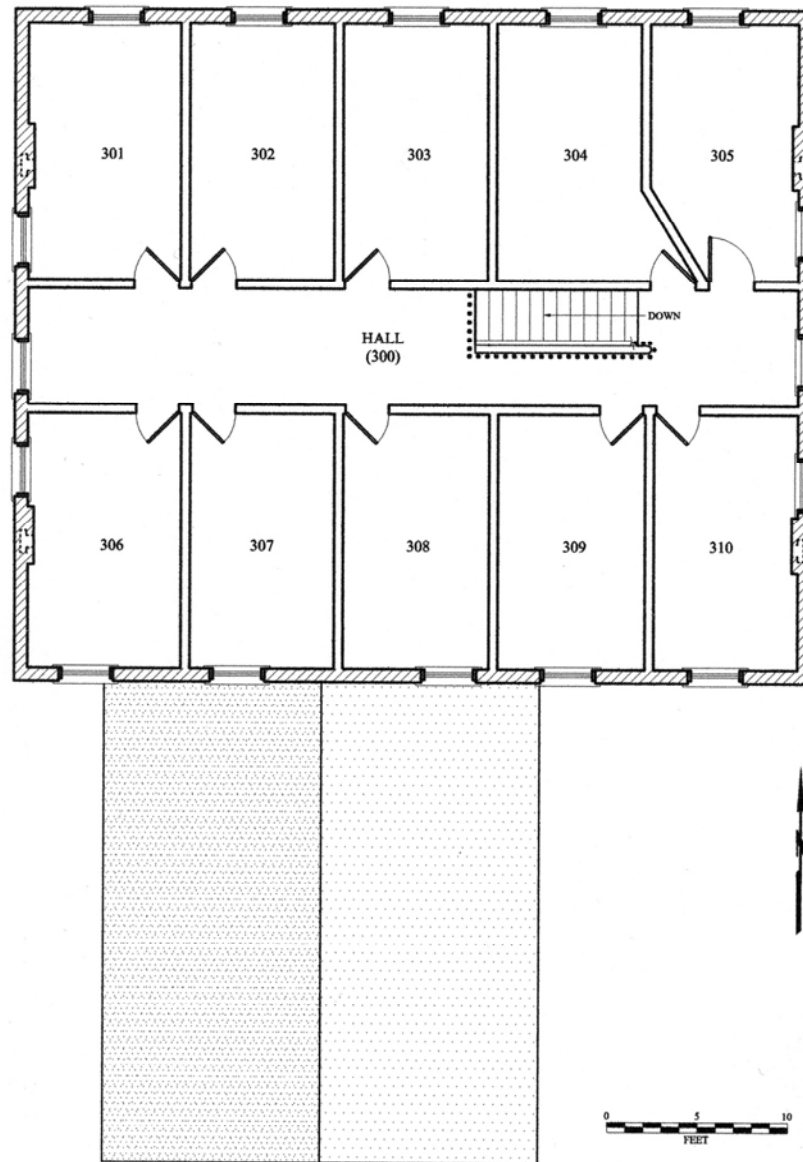


Figure 13. Third floor plan of the Enterprise/Nicolet Hotel, showing suspected as-built conditions (1870). The rooms on this floor were considerably smaller than those on floor below it.

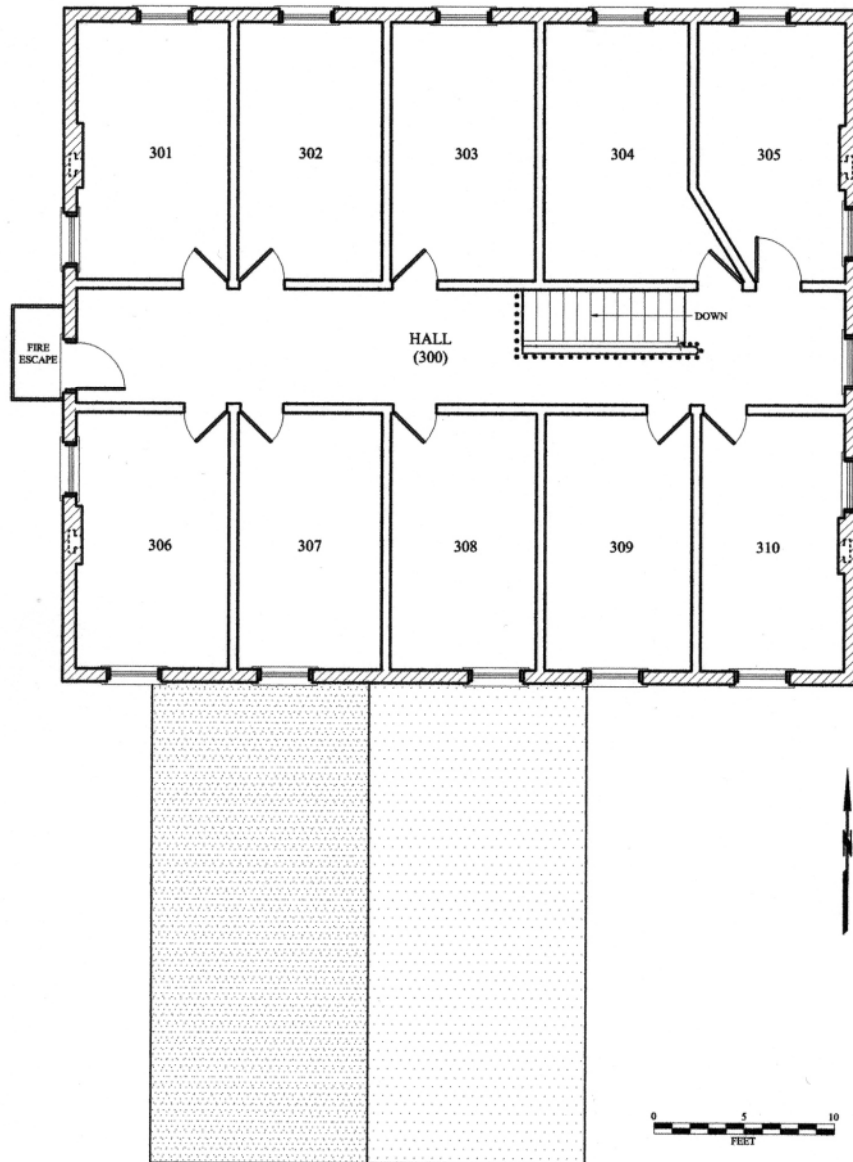


Figure 14. Third floor plan of the Enterprise/Nicolet Hotel, showing conditions circa 1906. Note the addition of the fire escape on the west end of the building.

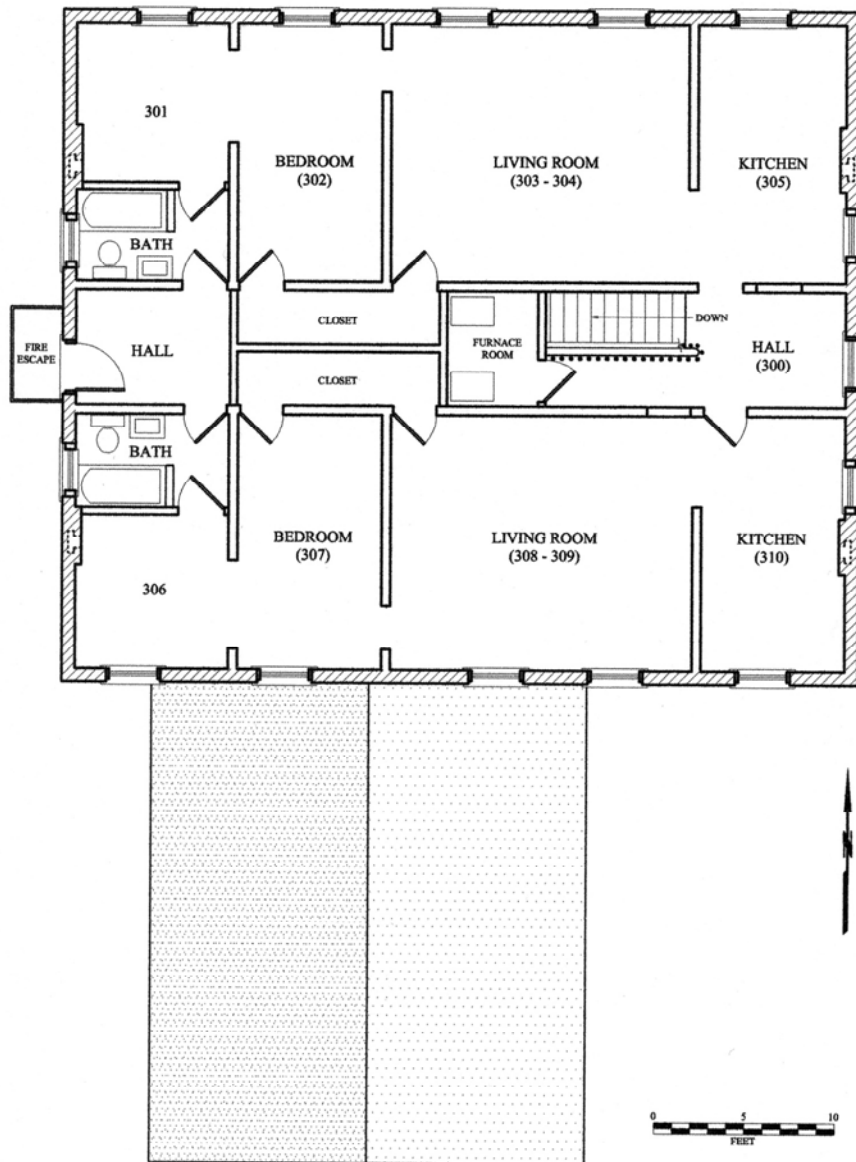


Figure 15. Third floor plan of the Enterprise/Nicolet Hotel, showing conditions circa 1970. By this time, the third floor of the building had been converted into two large apartments, and some of the original partition walls had been removed.

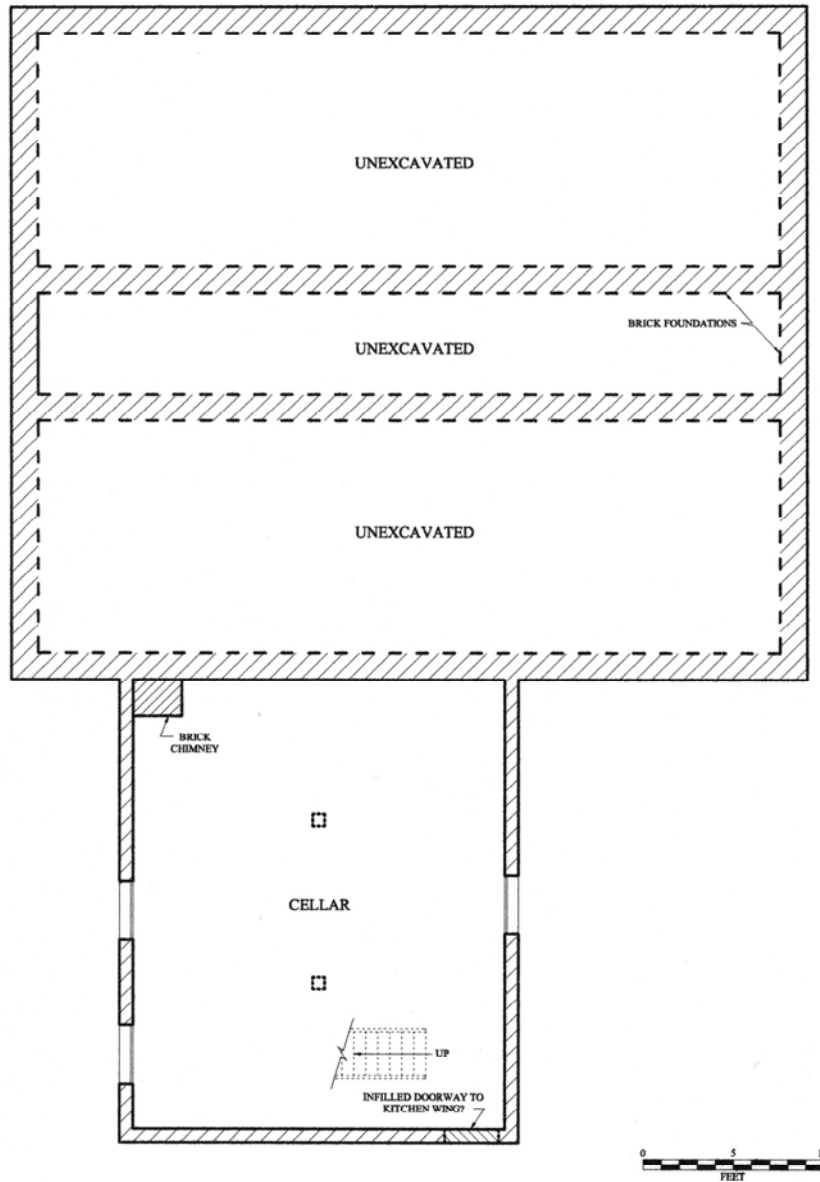


Figure 16. Basement/foundation plan of the Enterprise/Nicolet Hotel, showing conditions in 2007. Due to the inaccessibility of the crawlspaces and basement areas, some elements of the foundation plan are conjectural.

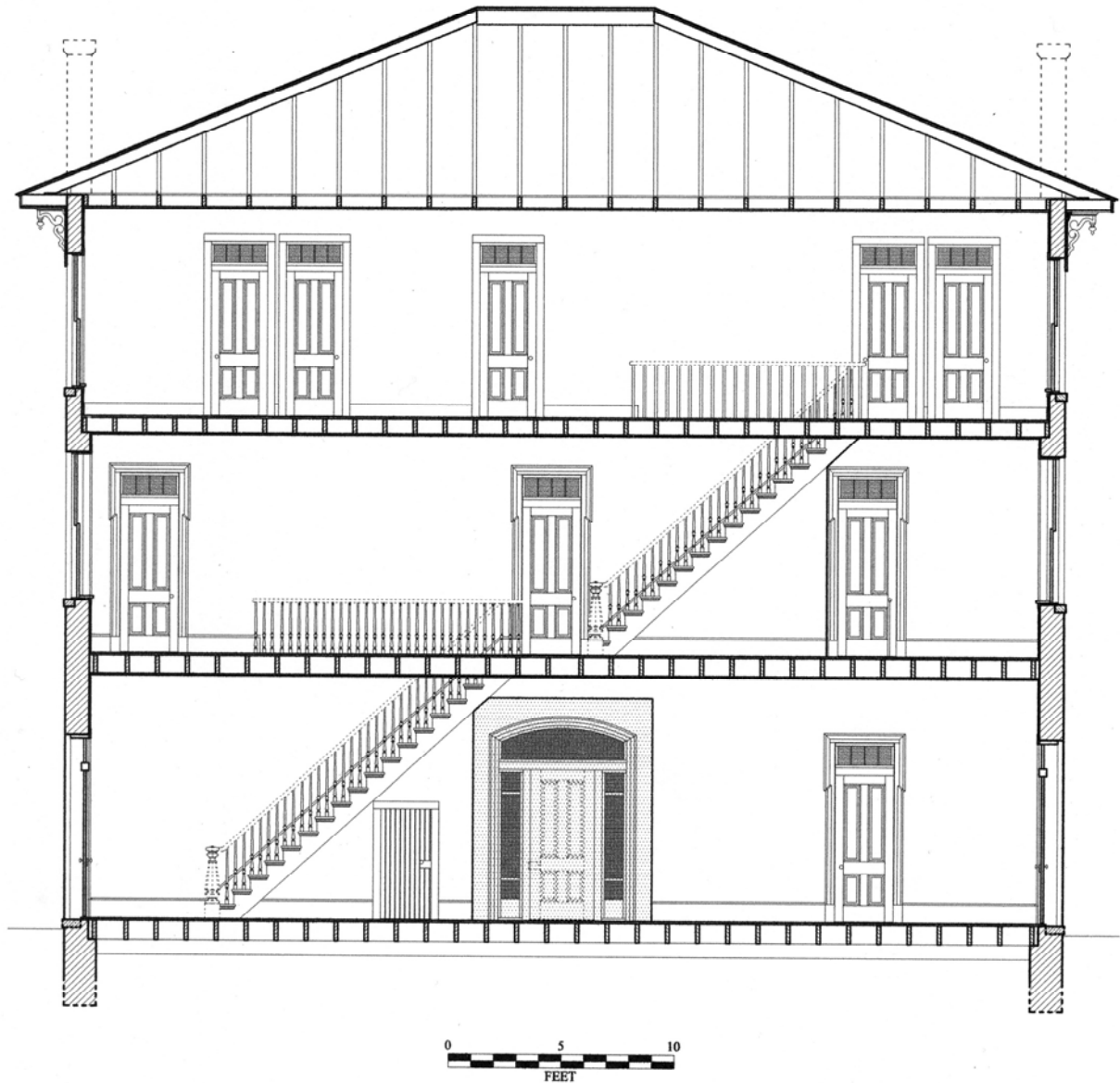


Figure 17. Sectional view through the main block of the Enterprise/Nicolet Hotel, looking north and showing the east-west hallways. This drawing is intended to show original conditions. The character of the newel posts for the stairways is conjectural (the posts having been removed prior to the field investigation). The depth of the foundations also is unknown.

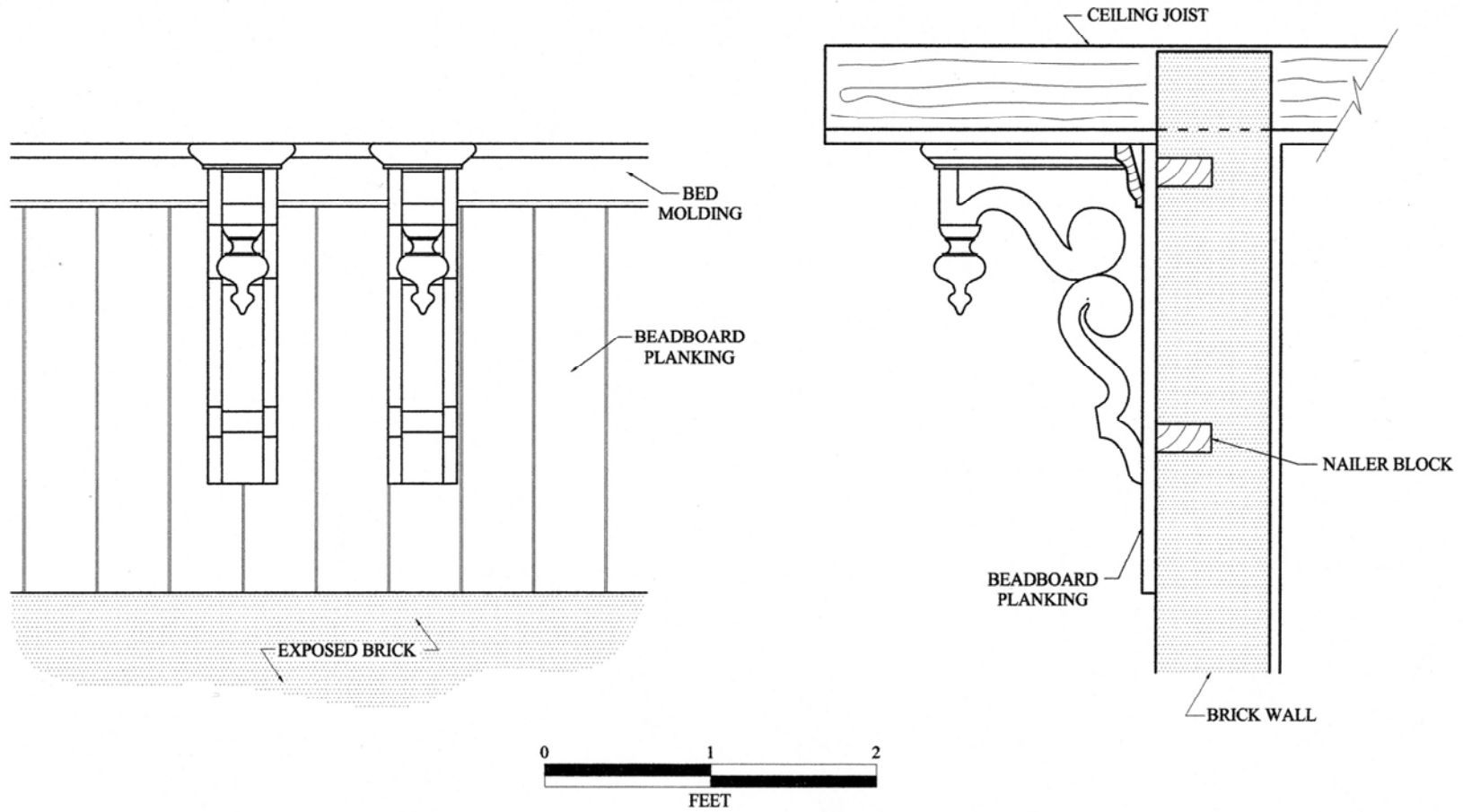


Figure 18. Eave detail showing the character of the ornamental brackets on the cornice of the hotel.

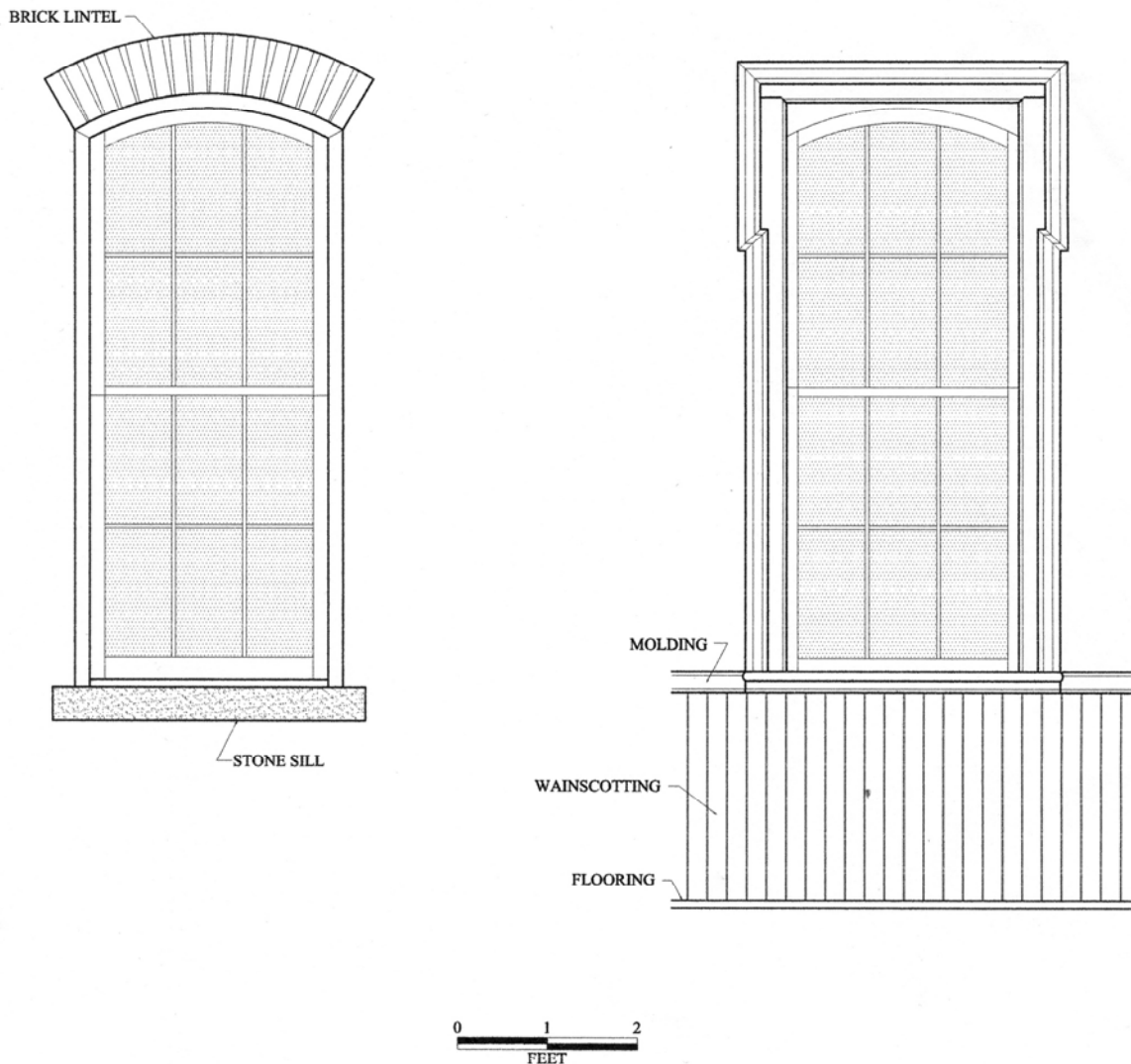


Figure 19. Window details illustrating the character of the windows on the first floor of the main block, with exterior view at LEFT and interior view at RIGHT. Wainscoting was present on the lower walls in Rooms 102, 104, and 105.



Figure 20. Door details, illustrating the difference in character between the doorways and associated trim in the hotel building. The image at LEFT is representative of the doorways on the first and second floors of the main block, while that at RIGHT is representative of the doorways on the third floor of the main block and second floor of the rear wing. Note the simpler trim used on the latter.

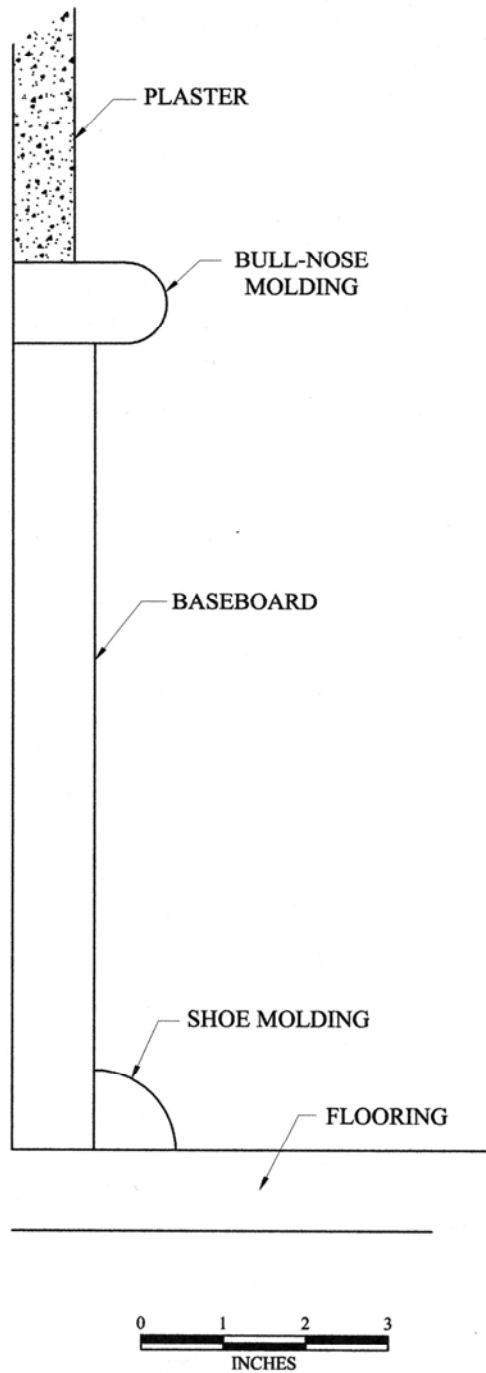


Figure 21. Detail drawing illustrating the character of the baseboard on the first and second floors of the main block of the hotel. Simple in character and tall, the baseboard was well suited for the hotel, considering the high-volume of traffic and general wear and tear to which the building was exposed on a daily basis.

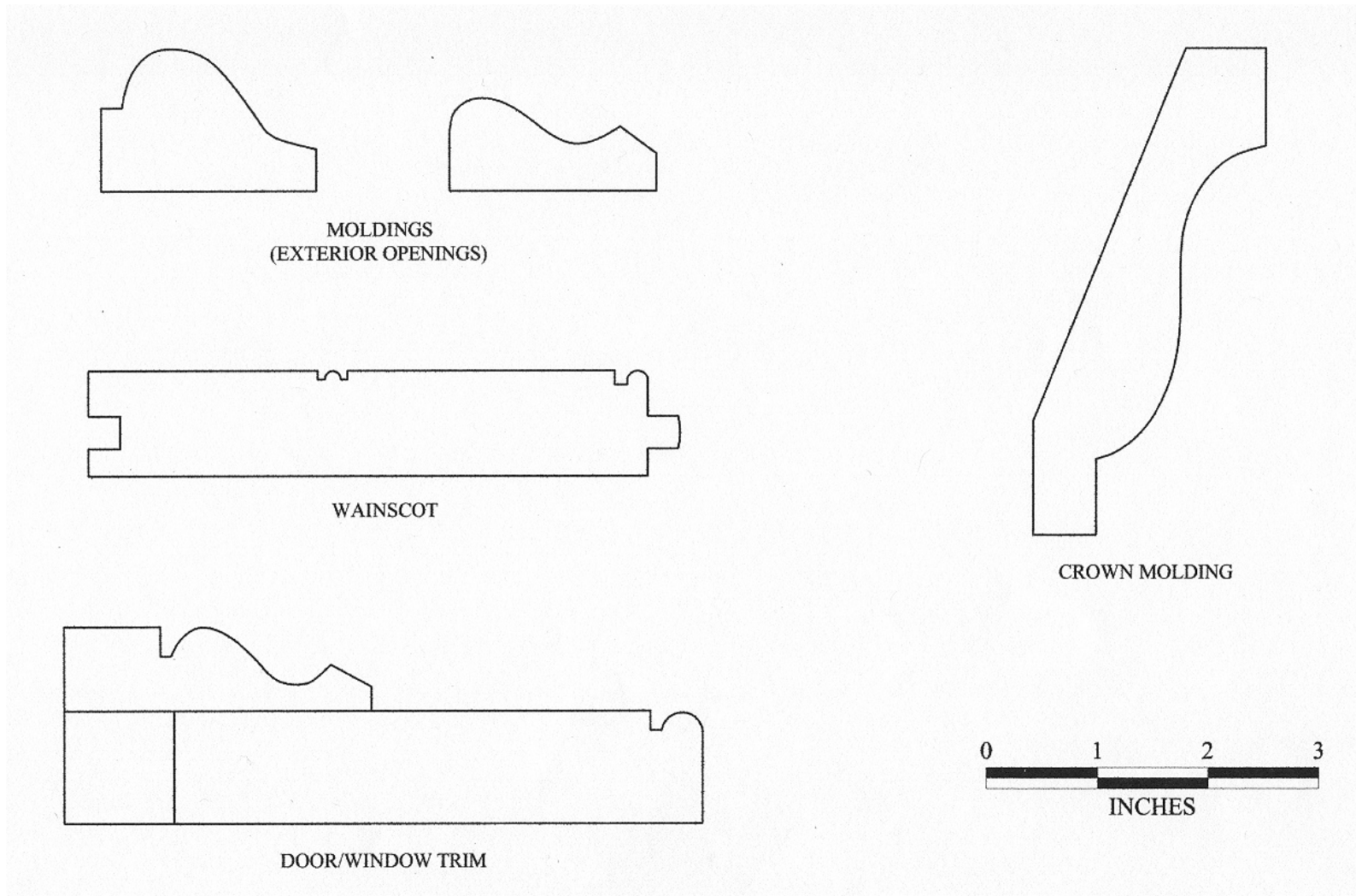


Figure 22. Profiles of various trim used on the interior and exterior of the main block of the hotel.

INDEX TO SUPPLEMENTAL MATERIALS

Enterprise/Nicolet Hotel 135 West Madison Street Lot 3, Block 20 Original Town Girard Macoupin County Illinois	IL HABS No. MP-2007-1
MP-2007-1-S1	Location of the future community of Girard, as depicted on the 1850 U.S. General Land Office survey plat. ¹
MP-2007-1-S2	Two early maps of central Illinois showing early road network through Macoupin County. ²
MP-2007-1-S3	An 1875 map Macoupin County showing the location of Girard. ³
MP-2007-1-S4	Plat of the village of Girard as illustrated in 1875. ⁴
MP-2007-1-S5	Historic sketch of the Girard House, built in 1854. ⁵
MP-2007-1-S6	Three street views Girard's public square in circa 1891. ⁶
MP-2007-1-S7	Historic images of the Girard Coal Company. ⁷
MP-2007-1-S8	The Girard public square, as depicted on the 1931 Sanborn fire insurance map. ⁸

¹ United States General Land Office, Plat of Township 12 North, Range 6 West of the 3rd Principal Meridian, RG 953.012, Illinois State Archives.

² David Burr, *[Map of] Illinois* (New York: Ilhan and Pilbrow, 1834); T. G. Gradford, *[Map of] Illinois* (Boston: Weeks, Jordan and Company, 1838).

³ Warner and Beers, *Atlas of Macoupin County, Illinois* (Chicago: author, 1875), 43.

⁴ *Ibid.*, 45.

⁵ *The Girard House*, anonymous sketch on display at Girard City hall, Girard, Illinois.

⁶ *Girard Gazette*, 12 February 1891.

⁷ *Ibid.*

⁸ Sanborn Map Company, *Girard, Illinois* (New York: author, 1931).

- MP-2007-1-S9 Sanborn maps showing evolution of the south side of Girard's public square from 1894 to 1931.⁹
- MP-2007-1-S10 The northwest corner of Block 20 in Girard as depicted on the 1886 and 1894 Sanborn fire insurance maps.¹⁰
- MP-2007-1-S11 The Nicolet Hotel, as depicted on the 1900 Sanborn fire insurance map.¹¹
- MP-2007-1-S12 Sanborn maps showing evolution of the west half of Block 20 in Girard from 1886 to 1900.¹²
- MP-2007-1-S13 The Nicolet Hotel, as depicted on the 1906 Sanborn fire insurance map.¹³
- MP-2007-1-S14 The Hotel Nicolet, as depicted on the 1914 Sanborn fire insurance map.¹⁴
- MP-2007-1-S15 The Girard Inn, as depicted on the 1931 Sanborn fire insurance map.¹⁵
- MP-2007-1-S16 Postcard view of the south side of Girard's public square and Nicolet Hotel, circa 1901-1905.¹⁶
- MP-2007-1-S17 Historic views of the Globe Tavern (Springfield) and the Mermaid House (Lebanon), two early Illinois taverns/inns.¹⁷
- MP-2007-1-S18 HABS photograph and line drawings of the Old Wabash Hotel, Edwardsville (Madison County), Illinois.¹⁸

⁹ Sanborn-Perris Map and Publishing Company, *Girard, Illinois* (New York: author, 1894); Sanborn-Perris Map and Publishing Company, *Girard, Illinois* (New York: author, 1900); Sanborn (1931).

¹⁰ Sanborn Map Company, *Girard, Illinois* (New York: author, 1886); Sanborn-Perris (1894).

¹¹ Sanborn-Perris (1900).

¹² Sanborn (1886); Sanborn-Perris (1894); Sanborn-Perris (1900).

¹³ Sanborn Map Company, *Girard, Illinois* (New York: author, 1906).

¹⁴ Sanborn Map Company, *Girard, Illinois* (New York: author, 1914).

¹⁵ Sanborn (1931).

¹⁶ Undated postcard; reprint of original postcard printed for the Girard Sesquicentennial in 2005. Original publication information not available.

¹⁷ "Famous Old Globe Tavern," Floyd Mansberger Collection, Springfield, Illinois; Historic American Buildings Survey, *The Mermaid House, Lebanon, St. Clair County, Illinois*, Survey No. ILL-231 (1935).

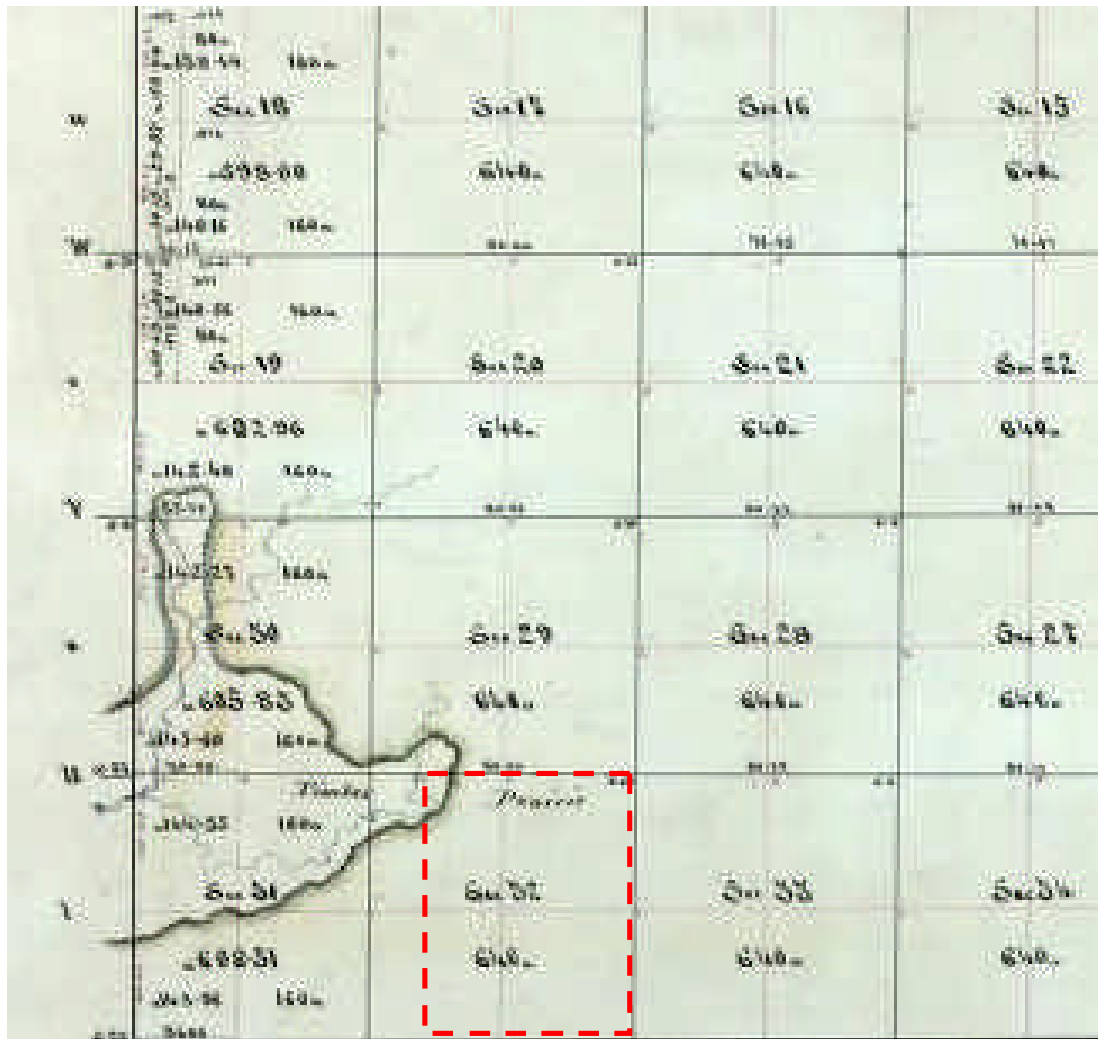
¹⁸ Historic American Buildings Survey, *Old Wabash Hotel, Edwardsville, Madison County, Illinois*, Survey No. ILL-236 (1935).

- MP-2007-1-S19 Residence and hotel constructed in nearby Hillsboro for James Hagee, as depicted in 1874.¹⁹
- MP-2007-1-S20 Advertisement for Frank Parent's Grocery, Restaurant, and Bakery in Girard from 1891.²⁰
- MP-2007-1-S21 Line drawing of the St. Nicholas Hotel, a large urban hotel in Springfield, from an 1866 city directory.²¹

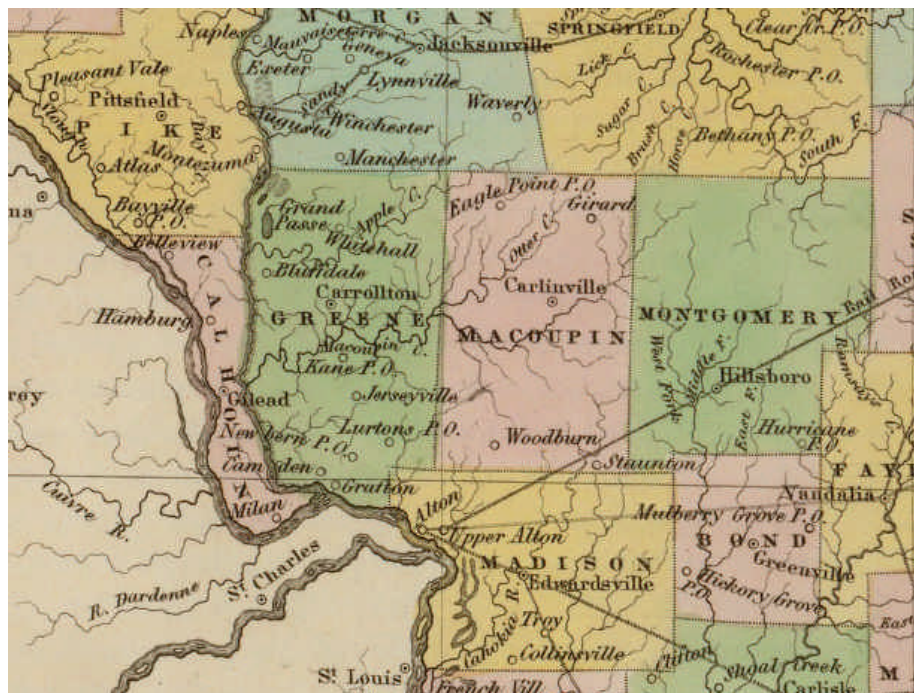
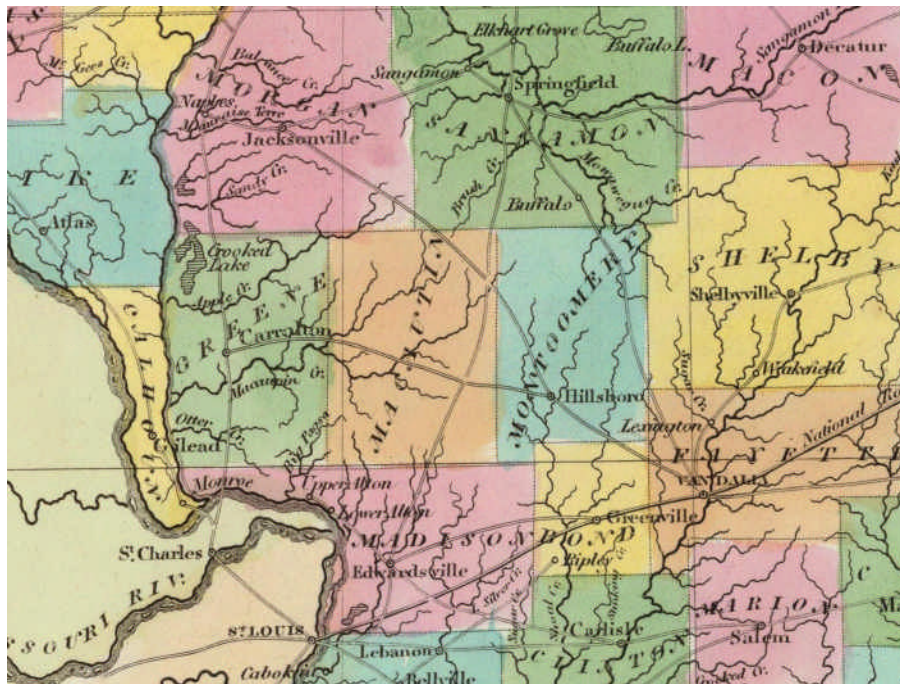
¹⁹ W. R. Brink and Company, *Illustrated Atlas Map of Montgomery County, Illinois* (Edwardsville, Illinois: author, 1874), 65.

²⁰ *Girard Gazette*, 21 February 1891.

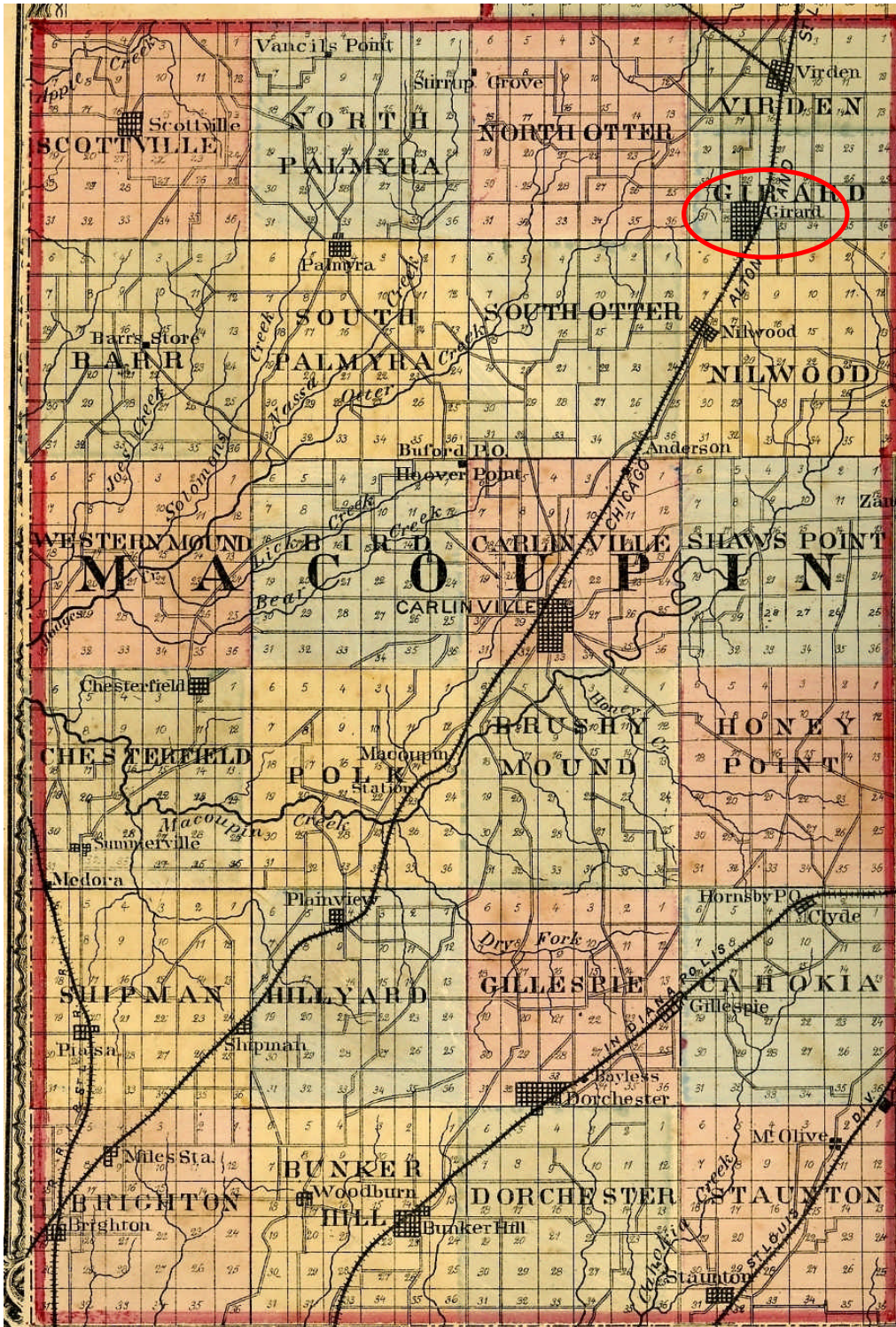
²¹ Bronson and Nixon, *Springfield City Directory and Business Mirror for 1866* (Springfield, Illinois: author, 1866).



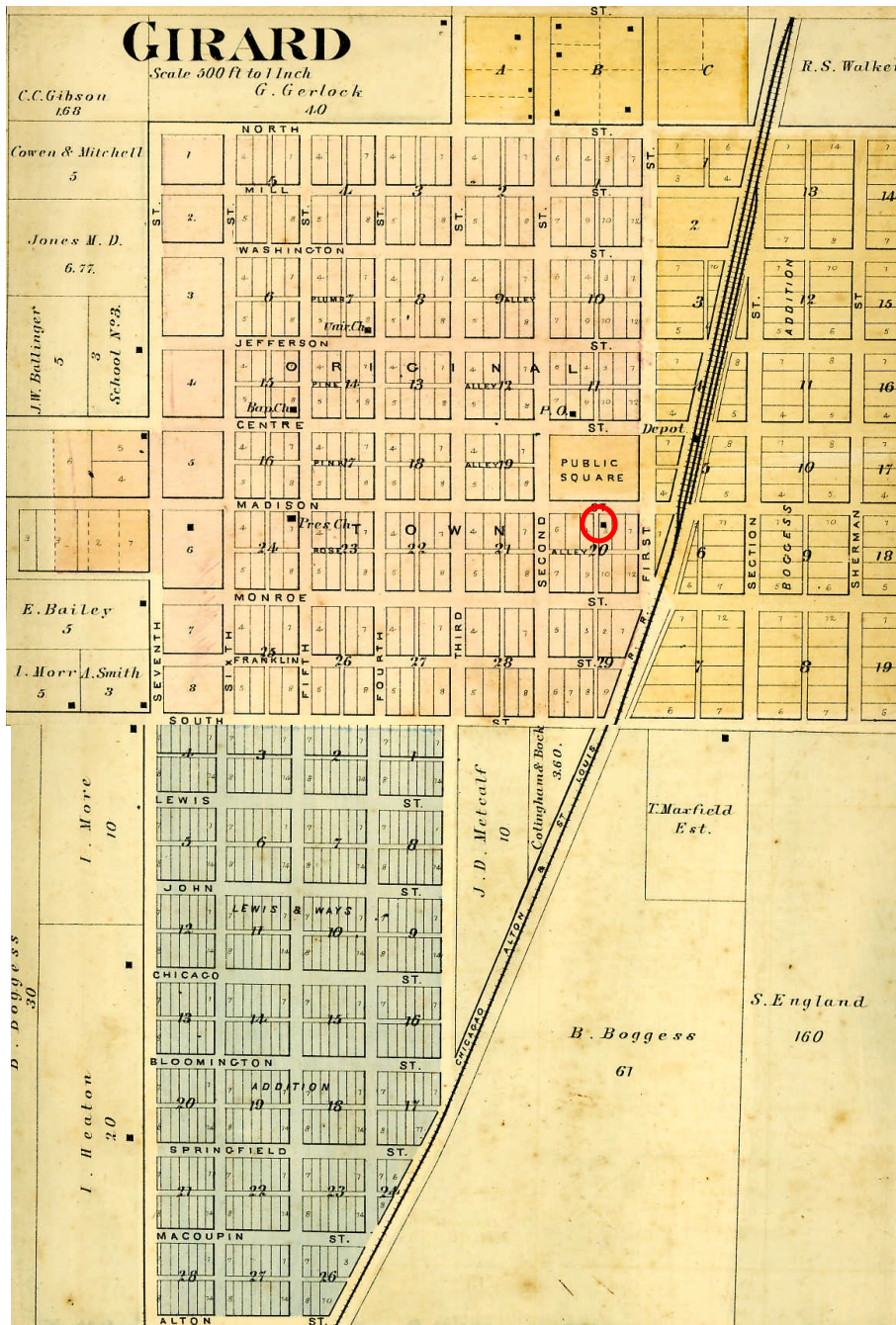
Location of the future community of Girard, as depicted on the 1850 U.S. General Land Office survey plat. The town site was located predominately in prairie, albeit immediately adjacent to one of the few timber tracts in the township, which was located along the headwaters of Otter Creek.



Two early views of central Illinois. (Top) Burr (1834) illustrating early roads through Macoupin County. (Bottom) Bradford (1838) illustrated proposed railroads and the town of Girard.



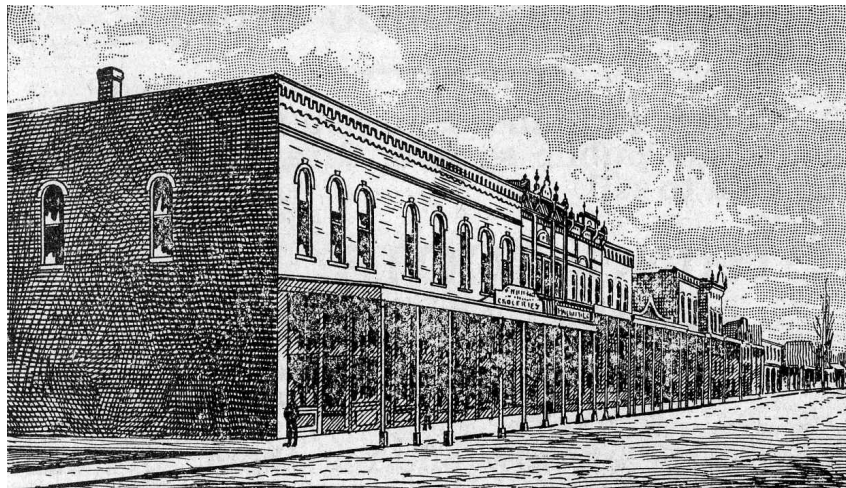
An 1875 map of Macoupin County. Note the location of Girard along the Chicago, Alton, and St. Louis Railroad—approximately 24 miles south of Springfield, the state capital.



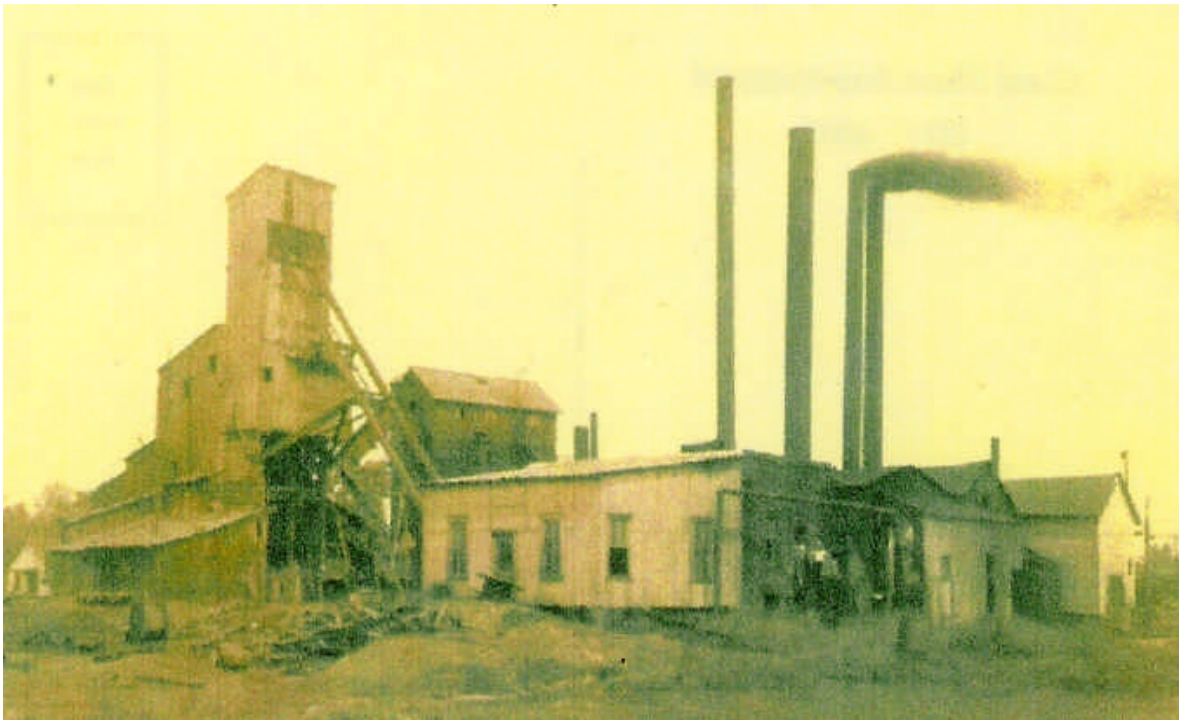
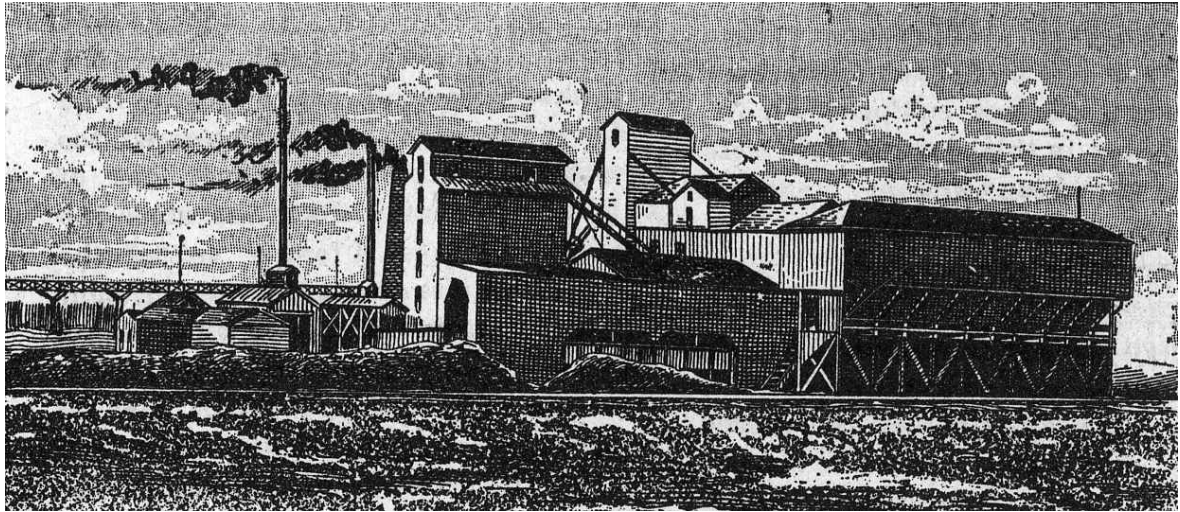
View of the village of Girard, Macoupin County, Illinois, as illustrated in the 1875 *Atlas of Macoupin County and the State of Illinois*. The Enterprise Hotel is located on Lot 3, Block 20, Original Town Plat (and is circled in red above). It is one of the few buildings in town illustrated on the plat, which provides some indication of the hotel's prominence at this date.



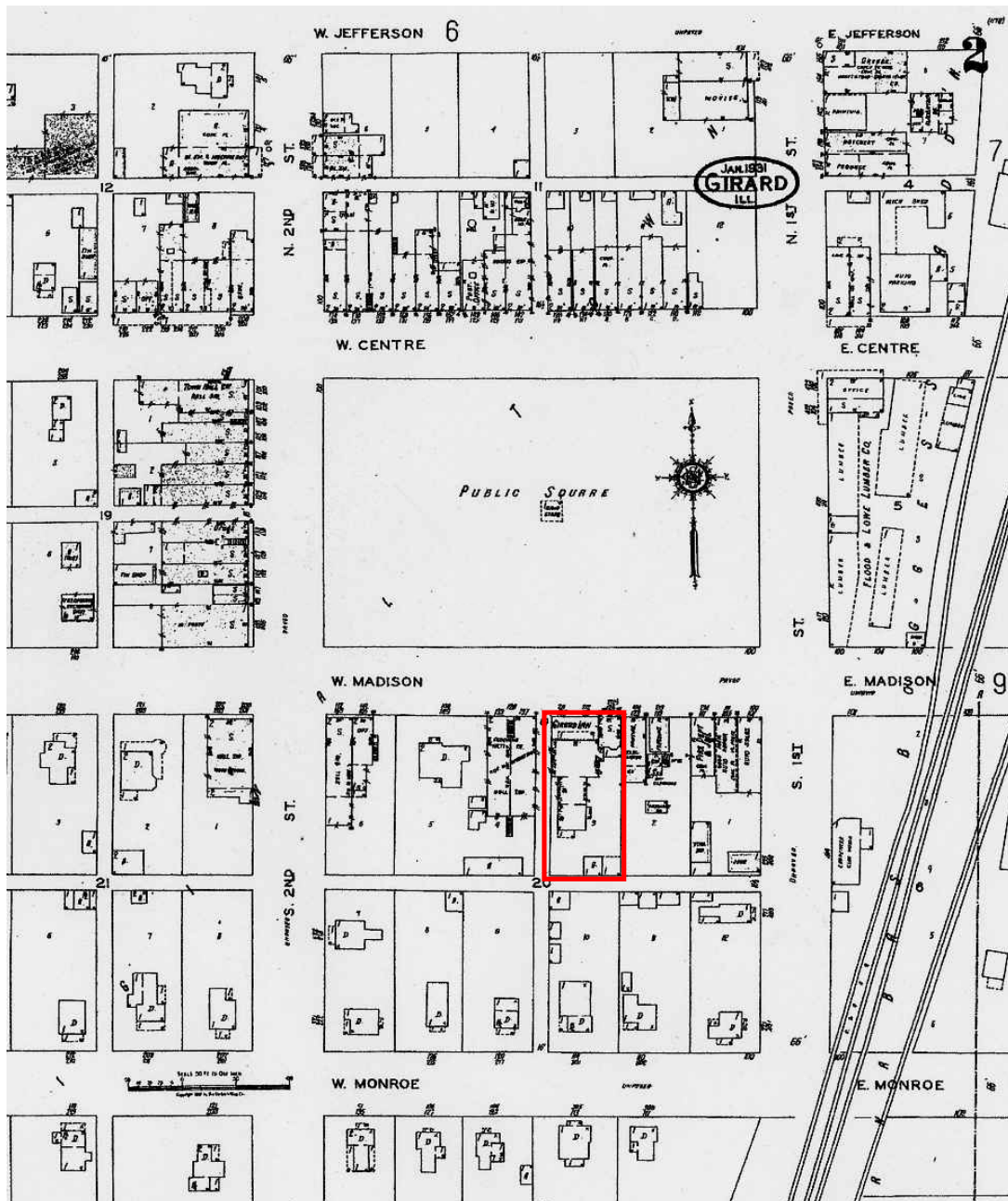
The Girard House, pictured above in an undated sketch, was constructed in 1854 as a city hotel and was one the first buildings to be erected in town. It was located on the northeast corner of the public square. The Girard House was destroyed by fire during the early years of the twentieth century. The original line drawing currently is on display in the Girard City Hall).



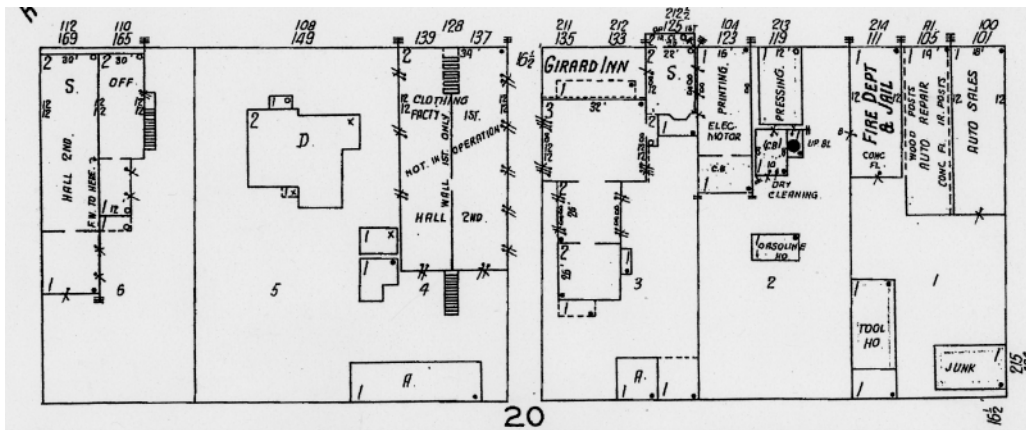
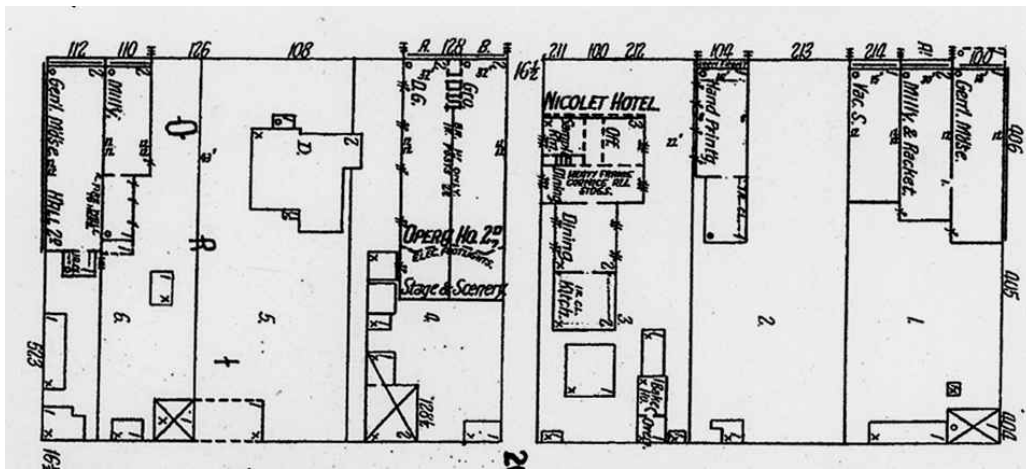
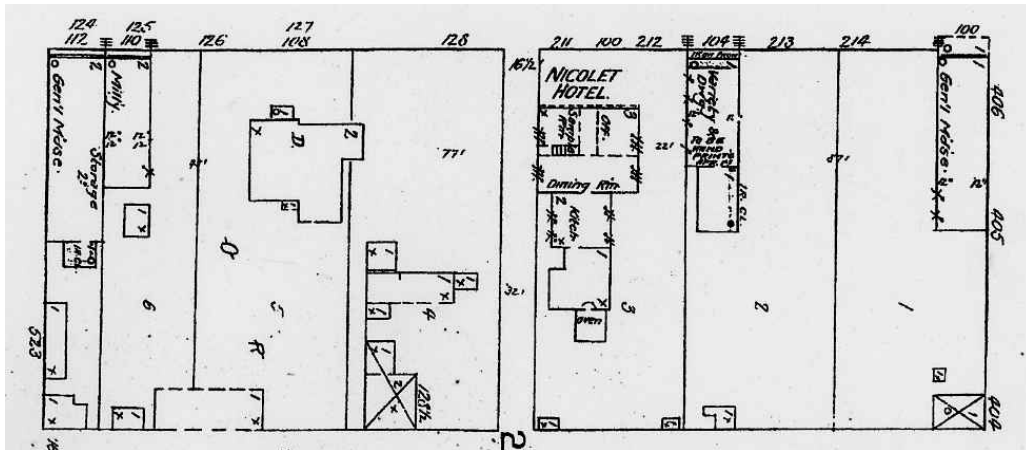
Three street views of the public square in circa 1891. The top image depicts the north side of the square looking west along Center Street, and the middle view depicts the north side of the square along Center Street looking east. The bottom view depicts the west side of the square looking north. These images were published in the February 12, 1891 commemorative issue of the *Girard Gazette*. It is interesting to note that commemorative paper did not illustrate the south side of the square, thereby omitting the Enterprise Hotel.



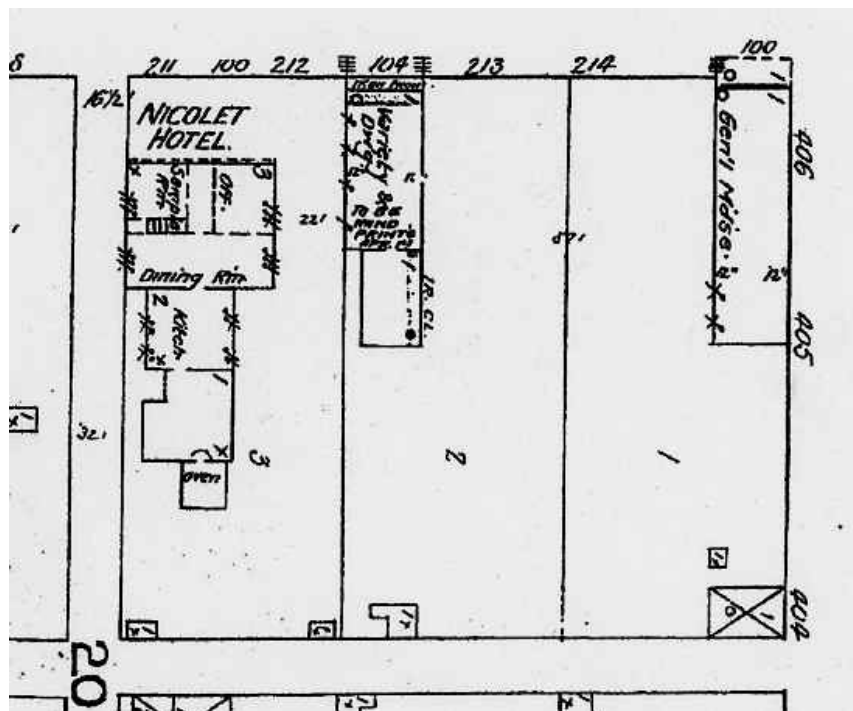
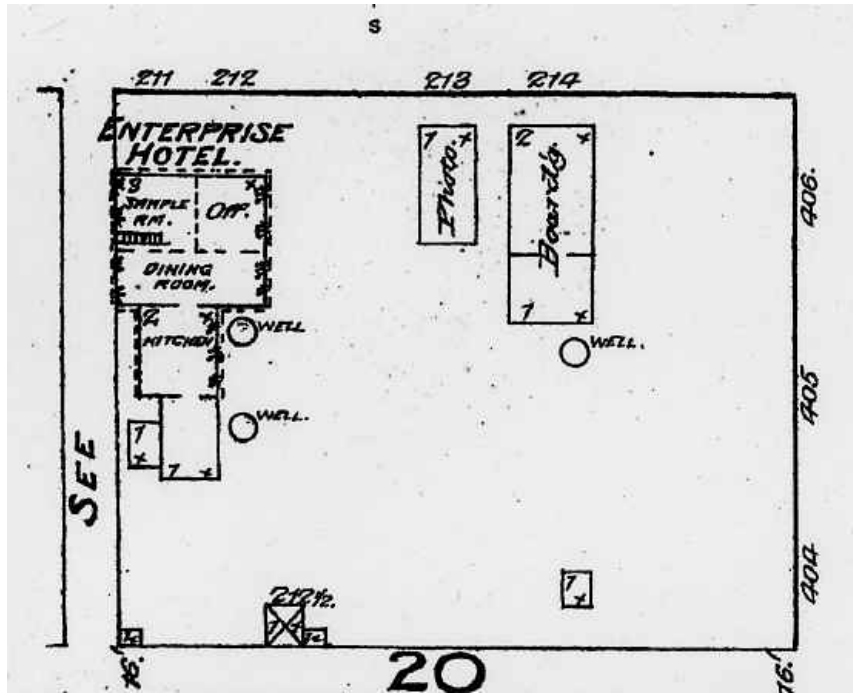
One of the early industries of Girard was the village's coal mine (pictured above), which was operated by the Girard Coal Company. The top image depicts the Girard coal mine in 1891 (from the *Girard Gazette*). The lower image comes from a postcard and depicts the mine at an unknown date—possibly the early years of the twentieth century.



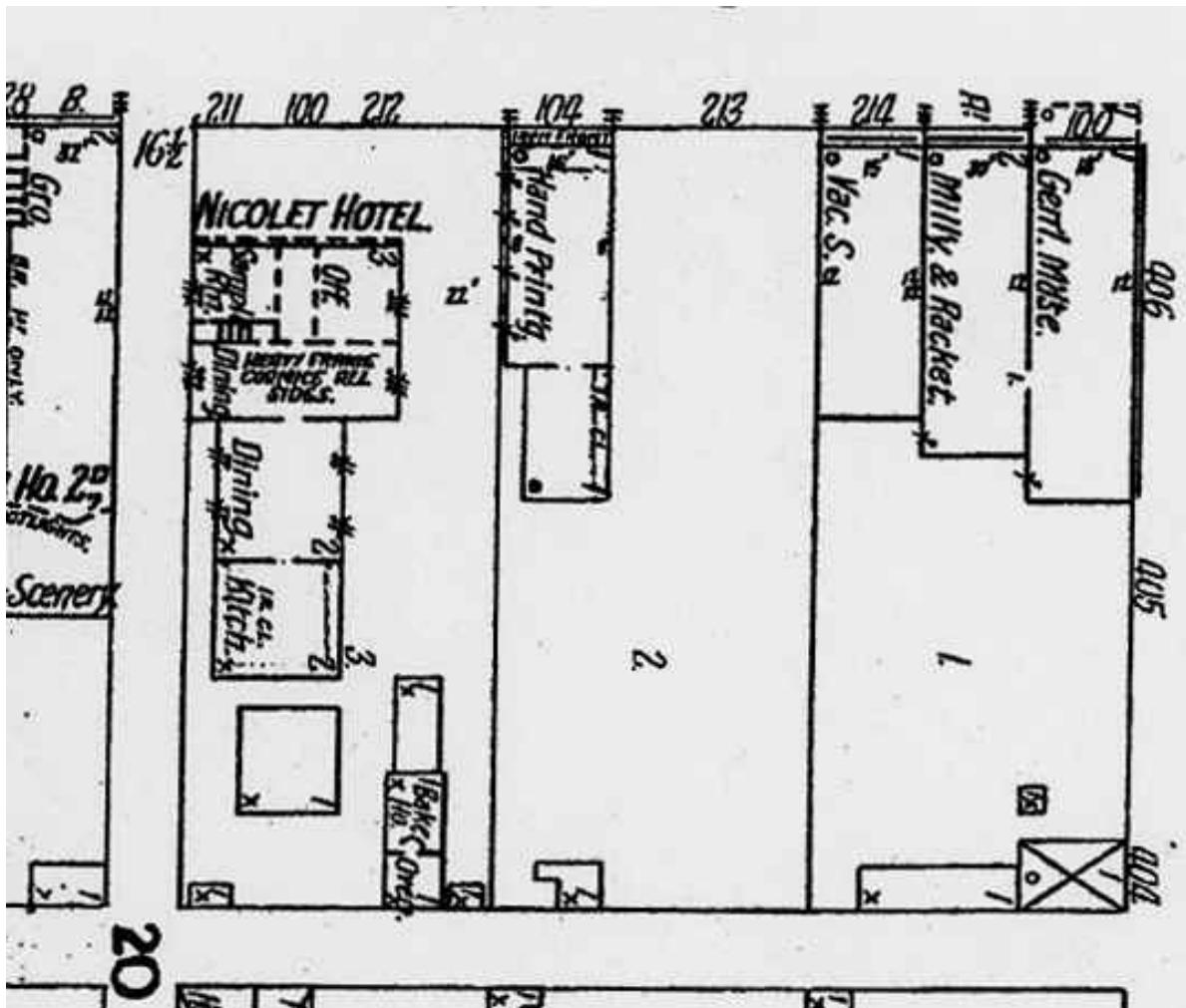
The Girard public square, as depicted on the 1931 Sanborn fire insurance map. The Enterprise Hotel was located along the south side of the square in Block 20 of the Original Town Plat. The hotel lot has been outlined in red. Note the distinctive block layout adopted for the plat, with each block having twelve large lots and being divided into quadrants (three lots per quadrant) separated by wide, crisscrossing alleys. The wide alleys are a distinctive feature of the urban landscape in Girard.



Evolution of the south side of the Girard public square between 1894 (top), 1900 (middle), and 1931 (bottom). It is interesting to note the persistence of the early domestic building on the public square through these years—something that is indicative of the small-town character of Girard—as well as the development of a secondary commercial district around the railroad tracts to the east.



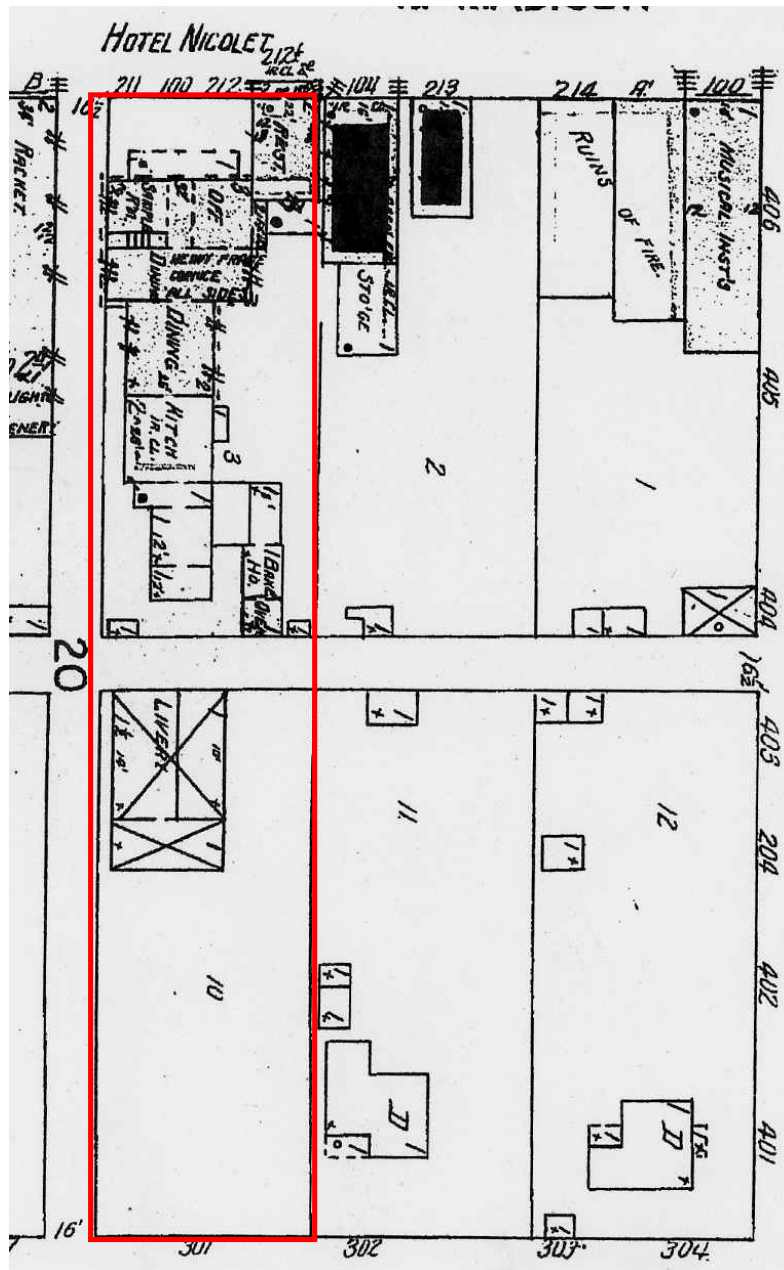
The northwest corner of Lot 20 in Girard, as depicted on the 1886 (top) and 1894 (bottom) Sanborn fire insurance maps. In 1886, the Enterprise Hotel was depicted as a three-story brick structure with both two-story and single-story rear extensions. A small frame carriage house was located on the back alley at that time. By 1894, besides the change in name, a small addition (here labeled “oven”) had been constructed onto the rear of the building, and the carriage house present in 1886 had been demolished.



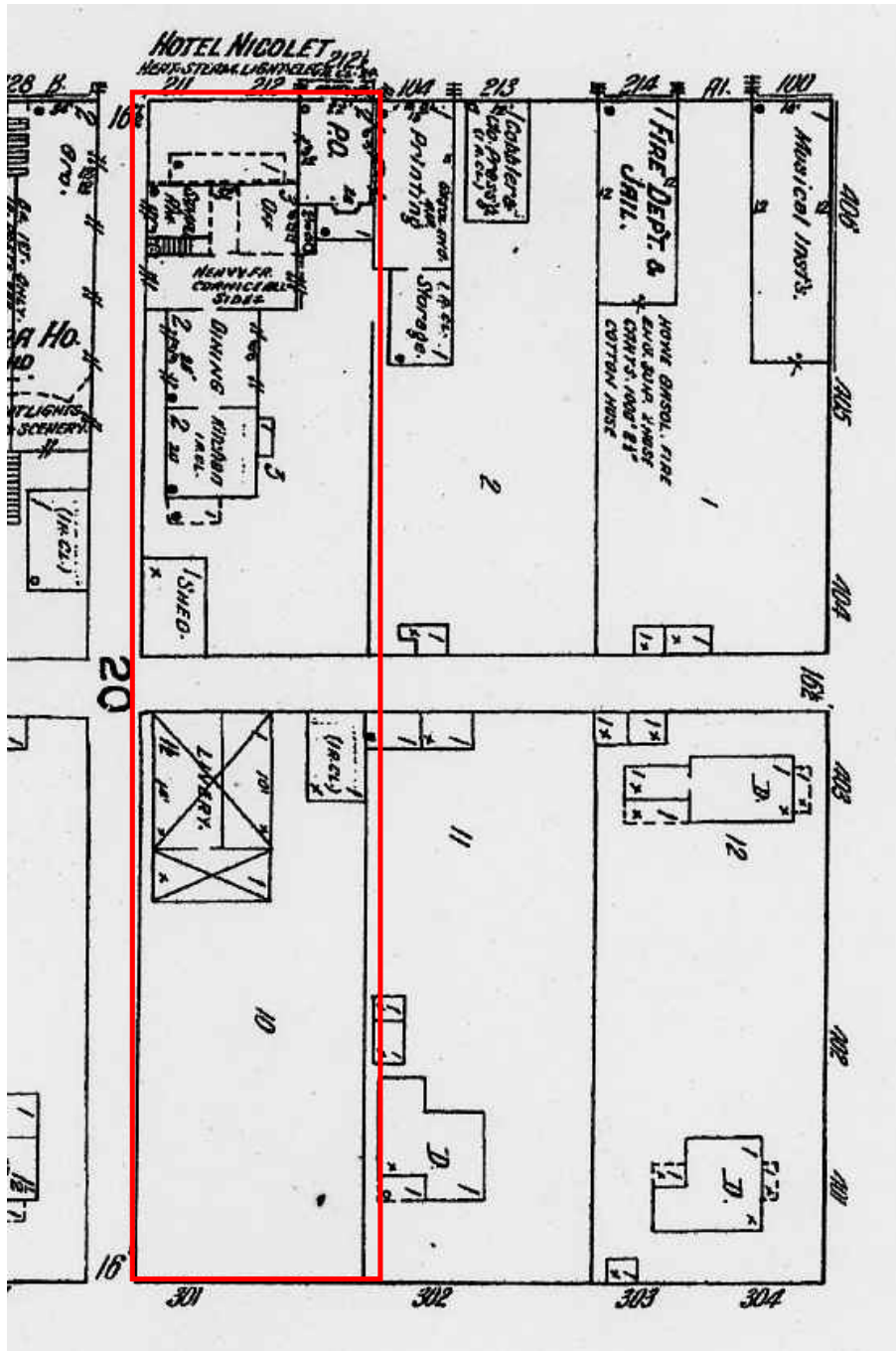
The Enterprise Hotel (now referred to as the Nicolet Hotel), as depicted on the 1900 Sanborn fire insurance map. Sometime between 1896 and 1900, great changes occurred with the hotel. The small wing (and associated oven) present in 1896 had been dismantled, and a larger two-story addition appears on the rear of the building. Whether the earlier single story wing had been expanded to a full two stories or completely rebuilt is unknown. Also, at this time, several other structures were constructed off the back of the lot, including a two-room, single-story structure labeled “bake house” and “oven”. Additionally, there is reason to believe that a large carriage house potentially used by the hotel was constructed across the alley to the south during this period.



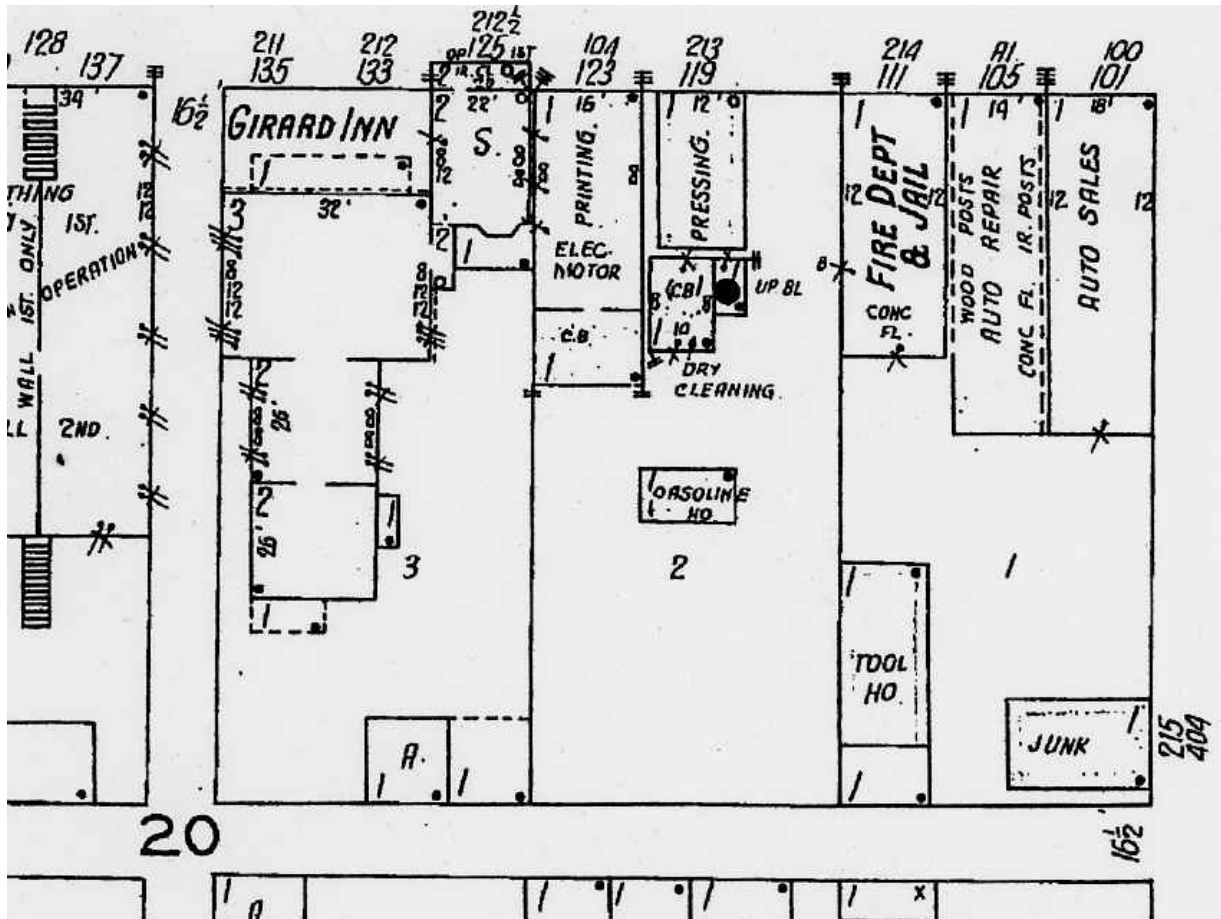
Evolution of the West Half, Lot 20 as depicted in the 1886 (left), 1894 (middle), and 1900 (right) Sanborn fire insurance maps. Note the obvious expansion of the hotel building and related outbuildings during this time. But also note the disappearance of the early carriage barn on Lot 3 and the corresponding construction (and later enlargement) of the carriage barn on the opposite side of the alley, on Lot 10—along the eventual disappearance of the domestic component on the lot associated with the latter barn. It is hypothesized that Lot 10 was used by the owners of the hotel to expand their operations southward, with the livery function being placed on that lot. The carriage barn is outlined in green.



The Nicolet Hotel, as depicted on the 1906 Sanborn fire insurance map. By this time, the hotel complex had greatly expanded, and this map probably represents the business at the height of its development. The landholdings of the hotel are outlined in red. At this date, all of the independent outbuildings had been connected to the main hotel building, and the livery stable had been greatly expanded from its earlier size. But most significantly, a two-story frame structure labeled “rest.” (restaurant) had been constructed onto the northeast corner of the building. It is also interesting to note that this Sanborn map is the first to depict a front porch on the hotel.



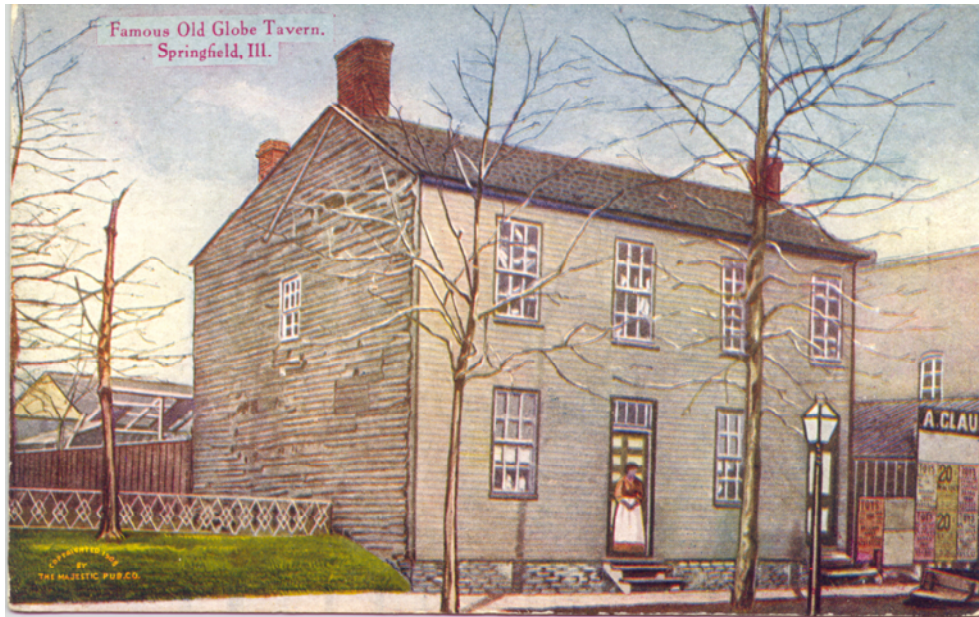
The Hotel Nicolet as depicted on the 1914 Sanborn fire insurance map. By this date, the hotel complex appears to have experienced some retrenchment with the disappearance of the bake house and oven complex and the potential loss of the restaurant (which is here depicted as the city's post office). It is interesting to speculate that the previously successful restaurant and baking operation associated with the hotel had ceased by this time.



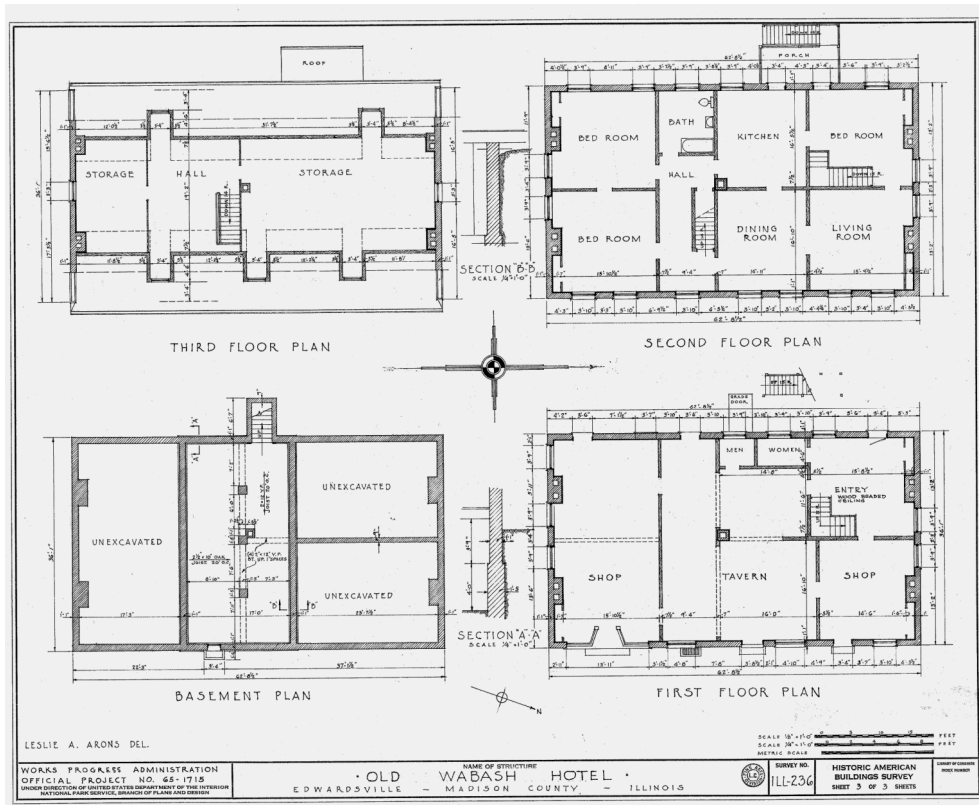
The Girard Inn, as depicted on the 1931 Sanborn fire insurance map. By this date, the livery stable across the alley on Lot 10 had disappeared, and a small building simply labeled “A” (for auto garage) had been constructed in its place. Also by this time, the post office apparently had been relocated from the former restaurant attached to the east side of the hotel, and this building had since been converted to a store. In later years, it was occupied by the local branch of the American Legion.



View of the south side of the public square, as illustrated on an undated postcard. The top view depicts the entire post card image, while the lower view provides a close-up of the former Enterprise Hotel—then known as the Nicolet Hotel. This image appears to post-date the 1900 Sanborn map and pre-date the 1906 map. Between these two years, the name of the hotel appears to shift from “Nicolet Hotel” to the “Hotel Nicolet.” It would appear that this photograph was probably taken shortly after construction of the new attached restaurant on the east (left) side of the hotel, and thus shows the hotel at the height of its operation (circa 1901-05).



Postcard detail of the “Famous Old Globe Tavern” in Springfield (top) and the Mermaid House in Lebanon (bottom). Both structures were constructed in the early years of the nineteenth century as taverns or inns, and are typical of the inns constructed in central Illinois during the early settlement period. The Globe Tavern was the home of Abraham and Mary Lincoln shortly after their marriage. Similarly, the Mermaid House is famous for having accommodated Charles Dickens during his 1842 visit to nearby Looking Glass Prairie. Dickens later wrote about his stay in the Mermaid House in his *American Notes*. It was documented by the Historic American Buildings Survey (HABS) in 1935.



HABS photograph and line drawings of the Old Wabash Hotel, Edwardsville (Madison County). This larger city hotel, which is reminiscent of a series of connected urban houses, was constructed in 1839. The Old Wabash Hotel was documented by HABS in 1935.



Residence and hotel constructed in Hillsboro, in neighboring Montgomery County, for James Hagee, as depicted in 1874. This is an excellent example of the “house-hotel” building type common during the nineteenth century. This single building resembled a house but incorporated functions of family dwelling, guest accommodations, and possibly a tavern under one roof. The sprawling character of the hotel suggests that it was built in several episodes.

2d
r-
ct
to
to
nd
In
n-
ck
nd
he
to
n-
he
ss
ty
he
il
an
li-
in
As
en
he

FRANK PARENT,

Successor to Wm. Schelb, Sr.

F. G. Storz's Old Stand, North Side Square, GIRARD, ILLINOIS,

Dealer In

Staple Family Groceries, Confectionaries, Restaurant and BAKERY.

Twelve years of experience in the restaurant business warrants me in saying, that if you will give me a call I will not fail to please you, and at prices equal, if not less, than any other house in the county.

Also Have Rooms for Transient Boarders.

Storz's Old Stand, Girard, Ill.

Advertisement for Frank Parent's Grocery, Restaurant, and Bakery in Girard from 1891. The primary business of Mr. Parent was the grocery, restaurant and bakery, but he also offered rooms for boarders—presumably on the upper floor(s) of his commercial building building.

Saint Nicholas Hotel,



SPRINGFIELD, ILLINOIS.

SPONSLER & McCREERY, Proprietors.

By the 1850s, within the larger urban centers of central Illinois, traditional commercial structures consisting of large monolithic building “blocks” that conformed to the urban landscape were being designed and constructed as hotels. One of the more renowned of such “downstate” hotels was the St. Nicholas Hotel in Springfield. This line drawing of the St. Nicholas Hotel is from the 1866 *Springfield City Directory*.

INDEX TO PHOTOGRAPHS

Enterprise/Nicolet Hotel
135 West Madison Street
Lot 3, Block 20 Original Town
Girard
Macoupin County
Illinois

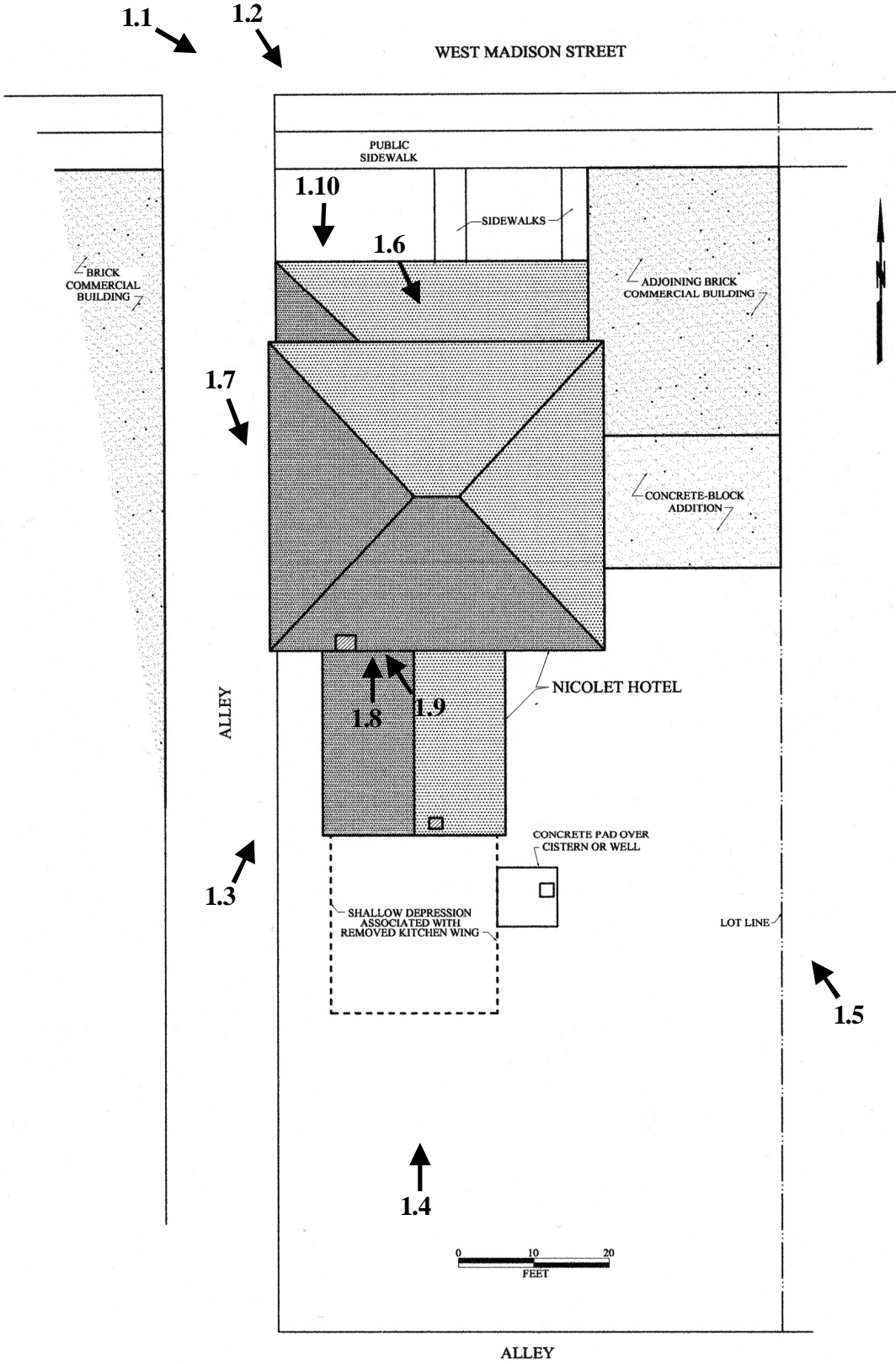
IL HABS No. MP-2007-1

Documentation: 30 photographs. Floyd Mansberger, photographer (August 2007)

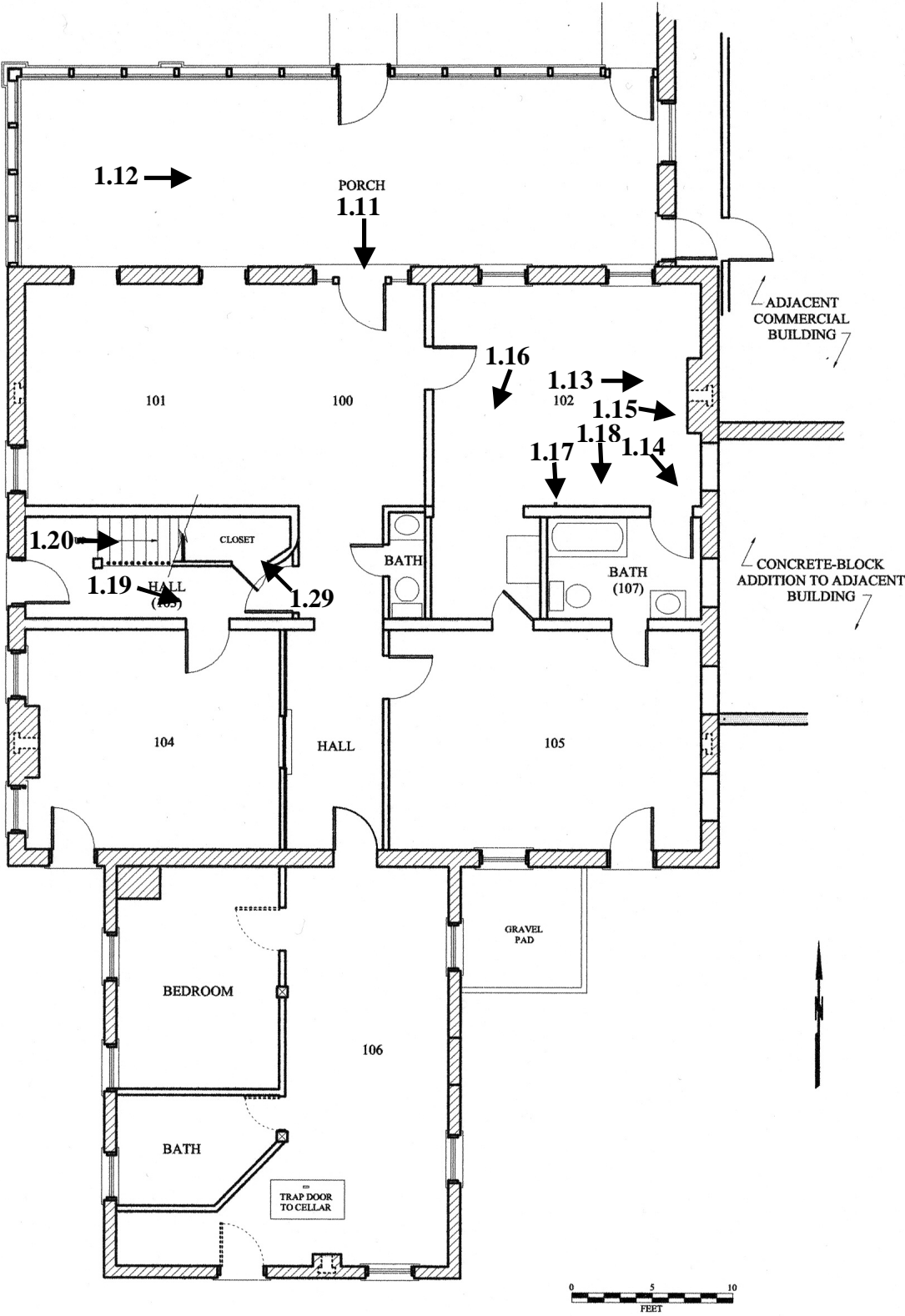
- MP-2007-1.1 Exterior view of the hotel, looking southeast across Madison Street from Girard's Public Square. The north, or front, elevation of hotel is shown. Also shown is the two-story brick commercial building constructed along the east side of the hotel in 1900-1906, which originally housed an associated restaurant. Note the significance difference in setback from the street between the two buildings.
- MP-2007-1.2 Exterior view of the hotel, showing north elevation fronting Madison Street and west elevation along alley.
- MP-2007-1.3 Exterior view of the hotel showing west elevation along alley and juncture between the three-story main block and two-story rear wing.
- MP-2007-1.4 Exterior view showing the south, or rear, elevation of the hotel. Paint lines on the south wall of the rear wing delineate the roof line of a now-removed frame addition which extended directly south of the original brick wing.
- MP-2007-1.5 Exterior view looking northwest and showing the east and south elevations of the hotel. The rear side of the commercial building attached to east side of the hotel appears at right.
- MP-2007-1.6 Detail of the north (front) elevation of the hotel showing the faded lettering for "Towne House" painted on the brickwork between the second and third-story windows—the last of several generations of hotel signs painted here. The photograph also illustrates the substantial frame cornice and deep eaves on the main block of the hotel, as well as the character of the window openings.
- MP-2007-1.7 Detail of the west elevation of the hotel, showing the exterior entrance off the alley, which opens into the east/west hallway (Room 103) running through the first floor of the main block and provides direct access to the stairway leading to the upper floors.

- MP-2007-1.8 Exterior view of a third-story window on the south elevation of the main block, showing original six-over-six window sash and segmental-arched opening. The roof shown in the foreground is that of the two-story rear wing.
- MP-2007-1.9 Cornice detail on the south elevation of the main block (above the window shown in MP-2007-1.8) illustrating the beadboard used to create a wide frieze band. The same type of beadboard was used to enclose the boxed eaves. Also note the bed molding.
- MP-2007-1.10 Views of one of the ornate brackets that once graced the cornice of the hotel. The brackets were arranged in pairs. This photograph was taken in front yard of the property, after the bracket had been removed.
- MP-2007-1.11 View of the formal entrance to the hotel, taken from within the front porch.
- MP-2007-1.12 View down the length of the front porch of the hotel, looking east. The doorway shown at the far end of the porch accesses the commercial building attached to the east side of the hotel.
- MP-2007-1.13 View of the chimney on the east side of Room 102. This room served as an office during the early decades of the hotel's history. Note the wainscoting on the lower walls.
- MP-2007-1.14 View of the southeast corner of Room 102, showing adjoining doorways here. The doorway at left is original exterior entrance, while that at right was added in the twentieth century to access a bathroom.
- MP-2007-1.15 Detail of the beadboard wainscoting in Room 102. Similar wainscoting was present in Rooms 104 and 105 originally.
- MP-2007-1.16 View of the southwest corner of Room 102, showing wide doorway added here very late in the nineteenth century. This doorway was trimmed out in a similar fashion as the original doors.
- MP-2007-1.17 Detail of the south wall in Room 102, showing the holes through which two pipes extended. A lead drain pipe is still present in the lower hole. The upper hole possibly was associated with a tap of some kind (water or beer).
- MP-2007-1.18 View of the south wall of Room 102, showing infilled doorway here. This doorway was the earliest of those on the south side of the room to access the east/west hallway (Room 103) running through the first floor of the hotel. It was enclosed very late in the nineteenth century.

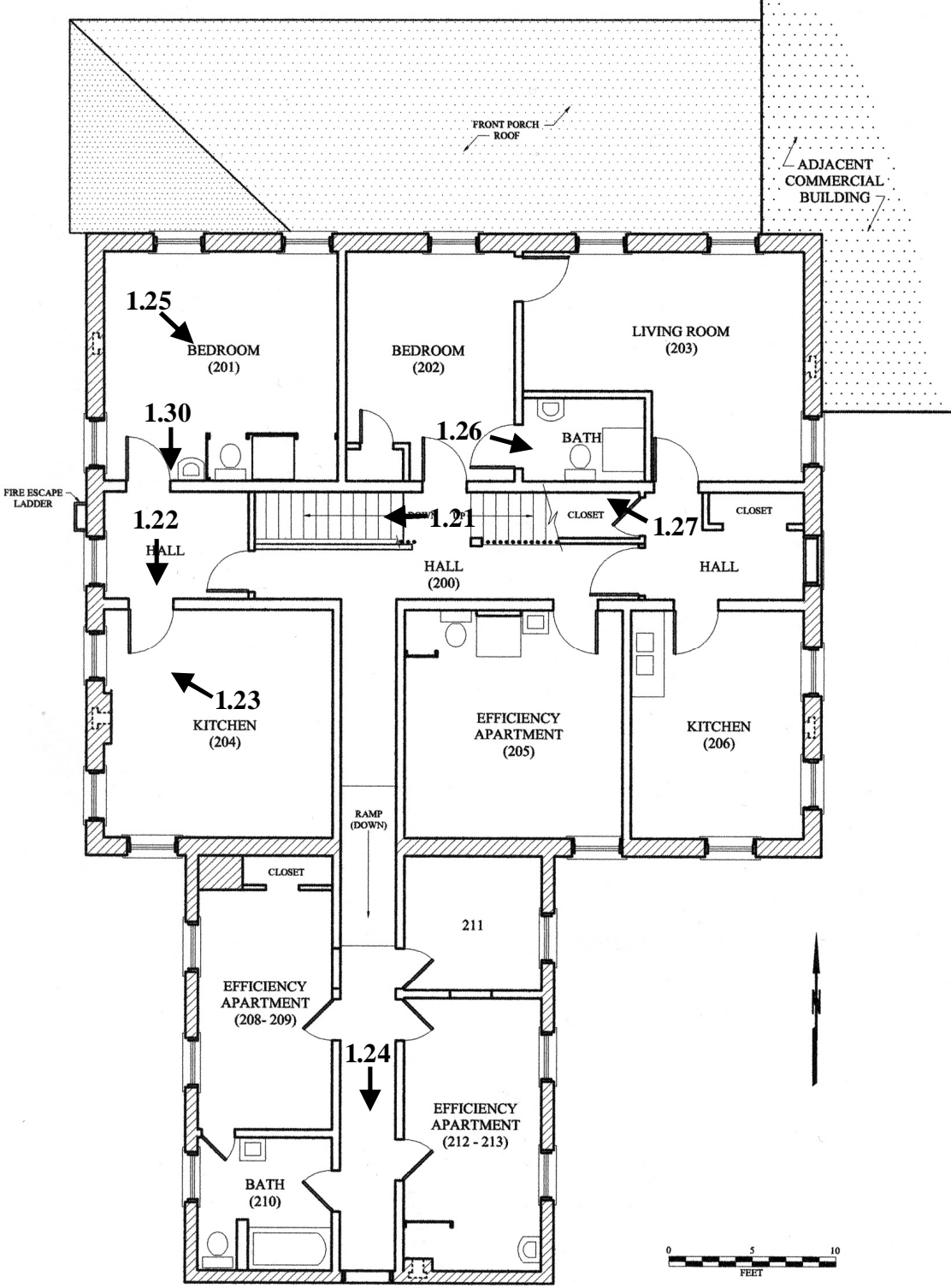
- MP-2007-1.19 View of the doorway accessing Room 104 from the adjoining hallway. Note the transom light over the doorway and the character of the trim.
- MP-2007-1.20 View looking up the stairways accessing the upper floors of the hotel, taken from Room 103. Most of the stair balustrade was removed prior to the field investigation.
- MP-2007-1.21 View looking down the stairway to the second floor, taken from the top of the stairs in second-floor hallway (Room 200). A remnant spindle is shown at left. The original balustrade surrounding the stair opening has been replaced by a solid partition.
- MP-2007-1.22 View of the doorway accessing Room 204, taken from the adjoining hallway. The door trim is identical to that used on the first-floor of the main block. Also note the transom window.
- MP-2007-1.23 Northeast corner of Room 204. showing door and window openings here.
- MP-2007-1.24 View of the south end of Room 207, the hallway on the upper floor of the rear wing. Doorways to guest rooms appear in the foreground at left and right. A doorway that formerly accessed a now-removed frame addition can be seen at the end of the hallway, partially boarded up.
- MP-2007-1.25 View of the south side of Room 201 showing twentieth-century bath fixtures and closet installed here. The sink pre-dates the toilet and shower.
- MP-2007-1.26 View of the bathroom that was framed out within Room 203 circa 1920, showing a detail of the toilet. Note wall-mounted tank.
- MP-2007-1.27 View of the closet lighting located beneath the stairway to the third floor, showing early light fixture and bulb.
- MP-2007-1.28 View of the stair opening in the third-floor hallway (Room 300) showing remains of the balustrade here. Simple square spindles surround the opening, whereas turned spindles were used along the stairway itself.
- MP-2007-1.29 Detail of rim lock and knob on closet door located beneath stairway to the second floor. Note simple, utilitarian character of the lock. This is not an original lock plate.
- MP-2007-1.30 Detail of rim lock and knob on door to Room 201. The lock and its catch have elaborative relief decoration (in contrast to that shown in MP-2007-1.29), which is indicative of Room 201's original status as one of the larger guest rooms in the hotel.



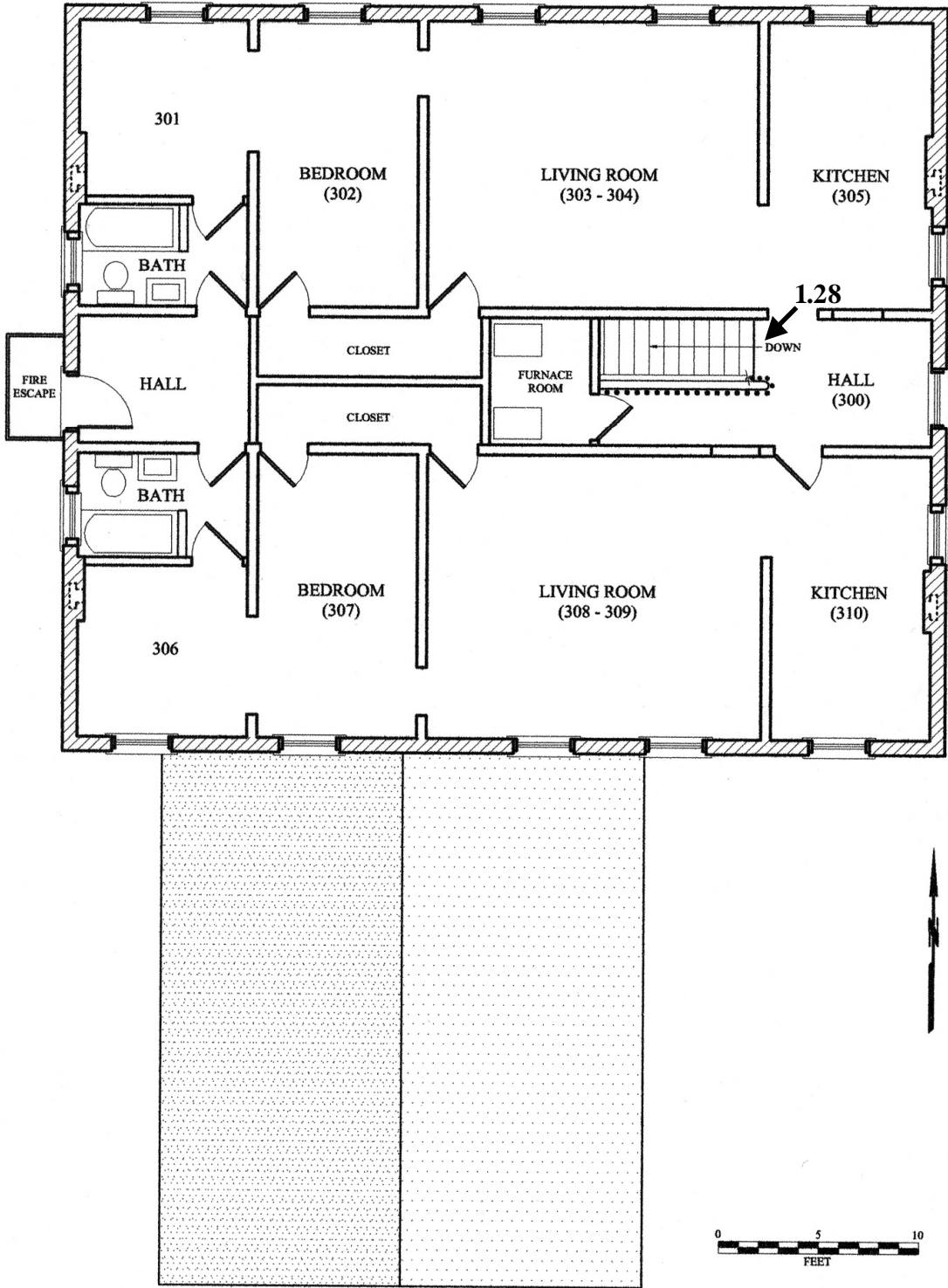
Exterior



First Floor



Second Floor



Third Floor

IL HABS No. MP-2007-1.1
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.2
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS





IL HABS No. MP-2007-14
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-15
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.6
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS







IL HABS No. MP-2007-19
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.10
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.11
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.12
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.13
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.14
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.15
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.16
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.17
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.18
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.19
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.20
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.21
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.22
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.23
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.24
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.25
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.26
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



IL HABS No. MP-2007-1.27
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS





IL HABS No. MP-2007-1.29
SEE INDEX TO PHOTOGRAPHS FOR CAPTIONS



