

7.0 APPENDIX

Inventory Forms

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Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.1

Property Name: Chicago, Milwaukee, and St. Paul Railway (CM&StP); now Canadian Pacific Railroad (CPR), leased to Minnesota Commercial Railroad (MCR)

Address: E. 28th Street to E. 46th Street (segment)

Survey Date: 2/12/08

SHPO Inventory Number: HC-MPC-7401

P.I.N.: NA

Form Prepared by: Carole Zellie and Amy Lucas, Landscape Research LLC



HC-MPC-7401, looking north, 2008.

Description

The inventoried segment of the CM&StP rail corridor within the Hiawatha Corridor extends from E. 28th Street to E. Minnehaha Parkway between Hiawatha, Dight, and Snelling Avenues. Lined by primarily industrial land uses including active grain mills and storage elevators, the corridor also edges residential areas along Snelling and Dight Avenues. Segments comprised of one to six tracks (including rail storage areas, spurs and sidings) are supported by gates, lights, and switching equipment. This is an active line operated by the Minnesota Commercial Railroad (MCR).²⁶⁰ Although there is trackage across the study area, trains do not generally operate south of E. 42nd Street.²⁶¹

History

The commercial interests of Minneapolis depend upon and have been developed by her rail connections.

Isaac Atwater, *History of Minneapolis* (1893), 329

Steamboats and wagon roads were the only links to the national rail system until 1862, when the St. Paul and Pacific Railroad first connected Minneapolis and St. Paul. This was the first rail line operated in Minnesota. Although the Minnesota Territorial Legislature granted rail line accommodations in 1857, it

²⁶⁰ Byron Olsen, "Freight Operations in the Hiawatha Corridor, South Minneapolis, 2007," 1. Electronic document accessed as Minnehaha-Hiawatha.com.

²⁶¹ Olsen, "Freight Operations in the Hiawatha Corridor, South Minneapolis, 2007," 2.

was not until the 1870s that Minnesota's farmers were able to ship their grain on a developed railroad network.²⁶²

The present line was the next built. It was begun in 1864 by the Minneapolis Faribault and Cedar Valley Railroad Company, which changed its name to the Minnesota Central Railway Company in the same year. (Incorporated in 1857 as the Minneapolis and Cedar Valley Railroad Company, the original company forfeited its rights in 1862.)²⁶³

The company chose an alignment between St. Anthony Falls and Fort Snelling along the east side of present-day Hiawatha Avenue. The line was built to Mendota in 1865, and then to Faribault, Owatonna, and Austin. The rails crossed the Mississippi River at its lowest point at St. Paul Junction (at Mendota) and bypassed the cliffs and falls along the upper river.²⁶⁴ The Minnesota Valley Railroad controlled the connection from St. Paul Junction to St. Paul, which was the recognized "railroad center" in the 1860s, but would be bypassed by Minneapolis within ten years.²⁶⁵

In 1866 the lease of the Minnesota Central was taken over by the Milwaukee and Prairie du Chien Railroad Company, which developed out of the Milwaukee and Waukesha Railroad Company. This company was founded in 1847 with the goal of connecting Milwaukee and Madison.²⁶⁶ In 1850 the firm was purchased by the Milwaukee and Mississippi Railroad Company looking for a connection to the Mississippi River at Prairie du Chien, but bankruptcy during the Panic of 1857 led to the buyout of the lines by the Milwaukee and Prairie du Chien Railroad.²⁶⁷ Under the leadership of Milwaukee banker, Alexander Mitchell, the Milwaukee and St. Paul Railway Company incorporated the Chicago and Milwaukee, the Milwaukee and Prairie du Chien, and the La Crosse & Milwaukee lines. By 1867 Mitchell was president of the largest railroad system in the Midwest with 820 route-miles.²⁶⁸ The Milwaukee and St. Paul also completed the first connection between Minneapolis and Chicago in 1869 by linking to lines created by the Minnesota Central, McGregor Western, and Milwaukee & Prairie du Chien via Austin, Prairie du Chien and Madison.²⁶⁹ In 1874, the company name was changed to the Chicago, Milwaukee, and St. Paul (CM&StP). The Milwaukee Road operated the line throughout most of the 20th century.

By 1874, the South Minneapolis Depot of the CM&StP was constructed at E. Lake Street (razed). In 1875, another depot at Minnehaha Falls was built north of E. 50th Street, in part to serve the numbers of recreational visitors to the increasingly popular falls (NRHP).²⁷⁰ The downtown Milwaukee Road Depot was completed at 3rd and Washington Avenues in 1878 and was replaced with a grander station in 1900.

Short Line and South Side Yards

Minneapolis was the nation's leading flour producer by 1880. It was ranked third in sawed lumber, and stood twentieth in the total value of goods produced.²⁷¹ Railroads bore most of this traffic, and the CM&StP trackage provided excellent locations for industry along Minnehaha and Hiawatha Avenues. In 1880, the CM&StP tracks along Hiawatha Avenue (then known as Fort Avenue or Fort Road) were

²⁶² Merrill E. Jarchow, *The Earth Brought Forth: A History of Minnesota Agriculture to 1885* (St. Paul: Minnesota Historical Society), 166-69.

²⁶³ Richard S. Prosser, *Rails to the North Star* (Minneapolis: Dillon Press, 1966), 150.

²⁶⁴ Prosser, *Rails to the North Star*, 150.

²⁶⁵ Don L. Hofsommer, *Minneapolis and the Age of Railways* (Minneapolis: University of Minnesota Press, 2005), 21.

²⁶⁶ Prosser, *Rails to the North Star*, 151.

²⁶⁷ Patrick C. Dorin, *Milwaukee Road East* (Seattle: Superior Publishing Company, 1978), 11.

²⁶⁸ Prosser, *Rails to the North Star*, 124-125; Dorin, *Milwaukee Road East*, 12.

²⁶⁹ Dorin, *Milwaukee Road East*, 12; and Hofsommer, *Minneapolis and the Age of Railways*, 11.

²⁷⁰ "Minnehaha Historic District National Register Nomination," "1969. On file, State Historic Preservation Office, St. Paul.

²⁷¹ Clinton Morrison, *The Morrisons: Minneapolis Pioneers* (privately published, 1989), 94.

intersected by the east-west route of the CM&StP Short Line near E. 27th Street.²⁷² This double-track line to St. Paul crossed a new bridge over the Mississippi, and provided a more direct southerly route than the Minnesota Central. The CM&StP South Side yards (razed) were built at the intersection of Hiawatha and E. Lake Street on about 100 acres, and included a brick round house and shops for boiler repair, machining, woodworking, and painting.²⁷³ By 1880, 400 men were employed in the shops.²⁷⁴ The active CM&StP line connects to the bridge via a spur at E. 28th Street; the yards have been razed.

Throughout the early and mid-20th century, the CM&STP rail alignment (Milwaukee Road) edging Hiawatha Avenue between E. 29th and E. 46th Streets served a succession of cooperage, foundry, implement, milling, grain storage, and manufacturing industries linked to the national rail system. The role of the railroad declined it with increased reliance on truck transportation. In 1985 the Soo Line purchased the Milwaukee Road. The Soo Line was subsequently acquired by the Canadian Pacific Railway (CPR). This firm leased the operating rights to the Minnesota Commercial Railway (MCR), a St. Paul-based short line operator.²⁷⁵ Today the only rail access to the corridor is via the bridge over the Mississippi River at E. 26th Street erected by CM&St.P in 1881 and improved in 1901. All other routes have been closed.²⁷⁶

Evaluation and Recommendation

This property received preliminary evaluation using National Register of Historic Places (NRHP) criterion. Eligibility of the property as railroad corridor historic district for the historic line of the CM&StP was considered, using guidance established in the Multiple Property Documentation Form (MPDF) “*Railroads in Minnesota, 1862-1956*.”²⁷⁷ According to the MPDF, an NRHP-eligible railroad corridor historic district should include, at minimum, a railroad roadway. It may also include railroad yards, depots, section houses, and other features.

According to the MPDF,

The property type railroad corridor historic district encompasses the right of way within which a railroad operated and all of the buildings, structures, and objects that worked together for the dedicated purpose of running trains to transport freight and passengers. The elements of railroad corridor historic districts are organized within linear rights of way that range from approximately 30 feet to several hundred feet in width but may extend for hundreds of miles in length. The linear nature of the railroad corridor historic district is an important associative characteristic that conveys the sense of a train traveling to a destination.

The railroad roadway consists of ground modification, including cuts, fills and grades, and a railroad bed, ballast, tracks, and ditches.

²⁷² For a general survey, see William E. Stark, Andrea C. Vermeer and Michelle M. Terrell (106 Group Ltd.), “Phase I Architectural History Survey for the Proposed Midtown Greenway Trail Corridor,” 2004, on file, Minnesota State Historic Preservation Office.

²⁷³ Paul C. Larson, “Chicago Milwaukee and St. Paul Railroad Blacksmith Shop.” Draft National Register of Historic Places Nomination, 1984. On file, State Historic Preservation Office, St. Paul.

²⁷⁴ Warner and Foote, *History of Hennepin County*, 42.

²⁷⁵ Olsen, “Freight Operations,” 1.

²⁷⁶ Olsen, “Freight Operations,” 2.

²⁷⁷ Andrew Schmidt, Andrea Vermeer, Betsy Bradley, and Daniel Pratt. *Railroads in Minnesota, 1862-1956*. National Register of Historic Places Multiple Property Documentation Form. Electronic document, http://www.dot.state.mn.us/environment/cultral_res_railroads.html, accessed 11/1/08.

Integrity Evaluation

Evaluation of historic integrity considers qualities of location, design, materials, setting, feeling, association, and workmanship.

Location

The MPDF states that at a minimum, the railroad corridor historic district must retain integrity of location, design, and materials. Location is the most important aspect of integrity. Although some of the spurs and sidings have been relocated with building construction and demolition, the major alignments correspond to the historic pattern shown on Sanborn Fire Insurance maps, ca. 1888-1951. Most modifications have been constructed within the period of significance for the CM&StP, 1864-1959.

Design

Railroad-specific structures such as gates are present along the corridor, but major features (such as shops and engine houses) associated with the extensive rail yard north of E. Lake Street have all been razed. The MPDF suggests that railroad buildings and structures do not need to be present in a district if the roadway retains a high degree of design, setting and materials.

Materials

Although replacement of features such as rails, ties, and ballast may have been completed after the period of significance (1864-1959), the MPDF states that this replacement does not represent a complete loss of the roadway's integrity of materials.

Setting

Integrity of setting of this active railroad is good. The integrity of the corridor is enhanced by its continued industrial operation and the presence of historic mills, grain elevators, and factories.

Feeling

The railroad corridor historic district conveys a strong sense of feeling through active use, intact railroad roadway, sidings, and spurs.

Association

Association is conveyed by the railroad corridor's integrity of location, materials, and design.

Workmanship

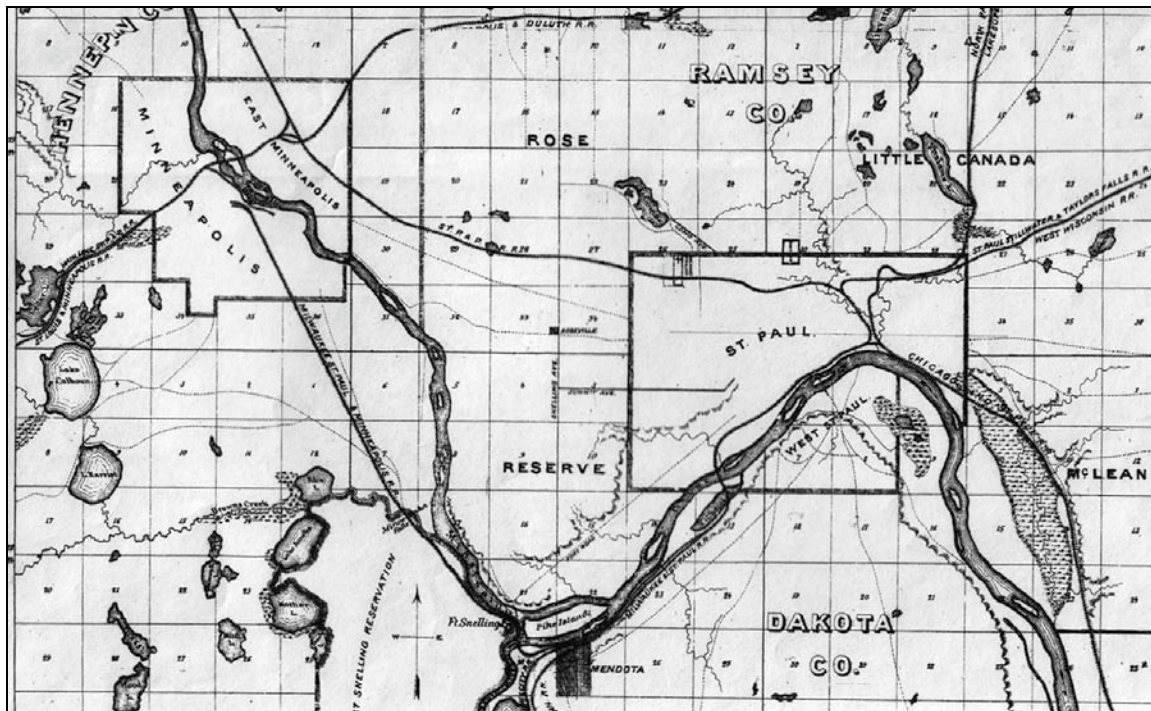
The MPDF states that integrity of workmanship is not a component of the evaluation of integrity for railroad corridor historic districts, because of the utilitarian and standardized nature of its design.

The CM&StP Hiawatha Corridor segment is recommended as eligible for listing in the NRHP. The railroad corridor historic district is significant in the area of Transportation under NRHP Criterion A. The period of significance begins in 1864 when line construction began, and ends in 1959, which is the cut-off for NRHP eligibility. The district boundaries include the right of way on both sides of the corridor from E. 28th Street to E. Minnehaha Parkway.

This segment meets Registration Requirement 2 for Criterion A outlined in the MPDF, because it provided transportation between grain storage and milling facilities and other mills and markets. It also meets Registration Requirement 3 as the second-oldest rail line in Minneapolis, one that became part of an extensive network developed by the CM&StP. By 1877, the railroad company was one of the largest in the Midwest, and owned more than 4,000 miles of track by 1900.²⁷⁸ Between ca. 1900 and 1930, the

²⁷⁸ Hofsommer, *Minneapolis and the Age of Railways*, 57-58.

CM&StP segment south of E. Lake Street encouraged the development of a dense district of grain milling and storage facilities built during the city's peak milling period. It also supported foundries and a variety of businesses such as coal and fuel companies, and lumberyards. Investment continued along the corridor following World War II with new buildings built for sheet metal, plastics, and other manufacturers. Further research on properties within and adjacent to the corridor may suggest additional areas of potential NRHP significance.

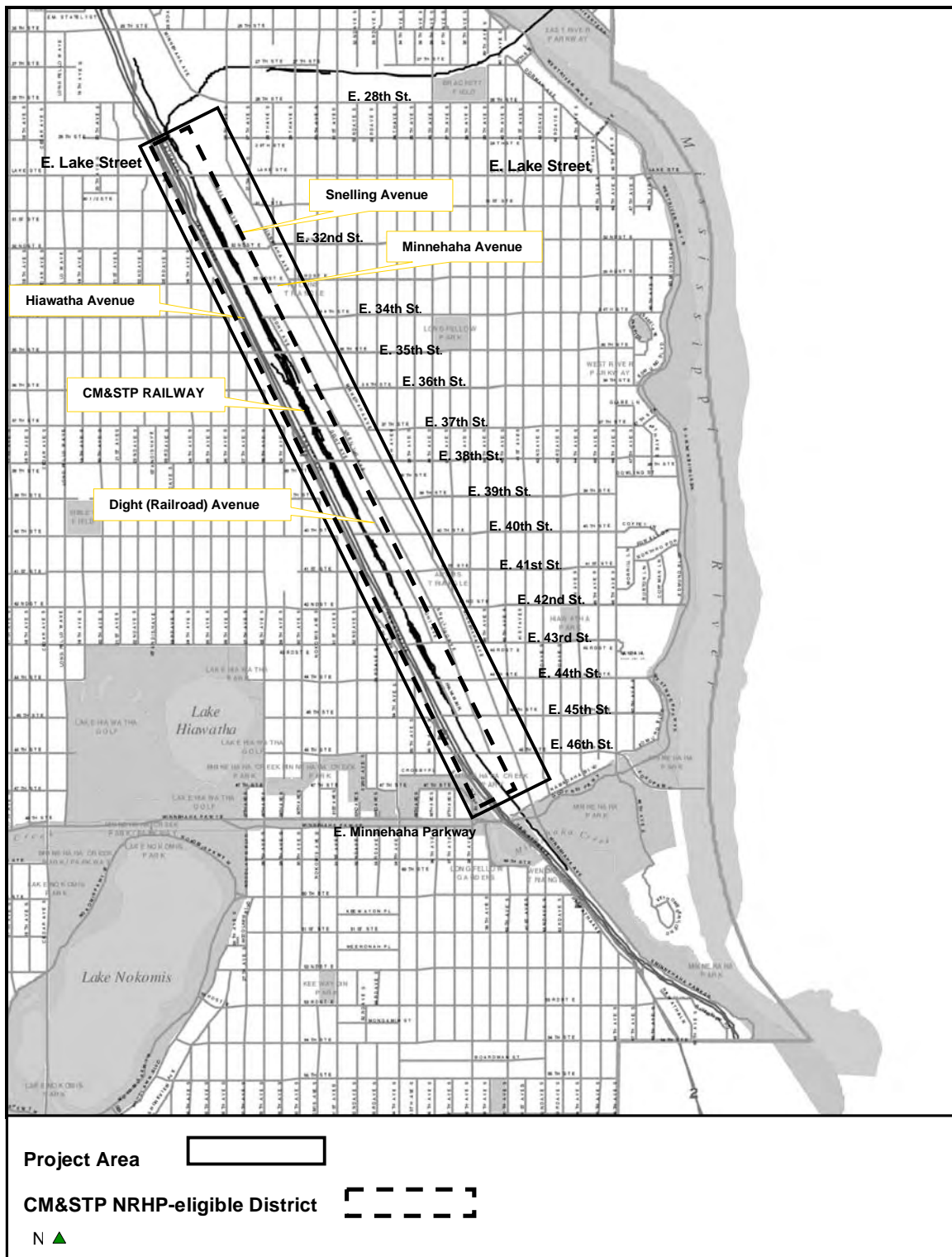


Railroad Map of Saint Paul and Minneapolis (1875). The Minnesota Central was then the Milwaukee, St. Paul, and Minneapolis. (MHS)



The Minnehaha-Hiawatha Corridor and the CM&StP in 1928, looking northeast (MHS).

Map Source: Hennepin County



7.2

Property Name: Elevator T

Address: 3600 Dight Avenue

Survey Date: 2/12/08

SHPO Inventory Number: HC-MPC-7416

P.I.N.: 01-028-24-41-0079

Form Prepared by: Carole Zellie and Amy Lucas, Landscape Research LLC



HC-MPC-7416, facing south, 2008.

Description

The massive Elevator T terminal is comprised of three blocks of concrete elevators connected by conveyor bridges. The original complex was built for the Cargill Elevator Company between E. 35th and E. 36th streets. In 1908, elevator contractor Barnett & Record completed the oldest set of 24 reinforced-concrete grain bins with a total capacity of 800,000 bushels.²⁷⁹ These bins are 90 feet tall and 20 feet in diameter. A cupola measuring 30 x 150 x 9 feet was also constructed along the top of the elevators; a portion remains.²⁸⁰

In 1916, a second block of 20 elevators was constructed south of the 1908 annex by elevator engineer James Stewart and Company. The 30-foot-diameter, reinforced-concrete-and-steel elevator bins measure 60 x 300 x 96 feet.²⁸¹ Two underground conveyor tunnels were built under the bins and a frame conveyor gallery running the length of the bins was constructed on top. Repairs to the conveyor bridge connecting the 1908 elevators occurred in 1943.²⁸² A brick and steel workroom and two metal warehouses were added in 1933. In 1951, a grain dryer tank was added to the elevator. In 1981 a filter platform and a dust storage tank were placed on top of the bins.

In 1930, a third block of 21 reinforced-concrete elevator bins was added to the south of the 1916 bins by James Stewart Company. The bins measure 107 x 333 x 97 feet with a 3,765,000-bushel capacity.²⁸³ A brick workhouse, powerhouse, office and track shed were added in the 1930s, most likely after a 1933 fire. The 1933 shed and office buildings were demolished in the 1970s.²⁸⁴

²⁷⁹ Sanborn Fire Insurance Co. Map 1912; 1930

²⁸⁰ Minneapolis Building Permit B76090.

²⁸¹ Minneapolis Building Permit B126016; Sanborn Insurance Co, Map, 1930.

²⁸² Minneapolis Building Permit B273783.

²⁸³ Sanborn Fire Insurance Co. Map, 1930.

²⁸⁴ Minneapolis Building Permit B450661; B451473.

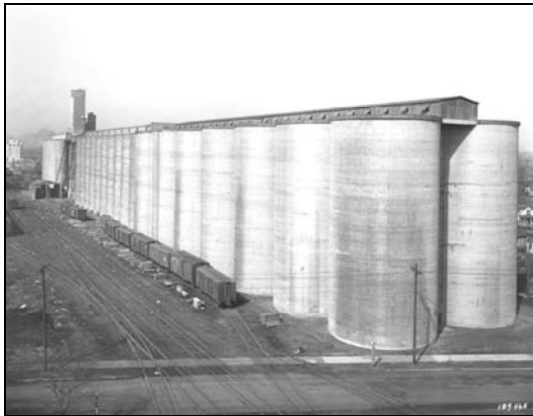
History

In 1901 the Spencer Grain Company constructed the first elevator at this site.²⁸⁵ The firm was incorporated in Spencer, Iowa in 1891 with Rudolph Troendle, president; E. H. Tryom, treasurer; and Truman O. Phelps, secretary. A Minneapolis office was established in 1899 in the Corn Exchange Building. The company managed a line of 75 elevators on the CM&StP in Iowa and the Dakotas. The elevator had a 3-million-bushel capacity and was demolished in 1930 by the Cargill Elevator Company.²⁸⁶

In 1906, the Cargill Elevator Company acquired the wood-frame Elevator T as settlement after a dispute with the Spencer Grain Company.²⁸⁷ Cargill invested in Spencer stock, but found that the assets were not what had been represented. The structure was essentially a workhouse, known in grain-trade vernacular as a “hospital.” It functioned as an in-transit processing facility where grain was received, mixed and reshipped, but lacked storage capability. The James Stewart Company designed massive grain storage at the facility in 1908 and 1917.²⁸⁸ James Stewart appears to have been Cargill’s chosen elevator construction company, contributing to the company’s 1932 ranking as North America’s largest elevator construction firm.²⁸⁹

Despite World War I and American farmers’ discontent over the grain trade, which jeopardized the Cargill Elevator Company, the firm registered increased profits of \$578,000 and total sales of \$55,303,872 in 1919. The Elevator T account had sales just over \$12 million with profits of \$101,280 and Cargill’s Duluth units (Superior Terminal Grain Co.) had sales of just over \$25 million.²⁹⁰

The final block of concrete bins was added in 1930, bringing the site to 4,047,000-bushel capacity; the old wood elevator was replaced in 1930.²⁹¹ In 1933, Elevator T was damaged in a fire, but was quickly repaired.²⁹²



Cargill Elevator T, in 1939. (MHS)

²⁸⁵ *Minneapolis Journal* 6 May 1901, 6; *Minneapolis Journal* 23 May 1901, 6.

²⁸⁶ *Golden Jubilee 1867-1917* (Minneapolis: Chamber of Commerce, 1917), 98.

²⁸⁷ Broehl, *Cargill*, 109; *Minneapolis Journal*, 17 Dec 1906, 6:22; *Minneapolis Journal* 19 Dec 1906, 7:5.

²⁸⁸ *Minneapolis Journal*, 3 May 1908, 2nd ed.; *Minneapolis Journal*, 9 Aug 1908, 9:3.

²⁸⁹ Broehl, *Cargill*, 384.

²⁹⁰ Broehl, *Cargill*, 250.

²⁹¹ Dave Kenney, *The Grain Merchants: An Illustrated History of the Minneapolis Grain Exchange* (Afton, Minn.: Afton Historical Society Press, 2006), 96.

²⁹² Broehl, *Cargill*, 437.

Cargill continued to separate the Cargill Elevator Company from the Minneapolis Seed Company until the 1936 merger. The Cargill Elevator Company board, including Anthony F. Owen, George Feetham, Robert M. Johnston and John MacMillian, Sr., continued into the 1930s. In the 1970s, the ET Corporation of North America operated Elevator T. General Mills purchased the elevator in 1998 and currently stores oats for Cheerios.

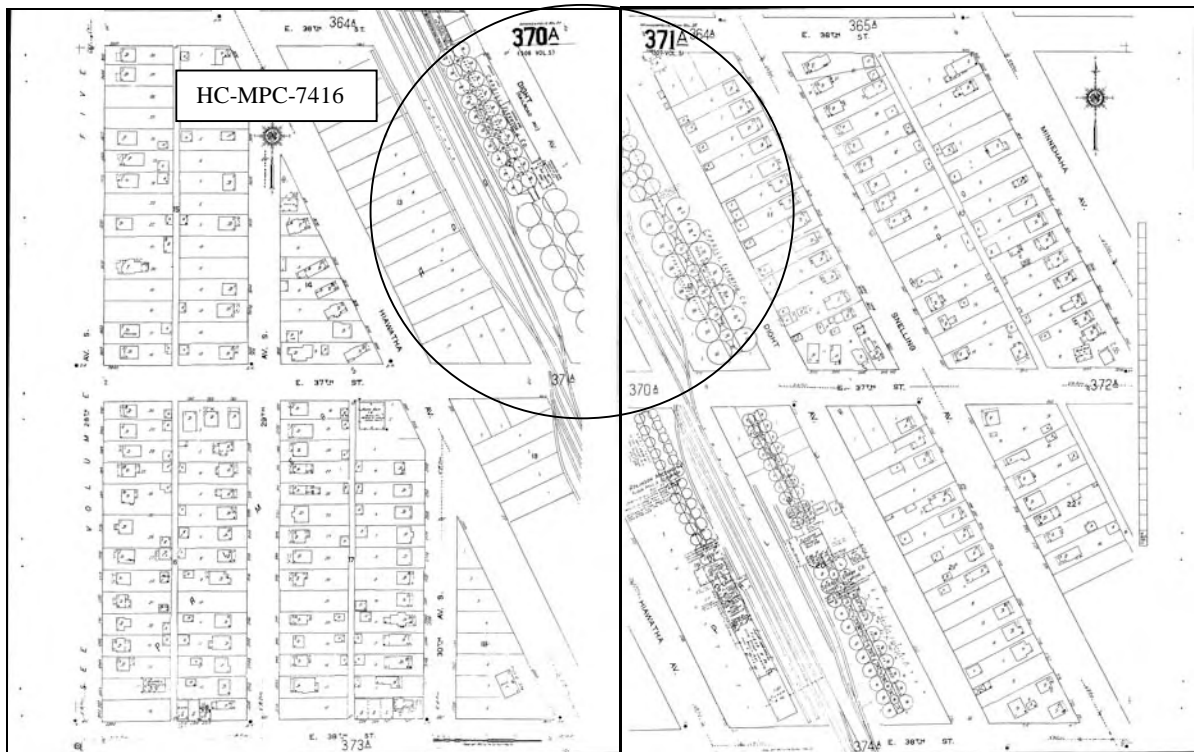
Recommendation

This property received preliminary evaluation using National Register of Historic Places (NRHP) criterion. Individual significance as well as contribution to a potential grain-industry historic district was considered.

The NRHP multiple property documentation form, “Grain Elevator Design in Minnesota” notes, “all concrete terminal elevators built prior to 1912 should be considered eligible to the NRHP.”²⁹³ The 1908 reinforced-concrete grain tanks at Elevator T qualify the property individually under NRHP Criterion C for embodying a distinctive characteristic of terminal elevator design and representing a significant phase of terminal elevator engineering. The Elevator T bins are among the first constructed in Minneapolis following the WCCO Elevator No. 1 (razed), and date from the early developmental period of concrete construction.

The elevator also appears to be significant under NRHP criterion A for its association with the development of the Minneapolis grain industry. It is a contributing property within a potential Hiawatha Corridor Grain Industry Historic District.

²⁹³ Robert Frame, “Grain Elevator Design in Minnesota.” National Register of Historic Places Multiple Property Nomination Form, 1989, F:7.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

7.3

Property Name: Cargill Elevator Company-Minneapolis Seed Company

Address: 3400 Dight Avenue

Survey Date: 2/12/08

SHPO Inventory Number: HC-MPC-7414

P.I.N.: 01-028-24-41-0074

Form Prepared by: Carole Zellie and Amy Lucas, Landscape Research LLC



HC-MPC-7415, facing northeast, 2008.

Description

In 1908 an iron-clad frame grain elevator was constructed at 3400 Dight Avenue by the Barnett & Record Company for the Cargill Elevator Company. The elevator was built on the east side of the Milwaukee Road tracks between E. 33rd and 34th streets at a cost of \$10,000 and measured 36 x 40 x 70 feet. This elevator was destroyed by fire in 1930 and was replaced with a brick and reinforced concrete seed house measuring 36 x 60 x 100 feet. The seed house, constructed by Jason H. Brown Company, functioned like a receiving elevator with bins inside and an attached loading shed. A steel addition was placed at the top of the bins in 1965.²⁹⁴

Two structures designed by Barnett & Record in 1908 remain on the site. The reinforced-concrete seed warehouse measuring 30 x 150 x 12 feet was built at a cost of \$6,000. The tile warehouse measuring 12 x 20 x 10 feet also remains.²⁹⁵ A second-floor steel and tile addition measuring 30 x 150 x 14 feet by C. P. Johnson & Son was completed at the top of the tile warehouse in 1911.²⁹⁶ Additions include a warehouse measuring 34 x 38 x 10 feet (1927) and a concrete block addition (1939). In 1952, the grain elevator was altered to accommodate a feed grinding plant. In 1960 it was altered to house a dryer. Multiple building permits indicate major alterations to the interior.

²⁹⁴ Minneapolis Building Permit B394489.

²⁹⁵ Minneapolis Building Permit B77067; B78136. Sanborn Fire Insurance Co. maps of 1912 note that the seed warehouse handled seed cleaning.

²⁹⁶ Minneapolis Building Permit B92745.

History

In 1865 William W. Cargill (1844-1909) began his career as a grain buyer with his two brothers in LaCrosse, Wisconsin. The company's rapid expansion may be due partly to the advice of Cargill's grain buying mentor, Jason Easton, who was also president of the Southern Minnesota Extension rail company that was absorbed by the CM&StP in 1880.²⁹⁷ Easton advised Cargill on his grain elevator locations along the rail lines and by 1885 Cargill placed elevators at 39 locations with a total of 62 buildings along the CM&StP.²⁹⁸ When the Cargill Elevator Company incorporated in 1890, it had 71 elevators along two rail lines.²⁹⁹

In 1906, Cargill acquired the Spencer Grain Company's Elevator T to the south of the 3400 Dight property. William Cargill's son-in-law, John H. MacMillan, managed Minneapolis operations in 1903 and facilitated Cargill's expansion in the city.³⁰⁰ As Cargill expanded the Elevator T site in 1907, the neighboring northern land at 3400 Dight Ave. was purchased by the Terminal Elevator Company, a Cargill subsidiary, for its seed business foray. After William Cargill's death in 1909, the company was managed by his brother, John Cargill. In 1912, the firm's name was changed to the Minneapolis Seed Company because Cargill believed "independents and Farmer's Elevators are very strongly prejudiced on the subject of selling seeds to a line company or to any middleman."³⁰¹ The grain laboratory was also located at this site. Although the Cargill organization suffered during WWI, its Seed Division recorded profits of \$13,045 and sales totaling \$1.6 million in 1918.³⁰² Daniel MacMillan was listed as president of the seed division in the 1920s and, while the seed division was a minor piece of the organization, it was a dependable contributor to sales. A set of field seed varieties was developed under the name "Crystal Bran."³⁰³ The grain elevator on this site burned in 1930, but was replaced with a new seed house elevator with a capacity of 47,000 bushels.³⁰⁴



Minneapolis Seed Company (Cargill) postcard, ca. 1910 (MHS).

In 1936, Cargill subsidiaries merged into Cargill Incorporated and plans were made to phase out the seed division. The seed corn research continued in St. Peter, Minnesota, and the grain research laboratory at 3400 Dight Avenue eventually moved to the company's new Minnetonka headquarters in 1956.³⁰⁵ The

²⁹⁷ Wayne G. Broehl, *Cargill: Trading the World's Grain* (Hanover, New Hampshire: Dartmouth College, 1992), 53.

²⁹⁸ Broehl, *Cargill*, 53.

²⁹⁹ Broehl, *Cargill*, 77.

³⁰⁰ Broehl, *Cargill*, 120.

³⁰¹ Broehl, *Cargill*, 121.

³⁰² Broehl, *Cargill*, 250.

³⁰³ Broehl, *Cargill*, 250.

³⁰⁴ Sanborn Fire Insurance Co. Map, 1912.

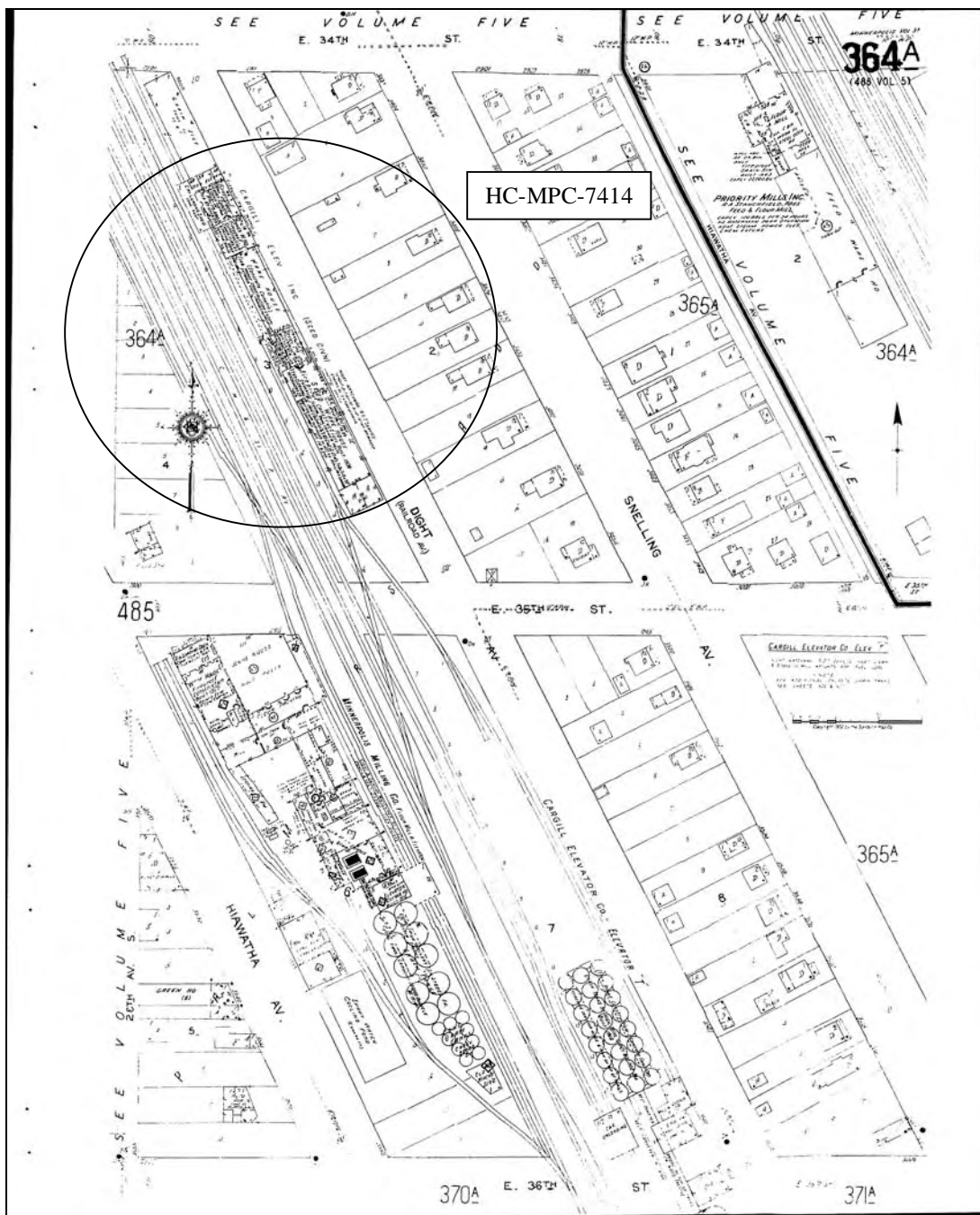
³⁰⁵ Sanborn Fire Insurance Co. Map, 1912.

elevator had already been converted into a feed grinding plant in 1952. Today the property is in use as a warehouse owned by a non-grain entity.

Recommendation

This property received preliminary evaluation using National Register of Historic Places (NRHP) criterion. Individual significance as well as contribution to a potential grain-industry historic district was considered.

The Cargill Elevator appears to meet NRHP Criterion A for its association with the Minneapolis grain industry and the Cargill Company, a multi-national company. This elevator appears to be the first location of Cargill's seed company, which thrived into the 1930s, and the grain research laboratory, which moved to the Cargill corporate headquarters in the 1950s. It is contributing property within a potential Hiawatha Corridor Grain Industry Historic District.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

7.4

Property Name: Checkerboard Elevator

Address: 3716 Dight Avenue

Survey Date: 2/12/08

SHPO Inventory Number: HC-MPC-7417

P.I.N.: 01-028-24-44-0086

Form Prepared by: Carole Zellie and Amy Lucas, Landscape Research LLC



HC-MPC-7417, looking south, 2008.

Description

The Mississippi Elevator located between E. 37th and E. 38th Streets was the first elevator built at this site. Constructed in 1902 for the Butcher and Eaton grain company, the iron-clad elevator and brick powerhouse was built at a cost of \$25,000 and was capable of storing 100,000 bushels.³⁰⁶

In 1912 the Minneapolis Steel and Machinery Company constructed sixteen steel grain bins at the site for the new owner, Banner Grain Company. The 70-foot-tall bins cost \$ 17,000 and measured 21 feet in diameter.³⁰⁷

In 1926, the Fegles Construction Company built ten reinforced-concrete bins for the third owner, Sterling Grain Company, at a cost of \$50,000. These bins were placed to the south of the powerhouse. The bins measured 142 x 65 x 90 feet and held 600,000 bushels.³⁰⁸

The original 1902 powerhouse and elevator burned in 1930. In 1930, the Fegles Construction Company constructed a new reinforced-concrete workhouse for the Searle Grain Company. The workhouse measured 46 x 54 x 180 feet. Four reinforced-concrete bins measuring 52 x 52 x 70 feet were also built at

³⁰⁶ Minneapolis Building Permit B51492.

³⁰⁷ Minneapolis Building Permit B99133.

³⁰⁸ Minneapolis Building Permit B200640; Sanborn Fire Insurance Co. Map, 1930.

the same location.³⁰⁹ In 1930, Fegles also constructed a concrete oat-storage elevator and an additional twelve reinforced-concrete bins, measuring 197 x 76 x 90 feet, at the southern end of the terminal complex.³¹⁰ The Searle Grain Company built a one-story, 20 x 30- foot frame warehouse in 1945, a grain dryer in 1946, and a one-story masonry office building in 1947.

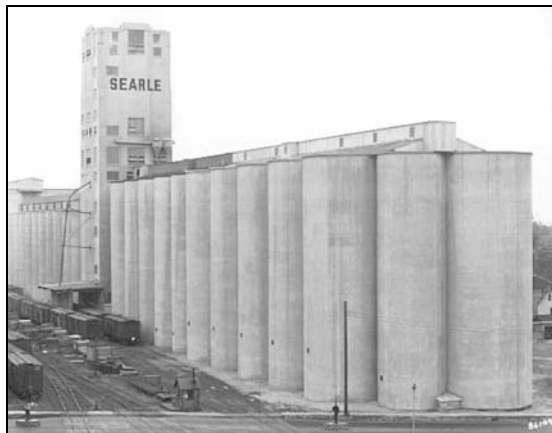
History

The Mississippi Elevator has a long history of changing ownership and management. George Butcher and Charles Eaton built the wood-frame Mississippi Elevator between 37th and 38th streets on the east side of the rail tracks in 1902, but by 1906 James Campbell, Jr. is listed as president of the grain elevator with Eaton acting as manager. Operations had changed again in 1908 with, Crane, Dennis and Eaton, operating the terminal and in 1910 with Harry F. McCarthy acting as grain operator.³¹¹

The Banner Grain Company, headquartered in the Flour Exchange, purchased the elevator in 1912 and added sixteen steel elevators raising the capacity to 700,000 bushels.³¹² John R. Stewart is listed as president of the company with G. F. Briggs as secretary and treasurer.³¹³ The elevator was managed by Edwin B. Brown, who by 1917 was vice-president of the firm.³¹⁴

The Sterling Grain Company, incorporated in 1907, purchased the Mississippi Elevator in 1919.³¹⁵ Robert E. Tearse was president, Charles P. Crangle was vice-president, and Harold H. Tearse was secretary.³¹⁶

The Searle Grain Company purchased the grain terminal in 1930, but the powerhouse and elevator burned the same year. Reinforced-concrete structures were built to replace the powerhouse and elevator and an additional block of twelve reinforced-concrete bins were also constructed.



***Checkerboard Elevator with 1930 Searle
workhouse, ca. 1935 (MHS).***

³⁰⁹ Minneapolis Building Permit B220015.

³¹⁰ Minneapolis Building Permit B218728; B222839.

³¹¹ Minneapolis Chamber of Commerce *Annual Reports* 1908, 1910.

³¹² Minneapolis Chamber of Commerce *Annual Report*, 1913.

³¹³ *Golden Jubilee 1867-1917* (Minneapolis: Chamber of Commerce, 1917), 78.

³¹⁴ *Ibid.*

³¹⁵ Minneapolis Chamber of Commerce *Annual Report*, 1919; *Minneapolis Journal* 22 May 1907, p. 6:1; *Minneapolis Journal* 1 Aug 1907, 6:2.

³¹⁶ Minneapolis Chamber of Commerce *Annual Report*, 1919.

Augustus Leach Searle (1863-1955) got his start as a wheat buyer in Minneapolis in the 1880s and in 1893 was named superintendent of the Peavey-owned Monarch Elevator (razed).³¹⁷ In 1898, Searle operated the Globe Elevator Company and along with two Peavey associates, acquired ownership of the Saskatchewan Elevator Company in 1912. This firm became the Liberty Grain Company in 1918 and controlled 33 elevators.³¹⁸ A third Searle-owned company, the Home Grain Company, was formed in 1914. It began with 15 elevators and by 1923 managed 73 elevators, most concentrated in Alberta, Canada.³¹⁹ In 1921, Augustus Searle and his son, Stewart A. Searle, formed the Searle Grain Company Limited. In 1929, the four line companies in which Augustus Searle held a major interest were brought under the Searle Grain Company Limited. The new company had 277 licensed elevators – 98 from the Saskatchewan Elevator Company, 86 from the Home Grain Company and the rest almost equally from the smaller Liberty and Searle Grain lines. Their capacity totaled nearly 30 million bushels.³²⁰

Searle continued operation into the 1970s and sold the elevator to General Mills in 1975. Like Elevator T to the north, General Mills stores oats for Cheerios at this terminal, renamed the Checkerboard Elevator.

Recommendation

This property received preliminary evaluation using National Register of Historic Places (NRHP) criterion. Individual significance as well as contribution to a potential grain-industry historic district was considered.

According to Robert Frame's NRHP multiple property documentation form, "Grain Elevator Design in Minnesota," all-steel elevator construction of any type dating from the early experimental period (ca. 1895-1920) is potentially eligible for listing in the National Register.³²¹ The 1912 steel storage bins at the Checkerboard Elevator are eligible under Criterion C for embodying a distinctive characteristic of elevator design and engineering, and representing a significant phase in the evolution of terminal elevator engineering and construction.

The elevator appears to be significant under NRHP criterion A for its association with the development of the Minneapolis grain industry. It is contributing property in a potential Hiawatha Corridor Grain Industry Historic District.

³¹⁷ Marion D. Shutter, ed. *History of Minneapolis: Gateway to the Northwest* (Chicago: S. J. Clarke Publishing, 1923), 81.

³¹⁸ "Grain Elevators on the Canadian Prairies" (Saskatchewan Heritage Foundation: 1997), 11.

³¹⁹ "Grain Elevators on the Canadian Prairies," 15.

³²⁰ "Grain Elevators on the Canadian Prairies," 25; August Searle obituary, *Minneapolis Star*, 1 Feb 1955.

³²¹ Robert Frame, "Grain Elevator Design in Minnesota." National Register of Historic Places Multiple Property Nomination Form, 1989, F:6.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.5

Property Name: Nokomis Mill and Elevator

Address: 3501 Hiawatha Avenue

Survey Date: 2/12/08

SHPO Inventory Number: HC-MPC-pending

P.I.N.: 01-028-24-41-0142

Form Prepared by: Carole Zellie and Amy Lucas, Landscape Research LLC



HC-MPC-pending, looking southeast (l) and southwest (r), 2008.

Description

In 1914 James Leck & Company built a brick flour mill, brick packing room, and iron-clad warehouse for miller James C. Andrews and his firm of Yerxa, Andrews & Thurston. The buildings replaced the Minneapolis Glass Company factory (1884) at E. 35th Street and Hiawatha Avenue.³²²

The six-story brick mill measures 215 x 54 x 81 feet. Also in 1914 the Minneapolis Steel and Machine Company built a steel elevator and six steel bins to the south of the mill with a capacity of 225,000 bushels.³²³ The elevators measure 100 x 49 x 103 feet and cost \$26,000.³²⁴ A loading dock was added to the complex in 1945 and the elevator gallery was altered in 1949.

In 1924, engineers Barnett & Record completed an additional eight reinforced-concrete grain bins to the south of the milling complex. These bins measured 70 x 49 x 97 feet and cost \$26,000.³²⁵ A brick and steel engine room was also completed in 1924. In 1927, a third block of elevators was added to the north of the mill for the Minneapolis Milling Company. These seven reinforced-concrete bins, constructed by Barnett & Record, were demolished in 1961 by ADM.

In 1961 a bulk flour storage building, measuring 19.5 x 53.5 x 88 feet, was built to the north of the mill. Multiple additions to the flour storage building have been made since 1970.

³²² Minneapolis Building Permit B109760 (flour mill); Minneapolis Building Permit B392; B2769; B8355 for Minneapolis Glass Company.

³²³ Minneapolis Chamber of Commerce *Annual Report*, 1914; *Weekly Northwestern Miller*, August 19, 1914.

³²⁴ Minneapolis Building Permit B109905.

³²⁵ Minneapolis Building Permit B182897.

History

James Currier Andrews (1867-1924) was a native of New Hampshire. His father, William, was a wholesale dealer in hops and malts. Andrews started his career as an office boy at the Pillsbury Flour Mill Company in 1890. He left in 1914 to start his own milling company, Yerxa, Andrews & Thurston. The mill specialized in durum wheat and had a 2500 barrel-per-day capacity. Andrews remained president of the company until it was sold to the Minneapolis Milling Company in 1922.³²⁶

Dwight Keyes Yerxa (1881-1965) partnered with Andrews and was vice president of the company. Yerxa's father, Michael W. Yerxa, came to Minneapolis in 1878 from Canada and was the first state inspector of grain in Minnesota. Dwight Yerxa began his career with the Morse Grain Company in 1904 and later joined the Pillsbury Flour Company as a traveling salesman. Yerxa returned to the Pillsbury Flour Company after the Nokomis Mill was sold in 1922. In 1923 he was named general manger of the new Pillsbury plant in Buffalo, New York.³²⁷



*(Left) Nokomis Mill, steel elevators at left, ca. 1914.
(Right) Nokomis Mill (Andrews Mill) at left; six steel elevators of Nokomis,
Elevator T (razed), center and Cargill concrete elevator ca. 1914. (MHS)*

When the Minneapolis Milling Company purchased the Nokomis Mill in 1922, its officers included Benjamin B. Sheffield, president; William H. Sudduth, vice-president, and Martin Luther, general manager.³²⁸ The company immediately updated flour milling operations at Nokomis. Besides the construction of eight additional concrete bins, all roller mills were realigned and ten additional rollers were installed. New equipment for the grain cleaning department included wheat washers and the conveying system was switched from screw-type to conveyor belt. The packing floors were rearranged so spring wheat flour was packed on the first floor and durum and offals were packed on the second floor. A special power building was constructed to enclose the new 360-horsepower diesel oil engine. The *Northwestern Miller* noted it was “probably one of the largest oil engines ever installed in a flour mill.”³²⁹

By 1928, the Minneapolis Milling Company, under the direction of Sheffield, was also managing the Commander-Larabee Milling Company and occupied the entire sixth floor of the Minneapolis Chamber of Commerce Building.³³⁰ Nokomis produced the popular “Miss Minneapolis” flour. The entire Commander-Larabee Milling yearly production of 26,800 barrels ranked the company—along with

³²⁶ Marion D. Shutter, ed. *History of Minneapolis: Gateway to the Northwest* (Chicago: S. J. Clarke Publishing, 1923), 422; James Andrews obituary, *Minneapolis Journal* 8 Jan 1924.

³²⁷ Shutter, *History of Minneapolis*, 573.

³²⁸ *Minneapolis Journal*, 11 Nov 1928.

³²⁹ *Northwestern Miller*, 7 Oct 1925, 59.

³³⁰ *Minneapolis Journal*, 11 Nov 1928.

Washburn-Crosby Company, Standard Milling and Pillsbury Milling—as one of America’s largest milling companies.³³¹

ADM purchased the mill in 1961 and built a bulk flour storage building to the north of the original mill. ADM was founded in Minneapolis in 1902 as the Archer-Daniels Linseed Company. In 1923, the firm purchased the Midland Linseed Products Company and formed Archer-Daniels-Midland. In 1925 the company constructed its first elevator in the Minnesota Transfer Railroad area of Southeast Minneapolis. It has expanded into dozens of agricultural and food processing enterprises around the world. ADM continues to mill flour and store grain at the site.³³²

Recommendation

This property received preliminary evaluation using National Register of Historic Places (NRHP) criterion. Individual significance as well as contribution to a potential grain-industry historic district was considered.

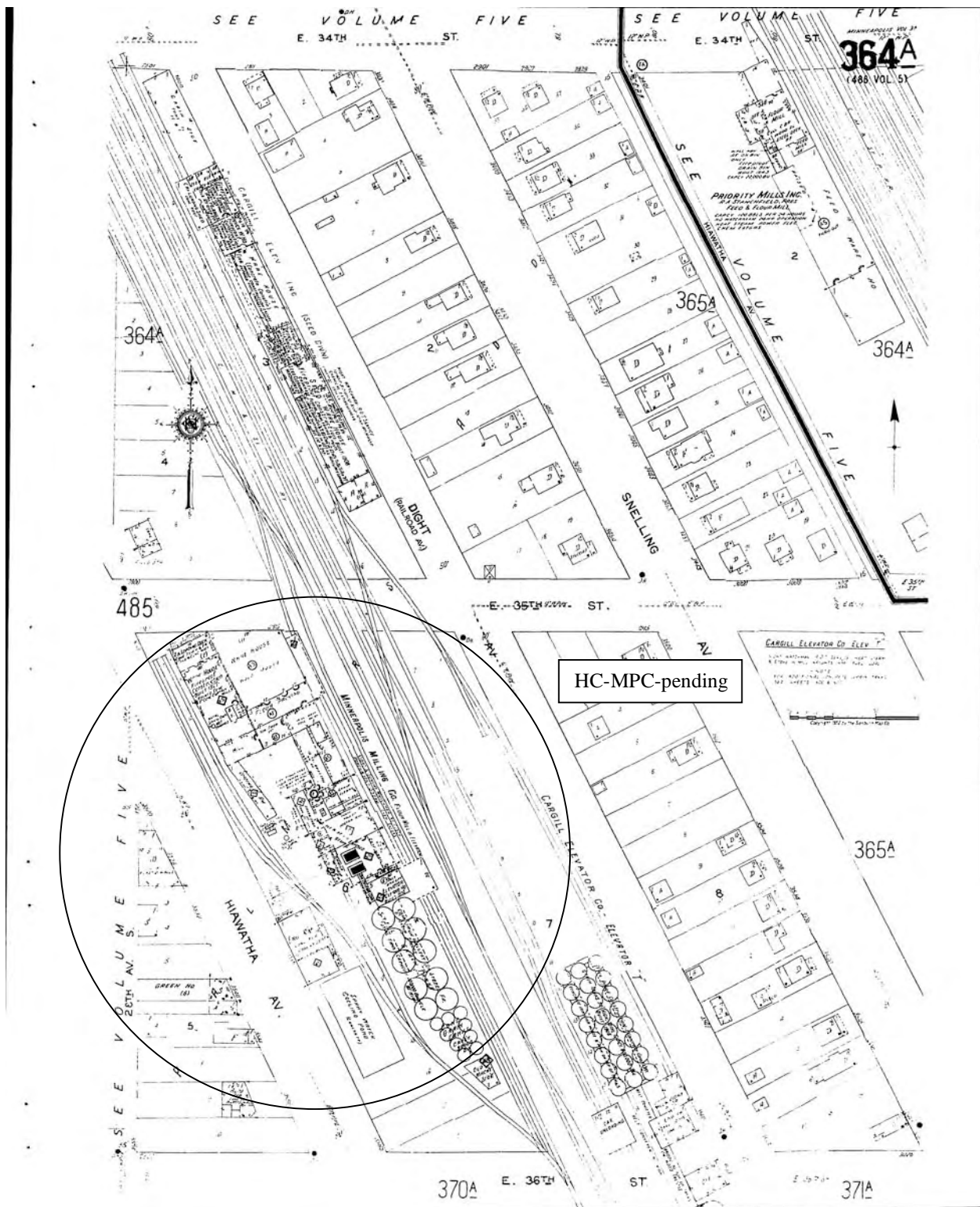
Robert Frame’s National Register Historic Places (NRHP) multiple property documentation form, “Grain Elevator Design in Minnesota,” notes that all steel elevator construction of any type dating from the early experimental period (ca. 1895-1920) is eligible for the National Register of Historic Places.³³³ The 1914 steel elevator and steel bins at the Nokomis Mill qualify the property under National Register Criterion C for embodying a distinctive characteristic of elevator design and engineering and constructed during a significant phase in the evolution of terminal elevator construction.

The mill and elevator appear to be significant under NRHP criterion A for their association with the development of the Minneapolis grain industry. It is contributing property in a potential Hiawatha Corridor Grain Industry Historic District.

³³¹ Charles Kuhlman, *Development of Flour Milling Industry in the United States*, (Clifton, Mass.: A.M. Kelley, 1973), 158-160.

³³² Wayne G. Broehl, *Cargill: Trading the World’s Grain* (Hanover, New Hampshire: Dartmouth College, 1992), 420-450.

³³³ Robert Frame, “Grain Elevator Design in Minnesota.” National Register of Historic Places Multiple Property Nomination Form, 1989, F:6.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.6

Property Name: Atkinson Mill and Elevator

Address: 3745 Hiawatha Avenue

Survey Date: 2/12/08

SHPO Inventory Number: HC-MPC-7407

P.I.N.: 01-028-24-44-0094

Form Prepared by: Carole Zellie and Amy Lucas, Landscape Research LLC



HC-MPC-7407, looking north, 2008.

Description

In 1915 the Atkinson Elevator began operation as a flour mill on the CM&StP at 37th Street and Hiawatha Avenue in 1915. Engineers Barnett & Record constructed four reinforced-concrete bins measuring 74 feet high and 20 feet in diameter, a brick and reinforced-concrete mill measuring 40 x 90 x 84 feet, and a power house measuring 15 x 14 x 28 feet.³³⁴ The original capacity of the elevator was 80,000 bushels. In 1921, Barnett & Record constructed four additional reinforced-concrete grain bins. They measured 41 x 41 x 90 feet. A penthouse was added in 1949.³³⁵ In 1927 Barnett & Record added eight additional reinforced-concrete bins, each measuring 83 x 42 x 85 feet.³³⁶ In 1939, engineer Jones Hettelsater Company constructed a fourth block of reinforced-concrete grain elevators. The elevators measured 144 x 52 x 123 feet, and a gallery was constructed along the top of the bins.³³⁷ All storage bins were added to the north of the original mill, but in 1941 a large reinforced-concrete addition containing bins and a milling warehouse was built on the south side of the mill. This construction measured 31 x 51.75 x 101 feet.³³⁸ ADM Milling took over the mill in 1962. They added a scale pit in 1963 and a penthouse in 1973. Four steel flour bins were constructed on the site in 1984 and ADM continues milling at the site.

³³⁴ Minneapolis Building Permit B118388.

³³⁵ Minneapolis Building Permit B152971; B307839.

³³⁶ Minneapolis Building Permit B205621; B206053.

³³⁷ Minneapolis Building Permit B257963; B258033; B258716.

³³⁸ Minneapolis Building Permit B52749.

History

The *Weekly Northwestern Miller* of 1915 reported on William Atkinson's recent mill construction and the original milling equipment furnished by the Strong-Scott Manufacturing Company which included "16 double sets of rolls, three sifters, eight centrifugal reels, eight purifiers, two round reels, two Niagara bran and shorts dusters, one McDaniel separator" and "automatic scales on both wheat and flour going to the bins."³³⁹ The entire mill was powered with electricity that drove the 300-horsepower motor provided by Allis-Chalmers Manufacturing, and eight Wagner motors that controlled the cleaners, shovels and car puller. The mill produced 1,000 bushels of flour a day and "embodied the most advanced ideas as to milling;" it was "designed to produce a high quality of flour with the greatest possible economy."³⁴⁰



Atkinson Mill and Elevator in 1939 (MHS).

Before embarking on his own mill, William Atkinson spent 32 years with the Washburn-Crosby Company operating the Royal Milling Company in Great Falls, Montana and the Washburn-Crosby Milling Company in Louisville, Kentucky.³⁴¹ William and his younger brother, Frederick Atkinson, left Chicago for Minneapolis in 1876 as children. Their father, Richard, was a spring maker for the CM&StP. Both started as office runners for the Washburn-Crosby Company in the 1880s, and in 1892 William offered his position as head of the selling department to Frederick.³⁴² Frederick stayed with the Washburn-Crosby Company for 42 years and was vice president of Gold Medal Flour in 1914.³⁴³ The younger William Atkinson's son, Frederick, operated the mill with his father and developed two milling patents for the production of the popular Freedom Flour and NW Special Flour. Known as a pioneer in flour movement, Frederick Atkinson continued to operate the mill after his father's death in 1955. In 1953 the "Atkinson Temperature Method" invented three measuring and temperature devices on the rollers. This eliminated the need for the grinding roller operator to test the temperature and sharpness of grain.³⁴⁴ The following year, the "Atkinson System" developed a new and more efficient application of air pressure to "fluidize" flour to flow readily in high concentration through a hose.³⁴⁵

Archer-Daniels-Midland (ADM) purchased the Atkinson mill in 1962 and continues milling operations at this facility and at the Nokomis elevator. ADM was founded in Minneapolis in 1902 as the Archer-

³³⁹ *Weekly Northwestern Miller*, 8 Dec 1915, 655.

³⁴⁰ *Ibid.*

³⁴¹ Shutter, 777.

³⁴² Frederick Grant Atkinson, *A Fascinating Game: Autobiographical Excerpts from the Writings of Frederick G. Atkinson* (Minneapolis: Private Printing, 1940), 43.

³⁴³ Atkinson, *A Fascinating Game*, 67.

³⁴⁴ *Minneapolis Star*, 6 June 1953.

³⁴⁵ *Minneapolis Star*, 20 Nov 1954.

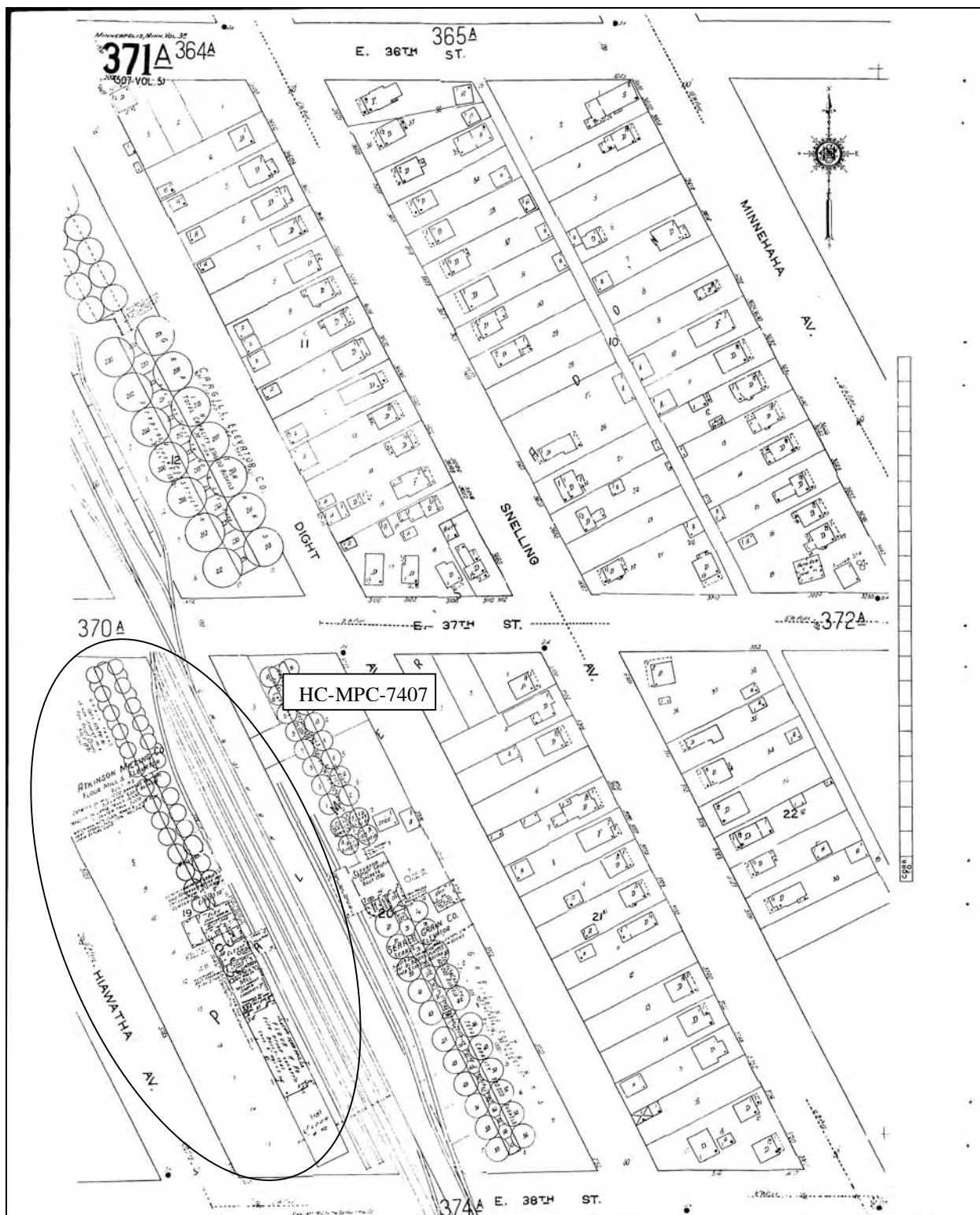
Daniels Linseed Company. In 1923, the firm purchased the Midland Linseed Products Company and formed Archer-Daniels-Midland. In 1925 the company constructed its first elevator in the SEMI area of Minneapolis in 1925 and has expanded into dozens of agricultural and food processing enterprises around the world.

Recommendation

This property received preliminary evaluation using National Register of Historic Places (NRHP) criterion. Individual significance as well as contribution to a potential grain-industry historic district was considered.

The Atkinson Mill played an important role in Minneapolis flour production and is an intact example of a flour mill and receiving elevator. Frederick Atkinson also developed his milling patents, Atkinson Temperature Method and Atkinson System, at this mill. These innovations had a national impact on the flour production process.

The mill and elevator appear to be significant under NRHP criterion A for their association with the development of the Minneapolis grain industry. It is contributing property in a potential Hiawatha Corridor Grain Industry Historic District.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.7

Property Name: Purina Mills

Address: 3815 Hiawatha Avenue

Survey Date: 2/12/08

SHPO Inventory Number: HC-MPC-7408

P.I.N.: 12-028-24-11-0182

Form Prepared by: Carole Zellie and Amy Lucas, Landscape Research LLC



HC-MPC-7408, looking southwest, 2008.

Description

In 1916, the American Flour and Cereal Mill Company built a four-story brick and concrete flour mill at E. 39th Street and Hiawatha Avenue. Engineer James Leck built the mill and six reinforced-concrete bins in 1917.³⁴⁶ The original mill building may have been removed as part of a 1972 large-scale plant renovation.³⁴⁷

Ralston Purina purchased the property in 1923 and hired Jones Hettelsater to build a five-story reinforced-concrete warehouse and office building (razed).³⁴⁸ In 1928 Hettelsater built a reinforced-concrete workhouse and grain elevator to the north of the mill as well as a substation, brick and concrete warehouse and scale pit.³⁴⁹ Another brick and concrete warehouse was built in 1930.³⁵⁰ The company built warehouses in 1947 and 1954 and a train shed in 1957.³⁵¹

The construction company, McKenzie-Hague Gills, renovated the Purina plant in 1972 and added a tank foundation, truck receiving pit, scale and a mill process building.³⁵² Bulk storage bins were added to the mill in 1981 and 1991.

History

³⁴⁶ Minneapolis Building Permit B124080; B129241.

³⁴⁷ Charlene Roise and Penny Petersen, "Purina Mills Complex: An Assessment of National Register Eligibility," January 2007, 22. On file, Minnesota State Historic Preservation Office.

³⁴⁸ Minneapolis Building Permit B173096 9/17/1923; B173300, 9/21/1923.

³⁴⁹ Minneapolis Building Permit B211071 6/8/1928; B211855 7/2/1928.

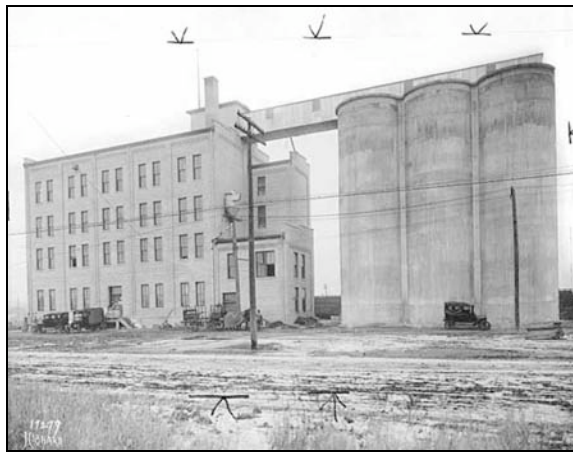
³⁵⁰ Minneapolis Building Permit B224086, 9/17/1930.

³⁵¹ Roise and Petersen, "Purina Mills Complex," 22.

³⁵² Minneapolis Building Permit B433673; B433728; B437896; B437827.

In 1916, the American Flour and Cereal Mills Company purchased land at 3815 Hiawatha Avenue from the Huhn Elevator Company, which retained the Huhn complex to the south. The Clarx Milling Company, organized by Thomas Clark in the same year, is listed as operating the mill of the American Flour and Cereal Mills Company.³⁵³ Clark's mill produced 1,000 to 1,300 barrels per day. James R. Stewart of the Banner Grain Company acquired the Clarx Mill in a receiver's sale in 1921. Stewart immediately turned the property over to Hans Sorenson who sold the mill complex to Ralston Purina in 1923.³⁵⁴

Ralston Purina of St. Louis operated the site as a feed mill from 1923 until 1993. In the 1910s Ralston Purina sales grew from \$1.2 million to \$26 million making it the largest feed mill producer in the country. The company president, William Danforth, retired in 1932 and his son, Donald, continued to expand the company. The company went public in 1947 and recorded annual sales of \$400 million in 1956, but by the 1980s the older plants were being closed or modified.³⁵⁵ In 1986 Ralston Purina focused on consumer products and spun off the feed division into a subsidiary company, Purina Mills. The plant at 3815 Hiawatha stayed with Purina Mills until 1993 when it was sold to a Texas investment company.³⁵⁶



Left: Clarx Milling Company (later Purina Mills) ca. 1918; at right, Purina Mills in 1951 (MHS).

Recommendation

The Purina Mills complex was evaluated by Hess, Roise and Company in January 2007. This evaluation concluded that the Ralston Purina Company was a leader in the development of the commercial feed industry and that the property meets National Register Criterion A in the area of Agriculture. Historic integrity was compromised with the loss of the 1916 mill building and, therefore, the property does not qualify for individual listing in the National Register of Historic Places (NRHP).

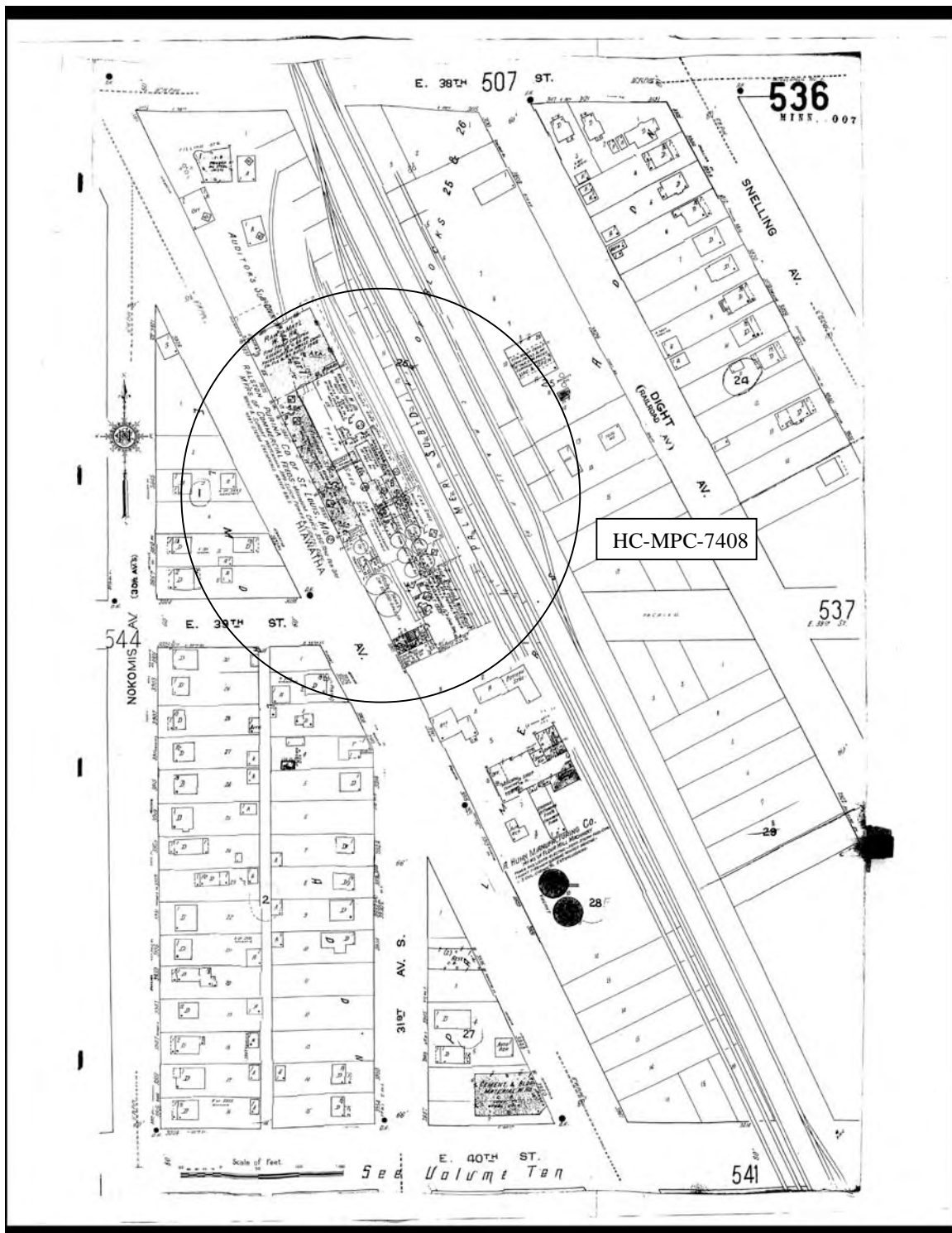
Although evaluated as not individually eligible for the NRHP, the property appears to be significant under NRHP criterion A for its association with the development of the Minneapolis grain industry. It is contributing property in a potential Hiawatha Corridor Grain Industry Historic District.

³⁵³ Roise and Peterson, "Purina Mills Complex," 4.

³⁵⁴ Roise and Peterson, "Purina Mills Complex," 6.

³⁵⁵ Roise and Peterson, "Purina Mills Complex," 9.

³⁵⁶ Roise and Peterson, "Purina Mills Complex," 9.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

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Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.8

Property Name: Farmers Union Grain Association Elevator M

Address: 3333 E. 41st Street

Survey Date: 2/12/08

SHPO Inventory Number: HC-MPC-7420

P.I.N.: 07-028-23-23-0069

Form Prepared by: Carole Zellie and Amy Lucas, Landscape Research LLC



HC-MPC-7420, looking east, 2008.

Description

The Farmers Union Grain Association built Elevator M in 1930 on a triangular parcel at the intersection of Hiawatha and 41st Street. The elevator consists of reinforced-concrete bins, concrete scale, conveyor gallery and attached loading sheds and has a capacity of 2 million bushels. The 17 grain-storage bins measure 60 x 276 x 90 feet and are organized in an L-plan. Head house (elevator house) operations were designed with a “working floor” on the first level, grain cleaning on second, bin storage on the third and distribution on the fourth level.³⁵⁷ Permit records indicate that the scale house, measuring 62 x 18 x 22 feet, was constructed in 1933 and the attached stair tower was completed in 1956. A mechanical room measuring 10 x 10 x 8 feet was added to the top of the elevators in 1960. The attached metal buildings include a truck-loading shed constructed in 1978 and a storage building completed in 1989. A mural was painted on the concrete bins in 1991.³⁵⁸

History

In 1901 L. O. Hickok built an elevator for Cole Henderson & Company. Measuring 28 x 36 x 40 feet, it resembled a tall barn. The Minnehaha Elevator was purchased by the Canton Grain Company in 1905. The company renamed it Elevator M.³⁵⁹ Edward Nutter was listed as the president of the Canton Grain Company and J. L. Walter was Secretary and Treasurer.

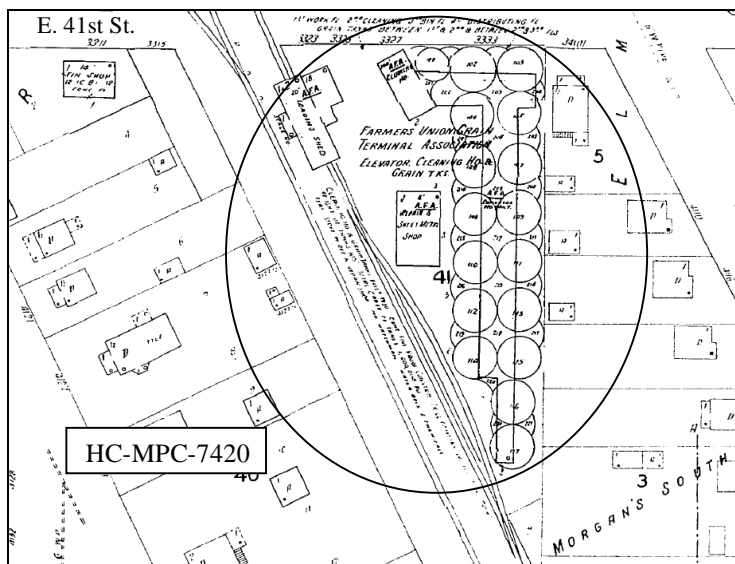
In 1908 the building received a wood frame addition that increased the 30,000-bushel storage capacity to 60,000 bushels. An office addition was made in 1913. The 1925 Minneapolis Chamber of Commerce *Annual Report* notes that there were only two public elevators in the city; one being Elevator M managed

³⁵⁷ Sanborn Fire Insurance Co. Map, 1930.

³⁵⁸ Minneapolis Building Permit B222078; B235430; B354860; B372358; B478356.

³⁵⁹ The 1912 Sanborn Fire Insurance Co. Map labels the elevator as the Minnehaha Elevator, but the Canton Grain Company purchased the elevator in 1905 and Chamber of Commerce *Annual Reports* refer to the structure as Elevator M in 1905.

by L. A. Caswell for the Canton Grain Company.³⁶⁰ In 1930 the Farmers Union Grain Association purchased the elevator and replaced the wood-frame elevator with a concrete elevator and seventeen reinforced-concrete bins. The Farmers Union Grain Association was established in 1926 with the support of the National Farmers Union to directly market farmers' wheat with the private grain trade.³⁶¹ Acting as the general manager for 42 years, Myron William (Bill) Thatcher grew the organization into one of the strongest farmers co-op in the country. The co-op's success is also contributed to that of Dwayne Andreas, who left as Cargill's director of oil division in 1952 to run his family's vegetable oil business and later became an executive with the Grain Terminal Association. Andreas later became the Chief Executive Officer of Archer-Daniels-Midland Company.³⁶² In 1983 the Grain Terminal Association and the North Pacific Grain Growers merged to form Harvest States Cooperatives. In 1998 Cenex (formerly the Farmers Union Central Exchange of South St. Paul) merged with Harvest States to form Cenex Harvest States Cooperatives. In 1996 the capacity of the elevator was 1,331,000 bushels.³⁶³



Farmers Union Grain Terminal (Elevator M) in 1930 (MHS).

Sanborn Fire Insurance Map 1930, Elevator "M" Farmers Union Grain Terminal Association. 1912 Sanborn, updated 1952.

Recommendation

This property received preliminary evaluation using National Register of Historic Places (NRHP) criterion. Individual significance as well as contribution to a potential grain-industry historic district was considered.

Farmers' elevators were organized by farmers' cooperatives to bypass the expensive marketing of private companies. Elevator M is significant as the only farmers' cooperative-owned elevator along the Hiawatha Corridor. It appears to be significant under NRHP criterion A for its association with the development of the Minneapolis grain industry. It is contributing property in a potential Hiawatha Corridor Grain Industry Historic District.

³⁶⁰ Minneapolis Building Permit B49327; B77855; Minneapolis Chamber of Commerce *Annual Report*, 1925.

³⁶¹ Dan Morgan, *Merchants of Grain* (New York: The Viking Press, 1979), 78.

³⁶² Broehl, *Cargill*, 763.

³⁶³ Dave Kenney, *The Grain Merchants: An Illustrated History of the Minneapolis Grain Exchange* (Afton, MN: Afton Historical Society Press, 2006), 120.

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.9

Property Name: General Electric Transformer Station

Property Address: 3147 Hiawatha Avenue

Survey Date: 2/12/08

SHPO Inventory Number: HC-MPC-4107

P.I.N.: 01-028-24-12-0080

Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-4107, looking east, 2008.

Description

This two-story transformer station is located on the east side of Hiawatha Avenue adjacent to the Modern Foundry (3161 Hiawatha Avenue) at the northeast corner of E. 32nd Street. The structure is clad in dark buff brick and rests on a raised concrete and brick foundation. The building has a flat roof and the elongated windows have been filled with brick and glass block. The deep cornice and banded trim at the foundation are concrete.

History

The Minneapolis General Electric Company constructed a transformer station at 3147 Hiawatha Avenue in 1911 and built this replacement in 1916.³⁶⁴

Minneapolis General Electric Company was created in 1893 after the Edison Light and Power Company purchased the Minnesota Brush Electric Company.³⁶⁵ Henry Marison Byllesby purchased the Minneapolis General Electric Company in 1912 and changed its name to Northern States Power Company. Excel Energy now owns the property.

Evaluation

This property requires further research and evaluation to determine the significance of its association with the Hiawatha Avenue industrial corridor and the Minneapolis utility industry.

³⁶⁴ Minneapolis Building Permit B96442 12/22/11; Minneapolis Building Permit B122036, 5/20/16.

³⁶⁵ Marion D. Shutter, *History of Minneapolis: Gateway to the Northwest* (Chicago: S.J. Clarke, 1923), 164.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.10

Property Name: Modern Foundry Company
Property Address: 3161 Hiawatha Avenue
Survey Date: 2/12/08
SHPO Inventory Number: HC-MPC-7505
P.I.N.: 01-028-24-12-0081
Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-7405, looking east, 2008.



HC-MPC-7405, looking west, 2008.

Description

This one-story building complex is located at the northeast corner of Hiawatha Avenue and E. 32nd Street. The concrete and brick structures rest on concrete foundations. The west and south-facing elevations are clad in painted brick; decorative stringcourses and raised panels embellish the high parapet. The stepped parapet on the west elevation conceals a taller gable-roofed structure. Multi-paned glazing fills some window openings.

History

The Modern Foundry was built by George Adams in 1920 at a cost of \$3,000.³⁶⁶

Acme Foundry has occupied the building since 1931. The firm was founded in northeast Minneapolis in 1913.³⁶⁷ During the 1920s the company president was Harold Bierman and in 1931 the firm moved to the former Modern Foundry building. Harlan Bursch succeeded Bierman as president and owner, and the building was expanded.³⁶⁸ The Acme Foundry Company continues to manufacture gray iron castings at this location.

Evaluation

This property requires further research and evaluation to determine the significance of its association with the development of the Hiawatha Avenue industrial corridor and the Minneapolis foundry industry.

³⁶⁶ Minneapolis Building Permit B143445, 7/16/20.

³⁶⁷ *Business and Industry Magazine* (July 1995).

³⁶⁸ Company history accessed 1/11/08 as <http://www.acmefoundry.com/feature4.htm>



Sanborn Fire Insurance Co. Map (1912, updated 1951)

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.11

Property Name: Lake Street Sash and Door Factory
Property Address: 4001 Hiawatha Avenue; 4041 Hiawatha Avenue
Survey Date: 2/12/08
SHPO Inventory Number: HC-MPC-7510
P.I.N.: 07-028-23-23-0013
Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-7410, looking southeast, 2008.

Description

The Lake Street Sash and Door factory is located on the east side of Hiawatha Avenue and extends the length of the block between E. 40th and 41st Streets. The factory complex is comprised of three buildings. The property at the corner of Hiawatha Avenue and E. 40th Street is a two-story, flat-roofed brick structure. Some wood sash remains in the paired window openings. A Moderne Style entrance placed at the corner is faced with smooth stone. An adjoining, flat-roofed three-story brick building is placed to the south this two-story structure. This building retains some original sash in window openings. Three gable-roofed corrugated metal sheds are joined to the south elevation of the three-story building.

History

In 1926 the Hiawatha Manufacturing Company built a one-story brick building at the southeast corner of Hiawatha Avenue and E. 40th Street.³⁶⁹ The factory was sold to the Lake Street Sash and Door Company and the following year the company added a second floor.³⁷⁰ Later additions to the south included a three-story brick building and three storage sheds.

Lake Street Sash and Door was founded by Helmar Knudsen (1881-1970). The company began in 1916 at 3121-47 Hiawatha.³⁷¹ The company moved to its new factory at 4001 Hiawatha in 1926. The firm's buildings would eventually extend the length of the block, and remained in business until 1964. A decline in custom home building was among factors leading to its demise.³⁷² The site is currently occupied by multiple companies; the sheds are occupied by American Carton and Polybag Company.

³⁶⁹ Minneapolis Building Permit B195338, 3/17/26.

³⁷⁰ Minneapolis Building Permit B203451, 4/11/; B208638, 1/31/28.

³⁷¹ Minneapolis Building Permit B195338; B203452 for 4001 Hiawatha Avenue factory.

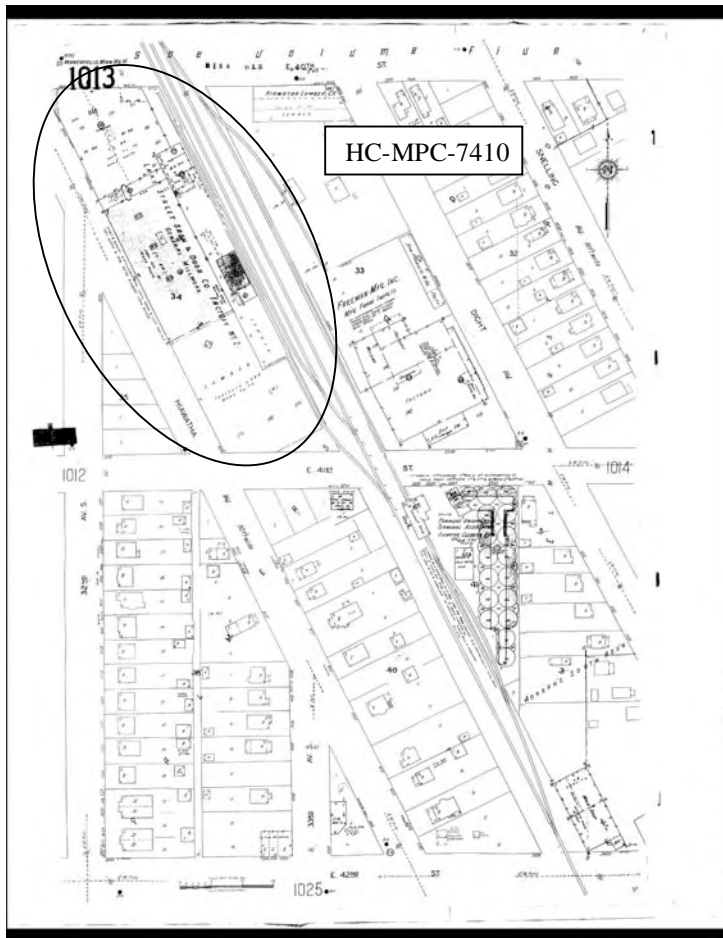
³⁷² *Minneapolis Star*, 17 April 1964.

Evaluation

This property requires further evaluation to determine the significance of its association with the development of the Hiawatha Avenue industrial corridor and the Minneapolis sash and door industry.



Lake Street Sash and Door Co., 4001 Hiawatha Avenue, ca. 1940; with second-floor addition at right, ca. 1950.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.12

Property Name: Minneapolis Fire Station #21
Property Address: 3006 Minnehaha Avenue (3010)
Survey Date: 2/12/08
SHPO Inventory Number: HC-MPC-4189
P.I.N.:
Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-4189, looking northwest, 2008. Building shown during exterior renovation.

Description

This east-facing, two-story brick building is located in a commercial area near the north end of the block, just south of E. Lake Street. It occupies Lot 16 and the south 17 feet of Lot 17 of Coplin's Rearrangement of Block 1 in Griswold's 3rd Addition. The flat roof is has a shallow brick parapet. A pyramidal-roofed wood bell tower is located above the central bay of the facade. The façade clad in red brick, while the other elevations are cream brick. The main elevation has three bays. The upper story wall below the parapet is filled with patterned brick panels flanked by name plaques reading MFD No 21 and AD 1894. The central bay is slightly recessed and has three rectangular windows that contain double-hung sash. The end bays contain a single rectangular window with double-hung sash. The former apparatus door in the central bay has been infilled with fixed glass windows and brick. A single glass door and one window flank the central bay. The window has been infilled with glass block. A rusticated stone beltcourse extends across the façade above the first-story windows. A wood roof replaced a cast iron balconet supported by brick corbels, which shelters the apparatus door location in the central bay. (This feature appears to be undergoing restoration in 2008-09.) Window openings on the east-facing façade have flat lintels with brick voussoirs and rusticated limestone sills. The secondary elevations have segmental-arched lintels. Some window openings have glass block infill; others contain replacement metal sash. The original 35 x 88-foot building has one-story, concrete-block rear additions dating from 1969 and 1970. The building was undergoing renovation in 2008-2009.³⁷³

History

Fire Station #21 (also Hook and Ladder #8) served the industrial and residential area south of Lake Street between 1894 and 1961. The site was previously occupied by a wood frame store erected by O.T. Foss in

³⁷³ <http://www.patrickscabaret.org/about/building.shtml>.

1887. After 64 years of service, planning for station replacement began in 1958. The station was decommissioned in 1961 and replaced by a new facility at 3209 E. 38th Street. At the time of its decommissioning in 1961, it was designated Engine Company #21. The building subsequently housed a furniture warehouse (1961-1963), then the Firehouse Theater Company (1963-1969), and then the Minnehaha Furniture Store (1969-1981). Since 1999 it has housed Patrick's Cabaret, a performing arts space, which is its present use.

Significance

In 1894, after a controversial decision to locate at the city's southern edge, the building housed Chemical 10, a horse-drawn unit with a crew of three to six firefighters. The original company was replaced by Hose #21 in 1901 and Hook and Ladder #8 in 1906.³⁷⁴ The development of this station accompanied the growth of South Minneapolis. It was initially a chemical engine company, which relied on support from other stations to extinguish fires. The addition of a hose engine in 1901 and then a ladder unit enhanced its ability to serve the neighborhood that grew significantly after 1900. A 1981 study noted that this station "was one of the last Minneapolis firehouses to become fully motorized," relying on horse-drawn equipment until ca. 1922.³⁷⁵

The simple design of the station reflected the practice undertaken by the City of Minneapolis after 1893 to design and build all of its stations.

Evaluation

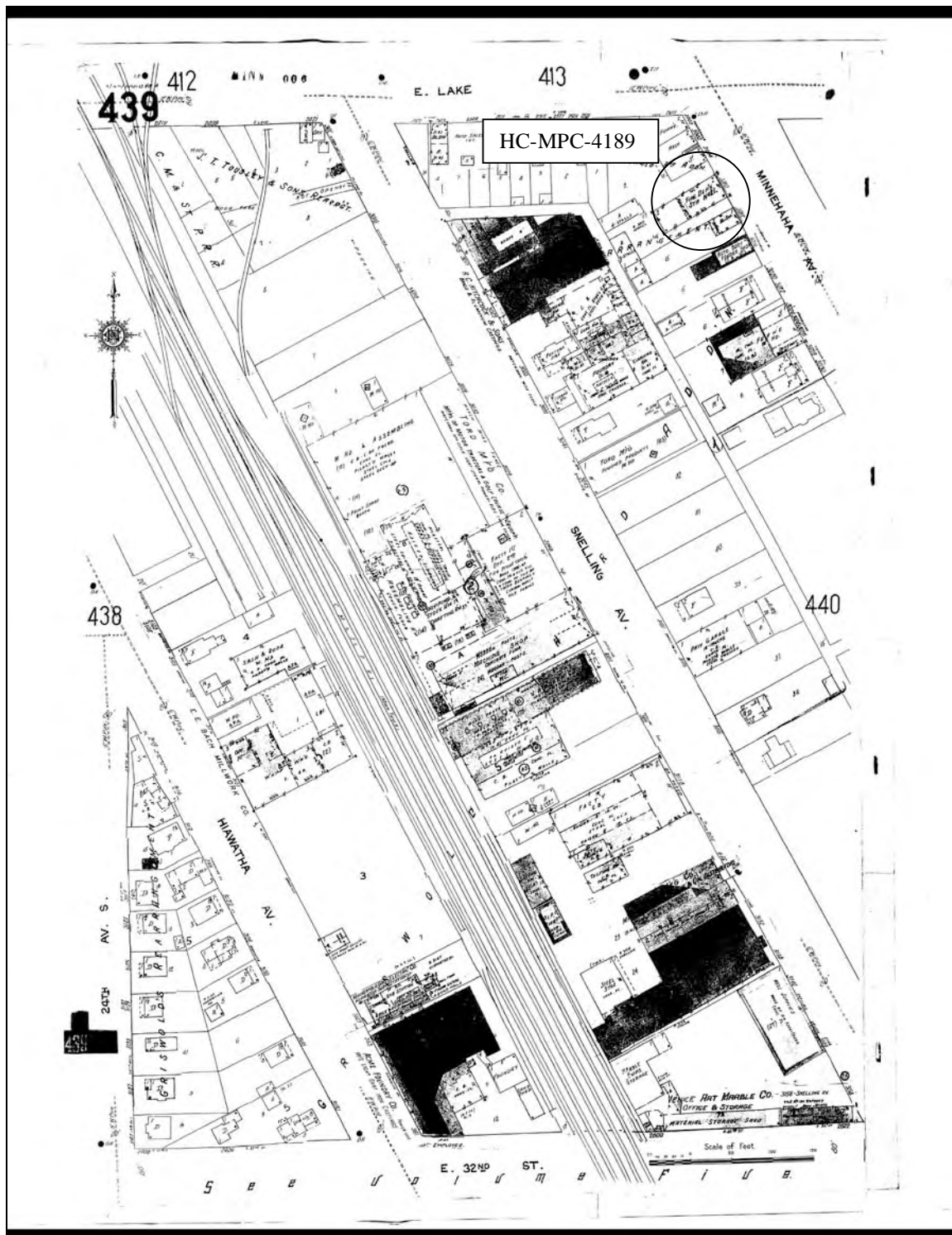
There have been several studies of this property's historical significance. In 1985, a Minneapolis Heritage Preservation Commission study concluded that Fire Station #21 was locally significant as representative example of fire station design in Minneapolis during the late 19th and early 20th centuries, and for its association with the horse-drawn era.³⁷⁶

This property appears to be potentially eligible for the NRHP under Criterion A for its association with the development of fire protection in late 19th-century Minneapolis. Despite the infill of the apparatus door, the building appears to retain a good level of exterior integrity. As indicated in NRHP Bulletin 15, the seven aspects of integrity to be considered when evaluating the ability of a property to convey its significance are location, design, setting, materials, workmanship, feeling, and association. The quality of location is excellent and setting is good. The building retains a good level of materials, workmanship, feeling, and association; recent renovations have restored features such as the masonry façade and the balconet and bell tower.

³⁷⁴ Ira Keer, "Minneapolis Fire Station No. 21 Draft NRHP Nomination Form," 1981, n.p. On file, Minnesota State Historic Preservation Office; Minneapolis Building Permit B32644, 5/17/94.

³⁷⁵ Ibid, n.p.

³⁷⁶ Minneapolis Heritage Preservation Commission Designation Form, 8/31/1985. On file, Minnesota State Historic Preservation Office.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

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Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.13

Property Name: Minneapolis Fire Station #24
Property Address: 4501 Hiawatha Avenue
Survey Date: 2/12/08
SHPO Inventory Number: HC-MPC-7413
P.I.N.: 07-028-23-34-0134
Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-7413, looking east, 2008.

Description

This two-story, painted brick building is located at the southeast corner of E. 45th Street and Hiawatha Avenue. The flat roof is terminated with a shallow parapet and a prominent painted metal cornice at the west-facing, main elevation. This elevation has three bays arranged around the former apparatus door, which is now filled with a modern aluminum entrance. Rectangular windows with flat lintels and sills are evenly spaced across the façade. Some four-over-four wood sash remains in segmental-arch window openings at the other elevations. A full-size, two-sided advertising billboard is placed on the roof.

History

In 1907, Fire Station #21 at 3006 (3010) Minnehaha Avenue was relieved of south sector duty by this station. Contractor Hoglund Brothers erected the building, which measures 30 x 79 feet and was constructed for approximately \$11,000.³⁷⁷ The utilitarian building was designed by the Minneapolis Department of Buildings staff. It received an addition at the south elevation by a subsequent owner in 1951. The building was decommissioned in the 1930s and next housed Gopher Equipment and Supply Co., a road machinery equipment dealer.³⁷⁸

Significance

Minneapolis Fire Station #24 was completed just as Snelling Avenue was becoming known as a small African American community. Many of its residents were employed by the CM&StP Railroad or in other businesses in the E. Lake Street area. The staffing of the new station, then in an area still with relatively little residential development, became controversial because some white neighborhood residents did not want the station to be comprised exclusively of black firemen. The Minneapolis fire chief issued a

³⁷⁷ Minneapolis Building Permit B70574 2-28-07; addition B324982 12/6/51.

³⁷⁸ Minneapolis city directories.

statement that the station was meant to be a “colored fire company.”³⁷⁹ Another argument was made by some City Council members, who objected that it was “an affront to the colored members of the force, who are credited with being first-rate men, to segregate them in one station.” They felt that the station should be a “berth for the older members of the force who would welcome a relief from the constant strain of downtown duty.”³⁸⁰ A petition signed by 60 women, all area residents, supported the assignment of the black firemen to the station.³⁸¹

Evaluation

Although this property requires further study of the significance of its relationship to the early 20th-century growth of the Minneapolis Fire Department and the area’s African American community, it appears to be significant under Criterion A for its association with the city’s “colored fire companies” and its association with the development of fire protection in early 20th-century Minneapolis. Despite the infill of the apparatus door and the rooftop billboard, the building appears to retain a good level of exterior integrity. As indicated in NRHP Bulletin 15, the seven aspects of integrity to be considered when evaluating the ability of a property to convey its significance are location, design, setting, materials, workmanship, feeling, and association. The quality of location is excellent and setting is good. The building retains a good level of materials, workmanship, feeling, and association.

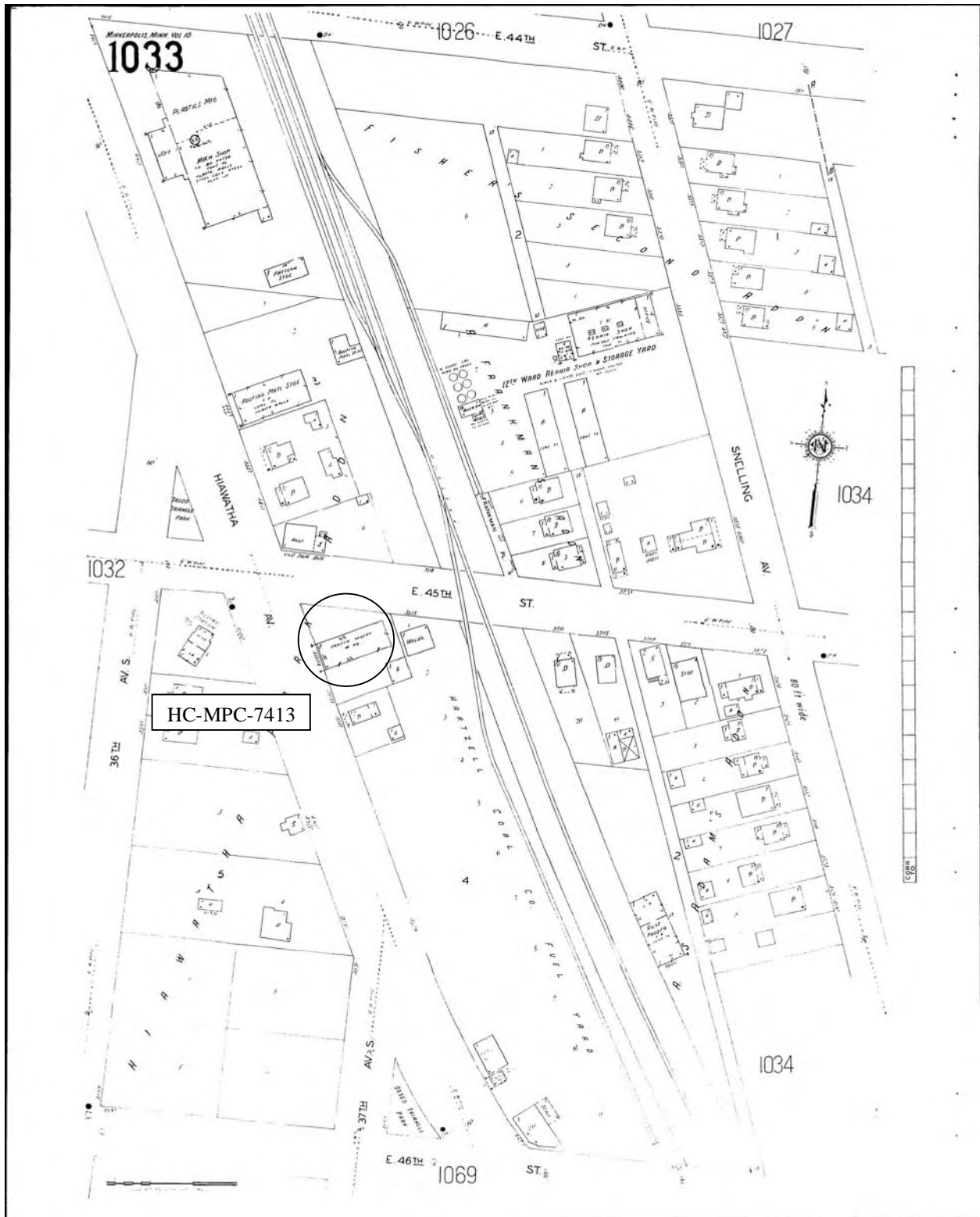


Fire Station #24 (1907), 4501 Hiawatha Avenue in 1910, in 2008, looking south.

³⁷⁹ “Minnehaha Residents Object,” *Minneapolis Journal* 13 July 1907; “Fire Chief Explains Men,” *Minneapolis Journal* 23 July 1907.

³⁸⁰ “Haha Objects to Colored Firemen,” *Minneapolis Journal* 13 July 1907, 7.

³⁸¹ “Women Back Firemen: Petition of Sixty Stands by Colored Employees,” *Minneapolis Tribune* 6 Aug 1906:6.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

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Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.14

Property Name: St. James AME Church
Property Address: 3600 Snelling Avenue
Survey Date: 2/12/08
SHPO Inventory Number: HC-MPC-4254
P.I.N.: 07-028-23-34-0134
Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-4254, looking east, 2008.

Description

This 1958, one-story, stucco-clad building is located near at the southwest corner of Snelling Avenue and E. 36th Street. The low-pitched roof has exposed beams at the eaves and is clad in composition shingles.

Narrow wood trim divides the east-facing façade into panels at either side of the central entry. The entry is surmounted by a large glazed transom. The north and south elevations contain a pair of grouped windows flanked by two single windows. Glass block windows light the basement level.

History

This church was built in 1958 and has continuously been occupied by the St. James AME congregation.

Significance

In 1958 St. James AME Church was built at the heart of the small Snelling Avenue African American community at 3600 Snelling Avenue. At this time the neighborhood was enjoying a post-war employment boom with new jobs in area manufacturing firms. At that time the congregation numbered 71 and raised about \$9,000 for the new structure.⁴⁰¹

Beginning with the first residents in ca. 1895 who occupied houses near the South Minneapolis rail yards and foundries, Snelling Avenue has been recognized by historians as a small but persistent African-American community with a high rate of home ownership. Many early residents were employed as railroad porters and dining car waiters, and in a variety of other positions in area industries. The surrounding African American community has generally been concentrated on the 3400 through 3700 blocks of Snelling and adjoining Minnehaha and Hiawatha Avenues; the location of the new church building in 1958 recognized its importance.

The church has had many homes. St. James African Methodist Episcopal Church was formally organized in St. Anthony in 1863 and was the first African American church established in Minnesota.⁴⁰² The congregation's first house of worship was in a church formerly occupied by whites at 6th Avenue S.E. and 2nd Street.⁴⁰³ Rev. W. Hedgeman was the first pastor. A storefront location followed, with a new church next erected at 1st Ave. S.E. and 2nd Street. The congregation next moved across the river to a storefront location in Minneapolis at 411 5th Avenue S. In 1881, St. Peter's African Methodist Episcopal Church was organized out of St. James.⁴⁰⁴ In 1892 the St. James congregation erected a red brick edifice at 4th Street and 8th Avenue S. The property was bordered by the Rock Island Railroad, however, and was crowded out by rail expansion. The congregation moved into a succession of rented properties during the next decades. In 1918 they purchased a former synagogue at 314 15th Avenue S. This would be their home for almost 40 years.



St. James AME, 314 15th Ave. S., 1936



St. James AME, 3600 Snelling Avenue (1958), 1975.

In 1926 the St. James congregation numbered about 136, and members came from several neighborhoods in the city. At least two residents of Snelling Avenue were members: Hattie Hoffman (Holofchak) and

⁴⁰¹ "Struggle for Survival by Minnesota's Oldest Negro Church Recalled," *The Spokesman*, 25 April 1958, 1.

⁴⁰² *Historical Souvenir of the 55th Anniversary of St. James A.M.E. Church, Minneapolis, Minnesota* (Minneapolis: St. James A.M.E.), 1926; Thomas L. Dynneson, "The Negro Church in Minneapolis," (M.Ed. thesis, Macalester College, 1968), 26.

⁴⁰³ Taylor, "The Blacks," 76.

⁴⁰⁴ Dynneson, "Negro Church," 45.

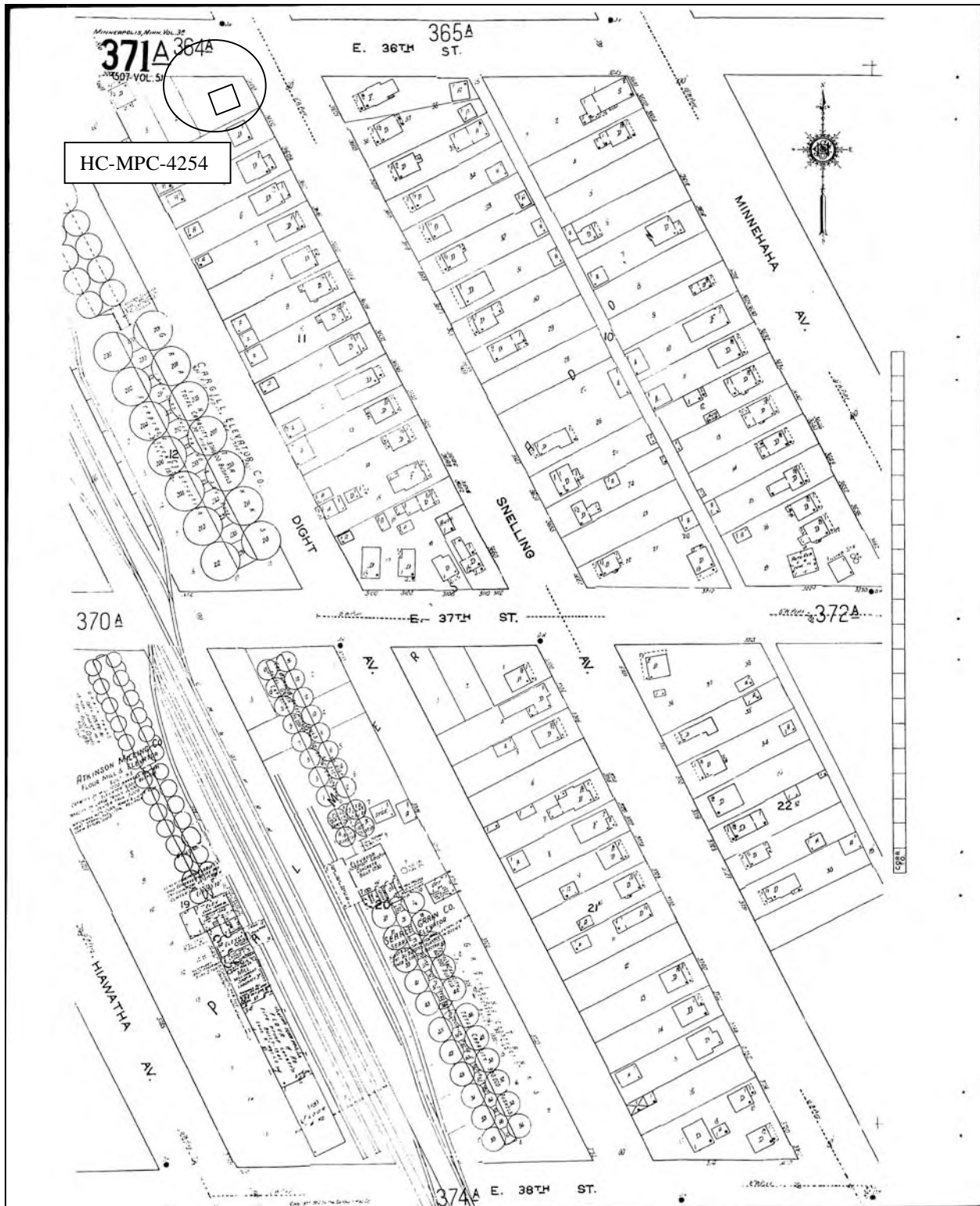
Sylestus O. Phelps.⁴⁰⁵ During the 1940s the struggling church membership declined further in number and by 1948 the Mays, Locketts, Landers, and Winstons were its primary extended families.⁴⁰⁶ The church building at 314 15th Ave. S. was sold in about 1956 and subsequently the congregation occupied space at the Pillsbury Settlement House. The new building at 3600 Snelling Avenue was erected during the pastorate of Cleveland O. Smalls, who had the job of reinvigorating the congregation in its new home.

Evaluation

St. James AME is significant under NRHP Criterion A for its association with the city's oldest African-American church and its relationship to the post-World War II Snelling Avenue African American community. Surrounded by small houses and towered by a grain elevator backdrop, the building retains excellent exterior integrity and retains the features of a simple mid-20th century religious structure. As indicated in NRHP Bulletin 15, the seven aspects of integrity to be considered when evaluating the ability of a property to convey its significance are location, design, setting, materials, workmanship, feeling, and association. The building continues in use as the home of the St. James congregation.

⁴⁰⁵ Historical Souvenir, n.p.

⁴⁰⁶ Ibid.



Sanborn Fire Insurance Co. Map (1912, updated 1952)

7.15

Property Name: American Ball Company
Address: 3104 Snelling Avenue
Survey Date: 2/12/08
SHPO Inventory Number: HC-MPC-7402
P.I.N.: 01-028-24-12-0116
Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-7402, looking west, 2008.

Description

This two-story, concrete block building is located on the west side of Snelling Avenue between East Lake and E. 32nd Streets. The east-facing, three-bay façade is clad in dark brown brick. The projecting central entry is flanked by brick columns and has a terra cotta parapet. The windows and entry have replacement aluminum systems. The original building has received multiple additions to three elevations.

History

This two-story factory was built in 1915 for the American Ball Company, a ball bearing manufacturer. Day laborers built the original factory and the 1917 concrete-and-brick addition.⁴⁰⁷ Vitus A. Boker moved his stamping manufacturing company into the building in 1939 and constructed multiple additions throughout the 1940s and 1950s.⁴⁰⁸ In 1903, Boker arrived in the United States with his family from Denmark and started the V.A. Boker Company in 1919.⁴⁰⁹ Boker received a number of manufacturing patents in the 1920s and 1930s ranging from a skate-grinding machine⁴¹⁰ to a jar-cover remover.⁴¹¹ Boker's Inc. currently manufactures metal washers at the site.

Evaluation

This property retains a collection of manufacturing buildings and requires further research and evaluation to determine its significance and association with the development of the Hiawatha Avenue (and adjacent Snelling Avenue) industrial corridor.

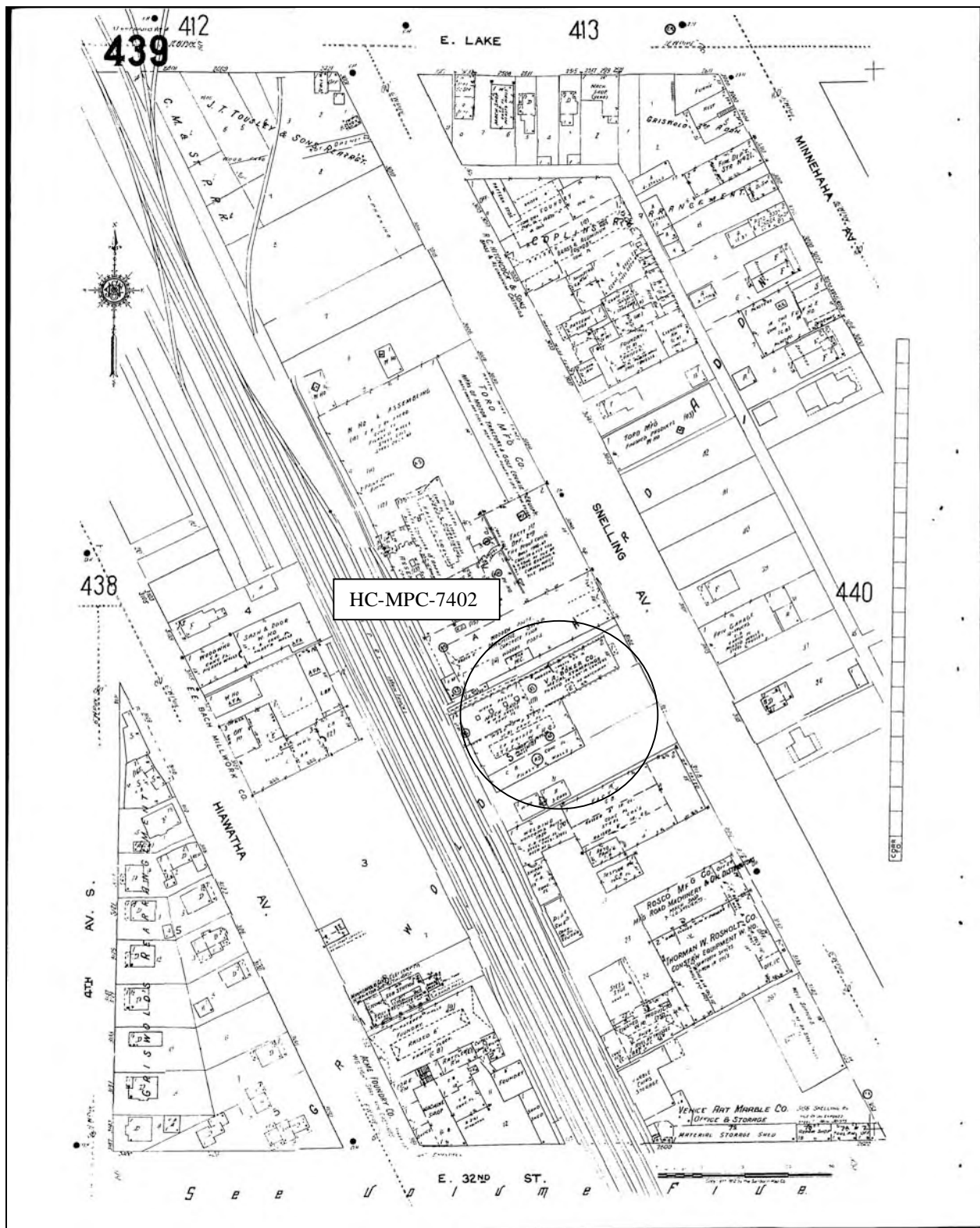
⁴⁰⁷ Minneapolis Building Permit B115050, 4/28/15; B126571, 3/28/17.

⁴⁰⁸ Minneapolis Building Permit B264899, 10-18-40; Minneapolis Building Permit B272811, 11/16/42; Minneapolis Building Permit B281698, 4-23-45; Minneapolis Building Permit B324870, 11-28-51; Minneapolis Building Permit B338117, 10/30/53; Minneapolis Building Permit B367158, 7/20/59.

⁴⁰⁹ U.S. Census of Population, Hennepin County, Minneapolis, 1930.

⁴¹⁰ U.S. Patent 1487142 filed April 5, 1922, issued March 1924.

⁴¹¹ U.S. Patent 1376395 filed March 6, 1920, issued May 1921.



Sanborn Fire Insurance Co. Map (1912, updated 1952)

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.16

Property Name: Quonset Shed
Property Address: 3029 Snelling Avenue
Survey Date: 4/12/08
SHPO Inventory Number: HC-MPC-7403
P.I.N.: 01-028-24-12-0062
Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-7403, looking southeast, 2008.

Description

This one-story Quonset building is located mid-block on the east side of Snelling Avenue between E. Lake and E. 32nd Street. The 41 x 140-foot structure faces west. It is clad in corrugated steel and has one centered truck entrance with a wood door at the east elevation.

History

The Toro Motor Company began tractor engine manufacture on Snelling Avenue in 1914. At one time, the company occupied 70,000 square feet at the former Security Foundry site in the 3200 block of Snelling Avenue.⁴¹² This warehouse was built in 1949 for Toro Manufacturing Company at a cost of \$2,000.⁴¹³

Toro Manufacturing Company moved to a new factory in Bloomington in 1962 and most of the Snelling Avenue factory was demolished in the 1970s. This warehouse is the only Toro Manufacturing Company complex building that remains in the project area.

Evaluation

This appears to be the only remaining property of the Toro Manufacturing Company. Although potentially significant for its association with the development of the Hiawatha Avenue (and adjacent Snelling Avenue) industrial corridor, it appears to be a late addition to the business. No further evaluation is recommended.

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⁴¹² "Toro Open Bloomington Factory," *Minneapolis Tribune*, 23 September 1962.

⁴¹³ Minneapolis Building Permit B30824, 9/19/49.

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.17

Property Name: Minneapolis Steel and Machinery Company
Property Address: 2714 E. 32nd Street (3200 Snelling Avenue)
Survey Date: 2/12/08
SHPO Inventory Number: HC-MPC-7404
P.I.N.: 01-028-24-13-0076
Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-7404, looking west, 2008.

Description

This two-story building and related factory buildings are located near the southwest corner of Snelling Avenue and E. 32nd St. The east-facing façade is clad in buff-colored brick. The parapet of the flat roof is trimmed in terra cotta tile. Window and door openings have been altered with infill of concrete block and glass block. A concrete block warehouse is located to the south of the main factory. There is a large buff-colored brick warehouse to the north of the main building complex. The building has a gable roof and window openings have been filled with concrete block.

History

In 1917 a brick shop measuring 100 x 68 feet and a brick powerhouse measuring 50 x 75 feet were built at this location for the Minneapolis Steel and Machinery Company.⁴¹⁴ In the same year, a 432 x 132-foot brick and steel frame machine shop was also constructed for \$60,000.⁴¹⁵ According to the current property owner, the company manufactured the “Twin City” motor truck at this location.⁴¹⁶ The firm produced a 2-ton and 3-ton version between 1918 and 1929.⁴¹⁷

The Wheeler-Barnes Company, manufacturer of syrups, preserves and peanut butter, was the next of several subsequent owners.⁴¹⁸ By the 1950s the Minneapolis Moline Power Implement Company (the result of a merger among Minneapolis Steel and Machinery Company, the Moline Plow Company, and

⁴¹⁴ Minneapolis Building Permit B128070, 6/4/17; B128898, 8/6/17.

⁴¹⁵ Minneapolis Building Permit B128750, 7/25/17; “Permits issued for three warehouses,” *Minneapolis Morning Tribune* 28 Oct. 1917, 11.

⁴¹⁶ Information from Mort Leder, Leder Brothers, 3/4/2009; “Twin City and MM Resource Page,” accessed as www.steel-wheels.net/tcresource.html, 3/4/2009.

⁴¹⁷ “Farm Trucks,” accessed as <http://www.bchistory.org/beavercounty/BeaverCountyTopical/Agriculture/RstyIrnrucks.html>, 3/4/2009.

⁴¹⁸ Sanborn Fire Insurance Co. Map (1912, 1950 update); Minneapolis City Directories, 1932.

the Minneapolis Threshing Machine Company) moved back into the factory.⁴¹⁹ Leder Brothers, a metal salvage firm, has occupied the building since the 1960s. They erected a concrete block addition in 1969.⁴²⁰

Evaluation

This property retains a collection of manufacturing buildings and requires further research and evaluation to determine its significance and association with Minneapolis Steel and Machinery Company and the development of the Hiawatha Avenue (and adjacent Snelling Avenue) industrial corridor.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

⁴¹⁹ "Minneapolis Steel and Machinery Company," accessed as http://memory.loc.gov/ammem/award97/ndfahtml/paz_co.html, February 5, 2008.

⁴²⁰ Information from Mort Leder, Leder Brothers; Minneapolis Building Permit B418076, 9/23/69.

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.18

Property Name: Warehouse
Property Address: 3245 Hiawatha Avenue
Survey Date: 2/12/08
SHPO Inventory Number: HC-MPC-7406
P.I.N.: 01-028-24-13-0003
Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-7406, looking southeast, 2008.

Description

This one-story building is located on the west side of Hiawatha Avenue and spans the block between E. 32nd and 33rd streets. The concrete block structure is clad in brown brick and has a flat roof.

History

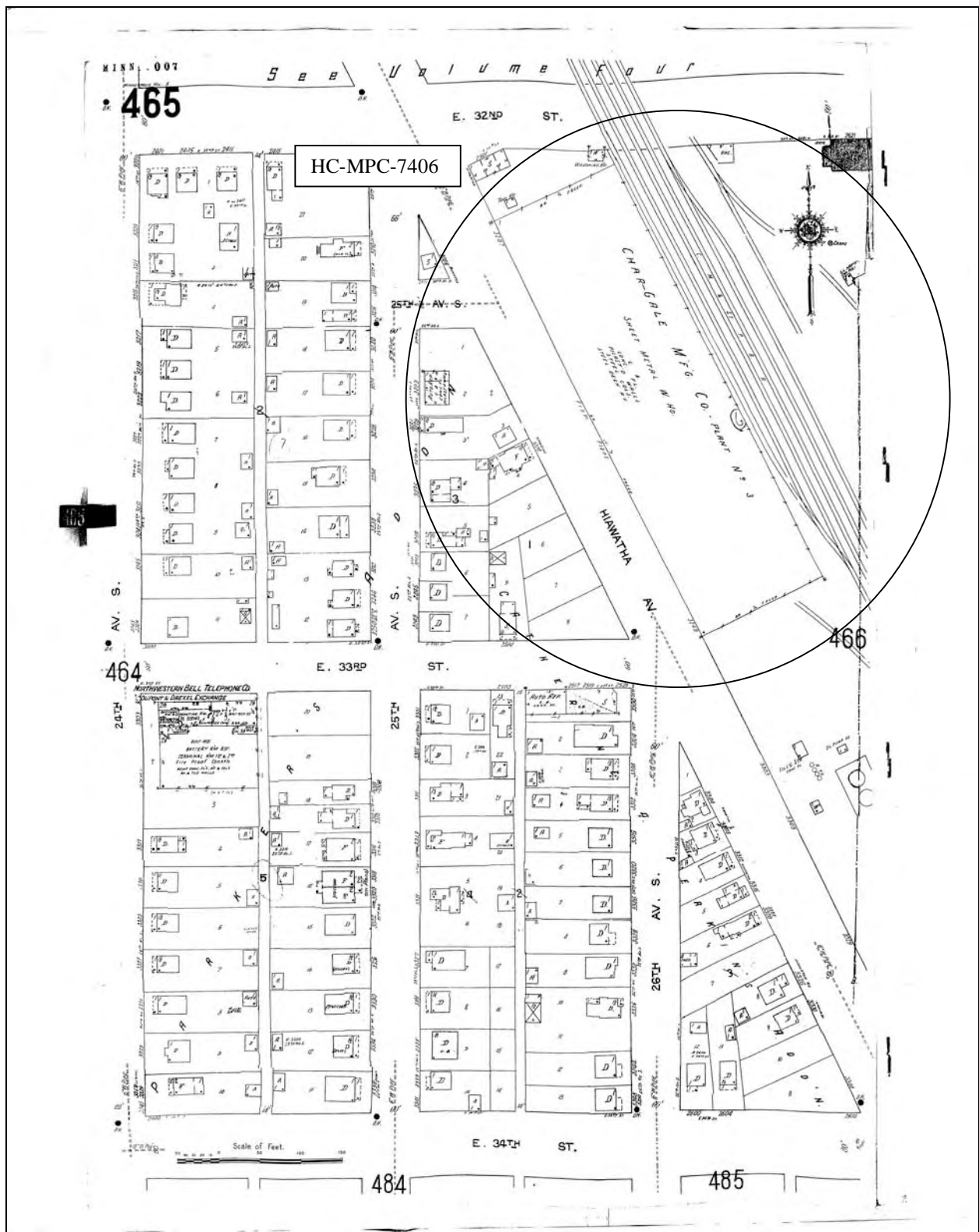
This storage warehouse was built in 1947 by the contractor Orville Madsen at a cost of \$110,000.⁴²⁶ The Sanborn Map (updated 1951) labeled it as a sheet metal warehouse for the Char Gale Manufacturing Company.⁴²⁷ The building is currently a public storage facility.

Evaluation

This property requires further research and evaluation of its significance to the development of the Hiawatha Avenue industrial corridor and mid-20th century manufacturing firms.

⁴²⁶ Minneapolis Building Permit B297237, 11/24/47.

⁴²⁷ Sanborn Fire Insurance Co. Map 1951, #465.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.19

Property Name: Huhn Manufacturing Company

Property Address: 3915 Hiawatha Avenue

Survey Date: 2/12/08

SHPO Inventory Number: HC-MPC-7409

P.I.N.: 07-028-23-22-0003 **Form Prepared by:** Carole Zellie and Amy Lucas



HC-MPC-7409, looking east, 2008.

Description

This one-story building is located on the west side of Hiawatha Avenue between E. 38th and 40th Streets. The structure is clad in buff-colored brick and has a flat roof. Segmental-arch windows have been filled with glass block. A metal garage door is on the west elevation facing Hiawatha Avenue. A modern concrete block warehouse adjoins the building at the south elevation.

History

The A. Huhn Elevator Company was organized in 1902 with \$200,000 in capital.⁴²⁸ The following year Anton Huhn completed his brick powerhouse and iron-clad grain elevator between E. 38th and 40th Streets. (3915 Hiawatha Avenue).⁴²⁹ In 1906, Huhn constructed two brick and steel grain bins and brought the site's storage capacity to 1 million bushels.⁴³⁰

Anton Huhn began his grain career in Minneapolis as a buyer in 1884 and had close ties with miller John Washburn, Monarch Elevator Company's vice-president throughout the 1910s.⁴³¹ During 1940s, the elevator was converted into the A. Huhn Manufacturing Company, which manufactured flour-mill machinery. The remaining brick grain bins were demolished in 1950, but this remnant of the one-story brick warehouse remains at the site.⁴³²

Evaluation

This property is a small portion of a large, now-razed elevator complex and possesses low historic integrity. However, it should have further evaluation as part of a potential Hiawatha Corridor Grain Industry Historic District.

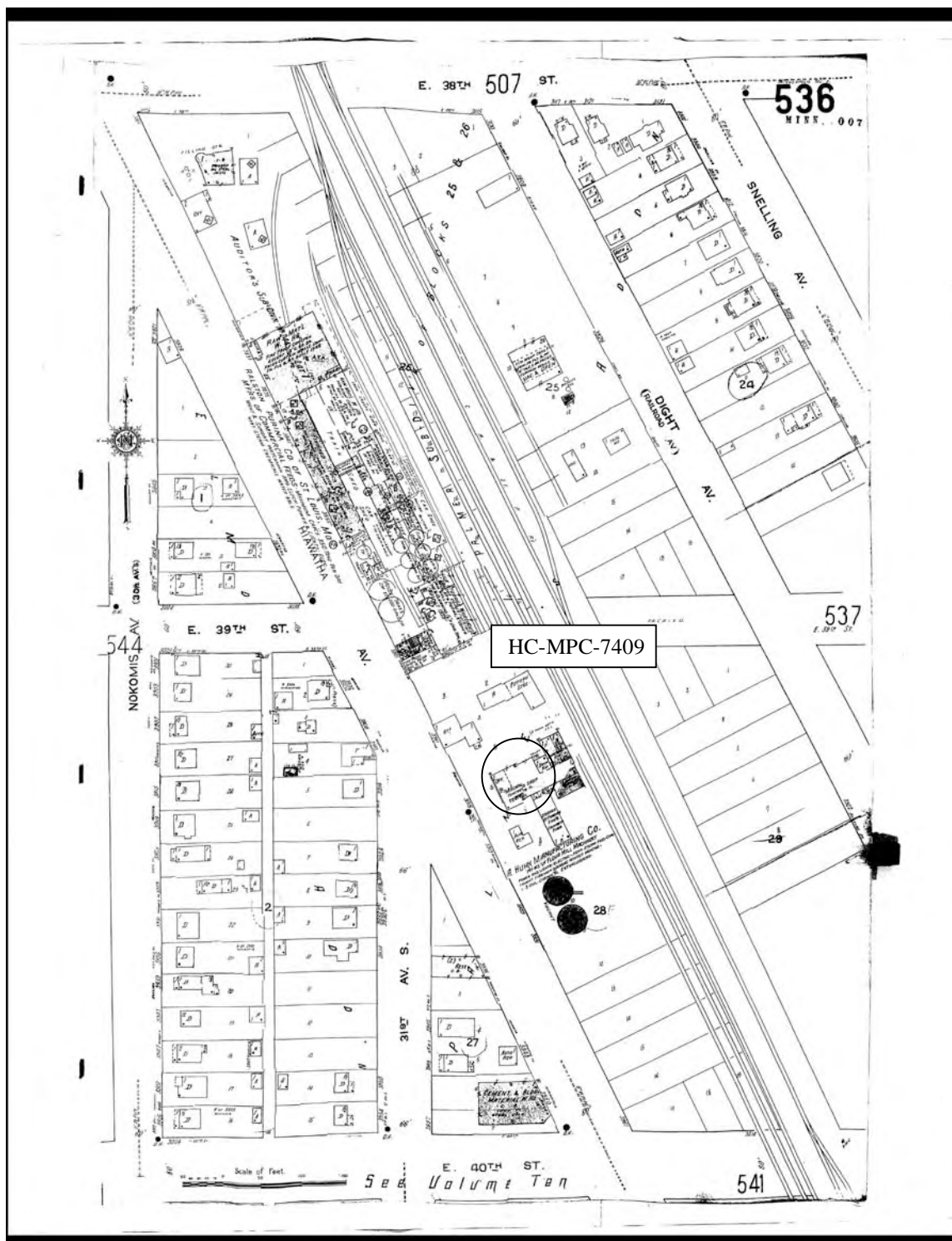
⁴²⁸ *Minneapolis Journal*, 30 June 1902, 6; November 13, 1902, 6.

⁴²⁹ Minneapolis Building Permit B52736, 8/20/02.

⁴³⁰ Minneapolis Chamber of Commerce Annual Report 1903.

⁴³¹ *Golden Jubilee 1867-1917* (Minneapolis: Chamber of Commerce, 1917), 110; Minneapolis Chamber of Commerce *Annual Reports*.

⁴³² *Minneapolis Tribune*, 1 September 1950.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.20

Property Name: Char-Gale Manufacturing Company

Property Address: 4311 Hiawatha Avenue

Survey Date: 2/12/08

SHPO Inventory Number: HC-MPC-7411

P.I.N.: 07-028-23-31-0146

Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-7411, entry looking east, 2008.



HC-MPC-7411, looking north, 2008.

Description

This one-story, flat-roofed factory is located on the east side of Hiawatha Avenue between E. 43rd and 44th Streets. The building is clad in brown brick and the square window openings are filled with glass block. The entrance is centered on the Hiawatha Avenue facade and has a stone surround. Two garage door entrances are placed at the south elevation.

History

In 1929 Char-Gale, a metal pipe manufacturer started by C. L. Johnston and Edward A. Grapp and named after Grapp's daughter, Charlene, began business at the first factory occupied by Lake Street Sash and Door (3127-33 Hiawatha Avenue).

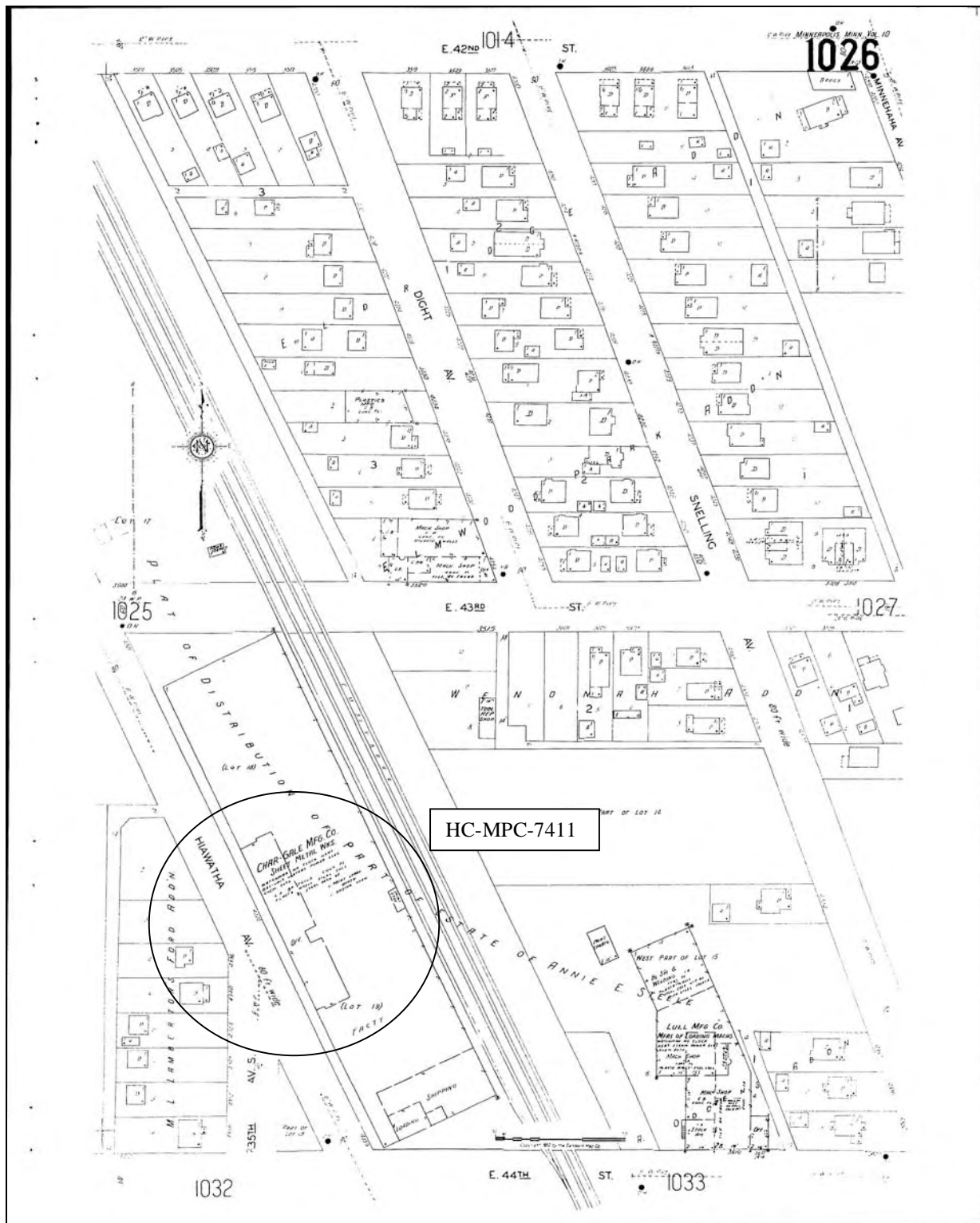
Production expanded into air-conditioning vents in 1946 and the company built this 100,000 s.f.-factory at E. 44th Street and Hiawatha Avenue at a cost of \$500,000.⁴³³ In 1953 the company moved to a new facility in Anoka that was capable of managing the company's 34 tractor trailers and 200 employees.⁴³⁴ Simply Self Storage Company currently occupies the property.

Evaluation

This property requires further research and evaluation to determine the significance of its association with the development of the Hiawatha Avenue industrial corridor and mid-twentieth century manufacturing firms.

⁴³³ "500,000 expansion," *Minneapolis Star*, 4 February 1946.

⁴³⁴ *Minneapolis Tribune* March 6, 1938, *Minneapolis Journal* February 4, 1946, *Minneapolis Tribune* April 25, 1953.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.21

Property Name: Minneapolis Plastics Moulders
Property Address: 4401 Hiawatha Avenue
Survey Date: 2/12/08
SHPO Inventory Number: HC-MPC-7412
P.I.N.: 07-028-23-34-0015
Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-7412, looking east, 2008.



HC-MPC-7412, looking north, 2008.

Description

This one-story Moderne Style building is located on the southeast corner of Hiawatha Avenue and E. 44th Street. The flat-roofed, tan brick building has a projecting front office and centered aluminum frame entrance. Windows are filled with glass block including the wrapped corner windows.

History

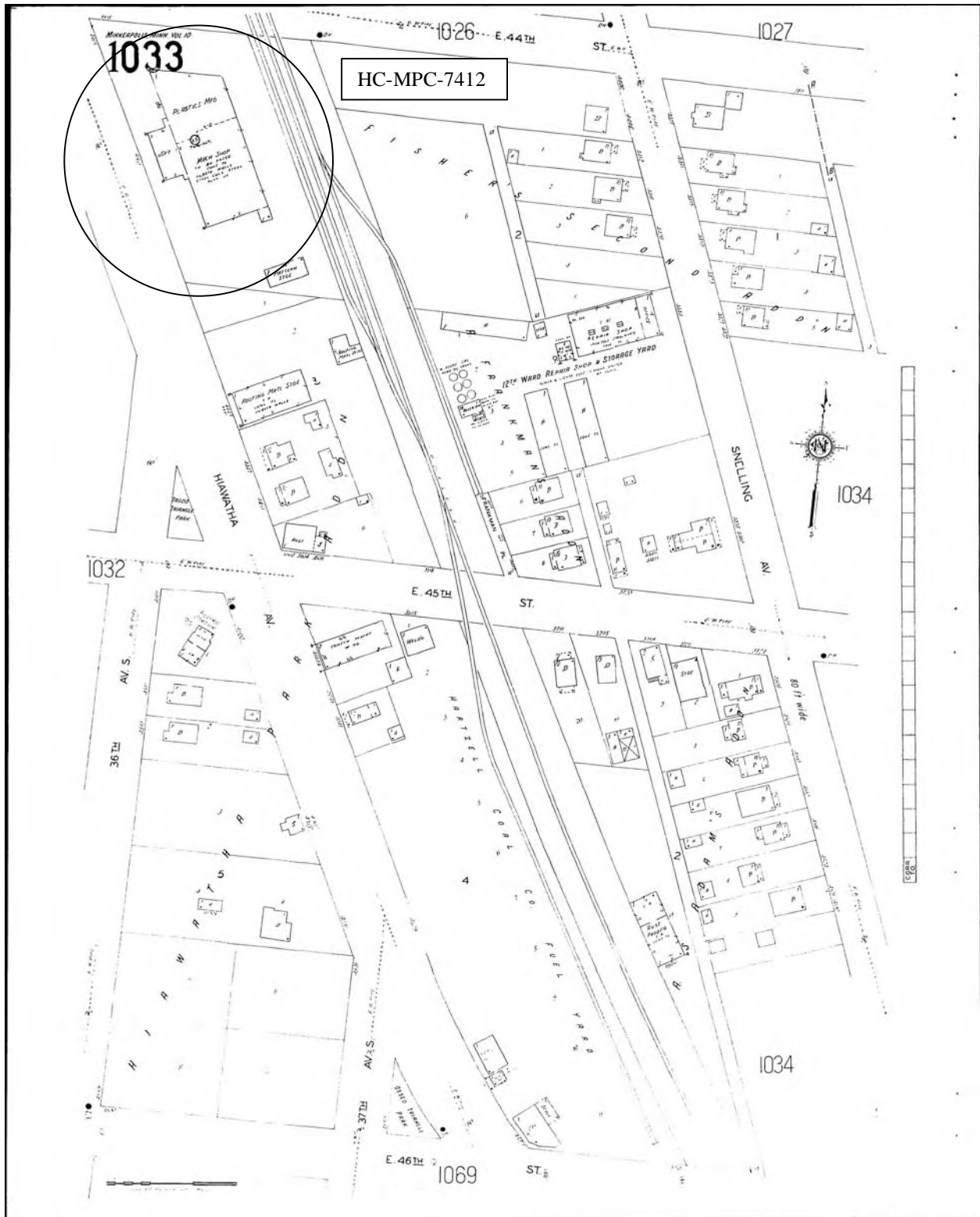
This factory was built in 1946 for the Minneapolis Plastics Moulders manufacturing company at a cost of \$58,000.⁴³⁵ The flat-roofed, one-story, brick-and-glass-block building is currently occupied by Reddy Rents (HC-MPC-7412). The building was designed by Minneapolis architects William G. Dorr and Carl B. Stravs, in practice as Associate Architects.⁴³⁶ The building is currently occupied by Reddy Rents.

Evaluation

This property requires further evaluation to determine the significance of its association with the development of the Hiawatha Avenue industrial corridor and mid-twentieth century manufacturing firms.

⁴³⁵ Minneapolis Building Permit B285011, 10/17/45.

⁴³⁶ Plans supplied by Brian Fitzgerald, Reddy Rents 5/1/2009.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.22

Property Name: Freeman Manufacturing Co.
Property Address: 3320 E. 41st Street
Survey Date: 2/12/08
SHPO Inventory Number: HC-MPC-7419
P.I.N.: 07-028-23-23-0012
Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-7419, looking north, 2008.

Description

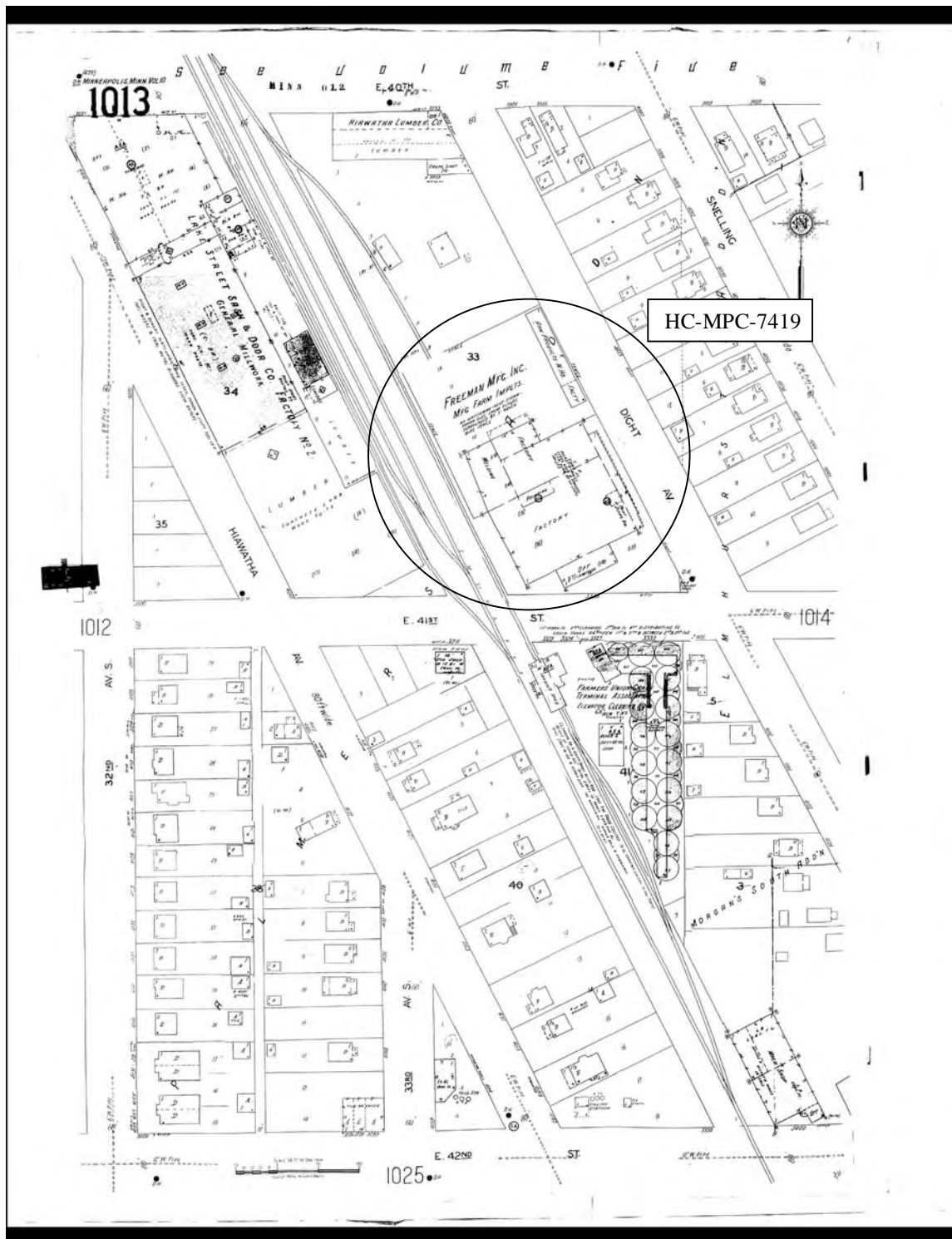
This one-story, flat-roofed building is located on E. 41st Street between Hiawatha and Dight Avenues. The concrete structure is clad in red brick and window openings have aluminum replacements with decorative aluminum screens. A gable-roofed, wood portico covers the centered entrance on the south elevation.

History

In 1945 Freeman Manufacturing Inc. constructed its farm implement factory adjacent to a rail spur at the corner of E. 41st Street and Dight Avenue (3320 Dight Avenue). In the 1950s the advertising division of General Mills moved into the factory. The factory is now occupied by A&A Millwork and has had multiple additions.

Evaluation

This property requires further research and evaluation to determine the significance of its association with the development of the Hiawatha Avenue industrial corridor and mid-twentieth century manufacturing firms.



Sanborn Fire Insurance Co. Map (1912, updated 1951)

Minnehaha-Hiawatha Corridor Cultural Resources Inventory 2008

7.23

Property Name: H. H. Berge Lumber (Hiawatha Lumber)

Property Address: 4006-56 Dight Ave.

Survey Date: 2/12/08

SHPO Inventory Number: HC-MPC-7418

PIN: 07-028-23-23-0010

Form Prepared by: Carole Zellie and Amy Lucas



HC-MPC-7418, looking west, 2008.

Description

The one-story wood frame building is located at the southwest corner of Dight Avenue and E. 40th Street. The building exterior is clad in wood and vinyl siding. The west-facing elevation has a stepped parapet and loading entrance. There are multiple unattached storage sheds to the south of the building.

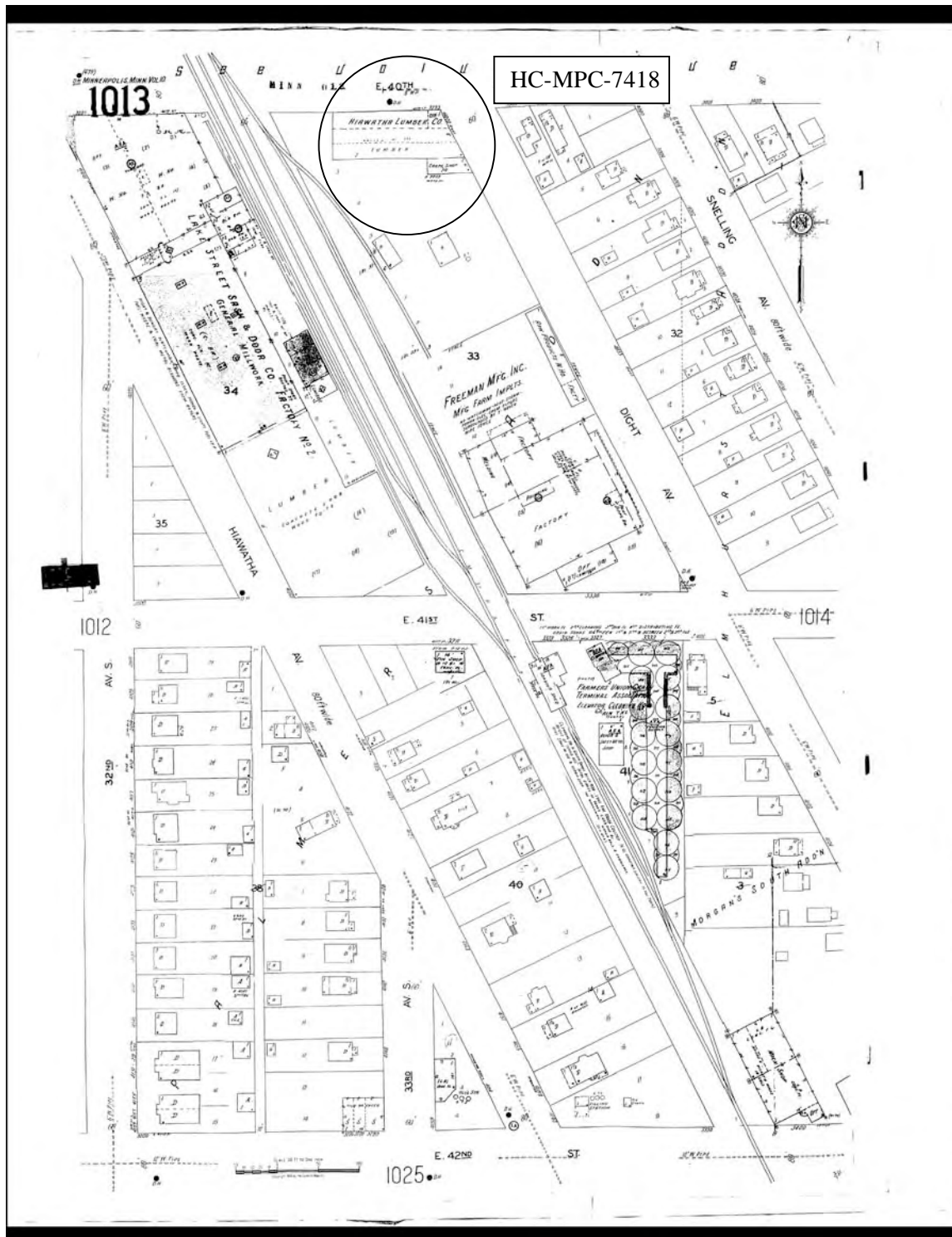
History

This building appears to have been in continuous use as a lumber shed since it was constructed in 1912 for the H. H. Berge Lumber Company.⁴³⁷ There have been a number of lumber companies operating at the site through the years; Hiawatha Lumber is at this location today.

Evaluation

This early 20th-century property requires further research and evaluation to determine the significance of its association with the development of the Hiawatha Avenue industrial corridor and the Minneapolis sash and door industry.

⁴³⁷ Minneapolis Building Permit B94389, 7/26/11; 16 x 100 frame lumber shed (Lot 4); 16 x 32 frame office (Lot 6).



Sanborn Fire Insurance Co. Map (1912, updated 1951)