



PHASE II ARCHITECTURAL HISTORY INVESTIGATION FOR THE PROPOSED CENTRAL TRANSIT CORRIDOR, HENNEPIN AND RAMSEY COUNTIES, MINNESOTA

Submitted to:
Ramsey County Regional Railroad Authority

Submitted by:
The 106 Group Ltd.

September 2004

**PHASE II ARCHITECTURAL HISTORY INVESTIGATION FOR
THE PROPOSED CENTRAL TRANSIT CORRIDOR,
HENNEPIN AND RAMSEY COUNTIES, MINNESOTA**

**SHPO File No. 96-0059PA
The 106 Group Project No. 02-34**

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MANAGEMENT SUMMARY

From May to August of 2004, The 106 Group Ltd. (The 106 Group) conducted a Phase II architectural history investigation for the Central Transit Corridor (Central Corridor) project in Minneapolis, Hennepin County, and St. Paul, Ramsey County, Minnesota. The proposed project is a multi-agency undertaking being led by the Ramsey County Regional Railroad Authority (RCRRA). The Phase II investigation was conducted under contract with the RCRRA. The proposed action is a Light Rail Transit (LRT) or Bus Rapid Transit (BRT) facility for the Central Corridor, a transportation corridor that extends approximately 11 miles between downtown Minneapolis and downtown St. Paul, Minnesota. The project will be receiving federal permitting and funding, along with state funding, and, therefore, must comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and with applicable state laws.

The history of the study of historical properties for the Central Corridor project is complex. The purpose of this Phase II investigation was to determine the eligibility of these properties, located within the area of potential effect (APE) between 29th Avenue, Minneapolis and Cedar Avenue, St. Paul, for listing on the National Register of Historic Places (NRHP). Following consultation with the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU) and the State Historic Preservation Office (SHPO), 15 properties were slated for individual evaluation and 25 were evaluated as part of a Multiple Property Documentation Form (MPDF). In addition, The 106 Group was charged with identifying contributing and non-contributing properties within the APE for the proposed Prospect Park Historic District; and with revisiting properties determined eligible in a 1995 study west of 29th Avenue, Minneapolis and east/south of Cedar Avenue, St. Paul to determine whether they are still extant and maintain their integrity.

All properties are located in Sections 24 and 25 in T29N, R24W and Section 30 in T29N, R23W, Minneapolis, Hennepin County and Sections 29, 32, 33, 34, 35, and 36 in T29N, R23W; Section 31 in T29N, R22W; and Section 6 in T28N, R22W, St. Paul, Ramsey Counties, Minnesota. The Phase II architectural history investigation consisted of documentary research to determine the ownership and occupancy history for each property, to develop historical contexts, and conduct an intensive survey of each property to evaluate its integrity and to further evaluate its historical significance. Betsy H. Bradley, Ph.D. served as Principal Investigator.

Of the 40 properties studied for the current Phase II architectural history survey, seven properties are recommended as individually eligible for listing on the NRHP, one property is recommended eligible as contributing to the State Capitol Mall Historic District, and 14 properties within the APE are recommended eligible following evaluation for the Midway Industrial District of St. Paul Multiple Property Documentation Form (MPDF).

There are two contributing properties within the Central Corridor APE and the proposed Prospect Park Historic District.

The 1995 study included 46 properties in the areas west of 29th Avenue and east of Cedar Avenue, that were either listed on, previously determined eligible for listing, or the study determined eligible for listing on the NRHP. The APE has changed since 1995; the current project route ends in Minneapolis at the Metrodome station, where it joins the existing Hiawatha Line. In this adjusted APE there are four properties extant and with good integrity in Minneapolis (two of which are contributing to the Greater University Plan Historic District) and 15 extant and with good integrity in St. Paul (of which ten are contributing to the Lowertown Historic District). One property, the Power's Dry Goods Company Building (RA-SPC-5249), is no longer extant.

In summary, there are 61 NRHP properties within the APE for the entire Central Corridor, either individually NRHP eligible, listed on the NRHP, or contributing to one of the five historic districts and one MPDF.

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1.0 INTRODUCTION

1.1 PROJECT HISTORY

The proposed Central Transit Corridor (Central Corridor) project is a multi-agency undertaking being led by the Ramsey County Regional Railroad Authority (RCRRA). The proposed action is a Light Rail Transit (LRT) or Bus Rapid Transit (BRT) facility for the Central Corridor, a transportation corridor that extends approximately 11 miles between downtown Minneapolis, Hennepin County, and downtown St. Paul, Ramsey County, Minnesota. In the mid-1990s, the Central Corridor was planned as an LRT connection between the downtown areas along Interstate (I-) 94. Subsequently, project plans were altered, and the proposed corridor was re-routed so that a Transit Way along University Avenue between 29th Avenue in Minneapolis and Cedar Avenue in St. Paul would connect the downtown areas (Figure 1). The current project route ends in Minneapolis at the Metrodome Station, where it joins the existing Hiawatha Line. The LRT Alternative will use the Hiawatha Line as far as the Warehouse District Station, where it ends. An extension to the Minneapolis MultiModal Station would only be built if the North Star project proceeds. Therefore, the area of potential effect (APE) for the Central Corridor, as currently proposed, extends from the Metrodome Station in Minneapolis along University Avenue to Union Station in St. Paul. The project will be receiving federal permitting and funding, along with state funding and, therefore, must comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and with applicable state laws.

The history of the study of historical properties for the Central Corridor project is complex. In the mid-1990s, BRW et al. conducted Phase I and II architectural history investigations for the Central Corridor based on the I-94 plan. At that time, the first tier of properties along the project corridor was studied. Many of these properties were along I-94 and will, therefore, no longer be affected by the proposed project. The proposed corridor alignment in the areas to the west of 29th Avenue in Minneapolis and to the east of Cedar Avenue in St. Paul has not changed (though it does not extend as far), and the properties studied within those areas, therefore, may still be affected by the undertaking. The 1995 study (BRW, Inc. [BRW] et al. 1995) included 46 properties in the areas west of 29th Avenue and east of Cedar Avenue, that were either listed on, previously determined eligible for listing, or the study determined eligible for listing on the National Register of Historic Places (NRHP). The APE has changed since 1995; the current project route ends in Minneapolis at the Metrodome Station, where it joins the existing Hiawatha Line. Only 20 of the original 46 properties are located within the new APE (Table 1). One of these properties, the Power's Dry Goods Company Building (RA-SPC-5249), is no longer extant.

In July of 2003, The 106 Group Ltd. (The 106 Group) conducted a Phase I architectural history survey to address the re-routed portion of the undertaking between 29th Avenue in Minneapolis and Cedar Avenue in St. Paul (Stark 2003). During this survey, in general,

the first tier of properties was studied, but an expanded area was included in the APE around the locations of nine proposed stations. Within the re-routed portion, between 29th Avenue and Cedar Avenue, eight properties were previously listed on or determined eligible for listing on the NRHP (Table 1). The 106 Group recommended 35 additional properties as potentially eligible for listing on the NRHP. Of these 35 properties, 10 were recommended potentially eligible as individual properties; 20 were recommended as potentially eligible as part of a multiple property documentation form (MPDF) related to the freight transfer industry; four were recommended for additional study both as individual properties and for their association with the MPDF; and one property, the State Capitol Power Plant at 691 Robert St. in St. Paul (RA-SPC-6109), was evaluated as a contributing property in the State Capitol Mall Historic District. Subsequent to the Phase I investigation, the Minnesota State Historic Preservation Office (SHPO) recommended that five additional properties be evaluated at the Phase II level.

At the beginning of the Phase II study, two properties no longer needed to be evaluated because of the reduced length of the route and APE of the Central Corridor. As research progressed, two additional properties were added to those to be evaluated under the MPDF. The four properties that were recommended as potentially eligible both as individual properties and as part of the MPDF were only evaluated under the MPDF historical context since all four criteria for significance were addressed. Ultimately, following consultation with the Minnesota Department of Transportation (MnDOT) Cultural Resources Unit (CRU) and the State Historic Preservation Office (SHPO), 15 properties were slated for individual evaluation (Table 2, Figure 2) and 25 were evaluated as part of the Multiple Property Documentation Form (MPDF) (Table 2, Figure 3).

During 2004, the St. Paul HPC proceeded with an effort to designate the University-Raymond Commercial Historic District as a local heritage preservation district. SHPO reviewed the proposed boundaries for the district and subsequently established boundaries for a slightly smaller historic district that it intends to certify as eligible for listing on the NRHP (Figure 4). Properties that are within the NRHP-eligible historic district and the Central Corridor APE have been identified as determined eligible on Table 2.

1.2 PURPOSE AND SCOPE OF INVESTIGATION

From May to August of 2004, based on the results of the Phase I investigation and the recommendations of the SHPO, The 106 Group conducted a Phase II investigation of 15 properties for individual evaluation and 25 properties as part of a potential MPDF (see Table 2). The Phase II investigation was conducted under contract with the RCRRA. The purpose of the Phase II investigation was to determine the NRHP eligibility of the potentially significant properties. The 106 Group was also asked to revisit properties listed on or determined eligible for listing on the NRHP during or based on the 1995 study that remain in the project APE (see Table 1) to determine whether they are still extant and maintain their integrity.

In addition, The 106 Group was charged with identifying contributing and non-contributing properties in the proposed Prospect Park Historic District that were also within the Central Corridor APE. A study of the proposed district (Pearson 2001) identified boundaries for the district and provided a list of contributing and non-contributing properties. The SHPO concurred with the boundaries of the district, but has not reviewed the recommendations for contributing properties.

All properties are located in Sections 24 and 25 in T29N, R24W and Section 30 in T29N, R23W, Minneapolis, Hennepin County and Sections 29, 32, 33, 34, 35, and 36 in T29N, R23W; Section 31 in T29N, R22W; and Section 6 in T28N, R22W, St. Paul, Ramsey Counties, Minnesota. The Phase II architectural history investigation consisted of documentary research to determine ownership and occupancy history for each property, to develop historical contexts, and conduct an intensive survey of each property to evaluate its integrity and to further evaluate its historical significance.

1.3 STRUCTURE OF THE REPORT

The following report details the methods, results, and recommendations for the Phase II architectural history investigation performed for the proposed Central Corridor project. Chapter 2 presents the objectives of the Phase II investigation and the methods used to achieve those objectives.

The evaluations of the properties are presented in Chapters 3 through 18. These chapters provide a property overview, a historical context, a property description, a property history, and a discussion of significance and integrity for each individual property studied. Chapter 5 presents the group of properties evaluated under the MPDF historical context. A project summary and review of recommendations for the entire corridor is presented in Chapter 19. Appendix A provides a list of project personnel.

TABLE 1. PREVIOUSLY LISTED OR DETERMINED ELIGIBLE PROPERTIES FOR ENTIRE CORRIDOR

Inventory No.	Property Name	Address	City	NRHP Status	Date of Central Corridor Survey Report
HE-MPC-0615	Minnesota Linseed Oil & Paint Company Building	1101 3rd St. S	Minneapolis	Determined Eligible	1995
HE-MPC-4636	Fire Station G, Engine House 5	1501 4th St. S	Minneapolis	Determined Eligible	1995
Multiple Nos.	Greater University Plan Historic District	University of Minnesota Minneapolis Campus	Minneapolis	Determined Eligible	1995
<i>HE-MPC-3164</i>	<i>Koltoff Hall</i>	<i>225 Pleasant Street SE</i>	<i>Minneapolis</i>	<i>Contributing</i>	<i>1995</i>
<i>HE-MPC-3165</i>	<i>Ford Hall</i>	<i>224 Church Street SE</i>	<i>Minneapolis</i>	<i>Contributing</i>	<i>1995</i>
Multiple Nos.	Prospect Park Historic District	Vicinity of I-94, SE Williams Ave., University Ave. SE, and Emerald Street SE	Minneapolis	Determined Eligible	2004
<i>HE-MPC-3052</i>	<i>Prospect Park Water Tower</i>	<i>55 Malcolm Avenue</i>	<i>Minneapolis</i>	<i>Contributing; Individually Listed</i>	<i>2003, 2004</i>
<i>HE-MPC-3177</i>	<i>Tower Hill Park</i>	<i>55 Malcolm Avenue</i>	<i>Minneapolis</i>	<i>Contributing; Individually Listed</i>	<i>2003, 2004</i>
Multiple Nos.	University-Raymond Historic District	Along University Ave. W between Hampden and Cromwell Aves.	St. Paul	Determined Eligible	2004
<i>RA-SPC-6104</i>	<i>Mack International Truck Motor Company Building</i>	<i>2505 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
<i>RA-SPC-6302</i>	<i>Twin City Four Wheel Drive Company Building</i>	<i>2478-2512 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
<i>RA-SPC-6323</i>	<i>Conditioned Air Equipment Company Building</i>	<i>2451-2459 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
<i>RA-SPC-6322</i>	<i>Johnson Wax Company Sales Office</i>	<i>2447 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
<i>RA-SPC-6321</i>	<i>Frigidaire Building</i>	<i>2446 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
<i>RA-SPC-3944</i>	<i>Brown-Jaspers Inc. Store Fixtures Company Building</i>	<i>2441 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
<i>RA-SPC-3943</i>	<i>Minneapolis St. Paul Building</i>	<i>2429 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
<i>RA-SPC-6307</i>	<i>Irving Hudson Commercial Row</i>	<i>2418-2426 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
<i>RA-SPC-3942</i>	<i>M. Burg & Sons Company and Chittenden & Eastman Company</i>	<i>2402-2414 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>

TABLE 1. PREVIOUSLY LISTED OR DETERMINED ELIGIBLE PROPERTIES FOR ENTIRE CORRIDOR

Inventory No.	Property Name	Address	City	NRHP Status	Date of Central Corridor Survey Report
	<i>Building</i>				
RA-SPC-3941	<i>Upham Building</i>	<i>2401 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
RA-SPC-6301	<i>General Motors Truck Company Building</i>	<i>2390-2400 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
RA-SPC-3940	<i>Twin Cities State Bank</i>	<i>2388 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
RA-SPC-6305	<i>Borchert-Ingersoll Machinery Company Building</i>	<i>2375 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
RA-SPC-3939	<i>Northwestern Furniture and Stove Exposition Building</i>	<i>2356-2362 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
RA-SPC-3938	<i>Red Wing Stoneware Company Showroom and Warehouse</i>	<i>2345 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
RA-SPC-3937	<i>Simmons Manufacturing Company Warehouse</i>	<i>2341 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
RA-SPC-3936	<i>Minneapolis Street Railway Company Midway Carhouse</i>	<i>2324 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
RA-SPC-3934	<i>Patterson-Sargent Company Warehouse</i>	<i>2295 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
RA-SPC-6304	<i>Twin City Wholesale Grocer Company Warehouse</i>	<i>2285 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2004</i>
RA-SPC-3927	Krank Building (Iris Park Place)	1885 University Ave.	St. Paul	Listed	2003
RA-SPC-5619	State Capitol Mall Historic District	University Ave. and Robert St.	St. Paul	Determined Eligible	1995
RA-SPC-0229	<i>Minnesota State Capitol</i>	<i>75 Constitution Ave.</i>	<i>St. Paul</i>	<i>Contributing; Individually Listed</i>	<i>1995, 2003</i>
RA-SPC-0557	<i>Minnesota Historical Society Building</i>	<i>690 Cedar St.</i>	<i>St. Paul</i>	<i>Contributing; Individually Listed</i>	<i>1995, 2003</i>
RA-SPC-6311	<i>Veteran's Administration Building</i>	<i>20 12th St. W</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2003</i>
RA-SPC-6312	<i>National Guard Armory Building</i>	<i>600 Cedar St.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2003</i>
RA-SPC-6313	<i>Centennial Office Building</i>	<i>658 Cedar St.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2003</i>
RA-SPC-6314	<i>State Office Building</i>	<i>100 Constitution Ave.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>2003</i>
RA-SPC-0553	Central Presbyterian Church	500 Cedar St.	St. Paul	Listed	1995
RA-SPC-0554	St. Louis King of France Church	506 Cedar St.	St. Paul	Determined Eligible	1995

TABLE 1. PREVIOUSLY LISTED OR DETERMINED ELIGIBLE PROPERTIES FOR ENTIRE CORRIDOR

Inventory No.	Property Name	Address	City	NRHP Status	Date of Central Corridor Survey Report
RA-SPC-1200	St. Agatha's Conservatory of Music and Fine Arts	26 Exchange St.	St. Paul	Listed	1995
RA-SPC-3167	Pioneer Press Building	336 Robert St. N	St. Paul	Listed	1995
RA-SPC-4645	First National Bank Building	107 E 4th St.	St. Paul	Determined Eligible	1995
RA-SPC-5223	Pioneer and Endicott Building	141 E 4th St.	St. Paul	Listed	1995
RA-SPC-4580	Lowertown Historic District	Vicinity of Kellogg Blvd. and Jackson, 7th, and Broadway Streets	St. Paul	Listed	1995
<i>RA-SPC-5246</i>	<i>Railroad and Bank Building</i>	<i>176-180 E 5th St.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>1995</i>
<i>RA-SPC-3352</i>	<i>Gordon and Ferguson Building</i>	<i>190 E 5th St.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>1995</i>
<i>No number assigned</i>	<i>SamCo Sportswear Company Building (Ryans, Top Craft, Cable Access)</i>	<i>201, 209, 213 E 4th St.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>1995</i>
<i>RA-SPC-5225</i>	<i>St. Paul Union Depot</i>	<i>214 E 4th St.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>1995</i>
<i>RA-SPC-5249</i>	<i>Power's Dry Goods Company Building (not extant)</i>	<i>230-236 E 4th St.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>1995</i>
<i>RA-SPC-5226</i>	<i>Michaud Brothers Building</i>	<i>249-253 E 4th St.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>1995</i>
<i>RA-SPC-5227</i>	<i>Hackett Block</i>	<i>262-270 E 4th St.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>1995</i>
<i>RA-SPC-5228</i>	<i>Chicago, St. Paul, Minneapolis, and Omaha RR Building</i>	<i>275 E 4th St.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>1995</i>
<i>RA-SPC-5229</i>	<i>St. Paul Rubber Company Building</i>	<i>300 E 4th St.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>1995</i>
<i>RA-SPC-5461</i>	<i>Paul Gotzian Building</i>	<i>352 Wacouta St.</i>	<i>St. Paul</i>	<i>Contributing</i>	<i>1995</i>

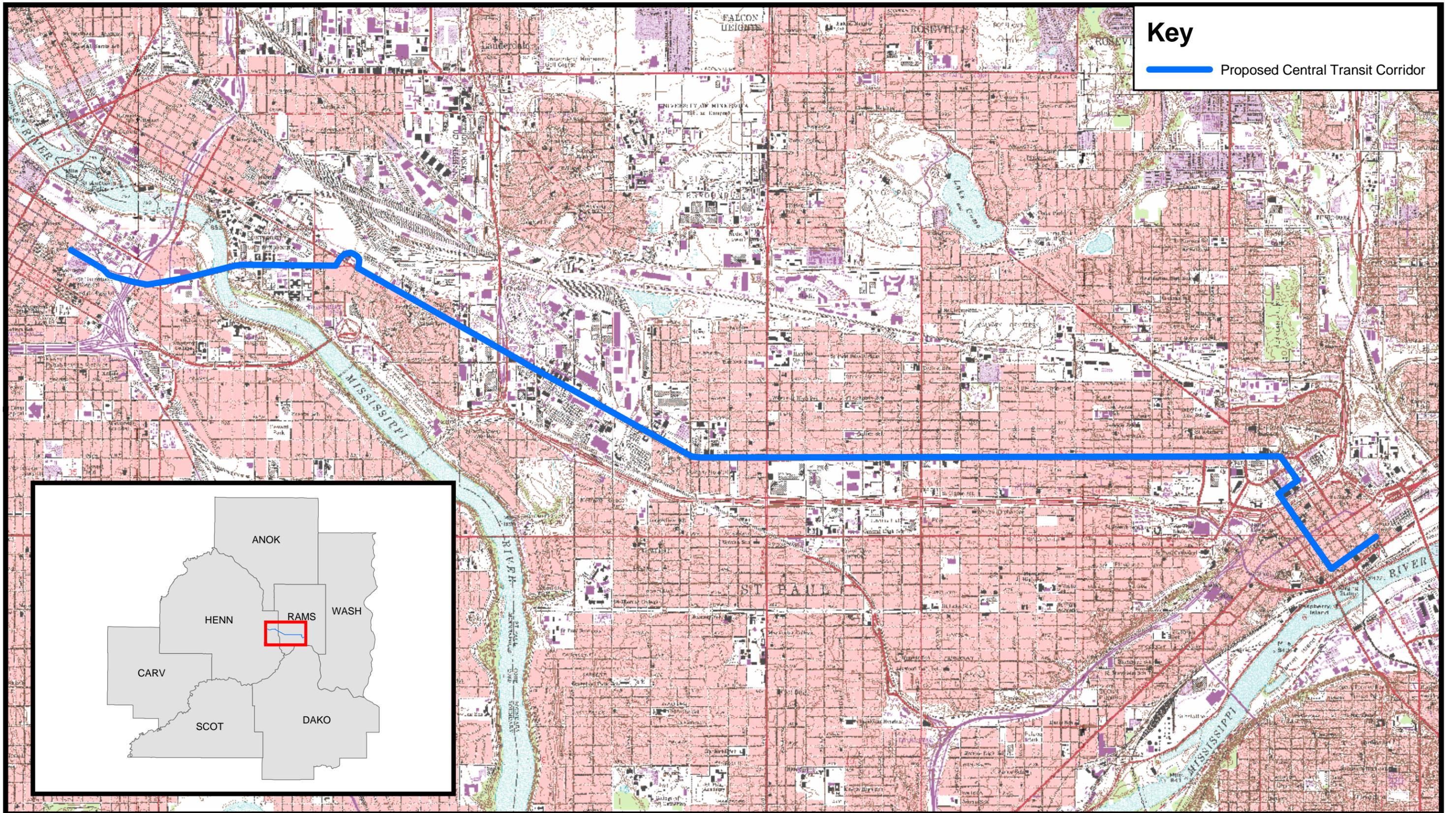
Note: Italics indicate properties within a district.

TABLE 2. PROPERTIES RECOMMENDED AS POTENTIALLY ELIGIBLE FOR LISTING ON THE NRHP—2003 STUDY

Inventory No.	Property Name	Address	City	Eligibility Classification
HE-MPC-7801/ RA-SPC-7001	Minneapolis-St. Paul Interurban Streetcar Line	Washington and University Aves.	Minneapolis & St. Paul	Individual
RA-SPC-6105	KSTP Production Studios and Transmission Tower	3415 University Ave.	St. Paul	Individual
RA-SPC-6331	Midway Office Building	2700 University Ave.	St. Paul	MPDF
RA-SPC-3945	Willys-Overland Motor Company and International Harvester Company Building	2550 (2572) University Ave.	St. Paul	MPDF
RA-SPC-6104	Mack International Truck Motor Company Building	2505 University Ave. W.	St. Paul	MPDF
RA-SPC-6302	Twin City Four Wheel Drive Company Building	2478-2512 University Ave. W.	St. Paul	MPDF
RA-SPC-3944	Brown-Jaspers Inc. Store Fixtures Company Building	2441 University Ave. W.	St. Paul	MPDF
RA-SPC-6307	Irving Hudson Commercial Block	2418-2422 University Ave. W.	St. Paul	MPDF
RA-SPC-3943	Minneapolis St. Paul Building	2429 University Ave. W.	St. Paul	MPDF
RA-SPC-3942	M. Burg & Sons Company and Chittenden & Eastman Company Building	2402-2414 University Ave. W.	St. Paul	MPDF
RA-SPC-6301	General Motors Truck Company Building	2390-2400 University Ave. W.	St. Paul	MPDF
RA-SPC-6308	Herbst Food Market	779 Raymond Ave.	St. Paul	MPDF
RA-SPC-3941	Upham Building	2401 University Ave. W.	St. Paul	MPDF
RA-SPC-3940	Twin Cities State Bank	2388 University Ave. W.	St. Paul	MPDF
RA-SPC-6303	Sewall Gear Manufacturing Company Plant	705 Raymond Ave.	St. Paul	MPDF
RA-SPC-3939	Northwestern Furniture and Stove Exposition Building	2356-2362 University Ave. W.	St. Paul	MPDF
RA-SPC-6305	Borchert-Ingersoll Machinery Company Building	2375 University Ave. W.	St. Paul	MPDF
RA-SPC-3938	Red Wing Stoneware Company Showroom and Warehouse	2345 University Ave. W.	St. Paul	MPDF
RA-SPC-3937	Simmons Manufacturing Company Warehouse	2341 University Ave. W.	St. Paul	MPDF
RA-SPC-3936	Minneapolis Street Railway Company Midway Carhouse	2324 University Ave. W.	St. Paul	MPDF
RA-SPC-3934	Patterson-Sargent Company Warehouse	2295 University Ave. W.	St. Paul	MPDF
RA-SPC-6304	Twin City Wholesale Grocer Company Warehouse	2285 University Ave. W.	St. Paul	MPDF
RA-SPC-3933	Wright, Barrett & Stillwell Company Warehouse	2233 University Ave. W.	St. Paul	MPDF
RA-SPC-6103	Great Lakes Coal and Dock Company Office Building	2102 University Ave.	St. Paul	MPDF
RA-SPC-6309	Minnesota Transfer Railway Company Main Line	n/a	St. Paul	MPDF
RA-SPC-6310	Minnesota Transfer Railway Company University Avenue Bridge	Xxxx University Ave.	St. Paul	MPDF
RA-SPC-3923	Griggs, Cooper & Company Sanitary Food Manufacturing Plant	1821 University Ave.	St. Paul	MPDF
RA-SPC-3931	Fire Station No. 25	2179 University Ave.	St. Paul	Individual
RA-SPC-6102	Porky's Drive-In Restaurant	1884 University Ave.	St. Paul	Individual

TABLE 2. PROPERTIES RECOMMENDED AS POTENTIALLY ELIGIBLE FOR LISTING ON THE NRHP—2003 STUDY

Inventory No.	Property Name	Address	City	Eligibility Classification
RA-SPC-6106	La-Vera Apartments	517-519 Asbury St.	St. Paul	Individual
RA-SPC-3903	St. Paul Casket Company Factory	1222 University Ave.	St. Paul	Individual
RA-SPC-4254	Martin M. McNulty House	516 Lexington Pkwy.	St. Paul	Individual
RA-SPC-3895	Brioschi-Minuti Company Building	908-910 University Ave.	St. Paul	Individual
RA-SPC-3892	Victoria Theater	825 University Ave.	St. Paul	Individual
RA-SPC-6332	Service Station	774 University Ave.	St. Paul	Individual
RA-SPC-3889	Owens Motor Company Building	709-719 University Ave.	St. Paul	Individual
RA-SPC-3887	Fire Station No. 18	681 University Ave.	St. Paul	Individual
RA-SPC-3868	Ford Motor Company Building	117 University Ave.	St. Paul	Individual
RA-SPC-3867	Norwegian Evangelical Lutheran Church	105 University Ave.	St. Paul	Individual
RA-SPC-6109	State Capital Power Plant	691 Robert St.	St. Paul	Individual



Source: USGS Quadrangles. 7.5 Minute Series. Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

**Central Transit Corridor
Phase II Architectural History
Hennepin and Ramsey Counties, Minnesota**

Project Location

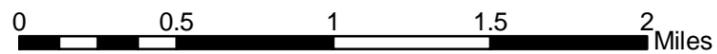


Figure 1

Key

-  Proposed Central Transit Corridor
-  Minneapolis - St. Paul Interurban Streetcar Line (1890-1953) (HE-MPC-7801 / RA-SPC-7001)



Source: USGS Quadrangles. 7.5 Minute Series. Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

Central Transit Corridor Phase II Architectural History Hennepin and Ramsey Counties, Minnesota

Location of Individually Evaluated Properties

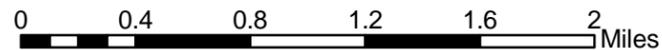
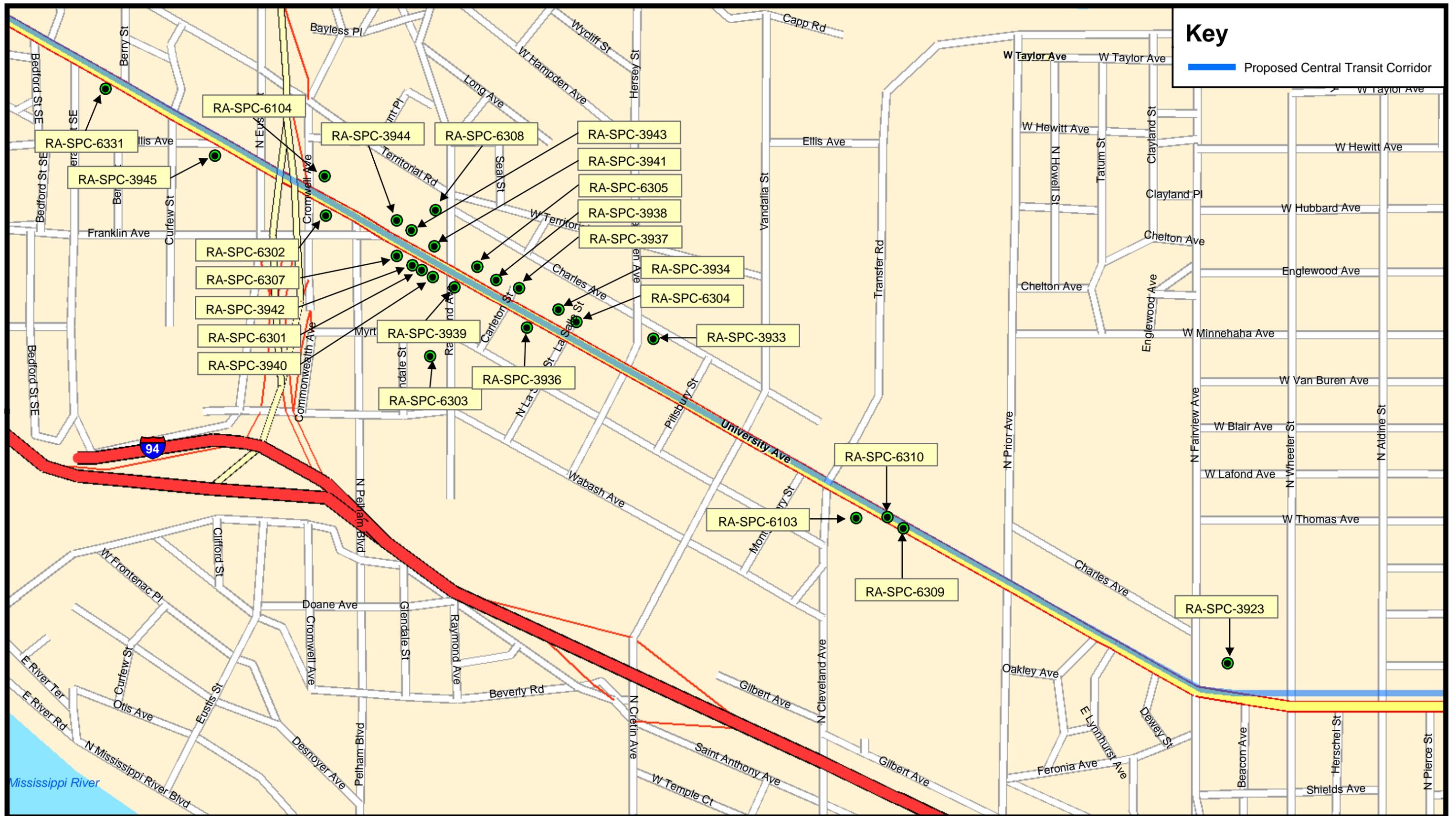


Figure 2



Source: USGS Quadrangles. 7.5 Minute Series. Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

**Central Transit Corridor
 Phase II Architectural History
 Hennepin and Ramsey Counties, Minnesota**

Properties Evaluated for the Midway Industrial District MPDF

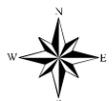
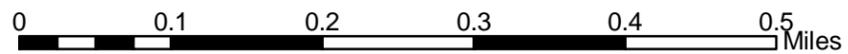
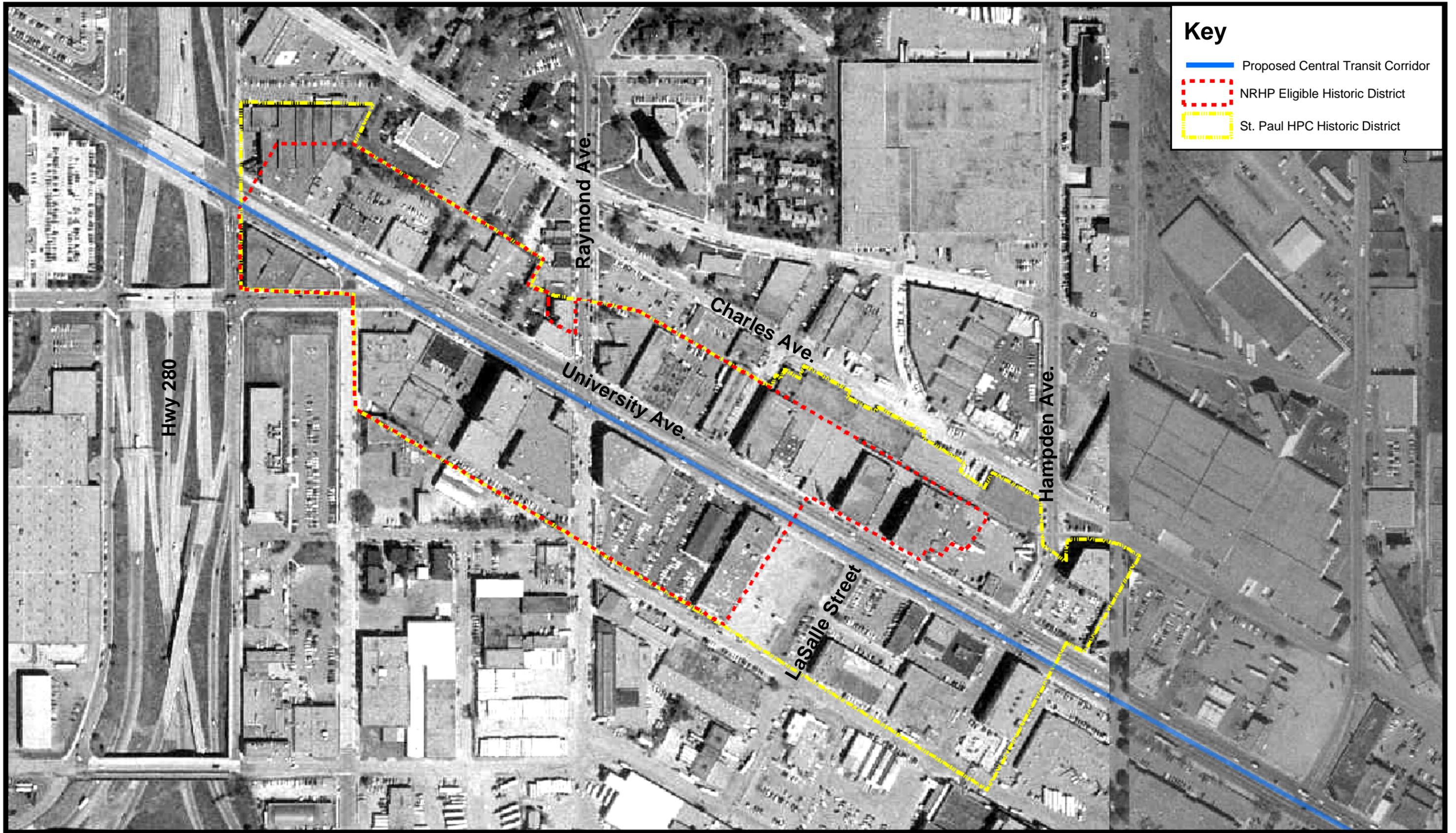


Figure 3



Source: USGS Quadrangles. 7.5 Minute Series. Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

**Central Transit Corridor
Phase II Architectural History
Hennepin and Ramsey Counties, Minnesota**

Proposed University-Raymond Commercial Historic Districts

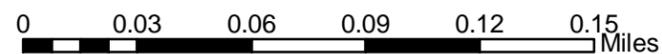


Figure 4

2.0 METHODS

2.1 OBJECTIVES

The primary objective of the Phase II investigation was to determine the eligibility of the 40 properties recommended as potentially eligible for listing on the NRHP during the Phase I investigation (see Table 2). In addition, The 106 Group was charged with identifying properties within the Central Corridor APE as contributing or non-contributing to the proposed Prospect Park Historic District, and with revisiting properties in the APE that were listed on or determined eligible for listing on the NRHP during or based on the 1995 study (see Table 1) to determine whether they are still extant and maintain their integrity. All work was conducted in accordance with *The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* [48 Federal Register 44716-44740] (National Park Service [NPS] 1983).

2.2 ARCHIVAL RESEARCH

Property-specific research was conducted for each of the 40 properties evaluated as part of the Phase II investigation. In general, this research consisted of an examination of available and relevant primary and secondary sources at the Minnesota Historical Society (MHS), the University of Minnesota (U of M), the Minneapolis Public Library, Northwest Architectural Archives, and the Ramsey County Historical Society. The sources held at these repositories were also consulted to develop historical contexts for each property. The Ramsey County Historic Site Survey Forms and the St. Paul HPC draft University-Raymond Commercial Historic District report (2004) provided information entered on building permits and on the use of properties. The results of the Phase II research are presented as they pertain to the specific properties in Chapters 3 through 18.

2.3 FIELD RESEARCH

During June and July 2004, staff members of The 106 Group conducted a detailed field survey of the properties recommended as potentially eligible for listing on the NRHP. Each property was examined in detail in order to provide accurate descriptions and to evaluate the historical integrity of each property. Digital photographs were taken of each façade.

The map and list of contributing properties accompanying the study of Prospect Park were reviewed in the field. Only three properties are within both the proposed district and the Central Corridor APE, the NRHP listed Prospect Park Water Tower (HE-MPC-3052), Tower Hill Park (HE-MPC-3177), and the Prospect Park Pharmacy (RA-SPC-2998). The Prospect Park Pharmacy building has poor integrity due to the extensive alterations to the ground story. It is recommended as non-contributing to the historic

district and therefore not eligible for listing on the NRHP. Therefore, two properties are located in both the Prospect Park Historic District and the Central Corridor APE.

Staff of The 106 Group also conducted a windshield survey of the properties that were identified by BRW et al. as listed on or determined eligible for listing on the NRHP based on their 1995 study, and within the recently revised APE. This field review verified that all of these properties were intact except one (Powers Dry Goods Company Building, RA-SPC-5249) and had not suffered significant losses in integrity.

2.4 EVALUATION

Upon completion of the fieldwork, the eligibility of each resource for listing on the NRHP was assessed based on the property's potential significance and integrity. The NRHP criteria, summarized below, were used to assess the significance of each property:

- Criterion A—association with the events that have made a significant contribution to the broad patterns of our history;
- Criterion B—association with the lives of persons significant in our past;
- Criterion C—embodiment of the distinctive characteristics of a type, period, or method of construction; representation of the work of a master; possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D—potential to yield information important to prehistory or history (NPS 1995).

The NPS (1995) has identified seven aspects of integrity to be considered when evaluating the ability of a property to convey its significance: location, design, setting, materials, workmanship, feeling, and association. The integrity of each property or site was assessed in regard to these seven aspects.

Fifteen properties were evaluated individually for NRHP eligibility. Historical contexts were prepared for each of these properties.

A group of another 25 properties was evaluated using the Multiple Property Documentation Form (MPDF) approach to identification and assessment of significance. This method is an effective way to organize information and facilitates the evaluation of a number of properties through comparison (Lee and McClelland 1999). Because the area under study was historically referred to as The Midway Industrial District of St. Paul (Midway Industrial District), that name has been selected for the MPDF documentation area. A historical context that includes a discussion of significant historical property types was developed for the evaluation of the Midway Industrial District MPDF properties.

Many of the properties evaluated under the MPDF are included in the proposed University-Raymond Commercial Historic District under consideration by the St. Paul HPC. As noted above, this proposed district has been reviewed by SHPO and a district

slightly smaller than the one proposed by the St. Paul HPC has been identified as an area that will be classified as eligible for listing on the NRHP (see Figure 4). Since this proposed historic district does not include all of the properties thematically and geographically associated with the Midway Industrial District in the Central Corridor APE, the entire group of 25 properties was evaluated as part of the MPDF. Table 3 presents this group of properties and identifies which ones are included in the HPC historic district, the NRHP-eligible historic district, and includes recommendations concerning individual eligibility as part of the MPDF. Some properties included as contributing resources in the NRHP-eligible historic district are not recommended as individually eligible for listing on the NRHP. This difference in status recognizes the higher standards for significance and integrity required for properties with individual eligibility.

2.5 INVENTORY FORMS

Minnesota Architecture-History Inventory Forms for each property were updated based on the Phase II investigation. These updated forms have been submitted to SHPO.

TABLE 3. PROPERTIES EVALUATED FOR THE MIDWAY INDUSTRIAL DISTRICT MPDF

SHPO No.	Property Name	Address	Eligibility Recommendation under MPDF	SHPO Certified NRHP District	Contributing Building in HPC District
RA-SPC-6331	Midway Office Building	University Ave.	Not Eligible	Not In District	Not In District
RA-SPC-3945	Willys-Overland Motor Company and International Harvester Company Building	2550 (2572) University Ave.	Eligible	Not In District	Not In District
RA-SPC-6104	Mack International Truck Motor Company Building	2505 University Ave.	Eligible	In District	Contributing
RA-SPC-6302	Twin City Four Wheel Drive Company Building	2478-2512 University Ave.	Not Eligible	In District	Contributing
RA-SPC-3944	Brown-Jaspers Inc. Store Fixtures Company Building	2441 University Ave.	Eligible	In District	Contributing
RA-SPC-6307	Irving Hudson Commercial Block	2418-2422 University Ave.	Not Eligible	In District	Contributing
RA-SPC-3943	Minneapolis St. Paul Building	2429 University Ave.	Eligible	In District	Contributing
RA-SPC-3942	M. Burg & Sons Company and Chittenden & Eastman Company Building	2402-2414 University Ave.	Eligible	In District	Contributing
RA-SPC-6301	General Motors Truck Company Building	2390-2400 University Ave.	Not Eligible	In District	Contributing
RA-SPC-6308	Herbst Food Market	779 Raymond Ave.	Not Eligible	Not In District	Not In District
RA-SPC-3941	Upham Building	2401 University Ave.	Not Eligible	In District	Contributing
RA-SPC-3940	Twin Cities State Bank	2388 University Ave.	Eligible	In District	Contributing
RA-SPC-6303	Sewall Gear Manufacturing Company Plant	705 Raymond Ave.	Not Eligible	Not In District	Not In District
RA-SPC-3939	Northwestern Furniture and Stove Exposition Building	2356-2362 University Ave.	Eligible	In District	Contributing
RA-SPC-6305	Borchert-Ingersoll Machinery Company Building	2375 University Ave.	Eligible	In District	Contributing
RA-SPC-3938	Red Wing Stoneware Company Showroom and Warehouse	2345 University Ave.	Eligible	In District	Contributing
RA-SPC-3937	Simmons Manufacturing Company Warehouse	2341 University Ave.	Not Eligible	In District	Contributing

TABLE 3. PROPERTIES EVALUATED FOR THE MIDWAY INDUSTRIAL DISTRICT MPDF

SHPO No.	Property Name	Address	Eligibility Recommendation under MPDF	SHPO Certified NRHP District	Contributing Building in HPC District
RA-SPC-3936	Minneapolis Street Railway Company Midway Carhouse	2324 University Ave.	Not Eligible	In District	Contributing
RA-SPC-3934	Patterson-Sargent Company Warehouse	2295 University Ave.	Not Eligible	In District	Contributing
RA-SPC-6304	Twin City Wholesale Grocer Company Warehouse	2285 University Ave.	Not Eligible	In District	Contributing
RA-SPC-3933	Wright, Barrett & Stillwell Company Warehouse	2233 University Ave.	Eligible	Not In District	Contributing
RA-SPC-6103	Great Lakes Coal and Dock Company Office Building	2102 University Ave.	Eligible	Not In District	Not In District
RA-SPC-6309	Minnesota Transfer Railway Company Main Line	n/a n/a	Eligible	Not In District	Not In District
RA-SPC-6310	Minnesota Transfer Railway Company University Avenue Bridge	Xxxx University Ave.	Eligible	Not In District	Not In District
RA-SPC-3923	Griggs, Cooper & Company Sanitary Food Manufacturing Plant	1821 University Ave.	Eligible	Not In District	Not In District

3.0 MINNEAPOLIS-ST. PAUL INTERURBAN STREETCAR LINE, HE-MPC-7801/RA-SPC-7001, WASHINGTON AND UNIVERSITY AVENUES

3.1 PROPERTY OVERVIEW

The route of the Minneapolis-St. Paul Interurban Streetcar Line, active from 1890 to 1953, is quite similar to that of the proposed Central Corridor Transit Way. The streetcar line extended from downtown Minneapolis via Washington and University Avenues to downtown St. Paul.

3.2 HISTORICAL CONTEXT: STREETCAR CONNECTIONS BETWEEN ST. PAUL AND MINNEAPOLIS

The streetcar systems which developed in Minneapolis and St. Paul during the late nineteenth and early twentieth centuries formed the mode of transportation that supported urban expansion and the growth of the Twin Cities metropolitan area. This type of transportation was important from the 1870s until the early 1950s, when buses replaced streetcars on city streets.

Both Minneapolis and St. Paul developed small horse-drawn streetcar routes during the 1870s. The two systems were united in 1891 by Thomas Lowry, a lawyer who became active in real estate interests after relocating to Minneapolis in 1867. Lowry, one of the original officers of the Minneapolis Street Railway Company in 1875, became involved with the financing of the St. Paul City Railway Company in 1884, when a group of local owners needed additional capital to fund improvements. By September 1886, Lowry and a group of associates acquired all of the stock in the St. Paul City Railway Company. By the late 1880s, Thomas Lowry was president of both the Minneapolis Street Railway and the St. Paul City Railway Companies (Olson 1976:12-16).

During the 1880s cable-supplied power was introduced on some of the steeper sections of the St. Paul line. By the end of 1887 approximately 4.5 miles of the 40 miles of streetcar track in St. Paul was operated by cable. The street railways in both cities were exploring the electrification of their lines at that time. In 1889 both city councils granted the streetcar companies permission to establish experimental electric lines. The success of the first electric-powered operation in Minneapolis led to the rapid adoption of the new type of power in St. Paul (Kieffer 1958:9; Olson 1976:17).

At the same time that electric power was being adopted, there was pressure to expand the system in St. Paul. A streetcar line extended on University Avenue as far west as Dale in 1884. Businessman Thomas Cochran and Archbishop John Ireland urged the construction of lines through the area west of the city's downtown, up on the bluff. The city ordinance that allowed the use of power other than horses also included a long list of projected streetcar lines and indicates that the routes of an extensive system had been planned by 1889, the same year that electrification was approved by the City Council.

These lines included a route on University Avenue that extended west to the city limits and would connect with a line on University Avenue in Minneapolis and continue to the downtown of that city. The success of the first new electric lines to be completed, the 4th Avenue South line in Minneapolis and the Grand Avenue line in St. Paul, created a demand for the electrification of the entire systems in both cities. This conversion required the reconstruction of the rail used for the horse-drawn cars (Kieffer 1958:9; Olson 1976:18).

The streetcar companies needed more capital than was locally available to fund the reconstruction work and the construction of additional track. While negotiating for loans in New York during 1891, the advantages of a larger, combined system became apparent. The Twin City Rapid Transit Company (TCRT) was incorporated in June 1891; the stock of both city companies was converted to TCRT stock and, beginning in 1892, the companies were operated as a consolidated system (Olson 1976:17-18).

The Minneapolis and St. Paul streetcar systems were united physically prior to the establishment of the TCRT. In 1890, the Minneapolis-St. Paul “Interurban Line” on University Avenue was completed. The line, which had a small loop in downtown St. Paul and extended to the north edge of downtown Minneapolis, ran on Washington Avenue between downtown Minneapolis and University Avenue (see Figure 2). The running time from city to city was just under one hour. The line, when first operated, passed through farmland between the two cities. The Interurban Line was noted as an important connection between the cities and one newspaper commented that on the first day of operation, it appeared that Minneapolis and St. Paul were exchanging populations (Kieffer 1958: 18). The *St. Paul Dispatch* noted that both this “Connecting Link” and Tom Lowry could be considered “umbilical cords” that united the two cities. The newspaper also predicted the rapid development of the rural area along the route of the line (December 10, 1890:4)

In 1898, a second line, the Como-Harriet Line, connected Minneapolis and St. Paul. A third line to connect the two cities, the Selby-Lake Line, was completed in 1906, when a new Lake Street bridge was completed over the Mississippi River. A fourth connection was made in 1909 with the Snelling-Minnehaha Line, which extended along West 7th Street in Saint Paul, crossed the Mississippi River at Fort Snelling, and connected with the line on Minnehaha Avenue. The line on University Avenue was the only one referred to as the “Interurban Line” (Olson 1976:19-20, 52).

A Pioneering Interurban

The first decade of the twentieth century was a period of great investment in electric interurban railways. These lines linked cities with other nearby cities, towns, and rural areas. The convenient and low-cost passenger service provided by the lines significantly increased the mobility of Americans.

By 1880, the knowledge base for the technology of electric traction for streetcar lines had been developed. As the inadequacy of horsecar lines became more apparent, all

alternatives to horsepower—steam, compressed air, internal-combustion engines, batteries, and cables—had disadvantages. By 1887, Frank J. Sprague developed an engine that could withstand the shocks of ordinary travel and a method of transmitting current from a central powerhouse to cars and experimental electric-powered streetcar lines were installed. Many urban streetcar lines were converted to electric power around 1890 (Hilton and Due 1960: 5-7).

A few streetcar lines connecting cities were built during the 1890s. These lines included the route on University Avenue that connected Minneapolis and St. Paul (1890) and one between Canton and Massilon, Ohio (1892). Two other early interurban lines were those from Portland to Oregon City in Oregon and the Sandusky, Milan, and Norwalk Electric Railway in western Ohio, both completed in 1893. The Akron, Bedford, and Cleveland Railroad completed in 1895, demonstrated how a regional line could be profitably operated. Charles L. Henry, who promoted an electric rail line near Indianapolis, popularized the term “interurban” in connection with the electric streetcar system after 1897, though it had been used seven years prior in the Twin Cities and in street railway publications. Many electric car lines were extended into rural areas as “Interurbans” after 1900. (Hilton and Due 1960:9-10, 26, 359; *Street Railway Journal* 1893: 102).

3.3 DESCRIPTION

The Minneapolis-St. Paul Interurban Streetcar Line followed the route illustrated on Figure 2. This route had the same function as the proposed Central Transit Corridor and as Figure 2 shows, the two routes are quite similar. A portion of the route on Washington Avenue and the entire route on University Avenue are within the Central Corridor APE. The Central Corridor route crosses the downtown St. Paul loop of the line on 5th Street and the current 7th Street. Little evidence of the line is exposed on the streets where it ran, though test borings indicate that the track and adjacent paving remains in situ along much of its length on University Avenue. All poles and wires associated with powering the streetcars have been removed.

3.4 PROPERTY HISTORY

As described in the historical context, the cities of St. Paul and Minneapolis each built a portion of the line that met at the boundary between the two cities in 1890. After the TCRT was formed in 1891, it operated the line, as well as the streetcar systems in both cities. The streetcar track on University Avenue for the Interurban Line was rebuilt several times. New double track west of Dale on University Avenue was completed in November of 1890. A St. Paul city ordinance stated that the line was to be laid on a 25-foot-wide sodded boulevard (Olson 1990:19). However, one early source on the TCRT noted that such provisions were not enforced by the City (Tuckey ca. 1900:64).

The Interurban Line was managed as the showpiece of the TCRT’s system and received the newest cars and features. For instance, the second group of cars built with air brakes in 1902 was assigned to the Interurban Line on University Avenue and the Como Avenue

line. In 1908 a group of faster cars intended to cut the running time on the Interurban Line was built (Olson 1976:246, 248, 255, 257). The initial group of lightweight, streamlined streetcars acquired during the 1940s was put in service on the Interurban Line (Olson 1976:305-306).

The adoption of larger and heavier double truck streetcars required the rebuilding of practically all of the track mileage by 1909. It seems likely that a new track and roadbed were constructed for the Minneapolis-St. Paul Interurban Line on University Avenue when the street was paved in 1906. The track was rebuilt on a roadbed of six inches of crushed rock that was compacted with steamrollers. "T" rails, with welded joints, were screw-spiked to white oak ties laid on 24-foot centers. Six inches of concrete were placed between the ties. The area adjacent to the track was paved with cut granite blocks set on a sand cushion and grouted with cement mortar (Figure 5). The TCRT developed its own design for side poles and span wire in 1899, and poles of the new type were installed as lines were rebuilt (Olson 1976:54).

By the late 1940s, most of the line on University Avenue in St. Paul had concrete islands adjacent to the track for passenger safety (Olson 1976:168). After the TCRT converted to buses in 1953, the company removed some track and restored streets in Minneapolis; there is no mention in the TCRT's annual reports of similar work in St. Paul (Twin City Rapid Transit Company [TCRT] 1953:9).



Source: Minnesota Historical Society. Location No. MR2.9 SP2.2 p349

**FIGURE 5. CIRCA 1923 PHOTOGRAPH SHOWING STREETCAR
LINE AT UNIVERSITY AVENUE AND LEXINGTON PARKWAY
NORTH**

3.5 SIGNIFICANCE

The Minneapolis and St. Paul Interurban Line has historical significance under Criterion A. The line, built by each city to their mutual city boundary in 1889 and 1890 and opened in December 1890, was the first joint project of two separate streetcar lines. These companies were united as the Twin City Rapid Transit Company in 1891, and the Interurban Line, which was located mostly on University Avenue, was operated by the new company until 1953, when buses replaced streetcars throughout the system. The line linked two still small but growing cities separated by about ten miles of rural area and provided low-cost transportation between the two urban centers. This link supported thinking of Minneapolis and St. Paul as the “Twin Cities,” connected physically and by mutual interests. The University Avenue Interurban Line was the first of four streetcar lines that connected St. Paul and Minneapolis.

The Minneapolis-St. Paul Interurban Line on University Avenue was one of the first electric streetcar lines constructed to provide passenger service between two cities. It is thought to be the first line of that kind in the United States to be known as an “interurban,” a term that was used widely after 1900 to describe the network of lines constructed to connect many rural hinterlands to nearby cities (Hilton and Due 1960:359).

The University Avenue line was also a key component in the development of the Midway commercial and industrial area along University Avenue, an area between Minneapolis and St. Paul that gained an identity of its own. This streetcar line, operated from 1890 to 1953, was considered one of the most important routes of the Twin City Rapid Transit Company and the newest cars were assigned to it. Indeed, the large service center for the TCRT system was located at the intersection of University and Snelling Avenues (no longer extant). The streetcar line shared University Avenue with automobiles and trucks, which also served the many commercial and industrial businesses located on University Avenue and the residential areas just off the Avenue.

The association of the Minneapolis-St. Paul Interurban Line with Thomas Lowry, an important local person with regards to the Twin City Rapid Transit Company, is not strong enough for the property to be recommended as significant under Criterion B. The Interurban Line is not known to be an outstanding example of engineering design or streetcar line construction and is not recommended as significant under Criterion C. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance is transportation.

Period of Significance: The period of significance is 1890 to 1953, the period of operation.

Primary Historic Characteristics: The primary historical characteristics of the resources are a double-tracked streetcar line and associated structural elements.

3.6 INTEGRITY

The integrity of the streetcar roadbed covered by modern pavement was recently assessed. An investigation of the presence of existing streetcar tracks on the route of the Central Transit Corridor was undertaken (DMJM+Harris 2004). This investigation was based on the belief that most of the track was left in place and covered with asphalt paving. The investigation was conducted at two locations, at the intersections of University Avenue with Pierce Street and with Farrington Street. Metal detectors revealed what appeared to be parallel rails consistent with the track gauge of the period at both locations. A test pit at the Pierce Street site revealed the existing trackway embedded in granite paving under six inches of pavement. The rails were spiked to crossties that were in remarkably good condition. Slightly thicker pavement covered the track at the Farrington Street test pit. The moist condition of the ground at this location has caused degradation of the crossties, though the granite paving and track remained intact.

These test pits suggest that where the streetcar line was not removed it is intact under several inches of pavement. The condition of the wood crossties will vary according to ground moisture conditions.

No other resources associated with the streetcar line remain in existence along the route of the University Avenue Interurban Line. The carhouse at 2324 University Avenue has been altered extensively and no longer represents the TCRT or the University Avenue Interurban Line.

3.7 RECOMMENDATION

The Minneapolis-St. Paul Interurban Line is recommended as eligible for listing on the NRHP under Criterion A under the area of transportation. The line was an important link in the extensive electric streetcar system operated by the Twin City Rapid Transit Company in St. Paul and Minneapolis. During its period of service, from 1890 to 1853, the Interurban Line was the most direct route between the two cities. The line was operated as the most important route in the large system. The Interurban Line was also a critical transportation link that fostered the development of the commercial and industrial Midway area of St. Paul during the late nineteenth and early twentieth centuries. The Minneapolis-St. Paul Interurban Line was a key component of the broad pattern of transportation development in the Twin Cities metropolitan region during the late nineteenth century. The use of the term “Interurban” in the name of the line appears to have coined a term that was used subsequently to refer to the extensive system of electric streetcar lines that connected many cities and their hinterlands during the early twentieth century. The recommended boundaries of this property are the center portions of the streets of the streetcar route identified on Figure 2.

4.0 KSTP PRODUCTION STUDIOS AND TOWER, RA-SPC-6105 3415 UNIVERSITY AVENUE, ST. PAUL

4.1 PROPERTY OVERVIEW

The KSTP Production Studios and Transmission Tower complex consists of the 1948 office and studio building and its additions, and a wing that connects the 1948 building with a remodeled building to the east, now known as the Hubbard Building. The Transmission Tower stands north of the original building. A freestanding one-story building occupies the northeast corner of the property and a transmission tower for the station's weather radar stands between the original portion of the complex and University Avenue.

4.2 HISTORICAL CONTEXT: THE BIRTH OF COMMERCIAL TELEVISION IN THE UNITED STATES AND THE TWIN CITIES

The development of commercial television stations occurred during the immediate post-World War II years. In 1945, there were only seven stations in the United States: National Broadcasting Company (NBC), Columbia Broadcasting System (CBS), and Dumont stations in New York City; a General Electric outlet in Schenectady, New York; a Philco station in Philadelphia; WBKB in Chicago; and a station operated by Don Lee in Los Angeles. The daily broadcasts of these stations averaged only two hours (MacDonald 1990:32).

During 1944 and 1945, the Federal Communications Commission (FCC) held public hearings concerning the granting of licenses for television stations after the war. Though CBS pressured the FCC to grant only a few new licenses for various reasons, the Radio Corporation of America (RCA) urged the immediate expansion of the nascent industry. The FCC decided to proceed with issuing additional licenses for organizations establishing television stations. A related decision determined the number of broadcasting channels available for stations to use. Because industry insiders predicted that 20 to 50 broadcast channels would provide the nation with sufficient television, it limited television transmission to 13 channels in the VHF spectrum. This FCC decision to limit the number of transmission channels led to the development of American television dominated by a few organizations that came to be known as networks. Only such large organizations were able to afford stations in the largest cities, provide programming, attract national advertisers, and build chains of affiliate stations. These networks would target their broadcasting to mass audiences, rather than more special interest or needs groups. FCC regulations allowed each network to own only five stations and these operations were located in the largest markets. Other stations became network "affiliates" and hence the structure of American television—three dominant networks with many local station affiliates—was established (MacDonald 1990:36-39).

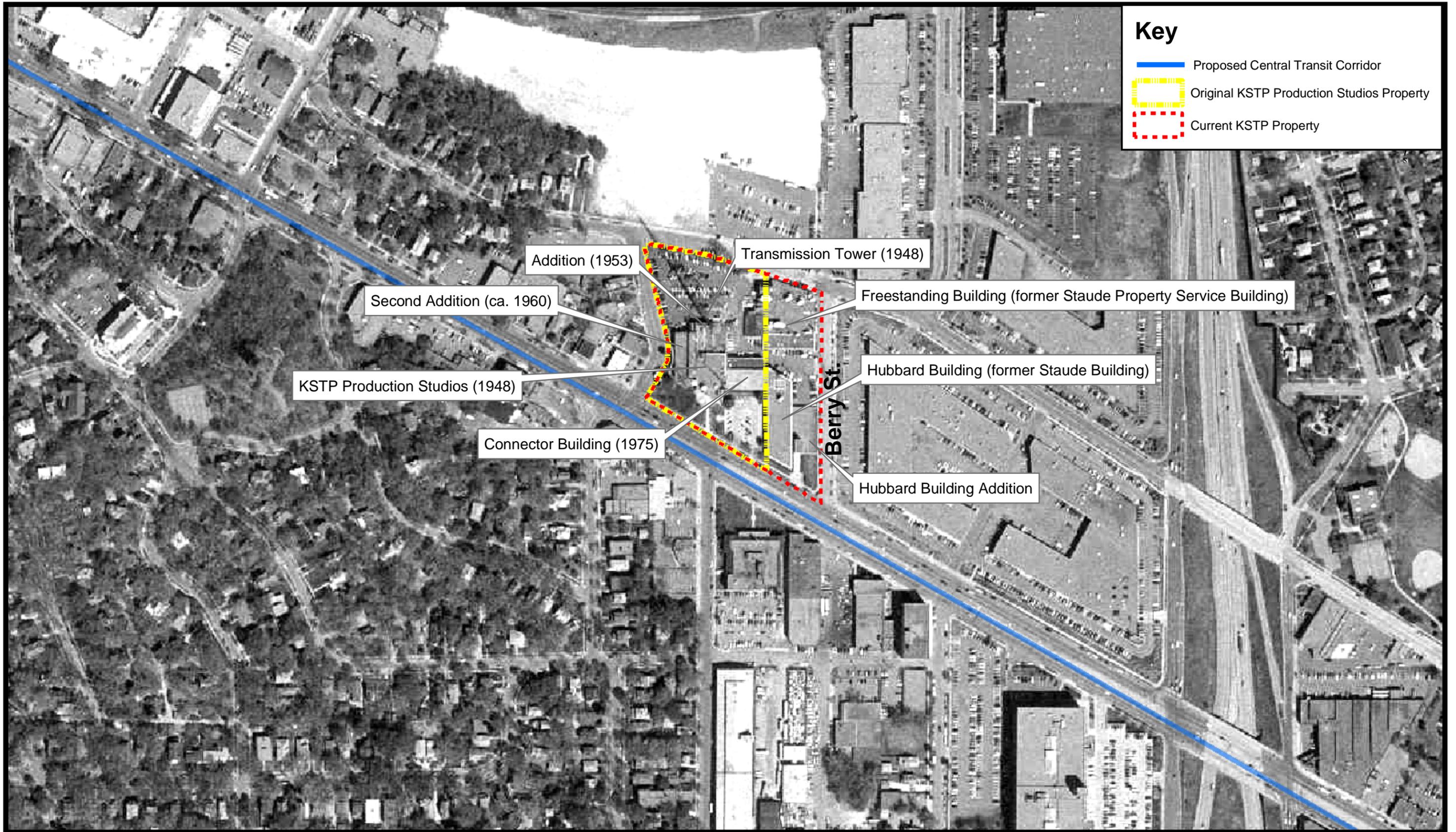
During 1948 and 1949 television became a popular and affordable communication and entertainment medium to many Americans. By January 1948, 18 stations were operating in 12 cities. One year later, there were 49 stations in 28 markets and in 1950 there were 98 stations broadcasting television. During these years advertisers accepted the medium and began to advertise on television and more programming was produced. In 1949, a coaxial cable link was completed which all networks shared. This cable eliminated the shipping of film to affiliates and enabled all stations to broadcast network programs simultaneously (MacDonald 1990:43-49).

Plans were well underway by 1944 to bring television to the Twin Cities. Stanley E. Hubbard, the proprietor of a radio station, had already purchased a television camera and submitted an application to construct a television transmission tower. He acquired a license for a television station from the FCC circa 1946 and his station, KSTP, began to broadcast in April 1948.

The expansion from radio into television broadcasting modeled by Stanley E. Hubbard was replicated by another communications organization in the Twin Cities. In 1946 the managers of WTCN radio encouraged the station's owners to move into television and acquire a broadcast license. At the time that KSTP went on the air, WTCN, an American Broadcasting Company (ABC) affiliate, projected that it would follow with television broadcasting in the fall of 1948. With studios in the Radio City Theater and an antenna located on the Foshay Tower in Minneapolis, WTCN went on the air a few months later, in July 1949. After a merger of WTCN television and WCCO radio, the television station adopted the call letters of WCCO in 1952. WCCO did not build a television studio facility until 1983. The third network station in the Twin Cities has a more complex history. In 1952, new owners of WTCN radio applied for a second television license at the same time that WMIN radio made a bid for a license and the same broadcasting channel. Initially, the two operations worked out a joint application to avoid having the FCC table the two applications for a contested channel. The two operations each broadcast two hours a day, WTCN from the Calhoun Beach Hotel and WMIN from the Hamm Building in St. Paul. In 1973, WTCN built a new facility in Golden Valley. In 1986 the station adopted the call letters KARE (KARE 1998; WCCO 2003).

4.3 DESCRIPTION

The KSTP Production Studios and Transmission Tower property is located on the north side of University Avenue (the street actually runs NW to SE) at the boundary between Minneapolis and St. Paul (see Figure 2). Both the original portion of the office and studio building and the transmission tower were sited intentionally to straddle the boundary. The property consists of the 1948 office and studio building and its additions, and a wing that connects the 1948 building with a remodeled building to the east, now known as the Hubbard Building (Figure 6). A freestanding one-story building occupies the northeast corner of the property. The area in front of the original portion of the facility has a modern landscape that incorporates a parking area between the connector



Source: USGS Quadrangles. 7.5 Minute Series. Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

building and University Avenue. A transmission tower for the station's weather radar stands between the original portion of the complex and University Avenue. A large parking lot is located north of the KSTP buildings.

The 1948 Building

The south façade of the original KSTP production studios, facing University Avenue, is the only visible portion of the building; additions have been constructed adjacent to both side walls and the rear of the building (Figure 7). The façade and the lobby, though, express the character of the 1948 building. The walls of the flat-roofed building are clad with tan brick, laid in a running bond with a header row every seventh course. A plain metal coping covers the parapet edge. The letters KSTP, aluminum structures with dark red faces, are positioned near the west end of the façade at the top of the wall. The letters rise above the parapet and are silhouetted against the sky. The upper façade features a narrow ribbon window, a continuous opening filled with aluminum-framed fixed sash. A stair tower rises at the east end of the façade. Aluminum frames hold three rows of square fixed sash on the University Avenue side and a single row of the sash on the west wall of the stair tower. The other walls of the tower are clad with brick and a brick penthouse extends above its main roof.



FIGURE 7. RA-SPC-6105, ORIGINAL 1948 BUILDING, FACING NW

A low, wing-like form projects from the façade of the building and encloses the vestibule and part of the main lobby. The main doors at the western end of this feature are near the center of the façade. A low-pitched roof extends as wide eaves beyond the wall of the lobby and is curved at the western end to return to the façade. The underside of the stuccoed eaves has three round recesses that accommodate lighting fixtures. The angled front wall of the lobby is clad with three rows of square panels of dark gray granite; the planes of the center row of the panels are staggered and this placement of the stone creates a subtle checkerboard effect. The entrance consists of a pair of solid doors with a

small glazed area flanked by solid panels, all painted a light gray color. A small recessed light fixture is positioned above the doors.

The interior entrance area of the original building consists of a small vestibule and large lobby. Polished aluminum frames hold glass panels that form the walls of the vestibule. The double doors leading into the lobby are entirely glazed and have vertical glass rod door handles. The larger lobby has a floor of green battleship linoleum with the KSTP call letters set within a lighting zigzag form in contrasting tan linoleum. The ceiling of the lobby has parallel rows of coves that conceal recessed fluorescent fixtures that provide indirect lighting. An open staircase rises through the lobby into the stair tower and is a prominent feature in the space. A short flight leads to a landing situated several feet above the floor level and a railing encloses the open stairwell below it. The reception desk and furniture in the lobby are not historical furnishings.

An addition extending from the original building is lower in height and leaves a small portion of the rear wall visible. The addition has two parts and the taller northern section encompasses the southern leg of the transmission tower. The walls of these additions are painted and parged masonry. Another addition extends from the rear of the west wall of the original building; this one-story building is clad in tan brick. This wing has no windows.

The Transmission Tower

The transmission tower is a riveted steel structure with trussed braces between its three legs (Figure 8). As noted above, the southern leg is enclosed by an addition to the 1948 building. The two other legs are freestanding and are attached to concrete foundation blocks that extend above the surface of the surrounding paving. The steel structure is painted in alternating sections of traditional red primer and white paint. The structure tapers as it rises, and is capped by a solid rod antenna. A driveway passes through the base of the tower.

Additional Buildings on the Property

The connector building, a wing that is parallel to University Avenue, is a two-story structure with a flat roof built in 1975. The University Avenue façade is a smooth plane with alternating bands of tall rectangular panels of tinted glass and panels of a reflective dark-colored metal. The connector building abuts both the 1948 building and the former Staude Manufacturing Company building. This portion of the complex, now known as the Hubbard Building, is a two-story building set perpendicular to University Avenue. The building has been refaced and punched window openings in the tan brick walls have limestone sills. A two-story entrance tower on the east side is connected by a narrow glazed hyphen to the Hubbard Building; this tan brick structure has a bank of doors at its base and a bank of windows near its roof. A one-story wing fills the space between the tower and Berry Street.



**FIGURE 8. RA-SPC-6105,
TRANSMISSION TOWER, FACING N**

The freestanding one-story building at the northeast corner of the property, formerly a Staude Manufacturing Company service building, consists of two parts. A circa 1925 brick northern section has windows in the Berry Avenue wall filled with glass block and a brick chimney rises near its southeast corner. The smaller southern portion of the building has masonry board exterior siding, painted white. There are several satellite dishes on the roof of the building.

4.4 PROPERTY HISTORY

A radio station located in St. Paul first used the call letters KSTP in the Twin Cities area in 1928. Stanley E. Hubbard, a native of Red Wing, Minnesota, co-founded and operated both the radio station and the television station that began using the name in 1948. Radio was a second career for Hubbard who had been a leader in aviation after World War I in the Louisville, Kentucky area. Hubbard returned to Minnesota during the early 1920s and turned his attention to radio, a technology he had experimented with while in school. Hubbard applied for the call letters WAMD and began broadcasting at 500 watts in 1925. The station, which adopted a 1,000-watt signal in 1925, was destroyed by fire in 1927. The following year, Hubbard and Lytton J. Shields purchased another radio station, KFOY, changed its call name to KSTP, and began to broadcast at 10,000 watts. Hubbard was interested in news broadcasting and established a radio newsroom that handled both national and local news. KSTP radio became NBC's first radio affiliate in 1928 and it broadcast many of the network's programs. The power of the transmission was increased

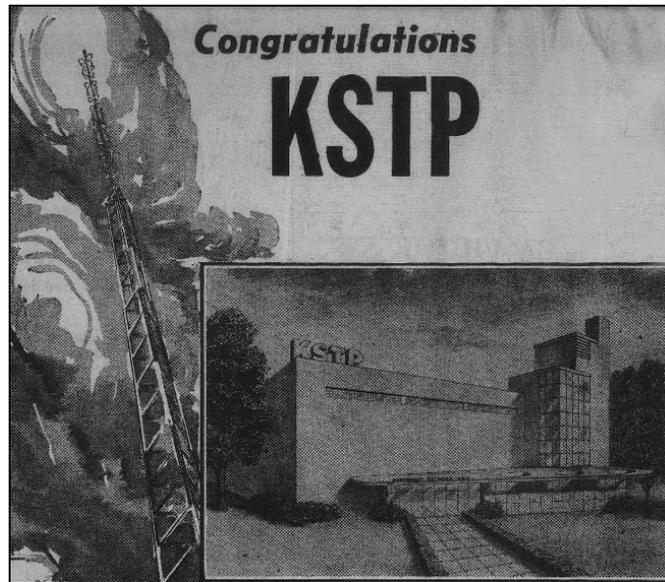
over the years and by the late 1940s, KSTP was one of the two stations in Minnesota with a 50,000-watt transmitter. (*St. Paul Dispatch [StPD]* 26 April 1948:4; Klinkerfues 2004)

The KSTP radio station became affiliated with the NBC network in 1928. Hubbard's interest in news made the station a leader in establishing a local news department. He became the sole owner of KSTP in 1947. During the late 1930s, Hubbard became interested in a newer broadcast technology, television. He purchased the first television camera sold by RCA and submitted an application by 1940 to construct a television transmitter in the Twin Cities, as he prepared to expand the KSTP operation into television. A new building planned for KSTP radio on University Avenue was designed to include space for television broadcasting as well. It was placed at the boundary of Minneapolis and St. Paul so the station could identify itself as broadcasting from both cities (*StPD* 1948:4; Klinkerfues 2004; Stanley S. Hubbard, personal communication 2004).

KSTP television made broadcasting history in the Twin Cities on April 27, 1948 when it signed on the air and presented a Minneapolis Millers baseball game. This broadcast was the first in the Twin Cities area and the upper Midwest. KSTP television was the first station to broadcast between Chicago and Los Angeles and the 17th station in the nation to go on the air. It was estimated that 3,000 residents of the Twin Cities owned television sets in 1948 and could receive the first broadcasts. The new building, dubbed "Television City," on University Avenue was unfinished in April 1948, but the tall transmission tower, the "Tower of Sight," was ready for use. Newspaper coverage of the inauguration of broadcasting featured views of both the "television transmitter building" and transmission tower (Figure 9) (Eckert 1998:7-9; *StPD* 1948:1).

In June 1948 KSTP began to air live afternoon studio programs. The station became the first NBC affiliate in the country not owned by the network; films of programs produced by the network were shipped by train to KSTP, which then broadcast them. KSTP television established a news operation by the end of 1948 and had an early version of a local news program, complete with newscaster Bill Ingram reading news at a desk. Ingram was joined by a weatherman and soon the 30-minute newscast featured the long-lasting trio of news, weather, and sports (Eckert 1998:7-9; *StPD* 1948:1).

KSTP television continued to be an early adopter of television technology and improved news reporting. The station was the first to offer newscasts seven days a week and introduced investigative reporting as part of television news. In 1950 the station began to offer national network programming live via the coaxial cable. KSTP was the first full-color television station in the United States, making the change in 1960. Stanley S. Hubbard, who joined his father in the management of KSTP, pioneered a satellite television network in 1981 (Eckert 1998:10).



Source: STPPP&D 26 April 1948

**FIGURE 9. 1948 DRAWING OF KSTP
TRANSMITTER BUILDING AND TRANSMISSION
TOWER**

The expansion of television programming led to the enlargement of the KSTP facilities. The original building had two large studios on the ground level and several smaller studios used for recording announcements. The building was enlarged to the rear in 1953 and during the early 1960s a one-story production studio wing was built to the west. During the following decade KSTP took over the Staude Manufacturing Company property to the east, remodeled the building, and built a wing that connected the original building to the addition. The former Staude Building became known as the Hubbard Building and was enlarged. A tower for the weather radar equipment was added to the property during the 1980s.

The Architectural Firm of Leibenberg & Kaplan

The KSTP Production Studios were designed by the architectural firm of Leibenberg & Kaplan. Jack Liebenberg (1893-1985) was born in Milwaukee and attended the University of Minnesota. Liebenberg was a member of the first graduating class from the School of Architecture in 1916 and earned a Master of Science degree in architecture from Harvard the following year. Liebenberg served in the U.S. Army Air Corps during World War I and then returned to Minneapolis and spent a few years working for the firm of D. C. Bennett. In 1921, he formed a partnership with Seeman Kaplan, a native of Minneapolis and also a graduate of the Architecture School at the University of Minnesota in 1918. Liebenberg and Kaplan worked together until Liebenberg's retirement in 1980. Liebenberg was the head designer and Kaplan managed the business of the firm and engineering matters. For several years during the late 1960s, Joel Glotter worked with the firm (Northwest Architectural Archives [NWAA] 2004a).

Liebenberg & Kaplan designed buildings of all types in the Twin Cities area and the Upper Midwest. The firm is best known for the more than 200 motion picture theatres, many of which are Art Deco in Style, it designed for cities and towns in that area. The firm designed radio and television stations, including the KSTP facility (1948), and projects for WDSM television in Superior, Wisconsin (1952) and WFMP television in Milwaukee, Wisconsin (1953). The firm also worked on facilities for WTCN radio from the mid-1930s through the early 1950s and WCCO during the 1950s and 1960s, though these stations did not erect new facilities during that time. Liebenberg and Kaplan also designed commercial structures, hospitals, and synagogues, including Temple Israel in Minneapolis (NWAA 2004a; Ramsey County Historical Society [RCHS] and St. Paul HPC ca. 1985).

4.5 SIGNIFICANCE

KSTP was the first commercial station to broadcast in the Twin Cities market, inaugurating the television era on April 27, 1948. Twenty years earlier Stanley E. Hubbard had gained control of the KSTP radio station and planned for many years to expand into television. He acquired the first television camera produced by RCA and acquired a license for a television station in preparation for broadcasting in the new medium. KSTP was the 17th television station in the United States and the first affiliate station for the NBC network. It began to broadcast during the important expansion years of the industry, 1948 and 1949. The facility Hubbard built on University Avenue at the boundary of St. Paul and Minneapolis was intended to house both radio and television operations and was the first facility designed for television in Minnesota and one of the earliest in the country outside of New York, Chicago, and Los Angeles.

The design of the original portion of the building evokes the clean lines of the International Style and the angled entrance lobby introduces a dynamic quality. The band of small windows suggests that the portion of the building used as studios did not require conventional lighting. This facility announced that radio and television were going to be important modern media for the residents of the Twin Cities. The KSTP production studios and office building and transmission tower on the boundary of St. Paul and Minneapolis represents an important milestone in the introduction of broadcast television in Minnesota. The property also represents the broad pattern of development of what would be the most important form of communication and entertainment in the United States during the last half of the twentieth century—television. The KSTP Production Studios and Transmission Tower are significant under Criterion A.

This property is associated also with Stanley E. Hubbard and his innovations in radio and television broadcasting; however, it represents the history of television in the Twin Cities more so than the work of any one businessman. Therefore, the property is not recommended as significant under Criterion B. The integrity of the 1948 components of the property is not excellent. Consequently, the original KSTP television production studio is not identified as an outstanding example of a 1940s television production studio design. The television transmission tower does not appear to be a significant example of

engineering design. Therefore the property is not recommended as significant under Criterion C. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The recommended area of significance is communications.

Period of Significance: The period of significance is from 1948 until 1960. This was the period when KSTP introduced television to the Twin City audience as well as many of the innovations associated with the station, concluding with the conversion to color broadcasting in 1960. During this twelve-year period KSTP made its mark in the Twin Cities and participated in converting television into the modern communications medium, broadcast television as it was known throughout the rest of the twentieth century.

Historical Characteristics: The primary historical characteristics of the property are the massing of a two-story structure enlivened by a glazed corner tower and angled entrance lobby, the International styling of the building, the position of the call letters KSTP at the edge of the roof, and the form, construction methods, and appearance of the television transmission tower located north of the building.

4.6 INTEGRITY

The character-defining elements of the facility built for KSTP radio and television in 1948 are the massing of a two-story structure enlivened by a glazed corner tower and angled entrance lobby, the International styling of the building, the position of the call letters KSTP at the edge of the roof, and the television transmission tower located north of the building. The building erected in 1948 is now a part of a sprawling television production facility still used by KSTP (Figure 6).

The integrity of the façade of the 1948 building is good with regard to design, materials, and workmanship. The original materials of the walls, stair tower, call letters, and angled lobby are in place and in good condition. The only alteration to the exterior of the building is the replacement of a set of fully-glazed entrance doors with solid doors. Stanley S. Hubbard related that this change was made during a labor strike during the early 1950s, at a time when the original glazed entrance was a target for picketers on the sidewalk (Stanley S. Hubbard, personal communication 2004). This alteration was made within the period of significance. The historical furnishings of the vestibule and entrance lobby—the public spaces of the building—add to the historical feeling and association of the property, as does its continued use by KSTP. The transmission tower stands in its original location behind the building. One of the additions to the rear of the original building encloses the bottom portion of the south leg of the tower, changing somewhat the appearance and setting of the tower, when viewed from the ground at the rear of the property. Nevertheless, the tower with its distinctive shape, riveted steel components, and red and white paint scheme continues to tower over the television production studios and University Avenue.

The most important factor in the location and setting of the KSTP facility was the parcel of land that spanned the boundary between Minneapolis and St. Paul. This boundary remains the same, though the juncture of the cities in the Midway section is not emphasized. The several additions to the original KSTP building enclose its side and rear walls. The portion of the complex that extends to the east alters the setting of the original building, but is related to the growth and continuing evolution of KSTP in the television industry.

4.7 RECOMMENDATION

Though this property has been expanded and changed over time, the original portion of the KSTP facility remains the only television station building designed and erected in the Twin Cities during the mid twentieth-century introductory period of television. The next building of this type, the WTCN (later KARE) studios in Golden Valley, was not built until the early 1970s. The KSTP property documents Stanley E. Hubbard's commitment to inaugurate television broadcasting in the Twin Cities, the early years of television, and the facilities necessary for the new form of broadcasting. It retains many of its character-defining features and sufficient integrity to convey the nature and scope of the operation as a modern communications medium and to be eligible under Criterion A. The KSTP Productions Studios and Office Building and Transmission Tower is recommended as eligible for listing on the NRHP under Criterion A. The recommended boundaries of the property are the original parcel acquired for the KSTP production studios and transmission tower (see Figure 6).

5.0 THE MIDWAY INDUSTRIAL DISTRICT OF ST. PAUL MPDF

5.1 THE MIDWAY INDUSTRIAL DISTRICT OF ST. PAUL MPDF HISTORICAL CONTEXT

The entwinement of transportation with freight transfer and industry in the Midway area of St. Paul has been recognized for some time. The role of the Minnesota Transfer Railway (MTR) was noted in the first study of resources along the Central Transit Corridor (BRW et al. 1995). In their *Transportation Corridors* historical context study for the St. Paul HPC, Zellie and Peterson (2001a:7) stated that “the area known as the midway became a primary industrial, commercial and freight hauling center for St. Paul served both by railroads and later by University Avenue and other improved road connections.” Zellie and Peterson also related how the vicinity of the MTR became a warehousing and manufacturing area during the 1910s and 1920s, as industries relocated from Lowertown in St. Paul to the area along University Avenue. A recent study of an area at the intersection of University and Raymond Avenues (St. Paul HPC 2004) encompasses some of the properties associated with this freight transfer and industry theme. The role of University Avenue as a streetcar line, once the Minneapolis-St. Paul Interurban Streetcar Line was completed in 1890, and later as a major city street and arterial highway, was also critical to the development of the area. The regional importance of the avenue was one reason the area’s trucking industry located in the Midway. This historical context draws together the transportation and industrial themes and addresses the significance of this activity along University Avenue.

5.1.1 The Multiple Property Documentation Form Method of Identification and Evaluation

The distinctive development pattern of the Midway area was used as the basis for evaluating a number of properties within both the Midway Industrial District of St. Paul and the Central Corridor APE. The properties that relate to this theme are close together, but are not contiguous, and therefore have not been identified as constituting a potential historic district. The University-Raymond Commercial Historic District, currently under consideration for designation by the St. Paul HPC, includes only a portion of the properties in the Central Corridor APE that required evaluation.

The MPDF approach to the evaluation of historical resources was adopted for the study and assessment of a group of 25 properties. This approach is described by the National Park Service as:

The National Register of Historic Places Multiple Property Documentation Form (NPS 10-900-b) nominates groups of related significant properties. On it, the themes, trends, and patterns of history shared by the properties are organized into **historic contexts** and the **property types** that represent those historic contexts are defined (Lee and McClelland 1999:introduction).

The Multiple Property Documentation Form is a cover document. It provides information that relates to a group of properties, summarizes the significance of property types, and is an efficient method of identification and analysis. This approach, nevertheless, requires the evaluation of each property for individual significance under the NRHP criteria. The standard for listing on the NRHP as part of a MPDF property is generally higher than that of a contributing building in a historic district. Each property covered by a MPDF must have individual significance and meet registration requirements and standards for integrity. The properties evaluated as part of the Midway Industrial District MPDF are listed in Table 2 and illustrated on Figure 3.

5.1.2 Historical Context: The Midway Industrial District of Saint Paul

This historical context establishes the themes and significance of the MPDF properties, describes a geographical area for properties that relate to the themes, and defines a period of significance for these properties.

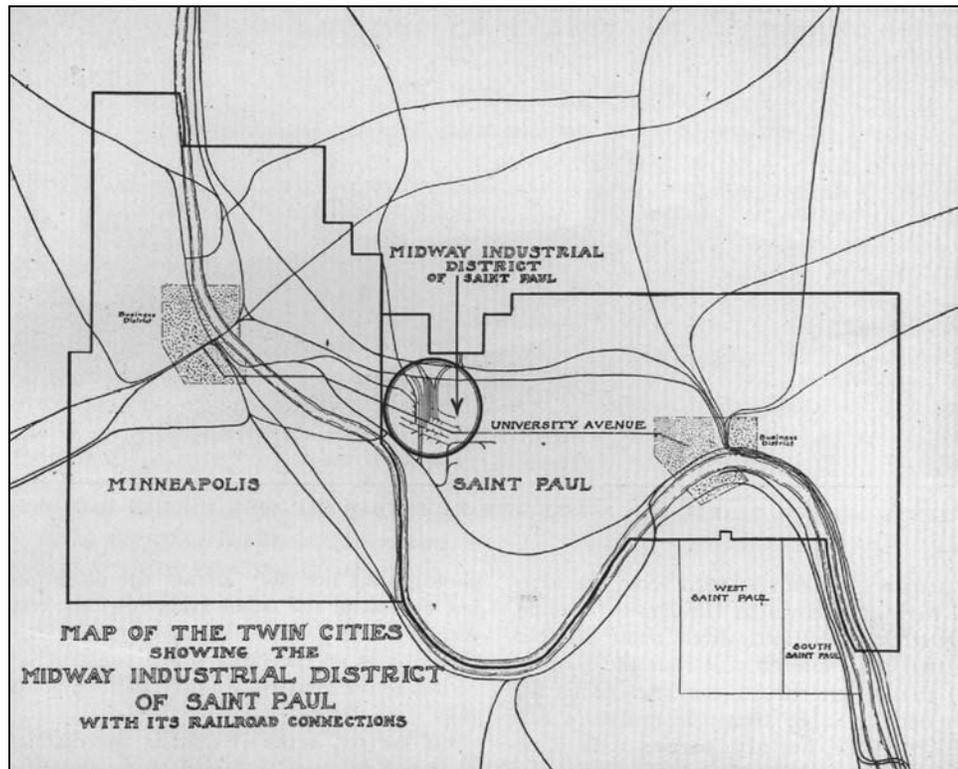
5.1.2.1 St. Paul: A “Gateway City” Regional Commercial Center

Ronald Shuman, an economist who studied the motor truck industry, during the late 1920s (Shuman 1929), described the role of the Twin Cities as a regional commercial center. He argued that the Twin Cities served as a financial, manufacturing, and distribution center for the region west of Chicago and east of the Pacific Coast from circa 1880 through the mid twentieth century. The railroads that were the foundation of these functions brought the products of a large agricultural area into the cities and distributed supplies and merchandise back into the countryside. Wholesaling and jobbing businesses, which provided needed links between producers and consumers, played a significant role in the economy of the St. Paul. Jobbing was the term used for the type of business now referred to as a manufacturer’s representative, a firm that is an intermediary between producers and retailers. This consumer goods sales and distribution sector was considered second in importance only to the grain and flour business in the Minneapolis economy (Shuman 1929:53).

In 1989, Leonard K. Eaton used the term “Gateway City” to refer to any of several urban areas in the Upper Midwest that became important locations for trade and developed relationships with their hinterlands, the type of regional commercial center described by Shuman (1929). The physical connections created by rivers and the Great Lakes, and later the railroads, were important factors in the economic relationships between these cities and their surrounding areas. The railroads, in particular, made it possible for inland cities to communicate with other urban areas and become centers of manufacturing, food processing, and shipping during the mid to late nineteenth century. Gateway Cities, such as St. Louis, Omaha, St. Paul, and Duluth, also became wholesale and jobbing centers. The financial institutions that supported this commercial activity also established premises in Gateway Cities (Eaton 1989:7-8). The physical evidence of a Gateway City’s role in regional commerce includes warehouse districts located near points of shipping. Manufacturing concerns located in many of these districts, and associated

banks, hotels for jobbers and retailers, restaurants, offices of trade associations and unions, and similar businesses were drawn to adjacent commercial areas.

The Midway Industrial District of St. Paul emerged with a distinct identity during the 1910s and 1920s (Figure 10). This district was part of a larger area that was known as the “Midway” by the end of the nineteenth century due to its location between the built-up areas of St. Paul and Minneapolis (Chapin 1917). The Midway Industrial District was an early twentieth-century reinterpretation of the nineteenth-century Gateway City. While the Lowertown area of St. Paul had long served as a Gateway City warehouse district, it had no room to expand. The provision of rail connections, freight transfer, large parcels for the development of manufacturing and warehouse operations, and streetcar connections for its many workers and visitors enabled the Midway Industrial District to supplement and challenge the importance of the Lowertown area as St. Paul’s Gateway City commercial area. Consequently, the Midway Industrial District of St. Paul has both a thematic and geographic basis for existence and analysis.



Source: *The American City* (Chapin 1917). p21

FIGURE 10. HISTORICAL MAP OF MIDWAY INDUSTRIAL DISTRICT OF ST. PAUL

5.1.2.2 *The Transportation Elements*

A small group of transportation facilities served as necessary components for the Midway Industrial District of St. Paul. These include the Minnesota Transfer Railway and the Minneapolis-St. Paul Interurban Streetcar Line along University Avenue.

5.1.2.2.1 The Minnesota Transfer Railway

The Minnesota Transfer Railway (MTR) was established to provide a freight transfer function for the various rail lines that served Minneapolis and St. Paul. By 1880, the Twin Cities were becoming an important terminus for interstate railroads. Nine railroads entered St. Paul or Minneapolis, but few of them passed through the area. The railroads maintained individual freight terminals scattered throughout the Twin Cities, and the transfer of freight from one line to another was an expensive delay (BRW et al. 1995:8.7-8.8).

James J. Hill, the St. Paul businessman who developed the railroad company that would be known eventually as the Great Northern Railway, envisioned a solution for this problem and purchased property in the Midway. Between 1880 and 1883, track was built by an unincorporated association and the St. Paul, Minneapolis & Manitoba Railway controlled by Hill. Property purchased by the railroads involved in the project was transferred to the Union Stockyards-MTR when it was incorporated in 1883. This new entity was owned jointly and equally by the rail lines it served. Additional railroads became partners in the MTR during the following decades (Donovan 1954:23; Stottlemeyer 1982:1).

From 1883 to 1922, the MTR handled nearly all of the “less-than car-load” freight that arrived in the Twin Cities. In 1910, it handled over 560,000 cars, an average of 1500 per day. Approximately 200 of these cars were unloaded and the contents were sorted and repacked for shipping. This number of cars increased to over 800,000 in 1923 and then dropped to approximately 510,000 by 1930. By that time, many of the railways had begun to handle reshipments at their own freight stations (Minnesota Transfer Railway Company 1923:7 and 1930:5; McClary 1936:3-4).

In 1893, the MTR acquired the 14 miles of the Belt Line Railway & Transfer Company. This line, chartered in 1889, carried primarily cattle and hogs from Fridley to the Minneapolis Stock Yards & Packing Company in New Brighton (Stottlemeyer 1982:1-3). The MTR provided switching service and track maintenance for two properties it did not own. The St. Anthony Loop, a horseshoe-shaped length of track, was constructed between Raymond and Hampden Avenues circa 1900 by the St. Anthony Park Improvement Company (Donovan 1954:23-25). The nearly three miles of tracks and sidings on the Central Warehouse property were also served by the MTR (Olson 1976:533).

During the early twentieth century, the role of the MTR changed as the businesses and industrial plants that located in the Midway area desired direct freight shipping service. Descriptions of this direct shipping service in 1912 noted that 130 manufacturers and jobbers in the Midway had at their doors a railroad that could start their products on journeys to practically any point on the continent (Castle 1912:621; BRW et al. 1995:8.9-8.10; *St. Paul Pioneer Press [StPPP]* 1912:4:1). This service freed manufacturers from paying for switching services in order to distribute their products, and the expense of

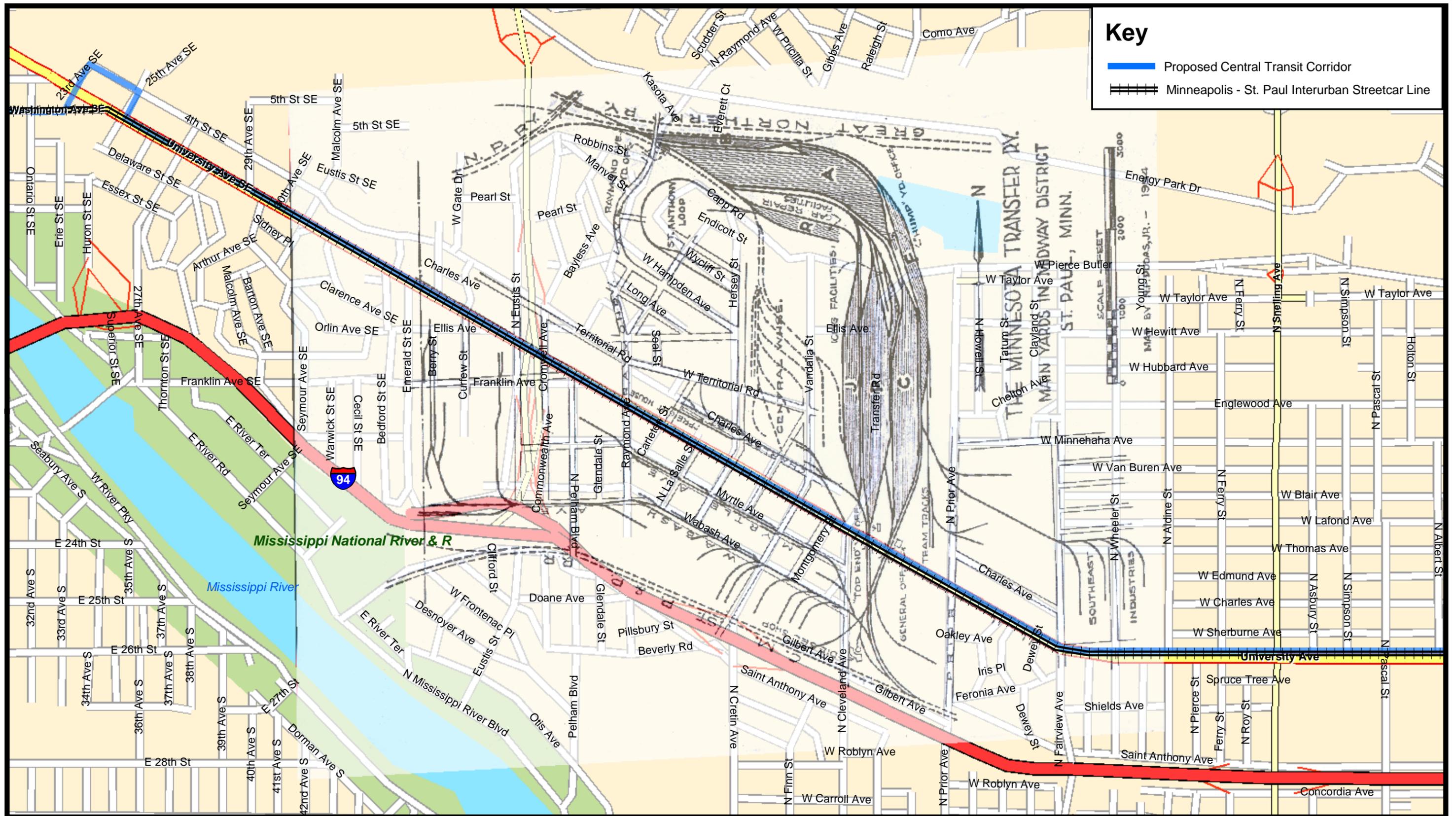
delivering goods to the freight depots of several railroads for shipping (Chapin 1917:21; Stottlemeyer 1982: map insert).

This direct freight shipping service relied on a series of long spurs, known as “Leads” named for the streets on which the track was located (Figure 11). The Charles Street (now Charles Avenue) Lead extended from the main rail yard west of Prior Avenue and served several properties as well as the MTR freight warehouse located near Carlton Street. The Myrtle Avenue Lead extended from Cleveland Avenue west to cross Raymond Avenue. The Wabash Avenue Lead extended further west and had spurs that turned to the north on both sides of the area crossed now by Highway 280. The Waldorf Paper, Weyerhaeuser Timber, and Willys-Overland and International Harvester properties kept this lead busy. The line that served the Barrett & Zimmerman Company, and later the Brooks Brothers Lumber Yard, and the A. J. Krank Manufacturing Company east of Prior Avenue extended east of Fairview Avenue as the “Southeast Industries Line.” The Griggs, Cooper & Company, Northwest Co-op Mills, and Nash Coffee plants were located on this line. Further to the northwest, another lead served the Northwest Terminal area in Minneapolis. During the 1950s, the MTR provided freight service to over 400 industries, many of which had their own sidings (Donovan 1954:frontispiece map, 6-7; McClary 1936:3; Stottlemeyer 1982:map insert).

5.1.2.2.2 The Minneapolis-St. Paul Interurban Streetcar Line

The second important transportation component of the Midway Industrial District was the provision of streetcar service. The main line through the area was the Minneapolis-St. Paul Interurban Streetcar Line, which intersected with several north-south lines. A more detailed description and statement of significance for this resource is located in Chapter 3 of this report.

In 1890, the Minneapolis-St. Paul Interurban Line on University Avenue was completed. The line, which had a small loop in downtown St. Paul and extended to the north edge of downtown Minneapolis, ran on Washington Avenue between downtown Minneapolis and University Avenue (see Figure 2). The Interurban Line was an important connection between the cities, and *The St. Paul Dispatch* predicted the rapid development of the rural area along the route of the line (December 10, 1890:4). The line was operated until 1953, when buses replaced streetcars throughout the system. The University Avenue line was the first of four streetcar lines, owned by the Twin City Rapid Transit Company (TCRT) that connected St. Paul and Minneapolis. The TCRT operated both the Minneapolis and St. Paul streetcar systems.



**Central Transit Corridor
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Minnesota Transfer Railway as Documented in 1954

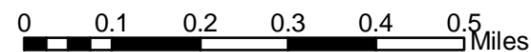


Figure 11

The Minneapolis Streetcar Line Company (part of the combined TCRT) built the Midway Carhouse (RA-SPC-3936) on University Avenue in the block east of Raymond Avenue in 1891 (this property is evaluated in Section 5.19 below.) This facility was closed and sold soon after a much larger facility was developed at the intersection of University and Snelling Avenues. The importance of the streetcar line for the operation of the goods distribution system in the Midway Industrial District was demonstrated by the Northwestern Furniture and Stove Exposition Building (RA-SPC-3939, this property is evaluated in Section 5.15 below). This building replaced an earlier one located only a few blocks north of University Avenue. A description of the new building heralded its location at the corner of University and Raymond Avenues, directly on the streetcar line for the convenience of out-of-town businessmen (*Northwestern Furniture Review* 1906:18[5]:Insert).

5.1.2.2.3 A Vehicular Thoroughfare: The Axle Upon Which the Twin Cities Turn

From at least the time that the Minneapolis-St. Paul Interurban Streetcar Line was completed in 1890, University Avenue was also the city street that most directly connected the downtown areas of St. Paul and Minneapolis. The thoroughfare gained importance as automobiles became more widely used during the 1910s. The description of the street as “The Axle Upon Which the Twin Cities Turn” appeared as a headline in the *Midway Club Bulletin*. This article noted that the trucks of the firms located in the area traversed University Avenue many times each day and needed a well-maintained street (Midway Club of St. Paul 1927-1928:6[30]:7).

The conversion of the nation’s railroad system for military use during World War I was accompanied by the rise in the use of gasoline-powered motor trucks to move non-military goods. By the time the rail system returned to private use, shippers had discovered the advantages of shipping freight by truck, especially for local deliveries and for door-to-door service (Shutter 1923:284).

The trucking industry immediately found a foothold in the Midway area. By the early 1920s, more than 50 truckers were operating in the Twin Cities. The Minneapolis & St. Paul Truck Terminal Company was formed in 1921 as a cooperative institution. Within two years, the firm was operating 90 trucks. This company and others served farmers close to highways who began to ship via trucking firms. The local trucking district of the Twin Cities extended from Little Falls on the north to as far south as Rochester and reached into western Wisconsin (Shutter 1923:285). Midway boosters embraced the new form of transportation and, in 1923, announced that a truck terminal facility would open in the district. The area became home to the Twin City Transportation Association, as well as a truck terminal located at the corner of University and Prior Avenues (Midway Club of St. Paul 1927-1928:4[6]:5; 5[1]:5).

The development of truck freight lines radiating from the Twin Cities expanded its jobbing territory while it diminished that of Duluth. Retailers beyond the metropolitan area began to prefer “door to door delivery” by truck rather than shipment to the closest

rail depot. Trucking provided Twin Cities wholesale firms with another type of link to businesses throughout the state and beyond. This new connection was one reason that businesses in the Midway Industrial District remained well positioned. Truck transportation had other effects on firms, both in the Twin Cities and beyond. Truck delivery, combined with ordering by telephone, enabled small retailers to maintain a smaller inventory on site. It furthered the decentralization of warehouse distribution and increased competition among wholesalers. Trucking also allowed manufacturing enterprises to take over wholesaling and distribution functions. The Griggs, Cooper & Company operation, which maintained a fleet of trucks used to deliver orders in the Twin Cities, was one of about 200 firms that handled its own local distribution during the late 1920s (Shuman 1929:57-62).

Trucking concerns established central terminals for handling less-than-carload lots of freight, services similar to that provided by the MTR, in the Midway Industrial District. Trucks also facilitated the MTR's freight transfer operation, which by the 1920s, seemed to be a slow and expensive operation. Most of the rail lines involved with the MTR adopted intra-terminal trucking, and local trucking firms transferred freight from one rail line to another. These trucking firms followed the examples of St. Louis and Cincinnati terminal trucking systems and adopted tractor truck and trailer combinations to redistribute freight. By 1929, motor trucks were responsible for the immediate or eventual transportation of 75 to 85 percent of the freight received and forwarded in the Twin Cities area (Shuman 1929:66-69).

In conjunction with trucking having a major role in the freight transfer business in the Midway since World War I, a number of truck sales and service businesses located in the Midway Industrial District. By 1930, The Mack International Truck Motor Company and the General Motors Truck Company had established facilities on University Avenue near Raymond Avenue. A few blocks to the west, the La France Republic Sales Corporation, the Northwestern Diamond Truck Company, and Heil Northwestern Sales Company sold automobiles and trucks (R. L. Polk & Co. 1930).

By 1940, there were nearly 20 motor freight companies operating in the Midway area, all but two of which were located near the MTR yards (R. L. Polk & Co. 1940). The trucking industry expanded after World War II. During the summer of 1950, four new truck terminals, Mueller Transportation, Bruce Motor Freight, Ajax Transfer Company, and Northwest Freight Lines, had plans to locate in the Midway, where they would join Murphy Motor Freight, Merchants Motor Freight, Midnite Express, and the Wittee and Short companies already established in the area (McClure 1994:18).

5.1.2.3 The Midway Industrial District: A Gateway City Industrial and Warehousing District

Many of the businesses in the Midway Industrial District were industrial plants and warehouse operations.

Ronald Shuman, the economist who studied the motor truck industry in the Twin Cities, characterized the Midway Industrial District as consisting of predominantly small- and medium-sized manufacturing and distribution firms. The over 200 such businesses, some of which had direct connections with the MTR, included Northland Ski Company, Snell Sash & Door Company, and Mutual Paint. A few large manufacturing firms were located in the district. This group included local firms such as the Griggs, Cooper & Company and regional operations of larger firms, such as the American Can Company and the American Radiator Company (Shuman 1929:75).

A second broad category of business identified by Shuman was the growing service business sector. Many of the service firms were clearly dependent on the motor truck. This group included the International Harvester Company, the Mack International Truck Motor Company, the General Motors Truck Company, and the Federal Truck Company. Other firms that relied on trucks for doing business included Frigidaire, Twin Cities Milk Producers Association, the Central Warehouse Company, and several coal, lumber, ice, and laundry businesses (Shuman 1929:74-75). Some industries, including furniture, food products, and lumber and paper products, encompassed both manufacturing and distribution operations. The clustering of industries and commercial operations in Gateway City warehouse and industrial districts reflected both the location of transportation and shipping facilities and the need to create a “market” area for retailers visiting the city, as well as other factors.

The warehouse businesses in the Midway Industrial District included the large Central Warehouse Company, which provided general warehouse services for other firms. The Twin City Wholesale Grocer Company stored only the food products it distributed. Warehouse operations were included in buildings that also accommodated assembly and processing operations, such as the Wright, Barrett & Stillwell Company Warehouse, and were combined with showrooms, such as at the Red Wing Stoneware Company Showroom and Warehouse.

The commercial operations that typically accompanied Gateway City warehouse and industrial districts were present in the Midway Industrial District. Several banks located in the area. The names of the Minnesota Transfer State Bank, the Twin Cities State Bank, the Midway State Bank, and the Interurban State Bank made their business interests clear. Office buildings that housed a number of tenants comprised a business sector in the Midway Industrial District. These buildings included the Twin Cities State Bank, with offices for rent on its upper floors, and the Midway Office Building, located on University Avenue. The Minneapolis-St. Paul Building and the Great Lakes Coal and Dock Company Office Building appeared to have housed only one business.

5.1.3 Statement of Significance

The Midway Industrial District constituted an area of St. Paul that enabled the city to maintain its role as a regional Gateway City and dominate the Upper Midwest as a center for manufacturing, wholesaling and jobbing goods distribution, and shipping transfer.

This commercial sector was among the most important in the Twin Cities and contributed to its growth and wealth during the first half of the twentieth century. The distribution of commercial goods from the Midway Industrial District through the many firms located there was part of the general trend of the increasing importance of a consumer-driven national economy. It was related also to the regional economy through the processing of agricultural products into foodstuffs and lumber into building materials, furniture, and paper products, as well as the distribution of those products back into the outlying region. Many retailers throughout the Upper Midwest came to “market” in the Midway Industrial District and selected products to stock in their stores. Properties located in the Midway Industrial District have historical significance as part of this far-reaching goods manufacturing and distribution function. They also have significance as part of the broad pattern of development of an important commercial and industrial section of the city of St. Paul.

5.1.4 Geographical Area

The geographical area for properties that can be included in the Midway Industrial District MPDF is defined by the service area of the MTR for direct freight shipment. Figure 11 indicates the extent of this service area through the system of leads and small lines that extended from the MTR’s main yards and line. The concentration of trucking establishments quite close to the MTR makes the service area of the railway appropriate for the era when transporting freight by truck became important. The historical map of the Midway Industrial District (see Figure 10) clearly defines the MTR as the center of the industrial zone in the Midway.

This geographical area extends from Aldine Street on the east to Emerald Street and the boundary of St. Paul on the west. The area served by the Northwest Terminal area in Minneapolis was not studied and may be a valid extension of the service area and MPDF geographical area. I-94 serves as a boundary on the southern side, and Energy Park Drive has the same role on the north side of the service area.

5.1.5 Period of Significance

The period of significance extends from 1905 to 1955. More specifically, it extends from the time the MTR began its freight transfer service in the area that became the Midway Industrial District and extends to the time when many of the long-term occupants of the factories and warehouses in the Midway Industrial District no longer remained in the area. It is difficult to pinpoint a turning point in the importance of rail transport and then trucking for freight handling. Both types of transportation were key to the long-term significance of the area. Rail transportation dominated until circa 1920. During the period from circa 1920 to 1955 the MTR and trucks both handled freight in the area.

5.1.6 Significant Associated Property Types

The following property types were identified based on a combination of associative and physical attributes. Transportation components of the geographical area are represented by the MTR and the Minneapolis-St. Paul Interurban Streetcar Line along University Avenue. A few broad groups of industrial, warehouse, and commercial buildings are located within the service area of the MTR. They were either sited to take advantage of the direct freight shipment by the MTR or were located in the immediate vicinity but associated with the movement of freight by truck. Another group of properties is the commercial buildings that were located close to MTR and housed firms and organizations active in the industrial area. Many properties in the Midway Industrial District were multi-use and combined warehouse areas with space for manufacturing, food processing, or product showrooms. These property types were all erected within the period of significance, 1905 to 1955.

Outstanding examples of these property types have potential significance and eligibility for listing on the NRHP under Criterion A for their association with a significant industrial and freight handling area in St. Paul. Comparative study pointed to the properties that best represent the property types. A few of the buildings are also excellent examples of building types and/or architectural styles and have potential significance and eligibility under Criterion C.

5.1.6.1 Railway Connections

The MTR and the Minneapolis-St. Paul Interurban Streetcar Line constitute a significant rail transportation property type. All components of the MTR railway—especially those related to its direct shipping service—could be contributing components to the resource. These components include railbeds, mainline track, lead track, bridges, yards, and the roundhouse. The Minneapolis-St. Paul Interurban Streetcar Line was evaluated separately and recommended as eligible for listing on the NRHP (see Chapter 3). Other resources associated with the streetcar line, such as the Midway Carhouse, have potential significance for their relationship to this property type (see evaluation in Section 5.19 below).

5.1.6.1.1 Registration Requirements

To qualify for registration, enough of the MTR facility must remain to convey the nature and extent of its direct shipping service to local properties. Section 5.24 below presents the evaluation of this resource.

5.1.6.2 The Industrial and Warehouse Buildings

The properties of this type in the Midway Industrial District were built as early as circa 1910. The facilities often combined manufacturing, storage, showroom, and shipping functions. They are united by a set of physical attributes. The factories and warehouses

are buildings with reinforced concrete or steel frames and brick or reinforced-concrete curtain walls. All of them were designed by architectural or engineering firms. The handling of freight was taken into consideration as the buildings were sited. Many of them were planned with railroad lead and spur connections and also for the ease of truck access. Loading platforms and bays, vehicular doors, freight elevators, roof shapes that incorporate lighting, and other industrial elements establish the functional and commercial character of these buildings.

5.1.6.2.1 Registration Requirements

Properties significant for the Midway Industrial District theme under Criterion A should be documented as housing firms related to the important types of commerce and industry in the Midway Industrial District. Factory and warehouse buildings should show physical evidence of their relationship to the infrastructure of the Midway Industrial District and the use of rail and truck shipping. This evidence includes loading platforms and internal loading bays. The buildings also should exhibit on their exteriors materials and features that evoke their period of construction, requirements for industrial and storage buildings, and either the utilitarian nature of an industrial facility or a more stylish presence intended to promote the firm. Industrial buildings may represent a recognized architectural style or the engineering aesthetic advocated by some designers; the conveyance of the original design intent is more important than representation of a high-style idiom. Buildings of this type often have replacement window sash, and though this is a loss of original materials and integrity, most properties retain their original wall materials and can still convey their intended purpose and historical use. The integrity of association and feeling for buildings of this type is greatly bolstered by the presence of features such as loading platforms, associated outbuildings, rail spurs, and others that indicate the original use of the property.

5.1.6.3 *Office and Showroom Buildings*

This broad category of significant building types includes properties that have associative attributes relating to the regional market and Gateway City function of the area. The many types of organizations related to the industrial and shipping area, such as banks, trade associations, printers, a chamber of commerce, and unions, established offices close to the activity in the Midway Industrial District. The buildings erected to house these functions were sometimes occupied by one organization and, in other cases, by many tenants. Some facilities housed offices, small showrooms, and small warehouse operations. The properties of this type were built as early as 1905. The office buildings are relatively small and are located on University Avenue. Showrooms were combined with offices and warehouse space, and also were grouped in large buildings. These buildings were usually clad with brick and detailed in one of the commercial building styles popular at the time of construction.

5.1.6.3.1 Registration Requirements

Properties of this type should be documented as housing firms related to the significant types of commerce and industry in the Midway Industrial District. Office and showroom buildings should retain integrity in massing and original materials and evoke their period of construction. Buildings of this type often had an architectural presence that related to the industrial and commercial buildings in the Gateway District, such as masonry exterior walls and a traditional architectural style. They should retain a high degree of stylistic integrity. The integrity of their association and feeling is strengthened through proximity to the core of the MTR service area.

5.1.6.4 *Truck and Automobile Sales and Service Buildings*

Two types of properties with this function are found in the Midway Industrial District. The more common type is the one-story, combined sales and service building. These facilities were located on University Avenue where their show windows had high visibility. A service and storage area was positioned behind the showroom. Another type of property was the much larger assembly, warehouse, and sales facility like that built by the Willys-Overland Motor Company. This building is a multi-story industrial loft that provided the large floor area needed for the operation (see Section 5.3).

5.1.6.4.1 Registration Requirements

Properties of this type should be documented as housing firms related to the significant types of commerce and industry in the Midway Industrial District. Truck and automobile sales and service buildings should retain the massing and original materials that evoke their period of construction and original purpose. Buildings of this type often have replacement window sash, and though this is a loss of original materials and integrity, most buildings of this type can still convey their original purpose and historical use. If large show windows were part of the original building design, the openings for these windows must remain glazed. The buildings should retain a significant degree of stylistic integrity, where a style is present. The integrity of their association and feeling is greatly enhanced by the presence of functional features such as vehicular openings, showroom windows, and ornamental elements that identified the firm and/or the type of business.

5.1.6.5 *Commercial Buildings*

As noted in the historical context, commercial buildings were present in warehouse and factory districts to serve local businesses, workers, and visiting businessmen. Many of these operations and the buildings that housed them were not closely tied to the manufacturing and freight distribution function of the area. They are the type of buildings that could be found in many commercial areas. Only especially prominent buildings or those that had an important link to the larger historical theme of the area

should be considered to be a significant property type related to the Midway Industrial District.

5.1.6.5.1 Registration Requirements

Commercial buildings should be documented as housing firms related to the significant types of commerce and industry in the Midway Industrial District. They should retain the massing and original materials that evoke their period of construction and original purpose. Buildings of this type often have replacement window sash, and though this is a loss of original materials and integrity, most buildings of this type can still convey their original purpose and historical use. If large show windows were part of the original building design, the openings for these windows must remain glazed. The buildings should retain a significant degree of stylistic integrity, where a style is present.

5.2 MIDWAY OFFICE BUILDING, RA-SPC-6331 2700 University Avenue W, St. Paul

5.2.1 Property Overview

The Midway Office Building was erected in 1922 and enlarged in 1954 with a large brick wing on the rear of the building. The architect of this Colonial Revival building, based on George Washington's home, Mount Vernon, is unknown.

5.2.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.2.3 Description

This office building is located at the southeast corner of University Avenue and Emerald Street (Figure 3). The building has an asymmetrical U-shaped wing facing University Avenue with the long wings of the U extending to the south; the east wing is longer than the west one. A brick wing encloses the open portion of the U at the south end of the building and fills the space between the wings. The University Avenue portion of the building is a Colonial Revival adaptation of George Washington's home, Mount Vernon (Figure 12).



FIGURE 12. RA-SPC-6331, FACING SW

The U-shaped portion of the building is two stories in height but situated so only the upper story is above grade adjacent to University Avenue. The walls of the building are clad with vinyl siding and window openings are filled with vinyl sash. The low-pitched

intersecting gable roof is clad with asphalt shingles. The central portion of the façade is framed by gable end walls accented with cornice returns and boards outlining pilaster forms. These bays have large window openings filled with grouped sash. The central façade is a nine-bay section fronted by a seven-bay-wide porch. Square wood posts, spanned by a low stick balustrade, support the nearly flat porch roof, which is edged also with a balustrade. Modillions enrich the porch roof eaves. The central entrance has a classically inspired surround. Two pilasters that support an entablature at the outer edges of the entry and narrow bays with sidelights above paneled wall sections flank the inner surround elements. Two tall, narrow columns support a pediment that is detailed like the entablature with modillions. A paneled door is set under a glazed transom. A cupola rises above the main entrance. A rectangular base with quoined corners supports an octagonal structure with arched openings in each wall. A weather vane with a sea creature rises above its metal cap roof.

The two sections of the side wings of the building step down to adjust to the topography. The front portion of these side sections has single large window openings. Corner boards and small cornice returns finish the corners of this portion of the building on Emerald Street. The adjacent lower wing has grouped window openings at both levels that admit considerable light. Small vents rise from the roof in the manner of dormers. The east side wall of the building is not visible. The southern end wall of the east wing has irregularly placed door and window openings. A chimney constructed of radial brick stands adjacent to the south end of the east wing.

The brick wing of the property is a three-story building with a flat roofed edged with a parapet (Figure 13). The face brick on the ground story is laid with a rusticated pattern, a detail that also marks the southwest corner of the building. Punched window openings have cast-stone sills and that material forms a bandcourse above the ground story and the cornice. The window openings appear to have original two-over-two (horizontal) double-hung aluminum sash. There are entrances to this wing in the Emerald Street and south walls.



FIGURE 13. RA-SPC-6331, BRICK WING, FACING NE

5.2.4 Property History

The Midway Office Building was erected in 1922. Thompson Yards, Inc. was the owner of the property and the contractor that erected the building. A spur of the Minnesota Transfer Railway ran along the entire east side of the property. The architect of the building was not recorded on the building permit.

1930 is the first year that a reverse directory for St. Paul lists the occupants of the building. The 20 occupants of the building at that time included several chemical companies and the Breinig Brothers, paint manufacturers. The west wing was used as a paint warehouse, perhaps by the Breinig Brothers (Sanborn 1927). Several building materials suppliers and a structural engineer occupied space in the building. The National Dairy Council, the Twin Cities Merchants Bureau, the Photo Engravers Union, and the Twin City Millwork Operators, organizations associated with the industrial activity in the Midway Industrial District, had offices in the building in 1930 (R. L. Polk & Co. 1930).

By the early 1940s, the Anchor Casualty insurance company appears to have taken over much of the property (Building Permit Index Cards, City of St. Paul Office of License, Inspections & Environmental Protection). A restaurant was located in the east wing of the building during the 1950s. In 1954 the building was enlarged with the construction of a brick-faced wing of fireproof construction (Sanborn 1955).

5.2.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Midway Office Building, erected in 1922, appears to have been built to meet the need for offices in the Midway Industrial District. It is one of the significant historical property types identified for the area. The jobbing and wholesale activities that took place in the area, and manufacturers' representatives who helped distribute goods, needed offices and small sample showrooms.

The Midway Office Building is not an outstanding example of the property type even though it meets most of the registration requirements for the building type. The office building does not express well its purpose due to its Colonial Revival styling and long porch more readily identified with residential buildings. It is not an outstanding example of an office building because it does not have an architectural presence related to the commercial and industrial buildings in the Midway Industrial District (see Section 5.1.6.3.1). The building does not have historical significance under Criterion A.

The Midway Office Building has strong similarities to the façade of George Washington's Mount Vernon with the long piazza. Indeed, the central portion of the

building adapts the low-pitched hip roof of the prototype as a side-gabled roof, as well as the cupola, central entrance, and seven-bay porch with plain square posts of Mount Vernon. This example of Colonial Revival styling drew upon one of the most popular colonial buildings in the United States. However, surviving buildings suggest that the Colonial Revival style was not as popular in the Twin Cities area as it was in many other locations. Since the use of the Colonial Revival mode was not especially important in St. Paul, this example of the style is not significant. The Midway Office Building does not have significance under Criterion C for its architectural merit.

The property is not known to be associated with persons significant in local, state, or national history and is not identified as eligible under Criterion B. The Midway Office Building has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not eligible under Criterion D.

5.2.6 Recommendation

The Midway Office Building is recommended as not eligible for listing on the NRHP.

**5.3 WILLYS-OVERLAND MOTOR COMPANY AND INTERNATIONAL HARVESTER
COMPANY BUILDING, RA-SPC-3945
2550 (2572) University Avenue, St. Paul**

5.3.1 *Property Overview*

The Willys-Overland Motor Company and International Harvester Company Building was built in 1915 by the Willys-Overland Motor Company. The architectural firm of Mills, Rhines, Bellman & Nordhoff, which completed a number of commissions for the company, designed the building. The International Harvester Company purchased the building in 1928. Both firms used the large industrial loft for vehicle sales and distribution.

5.3.2 *Historical Context*

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.3.3 *Description*

This property is located on the south side of University Avenue just west of Highway 280 (Figure 3). A two-story parking deck has been constructed along the east side of the building where a loading platform has been removed. The top level of the deck is at grade with the ground-story of the building, which has been converted for modern commercial uses. A parking lot extends along the north and west sides of the property.

The large industrial loft of reinforced-concrete construction is considerably longer than it is wide (Figure 14). Piers and spandrel panels clad with textured red face brick comprise its façades. The building is detailed with cast-stone/limestone at the foundation and trim on the spandrel panels, as well as at the entrances. A grid of stone bands is accented by square panels at the top of the piers at the ground story. The regular rhythm of bays is broken only by two narrow bays at each end of the University Avenue façade and the stone parapet forms that mark the north corners of the building.

An entrance centered in the University Avenue wall has a tri-partite surround executed with cast-stone/limestone in the Gothic Revival style (Figure 15). A band of rosettes marks the arched opening and a group of shields are placed above. The historical stone piers and transom framing beams stand in relief in front of the modern recessed entrance at this location.



FIGURE 14. RA-SPC-3945, FACING SW



**FIGURE 15. RA-SPC-3945, NORTH
ENTRANCE, FACING SE**

A water tank tower rises from grade at the center of the long east wall (see Figure 14). Complex piers rise in front of the horizontal bands of stone, to the height of the parapet where the stone bands visually tie the tower to the building. Three stages of the tower, all with arched window openings, extend above the main roof. The two uppermost stages have grouped window openings accented with elements in the Gothic Revival style. Shields and rosettes used on the north entrance appear at the top of the tower and on panels of its crenelated parapet.

Two new entrances created in the east wall of the building have three recessed bays on the ground story and a single recessed bay above. A smaller entrance in the south wall is

located in a single recessed bay. One bay in the north wall now serves as a loading bay adjacent to a concrete loading platform.

5.3.4 Property History

This industrial loft was erected in 1915 as a warehouse for the Overland Stoves Company of Toledo, Ohio, which was probably a real estate holding subsidiary of the Willys-Overland Motor Company (Sanborn 1927). The building permit indicates that it was designed by the architectural firm of Mills, Rhines, Bellman & Nordhoff of Toledo and built by the Leonard Construction Company of Chicago. The building was erected with a steel frame, concrete floors, and brick curtain walls.

In 1908 John North Willys purchased the Overland Automotive Division of Standard Wheel Company. In 1912 the name of the firm became the Willys-Overland Motor Company (Willys-Overland Motors 2004). This firm became the second largest automobile manufacturer in the United States during the period between World War I and 1930. The firm's Overland automobiles created a market niche of a vehicle slightly more expensive than the Ford Motor Company's Model T. Willys-Overland Motor Company, like the Ford Motor Company, recognized the advantages of local dealerships where potential customers could examine vehicles. The Willys-Overland Motor Company developed a network of distributors during the late 1910s. The firm established a presence in St. Paul in 1915 and a dealership in St. Louis in 1917. The St. Louis Willys-Overland Motor Company Building was a pioneering facility in what became an automobile center for that city and is listed on the NRHP (Baxter 1999). The company struggled through the 1930s and did not regain its earlier prominence. When the Willys-Overland Motor Company won a competition in 1940 to design a vehicle for the United States Army, the "Jeep" was developed; the firm manufactured the vehicle for civilian use after World War II and was acquired by the American Motors Corporation in 1970 (Baxter 1999).

The 1927 Sanborn Map identifies the building as the Twin City Branch of the Willys-Overland Motor Company, a facility for automobile sales and service (Sanborn 1927). A historical photograph from circa 1917 indicates that "Overland" in script letters comprised billboard type signs facing both north and east on that corner of the building (Figure 16). A loading platform extended along the east side of the building where a pair of spurs from the Minnesota Transfer Railway Wabash Avenue Lead entered the property from the south. A curved drive led to the main entrance centered in the north end of the building and flanked by large showroom windows. During World War I the facility was used as an aviation training school. The property was the venue for annual automobile shows until 1927 (Midway Club of St. Paul 1927-1928:7[23]:1). The Willys-Overland Motor Company also had a showroom in Minneapolis at 1665-1670 Hennepin Avenue (Minnesota Historical Society Photograph Collection, Location no. MH5.9 MP3.1W p12).

By March of 1927 Willys-Overland's desire to sell the large property and move to smaller premises was widely known. The firm insisted it wanted to maintain its "Northwest Branch" (Midway Club of St. Paul 1927-1928:7[37]:1, 7). The Willys-Overland Motor Company found a buyer during the summer of 1928. The International Harvester Company of Chicago purchased the property in what was described as a million dollar deal. As part of the company's broad expansion project, International Harvester planned to establish a "St. Paul terminal" and an assembly plant, a distribution point for the Northwest and parts of Canada. International Harvester had been using the livestock barn at the State Fair grounds for storage of agricultural implements (Midway Club of St. Paul 1927-1928:7[23]:1, 7).



Source: Minnesota Historical Society. Location No. MR2.9 SP3.10 p13

FIGURE 16. CIRCA 1917 PHOTOGRAPH OF RA-SPC-3945

International Harvester replaced the large "Overland" sign on the roof of the building with one that read "International Trucks—Tractors—Power Units" (Figure 17). During the 1920s and 1930s, International Harvester was one of the few firms that dominated the agricultural implement field. By that time International Harvester had developed the Farmall line of tractors and was attempting to compete in the manufacture and sale of trucks. During the early 1920s, International Harvester added to its line of trucks and developed modern manufacturing plants in Springfield, Ohio, and Fort Wayne, Indiana. The firm's "Model S" speed trucks and heavy-duty ten-ton haulers became popular and International Harvester developed truck dealership and sales branches in many cities throughout the United States and Canada. Some sales outlets handled only trucks while others sold both trucks and farm equipment. By the late 1930s, International Harvester was the top American producer of medium- and heavy-duty trucks and was third, behind only the General Motors Corporation and the Ford Motor Company, in overall truck sales (Marsh 1985:56-57).

The International Harvester Company used the former Willys-Overland Motor Company industrial loft for the sale and distribution of tractors, trucks, and other equipment through the early 1950s. Extensive alterations were made to the building in 1941, according to the building permit index cards. The 1950 Sanborn Map identifies the property as used by the International Harvester Co. for machine work (Sanborn 1950).

The Architectural Firm of Mills, Rhines, Bellman & Nordhoff

Mills, Rhines, Bellman & Nordhoff, a prominent firm with headquarters in Toledo, Ohio, designed the St. Paul Willys-Overland building and others for the automobile company. During the 1910s the architectural firm concentrated on industrial buildings. It became the primary architects of the Willys-Overland Company and designed over 160 buildings erected in Toledo and throughout the nation, including the building erected in St. Louis in 1917. Mills, Rhines, Bellman & Nordhoff worked for other large industrial firms, including the Continental Baking Company. George Rhines, one of the partners in the firm, is credited with developing the “flat slab” method of reinforced concrete construction, a method used in some of the Willys-Overland buildings, including those in St. Paul and St. Louis (Baxter 1999).



Source: Minnesota Historical Society. Location No. MR2.9 SP3.11 p14

FIGURE 17. 1941 AERIAL PHOTOGRAPH OF RA-SPC-3945

5.3.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context. The Willys-Overland Motor Company and International Harvester Company

Building relates to the historical theme of the MPDF and represents a significant historical property type. The large facility housed two branch operations of regional firms. Built by the Willys-Overland Motor Company, the property was used by that very successful firm for automobile sales and service from 1915 to 1928. The International Harvester Company used the property from later in 1928 through the early 1950s for truck, tractor, and power unit sales and distribution. These firms represent the role of the Midway Industrial District in the regional sales and distribution of durable consumer goods. The Ford Motor Company initiated this role for the Twin Cities in the automobile industry with its twin facilities built in Minneapolis and St. Paul during 1913, and firmly established it with the modern assembly plant in St. Paul, completed in 1924. Both the Willys-Overland Motor Company and the International Harvester Company furthered the role of the Midway Industrial District as an important center for automobile and truck sales, service, and use. The property has significance under Criterion A.

The building represents the centralized control of design and construction by regional industrial firms during the 1910s. The firm of Mills, Rhines, Bellman & Nordhoff of Toledo, Ohio specialized in industrial building design. The building the firm designed for the Willys-Overland Motor Company was typical for its time in form and architectural presence. The rectangular mass of the steel-framed structure was varied only by the form of the water tank tower that rose through the middle of its east wall. Limestone or cast stone was used to accent the red brick curtain walls and complement the grid of brick piers and spandrels and industrial steel sash. The use of Gothic Revival-style elements at the entrance and water tower was common on industrial buildings. The significance of the Willys-Overland Motor Company and International Harvester Company Building is better expressed under Criterion A than Criterion C. The property is recommended as not significant under Criterion C.

The Willys-Overland Motor Company and International Harvester Company Building is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance is commerce.

Period of Significance: The period of significance is from 1915 to 1955. The ending date, 1955, marks the end of the period of significance identified by the MPDF historical context and the time when long-term occupants of the property moved out.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the building punctuated by the water tank tower; the grid of the brick and limestone curtain walls; and the Gothic Revival style detailing of the entrance on the University Avenue façade and water tank tower.

5.3.6 Integrity

The Willys-Overland Motor Company and International Harvester Company Building has good integrity in design, materials, and workmanship. Perhaps the most important historical characteristic of the building, its large size, remains as impressive as it was initially. There has been no loss of character-defining elements; alterations to the exterior of the building have been limited to the installation of replacement sash and the creation of recessed entrances. The new entrances retain all of the masonry portions of the building except for the raised foundation; they do not call attention to themselves and do not significantly impact the integrity of the property. The parking ramp added to the east side of the property is not very prominent and has not changed the relationship of the building to the surrounding grade since the top level of the deck is at the former grade of the east side of the building. The building is in its original location; the general setting of the property has been altered by the construction of Highway 280 and new buildings to the north. The building no longer has any association with the International Harvester Company and consequently does not have exceptionally strong integrity of feeling and association.

5.3.7 Recommendation

The Willys-Overland Motor Company and International Harvester Company Building is recommended as eligible for listing on the NRHP for its relationship to the MPDF and significance under Criterion A. It meets the registration requirements for a factory building property and represents the important vehicle sales, distribution and use that took place in the Midway Industrial District.

5.4 MACK INTERNATIONAL TRUCK MOTOR COMPANY BUILDING, RA-SPC-6104 2505 University Avenue, St. Paul

5.4.1 Property Overview

This building, designed by Chicago architect S. Scott Joy, was built by the Mack International Truck Motor Company in 1926 as a sales and service facility. The company occupied the building through the 1950s.

5.4.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.4.3 Description

The Mack International Truck Motor Company Building occupies a trapezoidal lot at the northeast corner of University and Cromwell Avenues (Figure 3). The building occupies most of the parcel, which extends to Ellis Avenue.

A low-one-story triangular portion of the building that housed an office and showroom faces University Avenue. An entrance area at the western end of the façade consists of a show window flanked by two narrower bays, one of which is the entrance (Figure 18). The piers that frame these bays, as well as those of the rest of the façade, are clad with dark red brick. The parapet above the entrance area has panels of green glazed tile. “Mack” appears in the script used during the 1920s in the center panel. A low pediment and flanking edges of the parapet are cream-colored terra-cotta units. The stylized “M” motif used by the company is centered in the pediment. The piers framing this area are emphasized with linear ornaments with projecting forms; this ornament appears at the east end of the façade as well. Terra-cotta tiles with stylized “M” motifs accent the top and bottom edges of the parapet above each pier. Terra-cotta units form bases for the piers and sills for the large show windows.

The service area that adjoins the office and showroom area of the building has an irregular trapezoidal form. The face brick used on the façade returns on the front portion on the east side wall. The west wall is sheathed with modern cement board material. There are no windows in the east and west side walls, except for an opening set high in the wall near the rear of the west wall. A wing of the rear portion of the building facing Cromwell Avenue, a secondary façade, is finished with face brick and detailed with terra-cotta panels with stylized “M” motifs. The window openings in this wall have been blocked, but a vehicular opening remains in use. The rear portion of the building has common brick walls except for the north wall that is concrete block. The roof has the form of skylights known as high-and-low bays (Figure 19). These flat-roofed projections

with window sash in their side walls rise above the main flat roof. The raised portions at the east and west ends of the roof are wider than the others due to the irregular shape of the building.



FIGURE 18. RA-SPC-6104, FACING SE



**FIGURE 19. RA-SPC-6104, REAR OF
BUILDING SHOWING HIGH-AND-LOW BAYS,
FACING SE**

5.4.4 Property History

This building was erected by the Mack International Motor Truck Company in 1926 as a sales and service facility.

During the 1890s John, Augustus, and William Mack manufactured horse-drawn wagons in Brooklyn, New York, and Scranton, Pennsylvania. The brothers combined their

businesses in 1894 and began to experiment with steam- and electric-powered vehicles. John Mack and his brothers became interested in producing motorized wagons (trucks) and busses during this time. In 1903 the Mack brothers incorporated the company and two years later established a factory in Allentown, Pennsylvania. The firm produced trucks, rail cars, and locomotives from 1905 to 1930. The firm was one of the first to mount a truck cab directly over the engine, a change that improved visibility and maneuverability. The Mack Junior truck, a lightweight 1-1/2 ton vehicle, was introduced in 1909. The Mack Brothers sold the firm in 1911 and the new owners adopted the name International Motor Company. In 1914 the firm introduced the standardized AB model, which had a chain or worm drive. Two years later the popular AC model became available; its chain drive rear axle made it a durable and reliable heavy-duty vehicle (Mack Trucks 2004).

The 1920s were expansion years for the truck manufacturing firm. The name of the parent company was changed in 1922 to Mack Trucks, Incorporated to emphasize its products and to avoid confusion with its main competitor in the truck manufacturing field, International Harvester. The name of the manufacturing subsidiary continued to use "International" in its name through the mid-1930s. 1922 was also the year that the company adopted a bulldog as its corporate symbol. During the 1920s, the firm produced chain drive and dual reduction carrier drive trucks. The company introduced two new models in 1927, the Mack "BJ" and "BB" trucks, new types of vehicles for larger capacity and high speed hauling. As the trucking industry expanded, Mack Trucks developed vehicles with a variety of weights and sizes to satisfy the many state regulations that were adopted. Mack Trucks built more than 15,000 vehicles by 1941 (Mack Trucks 2004).

By 1920 Mack Trucks had opened an outlet in the Wright, Barrett & Stillwell Company Warehouse, which was one of the company's many sales and service operations established in large cities during the 1920s as the trucking industry expanded. In 1920 there were three other firms in St. Paul listed as dealers of trucks (R. L. Polk & Co. 1920). The Mack Truck building erected in 1926 incorporated an office and display area adjacent to University Avenue with a large service area behind. A fenced area at the rear of the building provided space for parking trucks. The service area had the form of a one-story industrial shed with concrete and steel frame construction. A series of high-and-low bays on the roof with industrial steel sash set in their side walls provided roof lighting and ventilation for the shop area below, which could accommodate 50 vehicles. The southwest corner of the property was occupied by an adjacent, but separate, building identified as a brake shop (Sanborn 1927). During the early 1950s, Mack Truck was one of five truck dealers in the Midway Industrial District (Midway Civic Club of St. Paul 1952-1958:1[2]:3).

Architect S. Scott Joy

The Mack International Truck Motor Company Building was designed by S. Scott Joy, one of several architects that specialized in industrial building design in Chicago. Joy designed all of the buildings in the two Central Manufacturing Districts in Chicago

established in 1908. He developed a unified architectural program that utilized cream-colored terra cotta to accentuate dark red brick walls as pier caps, belt courses, cornices, and copings for the Central Manufacturing Districts buildings, a palette of materials he used also on the Mack Truck building in St. Paul. He realized economy of scale by repeating standard units as he created variety in the detailing (Bradley 1999:80, 172).

5.4.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Mack International Truck Motor Company Building is associated with the truck sales and service industry in the area. This property stands out as the best example of this significant building type built on University Avenue. The building was designed by a Chicago architect and probably represents a standard building design adapted for a particular site.

The building clearly expresses its purpose: a sales room in the front and a service area in the back. The façade of the sales area is an excellent example of a vehicle sales commercial building. The detailing of the red brick façade is characteristic of Joy's work with its cream-colored terra cotta used as horizontal bands, at the parapet, and as pier bases. Large show windows dominate the façade. The company's name is featured on the parapet and its "M" motifs appear on both the University and Cromwell Avenue façades. By the late 1920s, the expected appearance of such a building had been established; it had not changed significantly from the buildings erected by the Ford Motor Company during the early 1910s, including the one at 117 University Avenue (see Section 16, Figure 100). The roof of the service wing of the building indicates the use of the rear wing and importance of roof lighting for industrial buildings during the early twentieth century. The high and low bay roof, first known as the Aiken roof, was introduced around 1900. It was an alternative to the often-used saw-tooth roofs; the high-and-low-bay roof was cheaper to build and avoided roof valley gutters that could leak (Bradley 1999: 194-196). The Mack International Truck Motor Company Building has significance under Criterion A.

The Mack International Truck Motor Company Building is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property is a fine example of a combined sales and service building, as designed by Chicago architect S. Scott Joy. It was probably a standard design adapted for this site and consequently is not an outstanding example of an early twentieth-century vehicle sales building. The property's significance is better expressed under Criterion A. The Mack International Truck Motor Company Building is not significant under Criterion C. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance is commerce.

Period of Significance: The period of significance is from 1926 to 1955, the period of occupancy by the Mack International Truck Motor Company.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the building; the brick, terra cotta, and green glazed tile façade; the “M” motif terra cotta units; the script Mack sign on the parapet; and the distinctive high-and-low bay type of roof lighting.

5.4.6 Integrity

The integrity of the Mack International Truck Motor Company Building is very good. The glazing of the large show windows has been replaced, but the size of the openings has been retained. The building has excellent integrity in design, materials, and workmanship, particularly in the materials on the University Avenue façade. The building is in its original location and the immediate setting of the building has not been significantly altered. The property no longer has any association with the Mack Truck Company, but its name remains on the building, maintaining some integrity in feeling and association.

5.4.7 Recommendation

The Mack International Truck Motor Company Building is recommended as eligible for listing on the NRHP under Criterion A. It represents one of the important historical themes of the Midway Industrial District. The building meets the proposed registration requirements, and retains the features that indicate the dual sales and service nature of the Mack Trucks operation, as well as the ownership by the truck manufacturing firm with the “M” motif and script Mack on the parapet. This property is an outstanding example of a facility of this type and retains very good integrity.

5.5 TWIN CITY FOUR WHEEL DRIVE COMPANY BUILDING, RA-SPC-6302 2478-2512 University Avenue, St. Paul

5.5.1 Property Overview

The Twin City Four Wheel Drive Company Building, designed by Olin H. Round, was built in 1915. It housed the automobile company for which it is named and several other businesses.

5.5.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.5.3 Description

The Twin City Four Wheel Drive Company Building occupies an entire small block surrounded by University, Franklin, and Cromwell Avenues (Figure 3). The two-story building with a basement exposed along Cromwell Avenue has a flat roof. It has developed façades on University and Franklin Avenues and a small angled façade facing northwest all faced with wire-cut brick (Figure 20).



FIGURE 20. RA-SPC-6302, FACING SE

The long University Avenue façade is divided into regular bays by brick piers that rise to corbel tables at the edge of the parapet. These piers feature cast-stone plaques depicting a charioteer pulled by four wheels (Figure 21). The bays have large showroom windows on the first story and sets of three windows with replacement double-hung sash in the upper story. The show windows have replacement sash that does not incorporate the

transom windows that originally filled part of the opening. The one-bay façade facing northwest has an entrance approached by concrete steps flanked by brick cheek walls. An entrance near the middle of the façade is faced with stucco. The face brick returns on two bays of the Franklin Avenue wall. The western bay has a low concrete curb instead of the brick bulkhead below the other show windows and may indicate the location of a former vehicular entrance. The rest of the Franklin Avenue wall is faced with common brick; the window openings are paired but there are no projecting piers to divide the wall into bays. Two vehicular openings are positioned at the western end of this wall in the basement level, where it is entirely exposed.



FIGURE 21. RA-SPC-6302, DETAIL OF CAST STONE PLAQUE, FACING S

5.5.4 Property History

This building, erected in 1915, was among the first erected on University Avenue related to the automobile. It is from the same era as the Ford Motor Company Building (1913) and the Owens Motor Company Building (1917, remodeled during the early 1920s). The plaques on the building that highlight the importance of axels are the same type of exterior ornament related to vehicles as the decorative wheels on the parapet of the Owens Motor Company Building.

The Twin City Four Wheel Drive Company was identified in city directories as a dealer of automobiles. Little is known about the firm except that it was associated with the Four Wheel Drive Auto Company of Milwaukee, Wisconsin (R. L. Polk & Co. 1920). The building it occupied was designed for several tenants and to fill the small irregularly-shaped block. During the 1920s the Lydon-Bricher Manufacturing Company, producers of table pads, and the New York Curtain Shop occupied the building. A historical photograph (Figure 22) indicates that during the early 1920s the large sign for one occupant of the building, the Modern Automobile and Tractor Schools, Inc., extended along the western end of the University Avenue façade. In 1930 the tenants of the

building included, in addition to the Twin City Four Wheel Drive Company and the Lydon-Bricher Manufacturing Company, two manufacturers of radios, an electronics school, and the Twin City Vogue Curtains shop (R. L. Polk & Co. 1930). During the mid-1930s the Brainerd Bait Company, the Queen Press Printers, and a manufacturer of milk crates were located in the building (St. Paul HPC 2004:66). For many years a cabinet shop occupied the basement (Sanborn 1927, 1950).



Source: Minnesota Historical Society. Location No. MR2.9 SP5.2 p21

**FIGURE 22. CIRCA 1920 PHOTOGRAPH OF RA-
SPC-6302**

Architect Olin H. Round

The Twin City Four Wheel Drive Company Building was designed by Olin H. Round, who had a practice in St. Paul from 1900 through much of the 1920s. Round (1869-1927) worked as an architect before relocating from Iowa to St. Paul. In 1910 he joined Franklin Ellerbe in a partnership. He was considered the designer of many of the firm's projects. Round's designs include the nearby Upham Building (1910 and 1917) and the Hotel Zumbro in Rochester, Minnesota (1911). His work was influenced by that of the progressive designers of the era, including Frank Lloyd Wright and Purcell & Elmslie. Round and Ellerbe dissolved their partnership in 1914 (St. Paul HPC 2004: 42-43, 66).

5.5.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Twin City Four Wheel Drive Company Building is an example of a combined automobile sales and service building and commercial building. It was built during the

first period of expanded use of automobiles. However, other than the plaques on the building's piers, it is difficult to identify this property as having served as an automobile showroom. The Twin City Four Wheel Drive Company may have operated as a distributor of automobiles where customers could order a vehicle, but not view models. With all the other tenants in the building and the division of the space shown on Sanborn Maps (Sanborn 1927, 1950), it seems unlikely that the Twin City Four Wheel Drive Company used very many of the show windows. The other uses of the building, except for the Modern Automobile and Tractor Schools, Inc., were not tied to the automobile industry. The building functioned primarily as a commercial building with several storefronts and spaces for rent. Because it does not express its links with the automobile industry more clearly, this property does not have significance under Criterion A.

The Twin City Four Wheel Drive Company Building is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property is not recommended as a significant example of an automotive commercial building design or an especially important work of architect Olin Round. It is not an outstanding example of an early twentieth-century commercial building and does not have high artistic merit. The Twin City Four Wheel Drive Company Building is not significant under Criterion C. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

5.5.6 Recommendation

Twin City Four Wheel Drive Company Building is recommended as not eligible for listing on the NRHP. It is not an outstanding example of a significant historical property type and does not meet the registration requirements for either an automobile or truck dealership or commercial building related to the Midway Industrial District theme. The property, however, is considered eligible as part of the NRHP-certified historic district, the University-Raymond Commercial Historic District (see Figure 4).

5.6 BROWN-JASPERS INC. STORE FIXTURES COMPANY BUILDING, RA-SPC-3944 2441 University Avenue, St. Paul

5.6.1 Property Overview

The Brown-Jaspers Inc. Store Fixtures Company building, designed by the firm of Clarence H. Johnston, was built in 1930. The Art Deco style building was used as a combined show room and warehouse facility.

5.6.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.6.3 Description

The Brown-Jaspers Incorporated Store Fixtures Company Building is located on the north side of University Avenue between Cromwell and Raymond Avenues (Figure 3). The building has a small parking area on its north side.

The three-story building, constructed of a steel frame and hollow clay tile walls, has a façade clad with Bedford limestone above a foundation of cream-colored Mankato stone (Figure 23). The ground story has large show windows flanking a central entrance where a surround of cream Mankato stone has an arched shape. A single-leaf door is set below a traditional fanlight and is flanked by sidelights. The upper walls are united by two-story piers of ribbed stone that rise through the parapet and terminate with capitol blocks. The panels above the window openings on the parapet feature rondels. Iron balconettes project from the lower edge of the two-story-high window bays. Spandrel panels of sheet metal link the windows filled with industrial steel sash. The stone façade returns as a shallow bay on the southeast wall. The main portion of those walls is sheathed with common brick, now painted. Irregularly placed rectangular window openings in the southeast wall have industrial steel sash. There are no openings in the northwest wall. A chimney rises from the northeast corner of the building. A loading platform across two-thirds of the rear wall is a wood-framed structure. Pent roofs shelter the two loading bays. An elevator bulkhead rises above the center of the rear façade.



FIGURE 23. RA-SPC-3944, FACING NE

5.6.4 Property History

The Brown-Jaspers Inc. Store Fixtures Company Building was erected in 1930 by Gust. A. Anderson and Arthur R. Anderson for owner G. Anderson. Paul Larson's study of Clarence Johnston's work identified this project as a commission of the firm (St. Paul HPC 2004: 57).

The Brown-Jaspers Inc. Store Fixtures Company occupied the building from 1931 to 1934. The Dealers Furniture Company, a wholesale firm, occupied the building during the last half of the 1930s and into the 1940s. A historical photograph records the appearance of the building at that time (Figure 24).



Source: Minnesota Historical Society. Location No. MR2.9 SP3.1D p8

**FIGURE 24. CIRCA 1940 PHOTOGRAPH OF RA-
SPC-3944**

Architect Clarence Johnston

Clarence Johnston (1858-1936) was near the end of an illustrious career as an architect in St. Paul at the time of the Anderson project. He had served for nearly 30 years as the Minnesota State Architect and designed over 40 large residences built on Summit Avenue. Paul Larson reports that during the 1930s, Stirling Horner, Johnston's chief draftsman and virtual partner, was handling many of the firm's commercial designs and Moderne-style buildings. Contemporary projects of the firm include the Lowry Annex (1930-32) and the Tri-State Telephone Company building (1935-36) in St. Paul (St. Paul HPC 2004:57).

5.6.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Brown-Jaspers Inc. Store Fixtures Company building has significance related to the Midway Industrial District for its association with the furniture industry. The combined showroom and warehouse represents an important historical property type in the Midway Industrial District and is similar to the appearance and function of the Red Wing Stoneware Company Showroom and Warehouse at 2345 University Avenue, also built in 1930 (see Section 5.17). This building was either a speculative building project or erected to meet the needs of the Brown-Jaspers Inc. Store Fixtures Company. Its location close to the Northwestern Furniture and Stove Exposition Building may have influenced the initial and continued use of the building by store fixture and furniture companies. The property is significant under Criterion A.

The Brown-Jaspers Inc. Store Fixtures Company Building has significance under Criterion C as an Art Deco-style commercial building designed by the office of Clarence Johnston. The façade is a stylized interpretation of a temple form on a tall plinth with the pilasters rising through the upper stories above the base with horizontal emphasis due to the wide show windows. The traditional forms of the main entrance provided a sense of comfort and familiarity for customers. This commercial building uses limestone and Kasota stone, materials popular in the area for Art Deco-style buildings, and represents the regional interpretation of modernistic architecture of the early 1930s.

The Brown-Jaspers Inc. Store Fixtures Company Building is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The areas of significance are commerce and architecture.

Period of Significance: The period of significance is from 1930 to 1955. The ending date, 1955, marks the end of the period of significance identified by the MPDF historical context and the time when original or long-term occupants of the property moved out.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the building; the Art Deco-style façade of limestone, Kasota stone, sheet-metal panels, and industrial steel sash; the entrance flanked by show windows on the ground story; and the loading bays and platform at the rear of the building.

5.6.6 Integrity

The Brown-Jaspers Inc. Store Fixtures Company building has excellent integrity in design, materials, and workmanship. Alterations to the exterior of the building are limited to the insertion of replacement sash in the show windows and a new door. The building is in its original location, and the immediate setting of the building has not been significantly altered. The property continues to be used as a furniture store and thereby maintains some integrity in feeling and association.

5.6.7 Recommendation

The Brown-Jaspers Inc. Store Fixtures Company Building is recommended as eligible for listing on the NRHP under Criteria A and C. The property represents one of the important historical themes of the Midway Industrial District, the wholesaling and distribution of goods. The building meets the proposed registration requirements for a warehouse and sales building and retains the features that indicate the dual sales and storage function of the property. The property is also an outstanding example of an Art Deco-style commercial building, one designed by the office of prominent St. Paul architect, Clarence Johnston. Brown-Jaspers Inc. Store Fixtures Company building is one of the best examples of a property of this type in the Midway Industrial District and retains excellent integrity.

5.7 IRVING HUDSON COMMERCIAL BLOCK, RA-SPC-6307 2418-2422 University Avenue, St. Paul

5.7.1 Property Overview

This commercial building, designed by Lang & Raugland, was erected in 1937 by Irving M. Hudson.

5.7.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.7.3 Description

This commercial building is located on the south side of University Avenue near the center of the long blockfront between Pelham Boulevard and Raymond Avenue (Figure 3). The one-story building has brick exterior walls (Figure 25). Tan face brick on the façade is laid as stacked headers on three piers that frame the two large storefronts. The brick on the parapet above is laid with soldier courses above the storefront lintels and adjacent to the coping; header courses provide a horizontal emphasis. The two storefronts have brick bulkheads and recessed entrances. The show windows and doors are replacement units.



FIGURE 25. RA-SPC-6307, FACING SW

5.7.4 Property History

According to St. Paul HPC documentation for this building, it was erected by Irving M. Hudson in 1937 (St. Paul HPC 2004).

Architect Oscar Lang

The Minneapolis firm of Lang & Raugland designed the building. Oscar Lang (1888-1960), worked with Minneapolis architect Cecil Chapman for four years before attending the University of Pennsylvania School of Architecture from 1913 to 1915. He returned to the city of his birth and worked in the offices of Hewitt & Brown and Long, Lamoreaux & Long between 1915 and 1922. The partnership of Lang, Raugland & Lewis was formed in 1922; Lewis left the firm in 1930 and it became Lang & Raugland. Arnold Raugland (b. 1893), also born in Minneapolis, earned a degree in engineering from the University of Minnesota in 1920 (NWAA 2004b; St. Paul HPC 2004:38).

Oscar Lang was a leader in progressive architecture in the Twin Cities for several decades. His firm was responsible for several Gothic-Revival style churches built in the Twin Cities during the 1920s and early 1930s. The firm also produced a number of buildings for St. Olaf College in Northfield, Minnesota. Its work in Minneapolis included the Northland Greyhound Bus Terminal (1936), a Streamline Moderne design, and the North American Life and Casualty Building (1946-47), executed in the new Corporate International Style popular immediately after World War II. In addition to this building in the Midway Industrial District, Oscar Lang designed the Borchert-Ingersoll Machinery Company Building (1929)(NWAA 2004b; St. Paul HPC 2004:38).

5.7.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context. The Irving Hudson Commercial Block is not one of the significant historical property types and does not have historical significance related to the Midway Industrial District. The property does not have significance relating to the MPDF theme under Criterion A. It is the type of commercial building erected in many areas of the city. Although designed by the firm of Lang & Raugland, the Irving Hudson Commercial Block is not an outstanding example of a one-story commercial building with Moderne influences, is not an important example of the firm's work, and does not have outstanding artistic merit. It does not have significance under Criterion C.

The Irving Hudson Commercial Block is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

5.7.6 Recommendation

The Irving Hudson Commercial Block is recommended as not eligible for listing on the NRHP for its relationship to the Midway Industrial District MPDF. The property, however, is considered eligible as part of the NRHP-certified historic district, the University-Raymond Commercial Historic District (see Figure 4).

5.8 MINNEAPOLIS ST. PAUL BUILDING, RA-SPC-3943

2429 University Avenue, St. Paul

5.8.1 Property Overview

The Minneapolis-St. Paul Building, designed by the architectural firm of Bertrand & Chamberlain, was built in 1909. The property housed two publishing companies whose work was related to the other firms in the Midway Industrial District.

5.8.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.8.3 Description

The Minneapolis-St. Paul Building is located on the north side of University Avenue between Cromwell and Raymond Avenues (Figure 3). It consists of an office building and an attached printing plant to the rear.

The two-story above a partially exposed basement level office building is set back from University Avenue and is approached by a flight of concrete steps (Figure 26). The yard area east of the steps is terraced and landscaped. The building with iron interior columns has exterior walls of tan brick, which extend to the exposed portion of the basement level. Clustered brick piers rise through the façade to visually support an entablature. The wider pier of the groups of three such forms is accented with V-shapes of brick in lieu of a more traditional capital form. The upper level of the entablature features geometric shapes outlined in brick as well as the names of the Twin Cities, Minneapolis and St. Paul. A sheet-metal cornice extends from the edge of the flat roof. An entrance porch projects from the center of the façade. Brick pillars support an entablature below the cornice that edges the flat roof. About half of this porch has been enclosed and the main entrance has been moved forward. An angled bay window projects from the rear of the east wall. A wood cornice and wood trim accent the top edge of this bay. Window openings hold pairs of double-hung sash separated by wood mullions. A brick chimney rises from near the rear wall of this portion of the complex.

The printing press facility is a one-story building with brick curtain walls (Figure 27). Its flat roof is edged with tile coping. Windows in the west wall have industrial steel sash; the window in the east wall is blocked. A lower one-story addition extends to the rear. This portion of the building has concrete block walls and no windows.



FIGURE 26. RA-SPC-3943, FACING NW



**FIGURE 27. RA-SPC-3943, PRINTING PRESS
FACILITY, FACING SW**

5.8.4 Property History

This building was constructed in 1909 as the general office and press room for the Twin City Commercial Bulletin Company, publishers of a weekly publication. The Northland Press, Inc. used the property as its office and printing plant during the 1920s. This firm published the *Northwest Commercial Bulletin* and a hardware trade publication (Midway Club of St. Paul 1927-1928:5:10). During the 1930s and 1940s, the property housed the Minnesota Highway Safety Office. By 1950 the rear wing had been occupied by a dairy supply warehouse (St. Paul HPC 2004:54).

The Architectural Firm of Bertrand & Chamberlain

The architectural firm of Bertrand & Chamberlain designed the Minneapolis-St. Paul Building. Arthur B. Chamberlain (1865-1933) relocated to Minneapolis in 1882 and spent several years working as a draftsman in the offices of F. B. Long and Long & Kees. After spending a few years in Seattle during the early 1890s, Chamberlain returned to Minneapolis and worked briefly in the office of Orff & Joralemon before forming a partnership with George E. Bertrand in 1897. Bertrand favored an Americanized Neo-Classical style for commercial building design. Bertrand & Chamberlain's work includes the Physician's and Surgeon's Building (1910), the Minneapolis Athletic Club (1914), and the Builders' Exchange Building (1918), all in Minneapolis (St. Paul HPC 2004:54; Emporis Building Database 2004).

5.8.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Minneapolis-St. Paul Building, an office building with a printing press wing, is one of the significant property types associated with the manufacturing and warehousing operations located in the Midway Industrial District. The businesses located in the Gateway City area required printed materials: catalogs, trade publications, advertisements, and labels. This property was one of the earlier ones developed in the Midway Industrial District and represents the role of printed matter in the manufacturing and goods distribution business sector. The form of the building represents the dual nature of the property, office and printing press. This property has significance under Criterion A related to the themes of the Midway Industrial District.

The Minneapolis-St. Paul Building is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property is an attractive Neo-Classical style office building with a more utilitarian production wing behind. It is not a significant example of the work of Bertrand & Chamberlain. The property's significance is better expressed under Criterion A. The Minneapolis-St. Paul Building is not significant under Criterion C. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance is commerce.

Period of Significance: The period of significance is from 1909 to circa 1930, the period from when the building was constructed until it was vacated by printing businesses.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the building; its carefully detailed brick Neo-Classical exterior; the

entrance porch; and the utilitarian wing on the rear of the building that housed production space.

5.8.6 Integrity

The Minneapolis-St. Paul Building has very good integrity. The noticeable exterior alterations are the enclosure of a portion of the entrance porch and new terracing of the grounds. The building has excellent integrity in design, materials, and workmanship. The building is in its original location and the immediate setting of the building has not been significantly altered. The property no longer has any association with a commercial publishing firm, but the historical name of the property remains on the building, maintaining some integrity in feeling and association.

5.8.7 Recommendation

The Minneapolis-St. Paul Building is recommended as eligible for listing on the NRHP under Criterion A. It represents one of the important historical themes of the Midway Industrial District. The building meets the proposed registration requirements, and retains the features that indicate the dual office and production nature of a publishing firm. This property is an excellent example of a facility of this type and retains very good integrity.

**5.9 M. BURG & SONS COMPANY AND CHITTENDEN & EASTMAN COMPANY
BUILDING, RA-SPC-3942
2402-2414 University Avenue, St. Paul**

5.9.1 Property Overview

The M. Burg & Sons Company and Chittenden & Eastman Company Building was built in 1917 by the M. Burg & Sons Company as a prominent facility for its furniture showroom and warehouse. The company occupied the building from 1917 into the 1930s. The Chittenden & Eastman Company occupied space in the building from 1928 through the 1950s. This building, with distinctive Sullivan-esque terra cotta elements, was designed by St. Paul architect Walter R. Wilson.

5.9.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.9.3 Description

The M. Burg & Sons Company and Chittenden & Eastman Company building has a mid-block location on the south side of University Avenue between Pelham Boulevard and Raymond Avenue (Figure 3). The building consists of a front seven-story wing and a two-story shipping wing at the rear. The façade of the building has a limestone/cast-stone foundation and is clad with yellow iron-spot brick (Figure 28). The façade is divided vertically by brick piers with Sullivan-esque terra-cotta capitals (Figure 29) into three wide bays. The wide center section has five bays of window openings separated by plain steel mullions. The narrower side sections consist of a single bay. All of these openings have replacement sash with vertical panels. Sheet-metal spandrels have a simple paneled design except for the one at the seventh-story level, which has groups of panels, some of which have a rondel design (Figure 29). The upper façade is terminated by a wide expanse of brick and a sheet-metal cornice, which has circular motifs on its face and diamond shapes on its overhang.

The storefront area has two levels with a mezzanine. A central entrance is flanked by two bays filled with show windows, separated by brick piers. The end bays have decorative sheet metal panels between the ground-story and mezzanine-level windows (now covered by awnings); the two inner bays have a plain panel and one carrying modern signage. The entrance to the building is marked by paneled limestone piers that support a paneled entablature and a stylized pediment form. A stone frieze band with square panels that extends above the mezzanine windows forms a base for the pediment (Figure 30). Two engaged brick piers, set in antis within this frame, have Sullivan-esque terra-cotta capitals. The wall set behind these piers has two levels of windows. Cast-iron

piers with a foliate design support an inset stone entablature that has a panel inscribed with the building's address. This entablature is surmounted by a Sullivanesque terra-cotta ornament that holds a circular clock face. A pair of aluminum-framed glazed doors has been installed at the entry. An exposed steel framework carries bronze letters that spell Chittenden & Eastman Company, the second long-term occupant of the building.



FIGURE 28. RA-SPC-3942, FACING W



**FIGURE 29. RA-SPC-3942, DETAIL OF
COLUMN AND CORNICE, FACING SW**

DETAIL, FACING SW

The side and rear walls of the seven-story wing are clad with common yellow brick, which has a brown patina. Window openings in these walls do not have a regular pattern. Some of the older openings are set in vertical bays, high in the walls, and have segmentally-arched openings filled with eight-light and eight-over-eight industrial steel sash. Some of these openings, and some newer ones, have glass block and single-pane

sash. A small brick penthouse and circular chimney rise from the southwest corner of the main wing.



FIGURE 30. RA-SPC-3942, ENTRANCE

The warehouse wing has a tall ground story with small arched window openings set high in the west and south walls; these windows have eight-light steel sash (Figure 31). Two freight doors in the south wall must have provided access to the rail siding that runs a few feet from the building. These openings appear to have once had sliding doors, but now the west one has a drop-down door with attached legs and the east one has a modern overhead-garage door. A bank of six vehicular doors fills the lower portion of the east wall of this wing, and these openings appear to constitute a mid-twentieth-century alteration to the building (Figure 32). Many of the arched window openings in the upper level of the wing retain industrial steel sash; the other windows have replacement vinyl sash.



FIGURE 31. RA-SPC-3942, WAREHOUSE WING, FACING E



FIGURE 32. RA-SPC-3942, EAST WALL OF WAREHOUSE WING, FACING N

5.9.4 Property History

According to the firm's 1914-1915 catalog, the M. Burg & Sons Company was located in the Patterson-Sargent Company Warehouse before constructing its own building. This publication stated that the firm had recently expanded its showrooms. At that time, M. Burg & Sons was a wholesale furniture manufacturer and dealer. The locations of its two factories were not identified (M. Burg & Sons 1914-1915).

In 1917, the firm built a furniture warehouse and showroom building at 2402-2414 University Avenue, a half block west of its temporary location in the Furniture Exposition Building. The building was designed by local architect Walter R. Wilson, a draftsman for L. F. Dow Company, St. Paul. The building was designed to promote the company and featured impressive terra-cotta ornament, identified as produced by the American Terra Cotta Company (St. Paul HPC 2004:48). Stylish signs were painted on the side of the building to advertise the company without intruding on the façade (Figure 33).

The facility had a seven-story warehouse building on University Avenue and a two-level receiving and shipping wing at the rear that adjoined a siding from the MTR Myrtle Avenue Lead. Both portions of the facility had the mill construction type of wood interior framing system. The warehouse portion of the building had showrooms set up as residential rooms with groupings of furniture, similar to the presentations of modern furniture stores. A 1920s M. Burg & Sons catalog identified the firm as manufacturers and distributors of furniture, rugs, and draperies, and noted that it then welcomed retail shoppers (M. Burg & Sons circa 1920). By 1930, the firm had become a department store and continued to occupy part of the building. At that time the Chittenden & Eastman Company, the Colonial Manufacturing Company (dealers of stamped fabric),

the National Merchants Association, and a manufacturer's representative also occupied the building (R. L. Polk & Co. 1930).



Source: The Western Architect, September 1918, Plate 6

FIGURE 33. CIRCA 1918 PHOTOGRAPH OF RA-SPC-3942

In 1928, the Chittenden & Eastman Company of Burlington, Iowa, established a presence in the Midway Industrial District furniture center. This company had been founded in 1866 and was known as the H. Bailey & Company until 1883. The firm was a jobbing and retail furniture business and later manufactured mattresses, upholstered furniture, and wicker furniture. During the late 1920s, the firm was one of the larger wholesale furniture and rug concerns in the country. It leased 65,000 square feet in the Burg Building. Considerable remodeling and decorating work was done to create new showrooms. The St. Paul location was intended to better serve the Twin Cities market. Retailers brought their customers to a facility such as Chittenden & Eastman's to select pieces acquired through the retailer. Showrooms such as this enabled retailers to carry less stock but make a wide selection available to consumers (Midway Club of St. Paul 1927-1928:6[30]:2). The Chittenden & Eastman Company occupied the building through the 1950s.

5.9.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The M. Burg & Sons Company and Chittenden & Eastman Company Building has significance related to the Midway Industrial District as a property associated with the furniture industry located in the area. The building housed two large firms that operated sample showrooms and warehouses, and some smaller firms as well. The furniture manufacture, showroom, jobbing, and warehouse business sector was one of the largest

in the Midway Industrial District. The property has significance under Criterion A for its association with the development of the important Midway Industrial District and its representation of the prominence of the furniture manufacturing and distribution business sector.

The M. Burg & Sons Company and Chittenden & Eastman Company Building has significance under Criterion C as an exceptional example of a Sullivanesque commercial building design. Exquisite terra-cotta capitals with the type of curvilinear and naturalistic ornament favored by architect Louis H. Sullivan were placed high on the façade and as part of a sophisticated entrance surround (Figure 34). This style of ornament was not often used on buildings in the Twin Cities.

The M. Burg & Sons Company and Chittenden & Eastman Company Building is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.



Source: The Western Architect, September 1918

**FIGURE 34. CIRCA 1918
PHOTOGRAPH SHOWING
ENTRANCE**

Area of Significance: The areas of significance are commerce and architecture.

Period of Significance: For the building's relationship to the Midway Industrial District, its period of significance is from 1917 to 1955. The ending date, 1955, marks the end of the period of significance identified by the MPDF historical context and the time when original or long-term occupants of the property moved out. For architecture, its period of significance is 1917, the year of its design and construction.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the building; evidence of service by the MTR to the receiving and shipping wing, with its loading bays in the southwest wall; evidence of truck shipping, with the loading bays in the southeast wall; the brick, sheet-metal and terra cotta elements on the façade; the entrance feature with its terra cotta ornament; and the extensive window openings on the façade.

5.9.6 Integrity

The M. Burg & Sons Company and Chittenden & Eastman Company building has excellent integrity in design, materials, and workmanship. Alterations to the exterior of the building are limited to the insertion of replacement sash on the façade, new doors, and some window openings added to side walls. The building is in its original location, and the immediate setting of the building has not been significantly altered. The property no longer has any association with the furniture manufacturing and distribution business, though the sign for the Chittenden & Eastman Company sign remains above the main entrance, which provides some integrity in feeling and association.

5.9.7 Recommendation

The M. Burg & Sons Company and Chittenden & Eastman Building is recommended as eligible for listing on the NRHP under Criterion A for its thematic and geographical associations with the Midway Industrial District. The property is recommended as eligible also under Criterion C for its architectural distinction.

5.10 GENERAL MOTORS TRUCK COMPANY BUILDING, RA-SPC-6301 2390-2400 University Avenue, St. Paul

5.10.1 Property Overview

The General Motors Truck Company Building was built in 1928 and was occupied by that firm for several years. It was designed by the architectural firm of Buechner & Orth.

5.10.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.10.3 Description

The General Motors Truck Company Building has two wings that wrap around the Twin Cities National Bank building at the corner of University and Raymond Avenues (Figure 3). A one-story showroom wing located on University Avenue has the appearance of a commercial building (Figure 35). The larger wing on Raymond Avenue is a taller one-story space (Figure 36). Both wings have flat roofs.

The University Avenue façade has six bays of show windows. The wall is faced with textured tapestry brick, and patterned brick defines flat piers that rise through the façade above a granite foundation. Cream-colored terra-cotta units with chevrons laid in a “T” shape mark the tops of the piers. A course of tiles and a corbelled brick cornice edge the parapet capped with a stone coping. Stacked courses and soldier courses of brick outline the large show windows, which have transom areas set off by masonry mullions. Entrances have been added to several of the showroom bays, which also have replacement sash. An awning covers the transoms of two bays. A tall brick chimney that rises from the rear of the building is visible from across University Avenue.

The Raymond Avenue wing also clad in brick has two vehicular entrances and some pedestrian doors in its long east wall. Several large windows and perhaps additional vehicle openings have been blocked. The southwest wall, faced with common brick, has two tiers of window openings. Most of the large pier-to-pier openings in the lower range are blocked with wood panels; one of these openings retains its industrial steel sash. Vehicular doors have been inserted into some of the bays at the west end of this wall. The upper range of smaller window openings retains its industrial steel sash. There is a parking area along the south side of the building.



FIGURE 35. RA-SPC-6301, FACING S



FIGURE 36. RA-SPC-6301, FACING SW

5.10.4 Property History

This building was erected by the General Motors Company in 1928. A historical photograph of the building indicates that a long sign band reading General Motors Truck Company was mounted just above the show windows (Figure 37). In 1930 the firm was the only occupant of the building. The 1950 Sanborn Map identifies the property as occupied by The Glendening Company. At that time the southern portion of the Raymond Avenue wing was used as a motor freight station; the northern portion was used for automobile and truck storage and repair (R. L. Polk & Co. 1930, 1950; Sanborn 1950). However, a 1952 list of vehicle-related businesses in the Midway district included GMC trucks at 2400 University Avenue (Midway Civic Club of St. Paul 1952-1958:1[2]:3).

The Architectural Firm of Buechner & Orth

The General Motors Truck Company Building was designed by the architectural firm of Buechner & Orth, one of the most prominent and prolific architectural firms located in St. Paul during the early twentieth century. Charles William Buechner (1859-1924) was born in Darmstadt, Germany and was educated in Germany, France, and Switzerland. After relocating to St. Paul in 1874, Buechner first worked as a surveyor for the St. Paul, Minneapolis & Manitoba Railway (later part of the Great Northern Railway). From 1883 to 1892, Buechner worked for the architectural firm of Clarence H. Johnston. After working in a partnership with John H. Jacobsen from 1892 to 1902, Buechner established the firm of Buechner & Orth. Henry W. Orth (1866-1946), a Norwegian-American, acquired an architectural education before immigrating to the United States. He worked with Frank W. Kinney in Austin, Minnesota, before forming the partnership with Buechner. After 1938 Orth practiced alone, but collaborated with the P. C. Bettenberg & Co. architectural firm on several church projects. During the early twentieth century, the firm's work included many prominent institutional and public buildings, and also many commercial buildings and residences (Buechner & Orth 1930; *StPPP* 1946:20). This firm was known for its many public building projects in the Beaux Arts style that are described in Section 15.4 of this report.



Source: Minnesota Historical Society. Location No. MR2.9 SP3.1G p34

FIGURE 37. 1929 PHOTOGRAPH OF RA-SPC-6301

Buechner & Orth's many commercial buildings are clustered in St. Paul's downtown and Midway Industrial District. The downtown St. Paul buildings include the Arcade Building (1915), the Empress and Palace Theaters (1910), the Kendall Hotel and the Hotel Minnesota (1922). The Midway Industrial District buildings include the Northwestern Furniture and Stove Exposition Building (1906), the Simmons Manufacturing Company Warehouse (1909), and the Twin Cities State Bank (1914). The General Motors Truck Company Building (1928) commission was completed after Buechner's death. The firm also designed Fire Station No. 18, located on University Avenue, in 1908.

5.10.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The General Motors Truck Company Building is an example of the truck sales and service property. However, the building has few physical attributes that demonstrate that historical use. The conversion of the University Avenue wing to a series of separate storefronts and the blocking of vehicular entrances and windows in the Raymond Avenue wing makes it difficult for the building to represent its historical use by the General Motors Truck Company. It does not meet the registration requirements for a property of this type. Also, there is a better example of this property type in the MPDF study area, the Mack International Truck Motor Company Building (see Section 5.4). The General Motors Truck Company Building does not have significance under Criterion A.

The General Motors Truck Company Building is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property is not an outstanding example of an automobile sales and service building or a commercial building of the 1920s. It is not an important example of the work of the firm of Buechner & Orth. The General Motors Truck Company Building is not significant under Criterion C. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

5.10.6 Recommendation

The General Motors Truck Company Building is recommended as not eligible for listing on the NRHP. It is not an outstanding example of a significant historical property type and does not meet the registration requirements for either an automobile or truck dealership or commercial building related to the Midway Industrial District theme. The property, however, is considered eligible as part of the NRHP-certified historic district, the University-Raymond Commercial Historic District (see Figure 4).

5.11 HERBST FOOD MARKET, RA-SPC-6308 **779 Raymond Avenue, St. Paul**

5.11.1 Property Overview

The Herbst Food Market building was built in 1922 as a two-unit commercial building by Robert Herbst. The Herbst Food Market has long occupied the property.

5.11.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.11.3 Description

This one-story commercial building is located on the west side of Raymond Avenue north of University Avenue and adjacent to an alley (Figure 3). The façade is gray concrete block laid with red tinted mortar; the exposed north wall is painted masonry (Figure 38). Entrances flank a pair of large show windows. The doors and windows have aluminum-framed replacement elements. The shaped parapet that edges the flat roof has a variant of a pediment form in the center.



FIGURE 38. RA-SPC-6308, FACING SW

5.11.4 Property History

The Herbst Food Market was built in 1922 as a two-unit commercial building by Robert Herbst. The 1927 Sanborn map shows the building divided in the center for two stores (Sanborn 1927). Theodore H. Averbek operated a grocery store in the building during

the mid-1920s (Minnesota Historical Society Photograph Collection, Location no. HF4.6 p218). The Herbst Food Market has occupied the building for many years.

5.11.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

This property is not one of the significant historical property types and does not have historical significance related to the Midway Industrial District. It is the type of commercial building erected in many areas of the city. The property does not have significance relating to the MPDF theme under Criterion A. The Herbst Food Market is not an outstanding example of a one-story commercial building and does not have outstanding artistic merit. It does not have significance under Criterion C.

The Herbst Food Market is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

5.11.6 Recommendation

The Herbst Food Market is recommended as not eligible for listing on the NRHP for its relationship to the Midway Industrial District MPDF.

5.12 UPHAM BUILDING, RA-SPC-3941 **2401 University Avenue, St. Paul**

5.12.1 Property Overview

The Upham Building, designed by Olin H. Round of the firm of Ellerbe & Round, was built in 1910 and enlarged in 1917. The property received its name from its original owner, E. A. Upham, a St. Paul businessman.

5.12.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.12.3 Description

The Upham Building is a flat-iron shaped building at the northwest corner of University and Raymond Avenues (Figure 3). The original building with a long façade on University Avenue (Figure 39) was doubled in size with an addition to the north. Both portions of the building have exterior walls of red iron-spot brick (Figure 40). The ground story is capped with a shallow corbelled cornice and limestone continuous sill course below the windows of the story above. The upper floors have regularly spaced punched window openings; those on the third story have limestone sills. Distinctive progressive-style brick patterning replaces the traditional corbelled cornice; tab forms with corbelled terminations extend downward on the piers that mark changes in the parapet height and on the one-bay wide angled wall at the corner of the two façades. The parapet that edges the flat roof of the building rises to a higher level at the center of the University Avenue façade and at what was the original end of the Raymond Avenue façade. A plaque at the raised portion of the University Avenue façade reads “1910.” A molded sheet-metal cornice projects from both levels of the parapet below the coping. The addition replicates most of the design features of the original building; its parapet does not have level changes and the height of the ground story is slightly higher.

The storefront level of the building has seen many changes and retains little historical fabric. There is a corner entrance to a large store space that appears to date from the 1950s. A recessed entrance is centered in the University Avenue façade. The storefront-sized entrance to the upper floors of the building on Raymond Avenue is faced with polished marble and is another mid twentieth-century addition to the building. Storefronts on both façades have stucco walls and modern doors and windows.



FIGURE 39. RA-SPC-3941, UNIVERSITY AVENUE FAÇADE, FACING NW



FIGURE 40. RA-SPC-3941, RAYMOND AVENUE FAÇADE, FACING NW

The side and rear walls of the building are common yellow brick (Figure 41). The openings in the original wing have segmentally-arched heads. The north wing has several setbacks to prevent it from blocking the windows in the north wall of the original wing. It also has two-story oriel windows. Both wide window openings and narrower ones have arched heads.



FIGURE 41. RA-SPC-3941, REAR FAÇADE, FACING E

5.12.4 Property History

This property was developed by E. A. Upham, a real estate agent who was active in the business community. Upham was also the secretary and librarian at the Minnesota Historical Society. The building, which provided commercial space and apartments above, was expanded in 1917. Both the original building and the addition were designed by architect Olin H. Round. The entrance to the Upham Apartments was at 765 Raymond Avenue. By 1930 the property was known as the Security Building. At that time three physicians and a dentist had offices in the building and four window display companies, three unions, and the Twin City Milk Producers Association were among the other tenants. A drug store occupied the corner store from at least the mid-1920s to 1950. A chemical laboratory and printing operation were in the University Avenue frontage during the 1920s and a post office occupied one of the Raymond Avenue storefronts (R. L. Polk & Co. 1920, 1930). One of the University Avenue entrances led to a stair hall and perhaps to the offices occupied by the professional tenants in the building. In 1950 there were restaurants in both the University and Raymond Avenue frontages (Sanborn 1927, 1950)

Architect Olin H. Round

The Upham Building was designed by Olin H. Round, who had a practice in St. Paul from 1900 through much of the 1920s. Round (1869-1927) worked as an architect before relocating from Iowa to S. Paul. In 1910 he joined Franklin Ellerbe in a partnership, for which he was considered the designer of many of the firm's projects. Round's designs include the nearby Twin City Four Wheel Drive Company Building (1915) and the Hotel Zumbro in Rochester, Minnesota (1911). His work was influenced by that of the progressive designers of the era, including Frank Lloyd Wright and Purcell & Elmslie. Round and Ellerbe dissolved their partnership in 1914 (St. Paul HPC 2004:42-43).

5.12.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Upham Building is not an outstanding example of a commercial building in the Midway Industrial District and does not have historical significance related to the Midway Industrial District. It is the type of multi-purpose commercial and residential building that was erected in many areas of the city. The property does not have significance relating to the MPDF theme under Criterion A. Although designed by Olin H. Round of the firm of Ellerbe & Round, the Upham Block is not an outstanding example of a multi-story mixed use commercial and residential building in the modernistic “Progressive” style of the 1910s. It is not an important example of the firm’s work, and does not have outstanding artistic merit. The Upham Building does not have significance under Criterion C.

The Upham Building is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

5.12.6 Recommendation

The Upham Building is recommended as not eligible for listing on the NRHP for its relationship to the Midway Industrial District MPDF. The property, however, is considered eligible as part of the NRHP-certified historic district, the University-Raymond Commercial Historic District (see Figure 4).

5.13 TWIN CITIES STATE BANK, RA-SPC-3940 **2388 University Avenue, St. Paul**

5.13.1 Property Overview

The Twin Cities State Bank, designed by the architectural firm of Buechner & Orth, was built in 1914. The building housed the bank and other businesses on the upper floors.

5.13.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.13.3 Description

The Twin Cities State Bank is located on an irregularly shaped lot at the southwest corner of the intersection of University and Raymond Avenues (Figure 3). The building exhibits Neo-Classical elements as well as the influence of Chicago commercial buildings.

The three-story building has a flat roof edged with a shaped parapet (Figure 42). It has exterior walls of tan iron-spot brick above a limestone foundation. The Neo-Classical design is dominated by brick piers that rise through the façade to terminate with shallow molded capitals and support the entablature and cornice that span the University and Raymond Avenue façades. The main entrance in the west bay of the University Avenue façade features an entablature accented by a small pediment supported by console brackets. Paired doors are set between narrow sidelights and below a transom level. The window openings are filled with original Chicago-type wood sash, with narrow double-hung units flanking fixed sash. The brick spandrels between the tiers of windows have panels outlined in raised brick. The south wall of the bank is common brick; a chimney and fire escape are located on this wall. An elevator bulkhead rises from the roof above the entrance hall.

5.13.4 Property History

The Twin Cities State Bank was built in 1914 to house the bank and provide some rental office space on the upper floors. By 1920 the name of the bank had been changed to the Twin Cities National Bank. A circa 1930 historical photograph (Figure 43) depicts the building with a sign band across the University Avenue cornice entablature. At that time, the upper floor tenants included a barbershop and beauty shop, two grocery trade organizations, the *National Grocer's Bulletin* and the National Association of Retail Grocers, and a corn syrup wholesaler (R. L. Polk & Co. 1920 and 1930; St. Paul HPC 2004:41).



FIGURE 42. RA-SPC-3940, FACING SW



Source: Minnesota Historical Society. Location No. MR2.9 SP3.1T r5

FIGURE 43. CIRCA 1930 PHOTOGRAPH OF RA-SPC-3940

The Architectural Firm of Buechner & Orth

The Twin Cities State Bank was designed by the architectural firm of Buechner & Orth, one of the most prominent and prolific architectural firms located in St. Paul during the early twentieth century. Charles William Buechner (1859-1924) was born in Darmstadt, Germany and was educated in Germany, France, and Switzerland. After relocating to St. Paul in 1874, Buechner first worked as a surveyor for the St. Paul, Minneapolis & Manitoba Railway (later part of the Great Northern Railway). From 1883 to 1892, Buechner worked for the architectural firm of Clarence H. Johnston. After working in a partnership with John H. Jacobsen from 1892 to 1902, Buechner established the firm of Buechner & Orth. Henry W. Orth (1866-1946), a Norwegian-American, acquired an architectural education before immigrating to the United States. He worked with Frank

W. Kinney in Austin, Minnesota, before forming the partnership with Buechner. After 1938 Orth practiced alone, but collaborated with the P. C. Bettenberg & Co. architectural firm on several church projects. During the early twentieth century, the firm's work included many prominent institutional and public buildings, and also many commercial buildings and residences (Buechner & Orth 1930; *StPPP* 1946:20). This firm was known for its many public building projects in the Beaux Arts style that are described in Section 15.4 of this report.

Buechner & Orth's many commercial buildings are clustered in St. Paul's downtown and Midway Industrial District. The downtown St. Paul buildings include the Arcade Building (1915), the Empress and Palace Theaters (1910), the Kendall Hotel and the Hotel Minnesota (1922). The Midway Industrial District buildings include the Northwestern Furniture and Stove Exposition Building (1906), the Simmons Manufacturing Company Warehouse (1909), and the Twin Cities State Bank (1914). The General Motors Truck Company Building (1928) commission was completed after Buechner's death. The firm also designed Fire Station No. 18, located on University Avenue, in 1908.

5.13.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Twin Cities State Bank is one of the significant property types associated with the manufacturing and warehousing operations located in the Midway Industrial District, a related office building. This bank was one of several in the immediate area that had business ties to local firms. It is an example of a small bank built in a commercial district; its Neo-Classical exterior stated a seriousness of purpose and projected dependability. This property has significance under Criterion A related to the themes of the Midway Industrial District.

The Twin Cities State Bank is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property is an attractive Neo-Classical style bank building with the large window openings made popular by business buildings in Chicago. It is not a significant example of the work of Buechner & Orth. The property's significance is best expressed under Criterion A and the Twin Cities State Bank is not significant under Criterion C. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance is commerce.

Period of Significance: The period of significance is from 1914 to 1955. The ending date, 1955, marks the end of the period of significance identified by the MPDF historical context and the time when original or long-term occupants of the property moved out.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the bank; its iron-spot brick piers, entablature, and entrance pediment typical of the Neo-Classical style; and Chicago-type sash that fills window openings that span from pier to pier.

5.13.6 Integrity

The integrity of the Twin Cities State Bank is very good. The building has excellent integrity in design, materials, and workmanship. The building is in its original location and the immediate setting of the building has not been significantly altered. The property is no longer occupied by a bank and does not have particularly strong integrity in feeling and association.

5.13.7 Recommendation

The Twin Cities State Bank is recommended as eligible for listing on the NRHP under Criterion A. As a building that housed a financial institution connected to local businesses, it represents one of the important historical themes of the Midway Industrial District. This property is an outstanding example of a small bank built in a commercial district and retains very good integrity.

5.14 SEWALL GEAR MANUFACTURING COMPANY PLANT, RA-SPC-6303 **705 Raymond Avenue, St. Paul**

5.14.1 Property Overview

The Sewall Gear Manufacturing Company Plant consists of a facility erected in 1942 on Glendale Avenue and an office wing on Raymond Avenue built in 1952. The property is still occupied by the Sewall Gear Manufacturing Company.

5.14.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.14.3 Description

The Sewall Gear Manufacturing Company Plant is located on the west side of Raymond Avenue, south of Myrtle Avenue (Figure 3). The property consists of a building with an office component near the center of the property and adjacent to Raymond Avenue, the original factory wing on Glendale Avenue, and additions to that wing that extend to the north and the south.

The 1952 Raymond Avenue wing is a two-story building with concrete block side walls and a façade of textured face brick (Figure 44). The flat-roofed building is edged with a parapet with tile and sheet-metal coping. An entrance at the north end of the façade is sheltered by a polished aluminum canopy that incorporates lights. Cast-stone blocks form a foundation at the recessed entrance. A window above the entrance is filled with glass block. Brick laid as a soldier course extends across the façade at the level of the lintels above the window openings that vary in width. Some of the window openings in the façade and the regularly placed openings in the north and wide walls retain industrial steel sash.

The 1942 Glendale Avenue one-story wing has a curtain wall of face brick along the street. Its east wall is concrete-block and has windows with industrial steel sash. An addition to the complex on the north side of that building has walls clad with ribbed sheet metal.



FIGURE 44. RA-SPC-6303, FACING SW

5.14.4 Property History

The Sewall Gear Manufacturing Company, founded in 1939, produced industrial gears. The firm's product line has included gears of various shapes and worm gearing. The company also participates in the design of gears and gear drives for industrial applications (Sewall Gear 2004).

In 1942 the company erected a building at 694 Glendale Avenue on the block south of Myrtle Avenue, in an area that had been developed with residences. In 1952 the company built a \$60,000 addition to its property, which is thought to be the brick building on Raymond Avenue (Midway Civic Club of St. Paul 1952-1958:1[5]:1; Sanborn 1950). No building permit was found for the 1952 building, which appears to include office space.

5.14.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Sewall Gear Manufacturing Company Plant represents a significant historical property type and is related to the theme of the Midway Industrial District. The construction of the plant in a former residential area reflects the expansion of the industrial use in the area during the 1940s and 1950s. However, this property is not an outstanding example of a manufacturing plant and does not have significance under Criterion A.

The Sewall Gear Manufacturing Company Plant is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B.

The production spaces and office building are not outstanding examples of industrial architecture and do not have high artistic merit. The property is not significant under Criterion C. The Sewall Gear Manufacturing Company Plant has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

5.14.6 Recommendation

The Sewall Gear Manufacturing Company Plant is recommended as not eligible for listing on the NRHP.

5.15 NORTHWESTERN FURNITURE AND STOVE EXPOSITION BUILDING, RA-SPC-3939 2356-2362 University Avenue, St. Paul

5.15.1 Property Overview

The Northwestern Furniture and Stove Exposition Building was constructed in 1906 as a multi-tenant furniture showroom facility. It was designed by the St. Paul architectural firm of Buechner & Orth. After a fire in 1917, the building was rebuilt and expanded with a two-bay wing on its east end. The tenants of the building became more varied after 1930 and the ground floor of the east addition was remodeled for a restaurant.

5.15.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.15.3 Description

The Northwestern Furniture and Stove Exposition Building is located at the southeast corner of the intersection of University and Raymond Avenues (Figure 3). The building fills the irregular site and has a rounded corner at the acute angle of the two streets (Figure 45). It has three stories above a basement and is surrounded by parking areas on the southwest and southeast sides.



FIGURE 45. RA-SPC-3939, FACING SE

The exterior walls of the building rise above exposed basement walls clad with Platteville limestone. A wide concrete band serves as a water table. The upper walls are clad with a dark red-brown face brick; material of a similar color was used to repair the façade and

parapet after a fire. The fenestration pattern of the main floor incorporates several large show windows on the University and Raymond Avenue façades. The upper stories have pairs of arched window openings in each bay and single windows in the rounded corner bay. The windows of the 1917 addition on the east end of the building are wide pier-to-pier openings. All window openings have replacement sash.

The corner entrance is a door set in an unadorned opening, approached by a flight of steps with brick cheek walls. The prominent entrance in the middle of the University Avenue façade is a large arched opening set under a pediment supported by engaged piers. The bay above has rectangular forms outlined with contrasting brick. The parapet of the building has shallow projections above the wide piers of the façade. Above the central entrance, the original end bays of the building, and the curved corner bay the parapet has a wide raised area with contrasting brick elements.

A 1930s storefront added for a restaurant is a Moderne style design (Figure 46). Kasota stone sheathes much of the ground story above a marble bulkhead. A wide show window with chrome framing has a rounded end. The main entrance is flanked by piers of glass block. An entrance at the south end of the Raymond Avenue façade provides access the basement level, more of which is exposed on the south side of the building.



**FIGURE 46. RA-SPC-3939, 1930s
STOREFRONT, FACING SW**

The southwest and southeast walls of the building are a combination of Platteville limestone and common brick. The walls have a regular pattern of window openings; those on the southwest wall have arched openings. The southeast wall is part of the 1917 addition and has square-headed window openings.

5.15.4 Property History

The Northwestern Furniture and Stove Exposition Building is an outgrowth of the furniture industry established in the Twin Cities during the 1880s. Some of the early furniture firms, like Salisbury & Statterlee, established factories during that decade in the Main Street Southeast area of Minneapolis and on nearby Nicollet Island. The Mission Furniture Company, the Joerns Brothers Manufacturing Company, and others established factories in St. Anthony Park during the 1890s, not far north of the Midway Industrial District. The importance of the local center of the business sector was indicated in the name of the business periodical that served the industry, *The Midway Manufacturer*, during its early years. In 1906, the name of the commercial publication was changed to indicate the area served by the manufacturing and distribution business sector, *Northwestern Furniture Review*. The Twin Cities was the center of the “furniture interests” of the Upper Midwest, the production end of the business. The Minnesota Retail Furniture Dealers Association represented the interests of the businessmen active in the distribution system. The promoters of the furniture business in the Twin Cities boasted that it was a furniture exposition and distribution center with nearly the same importance as the three main furniture centers in the United States, New York, Chicago, and Grand Rapids (*Northwestern Furniture Review* 1906).

Furniture manufacturers had been active in the area for some time before the first combined showroom building was erected in 1901 in St. Anthony Park. Two officers of the Phoenix Chair Company of Sheboygan, Wisconsin, developed this first facility, which had 90,000 square feet of floor space that was filled with dozens of lines of furniture and furnishings (*Northwestern Furniture Review* 1906:9[1]:31). This first building, though located only a few blocks north of University Avenue, was considered to be poorly located and inaccessible to patrons because it was not on the Interurban streetcar line (*Northwestern Furniture Review* 1906:8[5]:insert).

A different group of furniture industry businessmen financed the construction of a larger and better located furniture exposition building. W. H. Gruenhagen, Fred Joerns, C. A. Joerns, and E. C. Francis formed a corporation, the Northwestern Furniture and Stove Manufacturer’s Exposition Company. Gruenhagen had dealt in stoves before joining with Francis to establish in 1904 Gruenhagen & Francis, a stove and furniture jobbing firm. Fred Joerns had been active in the furniture business both in Minneapolis and Sheboygan, Wisconsin, before establishing a table manufacturing firm in 1904 (*Northwestern Furniture Review* 1906:8[5]:insert).

The new four-story exposition building was designed to house several activities (Figure 47). The basement housed club rooms (a popular amenity in the first furniture exposition building), a public dining room, three private dining rooms, a ladies’ parlor, a gentlemen’s lounge, and other service areas, as well as shipping rooms and a boiler room. The firm of Hunt & Thomas, described as the “Exposition Printers”, was provided with premises in the basement also. The business office of the Exposition Association, private offices of exhibitors, the Midway Bank, and exhibit space occupied the main floor. The

upper two floors provided additional showroom space. The building was planned to offer a complete assortment of furniture lines, stoves, carpets, draperies, and other furnishings to visiting retail buyers (*Northwestern Furniture Review* 1906:8[5]:insert). The Phoenix Chair Company moved its office and sample line into the building soon after it opened in 1907. It leased 5,000 square feet of space where it displayed 800 samples and two large offices on the main floor (*Northwestern Furniture Review* 1906:9[1]:31).



Source: Minnesota Historical Society. Location No. MR2.9 SP3.1N p38

FIGURE 47. CIRCA 1920 PHOTOGRAPH OF RA-SPC-3939

The Northwestern Furniture and Stove Exposition Building initiated the relocation of the furniture industry to the University-Raymond area of the Midway Industrial District. In 1915, the M. Burg & Sons had a business at 2295 University and the Simmons Manufacturing Company mattress firm was located across the street at 2341 University Avenue. In 1920 the National Furniture and Stove Company, the Joerns Brothers Manufacturing Company, the Mills-Singer Company, and the Phoenix Chair Company were located in the Northwestern Furniture and Stove Exposition Building. The Interurban State Bank, which had the corner entrance to the building, was a tenant from 1918 to 1921 (R. L. Polk & Co. 1915, 1920). After a fire in the building in 1917, the property was enlarged with an addition on its east side. A steel frame was inserted to support the floors and alterations to the exterior included the shaped parapet (St. Paul HPC 2004:34). The Clarkson-Rishoff Company, a printing firm established circa 1922 in the Midway Industrial District and located in the Upham Building, moved into the Northwestern Furniture and Stove Exposition Building in 1927 (Midway Club of St. Paul 1927-1928:6[25]:2).

By the early 1930s the building was occupied by several businesses, some of which were in the furniture trade. One long-term tenant was the Specialty Manufacturing Company, a firm that was a contract manufacturer and wholesaler of lawn and garden products and

flow control products. The company was housed in the building from circa 1920 through the early 1980s. Other occupants of the building during the early 1930s included the Boss Engineering Company, Raudenbush & Sons Piano Company, the Grand Rapids Manufacturing Company, and the White Manufacturing Company. During this era, the ground floor of the eastern addition was remodeled for the Ace Box Lunch Corporation. The storefront designed by Ellerbe & Company was a Moderne-style façade that featured Mankato limestone and marble. The building was modernized for use as an office building during the late 1990s (St. Paul HPC 2004: 34; R. L. Polk & Co. 1930).

The Architectural Firm of Buechner & Orth

The building was designed by the St. Paul architectural firm of Buechner & Orth, one of the most prominent and prolific architectural firms located in St. Paul during the early twentieth century. Charles William Buechner (1859-1924) was born in Darmstadt, Germany and was educated in Germany, France, and Switzerland. After relocating to St. Paul in 1874, Buechner first worked as a surveyor for the St. Paul, Minneapolis & Manitoba Railway (later part of the Great Northern Railway). From 1883 to 1892, Buechner worked for the architectural firm of Clarence H. Johnston. After working in a partnership with John H. Jacobsen from 1892 to 1902, Buechner established the firm of Buechner & Orth. Henry W. Orth (1866-1946), a Norwegian-American, acquired an architectural education before immigrating to the United States. He worked with Frank W. Kinney in Austin, Minnesota, before forming the partnership with Buechner. After 1938 Orth practiced alone, but collaborated with the P. C. Bettenberg & Co. architectural firm on several church projects. During the early twentieth century, the firm's work included many prominent institutional and public buildings, and also many commercial buildings and residences (Buechner & Orth 1930; *StPPP* 1946:20). This firm was known for its many public building projects in the Beaux Arts style that are described in Section 15.4 of this report.

Buechner & Orth's many commercial buildings are clustered in St. Paul's downtown and Midway Industrial District. The downtown St. Paul buildings include the Arcade Building (1915), The Empress and Palace Theaters (1910), The Kendall Hotel and the Hotel Minnesota (1922). The Midway Industrial District buildings include the Northwestern Furniture and Stove Exposition Building (1906), the Simmons Manufacturing Company Warehouse (1909), the Twin Cities State Bank (1914), and the General Motors Truck Company Building (1928). The firm also designed Fire Station No. 18, located on University Avenue, in 1908.

5.15.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Northwestern Furniture and Stove Exposition Building is an example of a significant property type related to the theme of the MPDF area, an office and showroom building.

The furniture showroom and distribution facility was the center of the Twin Cities furniture business for about 20 years. In addition to several large furniture firms, it housed a printing company that served the furniture industry and spaces—club rooms and a dining room—where out-of-town buyers socialized with the city suppliers. The furniture manufacture, showroom, jobbing, and warehouse business sector was an important component of the Midway Industrial District. The property has significance under Criterion A for its association of the development of the important industrial area and representation of the prominence of the furniture manufacturing and distribution business sector.

The Northwestern Furniture and Stove Exposition Building is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property is not recommended as a significant example of commercial building design. The original Buechner & Orth building was altered when rebuilt in 1917 and is not an outstanding example of the firm's commercial buildings. The building does not have high artistic merit and is not significant under Criterion C. The Northwestern Furniture and Stove Exposition Building has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance is commerce.

Period of Significance: The period of significance is from 1906-1930, the period the building functioned as an important furniture showroom and distribution center.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the building with its rounded corner; the several entrances into the building that indicate its housed several tenants; the façades and shaped parapet, as rebuilt after the 1917 fire; the fenestration pattern; and the Moderne-style 1930s restaurant storefront at the eastern end of the University Avenue façade.

5.15.6 Integrity

The Northwestern Furniture and Stove Exposition Building, as rebuilt in 1917, has good integrity in design, materials, and workmanship. Alterations to the exterior of the building include the loss of some projecting elements at the parapet level, the insertion of replacement sash on the façade, new doors, and some additional window openings added to secondary walls, and the re-facing of the raised basement portion of the building with stone. The building is in its original location and the immediate setting of the building has not been significantly altered. The property no longer has any association with the furniture manufacturing and distribution business and consequently does not have a high degree of integrity in feeling and association. The property conveys the size and stature of the furniture distribution business of the early twentieth century.

5.15.7 Recommendation

The Northwestern Furniture and Stove Exposition Building is recommended eligible for listing on the NRHP under Criterion A for its thematic and geographical associations with the Midway Industrial District theme. It represents the important furniture industry and meets the registration requirements for a showroom and office building.

5.16 BORCHERT-INGERSOLL MACHINERY COMPANY BUILDING, RA-SPC-6305 **2375 University Avenue, St. Paul**

5.16.1 Property Overview

The Borchert-Ingersoll Machinery Company Building, designed by the Minneapolis firm of Lang, Raugland & Lewis, was built in 1929. The building housed a dealer of construction, mining, and road machinery and supplies.

5.16.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.16.3 Description

The Borchert-Ingersoll Machinery Company Building is located on the north side of University Avenue between Raymond Avenue and Carleton Street (Figure 3). The building, with a two-story section adjacent to University Avenue and a one-story area of the same height to the north, has a flat roof (Figure 48). The exterior walls are faced with a brown tapestry brick. The façade is divided into three broad bays by brick piers with rows of headers creating a fluted effect. Header and soldier courses outline the window openings, which are placed above a low concrete bulkhead. A transom area is set off by a mullion. The entrance in the center bay is recessed and flanked by angled windows. Brick laid in a dog-tooth pattern forms a simple cornice at the edge of the parapet.



FIGURE 48. RA-SPC-6305, FACING EAST

The two-story showroom and office portion of the building extends six bays deep (Figure 49). Single rectangular windows openings have replacement sash. The one-story space to the rear, has paired window openings with replacement sash. The windows in the rear wall, where the brick is painted, also have replacement sash.



FIGURE 49. RA-SPC-6305, OFFICE, FACING SE

5.16.4 Property History

The Borchert-Ingersoll Machinery Company had located at 2540 University Avenue in the Midway Industrial District by 1920. At that time, it was identified as a dealer of railway, mining, and construction machinery (R. L. Polk & Co. 1920). By the time the firm moved into its new building at 2375 University Avenue in 1929, road building equipment had replaced railway machinery as one of the main product lines. The firm's advertisements in the local *Improvement Bulletin* during 1926 indicate that it handled Universal Crane Company products, Blaw-Knox equipment, Sauerman scrapers, Parsons trench excavators, and Snow King rotary plows (*Improvement Bulletin* 1926:68). A historical photograph of the building (Figure 50) depicts construction equipment in the show windows and a truck backed up to the loading bay in the west wall. The office was located on the upper level above the showroom (Sanborn 1950). The Borchert-Ingersoll Machinery Company occupied the building through the early 1950s.

Architect Oscar Lang

The building was designed by the Minneapolis firm of Lang, Raugland & Lewis. Oscar Lang (1888-1960) worked with Minneapolis architect Cecil Chapman for four years before attending the University of Pennsylvania School of Architecture from 1913 to 1915. He returned to the city of his birth and worked in the offices of Hewitt & Brown and Long, Lamoreaux & Long between 1915 and 1922. The partnership of Lang, Raugland & Lewis was formed in 1922; Lewis left the firm in 1930 and it became Lang & Raugland. Arnold Raugland (b. 1893), also born in Minneapolis, earned a degree in

engineering from the University of Minnesota in 1920 (NWAA 2004b; St. Paul HPC 2004:38).

Oscar Lang was a leader in progressive architecture in the Twin Cities for several decades. His firm was responsible for several Gothic Revival-style churches built in the Twin Cities during the 1920s and early 1930s. The firm also produced a number of buildings for St. Olaf College in Northfield. Its work in Minneapolis included the Northland Greyhound Bus Terminal (1936), a Streamline Moderne design, and the North American Life and Casualty Building (1946-47), executed in the new Corporate International Style popular immediately after World War II. In the Midway Industrial District, Oscar Lang also designed the Irving Hudson Commercial Block (1937) (NWAA 2004b; St. Paul HPC 2004:38).



Source: Minnesota Historical Society. Location No. Norton & Peel 89234

FIGURE 50. 1931 PHOTOGRAPH OF RA-SPC-6305

5.16.5 Significance

This property was evaluated as an example of a significant property type in light of the themes identified for the Midway Industrial District MPDF historical context. The Borchert-Ingersoll Machinery Company Building was a sales and distribution company for heavy equipment and therefore represented a common type of business in the Midway Industrial District: vehicle and equipment sales. Though the loading bays in the side wall have been converted to windows, the show windows in the University Avenue façade still demonstrate the sales function of the firm. The Borchert-Ingersoll Machinery Company building is an excellent example of this building type and has significance under Criterion A.

The appearance of the Borchert-Ingersoll Machinery Company Building draws on both industrial and commercial architecture of the late 1920s. The Borchert-Ingersoll building is best appreciated as a building that expresses modernism in architecture and an engineering aesthetic. The fluted brick piers that rise through the façade and the small cornice are a Moderne interpretation of traditional architectural elements. The property is not recommended as a significant example of commercial building design or of the work of Lang, Raugland & Lewis. This building is not an outstanding example of a commercial building and does not have significance under Criterion C.

The Borchert-Ingersoll Machinery Company building is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance is commerce.

Period of Significance: The period of significance is from 1929 through 1955. The ending date, 1955, marks the end of the period of significance identified by the MPDF historical context and the time when original or long-term occupants of the property moved out.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the building; the University Avenue façade with large show windows with transoms above; the brick piers and cornice of the building; and the plain rear portion of the building used as a warehouse.

5.16.6 Integrity

The integrity of the Borchert-Ingersoll Machinery Company Building is very good. The building has excellent integrity in design, materials, and workmanship, particularly in the materials of the University Avenue façade. The glazing of the large show windows has been replaced, but the size of the openings has been retained, as has the relationship of show windows to a transom window level above. The recessed central entrance has been retained, though a new door has been installed. The building is in its original location, and the immediate setting of the building has not been significantly altered. The property no longer has any association with the Borchert-Ingersoll Machinery Company, and therefore does not have a high degree of integrity with regard to feeling and association.

5.16.7 Recommendation

The Borchert-Ingersoll Machinery Company building is recommended as eligible for listing on the NRHP under Criterion A. The property meets the registration requirements for vehicle sale and service buildings and retains the integrity to convey its original function in the Midway Industrial District.

5.17 RED WING STONEWARE COMPANY SHOWROOM AND WAREHOUSE, RA-SPC-3938

2345 University Avenue, St. Paul

5.17.1 Property Overview

The Red Wing Stoneware Company Showroom and Warehouse, designed by architect Kenneth M. Fullerton, was built in 1930.

5.17.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.17.3 Description

The Red Wing Stoneware property is located on the north side of University Avenue just west of Carleton Street (Figure 3). The building consists of two portions: a showroom on University Avenue and a warehouse extending to the rear. The picturesque quality of the showroom is heightened by the small lawn and tree at the southeast corner of the property.

The English Cottage style showroom portion of the property has walls of gray-brown tapestry brick and rough-textured stucco and wood half-timbering (Figure 51). The asymmetrical composition has an intersecting gable roof at the east end. One raking eave framing the gable face extends to encompass the main entrance where an arched wood door is set in an opening with the same shape. A small sheet-metal pent roof extends above a large panel of windows. The opening holds four sets of replacement double-hung sash; an opening on the east wall of this portion of the office has a similar window unit. The gable face above has rectangular half-timbered panels around a window with double-hung sash. Brick clads the wall on the western portion of the façade to the height of the window sills; the frames of awnings that used to shade these windows remain in place above openings filled with industrial steel sash. The walls above are stucco below a side-gabled roof. A chimney with stuccoed upper portion rises at the western end of the façade. The face brick used on the façade returns on the west wall to clad the gable end wall.

The one-story warehouse wing extending to the north has a flat roof. Its walls are unglazed structural clay tile above a concrete foundation. This wing has no window openings in the west wall. Small windows are set high in the long east wall. One of two vehicular openings has been blocked; the other has a modern overhead door. An interior loading bay is centered in the north end wall.



FIGURE 51. RA-SPC-3938, FACING NE

5.17.4 Property History

This combined showroom and warehouse was built in 1930. The Red Wing Stoneware Company, headquartered in Red Wing, Minnesota, established this facility in St. Paul as a distribution point for the Upper Midwest. At the time the building was erected the company sold stoneware crocks, jars, flowers pots, ornamental vases, and garden ornaments (Midway Club of St. Paul 1927-1928:7[4]:4).

The Red Wing Stoneware Company had grown to the point that its products became known beyond the small town in Minnesota where the factory was located in 1878. That success encouraged the founding of the Minnesota Stoneware Company in 1883. A third company, the North Star Stoneware Company, began production in 1892. The three companies formed a selling consortium, known as the Union Stoneware Company. The North Star Company closed in 1896. The two remaining stoneware companies located in Red Wing, Minnesota united to form the Red Wing Union Stoneware Company in 1906 (De Pasquale et al. 1983:4).

Architect Kenneth M. Fullerton

The building was designed by St. Paul architect Kenneth M. Fullerton. The Red Wing Stoneware Company Showroom and Warehouse commission must have been among the first Fullerton completed after leaving the office of Buechner & Orth, where he had worked for about 20 years as a draftsman and designer. Fullerton's work in St. Paul includes the Moderne style Willwersheid Mortuary (1941). He designed many commercial buildings in Minnesota and nearby states (St. Paul HPC 2004:32).

5.17.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical

context. This combined showroom and warehouse represents an important historical property type in the Midway Industrial District and is similar to the appearance and function of the Brown-Jaspers Inc. Store Fixtures Company at 2441 University Avenue, also built in 1930 (see Section 5.6). The Red Wing Stoneware Company Showroom and Warehouse has significance under Criterion A.

The English Cottage-like showroom portion of the building reflects a picturesque strain of industrial architecture that was popular with the pottery business in the United States. The Rookwood Pottery in Cincinnati, Ohio, built in this vein in 1891 when it constructed a sprawling Tudor-Revival style factory (Rookwood Pottery 2004). The Pewabic Pottery in Detroit, Michigan, built a Tudoresque combination showroom and production facility in 1907 (Pewabic Pottery 2004). While the Red Wing Stoneware Company Showroom and Warehouse reflects the association of picturesque architecture and the pottery industry, this property is not an outstanding example of a Tudor Revival or English Cottage style commercial building. It is not a significant example of the work of architect Kenneth M. Fullerton and does not have the architectural distinction for significance under Criterion C.

The Red Wing Stoneware Company Showroom and Warehouse is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance is commerce.

Period of Significance: The period of significance is from 1930 to 1955. The ending date, 1955, marks the end of the period of significance identified by the MPDF historical context and the time when original or long-term occupants of the property moved out.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the building; the expression of the two functions of the facility; the stucco and half-timbering on the University Avenue showroom portion of the building; the stucco chimney and intersecting gable roofs of the roofline; and the entrance and window groups of the showroom area

5.17.6 Integrity

The Red Wing Stoneware Company Showroom and Warehouse has excellent integrity in design, materials and workmanship. Alterations to the exterior of the building are few. The building is in its original location and the immediate setting of the building has not been significantly altered. The property does not have strong integrity in feeling and association.

5.17.7 Recommendation

The Red Wing Stoneware Company Showroom and Warehouse is recommended as eligible for listing on the NRHP under Criterion A. It represents one of the important historical themes of the Midway Industrial District, the display and distribution of goods. The building meets the proposed registration requirements for a warehouse and sales building and retains the features that indicate the two functions of the property. The Red Wing Stoneware Company Showroom and Warehouse is one of the best examples of a property of this type in the Midway Industrial District and retains excellent integrity.

5.18 SIMMONS MANUFACTURING COMPANY WAREHOUSE, RA-SPC-3937 **2341 University Avenue, St. Paul**

5.18.1 Property Overview

This warehouse designed by the St. Paul architectural firm of Buechner & Orth was built by Theo. Anderson in 1909. It was occupied by the Simons Manufacturing Company for several years.

5.18.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.18.3 Description

The Simmons Manufacturing Company Warehouse is located at the northeast corner of University Avenue and Carleton Street (Figure 3). The three-story warehouse has a raised basement of concrete (Figure 52). The façade of the building is brick laid with red-tinted mortar. A modern wood door surround and hood shelters the main entrance at the west end of the University Avenue façade. The corners of the building are treated as piers with astylar brick capital forms. The height of the stories and their window openings is graduated from a tall main one to a shorter top story. The nearly square window openings of the ground floor, blocked with brick, are set under panels outlined in contrasting brick. Paired windows on the second story have replacement sash and are set under one broad panel that spans the façade. The short paired third-story window openings are nearly square. The areas between the windows feature the same ornamental brick forms that cap the corner piers. A plain brick parapet edges the flat roof of the building. The exposed portion of the east wall is painted brick. There are a few widely spaced window openings with arched heads in the third story. A brick chimney rises near the middle of the building.

Modern additions wrap the west and north sides of the building and part of the east wall. The narrow addition on the west side of the building, a windowless brick structure, is slightly taller than the original building. A one-story wing that extends across the north end of the building and the similar structure on the east side of the building has no windows.



FIGURE 52. RA-SPC-3937, FACING NE

5.18.4 Property History

This warehouse was designed by the St. Paul architectural firm of Buechner & Orth and built in 1909. The 1927 Sanborn map indicates that it was built of mill construction with wood posts (Sanborn 1927). The original owner of the building was Theo. Anderson, who in 1914 was the treasurer of the Agricultural Magazine Company in St. Paul. In 1915 Anderson was associated with the Simmons Manufacturing Company, which was located in this building (R. L. Polk & Co. 1914, 1915). The warehouse had a loading platform adjacent to triple set of spurs from the Charles Street Lead of the MTR. Another loading bay, one sheltered by an awning, was located near the front of the building on its east side (Figure 53).



Source: Minnesota Historical Society. Location No. MR2.9 SP3.1E r9

FIGURE 53. 1952 PHOTOGRAPH OF RA-SPC-3937

The Simmons Manufacturing Company was founded by Zalmon G. Simmons, who began mass producing woven wire mattresses in 1876 at his factory in Kenosha, Wisconsin. A significant drop in the price of mattresses after spiral coil springs for woven mattresses were introduced in 1899 expanded the market considerably. Simmons launched a national advertising campaign in 1916. During the 1910s the firm expanded to have nine factories in the United States and Canada (Simmons Bedding Company 2004).

During the late 1930s the Midway Terminal was an occupant of the building. The Ebin Brothers Wholesale Liquor business had been established in the warehouse by the early 1950s (Building Permit Index cards, City of St. Paul Office of License, Inspections & Environmental Protection).

The Architectural Firm of Buechner & Orth

The Simmons Manufacturing Company Warehouse was designed by the architectural firm of Buechner & Orth, one of the most prominent and prolific architectural firms located in St. Paul during the early twentieth century. Charles William Buechner (1859-1924) was born in Darmstadt, Germany and was educated in Germany, France, and Switzerland. After relocating to St. Paul in 1874, Buechner first worked as a surveyor for the St. Paul, Minneapolis & Manitoba Railway (later part of the Great Northern Railway). From 1883 to 1892, Buechner worked for the architectural firm of Clarence H. Johnston. After working in a partnership with John H. Jacobsen from 1892 to 1902, Buechner established the firm of Buechner & Orth. Henry W. Orth (1866-1946), a Norwegian-American, acquired an architectural education before immigrating to the United States. He worked with Frank W. Kinney in Austin, Minnesota, before forming the partnership with Buechner. After 1938 Orth practiced alone, but collaborated with the P. C. Bettenberg & Co. architectural firm on several church projects. During the early twentieth century, the firm's work included many prominent institutional and public buildings, and also many commercial buildings and residences (Buechner & Orth 1930; *StPPP* 1946:20). This firm was known for its many public building projects in the Beaux Arts style that are described in Section 5.14 of this report.

Buechner & Orth's many commercial buildings are clustered in St. Paul's downtown and Midway Industrial District. The downtown St. Paul buildings include the Arcade Building (1915), the Empress and Palace Theaters (1910), the Kendall Hotel and the Hotel Minnesota (1922). The Midway Industrial District buildings include the Northwestern Furniture and Stove Exposition Building (1906), the Simmons Manufacturing Company Warehouse (1909), and the Twin Cities State Bank (1914). The General Motors Truck Company Building (1928) commission was completed after Buechner's death. The warehouse at The firm also designed Fire Station No. 18, located on University Avenue, in 1908.

5.18.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Simmons Manufacturing Company Warehouse was occupied by a local branch of a firm that grew eventually to have a national presence in the mattress industry. The manufacture and distribution of mattresses was probably considered a component of the furniture business and the use of this warehouse was linked to that important local industry. The warehouse was served by spurs of the MTR Charles Street Lead and represents a common type of property in the Midway Industrial District, a consumer goods distribution warehouse. The property has significance under Criterion A.

The Simmons Manufacturing Company Warehouse is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property is not recommended as a significant example of commercial building design or of the work of Buechner & Orth. The warehouse has interesting detailing typical of the emerging brick commercial style, but it is not an outstanding example of an early-twentieth-century warehouse and does not have high artistic merit. It is not significant under Criterion C. The Simmons Manufacturing Company Warehouse has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance of the Simmons Manufacturing Company Warehouse is commerce.

Period of Significance: The period of significance is from 1909 to 1955.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the warehouse and its astylar commercial building style façade of brick.

5.18.6 Integrity

The Simmons Manufacturing Company Warehouse has poor integrity with regards to expressing its original form and function. This warehouse was located on a long block with an unusual development pattern. A triple set of spurs from the MTR Charles Street Lead crossed the northern portion of it and the Charles Street Freight Depot was located on the north side of those spurs which blocked North La Salle Street and made it a dead end. The warehouse was one of two built on University Avenue near the west end of the block circa 1910. A third warehouse was built near the east end of the block in 1931. These buildings had loading platforms on their north ends adjacent to the rail spurs and were sited with lots between them that facilitated the movement of trucks and freight. This block is the only one in the Midway Industrial District that had this spatial layout

that was surely related to the movement of freight. It was a character-defining feature for the three properties. The additions on three sides of the building make it difficult to discern the original size of the warehouse and have hidden or eliminated the loading platform and rail spurs that demonstrated the warehouse's relationship with the local direct shipping network of the MTR.

The original design, materials, and workmanship of the façade are evident though the modern door surround alters the original design. The property no longer has any association with the Simmons Manufacturing Company and does not have a high degree of integrity in feeling and association.

5.18.7 Recommendation

The Simmons Manufacturing Company Warehouse is recommended as not eligible for listing on the NRHP under Criterion A. Though the property has thematic and geographical associations with the Midway Industrial District theme, its poor integrity limits its ability to demonstrate the commercial relationships between individual properties and the MTR and meet the registration requirements. The property, however, is considered eligible as part of the NRHP-certified historic district, the University-Raymond Commercial Historic District (see Figure 4).

5.19 MINNEAPOLIS STREET RAILWAY COMPANY MIDWAY CARHOUSE, RA-SPC-3936 2324 University Avenue, St. Paul

5.19.1 Property Overview

This building, designed by Charles F. Ferrin, was erected as the Minneapolis Street Railway Company Midway Carhouse and served that purpose from 1891 to 1907. The building was remodeled and incorporated into an agricultural machinery manufacturing plant and remained in that use through the 1920s.

5.19.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context. The history and evaluation of the Twin City Rapid Transit Company (TCRT) and its Minneapolis-St. Paul Interurban Streetcar Line (See Section 3 of this report) also provided context for the study of this property.

5.19.3 Description

The Minneapolis Street Railway Company Midway Carhouse is located on the south side of University Avenue east of its intersection with Raymond Avenue (Figure 3). The building has the form of a “Head house” and industrial shed, a relatively small two-story office section, the head house, attached to a large one-story wing.

The University Avenue façade is an enclosing wall of red face brick (Figure 54). The tripartite façade has a narrow center bay flanked by two wide bays with grouped window openings. The recessed entrance has a pair of doors set below a transom window. A bracketed sheet-metal cornice shelters the entrance. A pair of windows above the entrance is separated by a brick mullion and has a continuous cast-stone sill; groups of four windows in the side bays have the same form. All of the windows have replacement sash. The façade is terminated by corbelled brick cornice band and a projecting sheet-metal cornice. This façade is an early-twentieth-century rebuilding of the original.

The side walls of the building are constructed of common yellow brick above a stone foundation (Figure 55). Pilasters divide all of the walls into pairs of bays. The tall, narrow window openings have segmentally-arched heads. A concrete loading platform extends across most of the south end wall.



FIGURE 54. RA-SPC-3936, FACING SE



**FIGURE 55. RA-SPC-3936, REAR AND WEST
SIDE, FACING NE**

5.19.4 Property History

Both Minneapolis and St. Paul developed small horse-drawn streetcar systems during the 1870s. The two systems were united in 1891 by Thomas Lowry, a lawyer who became active in real estate interests. Lowry, a member of the original officers of the Minneapolis Street Railway Company in 1875, arranged for the financing of the St. Paul City Railway Company in 1884, when a group of local owners needed additional capital to fund improvements. By September 1886 Lowry and a group of associates acquired all of the stock in the St. Paul City Railway Company. By the late 1880s, Thomas Lowry was president of both the Minneapolis Street Railway and the St. Paul City Railway Companies (Olson 1976:12-16).

The streetcar companies needed more capital than was locally available to fund the reconstruction work and the construction of additional track. While negotiating for loans in New York during 1891, the advantages of a larger, combined system became apparent. The Twin City Rapid Transit Company (TCRT) was incorporated in June 1891; the stock of both city companies was converted to TCRT stock and, beginning of 1892, the companies were operated as a consolidated system (Olson 1976:17-18).

The Minneapolis and St. Paul streetcar systems were united physically prior to the establishment of the TCRT. In 1890, the Minneapolis-St. Paul “Interurban Line” on University Avenue was completed. The line had small loops in the downtowns of both cities and ran on Washington Avenue between downtown Minneapolis and University Avenue. Soon after this line was completed, the Minneapolis Street Railway Company erected a streetcar storage facility on University Avenue in St. Paul known as the Midway Carhouse. A historical photograph indicates that the Midway Carhouse (Figures 56) had an open ground story with sliding doors that allowed eight rows of streetcars to be lined up in the building. A partial second story rose above the east half of the building and was accessed by an external staircase. The facility had the capacity to house 70 streetcars (Olson 1976:115).



Source: *The Electric Railways of Minnesota* (Olson 1976). p117

FIGURE 56. HISTORICAL PHOTOGRAPH OF RA-SPC-3936

In 1904 the TCRT purchased a large tract of land at the intersection of Snelling and University Avenues in St. Paul. A large carhouse, power substation, and centralized shops for streetcar manufacture and maintenance were erected on that site. Soon after it was completed in 1907, several of the smaller carhouses were closed, including the Midway Carhouse. The tracks were removed from the property in October 1908 (Olson 1976:121).

The carhouse was adapted for industrial use. By 1910, the building was incorporated into the factory of the Anderson Company, a farm implement manufacturing company established in 1876. The firm, which became the Grain King Manufacturing Company in

1926, manufactured agricultural equipment such as wagons, trucks, harrows, stackers, and bobsleds. During the 1920s and early 1930s, the firm's plant on University Avenue had a 400-foot frontage and included a foundry (Grain King 1926, 1932). A rail siding from the Myrtle Avenue Lead of the MTR crossed the southern edge of the property (Sanborn 1927). In 1935, the Algoma Implement Company, the Dairy Land Milk Company, and the Midway Foundry Company offices occupied the property.

Architect Charles F. Ferrin

Charles F. Ferrin is identified as the architect on the building permit. Ferrin resided and worked in Minneapolis. In 1890 he was listed in the City Directory as a draughtsman in the office of the E. Townsend Mix Company. In 1895 he was clerk of the works for the courthouse construction project. Ferrin is not listed in the 1900 Minneapolis directory (Minneapolis Directory Company 1890, 1895, 1900).

5.19.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Minneapolis Street Railway Company Midway Carhouse was one of the facilities built by the TCRT to support the operation of its important Minneapolis-St. Paul Interurban Streetcar Line. The shops were used to store streetcars for 16 years, from 1891 to 1907. The appeal of the Midway Industrial District as a location for manufacturing concerns was growing at the time the carhouse was closed. The property had a good location for industrial use and had access to the MTR through a nearby lead. The building was used into the 1930s by the Anderson Company, later known as the Grain King Manufacturing Company, which used the MTR to initiate its shipments of agricultural implements throughout the Upper Midwest from its University Avenue factory. The use of the property by several tenants during the 1930s and later was typical of the building occupancy pattern of the era during that time and through the 1950s.

The Minneapolis Street Railway Company Midway Carhouse has significance under Criterion A due to both its relationship with the TCRT and the Minneapolis-St. Paul Interurban Streetcar Line. The Minneapolis Street Railway Company Midway Carhouse was used for many years as part of an industrial works and, in that use, represents the theme of the Midway Industrial District. However, this building is not an outstanding example of a facility adapted for industrial use circa 1910 and does not have significance related to the second use of the property.

The Minneapolis Street Railway Company Midway Carhouse is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property is not recommended as a significant example of a streetcar facility. Though little is known about Charles F. Ferrin, the fact that the building is an

example of his work does not appear to confer significance. The building represents both late nineteenth-century and early twentieth-century utilitarian building design, but does not have high artistic merit. It is not significant under Criterion C. The Minneapolis Street Railway Company Midway Carhouse has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance is transportation.

Period of Significance: The period of significance is from 1891 to 1907, the period of use by the TCRT.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the building; the combination of two- and one-story wings, the utilitarian design of the building; and the regularly spaced arched window openings. The façade dates to the period during which the building was used as part of an industrial works.

5.19.6 Integrity

As noted above, the Minneapolis Street Railway Company Midway Carhouse has been significantly altered since it was used for its original purpose. Its façade dates from its period of use as a farm implement factory. The original design, materials and workmanship of the building as a carhouse are evident only in the utilitarian form of the side and rear walls. The property does not have a high degree of integrity in feeling and association.

5.19.7 Recommendation

The Minneapolis Street Railway Company Midway Carhouse is recommended as not eligible for listing on the NRHP under Criterion A for its association with the Minneapolis-St. Paul Interurban Streetcar Line (a property recommended eligible for listing on the NRHP) of the Twin City Rapid Transit Company (TCRT). The University Avenue façade of the building was rebuilt when the property was converted to industrial use and the building no longer conveys its original use. The property, however, is considered eligible as part of the NRHP-certified historic district, the University-Raymond Commercial Historic District (see Figure 4).

5.20 PATTERSON-SARGENT COMPANY WAREHOUSE, RA-SPC-3934 **2295 University Avenue, St. Paul**

5.20.1 Property Overview

The Patterson-Sargent Company Warehouse built circa 1910 has been attributed to Buechner & Orth. It was occupied by the Patterson-Sargent Company and other firms.

5.20.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.20.3 Description

The Patterson-Sargent Company Warehouse is located on the north side of University Avenue between Carleton Street and Hampton Avenue (Figure 3). The building, with three stories above a raised basement, had wood posts and was presumably of mill construction (Sanborn 1927).

A curtain wall of red iron-spot brick laid with red-tinted mortar forms the façade; the side walls of common yellow brick (Figure 57). Bands of limestone define the area between the basement and first-floor windows. The central entrance has a sheet-metal pediment supported by short pilasters. Window openings placed in pairs have flat-arched heads and limestone sills. The windows in the center bay light a stair hall and are not aligned with the other rows of openings; the uppermost pair has rounded heads outlined with a brick band. A corbelled brick cornice edges the shallow parapet. Window openings in the side walls have arched heads. The openings in the façade and side walls are filled with a combination of original industrial steel sash, glass block, and modern sash; some of the windows in the side walls have been blocked. Concrete block has been added to the exposed portion of the basement wall on the east side of the building. A brick chimney rises near the north wall of the building.

A one-story warehouse addition on the north side of the building extends along nearly half of the west side of the building and one bay of the east wall, and wraps around the rear of the building as a one-bay-wide area.



FIGURE 57. RA-SPC-3934, FACING NW

5.20.4 Property History

The Patterson-Sargent Company Warehouse was built circa 1910. The original building permit is missing. The design has been attributed to Buechner & Orth, a firm that had several projects in the area between 1906 and 1928 (St. Paul HPC 2004:24). Buechner & Orth often used the red tinted mortar that appears on this building. The city directory lists the Patterson-Sargent Company, manufacturers of paints and varnishes, at 415 Cedar Street in 1910 (R. L. Polk & Co. 1910).

The warehouse was sited on a pair of lots to leave a 20-foot access way on the west side and the streetbed of the truncated LaSalle Street was on the east side of it. The building had a loading platform on its north end adjacent to a set of three spurs of the MTR Charles Street Lead. The MTR's Charles Street freight house was north of the property on the other side of the spurs. A historical view of the property (Figure 58) and the 1927 Sanborn map indicate that the Patterson-Sargent Company occupied the basement and first floor on the east side of the building. The photograph indicates that the building had a sheet-metal cornice above the corbelled one.

By 1920 the Twin City Wholesale Grocer Company had established a business at 2295 University Avenue. The Austin-Nichols Company, the only other wholesale grocery firm located in the Midway Industrial District at that time, shared that warehouse (R. L. Polk & Co. 1920). The Twin City Wholesale Grocer Company occupied the upper floors and had a coffee roasting department on the third story (Sanborn 1927). A report on the company's business during 1926 indicated that it served nearly 500 retail grocers on the Twin Cities and adjacent territory (Midway Club of St. Paul 1927-1928:7[23]:2).



Source: Minnesota Historical Society. Location No. MR2.9 SP3.1P p19

FIGURE 58. CIRCA 1911 PHOTOGRAPH OF RA-SPC-3934

The occupants of the warehouse in 1930 were the Patterson-Sargent Company, the Twin City Wholesale Grocer Company, and the Manchester Biscuit Company. After the Twin City Wholesale Grocer Company moved into the building erected next door in 1931, the Midway Terminal Warehouse Company became a long-term tenant. Patterson-Sargent Company remained in the warehouse until 1965 (R. L. Polk & Co. 1930; St. Paul HPC 2004:24).

The Architectural Firm of Buechner & Orth

The Patterson-Sargent Company Warehouse has been attributed to the architectural firm of Buechner & Orth, one of the most prominent and prolific architectural firms located in St. Paul during the early twentieth century. Charles William Buechner (1859-1924) was born in Darmstadt, Germany and was educated in Germany, France, and Switzerland. After relocating to St. Paul in 1874, Buechner first worked as a surveyor for the St. Paul, Minneapolis & Manitoba Railway (later part of the Great Northern Railway). From 1883 to 1892, Buechner worked for the architectural firm of Clarence H. Johnston. After working in a partnership with John H. Jacobsen from 1892 to 1902, Buechner established the firm of Buechner & Orth. Henry W. Orth (1866-1946), a Norwegian-American, acquired an architectural education before immigrating to the United States. He worked with Frank W. Kinney in Austin, Minnesota, before forming the partnership with Buechner. After 1938 Orth practiced alone, but collaborated with the P. C. Bettenberg & Co. architectural firm on several church projects. During the early twentieth century, the firm's work included many prominent institutional and public buildings, and also many commercial buildings and residences (Buechner & Orth 1930; *StPPP* 1946:20). This firm was known for its many public building projects in the Beaux Arts style that are described in Section 15.4 of this report.

Buechner & Orth's many commercial buildings are clustered in St. Paul's downtown and Midway Industrial District. The downtown St. Paul buildings include the Arcade Building (1915), the Empress and Palace Theaters (1910), the Kendall Hotel and the Hotel Minnesota (1922). The Midway Industrial District buildings include the Northwestern Furniture and Stove Exposition Building (1906), the Simmons Manufacturing Company Warehouse (1909), and the Twin Cities State Bank (1914). The General Motors Truck Company Building (1928) commission was completed after Buechner's death. The firm also designed Fire Station No. 18, located on University Avenue, in 1908.

5.20.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Patterson-Sargent Company Warehouse represents one of the significant property types in the Midway Industrial District. It housed firms that were part of important business groups in the area, building materials and foodstuffs, and as a warehouse served the distribution function of those businesses. The warehouse was probably one of the first to be erected on a lot adjacent to a MTR spur and realize the benefits of direct shipping. The Twin City Wholesale Grocer Company Warehouse has significance under Criterion A.

The Patterson-Sargent Company Warehouse is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property is not recommended as a significant example of a commercial building design. It has been attributed to Buechner & Orth and may well be the work of that firm. The building is a fine example of a circa 1910 warehouse design and expresses the utilitarian nature of a warehouse. However, it is not an outstanding example of an early twentieth-century warehouse and does not have high artistic merit. It is not significant under Criterion C. The Patterson-Sargent Company Warehouse has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance is commerce.

Period of Significance: The period of significance is from circa 1910 to 1955.

Historical Characteristics: The historical characteristics of this property are its siting adjacent to a MTR lead spur and building's location on the block in relation to other warehouses; the overall scale and massing of the warehouse; the brick and limestone façade; the distinctive fenestration pattern; and the corbelled brick cornice.

5.20.6 Integrity

The Patterson-Sargent Company Warehouse has overall fair integrity. The original design, materials and workmanship of the façade and west wall are evident; the combination of the replacement sash and glass block is the most obvious alteration. The property no longer has any association with the Patterson-Sargent Company and does not have a high degree of integrity in feeling and association.

However, the changes made to the building's setting limit its ability to express its original function. This warehouse was located on a block with an unusual development pattern. A triple set of spurs from the MTR Charles Street Lead crossed the northern portion of it and the Charles Street Freight Depot was located on the north side of those spurs that blocked North La Salle Street and made it a dead end. This was one of two warehouses built on the lots facing University Avenue near the west end of the block circa 1910. A third warehouse was built near the east end of the block in 1931. These buildings had loading platforms on their north ends adjacent to the rail spurs and were sited with a dead-end street and lots between them that facilitated the movement of trucks and freight. This block is the only one in the Midway Industrial District that had this spatial layout that was surely related to the movement of freight. It is a character-defining feature for the three properties. The modern warehouse additions across the north end of the building and some of its west side conceal the historical loading platform of the building. A block-long modern warehouse extends along the north side of the building on the former MTR property and significantly alters the setting of the block. Though the original size and shape of the building are clear, the relationship of the warehouse to nearby shipping facilities is no longer evident. The property does not have good integrity with regards to expressing its original function. The property fails to meet the registration requirements due to the loss of evidence of historical connections to freight shipping.

5.20.7 Recommendation

The Patterson-Sargent Company Warehouse is recommended as not eligible due to loss of important character-defining characteristics related to the historical use of the property and its failure to meet the registration requirements for a warehouse property in the Midway Industrial District. The property, however, is considered eligible as part of the NRHP-certified historic district, the University-Raymond Commercial Historic District (see Figure 4).

5.21 TWIN CITY WHOLESALE GROCER COMPANY WAREHOUSE, RA-SPC-6304 **2285 University Avenue, St. Paul**

5.21.1 Property Overview

The Twin City Wholesale Grocer Company Warehouse, built by the Fairview Home Corporation in 1931, is known by the name of its prominent tenant. The warehouse was designed by the St. Paul engineering firm of Toltz, King & Day.

5.21.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.21.3 Description

The Twin City Wholesale Grocer Company Warehouse is located on the north side of University Avenue between Carleton Street and Hampton Avenue (Figure 3). The five-story building is supported by reinforced concrete mushroom columns (Figure 59). A one-story wing extends from the east side of the warehouse. A single spur from the MTR Charles Street Lead crosses the northern portion of the property.



FIGURE 59. RA-SPC-6304, FACING NW

Curtain walls of red-brown wire-cut brick rise above a concrete-faced raised basement level. The brick is laid with punched openings for windows that have modern replacement sash. The corner bays project slightly and anchor the building in the tradition of corner towers, though the projections terminate at the top of the original building height with a pair of cast-stone bands. A similar bay marks the rear of the front

portion of the building on the west wall. A low parapet with a concrete coping edges the flat roof of the building. The brick entrance surround has been painted.

Panels of painted brick block loading bay openings in the middle third of the west wall. A stair tower projects from the east wall near the front of the building. A one-story wing has the footprint of a structure erected before 1950, though its walls are covered with ribbed metal siding and no historical fabric is evident. A narrow, one-bay-wide addition extends from the rear of the building. Brick and industrial steel sash fill bays defined by a reinforced concrete frame where the top floor is visible from Charles Avenue.

5.21.4 Property History

By 1920 the Twin City Wholesale Grocer Company had established a business at 2295 University Avenue. At that time there were 20 wholesale grocery firms in St. Paul; the Austin-Nichols Company, the only other such firm located in the Midway Industrial District, shared the warehouse at 2295 University Avenue. The firm occupied the upper floors and had a coffee roasting department on the third story (R. L. Polk & Co. 1920; Sanborn 1927). A report on the company's business during 1926 indicated that the firm served nearly 500 retail grocers on the Twin Cities and adjacent territory (Midway Club of St. Paul 1927-1928:7[23]:2).

This warehouse was built in 1931 by a real estate firm, the Fairway Home Corporation. The site of the building was between University Avenue and the Charles Street Lead; the small Charles Street Freight House was located northwest of the property. A set of three spurs crossed the north side of the block and served a loading platform on the north side of the building. A historical photograph indicates that there were a series of truck loading bays on the north end of the west side of the building and that the rear portion of the building was one story taller than the front and central portions (Figure 60). The separation of the three warehouses on this block by paved parking and loading areas made them particularly accessible for truck freight movement. The Twin City Wholesale Grocer Company was a tenant in the building soon after it was completed. By 1936 the building had been enlarged twice. This work added a fifth story to the front portion of the building. The firm occupied the facility until circa 1950. During the 1960s an addition was built on the rear of the building and the entrance was remodeled (Building Permit Index Cards, City of St. Paul Office of License, Inspections & Environmental Protection).



Source: Minnesota Historical Society. Location No. MR2.9 SP3.1T p10

FIGURE 60. 1931 PHOTOGRAPH OF RA-SPC-6304

The Engineering Firm of Toltz, King & Day

The warehouse was designed by Toltz, King & Day, a prominent St. Paul engineering firm that designed industrial structures and buildings in the Twin Cities, as well as many bridges and power plants. Max Toltz (1857-1932) earned a degree in civil engineering from the Royal Academy of Science and Engineering in Berlin in 1877. After working as a civil engineer in Germany, Switzerland, and Canada, Toltz settled in St. Paul in 1882. Toltz began a career with the St. Paul, Minneapolis, and Manitoba Railway (later the Great Northern Railway), which culminated in the position of chief engineer before he left the railroad in 1908 to establish his own firm. Wesley King (1879-1959) was born and raised in Minnesota and earned a degree in civil engineering from the University of Minnesota in 1905. After working in the Bridge Department of the Great Northern Railway from 1908 to 1910, he left the railroad to join Toltz in a partnership. Beaver Day (1884-1951), born in North Dakota, received a degree in architecture from the University of Pennsylvania in 1908. After moving to St. Paul Day worked in the office of Allen Stem from 1908 to 1918. He joined Toltz and King in 1919. The firm continues in business today as Toltz, King, Duvall and Anderson (TKDA), a name change that occurred in 1956 (NWAA 2004c).

The firm had a wide-ranging practice. Its commercial and industrial projects in St. Paul include an office building for the Great Northern and Northern Pacific railroads (1914-16), the Hamm Theater and office building (1919-20), and the J. H. Allen Company Warehouse (289-300 East 8th Street, 1919). The Krank Building at 1885 University Avenue (1926, listed on the NRHP), the Griggs, Cooper & Company's Sanitary Food Manufacturing Company Plant (1911-1925), and the Twin City Wholesale Grocer Company Warehouse (1931) are in the Midway Industrial District (NWAA 2004c; RCHS and St. Paul HPC circa 1985).

5.21.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Twin City Wholesale Grocer Company Warehouse represents one of the significant property types in the Midway Industrial District. It housed a type of business that was part of an important wholesale business sector in the area. The design of the warehouse, influenced by the Moderne style popular at the time, indicates that this is one of the later buildings of the type in the area. The Twin City Wholesale Grocer Company Warehouse has significance under Criterion A.

The Twin City Wholesale Grocer Company Warehouse is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property is not recommended as a significant example of a commercial building design or of the work of Toltz, King & Day. The building has a somewhat unusual Moderne styling and expresses the utilitarian nature of a warehouse. However, it is not an outstanding example of a 1930s warehouse and does not have high artistic merit. It is not significant under Criterion C. The Twin City Wholesale Grocer Company Warehouse has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance is commerce.

Period of Significance: The period of significance is from 1931 to 1955.

Historical Characteristics: The visible historical characteristics of this property are the overall scale and massing of the warehouse, the brick façade(s), and the irregular fenestration pattern.

5.21.6 Integrity

The Twin City Wholesale Grocer Company Warehouse has fair to good integrity with regards to materials, design, and workmanship. The fifth story was added to the building during the period of significance and does not diminish the integrity of the building. The insertion of replacement window sash is not an important alteration. The loading bays on the west side of the building have been blocked and are not discernible. A stair tower and the one-story warehouse on the east side of the building were erected during the period of significance, though the warehouse wing has poor integrity due to modern siding. However, the cumulative effects of these various changes have diminished the integrity of the building.

In addition, the changes made to the building's setting limit its ability to express its original function. This warehouse was located on a block with an unusual development

pattern. A triple set of spurs from the MTR Charles Street Lead crossed the northern portion of it and the Charles Street Freight Depot was located on the north side of those spurs. Two warehouses were built on the lots facing University Avenue near the west end of the block circa 1910. This warehouse was built near the east end of the block in 1931 and enlarged within a few years. These buildings had loading platforms on their north ends adjacent to the rail spurs and were sited with a dead-end street and lots between them that facilitated the movement of trucks and freight. This block is the only one in the Midway Industrial District that had this spatial layout that was surely related to the movement of freight. It is a character-defining feature for the three properties.

A one-story loading bay wing now extends from the north end of the west wall of the warehouse. A block-long modern warehouse extends along the north side of the building on the former MTR property and significantly alters the setting of the block. The narrow addition on the north end of the building has replaced the loading platform along the rail spur. Although there are modern loading bays, there is little evidence of how freight was handled historically at this warehouse. The property no longer has any association with the Twin City Wholesale Grocer Company Warehouse and does not have a high degree of integrity in feeling and association. The property fails to meet the registration requirements due to overall poor integrity, particularly with the loss of evidence of historical connections to freight shipping.

5.21.7 Recommendation

The Twin City Wholesale Grocer Company Warehouse is recommended as not eligible due to loss of important character-defining characteristics related to the historical use of the property and its failure to meet the registration requirements for a warehouse property in the Midway Industrial District. The property, however, is considered eligible as part of the NRHP-certified historic district, the University-Raymond Commercial Historic District (see Figure 4).

5.22 WRIGHT, BARRETT & STILLWELL COMPANY WAREHOUSE, RA-SPC-3933 **2233 University Avenue, St. Paul**

5.22.1 Property Overview

This property was built to house the Wright, Barrett & Stillwell Company, a manufacturer and distributor of paper products, in 1912-13. The warehouse was designed by St. Paul architect J. Walter Stevens.

5.22.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.22.3 Description

The Wright, Barrett & Stillwell Company Warehouse, located at the northeast corner of University and Hampden Avenue (Figure 3), is set at the north end of the property adjacent to the Charles Street Lead of the Minnesota Transfer Railway (MTR). Two parallel curved spurs cross the north edge of the property and are the reason that the warehouse has an irregular shape. The area between the building and University Avenue is used as a parking lot.

The warehouse, three stories above a partially exposed basement level, has a concrete foundation and exterior walls clad with red-toned tapestry face brick (Figure 61). The building of reinforced concrete construction has a flat roof edged with a shaped parapet enhanced with a corbelled brick cornice. The parapet is raised above the three center bays of each wall except the Charles Street one and pier-like projections mark the corners of the building and adjacent bays. Cast-stone band courses mark the level of the second-story floor, the sills of the first-story windows, and the first-story floor. The areas between the brick piers are filled with segmentally-arched window openings with cast-stone sills. All the openings have replacement sash. A main entrance for the building has been created at the center of the basement level on the University Avenue façade.

The curved Charles Avenue side of the warehouse and a portion of the short west wall were fronted by a loading platform constructed of concrete and concrete block (Figure 62). The arched bay openings on the Charles Street wall are separated by engaged concrete columns rather than brick piers. The former loading bays are now filled with a variety of wall materials, doors, and windows (Figure 63). A brick chimney rises from the northeast corner of the building.



FIGURE 61. RA-SPC-3933, FACING NNE



**FIGURE 62. RA-SPC-3933, CHARLES STREET
FAÇADE, FACING SE**



**FIGURE 63. RA-SPC-3933, CHARLES STREET
LOADING BAYS, FACING SW**

5.22.4 Property History

This warehouse was erected in 1912-1913 for the Wright, Barrett & Stillwell Company. The firm was a dealer of paper and stationery, as well as building and roofing papers, including “Wright’s Indestructible Wall Board.” The company had a main office at 220-226 East 5th Street in St. Paul and appears to have followed the pattern of moving its warehousing and shipping functions in the Midway Industrial District. The 1926 Sanborn map indicates that a wood loading platform extended along the north and west walls of the building.

By the early 1930s, the building was known as the Midway Industrial Building and had several tenants. The occupants of the building included the ABC Corrugated Box Company, the Fisk Tire Company, and the Northwestern Jobbers Credit Bureau. The property was known as the Wright DeCoster Building by 1938. At that time the Wright DeCoster Company, manufacturers of sound equipment, and ten other businesses occupied the property (R. L. Polk & Co. 1930, 1938; St. Paul HPC 2004:14).

Architect J. Walter Stevens

The warehouse was designed by architect J. Walter Stevens (1856-1935), a designer who began practicing architecture in St. Paul in 1879. Stevens designed many buildings in the Lowertown area of St. Paul, including several that line Mears Park, built between 1882 and the late 1920s when Stevens retired. His work in the city includes office buildings, schools, prisons, churches, and residences (St. Paul HPC 2004:14).

5.22.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Wright, Barrett & Stillwell Company warehouse, erected by a firm that sold a variety of paper products and building materials, was positioned to be well-served by a spur from the Charles Street Lead of the MTR. The property was developed during the early 1910s, a period of growth in the number of industries that would take advantage of the direct shipping services provided by the MTR. After the building began to house numerous tenants, some of them, no doubt, continued to utilize the shipping services of the railway. Many buildings in the MTR service area housed more than one tenant.

The warehouse represents a common type of property in the Midway Industrial District. The Wright, Barrett & Stillwell Company Warehouse was a substantial structure, of the “fireproof” reinforced concrete type, designed for large floor load capacities and to be resistant to fire. Concrete columns were used to frame the loading bay openings. Elements of the loading platform and bays remain as important historical characteristics of the warehouse. The use of face brick on all four walls of the warehouse and the distinctive parapet made the warehouse a facility that promoted the success and permanence of the Wright, Barrett & Stillwell Company. The warehouse expresses the commercial and industrial purpose of the company that built it and other values associated with business buildings during the early twentieth century. The Wright, Barrett & Stillwell Company Warehouse is significant under Criterion A.

The Wright, Barrett & Stillwell Company Warehouse is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property is not a significant example of industrial building design or the work of architect J. Walter Stevens. It is not an outstanding example of an early-twentieth-century warehouse and does not have high artistic merit. The warehouse is not significant under Criterion C. The Wright, Barrett & Stillwell Company warehouse has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance is commerce.

Period of Significance: The period of significance is from 1913 to circa 1930, the period of occupancy by the firm that erected the warehouse.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the warehouse; evidence of service by the Minnesota Transfer Railway; the curved north wall and loading platform and loading bays; all four façades clad with face brick; the regular fenestration pattern and arched openings; and the distinctive shaped parapet.

5.22.6 Integrity

The Wright, Barrett & Stillwell Company Warehouse has excellent integrity in design, materials, and workmanship. Alterations to the exterior of the building are limited to the insertion of replacement sash on the façade and new entrances in the basement level. The building is in its original location and the immediate setting of the building has not been significantly altered. Evidence remains of the link between this property and the MTR with the spurs and loading bays and platform on the northeast side of the building. The property does not have a high degree of integrity in feeling and association.

5.22.7 Recommendation

The Wright, Barrett & Stillwell Company Warehouse is recommended as eligible for listing on the NRHP for its relationship to the MPDF and significance under Criterion A. The warehouse was historically associated with a firm engaged in the manufacture and distribution of building products, an important industry in the Midway Industrial District.

5.23 GREAT LAKES COAL AND DOCK COMPANY OFFICE BUILDING, RA-SPC-6103 2102 University Avenue, St. Paul

5.23.1 Property Overview

The Art Deco-style Great Lakes Coal and Dock Company Office Building was built in 1936 as the new headquarters for the firm.

5.23.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.23.3 Description

Great Lakes Coal and Dock Company Office Building is located at the southeast corner of University and Cleveland Avenues (Figure 3). The original office building, which is positioned at an angle on the corner of the lot, has a two-story addition on its southeast side and a one-story addition extends to the east.

The Art Deco-style two-story building has a concrete foundation and exterior walls of textured tan tapestry brick (Figure 64). Its flat roof is edged with a parapet. The asymmetrical façade facing the intersection has an entrance tower rising through it. Two tiers of engaged piers rise to a height just above the parapet and a short tower extends further. The patterned brickwork that accents the top edge of the tower is similar to that at the top of the main parapet wall. The piers, as well as those at the corners of the building have modernized capital panels with a geometric pattern in raised relief that is similar to a stylized “M.” The entrance flanked by deep piers has a door set with sidelights and a transom. Art Deco-style lamps are mounted on the piers.

Slender piers establish five bays of windows southwest of the tower and three bays on the other side, as well as bays on the two side walls. The spandrel areas between the two levels of windows and below the ground-story windows are clad with glossy black architectural tiles. The sill areas of the ground-story windows are panned with a dark material.

The two-story addition covers most of the southeast wall. The wing, slightly lower in height than the original building, was designed to be compatible. It has walls of tan brick, engaged piers at the corners of the building, and narrow window bays with spandrels and panels of glossy-black architectural tile. The one-story addition has the appearance of a modern office building.



FIGURE 64. RA-SPC-6103, FACING SE

5.23.4 Property History

By 1930, the Great Lakes Coal and Dock Company had established a business in St. Paul; it had an office at 120 East 5th Street and a coal yard on Como Avenue. At that time it was one of 10 wholesale coal dealers in St. Paul; an equal number of firms were in retail coal sales (R. L. Polk & Co. 1930). In 1936, the Great Lakes Coal and Dock Company built an office building at the southeast corner of University and Cleveland Avenues. The building permit index cards for this property do not identify the pertinent building permit. The firm's delivery vehicles, dump trucks with the firm's name lettered on their trailer portion, were stored in a garage on the property (Sanborn 1950). These trucks were loaded from hoppers located beside railroad sidings (Minnesota Historical Society Photograph Collection, Location no. HD1.1 p47).

5.23.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

Great Lakes Coal and Dock Company Office Building represents one of the significant property types for the Midway Industrial District and was associated with one of the types of businesses that needed to be located adjacent to the MTR. This office building was the physical demonstration of the aspirations of the company as a successful coal dealer. It even hints at the type of business it housed with the glazed black tile incorporated into its façades. This property has significance under Criterion A.

Great Lakes Coal and Dock Company Office Building is a stylish interpretation of the Art Deco forms and detailing that were popular during the late 1920s and 1930s. The small entrance tower that rises with buttress forms at its corners is a common form found

on Art Deco buildings. The lower entrance surround echoes the tower form. The caps for the entrance tower and corner piers suggest the traditional form but feature stylized “M” forms. The crisply cut window openings and ribbed brick cornice complete the modern styling of the building. The building has significance under Criterion C.

Great Lakes Coal and Dock Company Office Building is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The areas of significance are commerce and architecture.

Period of Significance: The period of significance under Criterion A is from 1936 to 1955. The ending date, 1955, marks the end of the period of significance identified by the MPDF historical context and the time when original or long-term occupants of the property moved out. The period of significance for architecture is 1936.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the small office building; the Art Deco forms and detailing; the rhythm of the brick piers on the façade; the entrance and its tower above; and the black glazed architectural tile spandrels.

5.23.6 Integrity

The integrity of the Great Lakes Coal and Dock Company Office Building is good. Alterations to the exterior of the building are limited to the replacement of the window sash and the panning of window sills. The building has excellent integrity in design, materials, and workmanship and is in its original location. However, the building has two additions to the rear; the two-story one was designed to be compatible with the original building and replicates some of its forms and materials. The one-story addition is larger, but visible mainly from the rear of the original office building. The property no longer has any association with the Great Lakes Coal and Dock Company, and therefore does not have a high degree of integrity with regards to feeling and association.

5.23.7 Recommendation

Great Lakes Coal and Dock Company Office Building is recommended as eligible for listing on the NRHP under Criterion A. It is a significant historical building type related to a type of business that required the transportation provided by the MTR. The building subtly expresses the coal wholesale business through its glazed black architectural tile. The building is not recommended as eligible under Criterion C. Though it is a fine example of an Art Deco-style office building, it does not have excellent integrity due to its two additions.

5.24 MINNESOTA TRANSFER RAILWAY, UNIVERSITY AVENUE BRIDGE (RA-SCP-6310) AND MAIN LINE (RA-SPC-6309)

St. Paul

5.24.1 Property Overview

The original property of the Minnesota Transfer Railway (MTR) extends from an area just north of Interstate 94 to Energy Park Drive on the north, and from Wheeler Street on the east to Emerald Street on the west (see Figures 3 and 11). The proposed Central Corridor along University Avenue intersects the rail line used by the MTR as it is carried over the street on a bridge. The Minnesota Transfer Railway University Avenue Bridge and Main Line are the two properties that are within the APE and were evaluated for this project.

The history and extent of the larger MTR property were identified and evaluated in order to assess the significance of resources in the Central Corridor APE and in conjunction with the preparation of the Midway Industrial District MPDF historical context. The portion of the MTR studied included only the original facility developed by the MTR, the section used before the acquisition of the Belt Line Railway and Transfer Company (see Figure 11). The Belt Line route extends to New Brighton, far beyond the Central Corridor APE. The Minnesota Transfer Railway Roundhouse and Shops (RA-SPC-5620) have been previously evaluated and determined eligible for listing on the NRHP.

5.24.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.24.3 Description

Two components of this resource were recorded and evaluated at the Phase II level:

5.24.3.1 Minnesota Transfer Railway University Avenue Bridge, RA-SCP-6310

The MTR Bridge over University Avenue is a reinforced concrete structure with a concrete girder deck supported by concrete piers that separate the roadbed of University Avenue from flanking sidewalks (Figures 65 and 66). A row of five columns, set between end piers and between a foundation and deep horizontal beam above, mark the juncture of the street and sidewalk and support the deck. The end piers extend above the deck of the bridge. A second set of piers rises in a similar fashion above the ends of the deck. The concrete deck has a slight camber (arch) at its lower edge. A corbelled concrete cornice widens the railbed slightly. The cast-iron fence that edges the railbed has a prominent pipe handrail and flares slightly at the ends of the bridge. The railbed is

covered with stone ballast. A pair of tracks laid on wood ties crosses the bridge and are joined by a switching track. No alterations to the bridge were apparent.



FIGURE 65. RA-SPC-6310, ALONG BRIDGE, FACING NE



FIGURE 66. RA-SPC-6310, FACING NW

5.24.3.2 Minnesota Transfer Railway Main Line, RA-SPC-6309

Two spurs curve north from the Chicago, Milwaukee and St. Paul Railway line, located south of Wabash Avenue, and enclose a triangular area where the roundhouse is located east of Cleveland Avenue. At least one additional spur extends through the roundhouse yard area and joins the other two north of the roundhouse site. This track, positioned on a raised roadbed with grass-covered shoulders, angles northeast to cross the bridge over University Avenue (Figure 67). The track continues in a northern direction through the former yard area north of University Avenue. The adjacent “A” yard (as identified on the

historical plan of the property, see Figure 11) located just south of the Great Northern Railway line (and Energy Park Drive) and east of the Raymond Avenue bridge retains over 15 rows of parallel siding tracks.. A few lines of the yard track extend east of the Raymond Avenue bridge for a short distance.



FIGURE 67. RA-SPC-6309, ALONG BRIDGE TOWARD ROUNDHOUSE, FACING SW

5.24.3.3 Additional Minnesota Transfer Railway Resources

Several of the “leads,” as the spurs that served several industrial properties were known, remain on and adjacent to the streets in the MTR service area. This service area extends from I-94 on the south to Energy Park Drive on the north, and from Emerald Street on the west to Wheeler Street on the east. Six main leads extended into the service area. These leads are tracks laid in the street beds like streetcar tracks; railroad crossing signage indicates where the leads intersect cross streets. Leads remain on Charles Street to Carlton Street and on Myrtle Avenue to Hampden Street, though remnants of the lead remain on the block west of Raymond Avenue. The Wabash Avenue lead is carried over Highway 280 on a separate bridge, but terminates soon after it turns to the north. The lead known as the Southeast Industries Line remains in place east of the main rail yards, and crosses Fairview Avenue. The Central Warehouse Lead, which served a large complex of warehouses located east of Hampden Avenue and north of Charles Avenue, was serviced by the MTR but owned by the Central Warehouse Company (Olson 1976:533). Only fragments of the St. Anthony Loop remain visible.

The Minnesota Transfer Railway Roundhouse and Shops property was previously surveyed and recommended eligible for listing on the NRHP (BRW et al. 1995). The property was visited but not resurveyed.

5.24.4 Property History

The MTR was established to provide a freight transfer function for the various rail lines that served Minneapolis and St. Paul. By 1880, the Twin Cities was becoming an important terminus for interstate railroads. Nine railroads entered St. Paul or Minneapolis, but few of the lines passed through the area. The railroads maintained individual freight terminal facilities scattered throughout the area, and the transfer of freight from one line to another was a time-consuming and expensive delay (BRW et al. 1995:8.7-8.8).

James J. Hill, the St. Paul businessman who developed the railroad company that would be known eventually as the Great Northern Railway, envisioned a solution for this problem and purchased property in the Midway District. Between 1880 and 1883, track was built by an unincorporated association and the St. Paul, Minneapolis & Manitoba Railway, controlled by Hill. Property purchased by the railroads involved in the project was transferred to the Union Stockyards-MTR when it was incorporated in 1883. This new entity was owned jointly and equally by the rail lines it served: Hill's St. Paul, Minneapolis & Manitoba (later the Great Northern) Railway; the Chicago, St. Paul, Minneapolis & Omaha Railway Company; the Northern Pacific Railway Company; the Chicago, Milwaukee and St. Paul Railway Company; and the Minneapolis and St. Louis Railway Company. Additional rail lines became partners in the MTR during the following decades. Several of the lines operated their own repair shops on the MTR property (Donovan 1954:23; Stottlemeyer 1982:1).

From 1883 to 1922, the MTR handled nearly all of the "less-than car-load" freight that arrived in the Twin Cities. The MTR's yards were the center of the freight transfer operation. Sections of the extensive yards were identified by letters; the through lines served by the MTR delivered and picked up cars from pre-assigned sections of the yards. Small freight shipments were handled in the "P" yard, part of the large yard north of University Avenue. In 1910, the MTR handled over 560,000 cars, an average of 1500 per day. Approximately 200 of these cars were unloaded and the contents were sorted and repacked for shipping. This number of cars increased to over 800,000 in 1923 and then dropped to approximately 510,000 by 1930. By that time, many of the railways had begun to handle reshipments at their own freight stations (Minnesota Transfer Railway Company 1923:7 and 1930:5; McClary 1936:3-4).

The MTR provided switching service and track maintenance for the St. Anthony Loop. This horseshoe-shaped loop of track was constructed between Raymond and Hampden Avenues circa 1900 by the St. Anthony Park Improvement Company (Donovan 1954:23-25). In 1893, the MTR acquired the 14 miles of the Belt Line Railway & Transfer Company. This line, chartered in 1889, primarily carried cattle and hogs from Fridley to the Minneapolis Stock Yards & Packing Company in New Brighton. The railway also provided passenger service. During the late nineteenth century, stockyards and packing plants were located in the Midway District on MTR sidings. The Barrett & Zimmerman Co., located east of Prior Avenue on University Avenue, received carloads of horses from

Montana and one of the earliest spurs and sidings constructed by the MTR served this firm. Many of these wild horses were broken and sold to the Army during World War I (Stottlemeyer 1982:1-3).

The MTR yards north of University Avenue were crowded with stock pens, ice houses, and repair facilities and the company had a warehouse on Charles Street. In 1912, the MTR used 19 steam locomotives and employed 1,200 people. During the years from 1905 until 1914, many carloads of immigrants headed west paused in the MTR yards during the spring months. The yard switchmen, many of whom were first generation Scandinavians, helped the travelers acquire needed supplies. Another seasonal use of the yards was the arrival of the Ringling Brothers, Barnum and Bailey Circus during the 1930s and 1940s; the big top was erected south of the yards, which served as the temporary headquarters for the circus (Stottlemeyer 1982:4, 6).

During the early twentieth century, the service provided by the MTR changed as the businesses and industrial plants that located in the Midway area desired direct freight shipping service. Descriptions, dating to 1912, of this direct shipping service note that 130 manufacturers and jobbers in the Midway district found at their very doors a railroad that could start their products on a journey to practically any point on the continent and eliminate expensive arrangements with various shippers (Castle 1912:621; BRW et al. 1995:8.9-8.10; *StPPP* 1912:4:1). This service freed manufacturers from paying for switching services in order to distribute their products and the expense of distributing their goods to the freight depots of several railroads for shipping (Chapin 1917:21; Stottlemeyer 1982:map insert).

This direct freight shipping service relied on a series of leads that were named for the streets on which the track was located (Figure 11). The Charles Street Lead extended from the main rail yard west of Prior Avenue and served several properties as well as the MTR freight warehouse located near Carlton Street. The Myrtle Avenue Lead extended from Cleveland Avenue west to cross Raymond Avenue; the Bartusch Packing Company was served by this line. The Wabash Avenue Lead extended further and had spurs that turned to the north on both sides of the area now crossed by Highway 280. The Waldorf Paper, Weyerhaeuser Timber, and Willys-Overland and International Harvester properties kept this line busy. Nearly three miles of tracks and sidings extended south from the northern yards into the area between Hampden Avenue and the main yards on to the Central Warehouse property. The line that served the Barrett & Zimmerman Company, and later the Brooks Brothers Lumber Yard, and the A. J. Krank Manufacturing Company east of Prior Avenue, extended east of Fairview Avenue as the "Southeast Industries Line." The Griggs, Cooper & Company, Northwest Co-op Mills, and Nash Coffee plants were located on this line. Further to the northwest, a "lead served the northwest terminal area in Minneapolis. By the 1950s, the MTR was providing freight service to over 400 industries, many of which had their own sidings (Donovan 1954:frontispiece map, 6-7; McClary 1936:3; Stottlemeyer 1982:map insert).

The MTR initially utilized one bridge, a 1,400-foot-long iron structure that carried University Avenue over the 19 tracks that fed the main yard north of University Avenue. By the 1930s, this bridge was in poor condition and had a restricted load capacity. It had carried the double track of the busy Interurban streetcar line that had run on University Avenue since 1890. This bridge was replaced by two structures in 1935. The pair of bridges, each of which carried two tracks, was built as a National Recovery Act Project. The MTR furnished the material for the track relocations, and the state covered the rest of the expenses (McClary 1936:5).

The MTR maintained an important freight transfer and direct shipping service during the 1940s and 1950s and often handled approximately 3,000 cars daily. During the early 1950s, many of the facilities of the MTR were modernized, the roundhouse was adapted for diesel servicing, and an adjoining shop with a crane was built. During the late 1960s, a reduction in the volume of freight traffic led to the abandonment of some of the yard space and the sale of 50 acres to the St. Paul Port Authority for development. The Transfer Road industrial complex and the Amtrak passenger depot, erected in 1968, now occupy this area. The merger of through railroads into the Chicago & Northwestern and Burlington-Northern lines reduced the need for inter-line freight transfer (Stottlemeyer 1982:7-9). In 1986 the MTR facilities were purchased by the Minnesota Commercial Railway, an industrial switching operation (BRW et al. 1995:9.46).

The Historical Components of the Minnesota Transfer Railway

The MTR facilities included a General Offices building located on University Avenue, west of Prior Avenue, and a freight warehouse on Charles Street (both no longer standing). The line's roundhouse and diesel shop was located south of University Avenue east of Cleveland Avenue (RA-SPC-5620; determined eligible for listing on the NRHP). The MTR purchased the old YMCA building on University Avenue, which it used as a waiting room for its passenger service (no longer standing). A number of small buildings—offices, repair shops, and an icing facility—stood in the various yard areas but are no longer extant. Only the A Yard, adjacent to the former Great Northern Railway line (just south of Energy Park Drive), of the many freight transfer yards remains. One of the two bridges erected over University Avenue in 1935 remains standing.

5.24.5 Significance

The MTR, built between 1880 and 1883 and incorporated in 1883, provided an important freight transfer service that helped to make the Twin Cities a railway hub of the Upper Midwest. The MTR was expanded in 1893 with the acquisition of the Belt Line Railway and Transfer Company. The MTR provided two important services from rail sidings in an industrial area: freight transfer and direct shipping. The MTR's significance under Criterion A has been stated as the MTR's associations with the settlement of the Midway area, effect on the shape of the Minneapolis and St. Paul metropolitan area, and importance in the Twin Cities' early railroad development (BRW et al. 1995:9.49).

The MTR, as envisioned by James J. Hill, was one of the earliest enterprises of this type in the United States and one of the largest. The Bush Terminal Railway, for instance, which provided a similar service for the many lines that served New York City, was not established until 1903. During the 1910s, only the freight transfer facility in Pittsburgh handled more tonnage each year (Castle 1912:620). For the railroads that owned the MTR, it handled the transfer of small freight shipments from one line to another. This type of service was an important function of the MTR from 1883 to the late 1960s, though the volume of freight peaked during the 1920s.

The construction of leads that were extended as sidings provided the commercial and industrial firms that located near the MTR with direct shipping from their premises. The presence of the MTR was the most important factor in the development of the Midway Industrial District in St. Paul, though the availability of cheap land and room for building and expansion were also contributing considerations (Chapin 1917:20). This service expanded circa 1910, as more firms relocated to the Midway area, and continued through the mid twentieth century, until shipment by trucks over interstate highways made significant inroads into railroad freight shipping.

The MTR was initiated by James J. Hill, the prominent businessman, civic leader, and railroad man, but Hill's association with the railway is not sufficient for it to be recommended as eligible under Criterion B. The MTR property is not an outstanding example of engineering design or railroad construction and is not recommended as eligible under Criterion C. The railroad property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not eligible under Criterion D.

Area of Significance: The area of significance is transportation.

Period of Significance: The period of significance is from 1905 to 1955. The ending date, 1955, marks the end of the period of significance identified by the MPDF historical context and the time when original or long-term occupants of the property moved out.

Historical Characteristics: The historical characteristics of this property are the roadbed of the permanent way of the main line; the two sets of track on the line as it crosses University Avenue on the bridge; the form of the bridge over University Avenue; and the features of the bridge, such as the handrail.

5.24.6 Integrity

The portions of the MTR facility that were related to the freight transfer service were the main line, extensive car yards, and the buildings associated with operating the railway. Since most of the rail yards no longer exist, and the administration building and small yard buildings have been demolished, the remaining resources of the MTR do not have sufficient integrity to convey well this aspect of the operation.

The portions of the MTR infrastructure related to the direct shipping function included the main line and the system of the leads, spurs, and sidings that served individual properties. The main track of the MTR, most of the system of the leads, and some of the sidings that remain suggest how this direct-shipment function operated. The remaining bridge of the two constructed in 1935 over University Avenue and the roundhouse and engine repair facility on Cleveland Avenue are components of the MTR that also supported this function. The remaining resources of the MTR have sufficient integrity to convey the nature and extent of this component of the operation.

The MTR, overall, has fair to good integrity. The track that remains has integrity of location and design. The 1935 bridge over University Avenue has excellent integrity with regard to design and materials. The modernization of the roundhouse and diesel shop facility during the mid-twentieth century altered that property somewhat, but the various components of the service area are identifiable. The historical feeling and association of the railway are enhanced by the current use of the property by the Minnesota Commercial Railway.

5.24.7 Recommendation

The MTR has significance under NRHP Criterion A for its role in the development of the commercial and industrial Midway District during the early twentieth century. Its period of significance for this function extends from circa 1910 (when the direct freight shipment era began as the Midway area developed) to circa 1955 (when truck shipping began to replace rail shipping in importance). The portion of the main rail line and the bridge that carries it over University Avenue are recommended as eligible for listing on the NRHP. Additional components of the MTR that are beyond the Central Corridor APE may also be eligible.

5.25 GRIGGS, COOPER & COMPANY SANITARY FOOD MANUFACTURING BUILDING, RA-SPC-3923

1821 University Avenue, St. Paul

5.25.1 Property Overview

The Griggs, Cooper & Company Sanitary Food Manufacturing Plant consists of one large industrial loft with three wings, which housed the cracker and candy factories and other food processing operations; a power plant; and a combined garage and repair shop building. The buildings, designed by the Toltz Engineering Company, were built between 1911 and 1925. The Sanitary Food Manufacturing Company was a subdivision of the larger Griggs, Cooper & Co. operation.

5.25.2 Historical Context

This property was evaluated in relationship to the significant themes identified in the Midway Industrial District MPDF historical context.

5.25.3 Description

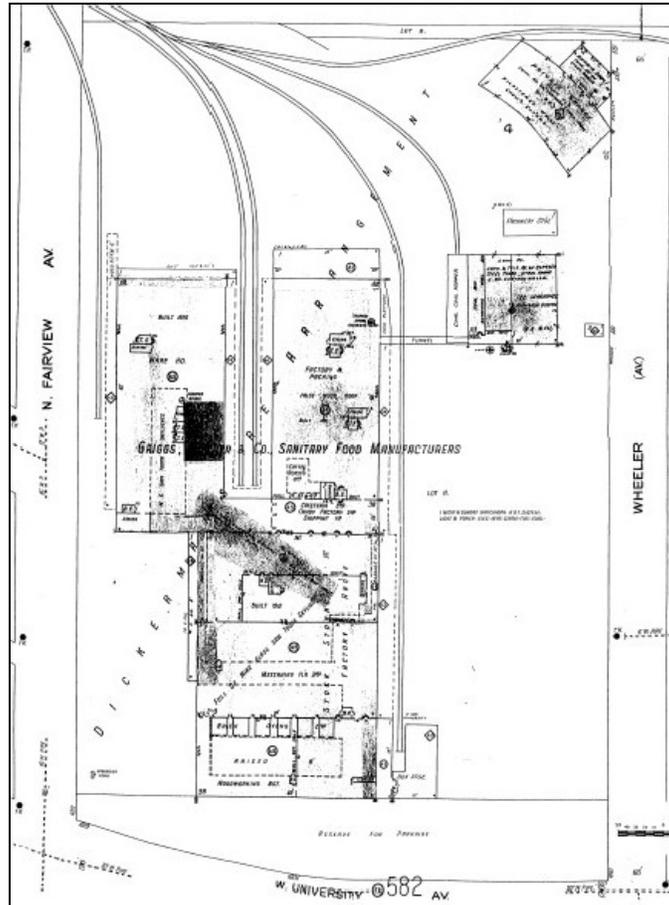
The Griggs, Cooper & Company Sanitary Food Manufacturing Company Plant, now the Griggs Midway Building, property includes a large industrial loft with three wings, a power plant, and a garage and repair shop building (Figure 68). The property at the northeast corner of University and North Fairview Avenues (Figure 3), has parking lots along the both street fronts, as well as north and east of the main building. All of the buildings are occupied.

The Main Building

This industrial loft consists of three large wings. The one adjacent to University Avenue was built to house the Sanitary Food Manufacturing Company Plant. The northeast and northwest wings were built as warehouses that provided space for other functions as well. The wings of reinforced-concrete construction are similar in appearance and are unified by exposed concrete and tan brick, some of which is painted. The wings have flat roofs edged by parapets. Window openings, except for some in the northwest wing, have replacement sash.

The three-story south wing University Avenue façade has a grid of concrete piers and spandrels clad with face brick that frames window openings (Figure 69). The varying height of these openings corresponds to the taller floor height on the ground floor and shorter floors above. All of these windows have replacement sash that consists of a row of fixed wood windows set below tiers of glass block. The corbelled brick cornice has a large keystone form that marks each pier. The parapet wall has a simple stone coping. Corner stair tower bays rise slightly above the parapet and have smaller windows. An

entrance located in the stair tower at the eastern end of the University Avenue façade has a terra cotta surround. Console brackets support a decorative entablature and plain terra cotta blocks form a base for the brick pilasters that frame the window openings in the stories above.



Source: Sanborn Map Publishing Co. (1951). Vol. 6, Sheet 572

FIGURE 68. 1951 SANBORN MAP SHOWING RA-SPC-3923

The southern portions of the side walls of this half of the wing consist of seven bays between stair towers. The replacement sash in the east and west walls have the same pattern as on the University Avenue façade on the upper two stories. Aluminum frames holds vertical sash in the ground-story openings and a pedestrian and a vehicular door have been added to these openings.



**FIGURE 69. RA-SPC-3923, MAIN BUILDING,
FACING NW**

A new entrance to the south wing extends from the south end of the west wall. A covered walkway leads to a small vestibule. Kasota stone veneer clads the vestibule, the piers that support the walkway canopy, and the edges of the canopy. A small addition, with walls of tan brick, extending from the southern end of the east wall is adjacent to a concrete loading platform with steps at the north end. No evidence of the rail spur that historically extended along the eastern side of the main building remains.

The seven-bay northern half of this southern wing is somewhat plainer and does not have a corbelled brick cornice. It has stories of varying height; the third-story window openings were blocked with face brick. During 2004, sash was installed in some of the openings in the east wall. The window openings of the two lower stories in the east wall of this wing have aluminum-framed vertical panels of sash. The openings in the west wall of this portion of the southern wing have the glass block and small windows used on the University Avenue façade. A modern vinyl canopy shelters the entire ground-story openings on the west wall and modern metal storefront framing has been installed in each bay.

The northeast wing is a four-story building with two-bay-wide stair towers at each corner (Figure 70). Face brick clads the piers that rise through the façade; corbelled brick cornices remain on the stair towers but the cornice at the top of the central portion of the east wall has been removed and the area has been parged with concrete. The window openings of the slightly taller ground story and floors above have the aluminum-framed replacement sash used elsewhere on the property. An entrance near the center of the east wall has a loading bay opening filled with historical wood doors and a pedestrian door. A one-story wing with a vehicular door filling its north end projects from one of the bays of the north wall of this wing.



**FIGURE 70. RA-SPC-3923, NORTHEAST AND
NORTHWEST WINGS, FACING NNW**

The northeast and northwest wings enclose a freight loading court between the buildings that is served by two rail spurs (Figure 71). The two wings of the building are edged with a continuous U-shaped concrete loading platform sheltered with a sheet-metal canopy held with iron tie rods attached to wall above. The southern end of the platform and the southern half of the eastern platform have been enclosed with wood siding; most of the western platform is open.



**FIGURE 71. RA-SPC-3923, LOADING
PLATFORM BETWEEN NORTH WINGS, FACING
S**

The northwest wing has a more utilitarian appearance and the small window openings of a warehouse in its north end wall (Figure 72). An exposed grid of concrete piers and floor plates frames curtain walls of face brick. Many of the single small window

openings set in each bay retain eight-over-eight or six-over-six double-hung wood sash. Some of the windows are blocked. A loading platform that extends along the entire north end wall has been enclosed with wood siding and doors. The parapet wall does not have a cornice and is capped with a plain coping.



FIGURE 72. RA-SPC-3923, NORTHWEST WING, FACING SE

The west wall of this wing has both piers and spandrels faced with brick. An open concrete loading platform sheltered by a sheet-metal canopy extends along this wall. An additional parapet level above the main wall edging the roof marks the end bays and returning bays on the north and south walls to suggest corner towers. The south corner tower has a Kasota stone door surround that extends to surround the windows above; the windows in the adjacent bay of the south wall have the same stone framing. Concrete steps flanked by a wood-sheathed cheek walls lead to an entrance with aluminum-framed door and windows. The entrance provides access to a large stair hall with a polished stone floor and open staircase to the second floor. The north corner bay, as well as the next three bays to the north, have small window openings like those on the north and east walls of this wing. The rest of the bays have pier-to-pier openings in the third story filled with Chicago-type sash and three separate openings on the two lower stories that have one-over-one double-hung sash. The loading platform on the north wall and the canopy and sash in the west wall of this wing are painted a bright turquoise blue.

Power Plant

The Griggs, Cooper & Company power plant is constructed with a concrete foundation, steel frame and roof trusses, and tan brick curtain walls (Figure 73). There is one tall, 36-foot-high level above a raised basement. The parapet concealing the roof is raised at each corner bay and is underscored by a corbelled brick cornice except on the north wall. In the east and west walls, large bays are defined by brick piers; the larger window openings in the lower portions of these bays have been blocked though the small windows at the top of the bays are still evident. The longer north and south walls have pairs of tripartite

window openings with wide center windows flanked by narrower openings. All of these window openings, except the one at the west end of the south wall, have been blocked; the industrial steel sash in this opening has operable panels near the bottom. An entrance is centered in the east wall. A poured concrete chimney, circular in plan, stands adjacent to the west end of the south wall. Sanborn maps indicate that the low, one-story wing extending from the west end of the power house with concrete walls is a coal storage bunker.



FIGURE 73. RA-SPC-3923, POWER PLANT, FACING NE

Truck Garage and Repair Shop Building

This facility (Figure 74), located adjacent to Wheeler Avenue at the northeast corner of the Griggs, Cooper & Company property, consists of two wings, a large one-story area with curved southeast and northeast walls, the garage area, and a taller wing, the repair shop. Both wings are constructed with tan brick walls and have flat roofs edged with parapets. Pilasters rise through the wall of the garage wing and meet a corbelled cornice. Tile coping edges the cornice and parapet wall. Most of the bays have two tall, narrow window openings set between continuous sill and header bands. These openings have replacement sash. A central bay, and two bays in the end walls, appear to have been where vehicular doors were located. These openings are filled with modern materials and pedestrian doors. The repair shop wing has a small one-story section adjacent to a taller portion. Brick pilasters separate closely-spaced tall, narrow window openings. Smaller openings above are set as a clerestory to provide additional light for the repair shop. A corbelled brick bandcourse and a corbelled brick cornice set off the upper wall.



**FIGURE 74. RA-SPC-3923, TRUCK GARAGE
AND REPAIR SHOP, FACING N**

5.25.4 Property History

Colonel Chauncey Wright Griggs, the founder of the Griggs, Cooper & Company, was involved with other types of business ventures in Minnesota before turning his attention to the wholesale grocery trade in the early 1880s. Griggs had a short-lived partnership with James J. Hill, known as Hill, Griggs & Company, which operated a line of steamers on the Red River and delivered some of the first shipments of coal to St. Paul. Griggs was active in the coal and iron trade on his own through most of the 1880s. In 1882, he established a wholesale grocery firm known as the Glidden, Griggs & Company. A coffee roasting plant and other manufacturing departments were added to the operation. J. W. Cooper entered the firm in 1890 and maintained the business relationship until 1918. The “Home Brand” was adopted during this era. Griggs, Cooper & Company established a cracker and candy production facility in a building at Third and Sibley Streets and had a warehouse in the area that burned twice during the 1890s (Burke 1944:19; Griggs, Cooper & Co. 1937:1).

Griggs, Cooper & Company had established the Sanitary Food Manufacturing Company by the time it built a large factory in the Midway district of St. Paul. The name of this subsidiary firm and “The Sanitary Factory Seal” promoted in the company’s advertisements were meant to assure consumers that the firm’s products were manufactured in a sanitary environment. The Foley Grocery Company was consolidated with the Griggs, Cooper & Company operation in 1925. Colonel Griggs later became involved in the lumbering industry and moved to Tacoma, Washington. He had four sons, two of which were active in Griggs, Cooper & Company, Chauncey Milton Griggs and Theodore Wright Griggs (Burke 1944:19; Griggs, Cooper & Company 1937:1).

The Midway Industrial District property of 15 acres was purchased in 1906. The cracker factory, a 200-foot by 300-foot building, was erected in 1911 and 1912 at a cost of

\$125,000. The facility was the largest factory built in St. Paul for some years and, as it was enlarged, maintained that status. The Midway Industrial District plant was designed for operations about three times as large as at the old factory and the cracker operation was laid out on one floor, rather than several, as a more efficient arrangement. Space in the candy factory portion of the plant had temperature and humidity controls necessary for optimal production. A “parkway” along University Avenue, toilet and rest rooms for the employees, and good lighting and ventilation in the plant, were promoted as provided for the welfare and enjoyment of the workers, in the spirit of the model factory movement. During the 1930s there were 700 employees at the Midway plant and 200 others at the branch locations (*StPPP* 1911[2]:7). The baked goods line included soda crackers, Minuet Wafers, Minuet Graham Crackers, and sandwich cookies. Nougat and fudge, hard candy, and chocolates were produced in the candy factory. The facility processed or manufactured several other “Home Brand” products in addition to crackers and candy, including coffee, tea, spices, extracts, preserves, and canned fruit and vegetables (Griggs, Cooper & Company 1937).

Griggs, Cooper & Company distributed foodstuffs throughout the upper Midwest and had branch operations in Austin, Minnesota; Fargo and Minot, North Dakota; and Aberdeen, South Dakota. A sales force of 150 covered a “northwest territory” of seven states. The company provided merchandise for jobbers as far south as Texas and west to Colorado and Washington. It made wild rice available to grocery outlets worldwide (Griggs, Cooper & Company 1937).

Griggs, Cooper & Company closed its large operation in the property in 1955. The building was acquired by Davidson Company Properties and was converted to the Griggs Midway Building. The property was remodeled for new tenants, work that included replacement windows and the new entrance (Midway Civic Club of St. Paul 1952-1958:4[2]:3). Space was leased to nearly 20 tenants, most of which were offices of wholesale and manufacturing operations. City directories indicate that Griggs, Cooper & Company had become a wholesale liquor firm that had premises in the Griggs Midway Building.

The Historical Appearance and Use of the Property

The Griggs, Cooper & Company Sanitary Food Manufacturing Company Plant occupied a large 7.35-acre property (Figure 75). As noted above, the large southern wing was erected in 1911-1912 as the Sanitary Food Manufacturing Company Manufacturing Plant. The cracker factory was located in the southern end of this wing and northern end housed the candy factory; stock to be shipped was stored on the ground floor. The cracker ovens, located on the upper level, were vented by a series of chimneys that extended through the roof. Saw-tooth skylights in the roof lighted production areas on the top floor. A loading platform sheltered by a canopy was served by both the rail spur that extended along the east side of the building and trucks. The northeast wing built in 1921 provided warehouse space and was later used for processing, packing, and storing the food products provided by the company (Griggs, Cooper & Company 1937).



Source: Minnesota Historical Society. Location No. MR2.9 SP3.1G p139

FIGURE 75. 1955 AERIAL PHOTOGRAPH OF RA-SPC-3923

The power plant probably was erected in 1911-1912. According to a *Midway Club Bulletin* article the facility was to be enlarged significantly in 1925 when the northwest wing was constructed, though the building does not appear to have been enlarged (Midway Club of St. Paul 1927-1928:6[4]:1). The improved power plant housed a boiler room, engine room, workshop, and refrigeration plant. The boilers daily consumed 14 tons of coal that was stored in the attached coal bunker served by a rail spur. A 600-foot tunnel connected the power house with the northeast wing and carried ammonia brine for the refrigeration system, live steam, heated air, hot and cold water, and electric lines. The company had its own artesian well and used 14 million gallons of water each month (Griggs, Cooper & Company 1937:10-11).

The northwest wing was completed in 1925. This wing, known as the “jobbing building,” provided storage capacity for 1,000 carloads of merchandise and had 10 freight elevators. The second floor was used for the assembly of orders and provided space for several small product departments. A cafeteria was located in this wing, as were the company offices. The 1925 expansion project included a garage and repair shop building erected at the northeast corner of the property (Griggs, Cooper & Company 1937:10).

Griggs, Cooper & Company utilized both MTR direct shipping service and truck freight transport. The MTR Eastern Industries Lead extended across the northern edge of the property. By 1927, five rail spurs served the property; two led to the loading platforms between the two north wings and two more ran along the east and west walls. A fifth spur served the power plant coal bunker. During the 1930s, the spurs carried 100 carloads of merchandise each week. The firm had a fleet of large trucks for Twin City deliveries that handled 200,000 pounds of merchandise daily. The trucks were parked and serviced in the garage and repair shop building on the property (Griggs, Cooper & Company 1937:1).

The Engineering Firm of Toltz, King & Day

The Griggs, Cooper & Company Sanitary Food Manufacturing Plant was designed by Toltz, King & Day, a prominent engineering firm responsible for industrial structures and buildings in the Twin Cities, as well as many bridges and power plants. Max Toltz (1857-1932) earned a degree in civil engineering from the Royal Academy of Science and Engineering in Berlin in 1877. After working as a civil engineer in Germany, Switzerland, and Canada, Toltz settled in St. Paul in 1882. Toltz began a career with the St. Paul, Minneapolis, and Manitoba Railway (later the Great Northern Railway), which culminated in the position of chief engineer before he left the railroad in 1908 to establish his own firm. Wesley King (1879-1959) was born and raised in Minnesota and earned a degree in civil engineering from the University of Minnesota in 1905. After working in the Bridge Department of the Great Northern Railway from 1908 to 1910, he left the railroad to join Toltz in a partnership. Beaver Day (1884-1951), born in North Dakota, received a degree in architecture from the University of Pennsylvania in 1908. After moving to St. Paul Day worked in the office of Allen Stem from 1908 to 1918. He joined Toltz and King in 1919. The firm continues in business today as Toltz, King, Duvall, and Anderson (TKDA) (NWAA 2004c).

The firm had a wide-ranging practice. Its commercial and industrial projects in St. Paul include an office building for the Great Northern and Northern Pacific railroads (1914-16), the Hamm Theater and office building (1919-20), and the J. H. Allen Company Warehouse (289-300 East 8th Street, 1919). The Krank Building at 1885 University Avenue (1926) is listed on the NRHP. The firm's work in the Midway Industrial District includes the Griggs, Cooper & Company's Sanitary Food Manufacturing Company Plant (1911-1925), and the Twin City Wholesale Grocer Company Warehouse (1931) (NWAA 2004c; RCHS and St. Paul HPC ca. 1985).

5.25.5 Significance

This property was evaluated as an example of a significant property type and in light of the significant themes identified in the Midway Industrial District MPDF historical context.

The Griggs, Cooper & Company Sanitary Food Manufacturing Plant was one of the larger manufacturing operations to locate in the Midway Industrial District. It represents a common pattern of relocation in St. Paul in which firms established in the Lowertown portion of St. Paul moved part or all of their operations to larger properties in the Midway Industrial District. The property also represents a significant industry in the Midway area and the St. Paul and Minneapolis area—food processing and distribution. The vertically-integrated manufacturing, warehouse, jobbing, and distribution system developed by Griggs, Cooper & Company at the Company Sanitary Food Manufacturing Plant reflected the trend during the early twentieth century for American manufacturing firms to extend their control over natural resources at one end of the operation and distribution at the other end of the process.

The plant constructed at University and Fairview Avenues also incorporated up-to-date practice in factory layout and employee relations. The new building and production layout incorporated a one-floor rationalized production process advocated by the field of Industrial Engineering for the cracker factory and perhaps other food processing operations. The property also reflects the goals of the “Model Factory Movement,” which promoted the provision of amenities for workers in factories that included cafeterias, restrooms, excellent lighting and ventilation, and nearby green space as a means to attract and retain a workforce. The facility developed by Griggs, Cooper & Company took advantage of the Midway Industrial District location and shipped directly from its facility via several spurs connected to the Southeast Industry Line of the MTR. The firm controlled its local distribution of products by maintaining a fleet of trucks used for deliveries in the Twin City area. For these reasons, the Griggs, Cooper & Company Sanitary Food Manufacturing Company Plant has significance under Criterion A.

The Griggs, Cooper & Company Sanitary Food Manufacturing Plant is not associated with any persons of historical importance and therefore is not recommended as significant under Criterion B. The property is not recommended as a significant example of factory design and construction for the period 1911-1925. The building is typical for that time and is not outstanding; the property is not significant under Criterion C. The plant was perhaps one of the larger projects of Toltz, King & Day, but is not one of the most important commissions of the firm. The Griggs, Cooper & Company property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The areas of significance are industry and commerce.

Period of Significance: The period of significance is from 1911 to 1954, the period during which Griggs, Cooper & Company built and occupied the property.

Historical Characteristics: The historical characteristics of this property are the overall scale of the property; the massing of the main building and its three wings; the presence of the two auxiliary buildings, the power plant and truck garage; the expression of the reinforced concrete frame of the building on the exterior walls of the main building; consistent use of tan face brick; the presence of loading platforms and the canopies that sheltered them; and the small window openings in the northwest wing of the main building.

5.25.6 Integrity

The Griggs, Cooper & Company Sanitary Food Manufacturing Plant has good integrity. The replacement of most of the window sash with a few types of modern materials on the main building has changed the appearance of the exterior of the building and diminished somewhat its integrity of materials. The addition of the new entrance at the southwest corner of the main building is a relatively small change for the large property. The property retains many of the historical characteristics noted above and the nature and

intent of the design and materials used for the property is evident. Though several loading platforms remain, the spur lines have been removed. Nevertheless, the addition of parking lots and reuse of all of the buildings has preserved the original size of the property and therefore the feeling and association of the property as one large operation is readily perceived. Overall, the property retains the integrity necessary, despite some changes, to convey the size and nature of a large manufacturing and distribution facility.

5.25.7 Recommendation

The Griggs, Cooper & Company Sanitary Food Manufacturing Plant is recommended as eligible for listing on the NRHP under Criterion A for its thematic and geographical associations with the Midway Industrial District theme. It meets the registration requirements for a factory building property and represents the important food processing and distribution industry in the Twin Cities.

6.0 FIRE STATION NO. 25, RA-SPC-3931 2179 UNIVERSITY AVENUE, ST. PAUL

6.1 PROPERTY OVERVIEW

Fire Station No. 25 was built in 1920. This building was designed by the office of the St. Paul City Architect, Charles Hausler.

6.2 HISTORICAL CONTEXT: THE ST. PAUL FIRE DEPARTMENT—BUILDING FIRE STATIONS DURING THE EARLY TWENTIETH CENTURY

The provision of fire suppression services began as a private endeavor in St. Paul, as elsewhere, and eventually became a city government service. The St. Paul Fire Department began as an informal volunteer bucket brigade organized by 1850. Efforts to expand such activity and to fund it as a municipal service were slowed by a “lack of funds and doubts about the town’s authority to make such expenditures” (Heath 1998:2). Eventually citizens pledged enough money for the construction of a set of ladders to be stored near Third and Wabasha Streets. While the ladders were useful for hoisting buckets up to roof level, the acquisition of this equipment was not sufficient to fight fires in a growing town built largely of wood (Heath 1998).

When St. Paul became a city in March of 1854, the city charter authorized the creation of a fire department and a district was established in which fire-resistant masonry walls were required for new construction. Neither of these changes, however, did much to immediately reduce fires in the city, because a fire department was not formed and many of the existing buildings were still of wood construction (Heath 1998:2).

It was not until after a hotel was destroyed in the Lowertown neighborhood of St. Paul later in 1854 that any attention was given to creating a fire department. When the city’s first firefighting unit, the Pioneer Hook and Ladder Company, was finally formed between November of 1854 and March of 1855, it consisted of only 31 unpaid men and was poorly equipped. The City Council subsequently gave the company \$200 for equipment and \$325 to rent a former carpenter shop that would serve as the first “fire station.” The fire company, however, still relied on pledges from the public to buy a ladder truck on credit, an action that put the fire company into debt. The City Council provided an additional \$600 to ease the debt in November of 1855, with the conditions that all company property became city property and the City Council could appoint a chief of their choosing. Finally, at the end of 1855 the fire department became an official City institution (Heath 1998).

The resources of the fire department were not sufficient to begin with, and as the city grew in size and population, the fire danger remained one step ahead of the ability to control fires. Further, the City Council continued to resist the allocation of monies and other resources to the fire department. The history of the St. Paul Fire Department,

therefore, was marked by cycles of City Council failure to fund the department, followed by large, destructive, and costly fires, and the subsequent allocation of resources by the City to improve the fire department. The resulting complacency over the state of the fire department would again lead to City Council resistance to the allocation of resources. Over many of these cycles, however, much progress was made in the firefighting operations of the city, including the addition of modernized equipment, the creation of a paid, full-time firefighting force, and the construction of several fire stations throughout St. Paul (Heath 1998).

It was through one of these cycles Fire Station 18 was approved and constructed. In 1891, the City of St. Paul passed a revised city charter that included a cap on the expenditures of the police and fire departments. The direct ramifications of this charter were felt throughout the 1890s, when the fire department experienced a reduction in crews, the inability to purchase new equipment, and salary decreases. A number of large fires broke out during that decade, many of which could not be readily controlled. In November of 1891, a costly fire destroyed the wholesale district warehouses of Griggs, Cooper & Company, and Farwell, Ozmun, Kirk & Company near 3rd and Wacouta Streets, despite the fact that crews came from Minneapolis to assist in the effort. Other major fires included two store and tenement houses near Swede Hollow in 1892; the Powers Department Store in 1893; the St. Paul Roller Mill Elevator "A" at the foot of St. Peter Street in 1896; the Ryan Annex-Schutte Block in 1896; a fire at the replacement Griggs, Cooper & Company warehouse in 1899. The following year there were fires at the St. Paul Cold Storage Warehouse and the Hinman Packing House (Heath 1998).

These fires persuaded voters to approve an amendment to the city charter in 1904 that raised the expenditure cap by \$30,000. The proposed amount, however, was far less than the Fire Chief and Board had originally requested. The number and size of fires continued to grow along with the city after 1904 and the worst fire in St. Paul history to date occurred in 1906 at the Ryan Annex-Schutte Block, the same location that had experienced a major fire ten years earlier. The fire required 17 St. Paul companies and three Minneapolis companies to combat it over a 16-hour period during which smoke, fumes, heat, and humidity disabled 48 firemen (Heath 1998). An evaluation of the St. Paul Fire Department by the National Board of Underwriters in 1907 identified several deficiencies of the operation, which was characterized overall as providing service that was "fairly efficient, but weak for a city of this size" (Heath 1998:59).

In 1907, voters approved a city charter amendment that removed the limits on fire department expenditures and permitted the city to sell \$100,000 in bonds to finance new fire stations and apparatus (Heath 1998:57). Three new fire stations were erected between 1908 and 1911. Money from the sale of the bonds was used to purchase a site at University and St. Albans and for the construction of Fire Station 18, completed in December of 1908. The department also built Station 20 at Snelling and Ashland Avenues (completed 1910). The 1910 program for the department included the construction of Station 21 at Ohio and Baker Streets (1910). These projects were part of

an expansion program that increased the size of the fire department by one-third (based on expenditures) between 1904 and 1910 (Heath 1998).

The St. Paul Fire Department grew by two new companies in 1912 and soon began to adopt motor-driven apparatus. The department had acquired motor cars for fire chiefs in 1908. A plan for converting to motorized equipment developed in 1913 was not funded. The first motor squad proved itself to be an effective addition to the Fire Department and a second squad, formed in May 1914, was stationed at Fire Station 18. Additional motorized equipment was purchased in the following years (Heath 1998).

St. Paul was somewhat slow to convert to motorized equipment because of the struggle for funding. The change eventually would have effects on the entire department. The 1913 plan recognized that motorized rigs could cover larger territories than horse-drawn equipment and some of the older stations would no longer be needed and could be sold. The advantages in efficiency and economy for the motorized equipment also included smaller crews. The program for fire stations changed since there would be no horses to house in stables and feed; trucks also took up less space on the apparatus floor.

A new city charter adopted in St. Paul in 1914 shifted management of the fire department from the Fire Board to an appointed Commissioner. The new charter also mandated that a City Architect and his staff would design all buildings funded by the city. The building of additional new fire stations between 1918 and 1930 was guided by the growth of the city. Development on the east side led to the construction of Engine No. 24, erected in 1918 at East 7th and Flandreau Streets, the first station designed by the City Architect's office. The growth of the industrial district near the Minnesota Transfer Railroad yards prompted the construction of Station 25 at University Avenue and Vandalia Street (1920). Station 23 at Snelling and Canfield Avenues followed in 1923. The next wave of fire station building occurred in 1930, when five projects were completed (Heath 1998; Taylor and Larson 2001).

Fire Stations as a Building Type in St. Paul

The fire stations erected in St. Paul between the early 1870s and 1914 varied considerably in appearance and were designed by many architects. During the era of horse-drawn fire equipment, the stations met three programmatic needs: space occupied by the station crews; storage areas for wagons, pumpers, and equipment; and stables and auxiliary space for the horses kept on site. Nineteenth-century fire stations were two- or three-story brick buildings with a tower rising above the rooflines. The façades of these buildings, like modern-day fire stations, were dominated at the street level by one or more large openings at the front of vehicular bays. The stables were often located at the rear of the buildings, with haylofts positioned above.

The designers of the buildings prior to 1914 are not recorded on the building permits issued by the City of St. Paul. The architectural firm of Buechner & Orth designed at least two fire stations for the city that were erected in 1908, Station 20 at Snelling and Ashland Avenues and Station 18 at University Avenue and St. Albans Street. Both

buildings have cornerstones that identify the architect, builder, and others involved in the projects. Buechner & Orth's stations are recognizable by similar towers that project beyond the main blocks of the buildings. The towers were used for stairs and for drying hoses. Historians have attributed Station 15 at Livingston Avenue and Fairfield Street (1901, no longer standing) to Buechner & Orth as well (RCHS and St. Paul HPC ca. 1985). The similarity of the design of Station 21 at Baker and Ohio Streets (1910) to Stations 18 and 20 suggests that it may have been designed also by Buechner & Orth.

The design of fire stations became one of the duties of the first City Architect of the City of St. Paul. Charles Hausler, who held this position from 1914 to 1922, is the architect of record for the buildings his staff designed. During that time, only two facilities were erected, but the stations built between 1922 and 1930 were similar in design and suggest that the fire station prototype developed under Hausler's direction remained in use from 1918 to 1930.

The new type of station design introduced by Hausler, first used for Engine Stations 24 (1918) and 25 (1920), had a modernized appearance and plan updated for motorized equipment. The towers of the Buechner & Orth era were abandoned. The two-story brick-clad buildings with flat roofs had the massing and general appearance of the many brick-clad commercial buildings erected during the late 1910s and 1920s. The Hausler-era fire stations were built in three sizes, with one, two, or three vehicular bays. Buttresses framing the vehicular bay openings resolved into pilasters that rose through the upper story. The remodeled Station 2 on Wacouta Avenue (completed 1922) was the largest size with three vehicular bays. Engine Station 25 (20) has two bays while several of the stations had only one vehicular bay. Engine Station 7 at Ross and Earl Streets (1930) was built with two bays and had a small police precinct attached.

The character-defining features of a fire stations include a façade dominated by vehicular openings at the street level, a civic presence for the property often created by a tower rising from the roof; and provision of the various functional components of a station: crews' quarters, apparatus and equipment storage and care, and stables for the pre-motorized era.

6.3 DESCRIPTION

Fire Station No. 25 is located on the north side of University Avenue west of Vandalia Avenue (see Figure 2). The two-story building is positioned at the edge of the sidewalk (Figure 76). The fire station has a concrete foundation, exterior walls of tapestry face brick, and a flat roof edged with a parapet. A parking area is located behind the building.

The façade of the fire station is dominated by two vehicular bays and the piers that frame the bays. The center and eastern piers have the forms of buttresses and set back as they rise above the vehicular opening. They extend through the upper wall and parapet as shallow projections. These piers create an asymmetrical façade since the western corner of the building has no pier. Patterned brickwork is the only somewhat decorative element

of the fire station. Soldier courses and header courses mark the upper and lower edges of the window openings and extend across the walls. A diamond pattern fills the area between the vehicular doors and the window openings of the second story and bricks laid as stacked headers sets off the tall parapet of the building. The upper edge of the vehicular openings has been altered. All of the window openings have been filled with a combination of glass block and modern sash. A shallow bay of various heights extends from the west side of the building and encloses a hose drying area. A bulkhead basement entrance is located near the rear of the west wall.

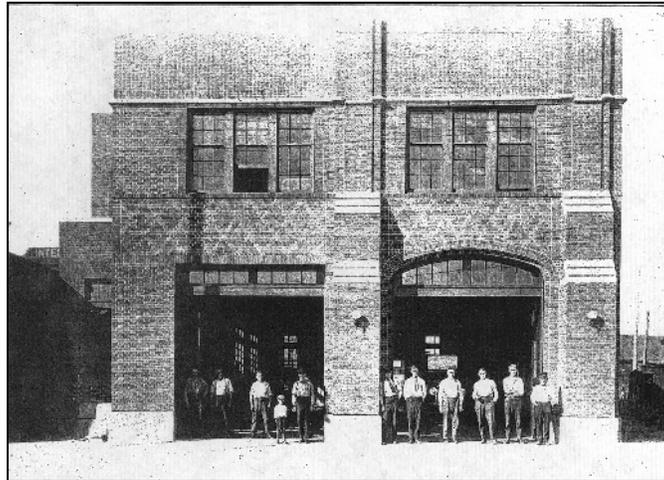


FIGURE 76. RA-SPC-3931, FACING N

6.4 PROPERTY HISTORY

The growth of the industrial district near the Minnesota Transfer Railroad yards prompted the construction of Fire Station No. 25 at University Avenue and Vandalia Street. The building was designed by the office of the City Architect of St. Paul, Charles Hausler, and built in 1920. Engine 14 went out of service to provide the crews for the Engine 25 and Ladder 6 units and the old station at Merriam Park (on Cleveland Avenue) was closed. By 1949, Fire Station No. 25 was renumbered as Fire Station No. 20 (Heath 1998).

Fire Station No. 25 was built with two vehicular bays facing University Avenue (Figure 77). The station's hose-drying tower was incorporated into a shallow bay that extends on the west side of the building rather than in a more distinct tower form. The façade of the building was asymmetrical. The vehicular door on the east end of the façade had a three-centered arched opening while the similar bay on the west had a square-headed opening. Both bays had glazed transoms.



Source: *City Public Building Progress of St. Paul* (St. Paul Dept. of Parks 1920). p25

FIGURE 77. 1920 PHOTOGRAPH OF RA-SPC-3931

Architect Charles Hausler

Fire Station No. 25 was designed by the St. Paul City Architect's office headed by Charles Hausler. Charles Hausler (1889-1971) was a native of St. Paul and a graduate of Mechanic Arts High School. He served a series of apprenticeships to complete his architectural training. Hausler worked in the offices of Clarence H. Johnston, Sr. and Harry W. Jones before spending time in Chicago in the offices of Solon Beman and Louis Sullivan. Hausler returned to St. Paul, obtained an architectural license in 1912, and formed a series of short-lived partnerships with William Alban (1911-1913), Percy Bentley (1914), and Ernest Hartford (1915-1916). Bentley, who also trained in Chicago, had a long-time partnership with Otto Merman in La Crosse, Wisconsin; the firm often worked in the Prairie School style (NWAA 2004d).

Hausler won the position of the first City Architect for St. Paul, an appointment he held from 1914 to 1922. Hausler's tenure as City Architect was made difficult by periods with little funding and a small staff. His office produced designs for a group of civic buildings that were built, including some fire stations, schools, and buildings for the city's parks. Two fire stations were built while Hausler oversaw the office: Fire Station No. 24 (1918) and Fire Station No. 25 (1920) (St. Paul Department of Parks, Playgrounds, and Public Buildings 1920). During the time that he was the City Architect, Hausler also pursued private commissions. Work of that type included the St. Anthony Park Bank (1917), located on Como Avenue across from the St. Anthony Park Branch Library (1916; a St. Paul HPC Heritage Preservation Site), for which the City Architect's office provided plans (Taylor and Larson 2001:19; St. Anthony Park Bank 2004).

After local politics forced Hausler out of the city position, he left the practice of architecture and served in the state senate. Hausler reestablished his architectural practice in 1939 and practiced through the 1960s. Projects from this later period include the St. Paul Temple of Aaron (1954) and the Faribault (Minnesota) School for the Deaf (1931) (NWAA 2004d).

6.5 SIGNIFICANCE

Fire Station No. 25 represents a period during which two new fire stations were erected, this one and Fire Station No. 24. The old Fire Station No. 2 on Wacouta Street was remodeled and renamed Fire Station No. 4. These projects went forward after several motorized pumpers had been acquired by the City of St. Paul during the mid-1910s and consequently were designed for the new type of equipment. This station, however, represents that change but was not closely tied to the adoption of the motorized equipment.

The station is also associated with the development of the Midway Industrial District that was expanding in the area served by the Minnesota Transfer Railway (MTR) near University and Raymond Avenues from the early 1880s to the mid-1950s. A site was selected for Fire Station No. 25 just east of the MTR's large rail yards. However, the fire station was built after most of the properties in the vicinity had developed; therefore, the fire station had no role in encouraging industrial development. Fire Station No. 25 is not associated with any particular event or turning point in the evolution of the St. Paul Fire Department or the growth of the Midway Industrial District. The property does not have historical significance under Criterion A.

As noted in the historical context, Fire Station No. 25 was part of the first group of fire stations built under the direction of the St. Paul City Architect's office. The new style of fire station had a more utilitarian appearance and eschewed all ornamentation and fire department insignia. The two-story brick structures relied on the expression of function and patterned brickwork to establish an updated appearance for this type of civic building.

Fire Station No. 25 has the character-defining features of a fire station and reflects the smaller buildings that were erected after the conversion to motorized equipment. However, the fire stations designed by the office of the St. Paul City Architect and built in 1918 and 1920 do not appear to be significant examples of fire station design. They do not represent a significant re-working of the programmatic needs or aesthetic expression of the building type and are not artistically distinguished. The utilitarian designs of fire stations built in St. Paul after 1918 suggest that the building type was no longer an important demonstration of the importance of civic services; its significance was functional. Fire Station No. 25 does not have historical significance based on its physical design or construction and is not identified as having significance under Criterion C.

The property is not known to be associated with persons significant in local, state, or national history and is not identified as significant under Criterion B. The fire station has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

6.6 RECOMMENDATION

Fire Station No. 25 is recommended as not eligible for listing on the NRHP.

7.0 PORKY'S DRIVE-IN RESTAURANT, RA-SPC-6102

1884 UNIVERSITY AVENUE, ST. PAUL

7.1 PROPERTY OVERVIEW

This Porky's Drive-In, erected in 1953, was part of a local chain of four Porky's restaurants. The property, situated at the corner of University and East Lynhurst Avenues, consists of a one-story building, a freestanding canopy, and several distinctive signs.

7.2 HISTORICAL CONTEXT: DRIVE-IN RESTAURANTS IN THE UNITED STATES, 1920-1970

The automobile brought changes to patterns of eating in the United States during the early twentieth century. Prior to 1920, the activities of eating and driving were separate. Car ownership at that time was largely limited to the wealthy. Moreover, mealtimes were scheduled and not typically based on convenience (Witzel 2002).

Quick-service restaurants, one of the precursors to the drive-in, appeared before the automobile. The first diner-like operation was opened in Providence, Rhode Island, in 1872. This business was a wagon stationed downtown each evening to sell sandwiches to night workers. Soda fountains served light food as early as 1880 and cafeterias became popular during the late 1890s. Tea rooms were some of the earliest establishments to cater to motorists and, therefore, were designed to attract the original, wealthier car-owners. These establishments were quaintly furnished settings in farmhouses, restored taverns, old mills, or other quaint buildings that evoked a rural or rustic ideal (Jakle and Sculle 1999). Families out driving in the countryside could stop and enjoy "tea, coffee, light entrees, and desserts, and an absolute proscription of alcoholic beverages" (Jakle and Sculle 1999:41) before continuing their travels.

During the 1920s major changes began in the restaurant industry, which would ultimately impact the physical and social landscape of the country. Following the perfection of Henry Ford's assembly line in the 1910s, automobiles became more affordable and available to the American public, and their popularity grew accordingly. By 1920, 8 million individuals and families in the United States owned automobiles. Entrepreneurs were quick to recognize the profits that could be had by catering to this population, and several precursors to the drive-in appeared (Jakle and Sculle 1999).

One of the first was the roadside stand. Based on the refreshment stands of fairs and parks, early roadside stands were typically small, shed-like structures that featured service windows. Roadside stands were initially located directly along sidewalks or highways, but due to ordinances, over time they were constructed further back from the road, usually with a driveway and parking lot. Founded in 1921, the Pig Stand in Dallas, Texas, is widely known as the first roadside stand to serve meals to motorists in their

cars, based on founder Jessie G. Kirby's premise that people did not want to get out of their cars to eat (Jakle and Sculle 1999; Witzel 2002). At around the same time, the first A & W Root Beer stand and associated parking area appeared in Sacramento, California (Witzel 2002:30). While the novelty of being served in the car was enough to attract motorists to these early stands, soon the number of roadside stands made this type of service commonplace, and other tactics were required to attract business. By the end of the decade, the design of roadside stands became more self-conscious and often used distinctive architecture. Roadside stands were constructed in the shapes of giant fruit, ice cream cones, windmills, animals, root-beer kegs, coffee pots, and other fanciful forms (Jakle and Sculle 1999:44; Witzel 1994:24).

The drive-in restaurant came into its own in California where the climate permitted year-round operation. The arrangement that came to typify drive-ins was a small building that housed the kitchen, a parking area, and prominent signage. Drive-in owners in the west incorporated additional architectural elements into their roadside properties, including pylons and similar vertical elements that could be seen at a distance, and round or octagonal buildings. Broad overhangs were added to these buildings to shelter both the customers and the carhops. Nearly all drive-ins used a pylon or vertical sign near the edge of the road, embellished with neon, to attract motorists. By the late 1940s, some of attributes of modernism were influencing drive-in design, including the use of dynamic wedge shapes and the presentation of a less cluttered, modern-appearing, property. A rectangular signboard rising through the roof of the building, the integration of sign and structure, was an element of this design influence that was widely used (Langdon 1986:61-67).

Neon signage was available by the time that drive-ins were flourishing. Georges Claude in France filed the key patent for the technology in 1915. During the early 1920s, the first commercial neon signs appeared in the United States. After the patent to the non-corroding electrode expired in 1932, the signs became affordable and by the end of the 1930s, many automobile service stations and other roadside businesses had colorful neon signs. The Pig Stand chain of drive-ins, founded in Dallas, used a figure of a pig, outlined with neon and lettered "Pig Sandwich" or "Eat a Pig Sandwich" on some of its stands. The pig was one of the most common figures used in signs, especially at roadside "barbeque shacks" in the south (Witzel 2002 :80). Roadside attractions also used rows of individual bulbs, sequentially lit, to direct attention to the premises.

The drive-in restaurant spread into the Northeast and Great Lakes regions during the late 1940s and had a boom period during the postwar years. In the 1950s, existing chains such as A & W tripled in size and many new franchised operations, including Dairy Queen and Dog 'n Suds, spread the idea of roadside eating. At that time, the canopy became a more essential part of a drive-in's function and architectural presence. As large canopies became more important than the small buildings that housed the kitchens, they acquired more interesting shapes. Low, flat canopies were replaced with shapes that had flair and avoided creating a dark, closed-in feeling for motorists. Variations on the butterfly shape with two pitched sides were adopted and the columns that supported

canopies were often angled to enhance the dynamic quality of the feature. Canopy suppliers offered curved, canted, folding-plate and lazy boomerang shapes in addition to a simple pitched roof. Even more distinctive forms known as the "Mountain Range" and the "Rock 'n Roll" wave-like shape were installed (Langdon 1986:72-73; Witzel 1994:128).

During the early 1960s the Johnson era "beautify America" campaign that disparaged billboards and encouraged visual order in the American landscape criticized the often gaudy and disordered appearance of drive-in restaurants. Their neon signs, bright colors, large expanses of asphalt and lack of landscaping began to seem dated and unattractive. Moreover, "fast-food" outlets with counter service began to supplant drive-ins with carhop service (Langdon 1986:75-76).

Drive-in restaurants appeared in the Twin Cities at the beginning of the 1950s. City directories indicate that there were many more restaurants with "Drive-In" in their names in Minneapolis than St. Paul and that the first drive-ins were in Minneapolis. In 1950, three of the four drive-ins in Minneapolis were located on or near East Lake Street: the Flat-Top Drive Inn at the east end of Lake Street, the Hiawatha Drive Inn at 3208 Hiawatha Avenue, and Sam's Drive-Inn at 300 East Lake Street. The fourth restaurant of the type was located on Central Avenue. Motorists on the Lake Street and Hiawatha and Minnehaha Avenue corridors were well served with drive-ins. The Porky's Chain had restaurants at both ends of Lake Street (R. L. Polk & Co. 1950). The popularity of drive-ins is indicated by the fact that there were 16 restaurants of the type in 1955 and 25 in 1965. By 1975, there were 10 drive-ins still open in Minneapolis. The number of drive-ins in St. Paul peaked at around 15 during the mid-1960s. By 1955, the drive-ins were spread throughout the city and included the Arc-Ivy Drive-In on Arcade Street (Figure 78), the Evergreen Café and Drive-In on North Snelling, Porky's Drive-In on University Avenue, and the Silver Top Drive-In on Concord Street (R. L. Polk & Co. 1955). Jerry's Drive-In at 1661 North White Bear Avenue, along with the Porky's on University Avenue, were among the last drive-ins to be open in St. Paul and still served customers in 1980.

During the hey-day of drive-in restaurants, the distinctive components of these properties were a small building that housed the kitchen; a prominent lighted sign, often neon, near the street; a large canopy covering a parking area; and additional signage that promoted the menu or the convenience of drive-in dining. Drive-in properties were oriented to the roadside and had large expanses of asphalt and little landscaping.



Source: Minnesota Historical Society. Location No. MR2.9 SP3.1A p81

FIGURE 78. 1960 PHOTOGRAPH OF ARC-IVY DRIVE-IN

7.3 DESCRIPTION

Porky's Drive-In Restaurant is located on a property at the corner of University and East Lynhurst Avenues (see Figure 2). The property consists of a one-story building with a tall signboard-like wall rising above it that serves as the backboard for a large sign (Figure 79). A neon sign of a pig head wearing a top hat and bow tie is located on the edge of University Avenue. The premises are enclosed on three sides with a concrete-block retaining wall and a wood privacy fence. The retaining wall, painted the purple color used on the building, incorporates a planter along University Avenue. A small landscaped area behind the building is the location of the drive-up menu sign. Small "Entrance" and "Exit" signs, wood-framed internally-lighted signs on wood pedestals, are positioned near the drives into the property. A large billboard sign for the business stands at the rear of the property.

The restaurant building, which has two portions, is clad for the most part with masonite panels painted in a purple and black checkerboard design (Figure 80). The portion of the building closest to University Avenue may be an early addition; its west wall of the front wing is sheathed with exterior plywood and has ribbon windows set high in the wall with fixed wood sash. Wide eaves with fluorescent light fixtures shelter this wall. A tall signboard-like wall rises above the juncture of the two wings and serves as the backboard for a large sign. This sign has sheet-metal-framed letters spelling "Porkys" (no apostrophe) filled with individual flickering light bulbs. A lower parapet wall rises from the University Avenue end wall of the building. A polished aluminum service counter

extends from a group of four windows that fill the middle third of the east wall. The northern third of this wall has a glazed door and two floor-to-ceiling windows. The roof has a cantilevered extension that shelters this entrance and the service counter and fluorescent light fixtures are mounted under the eaves. Two projecting drive-up windows have been added to the rear portion of this wall, which is clad with checkerboard patterned masonite.



FIGURE 79. RA-SPC-6102, FACING W



FIGURE 80. RA-SPC-6102, FACING W

The canopy (see Figure 79) located east of the restaurant building has a low-pitched canted roof supported by a range of six I-beam columns. The angled lower flange of the beams that support the canopy roof provided a dynamic line for the structure that suggests a boomerang shaped canopy. The underside of the roof is painted white; two

rows of fluorescent bulbs are positioned near the edges of the canopy. The roof is edged with sheet metal and covered with gravel on built-up roofing.

Two signs for the business are located north of the building close to University Avenue (Figure 81). Neon tubing and black paint letter “Dine in Your Car” on a pair of panels mounted on the horizontal sections of a pair of large sheet-metal wedge-shaped supports. A trussed steel brace connects the tops of the canted vertical portions of the supports. Three rows of sequentially lit individual light bulbs extend along the horizontal section of the support and extend slightly down the canted verticals to suggest an arrow shape.



FIGURE 81. RA-SPC-6102, FACING W

The most prominent sign on the property, a pig head wearing a top hat and bow tie and highlighted with neon, is supported by a steel column. The two-sided sheet-metal sign has flat faces painted in pink, black, and white and has not been repainted for some time. The pig head is positioned above a two-sided internally-lighted panel; this portion of the sign has been replaced in recent years.

7.4 PROPERTY HISTORY

Ray Truelson, the original owner of the Porky’s Drive-In on University Avenue, entered the local restaurant business in the late 1940s with the Adobe root beer stand, which was located at the corner of Hiawatha Avenue and 35th Street in Minneapolis. By 1950, he opened the Flat Top Drive-In at 4604 East Lake Street in Minneapolis. The Flat Top offered a full line of food and drinks. Truelson soon renamed the restaurant Porky’s. He opened a second Porky’s in 1953 on University Avenue in St. Paul. There is no building permit index card for this property and consequently the designer of the drive-in is unknown. Two additional Porky’s were added to the small chain during the late 1950s, one at 3118 West Lake Street and one at 5751 Lyndale Avenue South. The Porky’s on East Lake was later located at 2107 East Lake, near Hiawatha Avenue. Truelson’s son has stated that his father’s study of psychology led him to use a garish yellow and black

checkerboard design on the Porky's on University Avenue to capture drivers' attention (Twin Cities Public Television [TPT] 2004; Witzel 1994:110)

The Porky's Drive-Ins in Minneapolis were open through the late 1970s. A drive-through window was added to Porky's before it closed in 1979. Ray Truelson restored and re-opened Porky's in 1990. The drive-in was featured in Michael Karl Witzel's book about American Drive-In Restaurants (Witzel 1994:110).

7.5 SIGNIFICANCE

Porky's Drive-In on University Avenue has historical significance under Criteria A and C for listing on the NRHP.

The property is an excellent example of the development of drive-in restaurants in the Twin Cities area during the 1950s, a pattern related to the broad popularity of an automobile-based lifestyle of the era. Drive-ins were the product of an automobile-loving and casual popular culture that flourished during the post-World War II era. This type of establishment, popular in southern states for several decades, became common in Northeastern and Midwestern states after World War II and reached its peak of popularity in those areas during the early 1960s. The Porky's on University Avenue was one of a small chain of four drive-ins, three in Minneapolis and one in St. Paul. Ray Truelson, the proprietor of the Porky's chain, was one of the first restaurant owners to provide the drive-in format in the Twin Cities and appears to have been the only businessman to establish a chain of drive-in restaurants with the same name. The Porky's Drive-In at 1890 University Avenue represents the broad pattern of development of drive-in restaurants in the St. Paul and Minneapolis area and other northern states during the 1950s. The property has significance under Criterion A.

Porky's Drive-In is an excellent example of the architectural forms and signage used for drive-in restaurants. It has all the usual features of such establishments: a small building housing the kitchen, a tall neon sign located close to the street, a large canopy covering the parking area, and additional lighted signage. The distinctive checkerboard pattern on the kitchen building and vivid paint colors used for the walls was in keeping with the attention-getting design of drive-in restaurants. Porky's also demonstrates the integration of sign board and building in roadside restaurants. The tall parapet that features the lettered Porky's sign was installed as a backboard for an earlier sign. The "Dine in Your Car" signs on a freestanding wedge-shaped support with sequentially-lit bulbs are an example of the use of dynamic shapes in roadside architecture.

Little evidence remains of the popularity of drive-in restaurants in St. Paul and Minneapolis. All of the Porky's properties in Minneapolis have been altered or redeveloped. The scarcity of remaining drive-in restaurants and the fact that only a few properties of this type are depicted in the MHS visual resource database makes it difficult to compare the Porky's on University Avenue to other properties of its type. The Arc-Ivy Drive In Restaurant on Arcade Street in St. Paul (see Figure 78) had a large canopy

extending from the rear of the building housing the kitchen and a lighted sign adjacent to the street. The Porky's Drive-In property on University Avenue appears to have been one of the most attention-getting designs of the 1950s in the Twin Cities and the remaining drive-in restaurant that retains all of the character-defining features of the property type. Porky's Drive-In Restaurant is significant under Criterion C as an excellent example of the design of the drive-in restaurant property type in the Twin Cities.

The property is not associated with any persons important in history and is not identified as eligible for the NRHP under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not eligible under Criterion D.

Area of Significance: The areas of significance are commerce and architecture.

Period of Significance: The period of significance is 1953, the year that it was built. This date comes so close to the 50-year cut-off for historical properties that the entire period during which the drive-in restaurant was operated, 1953 to 1979, cannot now be considered its period of significance. The property does not have the exceptional significance to meet Criteria Consideration G: Properties that have achieved significance within the past 50 years.

Historical Characteristics: The primary historical characteristics of the property are the small building with a checkerboard exterior, the free-standing canopy, the neon pig head sign, the "Dine in Your Car" signs, and the sign mounted on the signboard rising above the roof of the restaurant building.

7.6 INTEGRITY

Porky's Drive-In has excellent integrity in design, materials and workmanship. Alterations to the property include inserting two drive-through windows into the east wall of the building. The "Porky's" sign located on the building has been replaced. Two of the original signs on the property remain in place and little altered (see Figures 81 and 82) The drive-in windows do not affect a character-defining feature of the property. The replaced sign is one of three prominent signs on the property and since it was designed to evoke the 1950s era of lighted signs, it is not an inappropriate element. The building is in its original location and the immediate setting of the building has not been significantly altered (see Figures 79 and 83). The building, which continues to be operated as a restaurant, has strong integrity of feeling and association.



Source: Minnesota Historical Society.
Location No. MR2.9 SP3.1P p115

**FIGURE 82. 1976 PHOTOGRAPH
OF ORIGINAL NEON SIGNS**



Source: Minnesota Historical Society. Location No.
MR2.9 SP3.1P p37

FIGURE 83. 1976 PHOTOGRAPH OF RA-SPC-6102

7.7 RECOMMENDATION

Porky's Drive-In is recommended as eligible for listing on the NRHP under Criteria A and C in the areas of commerce and architecture.

8.0 LA-VERA APARTMENTS, RA-SPC-6106 517-519 ASBURY STREET, ST. PAUL

8.1 PROPERTY OVERVIEW

The La-Vera Apartments, erected in 1916, is a small multiple-dwelling with Prairie School style elements. There is no architect of record for the building.

8.2 HISTORICAL CONTEXT: APARTMENT BUILDING CONSTRUCTION IN ST. PAUL— THE PRE-1920S YEARS

The first significant period of apartment building construction in the United States took place between 1870 and 1930. The first American multiple dwellings were based on European models, particularly French ones, and were marketed to the middle and upper classes (Granger et al. 1994:34). The architectural and popular press promoted apartments as a good investment for developers. Architects improved their designs by adding amenities such as lobbies, landscaped courtyards, gardens, and roof terraces. Technological advances also allowed for the provision of electricity, central heating, hot water, and laundry equipment. Construction of new apartment buildings nearly doubled nationwide during the 1920s as part of a general boom in the economy (Wagner 1991:24-25, 81, 85-86).

The construction of multiple-family dwellings began in St. Paul and Minneapolis during the 1880s. The first buildings of this type were two-story flats and two to four unit rowhouses, which were later joined by tenement flats built during the mid-1880s (Borchert et al. 1983:136-145). A double-dwelling was built on Grand Avenue in 1889 and several flats were constructed on Grand Avenue near Dale Avenue between 1903 and 1905. Apartment buildings were built in the Loring Park area of Minneapolis during the 1890s and construction began on the cluster of apartments around Steven Square in 1912. Many apartment buildings were built on Grand Avenue in St. Paul, but most of them were constructed after World War I and during the 1920s (Ketz et al. 1997:31). Small apartment buildings were dispersed along the streetcar lines in both cities, particularly in locations close to the small commercial nodes that developed where lines intersected. Most of these buildings were small “Midwestern walk-ups” (Zellie 1993:25). By the time apartment building construction came to a halt during the early 1930s, multi-family dwellings comprised 10 to 24 percent of the residential buildings in areas close to the central business district of St. Paul. The residents of these apartment buildings included the full array of middle-class wage earners, many of whom worked downtown (Zellie 1993:8, 28).

Although there were a few larger multiple family buildings that would be classified as apartment blocks built during the first decades of the twentieth century, this building type became most popular following World War I. Wagner argues that a post-1912 building type represented the most significant change in the composition of the Minneapolis

housing stock between 1912 and 1927 and the same may have been true for St. Paul (Wagner 1991:172). These apartment blocks were typically brick and were given formal names. They were larger than their earlier counterparts and about one-third of them contained 18 to 24 units. Most had central halls that bisected the building from front to rear and many had basements with small retail stores (Wagner 1991:176,180).

One type of larger multiple family dwelling was the Chicago-variant courtyard apartment building, a form in use by 1907. This type of unit, typically three or four stories in height, had a courtyard that was open to the street. An iron grill or fence often set off the courtyard from the street and signaled that it was private, rather than public, space. The apartment buildings of this type erected in Chicago were designed in less formal architectural styles. Wagner quotes a period source that suggests that these buildings were designed to offer their occupants access to air, light, and a landscaped court where children could play. The court apartment building was intended to look “like the residence of refined and civilized people” (Wagner 1991:47-48). Minneapolis architect John W. Lindstrom presented one design of the Chicago-variant courtyard plan. Its description noted that there were “two wings with a wide court in the center giving air and ventilation to each apartment” (Lindstrom 1923:48).

Chicago-variant courtyard apartment buildings were built in both St. Paul and Minneapolis. The several buildings of this type in St. Paul include the La-Vera Apartment on Asbury Street (1916), The Commodore Apartments at 79 Western Avenue (1924), and two larger buildings at 1397 Portland Avenue and 1522-1524 Portland Avenue, both built in 1922. The six-story Commodore Apartments, vaguely Neo-Classical in style, has a deep courtyard set off with pillars and iron fencing. The two apartments on Portland Avenue are dark red brick buildings with a classic U-shaped plan and very deep courtyards; they have few stylistic references, though 1397 Portland Avenue has a Gothic-Revival style main entrance surround. The Bronzin Apartment Building (1922) in the Loring Park area of Minneapolis and two apartment hotels, the Oak Grove Apartment Hotel (1920) and the Buckingham Apartment Hotel (1919), all designed by architect Alexander Fraser Rose, are also buildings of this type (Zschomler and Stark 2001:11-12).

Apartment buildings in St. Paul and Minneapolis generally mirrored popular residential and commercial styles. Architects and builders of apartment buildings often borrowed elements of the most popular architectural styles to embellish the entrances, windows, and parapets of large brick buildings. In this way, the picturesque qualities of the various revival styles popular during the 1910s and 1920s were grafted onto apartment buildings. These styles ranged from exotic Moorish and Spanish-inspired designs to the more familiar English Tudor, Colonial Revival, and Neo-Renaissance modes. The combination of brick veneer and stucco and the simple lines of the Prairie School or Craftsman styles were less commonly used for apartment buildings. In his 1923 publication, *Duplexes and Apartment Houses*, Lindstrom emphasized the importance of an attractive appearance, appealing floor plans, and the use of substantial and easily maintained materials of brick and stucco more than the style of these building types

(Lindstrom 1923). The use of reinforced concrete and hollow clay tile construction veneered with brick and the availability of Spanish tiles, diamond-paned windows, and mass-produced decorative features made it easy for builders to embellish relatively inexpensive boxy brick buildings and afforded great variety in apartment building styling.

8.3 DESCRIPTION

The La-Vera Apartment building is located on a property at the corner of Asbury Street and Sherburne Avenue (see Figure 2). The building, with two stories above a raised basement, is arranged in a U-shape with a shallow central courtyard open to Asbury Street (Figure 84). The lower walls are clad with wire-cut textured brick in blended shades of brown, set with red-tinted mortar. Stucco, painted white, covers the walls above the height of the third-story windowsills. A complex hipped roof, clad with asphalt shingles, has wide boxed eaves. Hipped-roof dormers light the attic space on the north and south planes of the roof, as well as both portions of the east-facing roof plane. The fenestration is comprised of single and grouped sets of sash with three-over-one double-hung wood units and storm sash. Entrances to the two halves of the building are placed at the inner corners of the courtyard (Figure 85). Angled concrete steps flanked with brick cheek walls and pipe railings rise to vestibules with angled walls and hipped roofs. Craftsman-style glazed doors are protected by gabled hoods supported by knee braces. A brick planter fills much of the space between the two sets of steps. Wood flower boxes placed on shaped wood brackets mark the end bays of each wall at the first and second floor levels. A brick wall encloses a shallow porch area at the center rear of the building. Four units have wood-framed porches, two on each of the upper levels of the building.



FIGURE 84. RA-SPC-6106, FACING SW



FIGURE 85. RA-SPC-6106, COURTYARD, FACING W

The vestibules, with tile floors, open onto small hallways. A fire wall divides the two buildings into a larger northern portion with 11 units and a smaller southern section with six apartments. The interior spaces of the apartments are finished with the plain door and window moldings found in many dwellings in the Twin Cities. The door and window moldings are stained a walnut color. The built-in buffet in the dining room and a linen cupboard in the hall are also stained a dark color.

8.4 PROPERTY HISTORY

The La-Vera Apartments were built during 1916 on two lots at the northwest corner of Asbury Street and Sherburne Avenue. A. H. Heimbach is listed as both owner and builder on the building permit and no architect was identified. The occupants of the La-Vera Apartments in 1930 included office workers and wage-earners in “blue-collar” occupations such as driver, plasterer, meat cutter, and barber.

Albert H. Heimbach was identified as a contractor in the 1915 and 1920 city directories. By 1920, family member William V. Heimbach had joined Albert in the A. H. Heimbach & Company firm, which had an office at 1611 University Avenue. Heimbach appears to have been one of the first property developers to erect apartment buildings in the vicinity of Snelling and University Avenues. In addition to the La-Vera Apartments, Heimbach was identified as the owner of the apartment buildings erected at 535 Asbury Street (1917) and 1604 Charles Avenue, west of Snelling Avenue (1919).

Heimbach participated in the development of what would become a cluster of small apartment buildings near the streetcar line intersection and commercial node at University and Snelling Avenues. In all, four buildings were located on Asbury Street in the two blocks north of University Avenue, built between 1911 and 1936. A slightly larger group of apartments was built west of Snelling Avenue. A group of three identical plain brick and stucco apartment buildings that have Craftsman-style entrances were built

at 1598, 1604 and 1618 Charles Avenue in 1919. Albert H. Heimbach was identified as the owner of one of these buildings (1604 Charles Avenue). A pair of two-story flat buildings erected in 1921 across the street at 1905 and 1916 Charles. The residents of these apartment buildings, no doubt, worked in the businesses located along University Avenue and in downtown St. Paul, both locations easily reached via streetcar.

8.5 SIGNIFICANCE

The La-Vera Apartments is a good example of an Arts and Crafts, or Prairie School, style apartment building with a version of the Chicago-variant open courtyard. These characteristics are relatively rare in apartment building design in both St. Paul and Minneapolis. The Prairie School style was interpreted in single-family dwellings and two-family units in designs that ranged from the high-style to watered-down pattern book designs. However, many of the dwellings, and the few apartment buildings in this style, have designs that are between these extremes. In the Twin Cities, the Prairie School Style was most often interpreted with cubic massing; a combination of dark-colored textured brick and stucco walls; wide, overhanging eaves; wide window openings filled with groups of Craftsman-style double-hung sash, and a small entrance porch. Apartment buildings in this style exhibited many of the same characteristics and several of them had window boxes under some of the grouped windows. The building at 1576 Portland Avenue (1921), at the corner of Snelling Avenue, is representative of buildings of this type and has brick window boxes supported by corbelled brick brackets.

The Prairie School style was an important regional architectural mode in the upper Midwest during the early twentieth century. The large number of dwellings in this style, and a few buildings of other types, in St. Paul and Minneapolis are a significant component of the built environment and represent an architectural style that is found in few American cities. Prairie School architecture is an important local resource and constitutes a significant property type in Minnesota. Properties that illustrate the range of building types and architectural styling in this mode have potential significance under Criterion C for listing on the NRHP.

The La-Vera Apartments has many of the character-defining features of the Prairie School style. The exterior walls are a combination of textured brick and stucco. The windows and doors are Craftsman-style units and some are set in wide openings. Window boxes are placed under openings at the corners of the building. The pair of entrances in the courtyard, with hipped roofs supported by large knee braces, and the main hipped roof, have wide overhanging eaves.

The shallow courtyard is a relatively uncommon feature for small apartment buildings in the Twin Cities. In this case, the plan appears to be a device used to allow the building to fill as much of the deep lot as possible, rather than a means to provide an amenity, a lawn similar to that of a private dwelling. The plan also avoided the more usual arrangement of a double-loaded central corridor and the space needed for, and expense of, building the

hallways. The La-Vera Apartments has small halls adjacent to the two entrances and most of the space in the building is within the individual units.

The few apartment buildings in St. Paul that have been determined eligible or listed on the NRHP individually have been outstanding examples of building types and styles. For instance, the Lauer Flats at 226 South Western Avenue (1887), built of Mankato stone, and the side-by-side Vienna and Earl Apartment Buildings at 682-688 Holly Avenue (1907), which are Classical Revival in style, are exceptional examples of multiple dwellings of two eras.

The La-Vera Apartments is recognizable as a property that adapted the form known as the Chicago-variant courtyard apartment building and a Prairie School-style apartment building. However, the property is not an outstanding example of either the Prairie School style or an open courtyard apartment building. It does not have the architectural distinction as a work of an important architect or as having high artistic values. The other examples of the Chicago-variant courtyard make more of the central courtyard as an amenity, as it was intended. The property is not the best example of an apartment building of its style or plan and, therefore, is recommended not significant under Criterion C.

The property is associated with a small cluster of apartment buildings erected north of the University and Snelling Avenue streetcar intersection and commercial node during the 1910s and 1920s. But this small group of multiple dwellings is not a significant aspect of the development of the Midway area and consequently the property is not identified as significant under Criterion A. The apartment building is not associated with any persons important in history and is not considered to be significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

8.6 RECOMMENDATION

The La-Vera Apartments property is recommended as not eligible for listing on the NRHP.

9.0 ST. PAUL CASKET COMPANY FACTORY, RA-SPC-3903 1222 UNIVERSITY AVENUE, ST. PAUL

9.1 PROPERTY OVERVIEW

The St. Paul Casket Company Factory was erected in 1922 for a firm that had been located in North St. Paul. The building was designed by St. Paul architect, Allen H. Stem.

9.2 HISTORICAL CONTEXT

Many of the industrial properties that were developed in St. Paul during the early twentieth century were located near railroad lines and were linked to those lines with spurs (Zellie and Peterson 2001a). The St. Paul Casket Company was part of that pattern of development.

The St. Paul Casket Company property was a parcel in the Midway Industrial Division Plat. This area near the University Avenue and North Griggs Street intersection was laid out with large parcels for industrial operations (Figure 86). The St. Paul Casket Company Factory was at the eastern end of the Plat that was served by a series of rail sidings linked to the Chicago, Milwaukee & St. Paul Railway. The largest firms in this area that utilized the rail connection were the St. Paul Casket Company, Brown & Bigelow, Inc. the Speakes Company, the Quality Park Box Company, and the Auto Engine Works. Further west of those firms, the Bonn Refrigerator Company and a Montgomery Ward office building and warehouse were large facilities set back from University Avenue and fronted by broad lawns bisected by curving driveways (Sanborn 1927). Little evidence of the 1920s industrial development of this section of University Avenue survives.

9.3 DESCRIPTION

This multi-story industrial loft building with a prominent tower used as a factory is located on the southwest corner of the intersection of University and Griggs Avenues (Figures 2 and 87). The building has three stories above a raised basement exposed along University and Griggs Avenues. The building has a reinforced-concrete frame and structural clay tile floors, roof, and walls. Stucco covers all exterior surfaces. Piers modeled as cascading buttresses rise along the exterior walls, dividing the walls into bays of various widths, except for the rear wall. All window openings are filled with industrial steel sash with operable awning units. Two tall vehicular doors in the Griggs Avenue exposed basement level wall appear to be alterations.



Source: Minnesota Historical Society. Location No. MR2.9 SP3.1M p49

FIGURE 86. CIRCA 1935 AERIAL PHOTOGRAPH OF INDUSTRIAL AREA NEAR UNIVERSITY AVENUE AND NORTH GRIGGS STREET



FIGURE 87. RA-SPC-3903, FACING SW

Slightly projecting pavilions wrap all four corners of the building; the three bays of the pavilion on the side walls are united by an arcade form. The single bays on the front and rear walls also have an arched window on the third story. Shallow pierced balconettes front the windows at the story above the exposed basement level on these bays. The parapet wall is raised above these corner pavilions.

Narrow piers divide the wide bays of the University Avenue façade so that narrow bays are adjacent to the central bay and the corner tower bays. The main entrance to the building is in the center bay. A pair of glazed and paneled wood doors with an arched top is set into a deep, but plain, arched surround. Large bowl-shaped planters that were positioned on the low concrete cheek walls flanking the entrance remain on the property, though not in their original positions. A balconette similar to the others on the building is positioned above the door across the window openings at the base of the tower that rises through the façade and two stories above the parapet. A metal wall clock set with a brick surround is positioned on the University Avenue side of the tower, just above the main parapet. Tall, slender openings in each wall of the tower filled with industrial steel sash are vertical elements that alternate with the cascading buttresses at the tower corners. A low-pitched pyramidal roof caps the tower, which houses a water tank.

The rear wall has three bays between the corner pavilions. Wider window openings flank a center bay, which has a pair of small windows in the upper stories above another entrance. A brick chimney, square in plan, rises from the roof near the southwest corner of the building.

9.4 PROPERTY HISTORY

The St. Paul Casket Company was established as the North St. Paul Casket Company in 1887. The firm outgrew its factory located on North Street and moved in 1922 to the centrally located Midway area. It promoted its new premises as capable of providing the quick shipment of products in every direction and as easily accessible to funeral directors and their patrons (North St. Paul Casket Company circa 1910). The new factory was located on the Minneapolis-St. Paul Interurban Streetcar Line that ran on University Avenue through the Midway area of St. Paul. A rail siding entered the property south of the factory, between it and a smaller building that housed a kiln and lumber drying space, as well as a vehicle garage. The St. Paul Casket Company occupied the factory through the early 1950s. The Snyder's Drug Store Company used the building as a general office and warehouse facility during the 1950s.

Architect Allen H. Stem

The St. Paul Casket Company Factory on University Avenue was designed by St. Paul architect Allen H. Stem (1856-1931) and built by contractor F. C. Norlander. Stem was well known for the railroad stations that he and partner Charles A. Reed designed, including Grand Central Terminal in New York City. Stem designed the casket company building late in life after having retired from his practice in 1920 (NWAA 2004a). Other Minnesota buildings designed by Reed & Stem include the West Publishing Company Building, the Civic Auditorium, the St. Paul Hotel, the St. Paul Athletic Club, and the Reed and Stem double residence, all in St. Paul; Wulling Hall on the University of Minnesota campus in Minneapolis; and the White Bear Lake Yacht Club (1913), White Bear Lake, Minnesota.

9.5 SIGNIFICANCE

The St. Paul Casket Company Factory has been described as “one of the most architecturally distinguished buildings on this stretch of University Avenue” (SHPO Inventory Form RA-SPC-3903). The building, designed by noted St. Paul architect Allen H. Stem, combines the common form of a multi-story industrial loft capped by a prominent water tower with a distinctive interpretation of Art Deco forms rendered in stucco.

The St. Paul Casket Company Factory is an excellent example of two common features of 1920s industrial architecture: a multi-story loft building and a prominent tower. The four-story industrial loft type of factory building relied on the vertical movement of materials and products via elevators. The industrial building type was widely used from the mid nineteenth century through the first four decades of the twentieth century by many types of manufacturing operations. Around World War II, one-story layouts that better accommodated assembly-line type of production became more popular. The St. Paul Casket Company Factory was designed to admit as much natural light as possible into the interior of the building. Its large rectangular window openings, which extended from pier to pier, are filled with industrial steel sash that also provided ventilation.

A prominent tower rising above a loft building became a standard element of industrial architecture and factory building iconography at the time that automatic sprinkler systems were widely adopted during the late nineteenth century. A tower that held the water tank for the sprinkler systems protected the tank from the weather and the elevated position enhanced water pressure. These towers were often designed to rise through the façade or emphasize a corner location. George C. Nimmons, an architect who designed numerous industrial buildings in Chicago, incorporated prominent towers into many of his projects during the 1910s. Many of Nimmons’ designs appeared in architectural and engineering periodicals and helped popularize the feature (Bradley 1999:118-120). The water tank tower rising above the St. Paul Casket Company Factory has a utilitarian purpose. Nevertheless, the tower with its buttresses and tall, narrow windows provides a soaring counterbalance to the solid massing of the industrial loft and an architectural presence for the property. The rounded piers of the buttresses evoke the Art Deco form of many objects during the 1920s.

Industrial buildings erected during the 1920s either expressed the functional aesthetic of engineers or one of the period revival styles favored by architects. The St. Paul Casket Company Factory expresses more of the former, an engineering aesthetic based on the expression of function and a lack of pretense (Bradley 1999:209-214). Piers rise through the walls of the rectangular mass of the loft building and provide a vertical emphasis. The termination of the piers as rounded and geometrical forms introduces interest, but not ornament, into the design. The parapet that edges the flat roof is raised above the corner bays, providing some additional modulation of the form. As noted above, Stem used buttress forms to shape the water tower form, but evoked the Art Deco style rather than the more ornate Gothic Revival style that appeared often on buildings of this type

(Bradley 1999:218-219). This building expresses an integrated aesthetic program of the type that engineers interested in factory design were calling for during the early 1920s. The factory relies on its massing, the disposition of its structural members, and the color and texture of the materials employed for its architectural effect.

The St. Paul Casket Company Factory has significance under Criterion C as an excellent example of industrial building design and construction during the 1920s in the Midway District of St. Paul. The building, designed by Allen H. Stem, a prominent St. Paul architect, incorporates many of the most common hallmarks of industrial building design of the time: a multi-story reinforced-concrete (fireproof) loft construction, pier-to-pier window openings filled with industrial steel sash, and a water tower rising above the main roof line. The building provided the St. Paul Casket Company with a modern manufacturing facility. It reflects one of the two main approaches to industrial building design of the time, one that relied on the expression of purpose and an engineering aesthetic. Stem's use of the engineering aesthetic, rather than the period-revival formalism often used by his fellow architects, resulted in a handsome building that expressed the spirit of industrial expansion of the early 1920s.

The St. Paul Casket Company Factory is an example of the industrial development of the Midway area of St. Paul. It was once part of small industrial area served by a spur from a local rail line. The casket manufacturing business was a specialty form of furniture manufacturing in the Twin Cities. It utilized the same raw materials and its caskets were sometimes handled by retailers who also sold furniture. Even though the St. Paul Casket Company was related to a significant local industry and located in the Midway area, it is not an excellent example of that broad pattern of development. Most of the similar nearby industrial properties no longer stand or have been quite altered and consequently it is difficult for this property to represent the small industrial area developed on the Midway Industrial Division Plat. The property does not have significance under Criterion A.

The St. Paul Casket Company Factory is not associated with any persons important in history and is not recommended as significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The area of significance is industrial architecture.

Period of Significance: The period of significance is 1922, the year the building was erected.

Historical Characteristics: The primary historical characteristics of the property are the massing of an industrial loft building; its pier-to-pier openings filled with industrial steel sash; the vertical emphasis of the rhythmic pattern of arcades, piers and buttressed piers; and the water tank tower rising above the main roofline.

9.6 INTEGRITY

The St. Paul Casket Company Factory has excellent integrity in design, materials and workmanship. Alterations to the exterior of the building are limited to the insertion of two vehicular doors in a secondary façade. The building is in its original location and the immediate setting of the building has not been significantly altered, though the small building associated with the company to the south no longer stands. The property no longer has any association with the casket manufacturing, and consequently does not have strong integrity in feeling and association.

9.7 RECOMMENDATION

The St. Paul Casket Company Factory is recommended as eligible for listing on the NRHP under Criterion C. Designed by St. Paul architect Allen H. Stem, the building is an excellent example of a once common industrial building type, an industrial loft with a prominent water tank tower. The building exhibits Art Deco inspired detailing but avoidance of applied ornament, an aesthetic promoted by engineers for factory buildings.

10.0 MARTIN M. MCNULTY HOUSE, RA-SPC-4254 516 LEXINGTON PARKWAY, ST. PAUL

10.1 PROPERTY OVERVIEW

The Martin M. McNulty House is a single-family dwelling built circa 1914. The Prairie School style house has been attributed to architect Charles Hausler.

10.2 HISTORICAL CONTEXT: THE PRAIRIE SCHOOL STYLE—A BRIEF OVERVIEW OF RESIDENTIAL USE IN ST. PAUL AND MINNEAPOLIS

The Prairie style of architecture was an indigenous American style developed by a group of Chicago architects. During the 1890s, Frank Lloyd Wright began to design residences with low-pitched roofs and over hanging eaves, and an overall horizontal emphasis that came to be the hallmark of a progressive, and distinctly American style. Around 1900, Wright introduced asymmetry into this style of residential architecture (Bradley and Wiltberger 2003: 4-5).

This style, known as “progressive” during the early twentieth century, was popular for residential architecture from 1900 to 1920, mainly in the midwestern states. The term Prairie School was adopted widely during the 1960s to refer to the work of a group of architects working in the suburban Chicago area during the early twentieth century in the progressive manner of Wright (Sprague 1982:7). Many of the houses designed by these architects were built in Oak Park. They were carefully sited on suburban lots with a long façade facing the street. Stucco was a popular exterior wall material that highlighted the simplicity of the massing that was often cubic. Wright and other architects often used narrow strips of dark-stained wood to band houses at the level of windowsills or create rectangular panels on the stucco.

The work of John S. Van Bergen in Oak Park during the early 1910s influenced other architects working in the Midwest (Sprague 1982). Van Bergen’s houses had a cubic form, stucco walls, and low-pitched hipped roofs that extended beyond stucco walls as boxed eaves. Sill bands underscored groups of casement windows set just under the eaves. Such banding, or a change in cladding material, evoked the high-style aspect of the mode that treated the second story as a frieze below roof eaves. These elements of Van Bergen’s body of work were widely replicated, particularly in pattern book designs in the “progressive” style.

A survey of Prairie-style buildings in Iowa identified that the vast majority of buildings in the style were built in cities, suburbs, and resort areas and none were built in rural areas. High-style buildings in the Prairie-school idiom were popular with educated clients engaged in business or in the professions, and did not appear to represent a radical artistic sentiment (Wilson and Robinson 1977:9). Although no such complete inventory has been completed in Minnesota, survey work done to date suggests that a similar pattern

existed in that state as well. Pattern books that widened the appeal of the style depicted vernacular versions of houses with boxy shapes, wide eaves, and often an entry porch enclosed with sash and screens (McAlester and McAlester 1984:439-440). Yet even such vernacular versions of the style were built mainly in urban centers and larger towns in Minnesota.

The architectural firm of William Gray Purcell and George Grant Elmslie was responsible for much of the high-style Prairie School buildings erected in the Twin Cities area. The Purcell House (1913) in Minneapolis is considered a quintessential example of a progressive style house and is listed on the NRHP. The firm designed some relatively small houses with open plans, dwellings that were obviously custom designs. Several of these houses are listed on the NRHP, including the Beebe House (1912) in St. Paul and the Fournier House (1909), the Parker House (1913), and the Owre House (1912), all in Minneapolis. The Hoyt House (1913) in Redwing and the Haugen House (1913) in Lakeville and the Goodnow House in Hutchinson (1913) are examples of the firm's work in smaller cities. Purcell and Elmslie's interest in popularizing the style is suggested by a "budget house" built in 1910-1911 in Charles City, Iowa. Grouped window openings and overhanging eaves are its most obvious Prairie-style features (Wilson and Robinson 1997:46).

Architects other than Purcell & Elmslie provided custom house designs in the Twin Cities. Charles Hausler, who had a practice in St. Paul, designed a handful of houses in the style during the early 1910s. William W. Purdy and Charles S. Sedgwick published designs for progressive style houses in *Keith's Magazine*, a local architectural publication, during the 1910s and 1920s. W. F. Keefe and Ellerbe & Round designed houses in the style that were built on Summit Avenue in St. Paul in 1923. George Maher designed the Winton House (1910) in Minneapolis and the Prairie School-style summer residences of E. L. King, Rockledge (1912), in Homer, Minnesota (Gebhard and Martinson 1977).

One of the most striking examples of smaller Prairie School dwellings in St. Paul is the Frank and Rosa Seifert House at 975 West Osceola Street, which was built in 1914 from designs by Charles Hausler and Percy Dwight Bentley. The Malcolm McMillan House at 1058 St. Clair Avenue (1915) designed by Ernest Hartford and Charles Hausler has a side entrance, a feature found in many architect-designed Prairie School dwellings. Two later interpretations of the style are the duplex at 863-865 Linwood Avenue designed by W. F. Keefe and the house at 235 S. Lexington Parkway designed by C. E. Peterson (Ramsey County Historical Society 2004).

Homeowners in the Twin Cities could choose Prairie School style house plans from several pattern books. Many of the designs in these books had traditional floor plans, rather than the open plans of high-style designs. Asymmetrical arrangements with entrance porches at one end of the façade, sometimes balanced by a sun porch at the opposite end, were common in these designs. Most pattern book designs did not incorporate the long banks of windows found in high-style dwellings (Brooks 1972:217).

The Minneapolis architect J. W. Lindstrom included several Prairie School style houses in *Two Story Homes*, a pattern book he published circa 1920 (Lindstrom ca. 1920). It appears that the appeal of the Prairie School style endured in the Twin Cities area well into the 1920s, perhaps slightly longer than elsewhere.

10.3 DESCRIPTION

The Martin McNulty House is a stucco-clad Prairie style dwelling on a concrete foundation (Figure 88). It occupies a large lot at the corner of Lexington Parkway and Sherburne Avenue (see Figure 2); the house faces Lexington Parkway. A garage has been added to the property east of the house in recent years.



FIGURE 88. RA-SPC-4254, FACING SE

The two-story main block of the house has a hipped roof with slightly flared and extended eaves. A one-story portion of the house on its south end covered by a nearly flat roof consists of a room with a fireplace and a sun porch. The chimney for this fireplace rises along the exterior of the south wall of the main block of the house; like the other chimney that serves the furnace, it has a series of brick dados near its top. The eaves of this portion of the dwelling extend across the south end of the main block to shelter the main entrance, which is approached by two concrete steps flanked by shallow cheek walls. A rectangular bay that projects from the north end wall furthers the asymmetry of the dwelling; this bay is a buffet extension from the dining room. Broad eaves shelter the windows set high in the walls of the bay.

A double sill band at the height of the second story window sills consists of a wide band echoed by a narrower molding below it. This horizontal element extends along the façade, and north and west elevations, and is met by the top edge of the roof over the one-story wing on the south elevation. Another continuous sill band extends along the one-story wing at the lower edge of banks of paired and triple-set windows. The window sash include wood double-hung and casement sash. The casement windows in the east wall of

the one-story wing have art glass in the style of geometric Arts and Crafts designs. A shallow sleeping porch extends from the center of the second floor rear of the house. A door adjacent to the sleeping porch connects with the upper landing of a set of exterior wood-framed stairs, added to the house when it was used as a duplex.

The interior of the house retains many historical features and the original floor plan. This interior, with dark stained woodwork and hardwood floors, has the feeling of a foursquare house rather than a light-filled Prairie School style dwelling. The dining room is separated from a parlor area by columns resting on partial walls. The two built-in buffets in the dining room include one extending beyond the wall to the north; its cupboards have unusual inset mirror details. The buffet along the kitchen wall has glass doors with a geometric Arts and Crafts pattern. French doors separate the sun porch from an adjacent parlor, which has a brick fireplace surround. The stair hall window has casement sash.

Alterations to the house include the punching of holes in the exterior stucco for the installation of insulation. The current owner understands that alterations were made to the main roof eaves and original internal gutters before she acquired the property. The exterior stairs to the second story and the garage are modern additions to the property (Cheri King [property owner], personal communication 2004).

10.4 PROPERTY HISTORY

The Martin McNulty House was built in 1913 or 1914. Martin McNulty's residence in the 1914 city directory is listed as 916 North Lexington Parkway, which could be a typographical error for the address 516. McNulty, and his wife Margaret, are listed as residing at 516 North Lexington Parkway from 1915 to circa 1950. In 1913, the McNultys resided at 537 Park Avenue and Martin worked as a chauffeur. In 1914, Martin McNulty and Michael McNulty, along with three other men, were identified as the proprietors of the Peoples Auto Livery, a business located at 50 West Fifth Street in St. Paul. Martin McNulty's later occupation is listed as a driver. The Herbert H. Wiedemann family occupied the property during the 1950s (R. L. Polk & Co. 1913, 1914, 1916, 1950, 1955).

The development of residences on North Lexington Parkway during the 1910s and 1920s was limited to the few blocks north of University Avenue. The development pattern does not seem to be related to the plats in the area. The east side of the Parkway was divided into several small plats, while the larger Sanborn's Midway Addition took in several blocks on the west side of the Parkway. The house at 516 North Lexington Parkway was part of the first wave of building in the area and was contemporary with some large bungalows erected on the street, such as those at Nos. 539 (1913) and 540 (1915). Other Prairie-style houses—dwellings that appear to be pattern book designs—were erected on Lexington Parkway North in the vicinity of the McNulty House between 1922 and 1925. These properties include 511 (1924), opposite the McNulty House, and 523 (1922), 545 (1923), and 546 (1924) North Lexington Parkway.

Architect Charles Hausler

The Martin McNulty House has been attributed to architect Charles Hausler (1889-1971), a native of St. Paul and a graduate of Mechanic Arts High School. He served a series of apprenticeships to complete his architectural training. Hausler worked in the offices of Clarence Johnston and Harry W. Jones before spending time in Chicago in the offices of Solon Beman and Louis Sullivan. Hausler returned to St. Paul, obtained an architectural license in 1912, and formed a series of short partnerships with William Alban (1911-1913), Percy Bentley (1914), and Ernest Hartford (1915-1916). Bentley, who also trained in Chicago, had a long-time partnership with Otto Merman in La Crosse, Wisconsin; that firm often worked in the Prairie School style. Hausler won the position of the first City Architect for St. Paul, a position he held from 1914 to 1922. Hausler's tenure as City Architect was made difficult by periods with little funding and a small staff. His city office produced designs for a group of civic buildings that were built, including some fire stations, schools, and buildings in the city's parks. During the time that Hausler was the City Architect of St. Paul he also pursued private commissions. Work of that type included the St. Anthony Park Bank (1916), which was across Como Avenue from the St. Anthony Park Branch Library (1917; a St. Paul HPC Heritage Preservation Site), for which Hausler's City Architect office provided plans (Taylor and Larson 2001:19; St. Anthony Park Bank 2004).

After local politics forced Hausler out of the city position, he left the practice of architecture and served in the state senate. Hausler reestablished his architectural practice in 1939 and worked through the 1960s. Projects from this later period include the St. Paul Temple of Aaron (1954) and the Faribault (Minnesota) School for the Deaf (1931) (NWAA 2004d).

Hausler was one of the architects in the Twin Cities who worked in the Prairie School style during the 1910s. Examples of Hausler's houses in the style include the John Lauer House, 449 Arbor Street (1914), a two-story brick dwelling with a distinctive entrance porch and art-glass in one set of windows. The house at 516 Lexington Parkway North, attributed to Hausler by his son, was built around the same time. Hausler collaborated with his colleague Percy Dwight Bentley on the design of the Seifert House at 975 Osceola Street in 1915. The Seifert House stands out as the dwelling most like those erected by the Chicago School of architects in Oak Park, Illinois. The house has asymmetrical massing with a cubic core, an open front porch and two one-story wings, and incorporates a sleeping porch. The second story stucco walls have panels outlined with wood molding. The property includes a Prairie School style garage. Hausler and Ernest Hartford produced the design for the Malcom McMillan house at 1958 St. Clair Avenue (1915), a stucco house with a side entrance (and a two-story rear addition). Hausler's own house (1917), moved from West 7th Street to the corner of Grace and Erie, is a more personal interpretation of the Prairie School style and has unusual features such as a prow-like angled bay window and a wood screen near the front door. Hausler worked with partner William Alban on the designs of a group of churches, including the Knox Presbyterian Church (1912-1914), a Prairie School design. A bungalow designed

by Hausler on Lexington Parkway (1911) is stylish and has distinctive shaped rafter tails on the front-facing dormer (RCHS and St. Paul HPC ca. 1985).

10.5 SIGNIFICANCE

The Prairie School style was an important regional architectural mode in the upper Midwest during the early twentieth century. The large number of residential buildings, and a few buildings of other types, in St. Paul and Minneapolis are a significant component of the built environment and represent buildings that are not found in very many American cities. Prairie School style architecture is an important local resource and constitutes a significant property type in Minnesota. Outstanding properties that illustrate the range of building types and architectural styling in this mode have potential significance under Criterion C for listing on the NRHP.

The Martin M. McNulty House is a good example of a Prairie School style residence designed by an architect and erected in St. Paul. The McNulty House has the characteristics of the domestic buildings designed in the style as identified by Gebhard and Martinson. These characteristics include the massing of a stucco box with a horizontal emphasis, windows arranged in bands and placed close to the roof soffit, a balanced yet asymmetrical façade, a projecting porch and a sleeping porch on the second floor, horizontal bands at the level of the second-story window sills, and the use of casement sash, in this case with Arts and Crafts style leaded glass (Gebhard and Martinson 1977:416).

The McNulty House was compared to the other known houses designed by Hausler in the Prairie School style. While these properties differ somewhat in architectural presence, materials, and form, they all fall into the category of architect-designed, one-of-a-kind houses in the style. The John Lauer House, 449 Arbor Street (1914) is cubic in form and clad with dark red textured brick. It has a distinctive porch (now enclosed) and has Arts and Crafts colored glass in one room, presumably the dining room. The Siefert House (1915) and Hausler's own house (1917) represent a level of architectural design reserved for wealthy clients and a designer's own residence. The Malcom McMillan House at 1058 St. Claire Avenue (1915) has the characteristic side entrance of architect-designed Prairie School-style dwellings.

The residences designed by Charles Hausler form a body of work that is a significant representation of an important regional form of architecture. Hausler, no doubt, became familiar with the work of the Prairie School architects while working in the offices of Beman and Sullivan in Chicago. These St. Paul houses were designed during the first years that Hausler practiced architecture and illustrate how architectural ideas spread through the work of young practitioners who have recently trained in trend-setting environments. Charles Hausler's body of work in the Prairie School style is significant and the best examples of that work have potential eligibility for listing on the NRHP.

A survey of the houses designed by Hausler and his collaborators suggests that the Siefert House is the most outstanding example of this architect's work in St. Paul and has the highest potential of eligibility for listing on the NRHP. The Siefert House has many of the character-defining features of the Prairie School style and has excellent integrity. The property even has a garage designed in the same style. The McMillan and McNulty houses are not as interesting designs and have more alterations. Hausler's own house also has many features of the Prairie School style, but its relocation has compromised its integrity. The comparison of these houses, summarized here, suggests that the Martin M. McNulty House is not the most distinguished of Hausler's projects and does not have the architectural distinction or high artistic value for individual listing on the NRHP under Criterion C.

The Martin M. McNulty House does not represent any significant pattern of development and is not significant under Criterion A. The property is not associated with any persons important in history and is not considered significant under Criterion B. The house has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is not significant under Criterion D.

10.6 RECOMMENDATION

The Martin M. McNulty House is recommended as not eligible for listing on the NRHP.

11.0 BRIOSCHI-MINUTI COMPANY BUILDING, RA-SPC-3895 908-910 UNIVERSITY AVENUE, ST. PAUL

11.1 PROPERTY OVERVIEW

This building was erected in 1922 to house the architectural sculpture firm of Carlo Brioschi and Adolfo Minuti. The two-story commercial building was designed by Torello “T. J.” Minuti.

11.2 HISTORICAL CONTEXT

The property was identified as the studios of the Brioschi-Minuti Company and it was determined that the work of the firm had a high degree of artistic merit. Once the property appeared to have potential significance under Criterion B, research and analysis concentrated on establishing a body of work for the Brioschi-Minuti Company and the assessment of its significance.

11.3 DESCRIPTION

The Brioschi-Minuti Company Building is located on the south side of University Avenues east of the intersection with North Milton Street (see Figure 2). The two-story commercial building is set at the sidewalk and occupies most of the lot.

The façade of the building is clad with textured tapestry brick above a concrete or cast-stone foundation (Figure 89). Pilasters with brick laid as stacked headers frame the façade. A broad central bay is flanked by narrower bays at both stories. The door to the ground-floor space is west of the large showroom window set above a painted stone bulkhead. The east door gives access to a small hallway and the second floor. The door openings have cast-stone heads. The door and window openings have replacement sash.

The façade of the Brioschi-Minuti Company Building displays several ornamental panels of unglazed terra cotta or cast stone (Figure 90). A large panel between the tiers of windows of the central bay features a granite plaque inscribed “Sculptors 1910-1922” set between a pair of panels with urns and swags. Small rondels above the doors feature shields in relief. The parapet has a pair of eagles in relief flanking a large rectangular panel on which two male figures flank a cartouche. Urns and scrolls on the parapet, as well as a domed form that was a base for a flagpole, complete the decorative scheme.



FIGURE 89. RA-SPC-3895, FACING SE



**FIGURE 90. RA-SPC-3895, FRONT FAÇADE
DETAIL, FACING SE**

The side and rear walls of the building are common brick, painted white. A chimney rises above the west wall of the building. A one-car garage with a flat roof extends from the rear wall, which has entrances at both levels and a broad window opening at the second story (now blocked with plywood).

11.4 PROPERTY HISTORY

The property at 908-910 University Avenue was erected as the Brioschi-Minuti Company Building in 1922. Designed by Torello "T. J." Minuti, it was the studio of the Brioschi-Minuti Company, a firm that produced architectural sculpture and ornamental plaster from 1922 until 1931.

Carlo Brioschi (1879-1941; also known as Charles Brioschi) graduated from the Academy of Fine Arts of Bera, Milan, in his native Italy. He immigrated at the age of 20 to New York City and began to work as an architectural sculptor. Brioschi participated in Stanford White's remodeling of the White House during the Theodore Roosevelt administration and worked with White on the remodeling of Roosevelt's Oyster Bay residence. Brioschi is thought to have worked with Cass Gilbert in New York, though that work is not yet identified (Minuti-Ogle Company 2003:11). The Fifth Avenue residence of Senator William A. Clark of Montana, the J. P. Morgan Library, and Grand Central Terminal, where he met architects Charles A. Reed and Allen H. Stem, were among the buildings Brioschi helped decorate in New York (*Charles Brioschi Papers* 1926-1941; Harris 1992:17; Minuti-Ogle Company 2003:11).

Adolfo Minuti (d. 1931) apprenticed as a decorative sculptor in Italy and immigrated with several family members from Florence around 1900. By 1903, he had established a reputation as an architectural sculptor. Minuti and Brioschi met while working on one of their large projects in New York City. Both men had studied various mediums but found their niche in artistic plastering. Though this medium is sometimes referred to as terra cotta, it does not require firing in a kiln as architectural terra cotta does. The process of architectural plastering involves sculpting shapes and making molds, pouring plaster into the molds, installing finished objects with more plaster work that hides joints, and adding final ornamental details (Minuti-Ogle Company 2003:10-11).

Brioschi and Minuti relocated to St. Paul in 1909 and the following year opened the city's first firm of architectural sculptors. They were encouraged to move to the city by Reed & Stem so they could work on the architectural firm's St. Paul Hotel project. At that time the two sculptors established the Brioschi-Minuti Company. They shared the role of president over the next 22 years. The firm's first place of business was at 248 Fourth Avenue. Carlos Brioschi was joined by his son Amerigo, known as "Babe," in the firm. Adolpho Minuti's three sons, Augustus, Torello "T. J.," and Lawrence also entered their father's business (Minuti-Ogle Company 2003:23, 26).

During the period between 1909 and 1922, when it was located in downtown St. Paul, the Brioschi-Minuti Company worked on several important buildings in the Twin Cities. In addition to the luxurious St. Paul Hotel, the firm worked on the St. Paul Athletic Club (1916-18). The firm began a long relationship of working on the St. Paul Cathedral. Brioschi and Minuti shaped the interior cornice in place, using molds, chisels and hammers. Their sons also worked on the cathedral as the interior was finished over a period of time as funds allowed. The firm was involved with the interior finishes of the Minnesota Historical Society Building in St. Paul (Clarence Johnston, 1915-1917), the State Theatre, and the Orpheum Theater, both in Minneapolis. The firm's bronze doors hang in the Mayo Clinic's Plummer Building in Rochester. In 1919, the Brioschi and Minuti families helped to create a monumental "Victory Arch" for a parade that honored World War I veterans in St. Paul. The temporary structure was demolished after the event. The firm's work throughout Minnesota included work on the remodeled Lyceum Theater in Duluth, the Milaca County Court House, the Hibbing City Hall, and a bank in

Albert Lea (Minuti-Ogle Company 2003:19-23). The firm's residential work included a sculpture and surround for the terrace of Frank Boutin's residence built circa 1917. On this project Brioschi and Minuti worked with architect Carl A. Gage and landscape architects Morell & Nichols (McLean 1918:77).

In 1922 the Brioschi-Minuti Company erected a building designed for its own use at 908 University Avenue (Figure 91). T. J. Minuti, known as the most artistic of the Minuti brothers, acted as architect for the project. Minuti designed trap doors for the building that allowed the sculptors to view their work in progress from different vantage points and accommodate large pieces. The façade of the building incorporated sculptural panels and the work of the firm was displayed in the large show window. The dates on the plaque on the building's façade, 1910-1922, refer to the period of the Brioschi and Minuti partnership prior to occupying the new building (Minuti-Ogle Company 2003:23).



Source: Minnesota Historical Society.
Location No. MR2.9 SP3.1B p100

**FIGURE 91. 1925 PHOTOGRAPH
OF RA-SPC-3895**

The firm's projects undertaken after the move to University Avenue include the extensive University of Minnesota Walter Library project. Lawrence Minuti led a team of sculptors that completed over 5,000 pieces of architectural sculpture for this project. Production was moved to the library where plaster mixed with hemp fiber was poured into molds. The casts were allowed to set for 15 minutes and were then placed on the building. The Brioschis continued to work on the St. Paul Cathedral, creating column caps, friezes, and ceiling embellishments. The firm's work on the Basilica of St Mary during the 1920s

included the complex elliptically-arched ceiling. The firm completed a bronze statue of Christopher Columbus for a site on the Minnesota State Capitol grounds in 1931. The death of Adolpho Minuti in 1931 coincided with changes in the building industry that were becoming evident at the beginning of the Depression. The heyday of the firm in St. Paul came to a close during the early 1930s (Minuti-Ogle Company 2003:26-29).

The Brioschi-Minuti Company was dissolved after Adolfo Minuti's death in 1931. His sons established the Minuti Brothers, a firm, which specialized in the basic lath and plaster wall construction that was beginning to dominate building construction practice. Carlos and Amerigo Brioschi continued to work on the artistic aspect of the business under the name Brioschi Studios. A highlight of their work during the 1930s was the large panel of gypsum plaster, "The Spirit of Government," created for the House of Representatives chamber of the Minnesota State Capitol. The Minuti Brothers helped with the installation of this project in 1938. Both firms continued to use the 908 University Avenue premises. Carlos Brioschi died in 1941 (Minuti-Ogle Company 2003:35-36). Amerigo Brioschi continued to work as a sculptor and later was involved with the St. Paul Statuary Company. The Minuti Brothers business survives as the Minuti-Ogle Company with headquarters in Oakdale, Minnesota. The firm continues to be a leader in the drywall and construction industries.

11.5 SIGNIFICANCE

The Brioschi-Minuti Company Building is identified with two architectural sculptors who worked on many important public and private buildings in the Twin Cities. Adolfo Minuti and Carlos Brioschi appear to have been equal partners in their business, both participating in artistic production and the management of the firm. The property has significance under Criterion B for its relationship to Carlos Brioschi and Adolfo Minuti.

Carlos Brioschi and Adolfo Minuti, the two principles of the Brioschi-Minuti Company, began working together on important projects in New York City and came to the attention of Stanford White, Cass Gilbert, Charles A. Reed, Allen H. Stem, and other architects. They relocated to St. Paul at the urging of the firm of Reed & Stem to work on one of its important commissions, the St. Paul Hotel. The Brioschi-Minuti Company also contributed to the interior finishes of the St. Paul Cathedral and the Basilica of St. Mary. The firm's work includes many other significant buildings, both public and private, in the Twin Cities and some properties throughout the state. Two works executed by Carlos Brioschi and his son, Amerigo, "The Spirit of Government," panel in the House of Representatives Chamber in the Minnesota State Capitol and the statue of Christopher Columbus, are valued additions to the state's seat of government and its grounds.

Architectural sculpture is a field that links the fine arts to building construction, and was an important and specialized component of the construction industry during the period when buildings had richly ornamented interiors. The work of firms like the Brioschi-

Minuti Company enriched many prominent buildings built during the nineteenth and early twentieth centuries and evoked a period of ornate building interiors.

The building erected by the Brioschi-Minuti Company on University Avenue in 1922 was a project undertaken at a time when the firm was a well-established and successful St. Paul business. The building that the firm first occupied in the Lowertown area of St. Paul is no longer standing. While located in the University Avenue building, Adolfo Minuti and Carlos Brioschi made significant contributions to the artistic interiors of several important buildings. The building conveys the nature of the work undertaken by Carlos Brioschi and Adolfo Minuti (and their sons) on the premises through the display of several sculptural panels on its façade. The building is directly associated with Carlos Brioschi and Adolfo Minuti. It was their primary place of business and the location of the men's productive life in their field of achievement, architectural sculpture, for nearly half of their partnership. The association of Carlos Brioschi and Adolfo Minuti with the work of Clarence Johnston, Reed & Stem, and Emmanuel L. Masqueray suggests that their sculpture was of high quality and represented significant achievements in the field of architectural sculpture.

This property is associated also with commercial development of University Avenue but does not have any particular significance related to that broad pattern of development. It does not have significance under Criterion A. The Brioschi-Minuti Company Building is not an outstanding commercial building. Though it incorporates sculptural panels that no doubt are the work of the firm, overall the building does not possess exceptional artistic merit. Though Brioschi and Minuti are recognized as having contributed to the field of architectural sculpture in Minnesota, their building is not eligible under Criterion C because it is not a significant architectural design or demonstration of their work. The property is not recommended as significant under Criterion C. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The recommended areas of significance are art and architecture.

Period of Significance: The period of significance is from 1922 until 1941. This span of years includes the period that the Brioschi-Minuti Company occupied the building, from 1922 to 1931. 1941 was selected as the end of the period of significance because it marks the death of one of the founders of the firm, Carlos Brioschi. Between 1931 and 1941, Carlos and Amerigo Brioschi worked on the premises to complete a large panel for the House of Representatives in the Minnesota State Capitol. This period covers the time when the Adolfo Minuti and Carlos Brioschi were completing important commissions.

Historical Characteristics: The primary historical characteristics of the property is the façade of the two-story structure, including the plaque that identifies the owners and use of the building, as well as several ornamental panels; the brick walls of the façade; the distinctive parapet and its urns; and the size and disposition of north-facing window openings that lighted the work space within.

11.6 INTEGRITY

The material integrity of the Brisochi-Minuti Company Buildings is good. Alterations to the façade are limited to the replacement of window sash and exterior doors (see Figures 89 and 91). All of the historical characteristics that were present during the period of significance remain. Carlos Brioschi and Adolfo Minuti would find their place of business quite unchanged. The building is in its original location and the immediate setting of the building has not been significantly altered. Though the building no longer has any association with the Brioschi-Minuti Company or its successor firms, it stands out from other commercial buildings as a place where a different type of business was located.

11.7 RECOMMENDATION

The Brioschi-Minuti Company Building is recommended as eligible for listing on the NRHP under Criterion B. Carlos Brioschi and Adolfo Minuti occupied this building during the last nine years of a 22-year-long partnership. Their architectural sculpture business worked with prominent architects such as Clarence Johnston, Reed & Stem, and Emmanuel L. Masqueray on some of the more ornate buildings erected during the early twentieth century in St. Paul and Minneapolis. Carlos Brioschi continued to work in the building with his son, Amerigo, until his death in 1941 and the Brioschis executed some important projects in the studio during the 1930s. This property is the only one remaining with direct association with Carlos Brioschi and Adolfo Minuti and their significant work in architectural sculpture. The property retains a high degree of integrity from the period of these significant associations, 1922 to 1941.

12.0 VICTORIA THEATER, RA-SPC-3892

825 UNIVERSITY AVENUE, ST. PAUL

12.1 PROPERTY OVERVIEW

The Victoria Theater, designed by architect Franklin Ellerbe, was built in 1915. The property was used for a short time as a theater.

12.2 HISTORICAL CONTEXT

This property was used as a theater for only a few years and the building functioned more as a commercial building than a theater. The development of a historical context about theaters in St. Paul did not seem necessary.

12.3 DESCRIPTION

The Victoria Theater is located on the north side of University Avenue east of the intersection with North Victoria Street (see Figure 2). The theater is a rectangular building faced with brick (Figure 92). Its exposed west elevation of tan brick has one blocked window near the front of the wall. A parapet wall raises the height of the façade above the level of the main flat roof of the building. A tan brick chimney rises from the rear of the building.



FIGURE 92. RA-SPC-3892, FACING NE

The University Avenue façade is terminated with a shaped parapet with a rounded pediment form at its center. Cast-stone blocks form the coping and include decorative units with a “reed and tie” motif. A narrow space between the theater and the building to the east has been filled with brick, making the façade composition slightly asymmetrical.

Patterned brick and terra-cotta panels on the façade, as well as the central entrance and large window above, create a series of concentric borders. The entire façade has been painted a cream color, obscuring any colors that were part of the patterning. Beaded terra-cotta units edge the top and sides of the façade. A second set of similar units forms the inner edge of a border filled with stacked brick headers. A wider inner border consists of brick laid with a diamond pattern. Beaded terra-cotta units define another narrow border filled with stacked brick headers enriched with square tiles set diagonally. This border frames the entrance and window above and a single row of the beaded terra-cotta panels separates the door from the window. Two courses of cast-stone blocks form a water table base for the façade design.

The main entrance and the wide window above have aluminum storefront framing that holds fixed sash and a single leaf door. Dark panels form a bulkhead. Two window openings that flank the entrance may be alterations and have the same aluminum framing and sash as the other openings. Small aluminum hoods protect fluorescent lights mounted on the exterior of the building above the entrance and flanking windows. Two older lanterns hang from brackets that flank the window above the main entrance. A circular sign, mounted perpendicular to the façade, reads “Edison Lighting.”

12.4 PROPERTY HISTORY

The Victoria Theater, built in 1915, was one of three theaters owned by Henry J. Breilein, whose other properties included the Faust Theater at 626 University Avenue and the Verdi Theater at 302 W. University Avenue. The Victoria is listed as a theater in the St. Paul City Directories for only the years of 1916 through 1919, and 1921 (Hoag 1975). The Victoria Theater was located next door to the premises used by the Ray-Bell Films Company, but is not known to have any direct relationship to the firm that produced industrial films.

A building permit was issued in 1925 for alterations to the Victoria Theater and this work may have signaled a change in use for the building, which was identified as occupied by the Victoria Café and the St. Paul Amusement Corporation in 1935. The property has the longest association with the Muska lighting business. An alteration permit issued in 1936 to Joseph Muska may indicate when he acquired the property. During the 1950s, Muska operated the Edison Lighting Studio in the building and the Edison Lighting sign on the building relates to this use (R. L. Polk & Co. 1950, 1955).

Architect Franklin Ellerbe

The theater was designed by Franklin Ellerbe, the head of a St. Paul architectural firm that designed a wide range of buildings. In 1911 Olin H. Round joined the firm Ellerbe founded in 1909. Ellerbe’s son, Thomas, who studied architecture and engineering at the University of Minnesota, began to work with his father in 1919. Ellerbe & Round designed the Upham Building at Raymond and University Avenue (1910) the Twin City Four Wheel Drive Company Building (1915), and houses on Summit Avenue during the 1910s. Olin H. Round left the firm in 1914. After Franklin Ellerbe died in 1921 Thomas

Ellerbe took over the firm, which became known for designing hospital and clinic buildings, work represented by buildings for the Mayo Clinic in Rochester, Minnesota and for the Crile (now Cleveland) Clinic in Cleveland, Ohio. The Ellerbe firm's work in St. Paul includes the St. Paul City Hall and Courthouse, the St. Paul Auditorium Arena, many commercial buildings, and the Northern States Power Building (Christianson 1935:360-361; RCHS and St. Paul HPC ca. 1985).

12.5 SIGNIFICANCE

The Victoria Theater operated only a few years as a theater, and consequently is deemed not important in the history of the theater industry in St. Paul. The theater is recommended as not significant under Criterion A. The design of the theater appears to have been appropriate for its modest size and it is comparable, in terms of architectural presence, to other small theaters. The full intent of the complex design of terra cotta and brick on its façade, however, is obscured by the paint that covers any color scheme inherent in the patterning. The theater is not an outstanding example of a theater building, does not have high artistic merit, and is not a significant example of the work of Franklin Ellerbe. It is recommended as not significant under Criterion C.

The Victoria Theater is not known to be associated with any persons important in history and is recommended not significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

12.6 RECOMMENDATION

The Victoria Theater is recommended as not eligible for listing on the NRHP.

13.0 SERVICE STATION, RA-SPC-6332 774 UNIVERSITY AVENUE W, ST. PAUL

13.1 PROPERTY OVERVIEW

The service station building now located at 774 University Avenue was relocated to this site.

13.2 HISTORICAL CONTEXT

Once it was determined that this service station was relocated, the development of a historical context about this property type in St. Paul was no longer necessary.

13.3 DESCRIPTION

The building is located on a lot, surrounded by a hedge, along University Avenue (Figures 2 and 93). A break in the hedge gives access to a narrow concrete sidewalk that leads to the back door of the house to the east.

The brick building has a raised foundation of modern rock-faced concrete block. The rectangular service station office has brown brick walls and wood-framed door and window openings. The larger windows have fixed wood sash and multi-light transom sash. The door set below a similar transom is a replacement unit. The hipped roof of the office building extends as a long canopy supported by wood posts with new bases. The wood-framed roof has exposed rafter tails. The roof and its cross dormers are clad with a clay roofing tiles. The area under the canopy has been paved with concrete.



FIGURE 93. RA-SPC-6332, FACING SW

13.4 PROPERTY HISTORY

Little is known about this service station. Its form and materials suggest that it was built during the 1920s. Sanborn maps indicate that this lot was vacant in the 1920s and 1950s (Sanborn 1927, 1950). The building appears to have been relocated to this lot during the last quarter of the twentieth century.

13.5 SIGNIFICANCE

This service station is recognizable as having the form of buildings of its type, a very small office and a canopy over the pump area. Once it was determined that this property was moved from its original location, it was determined to have very poor integrity.

This service station is not associated with major events or broad patterns in history; therefore, it is not recommended as significant under Criterion A. The property also is not associated with any persons important in history and is not recommended as significant under Criterion B. Although the service station is a fine example of an automobile business building, it is not an outstanding example of its building type, does not possess exceptional artistic merit, and is not an important work of an architect. Therefore, the property is not recommended as significant under Criterion C. Furthermore, the property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

13.6 RECOMMENDATION

This property, a relocated service station, is recommended as not eligible for listing on the NRHP.

14.0 OWENS MOTOR COMPANY BUILDING, RA-SPC-3889 709-719 UNIVERSITY AVENUE, ST. PAUL

14.1 PROPERTY OVERVIEW

The Owens Motor Company building, erected in 1917 and enlarged in 1921 and 1923, is a two-story automobile sales, service, and garage building. Thomas Owens, the owner of the property, is the architect of record for the building.

14.2 HISTORICAL CONTEXT

The University Avenue historical context in the Phase I report for this project (Stark 2003) and the *St. Paul Historic Context Study, Transportation Corridors: 1857-1950* (Zellie and Peterson 2001a) have noted the importance of automobile related businesses on University Avenue.

With the growing affordability of automobiles brought on by Henry Ford's assembly line methods, begun during the mid-1910s, came a growing demand from all segments of the population for not only automobiles, but also for automobile servicing and accessories. This initial demand likely resulted in the early leap in automobile-related industries within the St. Paul portion of the Central Corridor project area between 1910 and 1920 (R. L. Polk & Co. 1910, 1920). In 1910, the St. Paul city directory listed only four automobile-related businesses on University Avenue (R. L. Polk & Co. 1910). Over the next decade, this number increased to 36 (R. L. Polk & Co. 1920), and by 1930, approximately 80 automobile-related businesses had University Avenue addresses (R. L. Polk & Co. 1930).

The four automobile-related businesses in the 1910 directory were listed as: Gardner's Automobile Garage (596-598), Power Geo Vehicle Company (2655), Schmidt Auto Manufacturing Co. (1642), and Union Machine Co. (164). Within a year, Gardner's Automobile Garage had become Bellinger's Auto Garage, and by 1915, ownership of the garage had transferred to Thomas Owens, who changed its name to The Owens Garage (R. L. Polk & Co. 1915). These four businesses, some of the earliest auto-related businesses along the corridor, were the first indications of the focus that the service industries along University Avenue would have.

As in other cities, automobile sales and service buildings clustered along a few prominent thoroughfares in St. Paul and Minneapolis, one of which was University Avenue. In addition to the sales and service businesses were public garages where the owners of automobiles parked their vehicles and had them serviced. Many of these early twentieth-century automobile-related businesses were housed in buildings erected specifically for the new industry though, no doubt, existing buildings were adapted for automobile storage, service, and sales. A new type of building for the multi-use businesses became common: a one- or two-story building with brick walls. These commercial buildings

reflected the often simple and utilitarian appearances of the broader category, but some also incorporated patterned brickwork, contrasting brick and terra-cotta elements, and shaped parapets edging flat roofs of “artistic front” stores, designs that graft elements of styles popular for residences onto simple box-like buildings (Zellie and Peterson 2001b:13). The multi-purpose buildings combined office and showrooms on the street front, with garage and repair space relegated to the rear of the property and the upper level.

The automobile industry enjoyed enormous success during the 1920s, and became a fixture in the lives of Americans at all economic levels. That the automobile was perceived as a necessity is indicated by the fact that though the new car market would suffer greatly during the Depression, those years saw a significant upswing in the used car market. When the economy recovered after World War II, University Avenue, along with other automobile districts such as those found on Central Avenue and Lake Street, saw a resurgence in the demand for automobiles and related services, and the number of automobile sales and service facilities expanded. During the early 1950s, at least one, and as many as seven, buildings and lots related to automobile sales and/or service existed per block on 43 of the 56 blocks along University Avenue in St. Paul (Sanborn 1951).

14.3 DESCRIPTION

The Owens Motor Company building is located on the north side of University Avenue east of the intersection with North Grotto Street (see Figure 2). The building is a two-story garage that historically had an office or showroom area at the front center portion of the ground level (Figure 94). The building has a brick façade and side and rear walls of painted brick and parged concrete. Its flat roof is edged with a parapet; a freight elevator penthouse rises above the roof along the center of the east wall. The fenestration patterns of the east and west elevations appear to have been altered; some of the small arched window openings on the ground story have been blocked. The windows in the east side wall have been changed in size; small windows into the elevator shaft are filled with glass blocks.

The seven-bay façade of the building consists of five narrower bays and two wider bays on the eastern end of the building. Brick piers with cast-stone caps rise through the façade, which is accented with dark brown brick that contrasts with the lighter shade of textured brown brick used for the walls. Two shades of glazed architectural tile, a gray-green and a dark gray, are also incorporated into the façade. The bays have segmentally-arched openings set between the brick piers; a keystone accents each arch. The spandrel areas above the arches and below sign bands outlined with dark brown brick are filled with gray-green square tiles. Double band courses of dark brown brick frame the top and bottom edges of the second-story windows that have square heads. A stepped parapet has a decorative stone coping. The parapet wall is enriched with regularly spaced panels of four square dark gray tiles. Two terra-cotta panels with wheels placed near the center of the parapet are elements reused from the original parapet (See Figure 95 below). All of

the openings at the ground and upper level are filled with replacement fixed sash set in aluminum framing; the single leaf main door is part of this new material as well. The exposed steel framing of a vehicular entrance and two narrow doors in the east end bay of the University Avenue façade remain.



FIGURE 94. RA-SPC-3889, FACING NE

14.4 PROPERTY HISTORY

Thomas Owens entered the automobile service industry during the 1910s. By 1915, he had taken over the Bellinger's Auto Garage, located at 596 University Avenue, and renamed it the Owens Garage. In 1917, he relocated his business to a building erected at 713-719 University Avenue and revised the name of the firm to the Owens Motor Company. Thomas Owens' name appears in the space for the architect of the building on the building permit, although there is no other evidence to suggest he designed buildings. The garage, estimated to cost \$24,000, was built by the W. H. Heimbach Company. A historical photograph (Figure 95) indicates that the building was originally one-story in height with a shaped parapet. "Owens Motor Sales" appeared in the sign bands above the three center bays. The two end bays appear to have been vehicular entrances. "Ford" signs on the building indicate that Owens was a Ford dealer. In 1920 the Owens Motor Company also had a Lincoln Sales Office at 32 West 4th Street (R. L. Polk & Co. 1915, 1917, 1920).

Owens was issued building permits for alterations to the building in 1921 and 1923 for work of approximately the same cost. During this time the original garage building was expanded by two bays on the east and received a second story. A large brick elevator along the east wall no doubt was used to move automobiles to the second story where repair work was done. The garage portion of the building had a capacity of 100 cars (Sanborn 1927). During the 1920s the Owens Motor Company sold Ford and Lincoln automobiles and Fordson tractors. A historical photograph (Figure 96) shows a lighted perpendicular sign extended from near the eastern end of the building. Other historical

photographs indicate the lot west of the building was enclosed with a fence and used for automobile parking (Minnesota Historical Society Photograph Collection, Location no. MR2.9 SP3.10 p3).



Source: Minnesota Historical Society. Location No. MR2.9 SP3.10 p44

FIGURE 95. CIRCA 1918 PHOTOGRAPH OF RA-SPC-3889



Source: Minnesota Historical Society. Location No. MR2.9 SP3.10 p3

FIGURE 96. CIRCA 1922 PHOTOGRAPH OF RA-SPC-3889

The Owens Motor Company occupied the building through 1950. During the later years, the firm sold Hudson products. By 1956 the Advance-Tower Laundry had taken over the property (R. L. Polk & Co. 1950, 1956).

14.5 SIGNIFICANCE

The automobile sales and service industry was a new commercial sector during the 1910s. Thomas Owens entered the automobile business during that time and built a facility that he soon enlarged. The Owens Motor Company occupied the property through 1950 and was for thirty years a component of an important business sector. The Owens Motor Company building is an excellent example of the new multi-purpose type of building developed for automobile sales, storage and service. The carefully detailed façade of the building evokes the commercial building qualities of “artistic storefront” buildings of the era. This property represents the early years of the automobile business in St. Paul. The Owens Motor Company has significance under Criterion A.

The Owens Motor Company is a fine example of an automobile business building. However, it does not have architectural distinction and is not an important work of an architect. The property is not recommended as significant under Criterion C.

The property is not associated with any persons important in history and is not recommended as significant under Criterion B. The property has not yielded, nor is it likely to yield, information, important in prehistory or history and, therefore, is recommended as not significant under Criterion D.

Area of Significance: The area of significance is commerce.

Period of Significance: The period of significance is from 1923, when the building was last enlarged and it achieved its current appearance, until 1950, the time that the property was occupied by the Owens Motor Company.

Historical Characteristics: The historical characteristics include the massing of the two-story building; the façade of the building with its show windows and vehicle entrances; the design of the façade with two colors of brick, architectural tile, and the terra-cotta ornamental wheels at the parapet.

14.6 INTEGRITY

The Owens Motor Company property has good integrity in design, materials and workmanship. Alterations to the exterior of the building include the installation of replacement sash and changes to the fenestration patterns of the side walls. The building is in its original location and the immediate setting of the building has not been significantly altered. The building no longer has any association with the automobile industry, and consequently does not have strong integrity in feeling and association.

14.7 RECOMMENDATION

The Owens Motor Company property is recommended as eligible for listing on the NRHP under Criterion A. The property is an early and excellent example of an automobile sales and service building.

15.0 FIRE STATION NO. 18, RA-SPC-3887 681 UNIVERSITY AVENUE, ST. PAUL

15.1 PROPERTY OVERVIEW

Fire Station No. 18 was built in 1908. The architectural firm of Buechner & Orth designed the Beaux-Arts style fire station.

15.2 HISTORICAL CONTEXT: THE ST. PAUL FIRE DEPARTMENT—BUILDING FIRE STATIONS DURING THE EARLY TWENTIETH CENTURY

The historical context, “The St. Paul Fire Department: Building Fire Stations during the Early Twentieth Century”, presented in Section 6.2 pertains to this property as well.

15.3 DESCRIPTION

Fire Station No. 18 is located at the northwest corner of University Avenue and North St. Albans Street (Figure 2). The area between the building and University Avenue is paved with concrete while some of the area between the building and North St. Albans Street is paved with brick. A parking lot is located west of the building.

The building has a limestone foundation. Its two street facing walls are clad with iron-spot brick laid up with red tinted mortar (Figure 97). This brick extends along the southern third of the length of the west wall; the rest of that wall and the rear wall are common cream brick, now weathered to brown. A cornerstone at the southeast corner of the building states the date of construction and identifies the architect and builder, as well as others involved in the building project.



FIGURE 97. RA-SPC-3887, FACING NW

The façade of the building is dominated at the ground level by three large vehicular doors. These doors are framed with piers and brick that represent obvious alterations. The center of three panels above the doors reads “Fire Station” and is flanked by department insignia. The flanking panels read “Engine Co. No. 18” and “Hook & Ladder Co. No. 9”. Rusticated brick piers that are enriched with medallion ornaments of unglazed terra cotta or cast stone frame the façade. Single wide window openings in the upper story flank a tripartite central unit with brick mullions.

The flat roof of the building is edged with a parapet. A sheet-metal entablature and cornice with modillions and dentils mark the upper wall. The quoined corners of the building, including one at the north end of the east wall, rise above the main parapet. The parapet features a cartouche with a wreath framing a rondel inscribed with the construction date of the building, 1908, centered on the façade. Rounded pediment shapes rise above the east main parapet wall adjacent to the stair towers.

Three polygonal towers extend from the rectangular form of the building. The two towers on the east side of the building (see Figure 97) are staircases and while the slightly smaller one on the west side of the building (Figure 98), with vents located just below the roof, is a hose drying tower. The towers have metal roofs with horizontal seams completed with small finials. A small one-story wing with a low-pitched hipped roof extends from the south end of the east wall. Two large arched window openings remain in the St. Albans Street façade. A modern vehicular door occupies the adjacent bay. All window openings have replacement sash, most of which is set below solid panels placed at the top of the openings. Some of the door and window openings on the side and rear walls have been blocked. A chimney rises along the exterior of the west wall.



FIGURE 98. RA-SPC-3887, FACING NE

15.4 PROPERTY HISTORY

As noted in the historical context (Section 6.2), the city's fire department budget was increased in 1907 to fund additional fire stations and equipment purchases. Money from the sale of bonds was used to purchase two lots at the corner of University Avenue and St. Albans Street for the construction of Fire Station No. 18. The cornerstone identifies Buechner & Orth as the architects, Lieutenant Joseph Devine as Superintendent of Construction, and the Steenberg Brothers as the builders. The station, completed in December of 1908, housed Engine Company No. 18 and Hook and Ladder Company No. 9 (Heath 1998:59).

In 1913, the first motorized pumper acquired by the City of St. Paul Fire Department was assigned to Fire Station No. 18. The station soon housed the second motorized squad in the city, formed in May 1914. Squad 2 covered the west side of the city. The equipment of Fire Station No. 18 was improved several times. American La France pumpers were used from 1919 to 1949. Mack 1000 triple pumpers were used from 1949 to 1982 (Heath 1998:295-297). At some point, the vehicular bays in the University Avenue façade were rebuilt to accommodate larger equipment. A vehicular bay was also added to the St. Albans Street wall.

The Architectural Firm of Buechner & Orth: A Legacy of Public Buildings

Fire Station No. 18 was designed by the architectural firm of Buechner & Orth, one of the most prominent and prolific architectural firms located in St. Paul during the early twentieth century. Charles William Buechner (1859-1924) was born in Darmstadt, Germany and was educated in Germany, France, and Switzerland. After relocating to St. Paul in 1874, Buechner first worked as a surveyor for the St. Paul, Minneapolis & Manitoba Railway (later part of the Great Northern Railway). From 1883 to 1892, Buechner worked for the architectural firm of Clarence H. Johnston. After working in a partnership with John H. Jacobsen from 1892 to 1902, Buechner established the firm of Buechner & Orth. Henry W. Orth (1866-1946), a Norwegian-American, acquired an architectural education before immigrating to the United States. He worked with Frank W. Kinney in Austin, Minnesota, before forming the partnership with Buechner. After 1938 Orth practiced alone, but collaborated with the P. C. Bettenberg & Co. architectural firm on several church projects. During the early twentieth century, the firm's work included many prominent institutional and public buildings, and also many commercial buildings and residences (Buechner & Orth 1930; *StPPP* 1946:20).

Buechner was involved with the design of many civic and institutional buildings, with partners John Jacobsen and Henry Orth. Buechner & Jacobson designed several courthouses for Minnesota counties during the 1890s. These buildings were in various versions of the Romanesque style favored at the time. The firm's Kanabec County Courthouse (1894), Douglas County Courthouse (1895), Swift County Courthouse (1897-98), and Lac Qui Parle County Courthouse (1899) are listed on the NRHP.

Buechner & Orth provided high-style designs based on classical precedents for projects in the cities and towns of Minnesota and nearby states. The Madison City Hall (1905-06) and the Jackson County Courthouse (1908) are Classical Revival in style. Two courthouses built during the 1920s are Beaux Arts designs, the Otter Tail County Courthouse (1921-22) and the Wilkin County Courthouse (1928-29). These buildings are also listed on the NRHP. Buechner & Orth also designed a series of courthouses in North Dakota, erected between 1905 and 1919; these courthouses were executed in a Beaux Arts Neo-Classicism and featured central domes. Some of these courthouses are listed on the NRHP for their architectural significance. The Masonic Temple (circa 1910) and the Norwegian Evangelical Lutheran Church (1913-1915), both essays in Beaux Arts classicism, represent the firm's projects of this kind in St. Paul. The firm designed a group of fire stations for the city of St. Paul, including Fire Station No. 18 at 681 University Avenue (1908) and Fire Station No. 20 on Snelling Avenue (1908). The firm designed the Ramsey County Poor Farm Barn in 1918 (RCHS and St. Paul HPC ca.1985).

15.5 SIGNIFICANCE

Fire Station No. 18 represents a period during which three fire stations were built by the City of St. Paul. These projects went forward after a bonding bill was passed that eliminated existing restrictions on spending by the department. Fire Station No. 18 represents the 1908 to 1910 period when the facilities of the city's fire department were expanded. The station, however, does not represent any particular advancement in firefighting. St. Paul was slow to adopt motorized equipment and this station was designed for horse-drawn equipment and later adapted for the use of motorized vehicles.

Fire Station No. 18 is also associated with the expansion of the city westward along University Avenue during the early twentieth century, development aided by the recently completed Minneapolis-St. Paul Interurban Streetcar line on University Avenue. However, the improved fire department service did not directly influence the city's development or growth. Fire Station No. 18 is not associated with any particular event or turning point in the evolution of the St. Paul Fire Department or the expansion of the city that is historically significant; therefore, it is recommended as not significant under Criterion A.

Fire Station No. 18 was designed by the prominent firm of Buechner & Orth. It was one of a small group of fire stations for which the firm was responsible. Fire Station No. 18 is the most ornate of the three stations that remain and are known to be designed by the firm, but the reason for the grander architectural presence of Engine Company No. 18 is not known.

For Fire Station No. 18, Buechner & Orth tempered the exuberance of the Beaux Arts classicism for a building that needed a civic presence, but was essentially utilitarian. As the historical photograph (Figure 99) indicates, the building had several carefully designed elements. Corner piers with quoins frame the façade and support a sheet-metal

cornice with modillions set below a parapet. The three round arches that framed the vehicular bays were supported by columns with stone bases and capitals and accented with scroll-type keystones. Elegant fanlights filled the opening above paneled wood doors. Stone medallions with garlands and swags and a rondel flanked by volutes set above the center of the parapet suggest the ornate possibilities of the Beaux Arts idiom. Two projecting polygonal towers with sheet-metal roofs and finials frame the central portion of the St. Albans Street elevation. A smaller version of the tower, a hose-drying tower, extends from the west elevation.

Fire Station No. 20 (1909) and Fire Station No. 21 (1910) are plainer and smaller versions of Fire Station No. 18. Fire Station No. 20 has the same type of projecting cornice on the façade and a single tower. Fire Station No. 21 has one vehicular bay framed by brick piers and flanking windows. Two towers—one for stairs and the other for hoses—extend from the north elevation. Neither of these buildings had the decorative elements or fire station insignia that were applied to Fire Station No. 18.

Fire Station No. 18 has significance under Criterion C as the fire station built during the 1908 to 1910 building era with the most architectural presence and as an example of the work of Buechner & Orth. The building is one of the few public buildings designed by the firm and built in St. Paul.

Fire Station No. 18 is not known to be associated with persons significant in local, state, or national history and is not identified as significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is not significant under Criterion D.

Area of Significance: The area of significance is politics/government.

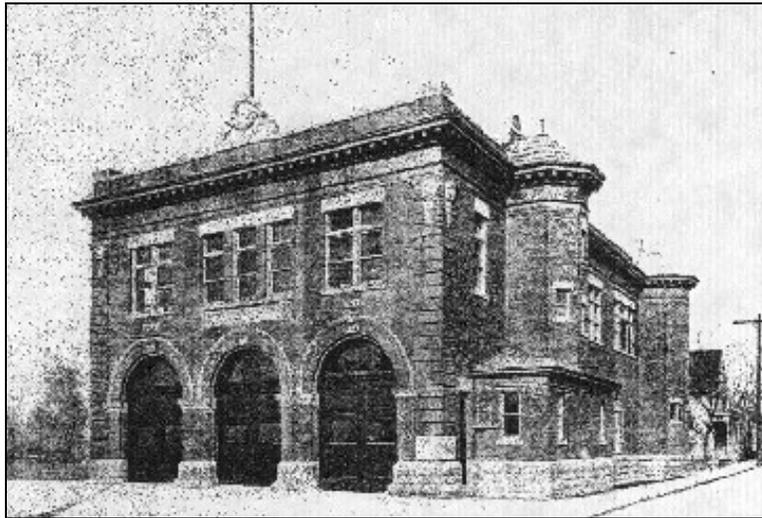
Period of Significance: The period of significance is from 1908 to circa 1950, which the use of larger equipment required the remodeling of the University Avenue façade.

Historical Characteristics: The historical characteristics of this property are the overall scale and massing of the building; its projecting polygonal towers; the Beaux Arts detailing of the building; the plaques that identify the original use of the building; and the large arched openings on the ground story of the St. Albans Street façade.

15.6 INTEGRITY

As noted in the historical context section, the character-defining features of a fire station are a façade dominated by vehicular openings at the street level; a civic presence for the property often created by a tower rising from the roof; and the provision of the various functional components of a station: crews' quarters, apparatus storage and care, and stables for the pre-motorized era.

Fire Station No. 18 does has poor integrity of design, materials, or workmanship. The three large arched vehicular openings that were carefully designed and that dominated the street level of the façade have been replaced with square-headed openings (see Figures 98 and 99). Another such opening has been inserted into the St. Alban Street elevation. The alteration of this character-defining feature and addition of another such opening is a significant loss of integrity in the original design of the building and the materials and workmanship that were demonstrated in the façade. The blocking of some of the window openings and the replacement of nearly all of the doors and window sash in the building further compromises its integrity. The property has not been moved. Its continued use by the St. Paul City Fire Department enhances its historical association and feeling.



Source: *St. Paul Fire—A History* (Heath 1998). P58

FIGURE 99. CIRCA 1908 PHOTOGRAPH OF RA-SPC-3887

15.7 RECOMMENDATION

Fire Station No. 18 has compromised integrity that impacts the character-defining features of its façade and street elevation. The property is a distinguished example of an early twentieth-century fire station, but it does not have the integrity necessary for eligibility for listing on the NRHP under Criterion C for architectural significance. Fire Station No. 18 is recommended not eligible for listing on the NRHP.

16.0 FORD MOTOR COMPANY BUILDING, RA-SPC-3868

117 UNIVERSITY AVENUE, ST. PAUL

16.1 PROPERTY OVERVIEW

The Ford Motor Company Building is a three-story building on University Avenue. Built in 1913, it represents the decentralized system developed by the Ford Motor Company to assemble, sell, and service automobiles during the 1910s.

16.2 HISTORICAL CONTEXT: THE FORD MOTOR COMPANY DECENTRALIZES PRODUCTION AND DISTRIBUTION, 1912-1924

The development of branch automobile assembly facilities in the Twin Cities during the 1910s was part of the first expansion program undertaken by the Ford Motor Company. In 1912, the Ford management team decided to allocate 15 percent of each year's profit to increasing production facilities, mainly through a program of constructing branch assembly plants throughout the United States and Canada. That same year branch plants were erected in Kansas City and Long Island City and the Keim Works in Buffalo was converted to a Ford branch plant. These first branch plants were followed almost immediately by a larger group of facilities. Four sites were found on the Pacific coast, including Seattle and Portland, and Denver was selected to serve the west. Five cities in the Mississippi Valley were identified for facilities: Minneapolis, St. Paul, St. Louis, Chicago, and Memphis. Plants in Boston and Philadelphia would serve the east coast. By March 1913, branch plants had been established in 31 American cities and there were several in Canada and Europe. The large number of branches established within two years is evidence of the rapid increase in the volume of the company's business (Nevins 1954:501-502, 652).

Historians of the Ford Motor Company have identified this system of branch assembly plants as one of the company's innovative production and management developments. The Ford Motor Company was the first automobile manufacturer with a production volume to support branch plants. Chevrolet established a similar decentralized production system a few years later, after World War I. The branch plants had public relations benefits, as well as savings in time and costs. They brought the company closer to potential customers. The delivery time for a new car was reduced and it was much cheaper to ship parts packed in rail cars than completed vehicles by rail. Indeed, the components of 26 Model T's fit into one freight car, as opposed to three or four assembled automobiles. The branch assembly system also established a network of dealers and sub-dealers through which the Ford Motor Company controlled prices and service (Nevins 1954:501-502, 652).

The branch assembly system was restructured by 1916 to include 28 branch factories in the United States and 51 non-producing facilities. The adoption of the assembly line process and one-story factory layouts led in 1921 to the Ford Motor Company's

establishing of a program for rebuilding of its branch plants. Two of the largest of these new branch plants were those in Chicago and in the Highland Park area of St. Paul, which was completed in 1924 (Nevins and Hill 1957:255-256).

16.3 DESCRIPTION

The Ford Motor Company building is located north of University Avenue and east of the intersection with Rice Street (Figure 2). This three-story building with a flat roof has a five-bay façade on University Avenue (Figure 100). The central portions of the upper stories are set back on the east and west sides, creating two light courts. The side walls are parged concrete and have the unfinished appearance of party walls; the east wall was separated by only a few feet from the wall of the adjacent building. Large pier-to-pier window openings in the upper floors of the recessed portions of the east and west walls have replacement sash. The rear wall has exposed concrete framing elements and window openings blocked with concrete parging, though a drive-up window, a second window, and a door pierce this wall. A central brick chimney rises from the roof, adjacent to an elevator penthouse. A small equipment room addition extends from the west side of the building.



FIGURE 100. RA-SPC-3868, FACING NW

The University Avenue façade of the Ford Building is faced with dark red pressed brick and is detailed with white and green terra cotta units. It is divided into vertical bays by paneled brick pilasters. The broad façade has two strong horizontal elements of white terra cotta, one of which is a band course that outlines the upper edges of the third-story windows. The storefront cornice consists of a double set of terra-cotta moldings separated by narrow white panels under the windows and square blocks on the pilasters. White terra cotta bases for the pilasters above the entablature and similar but smaller capital blocks below link the cornice to the vertical elements of the façade. A stepped parapet form set in front of the storefront cornice marks the central entrance. Ornate modillion blocks of terra cotta and a central panel enrich the parapet. Brick pilasters with

terra-cotta capital blocks that incorporate pale green terra cotta frame the entrance where two fluted Doric columns of cast stone in antis support a terra-cotta entablature set just below the storefront cornice molding. Between the columns a modern double leaf door with transom is set beneath a wooden bracketed pediment with acroterions. The premises are identified as the “Ford Building” just below the pediment. Light fixtures with white globe glass shades flank the entrance.

The two show windows that flank the entrance are outlined with white terra-cotta molding and this material also marks the upper and lower edges of the paneled brick spandrels between the second- and third-story windows. Broad, flat, white terra-cotta tiles outline the top edges of the third-story windows, both the arched openings above the three central bays and the flat-headed end bay openings. All white terra-cotta panels with rounded ends terminate the brick mullions of the three central window bays. Larger panels of the same shape and with green centers accent the main pilasters; the areas of the parapet wall between them have basket-weave brickwork. The parapet coping is covered with vinyl or aluminum panning.

The narrower end bays of the building accommodated vehicular entrances to driveways that extended to the rear of the building. These openings have an arched lintel above which are rectangular panels accented with white blocks of terra cotta. Low concrete walls and replacement window sash have been added to these bays.

All of the window openings on the façade and east and west elevations have replacement sash that consists of tinted glass set in narrow panels above awning or hopper sash. Some of the brick at the southwest corner of the building has been painted. A historical photograph of the building indicates that a cornice and sign band on the parapet has been removed and the overall height of the parapet lowered (Figure 101). A sign that read “Ford” in script has also been removed from the panel above the central entrance. The photograph also indicates that signs were painted on the front portion of the west wall of the building.

16.4 PROPERTY HISTORY

As part of a branch plant expansion plan, the Ford Motor Company sent C. C. Hildebrand from Detroit to Minneapolis to serve as District Manager in 1912. Ford leased space in a loft building at 616 Third Street. There, 100 workers assembled 750 Model T automobiles from parts shipped from Detroit during the last months of 1912 (Ryder 1972:6).



Source: Minnesota Historical Society. Location No. NP 117141

FIGURE 101. 1936 PHOTOGRAPH OF RA-SPC-3868

By April 1913, the Ford Motor Company had purchased a site on University Avenue in St. Paul and planned to erect a building projected to cost \$56,000. Ford decided to build a larger assembly plant in Minneapolis, a facility completed in December 1914 (Figure 102). The St. Paul building was planned to be a sub-assembly plant and a showroom. Ford supervisory architect John Graham visited St. Paul as plans were developed for the building; the St. Paul architectural firm of Kees & Coburn also participated in the project. The similarity of the Ford Building in Minneapolis to the one in St. Paul, in the materials used and the placement of the terra-cotta elements, suggests that the same architects designed the two buildings. Kees & Colburn are identified as the architects of the St. Paul plant in a *St. Paul Dispatch* article (1913:1) on the building project and of the Minneapolis Ford Plant on a survey form. However, it seems likely that Graham was involved in the design of the two buildings, though the *St. Paul Dispatch* emphasized the role of the local firm.

The Ford building on University Avenue was a reinforced concrete structure 100 feet by 150 feet. The upper stories of the three-story building were set back on the east and west sides to form light wells. In all, the building had 60,000 square feet of floor space. Driveways along both side walls of the building flanked an area partitioned off as an office on the ground floor. According to the *St. Paul Pioneer Press*, the building's tile roof was constructed so that it could also serve as a surface for test driving automobiles. The walls extended as a nine-foot parapet to enclose this space (*StPD* January 30, 1913, quoted in McMahon 2004). It was estimated that 500 cars would be assembled at the St. Paul plant in 1914. However, the Ford building in St. Paul was used primarily as a sales branch, tractor distributing agency, retail store, and storage space for new cars. A course for mechanics who handled Ford products, provided by the W. H. Schmelzel Company, was held in the building in 1921 (Ryder 1972:7; McMahon 2004).



Source: Minnesota Historical Society. Location
No. MH5.9 MP3.1F p124

**FIGURE 102. 1914 PHOTOGRAPH OF
FORD MOTOR COMPANY BUILDING IN
MINNEAPOLIS**

All assembly of Ford automobiles in the Twin Cities was transferred to the new plant completed in the Highland neighborhood of St. Paul in 1924. City directories indicate that 1934 was the last year that the Ford Motor Company occupied the building on University Avenue. Since the early 1950s, the State of Minnesota has used the building for offices (McMahon 2004).

Architects John Graham Sr. and Kees & Coburn

The names of the two firms, John Graham, Sr. and Kees & Coburn, are recorded on the building permit for the Ford Building in St. Paul. It is possible that the Ford Motor Company supervising architect, John Graham, Sr., who oversaw the company's branch plant construction program, provided a design for the building that met Ford's program for the facility. It seems likely that the St. Paul architectural firm of Kees & Coburn supervised the construction of the building, and may have adapted a standard plan for the particular site.

John Graham (1873-1955) was born in Liverpool, England and trained in architecture as an apprentice there. In 1901 he settled in Seattle, Washington, and began to practice architecture. He worked with several partners in Seattle and with David J. Myers provided designs for a number of buildings for the 1909 Alaska-Yukon-Pacific Exposition. In 1910 Graham began to work for the Ford Motor Company. According to a Seattle source, Graham was selected as the Ford Motor Company architect after

completing the firm's building in that city. Graham moved to Detroit and between 1914 and 1918, as the company's supervising architect, designed more than 30 plants that were erected in the United States and Canada. These projects included facilities in St. Paul (1913) and Minneapolis (1914) (DLR Group 2004; MacIntosh 1998). Graham's branch plants were brick-faced reinforced concrete structures, multi-story industrial loft buildings with large windows. Many of Graham's buildings for Ford survive, including plants in Seattle, Fargo, North Dakota, Minneapolis, St. Paul, and Atlanta.

Frederick G. Kees (1852-1927) and Serenus Milo Colburn (1871-1925) formed a partnership in 1899. The firm was responsible for the design of several important buildings in Minneapolis and St. Paul, including the Brown and Bigelow property in St. Paul (1913) and, in Minneapolis, the Chamber of Commerce/Grain Exchange (1900-02), the Advance Thresher-Emerson Newton Plow Company (1900-04), and a Pittsburgh Plate Glass Company warehouse (1910-1). The firm was dissolved in 1921 (NWAA 2004e).

16.5 SIGNIFICANCE

The Ford Building in St. Paul represents the decentralized system developed by the Ford Motor Company to assemble, sell, and service automobiles during the 1910s. The building was one of a group of facilities erected as part of an expansion campaign begun in 1912. The St. Paul Ford Building, erected in 1913, though much smaller than the plant built in Minneapolis, was located in a prominent location near the State Capitol. One of the purposes of the St. Paul facility may have been to establish a presence for the Ford Motor Company in the state capitol city, thereby serving a public relations purpose. It seems likely that the building was designed by John Graham, the supervising architect of the Ford Motor Company, and that the St. Paul firm of Kees & Colburn supervised the construction project. This building was part of an automobile distribution system, which evolved into local dealerships. It represents the importance of the immediate adoption of the automobile in American life, as well as the significant role that the Ford Motor Company had in developing modern, rationalized industrial production and distribution networks.

The Ford Motor Company Building in St. Paul is recommended as significant under Criterion A as representing a broad pattern of American history, in this case the production and distribution of automobiles.

Further study may indicate that this building is a significant example of the buildings designed by John Graham for the Ford Motor Company's branch expansion project begun in 1912. The involvement of two architectural firms makes it difficult to attribute the dominant role. A comparison of the St. Paul building to others erected at the time may indicate that it has architectural distinction for its functional layout or as one of the best examples of the building types erected during the Ford Motor Company expansion period of the early 1910s. Based on the information currently known, this property is recommended as not significant under Criterion C.

The property is not significantly associated with any persons important in history and is recommended as not significant under Criterion B. The property has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

Area of Significance: The recommended areas of significance are Industry and Commerce.

Period of Significance: The period of significance is from 1913, when the building was constructed, until 1924, when the larger assembly plant was completed in St. Paul.

Historical Characteristics: The primary historical characteristics are the massing of the three-story building; the façade of the building with its main entrance, show windows, and vehicle entrances; the palette of building materials: red pressed brick and white and green terra cotta elements.

16.6 INTEGRITY

The Ford Building has excellent integrity in design, materials and workmanship. Alterations to the exterior of the building have been limited to the installation of tinted replacement sash and the removal of a parapet and “Ford” signage. The building is in its original location and the immediate setting of the building has not been significantly altered. The building no longer has any association with the Ford Motor Company or the automobile industry, and consequently does not have strong integrity of feeling and association.

16.7 RECOMMENDATION

The Ford Building is recommended as eligible for listing on the NRHP under Criterion A.

17.0 NORWEGIAN EVANGELICAL LUTHERAN CHURCH, RA-SPC-3867

105 UNIVERSITY AVENUE, ST. PAUL

17.1 PROPERTY OVERVIEW

The Norwegian Evangelical Lutheran Church (now Christ Lutheran Church on Capitol Hill) was designed by the architectural firm of in & Orth and built between 1911 and 1915. This property was studied in relation to two historical contexts, one related to architecture and the other related to the property's association with Norwegian-Americans in St. Paul.

17.2 HISTORICAL CONTEXTS

17.2.1 The Architectural Firm of Buechner & Orth: A Legacy of Public Buildings

The architectural firm of Buechner & Orth designed the Norwegian Evangelical Lutheran Church. Buechner & Orth was one of the most prominent and prolific architectural firms located in St. Paul during the early twentieth century. Charles William Buechner (1859-1924) was born in Darmstadt, Germany and was educated in Germany, France, and Switzerland. After relocating to St. Paul in 1874, Buechner first worked as a surveyor for the St. Paul, Minneapolis & Manitoba Railway (later part of the Great Northern Railway). From 1883 to 1892, Buechner worked for the architectural firm of Clarence H. Johnston. After working in a partnership with John H. Jacobsen from 1892 to 1902, Buechner established the firm of Buechner & Orth. Henry W. Orth (1866-1946), a Norwegian immigrant, acquired an architectural education before immigrating to the United States. He worked with Frank W. Kinney in Austin, Minnesota, before forming the partnership with Buechner. After 1938, Orth practiced alone, but collaborated with the P. C. Bettenberg & Co. architectural firm on several church projects. During the early twentieth century, the firm's work included many prominent institutional and public buildings, and also many commercial buildings and residences (*StPPP* 1946:20).

Buechner was involved with the design of many civic and institutional buildings, with partners John Jacobsen and Henry Orth. Buechner & Jacobson designed several courthouses for Minnesota counties during the 1890s. These buildings were in various versions of the Romanesque style favored at the time. The firm's Kanabec County Courthouse (1894), Douglas County Courthouse (1895), Swift County Courthouse (1897-98), and Lac Qui Parle County Courthouse (1899) are listed on the NRHP (Buechner & Orth 1930).

Buechner & Orth provided high-style designs based on classical precedents for projects in the cities and towns of Minnesota and nearby states. The Madison City Hall (1905-06) and the Jackson County Courthouse (1908) are Classical Revival in style. Two courthouses built during the 1920s are Beaux Arts designs: the Otter Tail County

Courthouse (1921-22) and the Wilkin County Courthouse (1928-29). These buildings are also listed on the NRHP. Buechner & Orth also designed a series of courthouses in North Dakota, erected between 1905 and 1919; these courthouses were executed in a Beaux Arts Neo-Classicism and featured central domes. A group of these courthouses has been listed on the NRHP for their architectural significance. The Masonic Temple (circa 1910) and the Norwegian Evangelical Lutheran Church (1913-1915), both essays in Beaux Arts classicism, represent the firm's projects of this kind in St. Paul.

The Norwegian Evangelical Lutheran Church was one of a handful of church commissions completed by Buechner & Orth (1930). The firm undertook several projects for the Norwegian Synod, including a building for its Luther College campus in Decorah, Iowa and some designs for Luther Seminary in St. Paul. The small Craftsman-style building erected for the Central Christian Church (1900, 80 Leech Street, St. Paul) is listed as a commission of the firm, though it predates the Buechner & Orth partnership. The St. Paul Evangelical Lutheran Church (1930, corner of Earl Street and Maryland Avenue) is a Neo-Gothic Revival-style building. Buechner & Orth also designed the German Lutheran Church in Eureka, Minnesota, and the Northwood Catholic Church in Norwood, Minnesota, as well as the Church of Sacred Heart in Sauk Rapids (1923), as well as a church located in Waverly, Iowa. However, public buildings were the firm's forte and church commissions were not an important component of its body of work.

Buechner & Orth's many commercial buildings are clustered in St. Paul's downtown and the Midway Industrial District. The downtown St. Paul buildings include the Arcade Building (1915), The Empress and Palace Theaters (1910 and 1917), The Kendall Hotel and the Hotel Minnesota (1922) (Buechner & Orth 1930). The Midway Industrial District buildings include the Northwestern Furniture and Stove Exposition Building (1906), the Simmons Manufacturing Company Warehouse (1909), the Twin Cities State Bank (1914), and the General Motors Truck Company Building (1928).

17.2.2 Norwegian Lutheranism in St. Paul

Minnesota became a center for Norwegian-American settlement and culture as more immigrants from Norway settled in this state than in any other. Although many of these immigrants became farmers, by the late nineteenth century, Norwegians constituted the third largest foreign-born group in Minneapolis. Much smaller populations of Norwegian-Americans lived in St. Paul and Duluth (Qualey and Gjerde 1981:220, 233).

The Norwegian-Americans in St. Paul lived in, but did not dominate, the residential area east of Rice Street and mostly south of East 7th Street. They built several churches related to the various Norwegian-American Synods in this area. Norwegian Lutherans established a large number of small congregations due to the doctrinal differences of the various synods. The Norwegian Evangelical Church in America—also known as the Norwegian Synod—was founded in 1853 by wealthier immigrants and reflected the doctrines of the State Church in Norway. The Norwegian Synod's headquarters were in Decorah, Iowa; Luther College in Decorah and Luther Seminary in St. Paul were its main

educational institutions. This synod was represented in St. Paul by the Norwegian Evangelical Lutheran Church, the congregation that eventually built a church on University Avenue, and perhaps other congregations. Norwegians began to incorporate the English language in worship and church communication during the early twentieth century, before the Americanization movement at the time of World War I encouraged immigrant groups to adopt English (Qualey and Gjerde 1981:232, 234, 240).

The Norwegian Evangelical Church, later Christ Lutheran Church on Capitol Hill, was one of the earliest and most prominent of the many Norwegian Lutheran churches associated with the various synods established in St. Paul. The much larger Norwegian-American group in Minneapolis built several churches as well. In reaction to the changes in language use taking place in the Norwegian Lutheran churches in Minnesota, Den Norske Lutherske Mindekirke was founded in 1922 to provide services in the Norwegian language. The congregation erected a church in 1929 at the corner of East Franklin and 10th Avenue South in Minneapolis (Kragh 1997). The group of Norwegian Lutherans who established the Central Lutheran Church in Minneapolis in 1919 envisioned an outward focused city center congregation (Central Lutheran Church 2004).

The churches built by the Norwegian Lutheran congregations mirrored church architecture of the Twin Cities. Several of the churches are Gothic Revival because of the popularity of that style during the late nineteenth and early twentieth centuries. The church built by the Norwegian Evangelical Lutheran Church in 1882 was a Gothic Revival-style wood building with a tall steeple. The Trinity Norwegian Evangelical Lutheran Church erected at 515 Farrington Street in St. Paul between 1902 and 1906 (Omeyer & Thori, architects) was also Gothic Revival in style.

17.3 DESCRIPTION

The Norwegian Evangelical Lutheran Church is located at the northwest corner of University Avenue and Park Street (Figure 2). The property consists of three components erected between 1909 and 1915: the main church building facing University Avenue, a chapel to the rear of the church, and a rectory facing Park Street. A synod office wing at the northwest corner of the church was constructed in 1962-1963.

The Main Church Building

The Beaux Arts-style church is positioned close to University Avenue and Park Street (Figure 103). Broad concrete steps leading to the main entrance are flanked by a low brick wall and a wrought-iron fence that extends across the entire University Avenue frontage of the property. A narrow lawn with a number of small trees edges the Park Street elevation. A lawn also extends from the west elevation of the church, in front of the synod office wing. The church has exterior walls clad with yellow pressed brick laid in a stretcher bond, combined with elements of cast stone coated with a masonry paint to appear the color of limestone (referred to as stone in this description). The building, cruciform in plan, has a raised basement faced with stone and a complex intersecting gabled roof clad with asphalt shingles.

The University Avenue façade consists of a tall, narrow temple front framed by bell towers. Two colossal fluted stone columns with Ionic capitals and flanking pilasters on tall paneled bases support an entablature that forms the base of a pediment. The pediment cornices feature large modillion blocks, as well as dentils, and enclose a pediment face featuring a bull's eye window with keystones. A stone cross rises from the top of the angled parapet wall that mirrors the shape of the pediment. The temple front defines the main entrance where a set of three wood entrance doors are set below colored glass transoms and bracketed entablatures. Three windows are set high in the wall, above the doors and brick-outlined panels. Brick pilasters with stone capital blocks at the corners of the bell tower bays support the continuation of the main stone entablature that extends across the façade and returns along the sides of the bell towers. The towers have open belfries with temple fronts formed by engaged Tuscan stone columns that frame arched openings and support plain pediments. A polygonal copper cap with a ball finial tops each tower. Windows set at two levels in the tower bays have stone sills and lintels; those on the lower level are positioned above a continuous sill course and have a large keystone centered in each lintel. A cornerstone set on the Park Street side of the southeast tower reads "1868-1911."



FIGURE 103. RA-SPC-3867, FACING NW

The nave of the church has a clerestory level rising above the main walls with large arched window openings filled with colored glass sash. Pilasters between the windows support a stone entablature at the top of the lower wall. A second stone entablature with modillions edges the upper wall. Projecting transept bays extend from the northern end of the building and have a single large arched window opening in their east and west end walls. Brick pilasters at the corners support stone entablatures that form the lower edges of pediments that are similar to the main façade pediment. As on the façade, shaped parapets echo the form of the pediments and terminate the gable roof over the transept bays. A similar parapet at the north end of the main gable roof rises above the adjacent chapel building. An octagonal chimney and small open belfry rise near the northwest corner of the main church roof.

Alterations to the exterior of the church include the installation of vinyl or aluminum panning over the original coping material at the top of the parapets of the façade and transept bays. Letters spelling “Christ Lutheran” have been added at both ends of the façade and on the returning sides of the bell towers. The brick wall and fence utilize the same brick as the synod wing and appear to date to the early 1960s.

The Church Interior

A narrow narthex separates the main entrance on University Avenue from the church sanctuary. This space has ranges of columns that support the main roof and create narrow side aisles; a series of arches connects the columns. The ceiling between the columns and the exterior walls is finished as a series of vaults. The clerestory windows pierce the barrel vaulted ceiling under the gable roof. The range of columns does not cross the transept area, which has a transverse barrel vaulted ceiling. Engaged pilasters mark the line of the columns on the front wall and frame the opening of the polygonal chancel with a vaulted ceiling. Most of the rear balcony is filled with an organ and its pipes. The large window openings are filled with colored glass panels that have panels of ochre yellow glass and green glass borders. Figural elements are positioned at the top of the large panels; the round portions feature crosses at their centers.

The sanctuary walls are painted a cream color above a lower wall clad with brown stone veneer. Historical art glass light fixtures hang from the ceiling. The pews are arranged on either side of a center aisle. A pulpit and lectern flank the chancel, which has walls clad with pecan-colored wood paneling with horizontal moldings. Three steps lead to the raised floor of the chancel where a marble communion rail with a center opening screens the area in front of the tall marble altar piece. Fluorescent lighting positioned above the crown molding provides indirect lighting of the chancel ceiling.

The Rectory

The rectory portion of the complex is attached to the northeast transept and faces Park Street (Figure 104). The building, which utilizes the same materials as the church, has two stories above a raised basement and also an attic. A recessed porch adjacent to the northeast transept provides access to the pastor’s office and the living area. Wood double-hung sash is set in single and grouped openings. The windows at the main floor level in the Park Street wall have some leaded glass transoms. Panels outlined with brick separate the windows on the main and upper floors on this wall. The basement windows are filled with glass block.

The gable roof is terminated with a pediment facing Park Street; the stone entablature and raking cornice have dentil moldings, but not the large modillions used on the church building. A semi-circular lunette window pierces the pediment face. The parapet that echoes the shape of the pediment is covered with vinyl or aluminum panning.



**FIGURE 104. RA-SPC-3867, MAIN BUILDING
AND RECTORY, FACING W**

The Chapel

The chapel building is north of the main church building and west of the rectory. Its north wall of red-brown brick is visible. This portion of the complex also consists of two stories above a raised basement and is covered by a gable roof with asphalt shingles. Regularly spaced windows in its north wall have arched openings filled with double-hung wood sash.

The Synod Office

The synod office portion of the complex is located at the northwest corner of the property. The wing, with two stories above a raised basement, is clad with a yellow brick similar to that of the main church and rectory (Figure 105). Its flat roof is edged with a parapet. Entrances to the synod wing are located at the east end of the University Avenue façade and in a stair tower at the northeast corner. The north and south walls of the wing have a prominent vertical pattern dominated by brick pilasters that form two-story arcades. Tinted sash and colored spandrel panels create dark-colored areas that contrast with the brick pilasters.

17.4 PROPERTY HISTORY

The following history was extracted from the centennial publication of the congregation, *Our Second Century in Christ, 1868-1968* (Christ Lutheran Church Centennial Committee 1968).



**FIGURE 105. RA-SPC-3867, MAIN BUILDING
AND SYNOD OFFICE, FACING NE**

The Norwegian Evangelical Lutheran Church, now Christ Lutheran Church of Capitol Hill, was one of the earliest Lutheran congregations in St. Paul. After some tentative beginnings for Scandinavian Lutheran groups during the 1850s, a more permanent congregation was organized in 1868 as the Scandinavian Lutheran Church Society. Most of the members of this church were Norwegian immigrants, though the group included several Danish-Americans and two members born in Sweden. Later, this congregation changed its name from the Scandinavian Lutheran Church Congregation to the Norwegian Evangelical Lutheran Congregation of Saint Paul, Minnesota in December 1869. It built a church in 1879, a building that stood at the corner of L'Orient and Mt. Airy Streets, not far northeast of the church's present location. The site, on a sandy hillside, was not a good choice and in 1875 the building was moved to the northeast corner of 13th and Canada Streets, a few blocks southeast of the old location (currently the location of I-94 and I-35E intersection). In 1881, this building was moved off of the lot and a Gothic-Revival style church was constructed. During these years many of its members lived along 13th, 14th, and 15th (now University) Avenues and Canada, Valley and Mt. Airy Streets, in the area southeast of the State Capitol.

In 1904, Pastor S. T. Reque began 37 years of service with the congregation, a period during which the congregation moved again. Two lots were purchased at the corner of Capitol Boulevard and Viola Street (now Charles Avenue), north of the State Capitol. A parsonage was completed in 1907. After an attempt to have a portion of Viola Street vacated, the congregation decided to acquire a larger property at University Avenue and Park Street, a site considered more desirable.

The congregation sold its church at 13th and Canada Streets and met in the old state capitol building during 1909 and early 1910 while its new building was under construction. Once a two-story brick building, known as the chapel building, was completed in early 1910, the congregation used the first floor of that building as a place

of worship. The design of the new church was featured in an August 1910 issue of the church paper, *Kirkeblad*. The building committee selected Buechner & Orth as the architectural firm and because of the proximity of the site to the State Capitol, decided to use a classically inspired design rather than the Gothic Revival style of its older building. Construction of the new church and rectory began during the spring of 1911 and in December 1915 the completed building was dedicated (Figure 106). Construction photographs indicate that the rectory was completed before the church.



Source: Minnesota Historical Society. Location No. MR2.9 SP5.1 p552

FIGURE 106. CIRCA 1913 PHOTOGRAPH OF RA-SPC-3867

In 1917, the Norwegian Synod joined with the Hauge and United Synods as the Norwegian Evangelical Lutheran Church. In 1918, the name of the congregation at University Avenue and Park Street—the same as the one just adopted by the Synod—was changed to Christ Lutheran Church. Around this same time, the church began to use the English language more, and in 1921 the church paper became the *Christ Church Herald*. Many of the pastors that served the congregation were involved with the administration of the Norwegian Synod and its Luther College, as well as the new synod. Pastor Joseph Simonson was also active in community affairs and served for ten years as the Chaplain of the Minnesota Senate.

The interior of the sanctuary was updated during the 1930s. A 1935 photograph indicates that during the early 1930s the chancel walls were covered with a pattern of crosses and the altar featured an oil painting. In 1938 a Botticino marble altar was installed; the communion railing appears to be of the same material and may have been added to the church at that time. A photograph of the chancel after the new altar was installed indicates that its walls were painted to have arched enframements that provided an architectural quality for the space.

Additional changes were made to the church property during the years following World War II and include a redecoration of the sanctuary and the acquisition of the lot to the west of the church for a parking lot. The congregation also purchased a new parsonage and remodeled the former rectory for administrative offices. During the 1950s, the membership of the congregation peaked. The construction of the State Capitol Mall and other urban renewal projects, as well as the growth of suburbs in the region, significantly altered the neighborhood setting and the church was no longer located near the residences of many of its members. Since the 1960s, the church has redefined its mission as an urban church and evolved to serve a broader membership base. In 1962 the congregation changed its name to Christ Lutheran Church on Capitol Hill. The merger of the Evangelical Lutheran Church Synod into the American Lutheran Church Synod led to the construction of a synod district office on the church property. The new wing, designed by the architectural firm of Sovik, Mathre & Madsen, was completed in 1963. The construction project included remodeling of other spaces as well.

17.5 SIGNIFICANCE

The Norwegian Evangelical Lutheran Church, now Christ Lutheran Church on Capitol Hill, was evaluated per Criteria Consideration A: Religious Properties and for eligibility for listing on the NRHP under Criteria A through D.

The property was evaluated as an example of the Beaux Arts-style architecture of the prominent firm of Buechner & Orth. The *St. Paul Historic Context Study: Churches, Synagogues and Religious Buildings* (Zellie and Peterson 2001c) notes that between 1900 and 1930, many of the new churches built in the city were of Neo-Classical, as well as in English Revival styles. St. Paul's classically inspired churches include several Beaux Arts designs. St. Agnes Church (1894-1912) designed by George J. Ries evokes the baroque quality of Central Europe. Two churches designed by Clarence Johnston belong in this group. The Mt. Zion Temple (1904) on Holly Avenue had a temple front and central dome. The First Church of Christ Scientist (1913) on Summit Avenue is a sophisticated exploration of Roman and classical motifs. Thori, Alban & Fischer designed the First Methodist Episcopal Church (1908) at Holly and Victoria in the pure form of an ancient temple. The Church of St. Casimir (architect unknown) is a Catholic church in the Beaux Arts style erected in 1904 for a Polish-American congregation. Emmanuel L. Masqueray used Beaux Arts inspired Renaissance motifs for both the Cathedral of St. Paul (1906-1942) and the more modest St. Louis Church (1909) on Cedar Street, as well as the Basilica of St. Mary in Minneapolis (1908-1925) (Lathrop 2003; Zellie and Peterson 2001c:15-16).

The Norwegian Evangelical Lutheran Church designed by Buechner & Orth in 1913 reflects this pattern. The design, described as "Romanesque" in a publication commemorating the congregation's centennial (Christ Lutheran Church Centennial Committee 1968:9), draws mostly on the Beaux-Arts interpretation of classical architecture and combines a group of rather disparate architectural elements. The façade has a shift in scale and form with the bell towers framing a temple front with vertical

proportions of Roman temples. The bell towers and their open belfries treated as small temples establish some vertical presence for the building, but do not attempt the grandeur of the nearby St. Paul Cathedral, whose bell towers are overshadowed by its dome, or the Minnesota State Capitol. The materials used for the church—yellow brick and cast-stone—do not approach the formality of the white marble walls of the State Capitol, but provide a light-colored palette.

The Norwegian Evangelical Lutheran Church is a fine example of a Beaux Arts style church and reflects a popular mode of churches during the early twentieth century. However, Buechner & Orth was not a firm known for its ecclesiastical architecture and the churches designed by this firm are not particularly important in St. Paul or Minnesota. The property is one of three churches designed by the firm for St. Paul congregations. Due to the lack of significance of Buechner & Orth's work in church designs in St. Paul and Minnesota, and the related lack of significance of this church in the body of Buechner & Orth's work, the Norwegian Evangelical Lutheran Church does not have the architectural distinction or high artistic value to be significant under Criterion C.

The potential historical significance of the property under Criterion A and the ethnic heritage theme was considered. The Norwegian Evangelical Lutheran Church congregation has a long history in the Capitol Hill area. The congregation, which traces its origins to 1868, was one of the earliest permanent Scandinavian groups to be founded and flourish in St. Paul. The aspirations and, even size, of this congregation during the early twentieth century is represented by the building it erected at a prominent site near the new Minnesota State Capitol. The members of the congregation were Norwegian immigrants who lived in the general area southeast of the State Capitol. However, the remodeling of the church chancel during the 1930s subsequently reduced any Norwegian-inspired interior design elements. The gradual shift from an ethnic congregation to one united by denominational affiliation occurred during the mid twentieth century.

The property reflects the maturation of a Norwegian-American Lutheran church in St. Paul and the congregation reached its largest membership after occupying the building at University and Park Avenues. Christ Lutheran Church in St. Paul was a counterpart to the Central Lutheran Church established in Minneapolis in 1919 by Norwegian-Americans. However, the changes made to the interior of the church limit the ability of the property to convey a historical Norwegian Lutheran religious setting. The congregation did not occupy this property during its early years and hence it does not reflect that period of organization and early growth. The church no longer has a strong identity as a Norwegian-American congregation. The property does not have historical significance under an ethnic history theme and does not represent other significant patterns of history. Therefore, it is recommended as not significant under Criterion A. Because the Norwegian Lutheran Church does not have significance under the ethnic history theme, it does not meet the standards for significance under Criteria Consideration A: Religious Properties.

The property is not known to be associated with persons significant in local, state, or national history and is not identified as significant under Criterion B. The church has not yielded, nor is it likely to yield, information important in prehistory or history, and therefore is recommended as not significant under Criterion D.

17.6 RECOMMENDATION

The Norwegian Evangelical Lutheran Church, now Christ Lutheran Church on Capitol Hill, is recommended as not eligible for listing on the NRHP.

18.0 STATE CAPITOL POWER PLANT, RA-SPC-6109 691 ROBERT STREET, ST. PAUL

18.1 PROPERTY OVERVIEW

The State Capitol Power Plant complex consists of a building completed in 1903 and a circa 1970 addition. It is located within the boundaries of, and is being evaluated in relation to, the State Capitol Mall Historic District.

18.2 HISTORICAL CONTEXT

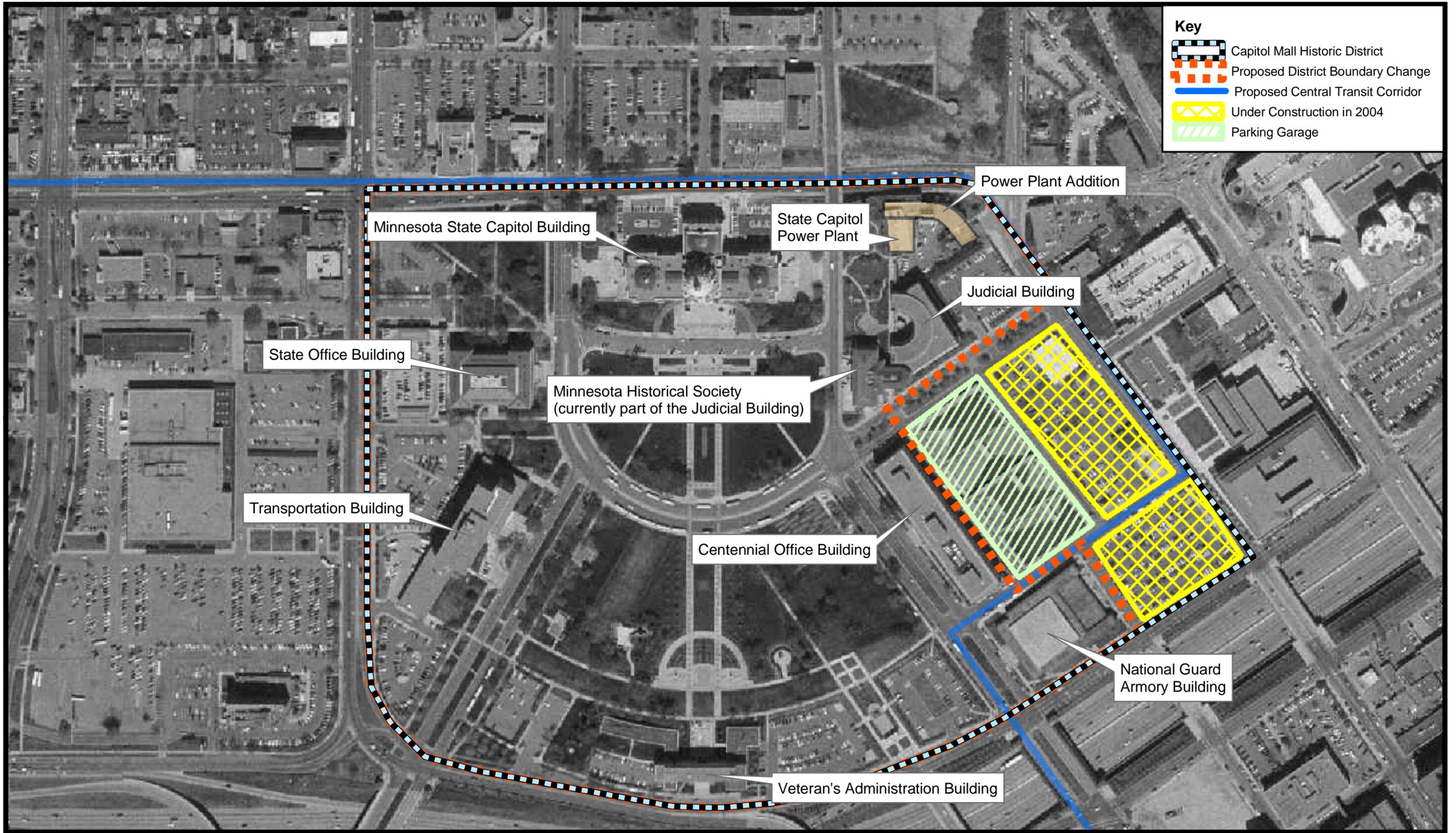
This property was evaluated as part of the State Capitol Mall Historic District (BRW et al. 1995:9-89).

18.3 DESCRIPTION

The State Capitol Power Plant is located on University Avenue just east of the State Capitol (Figures 2 and 107). The complex consists of a building completed in 1903 and a circa 1970 addition. The 1903 portion of the building was built in a ravine, on an irregularly shaped lot on the south side of University Avenue, with a south facing façade. It is a one-story fireproof structure with a low-pitched gabled roof (Figure 108). The lower portion of the west wall of the building is obscured by an adjacent landscaped area and a deep light well. The addition extends along the north end of the building. The south façade and east wall of the building, as well as the upper portion of the west wall, are exposed.

The building, clad with gray/tan pressed brick, has rounded corners accented with brick quoining. A limestone/cast stone water table and continuous sill course detail the lower walls. A prominent stone entablature and cornice mark the lower edge of the parapet and incorporates a large-scale dentil molding. The parapet wall is shaped as an elongated pediment and features a central cartouche with a version of the state seal. Beribboned torches flank a central panel inscribed with the state motto, "Etoile du Nord" (Star of the North) at the top of a scene depicting the settlement of the wilderness. The main entrance is set in the center of three tall arched openings. A plain door surround features an oval with the letter M at top center. The area above the door surround and the flanking openings are filled with glass block and some clear sash. The series of arched openings in the west wall appears to be unaltered, though most of the openings are below the grate at the top of the light court. The openings in the east wall have been altered with various configurations of brick panels, added doors, and small windows.

The addition to the power plant conceals its north wall and extends in a curved form to the east (Figure 107). The flat-roofed structure has walls of raw concrete and has exposed equipment on its roof and a group of ventilators facing University Avenue.



Source: USGS Quadrangles. 7.5 Minute Series. Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

**Central Transit Corridor
Phase II Architectural History
Hennepin and Ramsey Counties, Minnesota**

Capitol Mall Historic District and Major Buildings Within the District

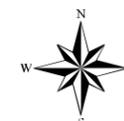
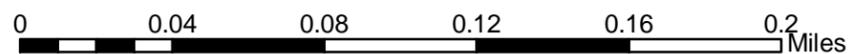


Figure 107



FIGURE 108. RA-SPC-6109, FACING N

There is a regular pattern of window openings in the south wall of the curving portion of the addition and a band of windows in the south wall of the eastern end. A loading bay is located adjacent to the original building. Vegetation obscures the north wall of the addition along University Avenue and its east end wall is covered with vines.

18.4 PROPERTY HISTORY

Plans for a power plant for, but physically separate from, the Minnesota State Capitol were underway by 1897. The provision of a power plant was considered to be an economical way to provide heat and electricity for the property. A lot for the facility was purchased at the southwest corner of University Avenue and Park Street. In 1901, concerns with the higher than anticipated overall costs of the Capitol building project prompted the consideration of placing the power plant in the basement of the main building, a solution considered to be a cost-saving, but inferior, solution to the problem.

By 1903, a careful study of the need to provide utilities for the Capitol had resulted in a revised plan. The original lot purchased for the power plant was deemed to be unsuitable, due to its small size, and also because it was located upwind of the Capitol. At the time, coal dust and smoke comprised a real threat to the appearance of the white Georgia marble walls of the Capitol. A nearly triangular lot was acquired on the other side of the Capitol, on the south side of University Avenue, which extended through the block to Aurora Avenue. The lot, which was near the center of the block, was flanked by residential properties. The revised plan for the power plant included the construction of a 276-foot-long tunnel to connect it with the Capitol. Pipes for steam and electric light wires would be placed in the tunnel. The separate power plant would keep coal dust and smoke, as well as the heat generated by its boilers, away from the main building (Christen 1997:106-107).

Plans and specifications for the power plant were prepared by the architect of the State Capitol, Cass Gilbert, and the project was put out for bids in September, 1901. A battery of boilers, and an engine and dynamo were installed during the fall of 1903 and the facility provided heat and light for the interior finishing work that was undertaken in the Capitol during the winter of 1903-04 (State Capitol Commission 1903:1-2). Views of the interior of the State Capitol Power Plant were included in an article about the Capitol in *Western Architect* (October 1905). By 1926, a second tunnel had been constructed from the southwest corner of the power plant, which extended south and then southwest towards the Minnesota Historical Society Building (Sanborn 1951).

The location of the power plant was described as being in a ravine in the side of the hill. Gilbert, no doubt, favored this location because it placed the power plant near the main building, but reduced its visibility in what he envisioned would be the landscaped grounds surrounding the Capitol (Figure 109). This location, though, made the facility a bone of contention when it was first operated. The power plant had a coal storage bunker at the north end of the building, adjacent to a retaining wall along University Avenue. The boilers were located near the center of the building and a smoke stack stood adjacent to its east wall. After the power plant was placed in operation, owners of the adjacent properties complained about the smoke released at the level of their second-story windows. Gilbert, who supported municipal controls for the nuisance of coal smoke in urban areas, defended the power plant as having an up-to-date mechanical system. A newspaper described this system as an induced draft system intended to eliminate smoke, and to be used with a low smoke stack. Records suggest that the height of the smokestack was increased in 1904 (Christen 1997:107; *St. Paul Globe* Feb. 18, 1904:10).



Source: *Western Architect*, September 1918, p75

FIGURE 109. 1918 PHOTOGRAPH OF STATE CAPITOL GROUNDS, RA-SPC-6109 AT CENTER

As plans for the State Capitol Grounds and Mall were presented and revised during the early twentieth century, the triangular block east of the main building on which the power plant stood, bounded by University Avenue, Cedar Street, and Aurora Avenue were consistently included in the Capitol Mall. Both this block and a similar triangular block west of the Capitol were shown to be small landscaped parks; the only building on either block was the Power Plant. Once the residences were removed from the block on the

east, the power plant would be tucked into the side of the hill and separated from the Capitol by a landscaped area (Phelps 1985:9, 12, 33, 35).

While the plan prepared by Clarence Johnston, Jr. and Arthur Nichols in 1944 for the Capitol Mall area truncated Gilbert's vision, the revised plan retained the triangular blocks flanking the Capitol on the south side of University Avenue as park areas. The implementation of the plan during the 1950s appears to have included the demolition of the residences on the block occupied by the power plant (BRW et al. 1995:9.89-9.91). Circa 1970, an addition to the power plant was constructed, which was a building with a curving form. In 1995, Aurora Avenue was vacated and the Judicial Building was erected south of the power plant.

18.5 SIGNIFICANCE

The original portion of the State Capitol Power Plant, designed by Cass Gilbert and constructed between 1901 and 1903, was part of State Capitol construction project. The provision of utility services for the Capitol was a carefully considered component of the project, and the facility was intended to be a state-of-the-art installation. The building was designed by Cass Gilbert and completed while the Capitol was under construction.

18.6 INTEGRITY

The integrity of the State Capitol Power Plant is fair to good, but sufficient to demonstrate the careful design and positioning of the facility by Cass Gilbert. Many of the character-defining features of the building remain: the scale and form of the building with its rounded corners, the simplified classical-revival styling, and the prominent cornice and parapet ornamentation. These attributes provide good integrity for the original power plant with regards to design, materials and craftsmanship. The location and setting of the power plant were altered when the Capitol Mall plan was implemented. For a period of about 20 years, the State Capitol and Power Plant had the relationship envisioned by Cass Gilbert. The construction of an addition to the power plant, which extends from the east side of the power plant, away from the State Capitol, altered the setting somewhat. The large addition abuts the rear of the east wall and obscures the north end of the original building. However, the landscaped area west of the building retains the relationship of the power plant to the State Capitol, as conceived by Cass Gilbert.

18.7 RECOMMENDATION

The State Capitol Power Plant is within the boundaries of the proposed State Capitol Mall Historic District and was built during its period of significance (1902-1962). The original (1903) portion of the power plant should be added to the list of contributing properties in the historic district and be considered eligible for listing on the NRHP. The addition to the Power Plant, which was constructed after the period of significance for the historic

district, is recommended as a non-contributing resource in the district and as not eligible for listing on the NRHP.

19.0 SUMMARY AND RECOMMENDATIONS

The 106 Group evaluated 40 properties, 15 that were evaluated individually and 25 that were evaluated for the Midway Industrial District MPDF. A total of 22 properties are recommended as eligible for listing on the NRHP (Table 4).

TABLE 4. PROPERTIES RECOMMENDED ELIGIBLE FOLLOWING PHASE II EVALUATION

Inventory No.	Property Name	Address	City	Evaluation Method
HE-MPC-7801/ RA-SPC-7001	Minneapolis-St. Paul Interurban Streetcar Line	Washington and University Aves.	Minneapolis & St. Paul	Individual
RA-SPC-6105	KSTP Production Studios and Tower	3415 University Ave.	St. Paul	Individual
RA-SPC-3945	Willys-Overland Motor Company and International Harvester Company Building	2550 (2572) University Ave.	St. Paul	MPDF
RA-SPC-6104	Mack International Truck Motor Company Building	2505 University Ave. W.	St. Paul	MPDF
RA-SPC-3944	Brown-Jaspers Inc. Store Fixtures Company Building	2441 University Ave. W.	St. Paul	MPDF
RA-SPC-3943	Minneapolis St. Paul Building	2429 University Ave. W.	St. Paul	MPDF
RA-SPC-3942	M. Burg & Sons Company and Chittenden & Eastman Company Building	2402-2414 University Ave. W.	St. Paul	MPDF
RA-SPC-3940	Twin Cities State Bank	2388 University Ave. W.	St. Paul	MPDF
RA-SPC-6305	Borchert-Ingersoll Machinery Company Building	2375 University Ave. W.	St. Paul	MPDF
RA-SPC-3939	Northwestern Furniture and Stove Exposition Building	2356-2362 University Ave. W.	St. Paul	MPDF
RA-SPC-3938	Red Wing Stoneware Company Showroom and Warehouse	2345 University Ave. W.	St. Paul	MPDF
RA-SPC-3933	Wright, Barrett & Stillwell Company Warehouse	2233 University Ave. W.	St. Paul	MPDF
RA-SPC-6103	Great Lakes Coal and Dock Company Office Building	2102 University Ave.	St. Paul	MPDF
RA-SPC-6309	Minnesota Transfer Railway Company Main Line	n/a n/a	St. Paul	MPDF
RA-SPC-6310	Minnesota Transfer Railway Company University Avenue Bridge	Xxxx University Ave.	St. Paul	MPDF
RA-SPC-3923	Griggs, Cooper & Company Sanitary Food Manufacturing Plant	1821 University Ave.	St. Paul	MPDF
RA-SPC-6102	Porky's Drive-In Restaurant	1884 University Ave.	St. Paul	Individual

TABLE 4. PROPERTIES RECOMMENDED ELIGIBLE FOLLOWING PHASE II EVALUATION

Inventory No.	Property Name	Address	City	Evaluation Method
RA-SPC-3903	St. Paul Casket Company Factory	1222 University Ave.	St. Paul	Individual
RA-SPC-3895	Brioschi-Minuti Company Building	908-910 University Ave.	St. Paul	Individual
RA-SPC-3889	Owens Motor Company Building	709-719 University Ave.	St. Paul	Individual
RA-SPC-3868	Ford Motor Company Building	117 University Ave.	St. Paul	Individual
RA-SPC-6109	State Capital Power Plant	691 Robert St.	St. Paul	Contributes to Eligible District

There are 47 properties previously listed on or are considered eligible for listing on the NRHP that are extant within the entire Central Corridor APE. These properties, as well as those recommended as eligible for listing on the NRHP are shown on Figure 110 and listed in Table 5.

In summary, there are 61 NRHP properties within the APE for the entire Central Corridor, either individually NRHP eligible, listed on the NRHP, or contributing to one of the five historic districts and one MPDF.

TABLE 5. SUMMARY OF LISTED, ELIGIBLE, AND RECOMMENDED ELIGIBLE PROPERTIES

Inventory No.	Property Name	Address	City	NRHP Status
HE-MPC-7801/ RA-SPC-7001	Minneapolis-St. Paul Interurban Streetcar Line	Washington and University Aves.	Minneapolis & St. Paul	Recommended Eligible
HE-MPC-0615	Minnesota Linseed Oil & Paint Company Building	1101 3rd St. S	Minneapolis	Determined Eligible
HE-MPC-4636	Fire Station G, Engine House 5	1501 4th St. S	Minneapolis	Determined Eligible
Multiple Nos.	Greater University Plan Historic District	University of Minnesota Minneapolis Campus	Minneapolis	Determined Eligible
<i>HE-MPC-3164</i>	<i>Koltoff Hall</i>	<i>225 Pleasant Street SE</i>	<i>Minneapolis</i>	<i>Contributing</i>
<i>HE-MPC-3165</i>	<i>Ford Hall</i>	<i>224 Church Street SE</i>	<i>Minneapolis</i>	<i>Contributing</i>
Multiple Nos.	Prospect Park Historic District	Vicinity of I-94, SE Williams Ave., University Ave. SE, and Emerald Street SE	Minneapolis	Determined Eligible
<i>HE-MPC-3052</i>	<i>Prospect Park Water Tower</i>	<i>55 Malcolm Avenue</i>	<i>Minneapolis</i>	<i>Contributing; Listed</i>
<i>HE-MPC-3177</i>	<i>Tower Hill Park</i>	<i>55 Malcolm Avenue</i>	<i>Minneapolis</i>	<i>Contributing, Listed</i>
RA-SPC-6105	KSTP Production Studios and Tower	3415 University Ave.	St. Paul	Recommended Eligible
RA-SPC-3945	Willys-Overland Motor Company and International Harvester Company Building	2550 (2572) University Ave.	St. Paul	Recommended Eligible
Multiple Nos.	University-Raymond Historic District	Along University Ave. W between Hampden and Cromwell Aves.	St. Paul	Determined Eligible
<i>RA-SPC-6104</i>	<i>Mack International Truck Motor Company Building</i>	<i>2505 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing; Recommended Eligible</i>
<i>RA-SPC-6302</i>	<i>Twin City Four Wheel Drive Company Building</i>	<i>2478-2512 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-6323</i>	<i>Conditioned Air Equipment Company Building</i>	<i>2451-2459 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-6322</i>	<i>Johnson Wax Company Sales Office</i>	<i>2447 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-6321</i>	<i>Frigidaire Building</i>	<i>2446 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-3944</i>	<i>Brown-Jaspers Inc. Store Fixtures Company Building</i>	<i>2441 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing; Recommended Eligible</i>
<i>RA-SPC-3943</i>	<i>Minneapolis St. Paul Building</i>	<i>2429 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing; Recommended Eligible</i>
<i>RA-SPC-6307</i>	<i>Irving Hudson Commercial Row</i>	<i>2418-2426 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-3942</i>	<i>M. Burg & Sons Company and Chittenden &</i>	<i>2402-2414 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing; Recommended</i>

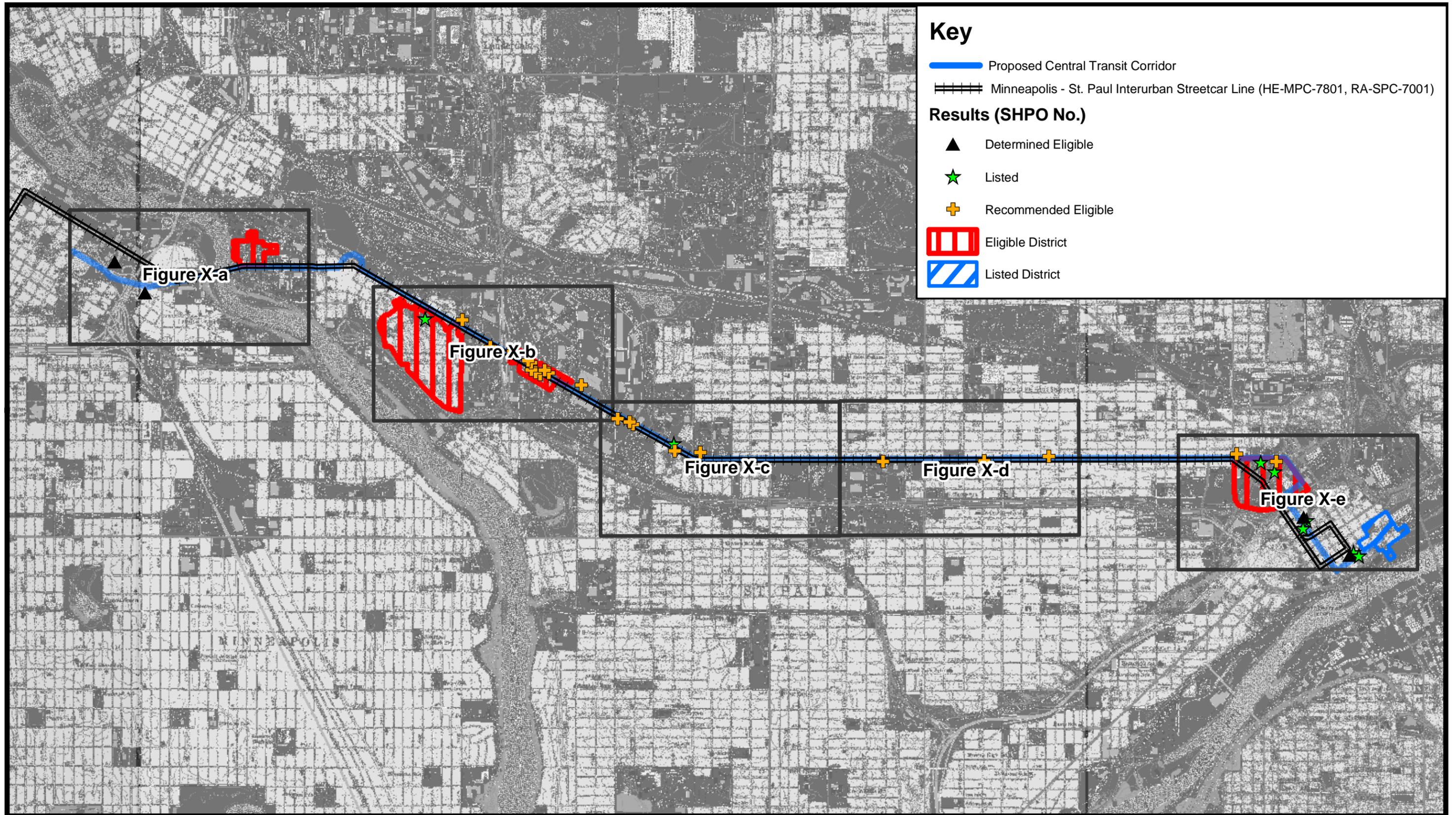
TABLE 5. SUMMARY OF LISTED, ELIGIBLE, AND RECOMMENDED ELIGIBLE PROPERTIES

Inventory No.	Property Name	Address	City	NRHP Status
	<i>Eastman Company Building</i>			Eligible
<i>RA-SPC-3941</i>	<i>Upham Building</i>	<i>2401 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-6301</i>	<i>General Motors Truck Company Building</i>	<i>2390-2400 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-3940</i>	<i>Twin Cities State Bank</i>	<i>2388 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing; Recommended Eligible</i>
<i>RA-SPC-6305</i>	<i>Borchert-Ingersoll Machinery Company Building</i>	<i>2375 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing; Recommended Eligible</i>
<i>RA-SPC-3939</i>	<i>Northwestern Furniture and Stove Exposition Building</i>	<i>2356-2362 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing; Recommended Eligible</i>
<i>RA-SPC-3938</i>	<i>Red Wing Stoneware Company Showroom and Warehouse</i>	<i>2345 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing; Recommended Eligible</i>
<i>RA-SPC-3937</i>	<i>Simmons Manufacturing Company Warehouse</i>	<i>2341 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-3936</i>	<i>Minneapolis Street Railway Company Midway Carhouse</i>	<i>2324 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-3934</i>	<i>Patterson-Sargent Company Warehouse</i>	<i>2295 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-6304</i>	<i>Twin City Wholesale Grocer Company Warehouse</i>	<i>2285 University Ave. W.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-3933</i>	<i>Wright, Barrett & Stillwell Company Warehouse</i>	<i>2233 University Ave. W.</i>	<i>St. Paul</i>	<i>Recommended Eligible</i>
<i>RA-SPC-6103</i>	<i>Great Lakes Coal and Dock Company Office Building</i>	<i>2102 University Ave.</i>	<i>St. Paul</i>	<i>Recommended Eligible</i>
<i>RA-SPC-6309</i>	<i>Minnesota Transfer Railway Company Main Line</i>	<i>n/a n/a</i>	<i>St. Paul</i>	<i>Recommended Eligible</i>
<i>RA-SPC-6310</i>	<i>Minnesota Transfer Railway Company University Avenue Bridge</i>	<i>Xxxx University Ave.</i>	<i>St. Paul</i>	<i>Recommended Eligible</i>
<i>RA-SPC-3927</i>	<i>Krank Building (Iris Park Place)</i>	<i>1885 University Ave.</i>	<i>St. Paul</i>	<i>Listed</i>
<i>RA-SPC-6102</i>	<i>Porky's Drive-In Restaurant</i>	<i>1884 University Ave.</i>	<i>St. Paul</i>	<i>Recommended Eligible</i>
<i>RA-SPC-3923</i>	<i>Griggs, Cooper & Company Sanitary Food Manufacturing Plant</i>	<i>1821 University Ave.</i>	<i>St. Paul</i>	<i>Recommended Eligible</i>
<i>RA-SPC-3903</i>	<i>St. Paul Casket Company Factory</i>	<i>1222 University Ave.</i>	<i>St. Paul</i>	<i>Recommended Eligible</i>
<i>RA-SPC-3895</i>	<i>Brioschi-Minuti Company Building</i>	<i>908-910 University Ave.</i>	<i>St. Paul</i>	<i>Recommended Eligible</i>
<i>RA-SPC-3889</i>	<i>Owens Motor Company Building</i>	<i>709-719 University Ave.</i>	<i>St. Paul</i>	<i>Recommended Eligible</i>
<i>RA-SPC-3868</i>	<i>Ford Motor Company Building</i>	<i>117 University Ave.</i>	<i>St. Paul</i>	<i>Recommended Eligible</i>
<i>RA-SPC-5619</i>	<i>State Capitol Mall Historic District</i>	<i>University Ave. and Robert St.</i>	<i>St. Paul</i>	<i>Determined Eligible</i>
<i>RA-SPC-0229</i>	<i>Minnesota State Capitol</i>	<i>75 Constitution Ave.</i>	<i>St. Paul</i>	<i>Contributing; Individually Listed</i>
<i>RA-SPC-0557</i>	<i>Minnesota Historical Society Building</i>	<i>690 Cedar St.</i>	<i>St. Paul</i>	<i>Contributing; Individually Listed</i>

TABLE 5. SUMMARY OF LISTED, ELIGIBLE, AND RECOMMENDED ELIGIBLE PROPERTIES

Inventory No.	Property Name	Address	City	NRHP Status
<i>RA-SPC-6311</i>	<i>Veteran's Administration Building</i>	<i>20 12th St. W</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-6312</i>	<i>National Guard Armory Building</i>	<i>600 Cedar St.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-6313</i>	<i>Centennial Office Building</i>	<i>658 Cedar St.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-6314</i>	<i>State Office Building</i>	<i>100 Constitution Ave.</i>	<i>St. Paul</i>	<i>Contributing</i>
RA-SPC-6109	State Capital Power Plant	691 Robert St.	St. Paul	Recommended Eligible— Contributing to State Capitol Mall Historic District
RA-SPC-0553	Central Presbyterian Church	500 Cedar St.	St. Paul	Listed
RA-SPC-0554	St. Louis King of France Church	506 Cedar St.	St. Paul	Determined Eligible
RA-SPC-1200	St. Agatha's Conservatory of Music and Fine Arts	26 Exchange St.	St. Paul	Listed
RA-SPC-3167	Pioneer Press Building	336 Robert St. N	St. Paul	Listed
RA-SPC-4645	First National Bank Building	107 E 4th St.	St. Paul	Determined Eligible
RA-SPC-5223	Pioneer and Endicott Building	141 E 4th St.	St. Paul	Listed
RA-SPC-4580	Lowertown Historic District	Vicinity of Kellogg Blvd. and Jackson, 7th, and Broadway Streets	St. Paul	Listed
<i>RA-SPC-5246</i>	<i>Railroad and Bank Building</i>	<i>176-180 E 5th St.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-3352</i>	<i>Gordon and Ferguson Building</i>	<i>190 E 5th St.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>No number assigned</i>	<i>Ryans, Top Craft, Cable Access Building</i>	<i>201, 209, 213 E 4th St.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-5225</i>	<i>St. Paul Union Depot</i>	<i>214 E 4th St.</i>	<i>St. Paul</i>	<i>Contributing; Individually Listed</i>
<i>RA-SPC-5226</i>	<i>Michaud Brothers Building</i>	<i>249-253 E 4th St.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-5227</i>	<i>Hackett Block</i>	<i>262-270 E 4th St.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-5228</i>	<i>Chicago, St. Paul, Minneapolis, and Omaha RR Building</i>	<i>275 E 4th St.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-5229</i>	<i>St. Paul Rubber Company Building</i>	<i>300 E 4th St.</i>	<i>St. Paul</i>	<i>Contributing</i>
<i>RA-SPC-5461</i>	<i>Paul Gotzian Building</i>	<i>352 Wacouta St.</i>	<i>St. Paul</i>	<i>Contributing</i>

Note: Italics indicate properties within a district.



Source: USGS Quadrangles. 7.5 Minute Series. Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

**Central Transit Corridor
Phase II Architectural History
Hennepin and Ramsey Counties, Minnesota**

Summary of Listed, Eligible, and Recommended Eligible Properties

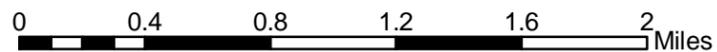


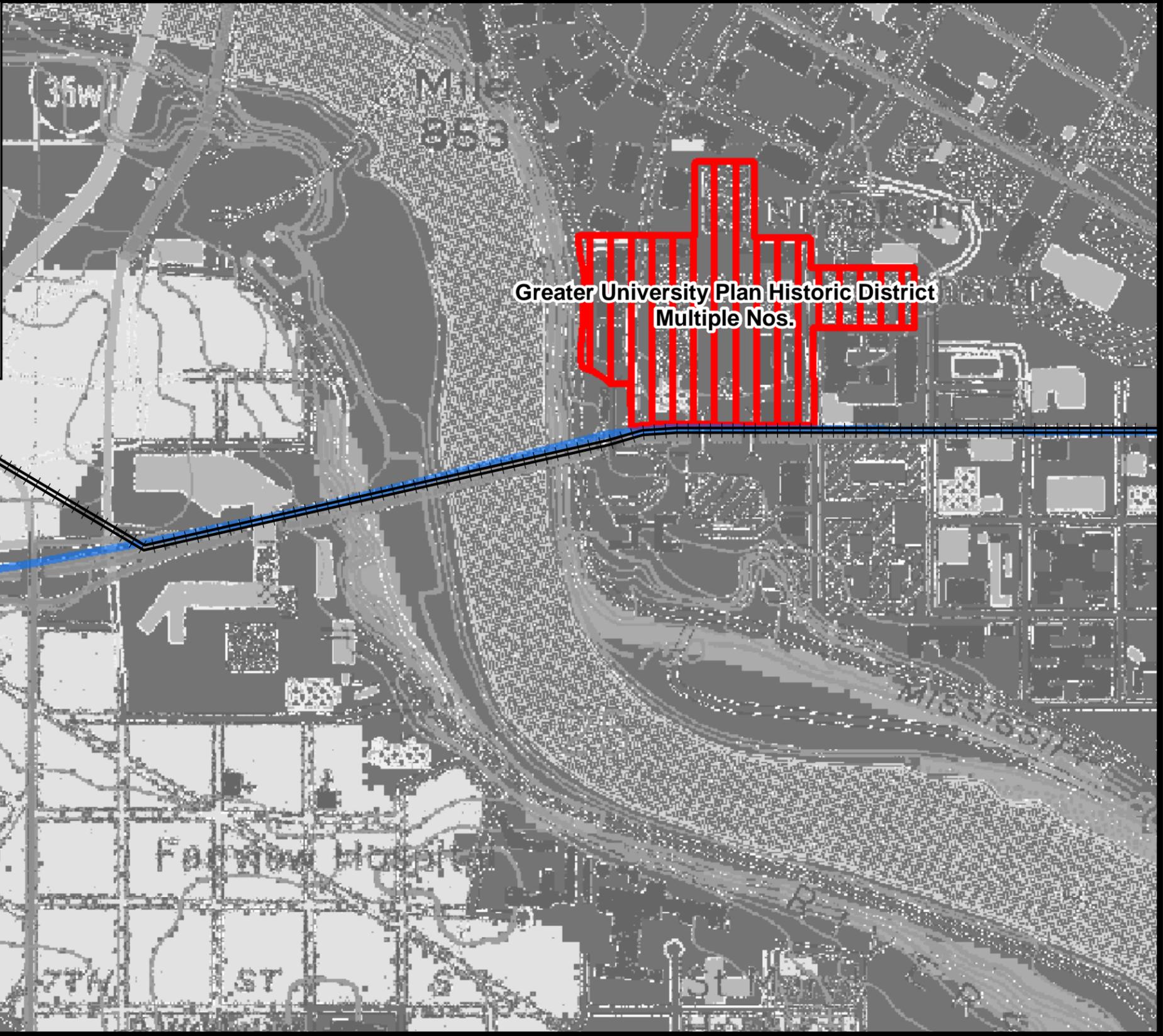
Figure 110

Key

-  Proposed Central Transit Corridor
-  Minneapolis - St. Paul Interurban Streetcar Line (HE-MPC-7801, RA-SPC-7001)

Results (SHPO No.)

-  Determined Eligible
-  Listed
-  Recommended Eligible
-  Eligible District
-  Listed District



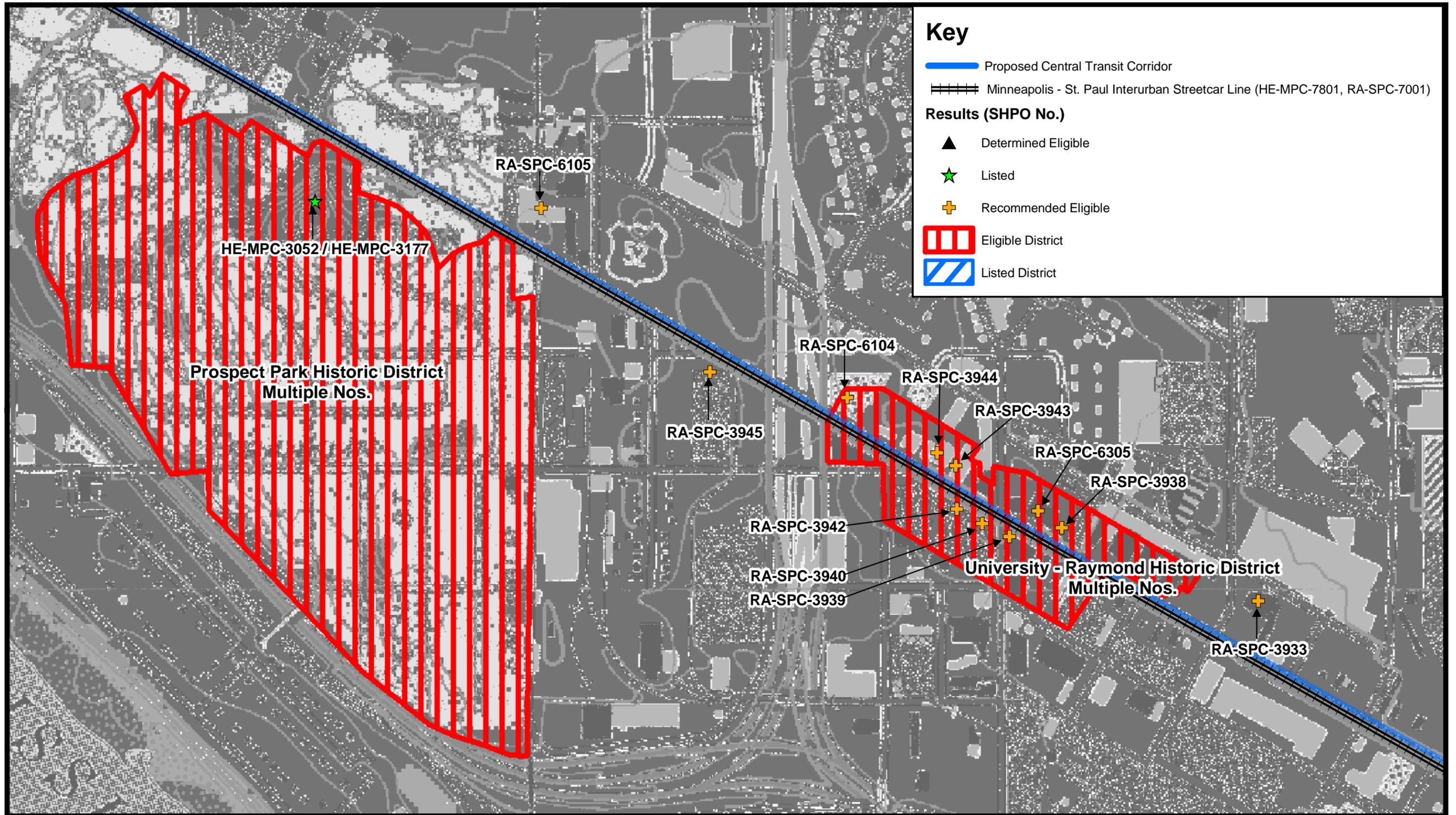
Source: USGS Quadrangles. 7.5 Minute Series. Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

**Central Transit Corridor
Phase II Architectural History
Hennepin and Ramsey Counties, Minnesota**

Summary of Listed, Eligible, and Recommended Eligible Properties



Figure 110-a



Source: USGS Quadrangles. 7.5 Minute Series. Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

**Central Transit Corridor
Phase II Architectural History
Hennepin and Ramsey Counties, Minnesota**

Summary of Listed, Eligible, and Recommended Eligible Properties

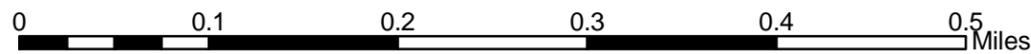
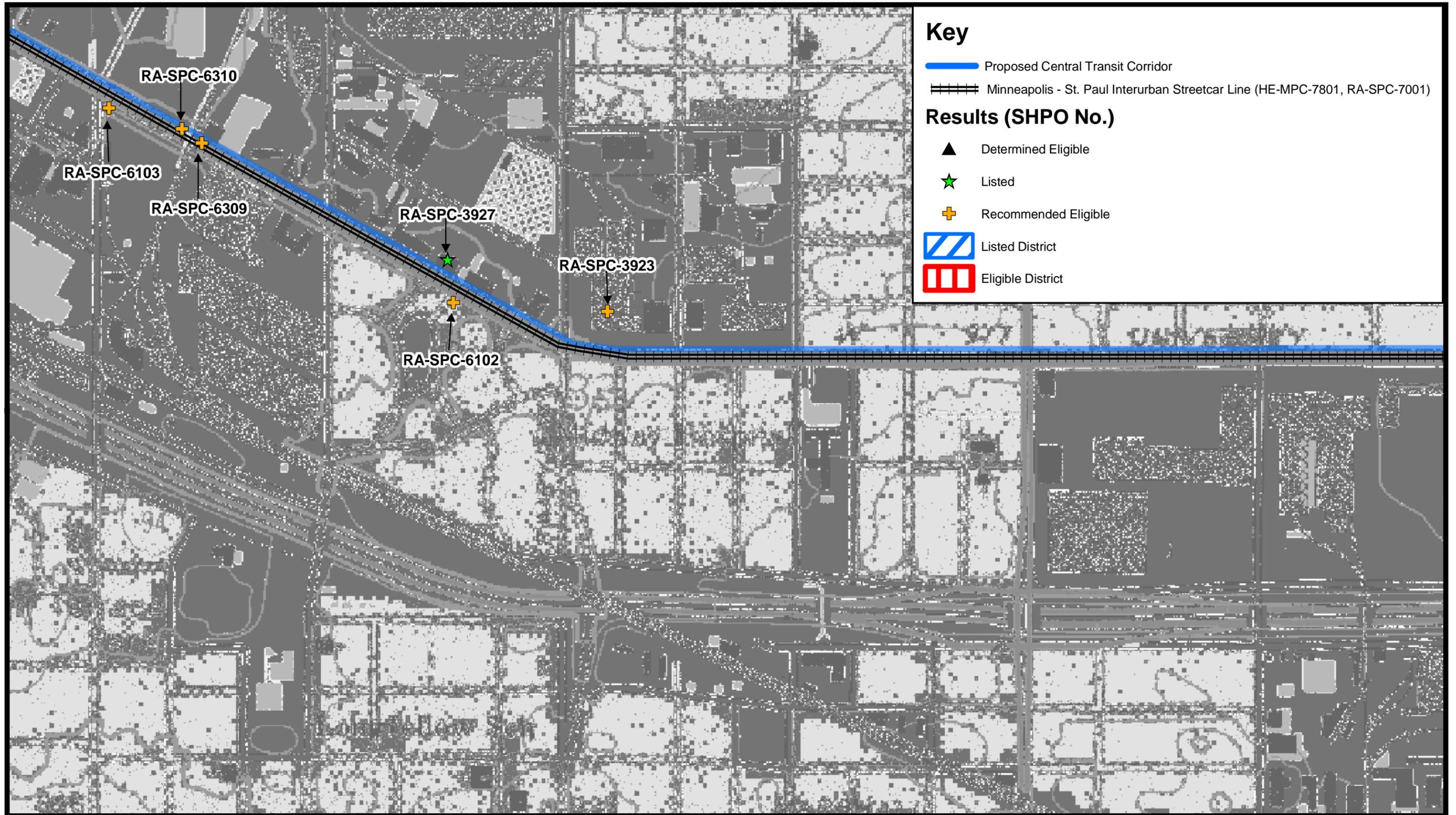


Figure 110-b



Key

- Proposed Central Transit Corridor
- Minneapolis - St. Paul Interurban Streetcar Line (HE-MPC-7801, RA-SPC-7001)

Results (SHPO No.)

- ▲ Determined Eligible
- ★ Listed
- + Recommended Eligible
- Listed District
- Eligible District

Source: USGS Quadrangles. 7.5 Minute Series. Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

**Central Transit Corridor
Phase II Architectural History
Hennepin and Ramsey Counties, Minnesota**

Summary of Listed, Eligible, and Recommended Eligible Properties

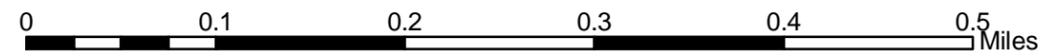


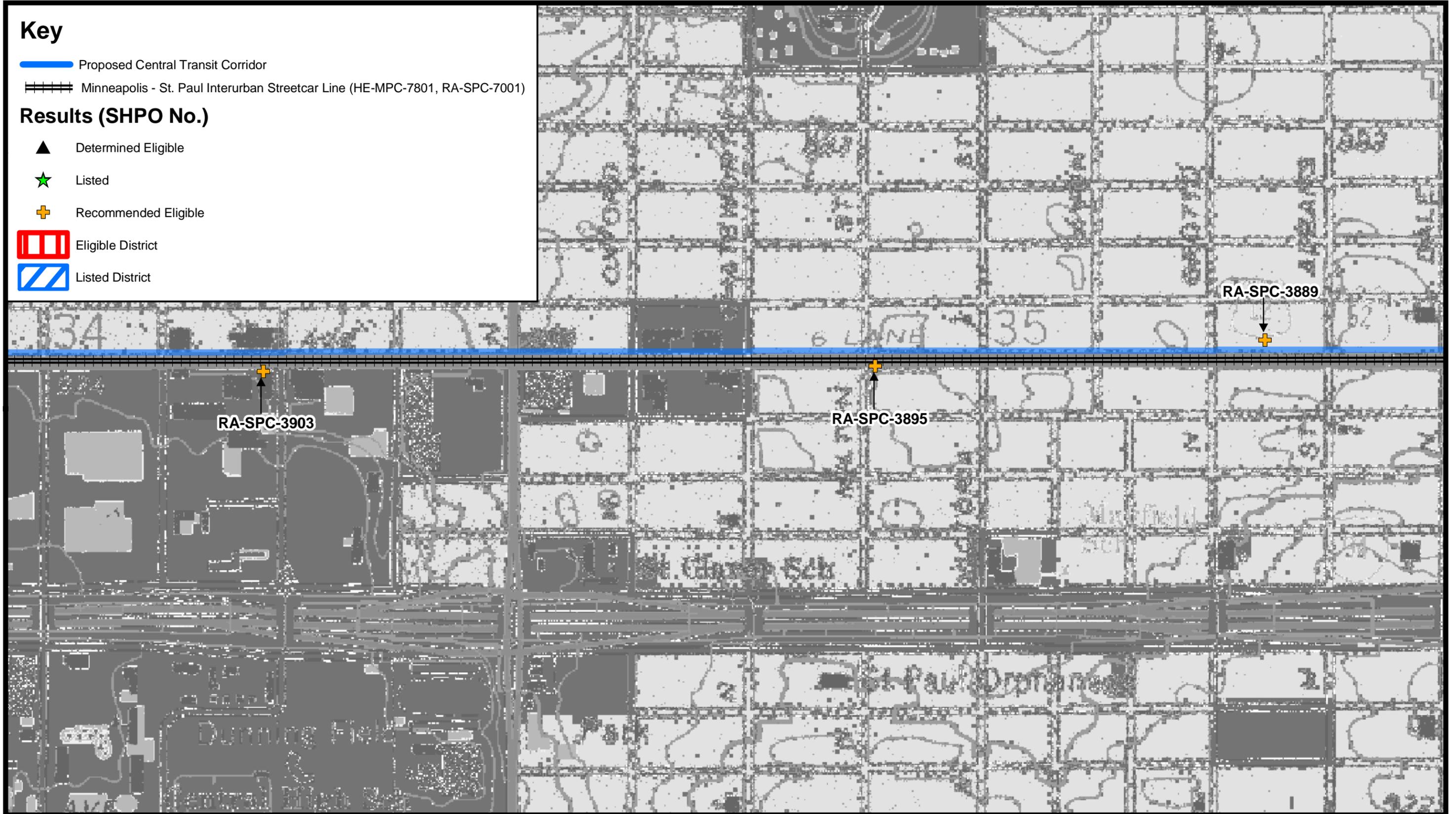
Figure 110-c

Key

- Proposed Central Transit Corridor
- Minneapolis - St. Paul Interurban Streetcar Line (HE-MPC-7801, RA-SPC-7001)

Results (SHPO No.)

- ▲ Determined Eligible
- ★ Listed
- ✚ Recommended Eligible
- Eligible District
- Listed District



Source: USGS Quadrangles. 7.5 Minute Series. Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

Central Transit Corridor Phase II Architectural History Hennepin and Ramsey Counties, Minnesota

Summary of Listed, Eligible, and Recommended Eligible Properties

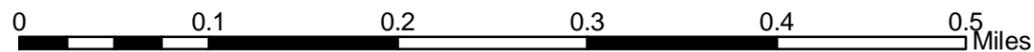
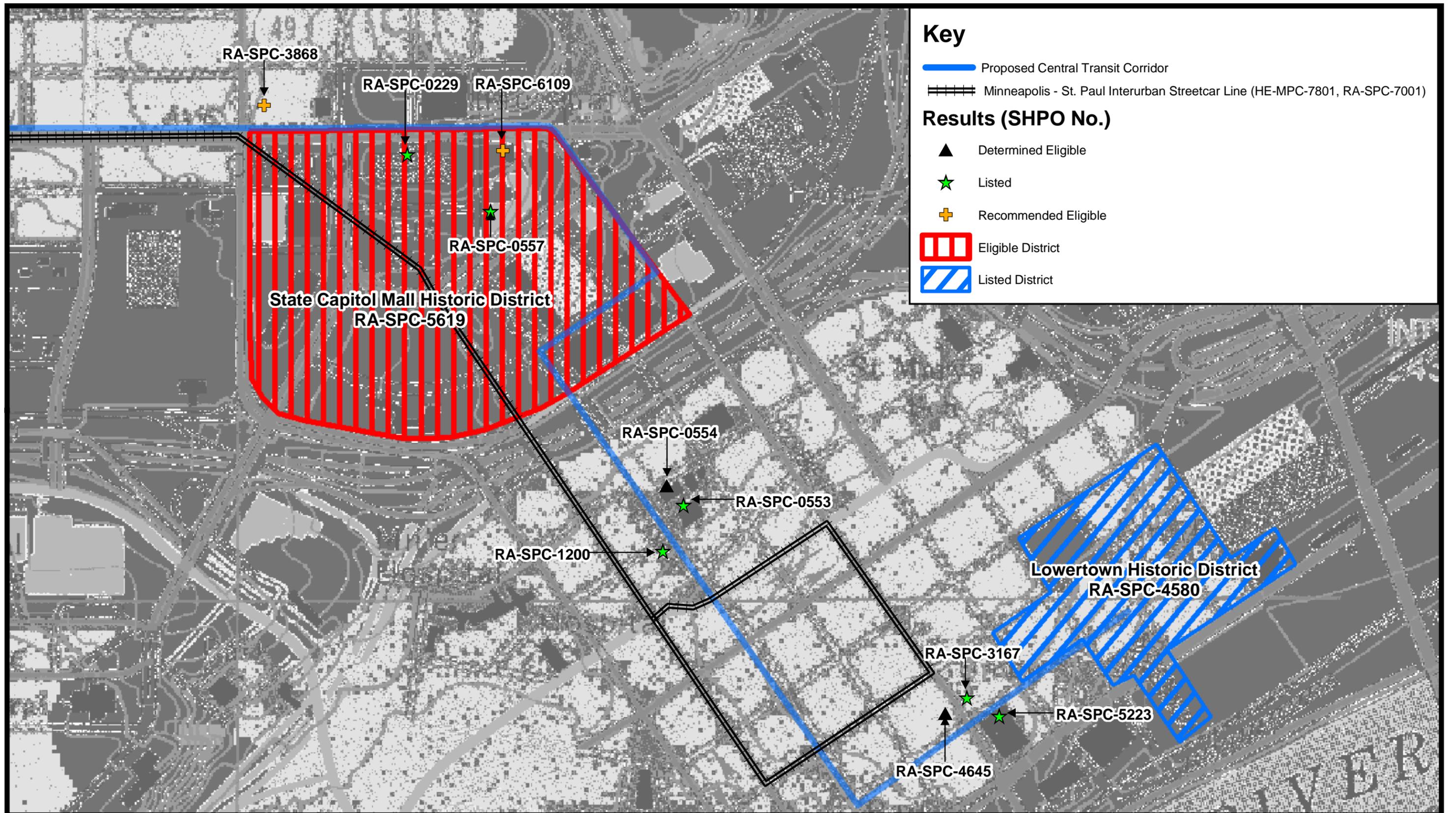


Figure 110-d



Source: USGS Quadrangles. 7.5 Minute Series. Minneapolis South, 1967 (1993) and St. Paul West, 1967 (1993), Minnesota

**Central Transit Corridor
Phase II Architectural History
Hennepin and Ramsey Counties, Minnesota**

Summary of Listed, Eligible, and Recommended Eligible Properties

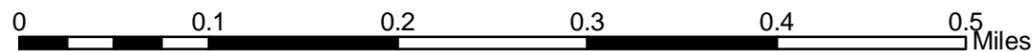


Figure 110-e

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APPENDIX A: PROJECT PERSONNEL

LIST OF PERSONNEL

Project Manager	Anne Ketz, M.A., RPA
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