

HISTORIC CONTEXT DEVELOPMENT and CULTURAL RESOURCES EVALUATION

FOR THE MINNEHAHA-HIAWATHA COMMUNITY WORKS STRATEGIC DEVELOPMENT FRAMEWORK MINNEAPOLIS, HENNEPIN COUNTY

MINNESOTA

PREPARED FOR

Hennepin County Community Works 417 N. 5th Street Minneapolis, Minnesota 55101

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Management Summary

In 2007, Hennepin County (HCWT) contracted with Landscape Research LLC to conduct a cultural resources study for the Minnehaha-Hiawatha Corridor in Minneapolis, Hennepin County, Minnesota. This project is a component of the Minnehaha-Hiawatha Community Works Strategic Development Framework. The study area was defined by Hennepin County (Fig.1). It extends from 28th Street at the north to E. Minnehaha Parkway at the south, and includes the first tier of properties along the east side of Minnehaha Avenue. The project area extends across Snelling and Dight (Railroad) Avenues and includes properties along the east side of Hiawatha Avenue.

The cultural resources study has two parts. The first provides a land use history for the project area, beginning with the development of the territorial road and rail corridor in the mid-19th century and extending through the 20th-century development of industry and housing. The land use history will provide information for Hennepin County planners and community stakeholders involved in future planning for the Minnehaha-Hiawatha corridor. It is also the foundation of two historic contexts that are a framework for evaluating historic resources relative to specific themes, timeframes, and locations. Historic contexts are useful for many types of preservation planning, and typically accompany or precede historic resources inventories and designation studies. "Minnehaha-Hiawatha Avenue Corridor Community Development, 1873-1958," and "Minneapolis Grain Industry along the Hiawatha Corridor, 1864-1930" are the context studies developed from the research. These contexts highlight the historic significance of the Chicago. Milwaukee and St. Paul (CM&StP) Railway corridor and its district of grain mills and elevators as well as the plants of Minneapolis Moline and other industries. The contexts also analyze the pattern of settlement and related housing and commercial development along Minnehaha and Snelling Avenues. The creation of cottages and bungalows for area workers, and the early Snelling Avenue African American community are highlighted.

The second part of the study includes an evaluation of properties potentially eligible for the National Register of Historic Places (NRHP). Railroad and industrial properties were the focus of the study. Such evaluation may contribute to future review of plans for the project area. Because various development projects within the corridor may receive funding by federal and state agencies, future actions with an impact on historic properties must comply with Section 106 of the National Historic Preservation Act (NHPA). Federal agencies and/or their designated applicants must take into account the potential effects of federally funded or regulated undertakings on properties listed in or eligible for listing in the NRHP. The NRHP is the official list of the Nation's historic places worthy of preservation. It is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture.

The study recommends that the segment of the CM&StP from E. 28th Street to E. Minnehaha Parkway may be eligible for NRHP listing. Seven flour-related complexes appear to be potentially eligible for the NRHP as part of a potential Hiawatha Corridor Grain Industry Historic District; five of the seven grain complexes appear also to be potentially eligible for the NRHP. Final determination of significance and historic integrity under NRHP Criterion A or C will require inventory and assessment of certain property interiors and remaining equipment, if any. Such assessment was not part of the present study. The preliminary district boundaries extend from E. 34th Street at the north to E. 42nd Street at the south and include grain-industry and related properties.

Immediately outside the Hiawatha Corridor Grain Industry Historic District, Fire Station #21 (1894, HE-MPC-4189) and Fire Station #24 (1907, HC-MPC-7413) also appear to be potentially eligible for NRHP listing. Other industrial properties in the corridor may be NRHP-eligible but require further study. They include the General Electric Transformer Station (1917; HC-MPC-4107), Lake Street Sash and Door Company (1926, HC-MPC-7410), and the Modern Foundry (1920, HC-MPC-7405).

The St. James AME Church (1959: HE-MPC-5254), adjacent to the CM&StP corridor, is also recommended as potentially eligible for the NRHP. A summary of all properties is found in Section 5.0, Tables 2 and 3.

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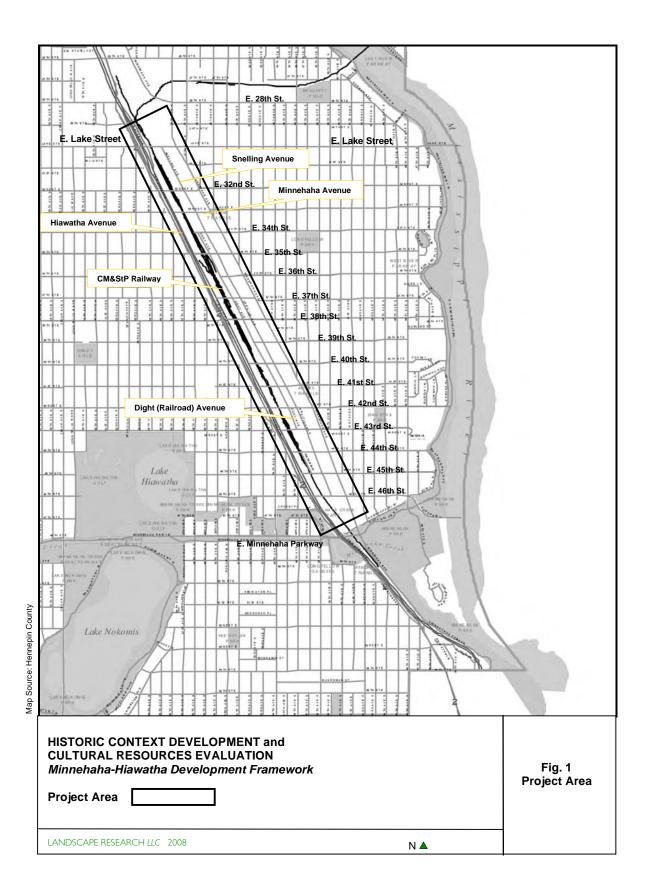
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1.0 INTRODUCTION

In 2007, Hennepin County (HCWT) contracted with Landscape Research LLC to develop historic contexts and a cultural resources study for the Minnehaha-Hiawatha Corridor in Minneapolis, Hennepin County, Minnesota. This study is a component of the Minnehaha-Hiawatha Community Works Strategic Development Framework.

1.1 Study Area Boundaries

The project area was defined by Hennepin County (Fig.1). It extends from approximately 28th Street at the north to E. Minnehaha Parkway at the south, and includes the first tier of properties along the east side of Minnehaha Avenue. The project area extends across Snelling and Dight (Railroad) Avenues and includes properties along the east side of Hiawatha Avenue. The west side of Hiawatha Avenue has had complete building clearance. The study area includes Sections 1, 6, 7, 12, 17 and 18 of T29N R24W.

The Minnehaha-Hiawatha corridor is a prominent diagonal break in the regular street grid of South Minneapolis. Minnehaha and Hiawatha Avenues extend toward downtown Minneapolis to the northwest, and within the study area they stretch along twenty blocks from E. Lake Street to E. Minnehaha Parkway. The creation of an industrial corridor along Hiawatha Avenue, and the urban residential development of this western edge of the Longfellow neighborhood began in the early 1880s. Despite Hiawatha Avenue's recent redevelopment as a light rail corridor, historic factories and foundries still line its eastern edge, and approximately eight blocks of tall concrete grain elevators remain a striking part of the urban landscape.

1.2 Study Objectives and Organization

This historic resources study has two parts. The first provides a land use history for the project area, beginning with the development of the territorial road and rail corridor in the mid-19th century and extending through the 20th-century development of industry and housing. The study will provide information for Hennepin County planners and community stakeholders involved in future planning for the corridor. It is also the foundation of two historic contexts that provide a framework for future evaluation of historic resources relative to specific themes, timeframes, and locations. Such historic contexts are useful for many types of preservation planning, and typically precede historic resources inventories and historic designation. "Minnehaha-Hiawatha Avenue Corridor Community Development, 1873-1958," and "Minneapolis Grain Industry along the Hiawatha Avenue Industrial Corridor, 1864-1930" were the focus of the historic context studies developed from the research. (See Section 4.0.)

The second part of the study includes an evaluation of certain properties potentially eligible for the National Register of Historic Places (NRHP). The NRHP is the official list of the Nation's historic places worthy of preservation. It is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture. The primary focus of the evaluation included mills, elevators and other industrial buildings. See Section 5.3 for NRHP criteria.

2.0 METHODS

2.1 Previous Studies

A review of historic resources inventory records was conducted at the State Historic Preservation Office at the Minnesota Historical Society. The E. 29th and Lake Street area has been the subject of several historic resources studies including the "Chicago, Milwaukee and St. Paul Railroad Grade Separation National Register District National Register Nomination" (2004) and *the Phase I and II Architectural History Investigations for the Lake Street Repaving and Streetscape Design Project, Minneapolis* (2004). Various individual properties have also been inventoried or evaluated. A current historic resources inventory for the Seward, Longfellow, Cooper, Howe and Hiawatha neighborhoods, to be completed in late 2009 for the Minneapolis Heritage Preservation Commission, will include properties within the vicinity of the study area. Results of the search of previous inventories are reported in Table 1 in Section 5.0.

2.2 Fieldwork

Project area fieldwork conducted in October and November 2007 included all buildings and structures within the study area. They were viewed by automobile and pedestrian survey. Industrial properties along the Hiawatha and Dight Avenue corridor that appeared to be more than 50 years in age (built before 1959) were assigned field numbers, photographed, and recorded on a preliminary project map. Residential and commercial properties that were representative of historic context themes were also recorded. Preliminary determination of building construction dates relied on visual analysis, City of Minneapolis building permits, and Sanborn Fire Insurance Maps.



Fig. 2. Atkinson Mill and Elevator, 3745 Hiawatha Avenue, in 1939.

¹Andrea Vermeer and Will Stark (106 Group Ltd.), "Phase I and II Architectural History Investigation for Lake Street Improvement Program," 2004, on file, Minnesota State Historic Preservation Office; Andrea Vermeer and Will Stark (106 Group Ltd.); "Chicago Milwaukee and St. Paul Railroad Grade Separation Historic District," National Register of Historic Places Registration Form, 2005. On file, Minnesota State Historic Preservation Office.

3.0 BACKGROUND RESEARCH

In 1905, *Hudson's Dictionary of Minneapolis* observed, "South Minneapolis is a rather indefinite term used to designate that part of the city lying southeast of the business center and south and west of the Mississippi River." South Minneapolis was at the edge of Minneapolis during its early period of development, and was part of Minneapolis Township lying outside the city limits until 1887. The place name was apparently established in the 1870s by naming of the South Minneapolis station of the CM&StP Railroad at Fort Avenue (Hiawatha) and E. Lake Street, and by platting of the nearby South Minneapolis Addition (1875). By the 1930s, the term "Southtown" was also in use, especially by merchants along the E. Lake shopping corridor.

Maps and atlases of Hennepin County and Minneapolis (ca. 1860-2000), City of Minneapolis building permits, city directories (1880-1960), and the Dual City Bluebook (1885-1923) provided background for the land use history and context development as well as individual property information. Business histories were reviewed at the Minnesota Historical Society and the Minneapolis Public Library. The Hennepin History Museum's Confer Collection and the Minnesota Historical Society's Visual Resources Archives contain many photographs of the corridor and surrounding areas. George Warner and Charles M. Foote, History of Hennepin County and the City of Minneapolis (1881), and Isaac Atwater and Col. John H. Stevens, History of Minneapolis and Hennepin County (1893) provide information about the area's early industries and biographies of early settlers and real estate developers. Sociologist Calvin F. Schmid's Social Saga of the Twin Cities (1937) analyzed the city from sociological and economic perspectives, and provided information about the ethnic makeup of the area between ca. 1885 and 1930. State and U.S. census schedules (1880-1930) and city directories were used to study the early population of the area. Eric Hart of the Longfellow History Project, Rev. Marchelle Hallman of St. James AME Church, Rev. Noah Smith, Hallie Hendrieth-Smith, Carrie Wallace, Shirley Kyle Heaton, Denise Richardson, and Kitt Young-Atlas provided information about the history of the Minnehaha and Snelling Avenue area.

A variety of planning studies including the *Longfellow Community: Analysis and Action Recommendations* (1965) and other studies conducted by the Minneapolis Planning Department in the 1960s and 1970s were also consulted. Advertisements for lots, houses, and apartments in the *Minneapolis Journal* provided additional background about housing development from ca. 1890 to 1930. The *Southtowner, East Side Shopper*, and other South Side newspapers from 1936-1950, and the *Longfellow Messenger* (1983-) include information about area businesses.

Judy Cedar's *Minneapolis Grain Elevator Inventory* (1997) conducted for the Minneapolis Community Development Agency (MCDA) provided a broad survey of the extant elevators in Minneapolis. Robert Frame's National Register Multiple Property Nomination, "Grain Elevator Design in Minnesota" (1989), aided with the analysis of grain elevator design and terminal significance. Periodicals such as the *Grain Dealers Journal* and annual reports of the Minneapolis Chamber of Commerce provided background on the local grain industry.

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² Horace B. Hudson, *Hudson's Dictionary of Minneapolis and Vicinity: A Handbook for Strangers and Residents* (Minneapolis: Hudson Publishing Company, 1905), 100.

³ Calvin F. Schmid, Social Saga of the Twin Cities: An Ecological and Statistical Study of Social Trends in Minneapolis and St Paul (Minneapolis: Minneapolis Council of Social Agencies, Bureau of Social Research, 1937), chart 37.

⁴ See for example, Donald Rivers, *Southtown Personalities* (American Press Inc., 1936).

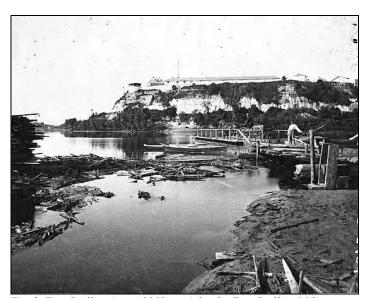
4.0 HISTORIC CONTEXTS

4.1 Minnehaha-Hiawatha Avenue Corridor Community Development, 1873-1958

4.1.1 Early Landscape Character

(Minnesota State Historic Preservation Office numbers for inventoried properties appear below as HC-MPC-xxx).

Until 1855, the Minnehaha-Hiawatha corridor and the surrounding urban neighborhood extending west to the Mississippi River were part of the Fort Snelling Military Reservation. Fort Snelling was established in 1819 at the confluence of the Mississippi and Minnesota Rivers, and the first steamboat loaded with supplies arrived in 1823. In 1821-23, soldiers built a sawmill and gristmill about six miles to the northwest at St. Anthony Falls at the heart of what would become downtown Minneapolis. The mills supplied lumber and grain needed at the fort. A trail between Fort Snelling and the Falls of St. Anthony is shown on two 1839 maps and on the 1853 government land survey map. Following the creation of Minnesota Territory in 1849, the general alignment of this trail was improved as a territorial road (also called the Fort Snelling Road) corresponding to the general route of present-day Minnehaha Avenue.



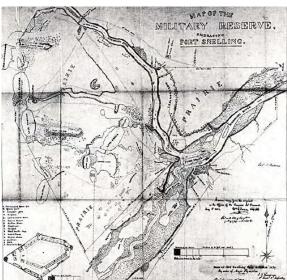


Fig. 3. Fort Snelling in ca. 1861; at right, the Fort Snelling Military Reservation in 1839 (Hennepin County Surveyor's Office).

The landscape at the time of permanent white settlement was primarily well-drained prairie, with a forested belt to the east along the Mississippi River bluff. The government land survey from 1853 showed oak savanna near E. 44th Street and Minnehaha Avenue. By 1895, when much of the southern portion of the corridor was under cultivation, belts of woodland remained along and near Minnehaha Creek. The creek drains to the east from Lake Minnetonka, and flows to Lake Hiawatha, where it continues over the 50-foot drop at Minnehaha Falls and to its junction with the Mississippi River.

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⁵ Isaac Atwater and John H. Stevens, eds., *History of the City of Minneapolis and Hennepin County* (New York and Chicago: Munsell Publishing Co. 1893), 22-23.

⁶ Government land survey map for T29 N R 23 and 24. See also Longfellow History Project, *The 27th and Lake Area: A Walking Guide to Historic Sites in Longfellow* (Minneapolis: Longfellow History Project, 2005), 2,; Eric Hart and Cindy C. Harper, "Vegetation of Longfellow, 1853," n.d.

⁷ Ibid, 2.

⁸ Mississippi River Commission, *Survey of The Mississippi River Chart No. 189*. Made under the direction of the Mississippi River Commission, ca. 1895-1903.



Fig. 4. "The Prairie Back of Fort Snelling." Seth Eastman, ca. 1846-47.

4.1.2 Early Government Organization

Hennepin County was organized in 1852 and Minneapolis was selected as the county seat. Organization of the Town of Minneapolis was authorized by the Minnesota Territorial Legislature in 1856. In 1867, the town was chartered as a city and Dorilus Morrison (1814-1897) was elected mayor. With diverse business interests in real estate, industry, and railroads, Morrison would also soon have a major role in the development of the South Minneapolis industrial area. In 1872, St. Anthony and Minneapolis were united as Minneapolis. At this time, most of the city's southern border extended only as far as Franklin Avenue. The boundary was extended south to E. 38th Street in 1883, and to E. 54th Street in 1887. In 1884 the city occupied 35.3 square miles; by 1889 its boundaries had expanded to cover 53.3 square miles. 10

4.1.3 Agricultural Settlement

In 1849 John H. Stevens received permission from the Secretary of War to occupy land on the west side of St. Anthony Falls and erected the first permanent dwelling in present-day Minneapolis. He cleared a portion of his land and raised wheat, corn and oats. 11 Other settlers later received government permission to stake claims—but without benefit of legal title. By 1853-1854, "nearly every desirable location south of the city, and within the present boundaries," was claimed, although the land was not available for legal recording. 12 Proposed rumors of the reduction of the Fort Snelling Military Reservation "caused considerable excitement" among the residents of St. Anthony and the new arrivals from the East in search of locations."13

The first settlers were primarily from New England, although a surge of European immigration accompanied the eve of Minnesota statehood in 1858. One observer noted that in the spring of 1857, "every steamboat up the river was crowded with immigrants and speculators." Except for intermittent

⁹ Atwater, *History of the City of Minneapolis*, 99. ¹⁰ Schmid, *Social Saga*, 387; Chart 37.

¹¹ Hudson, A Half Century of Minneapolis, 389.

¹² Warner and Foote, *History of Hennepin County*, 340.

¹⁴ Atwater, *History of the City of Minneapolis*, 42.

steamboat traffic, however, there was no reliable transportation to connect to outlying markets, and most early farming was at subsistence level. The increasing urban population on the east and west banks of the Mississippi at St. Anthony Falls would create demand for market crops and dairy products, and the mills at the falls gained capacity to process and ship grain.

Among the early claim holders south of present-day E. Lake Street was Philander Prescott (1801-1862). A native of New York, Prescott arrived in Minnesota in 1819 and worked as a sutler's clerk at Fort Snelling. His varied career included stretches as a trader, interpreter, and as a government farmer working with the Dakota. In 1853 he located a claim and constructed a frame house near present-day E. 45th Street and Minnehaha Avenue. 15 Prescott died in 1862 during the Dakota conflict, and his Dakota wife Mary died in 1867. In 1910 the house was relocated to the northwest corner of E. 45th Street and Snelling Avenue. It was razed in 1980 and the site is now a vacant lot. 16



Fig. 5. Philander Prescott House (ca. 1853), 4458 Snelling Avenue, 1975. Razed.

Not all of those seeking land were farmers. In 1857, Franklin Steele (1813-1880) and other investors purchased 8,000 acres of the Fort Snelling Military Reservation. ¹⁷ The purchase included land south of present-day E. 42nd Street and Minnehaha Avenue. After years of negotiations and charges by federal investigators that the sale was fraudulent, Steele retained more than 6,000 acres, "a valuable area of the future metropolis and its suburbs," and much of which was later divided by his descendants. 18 The fort retained about 1,500 acres.

By 1870 farms along and near Minnehaha Avenue produced wheat, corn, barley and buckwheat crops, with their improved land averaging between 65 and 100 acres. Dairy herds typically numbered between two and four cows, suggesting that there was modest surplus.¹⁹

The 1870 U.S. Census provides a snapshot of the agricultural community near Minnehaha Avenue. Some farmers pre-empted their claims as early as 1852. In 1870, the household of Benjamin Parker (b. 1814) and Hannah Parker (b. 1811) included their two sons, an Irish domestic servant, and a farm laborer. The Parker claim was in Section 1 west of present-day Minnehaha Avenue. Parker, a native of Maine, stood out as having a flock of 120 sheep on his 85 improved acres, far more than any neighboring farmers. Parker served as chairman of the Board of Town Supervisors between 1874 and 1876. 20

¹⁵ "Philander Prescott," Hennepin County History (Spring 1962), 5. The facts in this article to not agree with other accounts of building construction. See also Warner and Foote, History of Hennepin County, 341.

¹⁶ "Resident spearheads volunteer effort to rediscover 'Lost Longfellow,'" Longfellow/Nokomis Messenger (June 2005), 10.

¹⁷ Blegen, Minnesota: A History of the State, 179.

¹⁹ 1870 U.S. Census, Agricultural Schedules, Hennepin County, Minneapolis Township.

²⁰ Warner and Foote, *History of Hennepin County*, 343; 1870 U.S. Census, Agricultural Schedules, Hennepin County, Minneapolis Township.

Charles Brown operated a farm east of Minnehaha Avenue in Section 1. Like Parker, he was a native of Maine, as was his wife, Abby Brown. The Brown household in 1870 included six children and a farm worker, Charles Johnson. By 1880, they relocated to a farm in Grow Township, Anoka County.

Edwin Burnell (1837-1907), another native of Maine, was Brown's neighbor near present-day Minnehaha Avenue and 32nd Street. A relative latecomer to the area, he arrived in 1867. Burnell, his wife Mary (b. 1833) and their three children were among a few farmers who would remain in the area in later decades as gardeners and in other occupations. The now-razed Burnell House was at 3152 Minnehaha Avenue.²¹

Stephen Dutton, who was recorded in the 1870 U.S. Census as a renter near the Burnells, was an African American farmer from Alabama. His wife Irene was a native of Mississippi and their two children were born in Minnesota. Dutton was born in 1830 and may have served in the Civil War as a member of the 1st Infantry Regiment, noted as "Michigan's first colored regiment." Farming in 1870 near Minnehaha Avenue and E. Lake Street, Dutton produced 100 bushels of spring wheat on 20 acres. There were only 759 African-Americans in Minnesota in 1870, and many were concentrated in Mississippi River towns.²³ Their migration path to Minnesota varied; some migrants had responded to advertisements offering jobs during Civil-War-era labor shortages.²⁴ Dutton left the area by 1875 and in 1880 the family of five was living at 102 N. 3rd Street, where Stephen worked as a laborer. 25

William (Willis) G. Moffett (1804-1875) and his son William R. Moffett (1831-1901) made adjacent land claims near present-day E. 42nd Street and Minnehaha.²⁶ William G., a native of Kentucky as was his wife, Caroline, made his claim in 1852.²⁷ The William G. Moffett House, which was at the northwest corner of E. 42nd Street and Minnehaha, was moved to 3620 E. 42nd Street for use as the Danish Young People's Home (razed). William R. was born in Illinois and his wife, Mary, was a native of New York. 23 Nearby, William Adams (b. 1825), a native of Massachusetts, and his wife Louisa (b. 1826), a native of Maine, had a large household that in 1870 included three of their children, ages 5 through 26, a farm laborer, and a domestic servant. Two additional boarders were employed as a shoe cutter and as a brick mason.²⁹

²⁵ 1880 U.S. Census, Minneapolis Township 1st District.

²¹ "Minnesota Resident Since 1862." *Minneapolis Journal* 4 June 1907.

²² The unit was organized in February 1864 and disbanded in September 1865. See Historical Data Systems, comp, "American Civil War Soldiers," (Provo, Utah: The Generations Network, Inc., 1999). Online database.

²³ David Taylor, "The Blacks," in June D. Holmquist, ed., *They Chose Minnesota* (St. Paul: Minnesota Historical Society, 1981), 75. ²⁴ Ibid.

²⁶ 1870 U.S. Census, Agricultural Schedules, Hennepin County, Minneapolis; Warner and Foote, History of Hennepin County,

 $^{342. \\}$ Warner and Foote, $\it History \ of \ Hennepin \ County, \ 342.$

²⁸ William R. Moffett obituary, *Minneapolis Journal* 25 Aug 1901; additional information from Eric Hart, Longfellow History Project.

²⁹ 1870 U.S. Census, Agricultural Schedules, Hennepin County, Minneapolis.

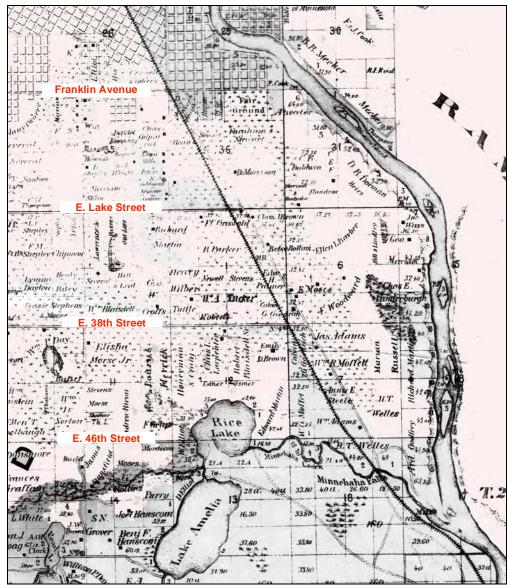


Fig. 6. The Minnehaha Avenue and CM&StP corridor is shown on the 1874 Map of Hennepin County, Minnesota (G.B. Wright) when the city limits extended only to Franklin Avenue. At the time, farmers occupied most of the area south of E. Lake Street and Minnehaha Avenue.

Allan D. Libby (1833-1911), a native of Maine, was a pioneer farmer, grocer, and dry goods dealer. His farm—where he was credited in 1881 as "having helped break the land where South Minneapolis now stands"—included the Minnehaha Avenue and E. Lake Street intersection. Libby taught in Hennepin county schools, served in the Civil War, and held positions such as the Clerk of Minneapolis Township in 1881.

To the southeast at Minnehaha Falls, Ard Godfrey farmed and operated a gristmill.³³ Godfrey (1813-1894), a native of Orono, Maine, arrived in Minnesota in 1847 to work for Franklin Steele, the first

³⁰ Longfellow History Project, *The 27th and Lake Area*, 18.

³¹ Warner and Foote, *History of Hennepin County*, 350.

³² Ibid

³³ Warner and Foote, *History of Hennepin County*, 342; 1870 U.S. Census, Agricultural Schedules, Hennepin County, Minneapolis.

private developer of the waterpower at St. Anthony Falls. Godfrey supervised the construction of Steele's mill and dam, and in 1849 also built a small frame house that survives today in Chute Square. In 1853, Godfrey and his family claimed land on the north side of Minnehaha Creek where he built a house and gristmill near a levee that became known as Godfrey's Point. Godfrey ended mill operation after it burned in 1863, but remained on the property until 1888. Minnehaha Park (NRHP) and the Minnesota Soldier's Home (NRHP) were built on portions of his property.

Pioneer farms along the corridor were operating at the urban fringe, with market crops and dairy products for urban customers a significant part of their production. Some farming continued during the early 20th century, and was gradually discontinued as blocks and lots were platted along the Minnehaha Avenue streetcar route. In 1915, the four-block Minnehaha Terrace was platted on the former Annie T. Steele property between 42nd and 43rd Avenues. Promoters reminded potential buyers that it was in the "fastest growing part of the city . . . hundreds of acres east of Minnehaha Avenue that were utilized for the growing of grain and for garden purposes only a year or two ago are now almost solid blocks of good homes." ³⁶

4.1.4 Minnesota Central Railroad and Successors, 1864-1882

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

Isaac Atwater, History of Minneapolis (1893), 329

The rail corridor that parallels Hiawatha Avenue was a key component of the city's development as a flour milling and industrial center (HC-MPC-7401). After 1888, with the construction of the D. A. Martin Elevator at E. 33rd Street and Hiawatha Avenue, the corridor began to develop as a significant center of grain elevator as well as mill construction. (See Section 4.2.)

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 was not until the 1870s that Minnesota's farmers were able to ship their grain on a developed railroad network.³⁷

The next line was built 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 1862.³⁸

The company chose an alignment between St. Anthony Falls and Fort Snelling along the west side of present-day Minnehaha 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. 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.

³⁶ "Minnehaha Terrace Near the Falls" *Minneapolis Journal* 15 June 1915, Real Estate Section, 10.

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³⁴ Atwater, *History of the City of Minneapolis*, 528; Warner and Foote, *History of Hennepin County*, 346.

³⁵ Atwater, History of the City of Minneapolis, 529.

³⁷ Merrill E. Jarchow, *The Earth Brought Forth: A History of Minnesota Agriculture to 1885* (St. Paul: Minnesota Historical Society), 166-69.

³⁸ Richard S. Prosser, *Rails to the North Star* (Minneapolis: Dillon Press, 1966), 150.

³⁹ Prosser, Rails to the North Star, 150.

⁴⁰ Don L. Hofsommer, *Minneapolis and the Age of Railways* (Minneapolis: University of Minnesota Press, 2005), 21.

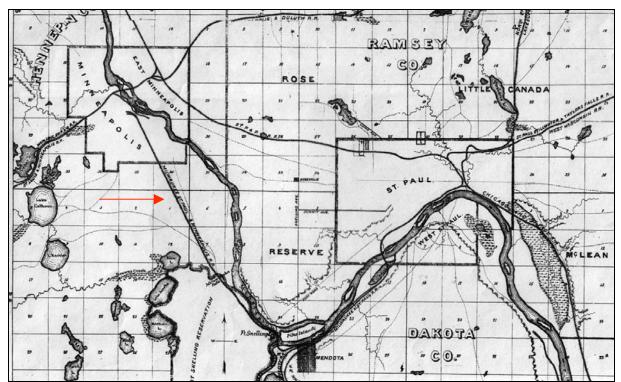


Fig. 7. Railroad Map of Saint Paul and Minneapolis (1875). The rail corridor is shown at arrow. The Minnesota Central (later the CM&StP) was then labeled as the Milwaukee, St. Paul, and Minneapolis Railroad.

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. 41 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. 42 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. 43 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 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 north of E. 50th Street, in part to serve the numbers of recreational visitors to the increasingly popular falls (NRHP). ⁴⁵ The downtown Milwaukee Road Depot was completed at 3rd and Washington Avenues in 1878 and was replaced with a larger station in 1900 (NRHP).

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⁴¹ Prosser, *Rails to the North Star*, 151.

⁴² Patrick C. Dorin, *Milwaukee Road East* (Seattle: Superior Publishing Company, 1978), 11.

⁴³ Prosser, Rails to the North Star, 124-125; Dorin, Milwaukee Road East, 12.

⁴⁵ "Minnehaha Historic District National Register Nomination, "1969. On file, State Historic Preservation Office, St. Paul.

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. 46 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 intersected by the east-west route of the CM&StP Short Line near E. 27th Street. 48 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. ⁴⁹ By 1880, 400 men were employed in the shops. ⁵⁰

4.1.5 Early Industrial Development, 1864-1900

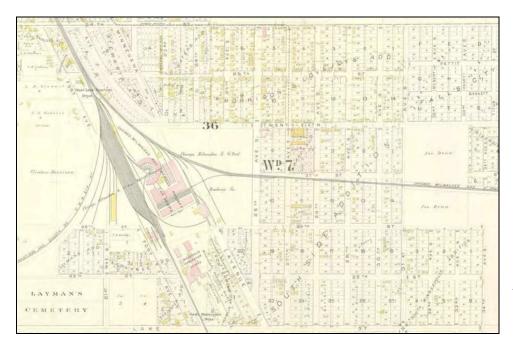


Fig. 8. The railyards and industrial area developed near Minnehaha Avenue north of E. Lake Street, as shown in 1885 in the Complete Set of Surveys and Plats in the City of Minneapolis (G.M. Hopkins).

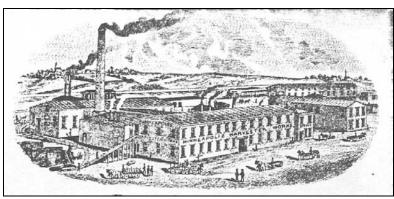
The construction of the Minnesota Central (later the CM&StP) was the first step in the industrial development of the Minnehaha-Hiawatha corridor. Although Minneapolis' industrial growth in the post-Civil War era was checked by the Panic of 1873, iron manufacture was critical to the growing mill district at St. Anthony Falls and to a variety of other industries. Foundries produced machines for flour and sawmills, architectural hardware, agricultural implements, rails and railway car wheels, and stoves and boilers, and many other products.

⁴⁶ Clinton Morrison, *The Morrisons: Minneapolis Pioneers* (privately published, 1989), 94.

⁴⁸ 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

⁴⁹ Paul 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. Warner and Foote, *History of Hennepin County*, 42.

Two important industries established along the CM&StP north of Lake Street in the 1870s suggested the direction of the area's future growth. The Minneapolis Harvester Works was established in 1873 by a stock company and was subsequently owned by industrialist Dorilus Morrison and members of his family. At the time of construction, the plant site between Hiawatha and Minnehaha Avenues at E. 29th Street was south of the city limits. Although a fire in 1876 destroyed the plant, it was rebuilt and the company grew to employ 200 workers by 1880. The Dewey Harvester, the Minneapolis Binder, and Minneapolis Harvester No. 1 were among early products. The firm was acquired by the Walter A. Wood Harvester Company of St. Paul in 1892. In 1900 all the buildings were destroyed by fire.



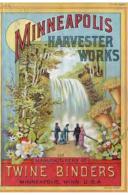


Fig. 9. Minneapolis Harvester Works in ca. 1879; catalog advertisement, ca. 1880.

Nearby, the Northwestern Stove Works (razed) was founded in 1878 by Edward Spear Jr., who formed a partnership with Charles R. Bushnell in 1880. The plant was located on a two- and one-half acre site at Hiawatha at E. 26th Street and employed 75 men by 1881. The firm's stoves were sold at its store at 204 Hennepin Avenue. 55

Several cooperages (now razed) were also established near the railyards north of E. Lake Street. Along with iron products, barrels were essential to the city's milling industry and other types of food processing. By 1885, Doud, Son and Co. were at E. 24th Street along the CM&StP, and the Minneapolis Cooperage Company plant was erected in 1888 near E. 25th Street. In 1885 the Northwestern Barrel Company located north of E. 24th Street at 2304 Snelling Avenue; in 1898 the Hennepin County Barrel Company moved into the factory. In 1885 James Jensen opened his lumber company north of the Northwestern Barrel Company at 2100 Snelling Avenue and remained at that location until 1927.

South of E. Lake Street, the first large factory appears to have been that of the Morris and Co. furniture firm, which erected a building west of the intersection of Hiawatha Avenue and E. Lake Street in 1873. Purchased by Gilmore and McCulloch in 1874, the building burned in 1881.⁵⁹ In 1884, the Minneapolis

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⁵¹ Atwater, *History of the City of Minneapolis*, 515; Warner and Foote, *History of Hennepin County*, 411.

⁵² Atwater, *History of the City of Minneapolis*, 653, Warner and Foote, *History of Hennepin County*, 408.

⁵³ Atwater, *History of the City of Minneapolis*, 515.

⁵⁴ "Old Harvester Works Go," *Minneapolis Journal* 19 Nov 1900, 6.

⁵⁵ Warner and Foote, *History of Hennepin County*, 408.

⁵⁶ Minneapolis Building permit B17139, 11/21/1888; Minneapolis City Directory, 1888-1889.

⁵⁷ Minneapolis City Directory, 1890-1891. Minneapolis Building permit B3306, 4/13/85; B42252, 12/8/98.

⁵⁸ Minneapolis Building Permit B4207, 7/8/85.

⁵⁹ Warner and Foote, *History of Hennepin County*, 413, describe a Morris and Company Furniture Company factory in South Minneapolis built in 1873 and purchased in 1874 by Gilmore and McCulloch. The business employed 60 men in a two-story building. "Gilmore Furniture" is labeled south of Lake Street at Minnehaha on Geo. Warner, *Map of Hennepin County* (1879). Warner and Foote (1881), 342, note that pioneer settler "Benjamin Parker located where the Gilmore Furniture Factory now stands." According to *Minneapolis Illustrated* (Minneapolis: Board of Trade, 1889, 59), after it burned in 1881 it was rebuilt on Western Avenue.

Glass Manufacturing Company built a 110 x 40-foot plant at Hiawatha and E. 35th Street on a spur of the CM&StP (razed). ⁶⁰ The factory utilized equipment obtained from the Suffolk Glass Works Plant in Boston. Investors included W. D. Washburn, R. P. Russell, C. P. Hazeltine, and R. J. Mendenhall. ⁶¹ The firm hoped to utilize the local supply of fine sand, which was praised as the "finest in the world." ⁶² The company was short-lived, however, and the vacant building burned in 1898. ⁶³

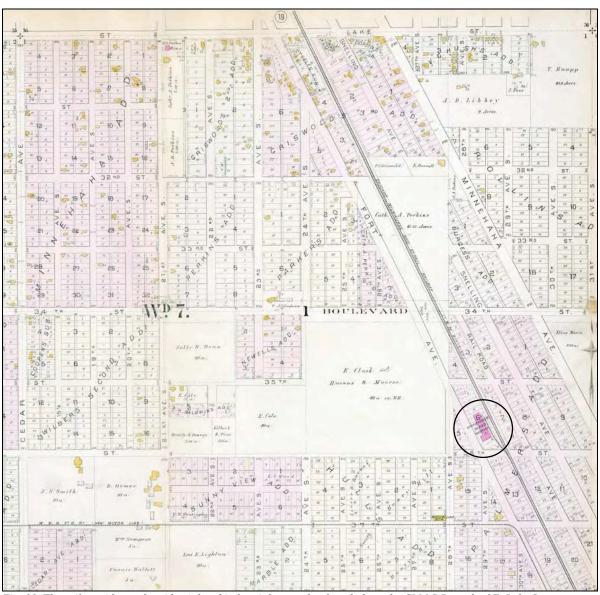


Fig. 10. The rail corridor and residential and industrial areas developed along the CM&StP south of E. Lake St., as shown in 1885 in the Complete Set of Surveys and Plats in the City of Minneapolis (G.M. Hopkins). The Minneapolis Glass Manufacturing Company near Hiawatha Ave. and E. 36th Street is circled at lower right.

⁶⁰ Minneapolis Building Permit B392, 8/21/84.

^{61 &}quot;The Glass Factories," Minneapolis Tribune, 9 Sept. 1884, 5; *Minneapolis City Directory*, 1888-89.

^{62 &}quot;A New Northwestern Industry," *Minneapolis Tribune* 11 Jan. 1885, 4.

^{63 &}quot;Prey to the Flames," *Minneapolis Tribune* 21 March 1898, 5.

⁶⁵ Horace B. Hudson, ed. A Half Century of Minneapolis (Minneapolis: Hudson Publishing Co., 1908), 389.

4.1.6 Industrial Development, 1900-1968

Minneapolis Steel and Machinery Company Minneapolis Moline Power Implement Company

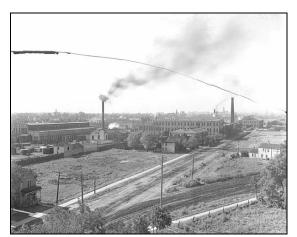




Fig. 11. Minneapolis Steel and Machinery Company, ca. 1915; at right, Minneapolis Steel and Machinery Company tractors (Monarch Elevator at rear), ca. 1918.

Industrial growth south of E. Lake Street was slow until the creation of the Minneapolis Steel and Machinery Company at Lake Street and Minnehaha Avenue. When this firm was organized in 1902, it reactivated development of an area around the then-defunct former Minneapolis Harvester Works. The new plant covered about two blocks of land just south of the CM&StP railyards. Minneapolis Steel and Machinery initially specialized in structural steel for buildings and bridges as well as stationary Corliss steam engines. Tractor manufacture was added in about 1910, resulting in development of the popular "Twin City 40." During World War I the firm also manufactured munitions for the U.S. government. In 1917, a factory and machine shop were built at 3200 Snelling Avenue (HC-MPC-7404). By 1926 Minneapolis Steel and Machinery was the largest steel and iron manufacturing plant in the northwest. See Section 4.2 for discussion of the Minneapolis grain industry and the Hiawatha Avenue corridor during this period.)

The Minneapolis Moline Power Implement Company was created in 1929 by the merger of the Minneapolis Steel and Machinery Company, the Moline Implement Company of Moline, Illinois, and the Minneapolis Threshing Machine Company. The firm's main headquarters were in Hopkins, but the Minneapolis Steel and Machinery plant at Lake Street plant was expanded to manufacture a full line of tractors. The sprawling plant included 20 shops in separate buildings. Moline also operated a plant in Moline, Illinois.

Moline became one of the country's largest producers of farm implements as well as the largest employer on the city's South Side. Production focused on tractors and threshers as well as structural steel, and a growing demand for international export.

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⁶⁶ "Minneapolis Steel and Machinery Company," accessed as http://memory.loc.gov/ammem/award97/ndfahtml/paz_co.html, February 5, 2008.

⁶⁷ "Steel-Machinery Company Practically Completes Return to Industrial Manufacture," *Minneapolis Journal* 3 Jan 1926.

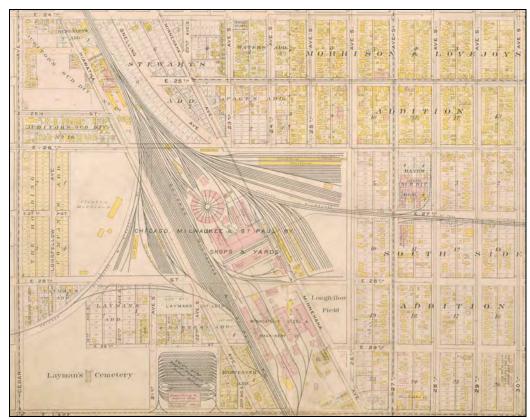


Fig. 12. The CM&StP railyards and industrial area north of E. Lake Street (Minneapolis Real Estate Board, Atlas of Minneapolis, 1914).



Fig. 13. The CM&StP railyards and Minneapolis Moline, facing north, ca. 1930.

During the Depression years of the 1930s, production declined but was followed by increased output during World War II. In 1962 Minneapolis Moline was acquired by White Motor Company of Lansing, Michigan. In 1973 the main plant north of E. Lake Street was closed and the buildings were razed. The Minnehaha Mall (1976), Target Store, and Cub Foods now occupy the site. ⁶⁸

Other Foundries and Factories

The first large foundry opened south of E. Lake Street along the CM&StP was Security Foundry at 3042 Snelling Avenue (1911, razed). The company was organized to manufacture stoves, hot water and steam fittings, and furnace castings. Modeled on the Michigan Stove Works in Detroit, it was designed to capture business previously lost to Chicago companies, and it was hoped to be the beginning of an important new Minneapolis industry. ⁶⁹ The "Security Boiler" was advertised as a "new development in heating efficiency." ⁷⁰

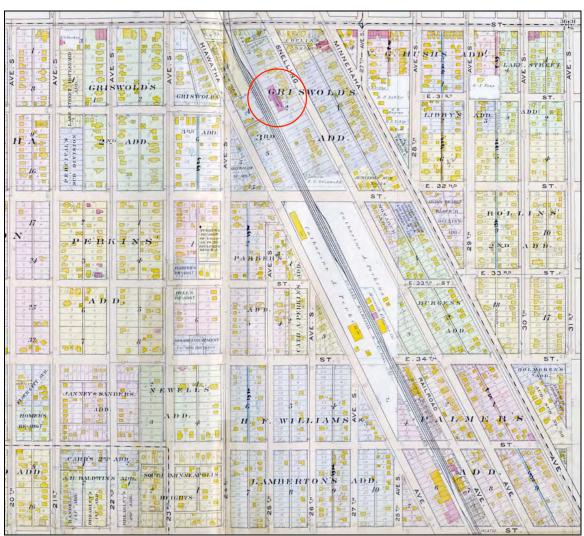


Fig. 14. Security Foundry (circled), early grain elevators, and other industries south of E. Lake Street and Minnehaha Avenue Street (Minneapolis Real Estate Board, Atlas of Minneapolis, 1914).

⁶⁹ "Security Foundry," *Minneapolis Morning Tribune*, 19 Mar 1911, 5.

⁶⁸ Longfellow History Project, *The 27th and Lake Area*, 6.

⁷⁰ "Home Products Show will Open Here Tomorrow," *Minneapolis Morning Tribune*, 27 Oct. 1927:1

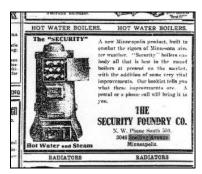


Fig. 15. Minneapolis Tribune, April 14, 1912, 37.

In 1916 the Toro Manufacturing Company, which had manufactured engines for the Bull Tractor Company under the Minneapolis Steel and Machinery Company, moved from its Prior and University Avenue location in St. Paul to the former Security Foundry and other buildings. During World War I they made artillery shells. After the war and under the direction of company president J. S. Clapper, the firm specialized in the manufacture of motors and engines, primarily for use in tractors and then in lawn equipment. The firm occupied more than 70,000 square feet in various Snelling Avenue buildings before moving to a new Bloomington plant in 1962. The Security-Toro property was subsequently demolished.⁷¹



Fig. 16. Smelting Room, R.C. Hitchcock and Co. Foundry in 1944 (razed).

In 1926 the R. C. Hitchcock and Co. Foundry (razed) was built at 3023 Snelling Avenue opposite the Security Foundry. The business was established in 1916 by pattern maker Ralph C. Hitchcock (1884-1966). Hitchcock and Co., later Hitchcock Industries and Hitchcock USA, remained in the family for several generations and relocated to Bloomington in the late 1950s. The security of the

The American Ball Company built a two-story factory at 3104 Snelling Avenue in 1915 (HC-MPC-7402). Buildings from the original construction have been absorbed by multiple additions for the metal stamping company, V. A. Boker and Sons, which moved to the site in 1939.⁷⁴

The Modern Foundry at 3161 Hiawatha Avenue is an intact foundry complex that has been in continuous operation since its construction (HC-MPC-7405). The initial \$40,000 building completed in 1920 produced light gray iron castings, a product needed by Twin City manufacturers and which had been previously obtained from outside sources. Original company directors of the Modern Foundry and Machinery Company included W. P. Christian of the Northern Bag Company and L. J. Bedard, president

⁷¹ Minneapolis City Directory, 1932. Minneapolis Building Permit. B360366, 10/29/57. "Toro Motor Co.," Minneapolis Morning Tribune, 17 June 1919:89; "Toro Opens Bloomington Factory," Minneapolis Tribune 23 Sept 1962.

⁷² Minneapolis Building Permit, B199948.

⁷³ Personal communication with Mike McLaughlin, Hitchcock USA, 10/13/08.

⁷⁴ The present company is Boker's Incorporated.

of the Progressive Shoe Company. Now the Acme Foundry, a firm founded by Harlan Bursh, the plant still produces custom gray iron castings, which was its historic use.⁷⁵





Fig. 17. Modern (Acme) Foundry, south elevation, 3161 Hiawatha Ave. in 2008. At right, Modern Foundry (west elevation) is to the right of the Minneapolis General Electric Hiawatha Substation (1916), also 2008.

By 1930, both sides of Hiawatha Avenue were lined with lumber and fuel businesses, which required large land parcels and rail spurs. In 1906, the Northwestern Fuel Company ⁷⁶ developed a yard at Hiawatha Avenue and E. 32nd Street and the Northwestern Lumber Yard on E. 37th Street. Both businesses were replaced by companies requiring rail spur access; the Northwestern yard was cleared for the Atkinson Mill in 1915 and the fuel yard was redeveloped for the Lake Street Sash and Door Company in 1916.⁷⁷ In 1912, Thomas H. Shevlin developed a branch of his expanding Shevlin-Carpenter Lumber Company at E. 45th Street and Hiawatha Avenue but moved out of the area in the 1930s.

Lumber and fuel company yards located along the west side of the CM&StP tracks were abandoned as part of 1960s highway clearance. They included the J. R. Hartzell and Son Fuel Yard and ice house at 4557 Hiawatha Avenue and the Landers-Morrison-Christenson Company's cement factory at 3345 Hiawatha. Both were in operation by 1912. 79 H. H. Berge (1912) is the surviving lumberyard within the project area. Located on the east side of the CM&StP at E. 40th Street and Snelling Avenue, it is operated by the Hiawatha Lumber Company (HC-MPC-7418).80

⁷⁷ Minneapolis Building Permit B118388; Minneapolis Building Permit B140995.

⁷⁵ Minneapolis Building Permit B141892; "Foundry Being Erected to Turn Out Castings," Minneapolis Morning Tribune 26 Jun 1920:30; Business and Industry Magazine (July 1995) notes that Harlan Bursh's Modern Foundry firm was established in 1913. Business and Industry accessed 6/1/08 as http://www.acmefoundry.com/feature.htm.

⁷⁶ Minneapolis Building Permit B68681.

⁷⁸ Sanborn Fire Insurance Co. Map 1912 and 1930; *Minneapolis City Directory* 1932; Hudson, A Half Century of Minneapolis, 319. ⁷⁹ Sanborn Fire Insurance Co. Map 1912 and 1952 updates; Minneapolis City Directories 1932, 1942, 1955.

⁸⁰ Sanborn Fire Insurance Co. Map (1912 and 1950 updates).

Millwork companies were also a significant part of the corridor, most notably the Lake Street Sash and Door Company. Founded by Helmar Knudsen (1881-1970), the operation began in 1916 at 3121-47 Hiawatha Avenue. 83 The company moved to a new factory at 4001 Hiawatha in 1926 where it remained until closing in 1964 (HC-MPC-7410).84





Fig. 18. Lake Street Sash and Door Co., 4001 Hiawatha Avenue, ca. 1940; with second-floor addition at right, ca. 1950.

E. E. Bach Millwork moved into the first Lake Street Sash and Door factory at 3121-47 Hiawatha Avenue in 1946 and rebuilt the factory (now razed) after a major fire two years later.⁸⁵



Fig. 19. The first Lake Street Sash and Door Co. factory, later E. E. Bach Millwork, 3121 Hiawatha (razed), 1950.

⁸³ Minneapolis Building Permits B195338; B203452 (4001 Hiawatha Avenue).
84 Minneapolis Star, 17 April 1964.
85 The Lake Street Sash and Door Factory was occupied by the Char-Gale Manufacturing Company before it moved to a new building at 4311 Hiawatha Avenue.

Other Manufacturing

In addition to foundry, lumber and wood products, and fuel firms, the corridor was home to a variety of other industries. In the 1940s the Venice Art Marble Tile Company occupied a portion of the Minneapolis Steel and Machinery building located on the northwest corner of E. 32nd Street and Snelling Avenue (3158 Snelling Avenue). In 1952, the marble company rebuilt the factory, dating from ca. 1917, in 1952 and operated there during the 1970s. ⁸⁹ The original building has been completely refaced and none of the original building retains historic integrity.

The Lull Manufacturing Company, a manufacturer of forklifts and loading equipment, occupied the northwest corner of E. 44th Street and Snelling Avenue (3612 E. 44th Street). L. H. Hull moved from Rochester and started the company in 1934. By 1949, before moving to St. Paul, the firm had 100 employees. The building was razed in 2006. In 1945, Freeman Manufacturing Inc. connected its farm implement company to a rail spur at the corner of E. 41st Street and Dight Avenue (3320 Dight Avenue; HC-MPC-7419). In the 1950s, the advertising division of General Mills became the next occupants. The building, which has had multiple new additions, now houses A&A Millwork (HC-MPC-7419).



Fig. 20. Char-Gale Manufacturing Company (1946), 1947.

After World War I an increasing number of firms depended on truck rather than rail shipment. In 1929 Char-Gale, a sheet metal products manufacturer founded by C. L. Johnston and Edward A. Grapp (and named after Grapp's daughter, Charlene), began operation. They occupied the Moderne-Style factory previously occupied by Lake Street Sash and Door and E. E. Bach Millwork. In 1946, the product line expanded to include production of air conditioning vents and the company built a new 100,000-square-foot factory at 4311 Hiawatha Avenue (HC-MPC-7410). In 1953 Char-Gale moved to a new facility in Anoka that was capable of housing the company's 34 tractor trailers and 200 employees. ⁹¹ The Hiawatha Avenue building continues in commercial and industrial use (HC-MPC-7411).

The Moderne-Style factory of Minneapolis Plastics Moulders Inc. (1946) remains at 4401 Hiawatha Avenue (HC-MPC-7412). The flat-roofed, one-story, brick and glass block building was designed by Minneapolis architects William G. Dorr and Car B. Stravs, in practice as Associate Architects, is currently occupied by Reddy Rents. 92

⁸⁹ Minneapolis Building Permit B326523; B326833, 4/24/52.

⁹⁰ "New Materials Handling Machine," *Minneapolis Star* 28 Dec 1949. The building was razed in 2006 for residential development.

⁹¹ Minneapolis Tribune 6 March 1938; Minneapolis Journal 4 Feb 1946; Minneapolis Tribune 25 April 1953.

⁹² Building plans supplied by Brian Fitzgerald, Reddy Rents, 5/1/2009.

Utilities

Beginning in 1911, industries south of E. Lake Street were served by Minneapolis General Electric's iron-clad transformer substation at 3147 Hiawatha Avenue, located just west of the now-razed Security Foundry. The 1911 structure was replaced in 1916 with a brick-clad, two-story substation that cost \$14,000 (HC-MPC-4107). This building is currently vacant.



Fig. 21. Minneapolis General Electric Hiawatha Substation (1916), 3147 Hiawatha Avenue, in 2008. The Modern (Acme) Foundry is at right.

Fire Protection

Fire Station #21 (also Hook and Ladder #8) at 3006 (3010) Minnehaha Avenue served the industrial and residential area south of Lake Street between 1894 and 1961 (HC-MPC-4189). Constructed 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. 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. 1921. At the time of its decommissioning in 1961, it was designated Engine Company #21. It was replaced by a new facility at 3209 E. 38th Street. The building now houses a theatre company.



Fig. 22. Fire Station #21, 3006 Minnehaha Avenue (1894), 2008.

In 1907, Fire Station #21 was relieved of south-sector duty with the construction of Fire Station #24 at 4501 Hiawatha Avenue (HC-MPC-7413). 97 At the time of its opening, Minnehaha Avenue residents

⁹³ Minneapolis Building Permit B96442, 12/22/11.

⁹⁴ Minneapolis Building Permit B122036, 5/20/16.

⁹⁵ 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.
⁹⁶ Ibid. n.p.

⁹⁷ Minneapolis Building Permit B70574, 2/28/07.

objected to the stationing of three African American firemen at this location, leading the Minneapolis Fire Chief to issue a statement that the station was meant to be a "colored fire company." At least 60 women in the vicinity signed a petition supporting the new station and its firemen. 99 As noted in Section 4.1.8, nearby Snelling Avenue was a significant center of the early South Minneapolis African American community. The building is now in commercial use.



Fig. 23. Fire Station #24 (1907), 4501 Hiawatha Avenue, 2008, looking south.

4.1.7 Corridor Community and Housing, 1885-1968

Early Real Estate Additions

Real estate speculators eyeing potential rail connections after the Civil War created the pattern for future industrial as well as residential development. Prominent investors in the mills and factories at St. Anthony Falls were among those who created the pattern of blocks and lots evident today. 100

In 1875, Minneapolis investors Thomas Lowry (1843-1909) and Dorilus Morrison (1816-1898) laid out the 30-block South Side Addition north of E. Lake Street between 26th and 31st Avenues S. Most of the lots were sold to builders of houses for workers in area foundries, cooperages, fuel and ice businesses, and other industries north of E. Lake Street near Minnehaha and Hiawatha Avenues. The South Side Addition grew slowly, with only about 120 houses and several tenements erected by 1885. ¹⁰¹

Investors also platted lots and blocks south of E. Lake Street along the CM&StP. ¹⁰² Franklin C. Griswold (1839-1924), a native of Connecticut, graduate of Yale University, and member of the First Minnesota Cavalry, lived near the southwest corner of E. Lake Street and Hiawatha Avenue on property that he would later subdivide as Griswold's 3rd Addition. ¹⁰³ Unlike most other investors, he resided on his property and farmed for a short time. In 1870, the Griswold farm produced 500 bushels of wheat on 65 acres. The household included his second wife, Ella, two children, and a Swedish farm laborer. ¹⁰⁴ After

⁹⁸ "Minnehaha Residents Object," *Minneapolis Journal* 13 July 1907; "Fire Chief Explains Men," *Minneapolis Journal* 23 July 1907; "Colored Firemen Isolated by Chief," *Minneapolis Tribune* 23 July 1907, 6.

^{99 &}quot;Women Back Firemen: Petition of Sixty Stands by Colored Employees," Minneapolis Tribune 6 Aug 1906:6.

¹⁰⁰ Atwater, History of the City of Minneapolis, 46, 499.

¹⁰¹ Complete Set of Surveys and Plats of Properties in the City of Minneapolis, Minn. (Philadelphia: G. M. Hopkins, C.E., 1885), plates 17, 19.

All addition dates from Hennepin County Recorder's Office plan files, Hennepin County Government Center.

^{103 &}quot;Works Hard for Wider Streets," *Minneapolis Journal* 15 Mar 1910, 9.

¹⁰⁴ 1870 Census, Agricultural Schedule, Hennepin County, Minneapolis.

subdividing his farmland, Griswold moved to Nicollet Island and was a member of the Minneapolis Real Estate Board and St. Anthony Commercial Club. In the 1870s he led the effort to widen Minnehaha Avenue. ¹⁰⁵

Griswold's 3rd Addition (1874) south of E. Lake Street between E. 32nd Street, 23rd Avenue S., and Minnehaha Avenue, provided lots for the area's first non-agricultural residential construction as well as retail businesses, factories, and grain elevators (see Fig. 14). Griswold's 3rd was followed by Catherine Perkin's Addition (1877) north of E. 34th Street. Palmer's Addition (1883), platted by Edward and Julia Palmer, extended between E. 34th Street and the city limits at E. 38th Street. Palmer's Addition provided more than 20 blocks of lots suitable for residential as well as industrial construction along Minnehaha, Railroad (Dight), Snelling, and Fort (Hiawatha) Avenues. Valentine G. Hush's Addition (1880) was platted east of Minnehaha Avenue on the south side of E. Lake Street. Hush (b. 1842) was a native of Ohio who arrived in Minneapolis in 1867. A founder of the City Bank and V. G. Hush's Bank, he laid out four short blocks on a portion of Allan D. Libby's former farm between Minnehaha and 29th Avenue S. The lots accommodated (now-razed) inexpensive workers' houses, some placed two per lot along E. 28th Street.

The patchwork of railroad construction and real estate additions created the street and alley system that has persisted despite many land use changes. The names of the major diagonal avenues: Minnehaha, Hiawatha, Snelling, and Railroad (Dight) respectively reflected their proximity to Minnehaha Falls, the association with Henry Wadsworth Longfellow's poem, *Legend of Hiawatha* (1855), and proximity to Fort Snelling and the CM&StP Railroad.¹⁰⁷

Lots in most of the early additions would remain on paper—awaiting sale for residences or industry—for several decades. Until about 1900, Minnehaha was the only fully opened street to the south. At this time the land south of E. 32nd Street remained primarily in agricultural use. Among the oldest buildings was the Philander Prescott farmhouse (1853) near E. 45th Street and Minnehaha Avenue. The W. R. Moffett farmhouse still stood at the northwest corner of E. 42nd and Minnehaha, along with Moffett's agricultural buildings. The land between E. 42nd and E. 46th Streets remained in the estate of Annie T. Steele, and only a single house stood on Snelling Avenue near the Minnehaha Elevator at E. 41st Street.

The Allan D. Libby farmhouse (ca. 1860s), which survives today at 3107 28th Avenue S, was originally at the northeast corner of E. 31st Street and Minnehaha Avenues. This appears to be the earliest house remaining in the immediate area. All of the farmhouses and other agricultural buildings that once lined Minnehaha Avenue during the 19th century have been razed or moved to other locations.

^{105 &}quot;Works Hard for Wider Streets," Minneapolis Journal 15 Mar 1910, 9.

¹⁰⁶ Warner and Foote, *History of Hennepin County*, 568.

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Warren Upham, Minnesota Geographic Names, Their Origin and Significance (St. Paul: Minnesota Historical Society, 1969 reprint), 23, 602; Joseph Zalusky, "The Doctor Who Lived in a Tree," Hennepin History (Winter 1964), 18-20.
 Longfellow History Project, The 27th and Lake Area, 18.

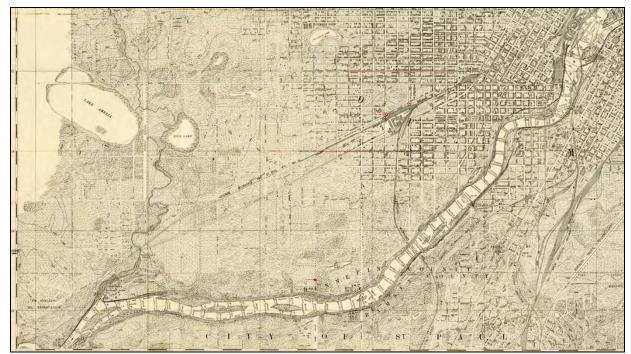


Fig. 24. Survey of the Mississippi River Chart No. 189, ca. 1895, shows the extent of real estate development and the largely agricultural land use south of Lake Street.

Anticipation of the streetcar route that was extended along Minnehaha Avenue in 1895 and the expansion of industry encouraged new real estate additions. In 1891 Lawndale was platted between E. 38th and 40th Streets and 42nd Avenue S. by pioneer farmers James and Louisa Adams. By 1920, the Edgewood Addition, Smith and Howe's First Addition, Elmhurst, Clifton's Addition, Arcadia, Minnehaha Terrace, and Fuller's Riverdale Addition were platted, and most were filled with houses during the 1920s. Minnehaha Terrace promoters noted, "the growth of the city is in this direction. You cannot make a mistake."



Fig. 25. Minnehaha Terrace, Minneapolis Journal, June 15, 1915.

By 1885, Hiawatha, Snelling, and Minnehaha Avenues from E. Lake Street to E. 32nd Street had about 30 houses erected on lots in Griswold's 3rd Addition. There were also a scattering of small frame commercial buildings along E. Lake Street. 109 Although all of the Snelling and Hiawatha houses have been razed, a remaining house from this period is that built in ca. 1884 at 3124 Minnehaha Avenue. ¹¹⁰ In 1900, the two-and-one-half story building was occupied by physician Nereus Cook, his wife Clara, and his mother-in- law. A wood, four-stall shed at the rear appears to date from about the same period.



Fig. 26. 3124 Minnehaha (ca. 1884), 2008.

The size of the Cook house was somewhat atypical of the first non-agricultural housing constructed along Minnehaha, Snelling, and Railroad (Dight) Avenues. Most were small, modestly-priced, single-family dwellings built by or for workingmen and their families. Although many of the area's first residents were natives of New England, Swedish, Norwegian, Danish, German, and Irish individuals and families were also present in good number by 1905, and the number of Swedes and Norwegians would steadily increase.

By 1895, after electric streetcar service was extended along Minnehaha Avenue, the Minnesota State Census shows that area workers were increasingly attached to nearby industries and particularly to the CM&StP railyards. Machinist, locomotive engineer, and iron moulder were among typical occupations. The 14-person household of James Brennan, for example, was housed in a now-razed dwelling at 3026 Snelling Avenue built in ca. 1888. ¹¹¹ The property also included a barn. Brennan, 52, was an Irish-born locomotive engineer, as was his 24-year old son, and three boarders who were machinists or locomotive engineers.

Cooperages were among the earliest businesses established along the CM&StP north of E. Lake Street. On the same block as the Brennan household, 3032 Snelling Avenue was owned by Frederick Zadach, 66, a German-born cooper who had been at this location since about 1885. 112 A native of Germany, Zadach and his extended family occupied several houses on Minnehaha and Snelling Avenues. His son Louis, also a cooper, and his wife, Emilie, five children, and two boarders lived at 3036 Snelling Avenue.

¹⁰⁹ Complete Set of Surveys and Plats of Properties in the City of Minneapolis, Minn. (Philadelphia: G. M. Hopkins, C.E., 1885). 110 This building appears to predate building permits but may be the one shown on the Complete Set of Surveys and Plats of Properties in the City of Minneapolis, Minn. (Philadelphia: G. M. Hopkins, C.E., 1885).

^{111 1895} Minnesota State Census, Minneapolis 12th Ward.

^{112 1895} Minnesota State Census, Minneapolis 12th Ward.

Frederick's son, Frederick C., also at 3032 Snelling, was also a cooper at the Northwestern Barrel Co. 113 Another German-born cooper, Emil Tietz, lived at 3108 Snelling in a 16-by-24-foot house built in 1895. By 1900 the Zadach's neighbors included German-born John Byers, a day laborer, and Edwin Hoffman, a Canadian who repaired railroad cars. All of these houses were razed for the development of foundries and other industries.¹¹⁴

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Fig. 27. The Zadachs and other Snelling Avenue residents, 1900 U. S. Census.

A surviving example of an early Snelling Avenue house is that built in 1903 by Henry and Sarah Purssell at 3432 Snelling Avenue. Ohio-born Purssell was a foreman at a billiard-table factory. He and his family moved to Mora, Minnesota by 1910. 115 The simple gable roofed, one- and one-half story building is typical of many built along Snelling Avenue between E. 32nd and 38th Streets.





Fig. 28. Henry Purssell House (1903), 3432 Snelling Avenue, 1906; right, 2009.

Minneapolis City Directory, 1889-1890 (Minneapolis, MN: Minneapolis Directory Company, 1890).
 114 1900 U.S.Census, Minneapolis, 12th Ward.

¹¹⁵ Eric Hart, "Life on Snelling Avenue 100 Years Ago," Longfellow Messenger, January 2006.

There is always hope for the little house on the full city lot. *Minneapolis Journal* May 7, 1916.

The creation of the Minneapolis Steel and Machinery Company in 1902 at E. Lake Street and Hiawatha Avenue spurred new housing construction. Typically single-family, and of inexpensive frame construction of simple design, most new houses were built by or for area industrial workers. Sided in wood and placed on limestone or concrete foundations, the buildings typically had porches with simple posts and trim. The local real estate press called the smallest of these common houses "cottages," and encouraged their construction as an alterative to cheap tenement housing. In 1916, one writer noted,

Every city should encourage the building of cottages. Minneapolis is particularly adapted to this method of growth . . . there is no need here of crowding the working classes of those of small fortunes into apartment quarters It would be vastly better for the civic welfare of the city that 34 families each live in a \$1,000 house on 34 city lots, than that 23 families live in a 34-apartment house costing \$34,000. There is always hope for the little house on the full city lot. It is more amendable to civilization than the huddled tenement. ¹¹⁶





Fig. 29. 3120 and 3122 Minnehaha Ave. (1906), 2008.

Fig 30. Christian Lauritzen House, 3136 Minnehaha (1909).

Small gable-roofed houses at 3120, 3122 and 3128 Minnehaha Avenue (1906) are representative of cottages popular after the turn of the century. Developers often built such houses in multiples; a single house from a nearby pair also survives at 3130 Minnehaha Avenue. All of these examples were built by F. C. Jones of Minneapolis, one of dozens of builders active in the area. Among larger frame houses and duplexes constructed along the corridor at the turn of the century was that of blacksmith Christian Lauritzen, who built a well-detailed red brick house in 1909 at 3136 Minnehaha (HC-MPC-7421). Lauritzen (1870-1942), a Dane who arrived in the U.S. in 1893, operated a now-razed blacksmith shop at 3012 Minnehaha just south of E. Lake Street. 117

After 1910, the single-family bungalow was a very common house type along Minnehaha and Snelling Avenues. With its efficient plans and modest size, the bungalow was well suited to compact lots. Here and in the new neighborhoods stretching to the river, builders such as Edmund G. Walton promoted

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¹¹⁶ "Cottage Sections in City Building Not Deplorable," *Minneapolis Journal* 7 May 1916, Real Estate Section, 9.

¹¹⁷ Minneapolis City Directory, 1910; Minneapolis Building Permit B81709; 5-21-09; cost, \$2,500.

affordable, well-built bungalows. More spacious lots and larger houses were typically found on corner locations and near E. Minnehaha Parkway.





Fig. 31. Two examples of bungalows taken right after their construction, ca. 1910; at left, 4210 Snelling; at right, 4225 Snelling (Confer Collection, Hennepin History Museum).

Writing of the development of the Longfellow area, one historian notes that during the first two decades of residential growth after 1900, "many new young families built small starter homes at the back of their lot. As their family grew and their income increased, these families tore down the "back-lot" house and built a new more substantial home at the front of the lot. Not all of the back lot houses were torn down. Many of them are still standing today." There are only a few examples of such back-lot houses in the study area. Examples of very small houses typical of back-lot construction can also be seen on Snelling Avenue, but most are placed along the standard setback line.

A number of duplexes and small apartment buildings were erected along Minnehaha Avenue, as well as a few large single-family dwellings. The single-family house on its small lot, however, is the primary historic building type that defines neighborhood scale, and contrasts with the colossal scale of the grain elevators edging Hiawatha Avenue.





Fig. 32. Examples of multi-family and larger dwellings, taken soon after their construction, ca. 1905: at left, 3032 Minnehaha Ave. (razed). At right, 3563-67 Minnehaha Ave. (Confer Collection, Hennepin History Museum).

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¹¹⁸ Iric Nathanson, "Longfellow and Nokomis: the Hidden Neighborhoods," Longfellow Messenger (Fall 1990), 4.





Fig. 33. Looking north from E. 36th Street to Minnehaha Avenue in 1910. These houses were built on Palmer's Addition.

Plant expansion at firms such Minneapolis Steel and Machinery and its successor, Minneapolis Moline, did not always result in permanent new housing. When Minneapolis Steel and Machinery expanded its workforce to produce World War I wartime munitions, it brought a need for boarding accommodations in existing area homes, rather than new housing construction. 119 Production fluctuations at Moline had a great impact on the community along Minnehaha Avenue and far beyond. In 1918, for example, an explosion at Minneapolis Steel and Machinery Company immediately put 1,500 men out of work, and jobs were found for them locally as well as at shipyards in Duluth and at a munitions plant in Stillwater. 120

¹¹⁹ "Steel Machinery Company will Add 1,500 to Payroll, Must House Them," *Minneapolis Journal* 28 Feb 1917. 120 "No Trace of Arson in Shell Plant Fire," *Minneapolis Journal* 3 December 1918.

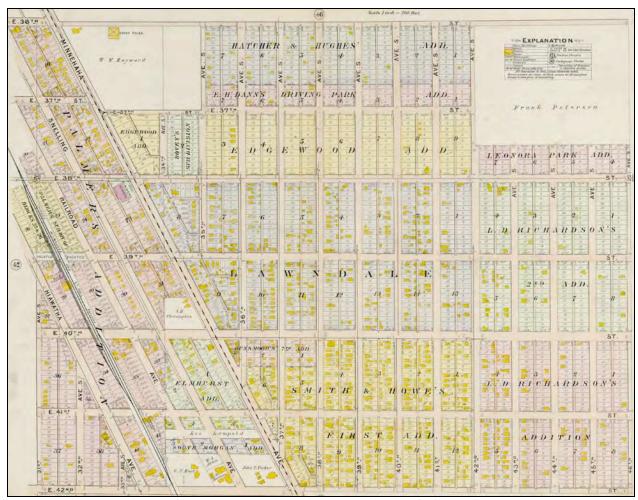


Fig 34. Development south of E. 36th Street (Minneapolis Real Estate Board, Atlas of Minneapolis, 1914).

Community Conditions in the 1920s

In the mid-1920s, the construction of cheap housing in Minneapolis and its proximity to industry attracted the attention of the growing field of social work. In 1926, the Women's Cooperative Alliance Inc., a Minneapolis social service agency, studied the environmental causes of juvenile delinquency in the "South District," which encompassed Wards 7 and 12 including portions of the present study area. Housing and health conditions in this district were scrutinized. Much of the study's negative findings were focused north of E. Lake Street, where housing near Minneapolis Steel and Machinery and other industries was in poor condition and much of it was in rental use. The study noted, however, that the residents between E. Lake, Hiawatha Avenue, Minnehaha Park, and the river were a "thrifty, homeowning group. Pride in ownership is shown by the development of lawns and gardens, and the setting out of trees." The study's author praised the area's lack of commercialized entertainments, except for the Falls Theatre at 40th and Minnehaha and dance halls and poolrooms on E. Lake Street. The author speculated that gambling might be occurring in small stores along Minnehaha Avenue that were "hangouts." Finally, the author noted, "there is some alleged liquor manufacture scattered throughout the district."

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¹²¹ Fern Chase, Women's Cooperative Alliance, *A Study of Community Conditions: South District.* Minneapolis: The Alliance, 1926, 20-21.



Fig. 35. An east-facing aerial of the 3000 and 3100 blocks of Hiawatha, Snelling, and Minnehaha Avenues (1928) shows that industrial buildings and single-family dwellings were mixed along the three streets.

After World War II, vacant lots along Minnehaha and Snelling Avenues were infilled with single-family houses and double bungalows. Typically these buildings were one-story, with hip roofs and stucco exteriors. A number of dwellings, including remnants of 19th-century farmsteads, were razed for small office buildings and gasoline stations and other commercial construction. In the 1960s and 1970s, a number of single-family houses were replaced with large apartment buildings. 3112 Minnehaha (1965), erected as a 17-unit building, is exemplary of the three-story, brick-faced structures popular with apartment developers. Its shingled mansard roof is typical of many apartment buildings constructed during the 1960s.



Fig. 36. 3112 Minnehaha Ave. (1965), in 2008.

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¹²² Minneapolis Building Permit B390933, 3/12/65.

4.1.8 Snelling Avenue and the African American Community, 1885-1968



Fig. 37. Typical houses and their grain elevator backdrop: the 3900 block of Snelling Avenue, 2008.

Minneapolis' late 19th-century African American population was small in number; the 1870 census recorded only 160 individuals. By 1900, the number rose to 2,592, reached 4,176 by 1930, and 4,646 in 1940. During this period "black people resided in every ward in the city, but the majority were . . . concentrated in the area of Nicollet Avenue and 10th Street." The Seven Corners area near Washington and Cedar Avenues (much of which is now covered by I-35W and other development) comprised another settlement. The settlement concentration subsequently shifted toward north Minneapolis, into areas being vacated by Jews. 125

African American families were among the first to settle in the neighborhood that grew south of E. Lake Street along the Chicago, Milwaukee, and St. Paul (CM&StP) rail corridor. Snelling Avenue, with adjacent portions of Minnehaha and Hiawatha Avenues, became one of relatively few areas of early 20th-century Minneapolis where African Americans established a long-term community with a high rate of home ownership. Snelling Avenue, today a small part of the Longfellow neighborhood, developed with tall elevators and mills as its noisy neighborhood backdrop; small factories were also placed between houses at the northern edge of the area. Most of the houses were built prior to 1925 and industrial expansion eventually removed all but one residence from the 3000 and 3200 blocks of the avenue. Throughout its history, Snelling Avenue has also been home to many European immigrants, including numbers of Germans, Swedes, and Norwegians. 126

African Americans were typically limited to certain types of employment, and some of the best-paying jobs were offered by railroads. The CM&StP yards at Hiawatha Avenue and E. Lake Street provided a variety of labor jobs, and the CM&StP and other Minneapolis railroads also offered positions as porters, cooks, waiters, and coachmen.

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¹²³ Schmid, Social Saga, 172, and 1885 Minnesota State Census, Minneapolis schedules.

¹²⁴ David Taylor, "The Blacks," 78.

¹²⁵ Ibid.

¹²⁶ 1900, 1910, 1920, 1930 U.S. Census, Hennepin County, Minneapolis, Ward 12.

The 1895 and 1905 Minnesota State Census, the 1900, 1910, 1920, and 1930 U.S. Census, and city directories document the growth of the Snelling Avenue-area community, which also included Minnehaha and Hiawatha Avenues and cross streets. The 1895 census recorded three African Americans and their families living on Snelling Avenue. J. A. McCoy, 34, a musician and native of Tennessee, was at 3015 Snelling Avenue. His wife was a native of Germany. At 3034, William H. Howard, 28, a coachman and musician, was a native of Maryland. His wife Emma, 26, was German. At 3036, Virgil Peebles, a 33-year-old native of New York, lived with his Swedish-born wife and two children. He listed his employment as a clerk. By 1900 Peebles and McCoy were living elsewhere in the city, but Howard appears to have been the pioneer who remained and was still living on Snelling Avenue in 1930. ¹²⁷ By 1900, he listed his employment as a music teacher. (Census-takers typically recorded residents as "Neg" for Negro or "Mu" for mulatto, but occasionally persons previously recorded were later classified as white. This is true of Howard, who appears as white in the 1930 census.)

William Howard owned his house, as did many other African Americans in the area. Minneapolis building permits suggest that most appear to have purchased houses originally built by others. In 1900, Robert Chatman, a 38-year-old native of Kentucky, lived at 3649 Snelling Avenue. His wife, Jennie, was a native of Iowa. 129 The family of Herbert and Maggie Parker resided at 3511 Snelling by 1914. Herbert Parker was born in Canada in 1869 to parents from Kentucky. He arrived in the United States in 1870 and became a naturalized citizen in 1880. Maggie Parker was a native of Kentucky, and the Parker's two children were born in Minnesota. The family also had two lodgers who worked as a waiter and a maid. 130

In 1907, the staffing of the new Minneapolis Fire Station #24 at 4501 Hiawatha Avenue became controversial because some white neighborhood residents did not want the station to be comprised exclusively of black firemen (HC-MPC-7413). The Minneapolis fire chief to issued a statement that the station was meant to be a "colored fire company." 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." A petition signed by 60 women, all area residents, supported the assignment of the black firemen to the station. 133



Fig. 38. Fire Station #24 (1907), 4501 Hiawatha Avenue.

¹³⁰ Minneapolis City Directory, 1914; 1920 U.S. Census, Hennepin County, Minneapolis, Ward 12.

^{127 1895} and 1905 Minnesota State Census of Population; 1900 and 1930 U.S. Census, Hennepin County, Minneapolis, Ward 12.

¹²⁸ 1900 Minneapolis City Directory; 1930 U.S. Census, Hennepin County, Minneapolis, Ward 12.

¹²⁹ 1900 U.S. Census, Hennepin County, Minneapolis, Ward 12.

¹³¹ "Minnehaha Residents Object," *Minneapolis Journal* 13 July 1907; "Fire Chief Explains Men," *Minneapolis Journal* 23 July 1907.

Haha Objects to Colored Firemen," *Minneapolis Journal* 13 July 1907, 7.

[&]quot;Women Back Firemen: Petition of Sixty Stands by Colored Employees," *Minneapolis Tribune* 6 Aug 1906, 6.

New arrivals on Snelling Avenue by 1920 included Edward Bishop, 47, a native of Missouri who worked as a porter. ¹³⁴ He and his wife Katherine owned their house 3655 (57) Snelling Avenue. Sylvia Colell, 28, a widow and native of Mississippi, owned the house at 3647. She worked as a chambermaid. ¹³⁵ John Monroe, 69, a native of Missouri, owned the house at 3633. Monroe worked as a teamster and his son, Clarence Monroe, was a fireman for the City of Minneapolis. Seymour Cornelius, a native of Kansas, owned his house at 3847 Snelling. He was a porter in a candy store. ¹³⁶ In 1920 the Cornelius household included Seymour's wife, Laura, three children, and a niece. ¹³⁷ Many households had boarders or lodgers. By 1930, Minnehaha and Hiawatha Avenues also had African American homeowners and renters, as did a number of cross streets, including 31st and 44th Avenues. Toots Botts, a railroad porter and Iowa native, owned the house at 3724 Minnehaha Avenue. His neighbor at 3722, James Guibert, was a dining car porter in 1920 and worked as a janitor in 1930. ¹³⁸

During the period 1910-1930, railroad-related employment along Snelling Avenue was standard for males, with job titles including "cook," "railroad waiter," "railroad fireknocker," "pullman porter," and "railroad conductor." Railroad workers organized local associations such as the Colored Railroad Men's Club, which was located at 212 11th Avenue S. in 1920. 139 Cooks, clerks, hotel waiters, janitors, and porters in other occupations were also represented, along with a few employed in industries such as Minneapolis Moline and federal agencies such as the post office. Female occupations included maid, cook, dressmaker, and hairdresser. Sylvestus Phelps, a native of Iowa who moved to 3624 Snelling in 1917 and remained there until 1924, was a well-known business owner. She owned the Phelps Café and Hotel at 246 4th Avenue S., and operated the "Oh Boy! Chicken" Shack at the Minnesota State Fair. 140 Her husband, Oliver D., was a native of Louisiana and was employed as a waiter, in furniture sales, and in real estate. 141



Mrs. Phillip McGruder, of 1828 Carpenter Ave., Des Moines, is the guest of Mrs. O. D. Phelps, at her beautiful residence, 3624 Snelling Avenue. Mrs. Phelps is one of our smartest business women in the Twin Cities and she is making preparations to conduct a cafeteria at the State Fair during September.

The National Advocate, July 19, 1919

Fig. 39. The National Advocate, March 31, 1922

¹³⁴ 1920 U.S. Census, Minneapolis, Ward 12.

¹³⁵ Ibid.

¹³⁶ 1920 and 1930 U.S. Census, Minneapolis, Ward 12.

¹³⁷ 1920 U.S. Census, Hennepin County, Minneapolis, Ward 12.

¹³⁸ Ibid.

¹³⁹ Minneapolis City Directory, 1920.

¹⁴⁰ Sylvestus (Sylestus) Phelps clipping file, Hennepin County Public Library Special Collections; "Sylvestus Phelps Williams, Here 35 Years, Dies," *Minneapolis Spokesman* 10 Nov. 1944,1; Minneapolis city directories.

^{141 1920} U.S. Census, Minneapolis, Ward 12; Minneapolis city directories 1915-1940.

The modest growth of employment opportunities for African Americans in Minneapolis coincided with the wartime economy between 1915 and 1920, when "recruiters scoured the South for Blacks willing to move to northern industrial centers in return of promises of free transportation, higher wages, and a better standard of living." Few jobs in private industry, however, were open to African Americans before World War II. For many on Snelling Avenue, the railroad provided a level of job security. In 1930, early in the Depression, a higher percentage of African Americans in Minneapolis were employed than native or foreign-born whites. Unring the 1930s, however, many African Americans were unemployed; in part this was because the domestic jobs they formerly held were occupied by whites. During this period, restrictive housing covenants were used to "contain and isolate Blacks." Snelling Avenue and the surrounding area provided a place where home ownership was possible.

In 1927, transience of Minneapolis African Americans was studied, and it was observed that of 463 families in the study, 344 had lived in their present location less than five years. ¹⁴⁶ During the first 20 years of African American occupancy on Snelling Avenue (1895-1915), this seems to have been the case, but between 1920 and 1930, a more permanent community appears to have developed. In 1920, 8 of 14 households on the 3600 block of Snelling were owner-occupied. ¹⁴⁷ The 1930 census recorded at least 25 African American households along the length of Snelling Avenue and at least three on adjacent Minnehaha Avenue. A total of 15 houses on Snelling were owner-occupied. ¹⁴⁸ Like the Shingle Creek area in north Minneapolis, Snelling Avenue increasingly provided a place of permanence. ¹⁴⁹



Fig. 40. 3655 Snelling Avenue (ca. 1902), in 2009.

Snelling Avenue houses are typical of many built on Minnehaha Avenue and in the surrounding area. Most, particularly those north of E. 40th Street, are simple one- and two-story, gable-roofed buildings dating from before 1925. Many small houses were enlarged and remodeled by their owners to include enclosed porches and additional dormers. 3655 Snelling, built about 1902, is exemplary of the changes

¹⁴² Taylor, "The Blacks," 81.

¹⁴³ Governor's Human Rights Commission, *The Negro Worker's Progress in Minnesota* (St. Paul: 1949), 15.

¹⁴⁴ Schmid, Social Saga, 176.

Taylor, "The Blacks," 81.

¹⁴⁶Abram Lincoln Harris, *The Negro Population in Minneapolis: a Study of Race Relations* (Minneapolis, Minn.: Urban League and Phyllis Wheatley Settlement House, 1926), 15-16.

¹⁴⁷ 1920 U.S. Census, Minneapolis, Ward 12; *Minneapolis City Directory*, 1920.

¹⁴⁸1930 U.S. Census, Minneapolis, Ward 12; *Minneapolis City Directory*, 1930. Calvin Schmid's study of the Minneapolis population in 1930 suggested approximately 100 African Americans on the east side of Snelling Avenue and another 30 individuals on the west side of Hiawatha. This is a larger number than the current study identified; see Schmid, *Social Saga*, Chart 34.

Carole Zellie, *The Shingle Creek African American Community*. Prepared by Carole Zellie (Landscape Research LLC) for Hennepin Community Works, Minneapolis, Minnesota, 2000.

changes that "wrapped" the original house. During the late 1920s and early 1930s, 3655 was the home of James H. Johnson, his wife Vivian, and their five children. Johnson was a native of Florida and his wife was Danish. He worked as a service man for an automobile company. 150

Carrie Wallace

Carrie Hoffman Wallace grew up at 3632 Snelling Avenue, where she came to live with her parents at about age 5. Wallace, who graduated from Roosevelt High School in 1939, saw concrete grain elevators under construction as a small child and remembered picking greens along the rail corridor. She was adopted by Isidore and Hattie Holofchak (Hoffman). Hattie was a native of New Orleans whose family came from the West Indies. Isidore was a native of Russia or Germany who, according to his daughter, had stowed away on a ship bound for the United States. He served in the U.S. Army as a private for at least a decade: he was stationed in the Phillipines with the 21st Regiment of the Infantry in 1900 and 1910. 151 In Minneapolis he worked as a janitor at the H.S. Simmons School at 3800 Minnehaha Avenue. Some Holofchak family members changed their last names to Hoffman.

By 1930, the core of the African American community was concentrated between 3500 and 3700 Snelling Avenue but, as noted above, it was not limited to these blocks. Heads-of-households by this time reported birthplaces that included Canada, Indiana, Kansas, Kentucky, Maryland, Mississippi, Missouri, Iowa, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, and Virginia. Many households had lodgers or other family members living with them. 153 A network of churches, social clubs, and newspapers bound members of the community. Among new residents after 1930, as described by current neighborhood historians and documented in the city directory, were Charles Young, a native of Texas. He joined his aunt, Lucille Ray, in Minneapolis. Young lived in a duplex at 3624 Snelling in 1942, and in 1962 he built a house at 3633 Snelling Avenue. 154

In 1942, Benjamin Bobo owned the house at 3528 Snelling, and Dee Bannarn (1879-1949) was a renter. Bannarn, a native of Texas, was a member of an extended family that settled in the Shingle Creek area near 49th Street N. and Humboldt Avenue around 1910. One of Dee's sons, Henry Michael Bannarn (1910-1965), known as Mike, was born in Wetumpka, Oklahoma and moved to Minneapolis with his family. He became a painter and sculptor and was a contributor to New York's Harlem Renaissance. 155

Mary Edith James (Kyle)

Mary Edith James Kyle (1908-1994) spent part of her childhood at 3700 Snelling Avenue. ¹⁵⁷ She was born in St. Paul to Ernest and Edith James and attended grade school while living on Snelling. Ernest was a waiter in a hotel dining room. Mary graduated from Central High School and studied chemistry at the University of Minnesota. During the 1930s she and her husband, Earle Kyle, operated Southtown Meat

¹⁵⁰1930 U.S. Census, Hennepin County, Minneapolis, Ward 12; Minneapolis city directories. The 1920 census information for Johnson and his wife does not agree with that of 1930.

¹⁵¹ U.S. Army Register of Enlistments, 19 Aug. 1898, 10 Aug. 1901, 17 Aug. 1910; Twelfth Census of the United States, Military and Naval Population Schedules, 1900 and 1910.

¹⁵³1930 U.S. Census, Minneapolis, Ward 12.

¹⁵⁴ Personal communication with Kitt Young-Atlas, 2/24/08.

¹⁵⁵ Zellie, *Shingle Creek*, 12; information on Bannarn accessed at http://en.wikipedia.org/wiki/Henry_Bannarn.

¹⁵⁷Personal communication with Shirley Kyle Heaton, 12/1/09.



Fig. 41. Mary Edith James (Kyle) in ca. 1914.

and Grocery on 4th Street S. Mary was a well-known writer and journalist. From the mid-1960s to 1986 she owned the *Twin Cities Courier*, which was considered a "conservative voice among the African American newspapers." She was the first female president of the Minnesota Press Club and first female board member of the Minneapolis YMCA. She served on many other boards, including the Minneapolis Urban League and Minneapolis Society of Fine Arts.

New families arriving after World War II included that of George Boatman (1918-2007) at 3623 Snelling Avenue. Boatman was an employee of Minneapolis Moline. ¹⁵⁹ Before the war, such skilled jobs were not usually available to black workers. Modest gains in opportunities for work in public utilities, department stores, manufacturing, and government were reflected in the jobs held by Snelling and Minnehaha Avenue residents during the 1950s. ¹⁶⁰

St. James African Methodist Episcopal (AME) Church

During the first half of the 20th century, residents traveled to various locations in the city to attend church services; Bethesda Missionary Baptist Church in Minneapolis was especially well attended. ¹⁶² This congregation was organized in the late 1880s by a group of waiters from the West Hotel. In 1892, a large brick edifice was completed at 1118 S. 18th Street. A new church was built after a 1961 fire.

St. James AME Church was also attended by some Snelling Avenue-area residents when it was located in other parts of the city. St. James was formally organized in St. Anthony in 1863 and was the first African American church established in Minnesota. The congregation's first house of worship was in a church formerly occupied by whites at 6th Avenue S.E. and 2nd Street. 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. 165

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.

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¹⁵⁸ "Mary Kyle, a publisher who 'brought balance to black experience,' dies," Star Tribune 26 July 1995.

¹⁵⁹ George Boatman obituary, *Star Tribune* 21 March 2007; personal communication with Darrel Nicholson October 1, 2008. ¹⁶⁰ Governor's Human Rights Commission, 29.

¹⁶² Personal communication with Kitt Young-Atlas, 2/24/08.

¹⁶³ 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. ¹⁶⁴ Taylor, "The Blacks," 76.

¹⁶⁵ Dynneson, "Negro Church," 45.





Fig. 42. St. James AME, 314 15th Ave. S., 1936; at right, 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, including Hattie Hoffman (Holofchak) and Sylvestus O. Phelps. ¹⁶⁶ 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. ¹⁶⁷ The church building at 314 15th Ave. S. was sold in about 1956 and subsequently the congregation occupied space at the Pillsbury Settlement House.

In 1958 St. James AME Church was built at the heart of the community at 3600 Snelling Avenue (MPC-HC-4254). At that time the neighborhood was enjoying a post-war employment boom with new jobs in area manufacturing firms. The congregation numbered 71 and raised about \$9,000 for the new structure. The new building was erected during the pastorate of Cleveland O. Smalls, who had the job of reinvigorating the congregation in its new home.

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¹⁶⁶ Historical Souvenir, n.p.

¹⁶⁷ Ibid.

¹⁶⁸ "Struggle for Survival by Minnesota's Oldest Negro Church Recalled," *The Spokesman*, 25 April 1958, 1.

^{170 1900} U.S. Census, Minneapolis 12th Ward; Longfellow History Project, *The 27th and Lake Area: A Walking Guide to Historic Sites in Longfellow*, 18.

4.1.9 Commercial Development 1880-1968

E. 27th and E. Lake Streets

Commercial development at E. 27th Street and E. Lake Street began in the early 1880s, and expanded with the growth of area industries and electric streetcar service. Allan D. Libby was apparently the pioneer grocer and dry goods dealer of the area. His farm—where he was credited in 1881 as "having helped break the land where South Minneapolis now stands"—included the Minnehaha Avenue and E. Lake Street intersection. Libby's Addition was platted on a portion of his farm, and provided 32 building lots. His store was established by 1881 at 3001 Minnehaha. With his sons, Lewis and Byron, the business continued through the 1890s. He were six stores at the E. Lake Street and Minnehaha Avenue intersection.

Fire Station #21 (1894) is the earliest remaining building in the commercial area and served as a fire station until 1961 (HC-MPC-4189). The Woodland Hotel (1901), at 2903 27th Avenue S., now the Schooner Bar, originally housed about 40 guests, and was popular with traveling salesmen. (This property is outside the project area.) Other E. Lake Street taverns contributed to a lively entertainment district. The International Order of Oddfellows (IOOF) building at 2701 E. Lake was completed in 1909 (HC-MPC-7502). The three-story building provided retail stores at the ground level, professional offices and apartments, and third floor devoted to an auditorium, banquet room, and lodge hall as well as a kitchen. 174



Fig. 43. Woodland Hotel, 2903 27th Avenue, in ca. 1925.

During the 1920s, the E. 27th and E. Lake Street intersection blossomed as a busy streetcar transfer point and offered a complete shopping district with independently-owned grocery stores, banks, department stores, professional offices, ballrooms, a theatre, and national chain stores such as J. C. Penney.

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¹⁷¹ Warner and Foote, *History of Hennepin County*, 350; *Atlas of Minneapolis* (1903), Longfellow History Project, *The 27th and Lake Area*, 18.

¹⁷² Longfellow History Project, The 27th and Lake Area, 18.

^{173 1885} Sanborn Fire Insurance Co. Map.

¹⁷⁴ Longfellow History Project, *The 27th and Lake Area*, 13.





Fig 44. Coliseum Building, Freeman Department Store, 2700 E. Lake Street, in 1920. At right, Freeman Department Store Ad, East Side Shopper, October 10, 1935.

The centerpiece of the area was the Coliseum (Freeman) Building at 2700 E. Lake. First occupied in 1917 by Elmer Freeman's department store, the 50,000-square-foot building also offered meeting rooms, and a ballroom in addition to other retail stores (HC-MPC-4125). ¹⁷⁶ E. Lake Street was also a popular zone for used-car sales. When the district declined by the mid-1950s, the contributing causes included the closing of area industries, a shrinking population, and the increased use of automobiles to reach suburban shopping centers. In the early 1960s planning studies were focused on the redevelopment of the 27th and Lake area and were sponsored by the Community Improvement Program of the Minneapolis City Planning Department. ¹⁷⁷ The studies continued after the demolition of the Minneapolis Moline plant in the early 1970s. Minneapolis Moline's successor, the White Motor Company, closed the plant at E. Lake Street and Minnehaha Avenue in 1972. The 24-acre site was purchased by Cetom Associates of Westport, Connecticut, and the developer planned the Minnehaha Mall. ¹⁷⁸ The Rainbow Food Store was opened in 1985 between 27th and 28th Avenues S., just north of the Coliseum (Freeman) Building at 2700 E. Lake. ¹⁷⁹ The Cub Food Store was opened in Minnehaha Mall in 1989.



Fig. 45. Minnehaha Liquor Store, 2620 E. Lake St., in 1936.

Historic Context Development/Cultural Resources Evaluation Minnehaha-Hiawatha Strategic Development Framework, Hennepin County, MN

¹⁷⁶ Iric Nathanson, "Freeman's, a local landmark, is gone but not forgotten," *Longfellow Messenger* (Sept 1989), 4.

¹⁷⁷ Community Improvement Program Series No. 2, Publication No. 139, *Industry Phase I.* (Minneapolis: City Planning Department, 1962).

¹⁷⁸ Jane Strauss, "Minnehaha Mall's history no stranger to controversy," *Longfellow/Nokomis Messenger* (April 1995), 9. ¹⁷⁹ *Longfellow Messenger*, January 1984, 1.

¹⁸⁰ Iric Nathanson, "Commercial hub at 27th and Lake formed early on," *Longfellow Messenger* (September 1989).

Minnehaha Avenue and Neighborhood Commerce



Fig. 46. Minnehaha Avenue at E. 41st Street in 1954.

The commercial district at E. 27th and E. Lake Streets was supplemented by a nearly continuous zone of Minnehaha Avenue businesses that provided groceries, drugstores, barbers, hardware, shoe repair, cafes, and gasoline and other automotive services. Automotive product retailers and gasoline stations were also erected along the length of Hiawatha Avenue. The southward progress of development along Minnehaha followed its streetcar-oriented housing development. By 1920, there were 11 grocers between 3460 and 4461 Minnehaha Avenue. There were also two hardware stores and four meat markets. By 1920, each of the 14 intersections between E. 33rd and E. 48th Streets had at least one retail shop or small business block. Several intersections had a block-long district of stores, most notably between E. 37th and E. 38th Streets, where a dentist and doctor were among professional offices. The Falls Theatre was located at 3954 Minnehaha Avenue.



Fig. 47. Minnehaha Hardware and Paint, 3740 Minnehaha, in 1954, at left; at right, in 2008.

The businesses comprising the Minnehaha Avenue commercial corners were housed in a diverse collection of structures, including converted dwellings as well as buildings erected by their owners. Those built as stores and shops were typically one and two stories, and of frame construction clad in brick or

¹⁸¹ Minneapolis City Directory, 1920; 1930.

stucco. Rental office or apartments were provided on the upper floor of many of the two-story units, with some owners or renters living above their businesses. In 1930, Minnehaha Hardware and Paint at 3740 Minnehaha, for example, housed Minnie Johnson and her family on the second floor above the business. She worked as a housekeeper. ¹⁸² Grocer Ed Bacon lived above his grocery store at 3736 Minnehaha Avenue.

The repeal of Prohibition in 1933 brought a new group of taverns to the avenue. By 1955, they included Herb's Inn (3675 Minnehaha), Minnehaha Gardens (3739 Minnehaha) and Krider's Bar (3960 Minnehaha). ¹⁸³

Although E. Lake Street provided a number of halls suitable for activities of Masonic and other fraternal orders, meeting facilities were also provided by Minnehaha Hall at 4008 Minnehaha Avenue and the Hiawatha Improvement Association Hall at 45th Street and Snelling Avenue. The improvement association completed its new building in 1908, and members provided labor and materials. The organization took action on "matters pertaining to the welfare of the neighborhood." Intrusion of railroads into the neighborhood and dangerous grade crossings, street car service and lighting, and fire protection were among agenda items, and were concerns shared by many elsewhere in the city. At its opening, the new building was called a "temple to be devoted exclusively to the 'city beautiful' idea."

4.1.10 Public Transportation



Fig. 48. Minnehaha Avenue at E. 37th Street, looking north, ca. 1910.

By the mid-1850s, Minnehaha Falls were a popular destination for recreational excursions for area residents. Until 1884, the falls could be reached from downtown Minneapolis by carriage, wagon, or

184 "Hiawatha Improvement Association Has Built its Own Clubhouse," *Minneapolis Journal* 25 Oct. 1908, 10.

Historic Context Development/Cultural Resources Evaluation Minnehaha-Hiawatha Strategic Development Framework, Hennepin County, MN

¹⁸² 1930 U.S. Census, Minneapolis, Ward 12.

¹⁸³ 1955 Minneapolis City Directory.

¹⁸⁵ "Meet in New Hall," Minneapolis Journal 9 Sept. 1908, 7.

¹⁸⁶ "Hiawatha Society's New Home Opened," Minneapolis Tribune 20 Sept. 1908, 9.

passenger service of the CM&StP between downtown Minneapolis and Minnehaha Falls Station. 187 Between 1884 and 1891, the steam-powered Motor Line (Minneapolis, Lyndale & Minnetonka Railway) also offered east-west service along E. 37th Street to Minnehaha Avenue en route to the falls. 188 Horsecar service provided by the Twin City Rapid Transit Company was extended from downtown Minneapolis to 27th Avenue S. in 1884, and reached E. Lake Street in 1886.

A modern streetcar system aided the growth of area industries and businesses and opened the area to residential development. In 1891, the horsecar line on E. 27th Street was electrified. It followed Minnehaha Avenue as far as E. 37th Street in 1890 and reached Minnehaha Falls in 1891. In 1905 an extension was routed directly to Fort Snelling. 189 In 1905, the Lake Street streetcar line was extended east along E. Lake Street and across the Lake Street-Marshall Avenue Bridge opened in 1889.



Fig. 49. E. 45th St. and Minnehaha Ave., 1934.

Minnehaha Avenue was incrementally improved from an Indian trail to a territorial road connecting Fort Snelling and St. Anthony, and then as an automobile and streetcar corridor. The first major improvement was led by lawyer and real estate dealer Franklin Griswold in 1870. He insisted on the widening of the avenue, and the planting of trees to replace a rail fence. He challenged a state statute prohibiting county roads wider than four rods (66 feet). Because there was no park board at this time, appeal for construction funds was made directly to property owners. In 1910, one writer remembered:

It was a long time ago that Mr. Griswold started agitation to establish two rows of trees on both sides of the old county and territorial road to Fort Snelling by way of Minnehaha Falls . . . Mr. Griswold got the people to stand for the expense, and the plan was to have maples next to the street and elms next to the lot lines, the elms being more likely to live. 190

¹⁸⁷ Community Improvement Program Series No. 14, Publication No. 358, Longfellow Community Analysis and Action Recommendations (Minneapolis: City Planning Department, 1965), 10.

¹⁸⁸ John W. Diers and Aaron Isaacs, Twin Cities By Trolley: the Streetcar Era in Minneapolis and St. Paul, (Minneapolis: University of Minnesota Press, 2007), 28-29. ¹⁸⁹ Diers, *Twin Cities By Trolley*, 239, 241.

¹⁹⁰ "Works Hard for Wider Streets," *Minneapolis Journal* 15 Mar 1910, 9.

The creation of Minnehaha Park in 1883 and streetcar line construction provided impetus for Minnehaha Avenue paving as well as additional tree planting. The avenue was promoted as a bicycle path in the early 20th century, along with Minnehaha Boulevard (Parkway), and Lyndale and Portland Avenues. ¹⁹¹ The Minneapolis Cycle Path Association was formed to oversee the building of maintenance of the municipal paths. ¹⁹²

4.1.11 Minnehaha Avenue Churches

The three extant churches located on or near Minnehaha Avenue between E. Lake Street and E. 46th Street reflect the immigrant history of the early 20th-century neighborhood, and particularly the Lutheran roots of the Swedes and Danes who settled the area. Early congregations often met in rented quarters until funds were raised for church construction. Among the earliest churches in the area was the Clark Chapel (razed) erected in 1878 by the Plymouth Congregational Church. This mission was housed in a 30 x 48-foot building "opposite the school house." This was probably at the intersection of E. 46th Street and Minnehaha Avenue.

Vine Congregational Church was established on the west side of Hiawatha on 23rd Avenue S. The now-razed building was completed in 1882. One observer reported that although the congregation was steadily increasing, "the growth of that part of the city has been slow, and that has conditioned the growth of the church." ¹⁹⁴ The congregation subsequently moved to a new church at 23rd Street and 22nd Avenue. ¹⁹⁵ In 1895, it was reported that the "Danish Evangelical (St. Peter's) Congregation has now 200 members with a church at 20th Avenue and 9th Street S. It has a branch service at Minnehaha once a month." Large congregations often created such missions in newly developing parts of the city. ¹⁹⁶

Holy Trinity English Lutheran Church at 2830 E. 31st Street (1925; HC-MPC-4680) is exemplary of the path some early congregations took toward a permanent home. In 1904, some members of St. Peder's Lutheran Church, a Danish congregation, organized Holy Trinity to offer English-speaking services. The congregation purchased the former Bethel Swedish Baptist Church on 29th Avenue S., and moved it to 2900 29th Avenue S. In 1925, the congregation moved south of E. Lake Street and built the present church, and their earlier building was taken over by the Slovak Lutheran Church. An educational wing was built in 1952.



Fig. 50. Minnehaha Lutheran Church, 4101 37th Avenue S. (1923).

¹⁹¹ Horace B. Hudson, *Hudson's Dictionary of Minneapolis and Vicinity* (Hudson Publishing Co., 1905), 11.

¹⁹² Ibid 13

¹⁹³ Warner and Foote, *History of Hennepin County*, 344.

¹⁹⁴ Atwater, History of the City of Minneapolis, 192.

¹⁹⁵ Marion D. Shutter, ed. *History of Minneapolis: Gateway to the Northwest* (Chicago: S.J. Clark, 1923), 586.

¹⁹⁶ Atwater, History of the City of Minneapolis, 231.

¹⁹⁷ Longfellow History Project, *The 27th and Lake Area*, 19.

Minnehaha Lutheran Church at 4101 37th Avenue S. was completed in 1923 (HC-MPC-4580). An earlier chapel had occupied the same parcel, facing E. 35th Street (3035 E. 35th).

Prince of Glory Lutheran Church at 4401 Minnehaha Avenue (1957) was organized by a Czechoslavakian congregation from Bohemian Flats. They purchased the building used by Holy Trinity Lutheran Church (see above) after 1925, and moved to this location in 1957 (HC-MPC-4193). At that time they changed their name to Prince of Glory. It is now the Ethiopian Orthodox Tewahedo.

Christ Church Lutheran, a German congregation, organized in 1911 and first held services at 34th and Minnehaha Avenues. ¹⁹⁸ A frame church constructed in 1914 was replaced in 1949 by a new edifice at 3244 34th Avenue S., a landmark building designed by Finnish architect Eliel Saarinen (NRHP; this property is outside the study area).

4.1.12 Schools

The first school in Minneapolis Township was opened in 1853. Erected by local farmers, and moved twice, the private institution was available to all as a public school. ¹⁹⁹ In 1875, the District 113 School, a frame structure, was erected on the northwest corner of E. 46th Street and Minnehaha Avenue. ²⁰⁰

To the north, the four-room District 108 School (known as the "Centennial School") was erected on the north side of E. Lake Street at Minnehaha and 27th Avenues in 1876. The Longfellow School was erected next door in 1887 and razed in 1919. Both were substantial brick buildings. The adjacent Longfellow Field was purchased in 1911 by the City of Minneapolis, but was sold to the Minneapolis Steel and Manufacturing Company in 1917 for plant expansion. ²⁰¹



Fig. 51. Henry M. Simmons School (1905), 3800 Minnehaha Ave., in 1915.

Hiawatha School at 3800 E. 45th Street (at the northeast corner of Snelling Avenue and E. 45th Street) was built in 1910 and was razed in 1980. The original wing of the three-story, cream-brick Henry M.

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¹⁹⁸ http://www.christchurchluth.org/OurBuilding.htm

Warner and Foote, *History of Hennepin County*, 343.

²⁰⁰ Ibid. 344

²⁰¹ Longfellow History Project, *The 27th and Lake Area*, 8-9.

Simmons School at 3800 Minnehaha Avenue was completed in 1905. It was designed by Edwin Stebbins.²⁰² The building has been converted to the Simmons Manor Apartments.

4.1.13 Park Triangles, Parks and Parkways

Surveyors who platted blocks and lots for real estate developers accommodated the irregular geometry set up by the diagonals of Minnehaha Avenue and the CM&StP tracks. Most lots were angled toward the diagonal, while some aligned the lots at a right angle. The resulting pattern included small, often unbuildable wedges along Minnehaha Avenue. One parcel at E. 32nd Street (Block 7 of Rollin's 2nd Addition) was acquired by the Minneapolis Board of Park Commissioners as the Hiawatha Triangle; a the McDivitt Hauge funeral home now shares the site (HC-MPC-3924). Rollins Triangle at E. 33rd Street is currently the site of a former gasoline station, and Adams Triangle is located at E. 41st Street.



Fig. 52. Adams Triangle, E. 41st St. and Minnehaha Ave., 2008.

Minnehaha Park

On both sides of the creek, landscape art has transformed the naturally picturesque surroundings to pleasure grounds more charming than any to be found in all the region. Isaac Atwater, *History of the City of Minneapolis* (1893)

The 1855 publication of *The Song of Hiawatha* by Henry Wadsworth Longfellow spurred national interest in Minnehaha Falls. 203 The 50-foot cataract was already well recorded in explorers' accounts and had become a mill site and popular stop for mid-19th century steamboat excursions. In 1889 the Minneapolis Board of Park Commissioners acquired about 193 acres for Minnehaha Park, including the Falls known by early white settlers as "Little Falls" and "Brown's Falls." Following the encouragement of landscape architect H.W. S. Cleveland, the commissioners worked to design and construct a system that would connect the picturesque falls, the Minneapolis lakes, and the heavily forested river gorge. The State of Minnesota also established Minnehaha as the state's first park in 1889. Park Board acquisition created a tourist node and transportation hub along the corridor. Other early components of the park included a refectory (1905), Longfellow Gardens Zoo (1906), a tourist camp (1922), and an extensive stone wall and step project sponsored by the Works Progress Administration (1932). 205 The Minnehaha Historic District was listed on the National Register of Historic Places in 1969 (HC-MPC-4266). In 1992 the Minneapolis Park Board adopted the Minnehaha Park Master Plan and began a multi-year process that

²⁰² Carole S. Zellie, Minneapolis Public Schools Historic Context Study. Prepared for the Minneapolis Heritage Preservation Commission by Landscape Research, LLC, 2005), 7. Other extant school buildings by Stebbins are Pratt (1898), Bancroft (1912), Tuttle (1910), and Willard (1910).

Atwater, *History of the City of Minneapolis*, 529.

²⁰⁴ Upham, Minnesota Geographic Names, 230.

²⁰⁵ "Minnehaha Historic District," 1969. National Register of Historic Places Nomination. On file, State Historic Preservation Office, St. Paul.

resulted in construction of a tunnel through the park at the intersection of Hiawatha Avenue and Godfrey Road, relocation of the Longfellow House, and other improvements such as Minnehaha Bridge reconstruction, falls overlook reconstruction, and realignment of Godfrey Road.

E. 34th Street Boulevard

In 1883, the Board of Park Commissioners hired H.W.S. Cleveland, a Chicago landscape designer, to develop a park system plan. Following his recommendations, the commissioners began planning to acquire and improve "short carriage drives" adjacent to areas designated as parks. Certain principal streets such as Hennepin Avenue were also to be improved into "broad tree-planted avenues or boulevards, extending across thickly populated sections of the city, so as to provide strategic thoroughfares that would serve as breathing spaces, fire barriers, and parkways of great beauty of Minneapolis." Hennepin Avenue, Lyndale Avenue, and E. 34th Street were initially acquired for boulevard improvement. E. 34th Street from Bloomington Avenue was valued as a link to the river: Lake Street was first considered, but the project was "abandoned early in 1884 because of high valuation placed on both improved and unimproved property along that route."²⁰⁷ The plan for a E. 34th Street Boulevard was established in 1884 and 1885, and supposed to link to 31st Street and to Lake Calhoun. The entire proposal was abandoned in 1885 as too expensive. The committee studying the proposal regretted this decision, noting, "Had that street been acquired and widened into a parkway, we might by this time have seen a magnificent thoroughfare of pleasure from Lake Calhoun to the Mississippi, crossing that river by a bridge and extending by way of Summit Avenue to the heart of the city of St. Paul. 208

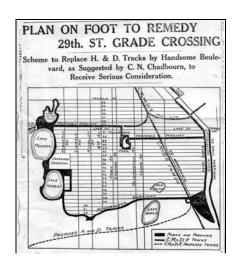


Fig. 53. Minneapolis Journal, February 16, 1908, 6.

The boulevard idea did not die immediately. In 1908, when an E. 29th Street grade-depression of the Hastings and Dakota Railroad west of Hiawatha Avenue was being planned, realtor C. N. Chadbourne campaigned unsuccessfully for rerouting of the railroad south of Lake Hiawatha. 29th Street would have been reclaimed as a residential boulevard and would link to the 34th Street Boulevard. ²⁰⁹ The boulevard plan was revisited again in the early 1920s as a means of providing relief for Lake Street traffic and a connection to a Mississippi River bridge crossing. 210 As the Park Board feared in 1891, however, it was too late and expensive to build a 120-foot boulevard through a partially built-up district.

²¹⁰ Wirth, Minneapolis Park System, 118.

²⁰⁶ Theodore Wirth, *Minneapolis Park System*, 1883-1944 (Minneapolis: Board of Park Commissioners, 1945), 107.

²⁰⁷ Wirth, Minneapolis Park System, 117.

²⁰⁹ "Plan on Foot to Remedy 29th St. Grade Crossing." *Minneapolis Journal* 16 Feb. 1908, 6.

E. Minnehaha Parkway

In 1886, as the Park Board was acquiring properties for a park and parkway system, "having become aware of the benefits of parkways to adjacent private property, the people along Minnehaha Creek had begun to agitate for the construction of a parkway through the creek valley."²¹¹ By 1891, land was acquired by donation and purchase of a tract extending from Lyndale Avenue to Minnehaha Avenue, a distance of more than five miles, and included the creek banks, and the surrounding wooded valley. 212 Part of the "Grand Rounds," this term was used in the 1891 Report of the Special Committee on park enlargement to describe a "main encircling boulevard or parkway . . . connecting and passing through several of the larger park areas.²¹³

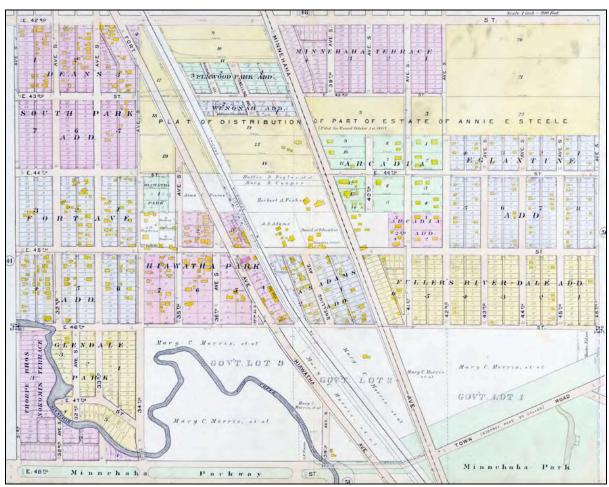


Fig. 54. Development south of E. 42nd Street as shown on the Minneapolis Real Estate Atlas (1914). The area east of Minnehaha Avenue near Minnehaha Park was the last to fill with houses.

Minnehaha Driving Park

The Minnehaha Driving Park—known as the 'Haha Track—was a popular racetrack bounded by E. 36th and E. 37th Streets at the north and south, and by Minnehaha and 35th Avenue S. at the east and west.

 $^{^{211}}$ Wirth, Minneapolis Park System, 47. 212 Ibid, 63.

²¹³ Ibid, 116.

The park was incorporated in 1888 for use as a racetrack and baseball field, and for cycling events. ²¹⁴ Benjamin D. Woodmansee, a horse dealer, was the park superintendent. The park was also used for Sunday baseball games because the Minneapolis Millers' regular home parks "were in neighborhoods that frowned on such frivolity on the Sabbath." ²¹⁵ The facility included a viewing stand and several frame outbuildings. The Minnehaha Driving Park Hotel was located at 3609 Minnehaha Avenue. ²¹⁶ Track operation ceased in 1903 and the buildings were razed. ²¹⁷ By 1914, the area was platted into blocks and lots, but the hotel and a greenhouse remained at the southeast corner of Minnehaha and E. 36th Street. ²¹⁸



Fig 55. The Minnehaha Driving Park as shown on the Atlas of Minneapolis (1903).

4.1.14 Planning for Hiawatha Avenue ca. 1963-2008

Every city, it seems, has a street or two that throws things off kilter, a diagonal slant or loop against the neat plaid of north-south-east-west. They can upset equilibrium. They are often independent and odd, independent and grand—or grungy. They were often the extensions of the old highways in and out of the city, trunk roads, Indian hunting paths, parallel companions of rivers and railroads The Hiawatha Avenue of my youth, the often-warned-against "busy street," today has been reduced to a Light Rail Transit corridor, like Joe Louis becoming a greeter at a Vegas casino.

Charles Neerland, "Hiawatha Avenue, A Recollection" (2003,1)

Hiawatha Avenue originates at E. 22nd Street where it merges with Cedar Avenue and then slices diagonally toward Fort Snelling. Although called Fort Road or Fort Avenue in the late 19th century, it appears to have been opened along the CM&StP only as the city limits expanded. Minnehaha Avenue, which more closely traced the route of the Territorial Road that linked St. Anthony Falls, however, was interrupted at E. Lake Street by the construction of the CM&StP railyards; at this point 26th Avenue S. and E. 26th Street provided a detour.

²¹⁵ "Twin Cities Ballparks," accessed as http://stewthornley.net/twincityballparks.html, 1/06/08.

²¹⁸ Atlas of the City of Minneapolis (Minneapolis: Minneapolis Real Estate Board, 1914), plate 48.

Historic Context Development/Cultural Resources Evaluation Minnehaha-Hiawatha Strategic Development Framework, Hennepin County, MN

²¹⁴ "Cycling at Minneapolis," New York Times 14 Aug. 1895, 3.

²¹⁶ Atlas of the City of Minneapolis (Minneapolis: C. M. Foote and Co., 1898), plate 49; Minneapolis City Directory, 1890-91.

²¹⁷ "Haha Track is No More, *Minneapolis Journal* 28 March 1903, 24.





Fig. 56. E. Lake Street and Hiawatha Avenue, 1938.

Fig. 57. E. Lake Street and Hiawatha Avenue, 1956.

By 1933, Hiawatha was designated as a segment of State Highway 55, which extends from Hastings to Tenney, Minnesota. 219 During the 1950s, the east side of Hiawatha Avenue below Lake Street was devoted to milling, warehousing, many types of manufacturing enterprises, lumberyards, gasoline service stations, and various types of storage yards. Houses lined Snelling Avenue south of E. 32nd Street, and a portion of Dight (Railroad) Avenue. A number of houses survived along Hiawatha, tucked between industries. In 1947, the decision to expand Wold Chamberlain field into the Twin Cities airport added additional importance to the Hiawatha artery. 220

In the early 1960s, the Minneapolis Planning Commission studied Hiawatha and the city's other industrial corridors and adjacent neighborhood and commercial development. Improving industrial opportunities while reducing "blight" was the study objective; a planning report observed, "unless Minneapolis can provide equal or better facilities, maximizing the assets of a central location, new and old industries alike will be attracted to suburban areas.",²²¹ The report noted that the Toro Manufacturing Company was moving to Bloomington for lack of expansion space, and cited the need to control dust, odor, smoke and noise and the line-up of grain trucks line up on Dight Avenue during harvest, while preserving good rail and truck access. 222 Deteriorated residential and commercial structures along the corridor were also flagged.

The proposed cross-town highway and Hiawatha Avenue freeway were on the planning horizon, and the study noted that "Hiawatha is an industrial strip which leaves large areas of residential land exposed to industrial influences without buffering and makes it difficult to plan as an integrated industrial district."223

²²³ Ibid.

²¹⁹ Minnesota State Highway 55, accessed as http://en.wikipedia.org/wiki/Minnesota_State_Highway_55, 5/1/2008.

²²⁰ Iric Nathanson, "Life in Longfellow: Looking back 50 years," *Longfellow Messenger* (Feb 1997), 8.

²²¹ Community Improvement Program Series No. 2, Publication No. 139, *Industry Phase I* (Minneapolis: City Planning Department, 1962), 4.

222 Community Improvement Program Series No. 2, 83.



Fig. 58. Hiawatha Avenue looking toward E. 42nd Street, 1956.

Freeway Planning

In 1963, the Minnesota Department of Transportation began studies to upgrade Hiawatha Avenue (Highway 55) into an eight-lane, high-speed link between downtown Minneapolis and E. 54th Street connecting to the Minneapolis-St Paul International Airport. During this period, the highway department concluded, "freeways along Hiawatha, Cedar Avenue and in the Cedar Isles area were needed to supplement impending interstate freeways."224

During the 1960s, the Department of Transportation acquired large parcels along the corridor and hundreds of houses were demolished along Hiawatha Avenue, primarily on the west side of the roadway. Intense neighborhood opposition to further planning for a freeway arose during the 1970s.²²⁵

In 1983, after years of stalemate, the City of Minneapolis and the Department of Transportation agreed to a four-lane roadway and a light rail transit system between Franklin Avenue and E. 46th Street, and a draft Environmental Impact Statement was approved by the Metropolitan Council. 226 In 1986, federal funds were approved for converting the road into a four-lane divided highway. 227 A controversial part of the design was the crossing at Minnehaha Park. As resolved, a hill was built at E. Minnehaha Parkway and the road was tunneled to allow a continuous park on both sides of the avenue. Construction of the boulevard began in 1988.²²⁸

²²⁴ "Bittersweet edge marking start of work on Hiawatha," Minneapolis Star and Tribune 23 July 1988, 1A.

²²⁵ "Its time for action on Hiawatha Avenue plans," *Minneapolis Star and Tribune*, 1 Dec. 1982; "Panel hopes stretch of Hiawatha can call families home," Minneapolis Star and Tribune, 9 July 1991, 1B; "Moving forward at last on Hiawatha Ave.," *Minneapolis Star and Tribune*, 30 June 1986, 10A. ²²⁶ "Metro Council Approves Hiawatha Corridor Draft," *Minneapolis Star and Tribune*, 5 May 1983.

²²⁷ "Conferees OK \$10 million to upgrade Hiawatha Avenue connection to airport," *Minneapolis Star and Tribune*, 7 Oct 1986,

¹A. ²²⁸ "Bittersweet edge marking start of work on Hiawatha," *Minneapolis Star and Tribune* 23 July 1988, 1A.



Fig. 59. Hiawatha at about E. 37th St., 1950.

According to the Minnesota Department of Transportation, "reconstruction of Highway 55/ Hiawatha Avenue from Crosstown Highway 62 to Interstate 94 began in 1988 between Nawadaha Blvd. and E. 31st Street in Minneapolis. Work continued in the area between E. 24th Street and I-94 from 1992 through 1997. Construction of the Hiawatha Avenue Bridge over E. Lake Street started in 1996 and the bridge was completed in the fall of 1997." ²²⁹ Work on the approach roadways was completed and the bridge opened to traffic on July 27, 1999, followed by remaining portions of roadway, light rail construction, and station design. In 2004, light-rail service began on a 12-mile line between downtown Minneapolis, the Minneapolis-St. Paul International Airport, and the Mall of America. ²³⁰ New housing and commercial construction has followed light rail planning and construction, with the 42nd Street Lofts at 42nd and Dight Avenue (2005-06); the Oaks Hiawatha Station at 46th and Snelling (2005), and the Hiawatha Flats at 44th and Dight Avenue (2007).

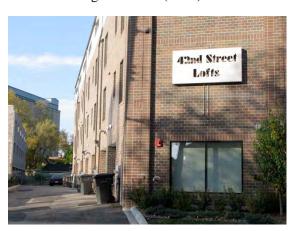


Fig. 60. New housing development, 2009.

http://www.dot.state.mn.us/metro/construction/hwy55/history.html,1/06/08.

230 "Minnesota's First Light Rail Line Opened in 2004," accessed as http://www.metrotransit.org/rail/facts.asp, 5/1/2008.

²²⁹ Hiawatha Avenue construction history accessed as

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4.2 Historic Context:

The Minneapolis Grain Industry Along the Hiawatha Corridor, 1864-1930

One thing, which impresses the traveler arriving by almost any of the railroads entering the city, is the number and the vast size of the grain elevators. To form a better idea of their number one must sweep the horizon from some of the high buildings. The elevators rise in every direction as somber monuments to the commercial enterprise and supremacy of the Flour City. There are nearly fifty of these great structures and their combined capacity is about 40,000,000 bushels Each year sees the number and capacity largely increased. They are built of wood, steel, brick, tiles or concrete and the complicated machinery is operated by steam power. A visit and examination of their workings is very interesting. 200

Hudson's Dictionary of Minneapolis, A Guide and Handbook, 1909

The construction of the Central Railway Company (later the Chicago Milwaukee and St. Paul [CM&StP]) in 1864 connected St. Anthony Falls to Fort Snelling and Mendota, and then to Chicago and an extensive national and international trade network. Agricultural implement and other factories were soon built along the rail corridor near E. Lake Street. In 1888, when the grain milling district at the falls required additional storage for grain awaiting processing, the first storage elevator along the corridor was completed at E. 33rd Street and Hiawatha Avenue. Advances in steam power supported the construction of grain mills next to the Hiawatha elevators, which continued to be built along the rail corridor until 1930.

4.2.1. Minneapolis Grain Milling

Wheat was the first grain crop grown widely in Minnesota. Jean Baptiste Faribault (1775-1860), a Mendota fur trader, brought seed from Prairie du Chien in 1820 and is credited with planting the first crop raised in the state. White settlement, however, was limited until the treaties of Traverse des Sioux (1837) and Mendota (1851). The treaties were among the first steps in opening the prime agricultural land of Minnesota for cultivation by white settlers. Wheat was the primary crop during the first two decades following Minnesota statehood in 1858. High prices during and after the Civil War encouraged wheat production, with shipment to Milwaukee, Chicago and St. Louis. By 1868, 62 percent of cultivated land in the state was devoted to wheat production, compared to 53 percent only eight years earlier.²⁰¹

By 1860, there were 85 flour mills in the state (63 powered by water, 22 by steam) and the Minnesota market for flour was estimated at 172,000 barrels, with another 82,000 barrels shipped to eastern markets. The mills of Minneapolis and St. Anthony, which straddled St. Anthony Falls and a developing hydropower district, led state output.

By 1880 Minneapolis was recognized as the flour milling capital of the United States, and held the title until 1930. Milling advances included the use of the middlings purifier and steel rollers for grinding hard spring wheat. The "New Process" ensured the position of Minnesota's spring wheat as the best breadmaking flour in the world. ²⁰³

²⁰⁰ Horace B. Hudson, *Hudson's Dictionary of Minneapolis and Vicinity: A Handbook for Strangers and Residents* (Minneapolis: Hudson Publishing Company, 1905), 100.

²⁰¹ Merrill E. Jarchow. *The Earth Brought Forth: A History of Minnesota Agriculture to 1865* (St. Paul: Minnesota Historical Society Press, 2006), 165-175; Garneth O. Peterson and Carole S. Zellie. "Historic Resources in the Southeast Minneapolis Industrial Area" (Minneapolis Community Development Agency, 1997), 7.
²⁰² Theodore C. Blegen. *Minnesota: A History of the State*. (Minneapolis: University of Minnesota Press, 2nd Edition, 1975),

²⁰² Theodore C. Blegen. *Minnesota: A History of the State*. (Minneapolis: University of Minnesota Press, 2nd Edition, 1975). 348-49; Peterson and Zellie, 7.

²⁰³ Charles B. Kuhlman, *The Development of the Flour-Milling Industry in the United States* (Clifton, MA: Augustus M. Kelley Publishers, 1973), 119; Peterson, "Southeast Minneapolis," 7.

The city's milling success was also built on a foundation of banking and trade organizations. The grain trade centered in Minneapolis with the creation of the Millers' Association in 1867, which allowed millers to purchase grain directly from farmers and ensured a ready supply for local mills. The Minneapolis Chamber of Commerce (Minneapolis Grain Exchange) was organized in 1881 and set standards for buying and selling, grading, and weighing grain. 204

4.2.2 Grain Storage and Line Companies

The need to store large quantities of grain prior to milling led to construction of grain elevators at country markets along the expanding network of rail lines that crossed wheat-growing regions. Prior to the mid-1870s, railroad companies provided grain storage, but the Panic of 1873 led to control of grain purchase by middlemen, known as line operators. 205 Rail companies continued to provide storage locations and fees for grain shipment, but grain merchants or "line companies" built and operated the storage facilities. Local buyers received instruction on policies, prices, grading and weighing from a central headquarters. ²⁰⁶ By the 1890s, there was little, if any, relationship between the elevators and the railroads.²⁰⁷

By 1901, there were 40 elevator firms in Minnesota and 950 elevators located along rail lines. Most elevator firms were headquartered in Minneapolis. Some grain merchants operated elevators on all lines, while others concentrated on one line, such as the Empire Grain Company located only on the CM&StP. 209 Due to the growing monopoly of line companies, "farmers elevators," or co-ops, were first organized in the 1880s as a way for farmers to market grain and bypass private companies. ²¹⁰

4.2.3 Terminal Grain Elevators

Beginning in the 1880s, grain companies focused on grain storage in urban centers and developed large storage elevators, known as terminal elevators. Differing from "country" elevators that received the grain directly from farmers for short-term storage, the terminal elevator was a large receiving facility managed by line companies. The terminal elevator had three functions: storage of cereal grain; improvement of grain quality through drying, cleaning, washing, sorting or blending into different size lots; and serving the market by storing and transferring. ²¹¹ Terminal elevators were located on rail lines in market centers, along the path from production to manufacturing areas. They were the largest elevator type, with capacities of at least 100,000 bushels and often over 1 million bushels.²¹²

The first terminal elevator in Minneapolis was constructed in 1867 by the Union Elevator Company at Washington and 9th Avenues S. Situated on the Minnesota Central Railway (later CM&StP), the wood structure was built at a cost of \$40,000 and held 130,000 bushels. 213 Together with a second elevator, built

²⁰⁴ Peterson and Zellie, "Southeast Minneapolis Industrial Area," 8. The Chamber of Commerce was renamed the Minneapolis Grain Exchange in 1948.

²⁰⁵ Robert M. Frame, "Grain Elevator Design in Minnesota," (National Register of Historic Places Multiple Property Nomination

²⁰⁶ Mildred Lucile Hartsough, *The Twin Cities as Metropolitan Market* (Minneapolis: University of Minnesota Press, 1925), 42-

^{49. &}lt;sup>207</sup> Henrietta M. Larson, *The Wheat Market and the Farmer in Minnesota* (PhD diss., Columbia University, 1926), 228. ²⁰⁸ Ibid, 230.

²⁰⁹ Ibid.

²¹⁰ Frame, "Grain Elevator Design in Minnesota," E9.

²¹¹ Ibid, E3.

²¹³ Joseph LaPray, "Terminal Elevators," Greater Minneapolis: The Magazine of Twin Cities Business Management, Nov-Dec 1980, 84.

in 1868, the elevators had a capacity of 215,000 bushels. 214 Until 1879, all other capacity in the city was stored adjacent to the grain mills for their immediate use. 215

By 1890 Minneapolis flour production was nearly three times that of 1880, and there was overwhelming demand for local grain storage facilities. ²¹⁶ As the wheat trade expanded and the demand for storage increased, Minneapolis became the headquarters for both line and grain elevator companies. 217 In 1899, there were 28 elevators in Minneapolis, with a total capacity of 27,485,000 bushels. ²¹⁸ The Minneapolis Civic and Commerce Association reported in 1915 that with 50 terminal elevators storing 38,550,000 bushels and flour mills producing 77,160 barrels daily, Minneapolis was holding more grain and producing more flour than St. Louis, Kansas City and Omaha combined.²¹⁹

Wheat was not the only crop stored in the elevators. By 1925, Minneapolis ranked first in receipts of wheat, barley, flax, and rye, and behind Chicago in oats and corn. At that time, the city's industries consumed 60 to 80 percent of the wheat and relied on the terminal elevators to store the surplus that arrived in the fall harvest season. Minneapolis now had 67 terminal grain elevators with total capacity of 56,610,000 bushels, "the largest total capacity of any American grain market." Of that number, 23 elevators had a capacity of one million or more bushels, holding over 40 million bushels, or 71 percent of total terminal elevator capacity.²²⁰

Terminal elevators were placed along rail lines at many locations in Minneapolis, but predominantly in yards at the periphery of the city. Dense concentration of these terminals occurred along the Soo Lines of north and northeast Minneapolis, in the Minnesota Transfer Yards (now known as the SEMI) along University Avenue, and along the CM&StP adjacent to Hiawatha Avenue.

Electricity was first produced in Minneapolis in 1889, allowing a shift from reliance on direct hydropower for milling, and flour production could shift away from St. Anthony Falls. After 1910, flour was milled as well as stored along the CM&StP-Hiawatha corridor.

Improved highways and increased trucking, along with raised railroad rates, hurt terminal elevator businesses.²²¹ Flour-related new construction along the corridor ended by 1930, the same year that Minneapolis was outranked by Buffalo, New York as the country's leading flour producer. Storage and milling operations continued along the CM&StP-Hiawatha corridor, but many outstate elevators started shipping directly to processing mills and bypassed cleaning and sorting in terminal elevators. 222

²¹⁴ Frame, "Grain Elevator Design in Minnesota," E4.

²¹⁵ Hartsough, Twin Cities, 10.

²¹⁶ Kuhlman, Development of Flour Milling Industry, 126.

²¹⁷ Hartsough, Twin Cities, 42-49, Larson, 230.

²¹⁸ Frame, "Grain Elevator Design in Minnesota," E12.

²¹⁹ Minneapolis Civic and Commerce Association, Minneapolis: Financial Center and Gateway of the Northwest (Minneapolis: Minneapolis Civic and Commerce Association, 1915), 15.

220 Peterson and Zellie, "Southeast Minneapolis Industrial Area," 9.

²²¹ William E. Stark, "Vanishing Giants: The Grain Elevator of Minneapolis and their Legacy." *Hennepin History* Vol. 66, No. 2, Spring 2007, 15.

² Stark, 16.



Fig. 61. Hiawatha Corridor, elevators from left to right: Huhn Elevator, Purina Mills, Schreiber Mill, Searle (front) and Atkinson (behind Searle), in 1938.

4.2.4 Terminal Elevator Types

The NRHP Multiple Property Nomination Form, "Grain Elevator Design in Minnesota," describes the four generations of terminal elevator construction and their historic significance to the Minneapolis grain industry. The form also makes recommendations for registration requirements for NRHP eligibility. "First-generation elevators" were built of wood and resembled a tall barn with an elevated cupola along the roofline holding conveyors belts and spouts. "Second-generation elevators" were also wood or brick and tile and used horizontal conveyor belts along the top or had a headhouse (workhouse) at the end of the building holding the scales and cleaners. This system allowed for multiple adjacent bins and triggered elevator construction in the 1880s. While wooden country elevators continued to be built into the 1950s, the wooden terminal elevator was virtually extinct by 1900. Brick terminal elevators were generally constructed between 1900 and 1918, but were rare. ²²³

"Third-generation elevators" are of steel or concrete construction. The Peavey-Haglin Elevator (NRHP) in St. Louis Park (1899-1900) was the world's first successful reinforced-concrete grain elevator. An experimental structure, it was the result of collaboration between grain dealer, Frank H. Peavey, and contractor, Charles H. Haglin. Peavey and Haglin went on to build "slip form" elevators in Duluth and ignited a period of discovery in concrete elevator construction. ²²⁴ By the end of World War I concrete terminal elevators dominated grain storage. Concrete elevators built before 1912 should be considered significant early examples, as well as new blocks of concrete elevators built prior to 1920. ²²⁵ Steel storage bins constructed during the pioneer period (1900-1918) are also significant.

²²³ Frame, "Grain Elevator Design in Minnesota," F2.

²²⁴ Ibid, E30.

²²⁵ Ibid, F7.



Fig. 62. The Minnehaha-Hiawatha corridor in 1928, looking northeast.

"Fourth-generation elevators" are operated by remote control from a distance and are increasingly built for river barge connections. These concrete terminal elevators are of the most recent era and separate the storage from the office operations to avoid dangerous explosions.

Elevator Operation

Terminal elevators separate the steps of grain handling and storage, with grain handling occurring in the workhouse and storage in bins. Frame notes that elevators constructed before 1890 combined the workhouse and storage functions; these buildings resemble tall barns. After 1900 the two units were separated. 226

Receiving elevators have storage capacity, but are attached to flour or feed milling plants. Their main function is processing. The storage area of the receiving elevator is similar to that of a terminal elevator, but has minimal shipping or out-loading facilities. Grain is handled in the workhouse or headhouse where it is weighed, cleaned, treated, and loaded out of the elevator. Workhouses usually contain some storage bins. Grain is moved horizontally and vertically in the workhouse. An elevator leg raises the grain up in a bucket conveyor; the legs must rise above the storage bins in order to fill them. Grain is moved horizontally on a belt conveyor across the top of the storage bins in a conveyor gallery. A group of bins is called a block and conveyor bridges often extend between storage bin blocks. Bins may have a flat bottom that is emptied through the top with a conveyor or a hopper bottom that allows grain to flow out of the bottom in the conveyor tunnel. Large grain elevator complexes may also have an office, powerhouse, warehouse, a receiving shed for loading trucks, or a track shed for loading railcars. Scales are often placed in the workhouse or are located separately.

²²⁶ Ibid, F1.

²²⁷ Ibid, F1.

²²⁸ Robert M. Frame III and Jeffery A. Hess. "Northwestern Consolidated Elevator A." Historic American Engineering Record No., MN-16. (National Park Service, 1990), 6.

²²⁹ Frame, "Grain Elevator Design in Minnesota," E 4-E 5.

4.2.5 First-Generation Hiawatha Corridor Elevators, 1883-1903

The Minnesota Central Railway (later CM&StP) was constructed in 1864, but there was no industrial development south of E. Lake Street until nearly 25 years later, with the D. A. Martin Elevator (1888) at E. 33rd Street and Hiawatha Avenue. Five elevators were constructed between 1901 and 1902. There are no surviving structures on the corridor from this first generation of early wood and brick terminal elevators, including the Minnehaha, Monarch, Elevator T, and Mississippi; a small portion of the Huhn elevator plant remains.

D. A. Martin / Monarch Elevator

The D. A. Martin Elevator was constructed in 1888. The brick and wood frame structure was occupied by the J. N. Clark Elevator Company in 1892.²³⁰

In 1901 the Monarch Elevator Company replaced the J. N. Clark elevator with a new wood elevator and attached wood cribbed grain bins. ²³¹ Two years later, the *Minneapolis Chamber of Commerce Annual Report* lists the Monarch Elevator, managed by Frank Heffelfinger of the Peavey Grain Company, as one of the largest in the city. It held 1,250,000 million bushels in 79 bins. ²³² In 1920, the Monarch was listed as the only remaining wood-cribbed elevator on the Hiawatha corridor. In 1933 the Monarch Elevator Company was listed as the country's oldest elevator company. ²³³ Van Dusen-Harrington operated the elevator into the 1960s and the elevator was demolished in 1974. ²³⁴

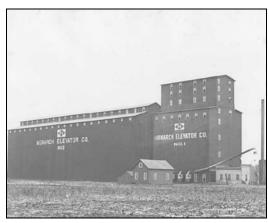


Figure 63. Monarch Elevator in 1905.

Minnehaha Elevator / Elevator M

In 1901 L. O. Hickok built the iron-clad, frame Minnehaha Elevator at E. 41st Street and Hiawatha Avenue for Cole Henderson & Company. The Canton Grain Company purchased the 30,000-bushel elevator in 1904 and renamed it Elevator M. ²³⁵ In 1930 the Farmers Union Grain Association, one of Minnesota's largest farmers' co-ops, purchased the elevator and replaced it with a reinforced-concrete system.

²³⁰ Atlas of the City of Minneapolis (Minneapolis: C.M. Foote Publishing Company, 1892); Minneapolis City Directory.

Monarch Elevator plans by Day Company, August 1901, Minnesota Historical Society, St. Paul, Minn.

²³² Minneapolis Chamber of Commerce *Annual Report*, 1903; Sanborn Fire Insurance Co. Map 1912.

²³³ Grain Dealers Journal 1920; Frame, "Grain Elevator Design in Minnesota," E 20; "Firm to Mark 40th Birthday," Minneapolis Star 10 Sept 1933.

²³⁴ Sanborn Fire Insurance Co. Map 1912; "Coming Down," *Minneapolis Star*, 23 July 1974.

²³⁵ Minneapolis Building Permit B49327.





Fig. 64. Minnehaha Elevator (later Elevator M), ca. 1911; at right, Elevator M before demolition, construction of Farmers Union Grain Terminal underway at rear, ca. 1930.

Spencer Elevator T

In 1901 the Spencer Grain Company of Spencer, Iowa constructed Elevator T between E. 35th and 36th Streets. Spencer lost the elevator to the Cargill Elevator Company in a receiver's sale in 1906. Cargill immediately began construction on the largest reinforced concrete terminal complex built on the CM&StP line. ²³⁶ The brick powerhouse and iron-clad elevators were demolished by Cargill in 1930. ²³⁷



Fig. 65. Spencer Elevator T with new Cargill Elevator Company concrete bins, ca. 1920.

Mississippi Elevator

The wood-frame Mississippi Elevator was built between E. 37th and E. 38th Streets in 1902 for grain dealers Butcher and Eaton. At the time of its destruction by fire in 1930, it was surrounded by the concrete and steel elevators of the Searle Grain Company.

A. Huhn Elevator

In 1884 Anton Huhn began his career in Minneapolis as a grain buyer and had close ties with miller John Washburn, who is listed as the Monarch Elevator Company's vice-president throughout the 1910s. The A. Huhn Elevator Company was organized in 1902 with capital of \$200,000. Huhn completed a brick powerhouse and iron-clad grain elevator between E. 39th and 40th Streets. In 1906 the firm constructed two brick-and-steel grain bins, bringing the site's storage capacity to one million bushels.

²³⁶ Minneapolis Journal, 6 May 1906, 6; 17 Dec 1906, 6.

²³⁷ Minneapolis Building Permit B48735; B223083.

²³⁸ Golden Jubilee 1867-1917 (Minneapolis: Chamber of Commerce, 1917), 110; Minneapolis Chamber of Commerce Annual Reports, 1890-1920.

²³⁹ Minneapolis Journal, 30 June 1902, 6; 13 Nov 1902, 6.

²⁴⁰ Minneapolis Chamber of Commerce *Annual Report*, 1903.

A 1915 fire destroyed the 1903 elevator and wheat valued at \$337,000; the elevator was replaced with a fireproof structure. ²⁴¹ After the city's milling decline in the 1930s, the elevator was converted into the A. Huhn Manufacturing Company, which manufactured flour mill machinery. The remaining brick bins were demolished in 1950, but a remnant of the one-story brick warehouse remains on the site (HC-MPC-7409). ²⁴²



Fig. 66. Huhn Manufacturing Co., 3915 Hiawatha Ave., 2008.

4.2.6 Second-Generation Grain Mills and Elevators, 1908-1930

Between 1908 and 1930, the first elevators along the Hiawatha corridor (1888 to 1903) were replaced with third-generation, steel-and-concrete terminal elevators. This development corresponded to the peak production years for the Minneapolis flour industry. Seven extant grain mills and elevators along the corridor remain between E. 34th and E. 42nd Streets. Terminal storage concentrated on the east side of the CM&StP rail line and milling complexes were constructed along the west side of the tracks between 1914 and 1919. Three (Nokomis, Atkinson, Purina) originated as mills with attached "receiving elevators." Four elevators (Cargill, Elevator T, Checkerboard, Elevator M) are terminal elevators constructed for large-scale storage.

Elevator T (HC-MPC-7416)

The concrete-and-steel generation (ca. 1900-1930) of terminal elevators on the CM&StP began with the Cargill Elevator Company's receivership of the Spencer Grain Company's Elevator T (1901), located between E. 36th and E. 37th Streets, in 1906. William Cargill claimed the building to be a "hospital" that functioned as a processing facility but lacked storage capacity. Two years later Cargill constructed what are now the earliest extant reinforced-concrete terminal elevators in Minneapolis. The three blocks of reinforced-concrete tanks constructed between 1907 and 1930 store 4 million bushels of grain. 244

²⁴¹"\$400,000 Fire in Huhn Wheat Elevator," *Minneapolis Morning Tribune* 17 April 1915, 19.

²⁴² Minneapolis Tribune, 1 Sept 1950.

²⁴³ Wavne G. Broehl, *Cargill: Trading the World's Grain* (Hanover, New Hampshire: Dartmouth College, 1992), 109.

²⁴⁴ The 1908 Cargill tanks are the third set of reinforced-concrete tanks ever built and only the second set remaining after the Washburn-Crosby bins at St. Anthony Falls.

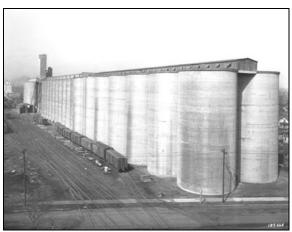


Fig. 67. Cargill Elevator T, 1939.

Cargill Elevator Company-Minneapolis Seed Company (HC-MPC-7415)

Cargill also expanded to the north, locating its seed company on the CM&StP between E. 33rd and E. 34th Streets. The 1908 wood frame grain elevator burned in 1930 and was replaced with a substantial brick and reinforced concrete seed house. The site housed Cargill's first seed elevator and laboratory, which was renamed the Minneapolis Seed Company in 1912 by William Cargill's brother, John. John Cargill believed that farmers were prejudiced against selling seed to large line companies. ²⁴⁵

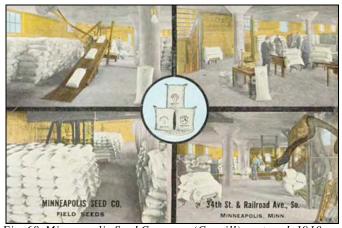


Fig. 68. Minneapolis Seed Company (Cargill) postcard, 1910.

Checkerboard Elevator (HC-MPC-7417)

In 1912 the first steel storage tanks on the CM&StP were built for the Banner Grain Company between E. 37th and E. 38th Streets. Minneapolis Steel and Machinery Company completed sixteen tanks to the north of the wood frame Mississippi Elevator (1902). They were replaced in 1930 with a reinforced-concrete workhouse. The elevator was operated by a succession of line companies; Sterling Grain Company operated the elevator in the 1920s and Searle Grain Company operated the elevator in the 1930s and 1940s. General Mills began operations at this elevator in 1975 and renamed it the Checkerboard Elevator.

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²⁴⁵ Broehl, 121.

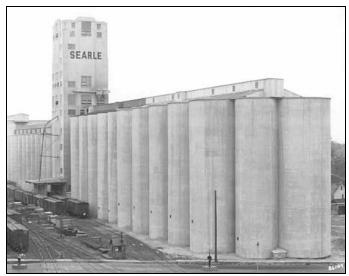


Fig. 69. Checkerboard Elevator with 1930 Searle workhouse, ca. 1935.

Nokomis Mill and Elevators (HC-MPC-7414)

The Nokomis Mill was constructed in 1914 on the former Minneapolis Glass Company site between E. 35th and E. 36th Streets by James Andrews, a former grain dealer for Pillsbury. At the time of construction, the brick mill received one of the first steel elevator and steel bins. Andrews sold the complex to Benjamin Sheffield of the Minneapolis Milling Company in 1922 who constructed an annex of reinforced-concrete tanks in 1924. Sheffield also managed the nationwide Commander-Larabee Milling Company and eventually produced the popular "Miss Minneapolis" flour at the Nokomis Mill. ²⁴⁷





Fig. 70. Nokomis Mill, steel elevators at far left, ca. 1914.

Fig. 71. Mills from left to right in 1914: Nokomis Mill (Andrews Mill); six steel elevators of Nokomis, Elevator T (razed); Cargill concrete elevator.

Atkinson Mill and Elevator (HC-MPC-7407)

After 32 years with the Washburn-Crosby Company, William Atkinson followed the lead of James Andrews and embarked on his own milling enterprise in 1915. The Atkinson Mill, at 3745

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²⁴⁶ Shutter, 422; James Andrews obituary, *Minneapolis Journal* 8 Jan 1924.

²⁴⁷ Minneapolis Journal, 11 Nov 1928.

Hiawatha Avenue, began with a brick and reinforced-concrete mill, powerhouse and four tanks and grew into a large receiving elevator with additional concrete bins constructed in 1921, 1927 and 1939. William's son, Frederick, continued milling operations into the 1950s and developed a number of patents to aid flour production. The company produced Freedom Flour and NW Special Flour at the site before selling the mill to Archer-Daniels-Midland (ADM) in 1962.

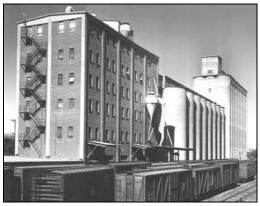




Fig. 72. Atkinson Mill and Elevator, 1939.

Purina Mills (HC-MPC-7408)

American Flour and Cereal Mill Company, later Clarx Milling Company, constructed a brick and concrete mill to the south of Nokomis and Atkinson between E. 38th and E. 39th Streets in 1916. The Ralston-Purina Company developed the mill into a feed mill operating at the site from 1923 until 1993.

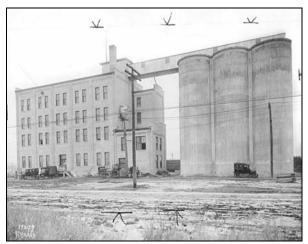




Fig. 73. Clarx Milling Company (later Purina Mills) ca. 1918; at right, Purina Mills, 1951.

Elevator M-Farmers Union Grain Terminal (HC-MPC-7420)

In 1930 the Farmers Union Grain Association purchased Elevator M, also known as Minnehaha Elevator, and replaced the 1901 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 in the private grain trade. This elevator is the only surviving farmers cooperative elevator in Minneapolis.

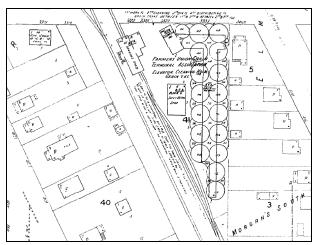




Fig. 74. Elevator M shown on Sanborn Fire Insurance Map, 1930; at right, Elevator M, Farmers Union Grain Terminal, 1930.

Flour related new construction ceased in 1930, the same year that Minneapolis lost to Buffalo as the leading flour producer. Improved highways and increased trucking, along with raised railroad rates hurt the terminal elevators.²⁴⁸ Country elevators started shipping directly to the processing mills and bypassing the cleaning and sorting in terminal elevators.²⁴⁹ Although storage and milling continued to operate along the rail corridor, grain-bin construction declined.

²⁴⁸ Stark, 15. ²⁴⁹ Stark, 16.



HISTORIC CONTEXT DEVELOPMENT and CULTURAL RESOURCES EVALUATION

Minnehaha-Hiawatha Development Framework

Fig. 75 Grain Industry Property Inventory 2009

4.2.7 Razed Second-Generation Grain Elevators and Mills: 1908-1930

Three mills constructed between 1908 and 1930 have not survived. The State Testing Mill at 3401 Hiawatha Avenue was built in 1920 after state legislation was passed to ascertain the milling value of various kinds of wheat. In 1939 the State of Minnesota repealed the testing requirements and sold the mill to the Priority Milling Company. Roald Stanchfield, president of Priority Mill, added grain bins with a capacity of 22,000 bushels to the feed mill in 1943. In 1948, A. L. Stanchfield Inc. formed National Vitamin Products for the production of Calvita, a milk replacement for calves, and operated at the Hiawatha facility. The building was rebuilt with a new 22,500-square-foot factory in 1968.



Fig. 76. State Testing Mill, ca. 1933 (Minneapolis Collection, MPL)

The Schreiber Mill at 3826 Dight Avenue was constructed in 1919 behind the Clarx Mill and was demolished in 1955. ²⁵³

The Maney Brothers Mill and Elevator Company built a feed warehouse and elevator at 2214 Snelling in 1916.²⁵⁴ The owners added storage to the site in 1928 and continued to operate into the 1940s. The elevator was demolished in 1974.



Fig. 77. Schreiber Mill, left (razed, 1955); Clarx Mill (Purina Mill, extant), at right, ca. 1921.

²⁵⁰ Minnesota State Law 1919 c38; Minneapolis Building Permit F127492.

²⁵¹ Minnesota State Law 1939 c406.

²⁵² "National Vitamin Separates from Parent Concern," *Minneapolis Tribune* 1 July 1959; "Vitamin Firm Finds Milk Farms Healthy," *Minneapolis Star* 12 Sept 1968.

²⁵³ Minneapolis Building Permit B134295; Wrecking Permit I6469.

²⁵⁴ Minneapolis Building Permit B125362 11/4/16; B132050 5/24/18.

4.2.8 Elevator Engineers and Architects

Barnett and Record

In 1885 Lewis C. Barnett (ca.1850-1936) and James L. Record (1857-1944) founded the Minneapolis firm of Barnett and Record to specialize in grain elevator construction. The firm became one of the major contractors in the field. In 1902, Record left to found the Minneapolis Steel & Machinery Company, and Record operated the company until his retirement in 1916.²⁵⁵

Barnett and Record built the 1901 frame elevator and brick powerhouse at Elevator T and the 1908 frame elevator and concrete seed house for Minneapolis Seed Company (Cargill). The firm completed reinforced-concrete bins for Nokomis Mill (1924 and 1927 annexes) and the Atkinson Mill (1921 annex), and designed the 1915 brick and concrete elevator and mill for the Atkinson Milling Company.

James Stewart Company

The James Stewart Company was located in Chicago and maintained offices in Chicago's Westminster Building through the 1920s. 256 James Stewart began his career as a grain exporter and was listed as the owner of the Maple Leaf Milling Company in Winnipeg. The Cargill Company favored this firm for elevator construction. Along the CM&StP, the firm completed the reinforced-concrete elevator annexes of 1916 and 1930 at Cargill's Elevator T. The James Stewart Company also built Cargill's terminal elevators in Port of Albany, New York, and was listed as the largest builder of grain elevators in 1932.²⁵⁷

Fegles Construction Company

Donald Berry Fegles served as the City of St. Paul bridge engineer and worked for local architecture and engineering firms including C. A. P. Turner, Barnett and Record, and Hewitt and Brown. He started his own construction company in 1915. ²⁵⁸ Along the CM&StP, Fegles designed the reinforced-concrete bins for Sterling Grain (Checkerboard) in 1926 and the workhouse for Searle Grain (Checkerboard) in 1930.

Hickok Construction Company

Harvey Hickok concentrated on reinforced-concrete country elevators and maintained offices in the Minneapolis Flour Exchange Building. Hickok designed the bleaching tower for Pioneer Malting Company in 1917 and the Fruen Cereal Company in 1915 on Minneapolis' Bassett's Creek. The firm designed Elevator M in 1930.

Minneapolis Steel and Machinery Company

Along the CM&StP, Minneapolis Steel and Machinery Company designed steel elevators at the Nokomis Mill in 1914 and for Banner Grain (Checkerboard) in 1912. This firm was formed in 1902 when James Record left the elevator construction company, Barnett and Record, and partnered with grain elevator merchants and owners, Lewis S. Gillette and George Gillette. The Minneapolis Moline Power Implement Company was created in 1929 by the merger of the Minneapolis Steel and Machinery Company, the Moline Implement Company of Moline, Illinois, and the Minneapolis Threshing Machine Company. James Record was chairman of the Minneapolis Moline board until his death in 1944.²⁵⁹

²⁵⁵ Charlene Roise and Nathan Weaver Olson, "The Junction of Industry and Freight: The Development of the Southeast Minneapolis Industrial Area" (Minneapolis Community Development Agency, 2003), 28.

256 Wayne G. Broehl *Cargill: Trading the World's Grain* (Hanover, New Hampshire: Dartmouth College, 1992), 384.

²⁵⁸ Roise and Olson, "Junction," 29.

²⁵⁹ Ibid, 30.

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5.0 RESULTS

5.1. Corridor Inventory

In the mid-1980s the City of Minneapolis Heritage Preservation Commission inventoried certain properties in the project area at the "windshield level." Various other evaluations of National Register of Historic Places (NRHP) eligibility have resulted in three properties determined eligible or listed on the NRHP (see Table 1 and Fig. 77). The Minneapolis Pioneers and Soldiers Memorial Cemetery and the Minnehaha Historic District (outside the study area) are also locally designated by the Minneapolis Heritage Preservation Commission (HPC).

Table 1. Previous Inventories and Evaluations of the Minnehaha-Hiawatha Corridor Project Area (and Vicinity)

Inventory #	Property Address Date Study Area or Name Inventory		NRHP Status	HPC Desig.		
HC-MPC-7502	IOOF Lodge #118	3001 27th Ave. S.	1909	Lake Street (2004)	Not eligible (outside project area)	No
HC-MPC-4125	Coliseum Building	2700-2714 E. Lake St.	1917	Lake Street (2004)	Not eligible (outside project area)	No
HC-MPC-4123	Minneapolis Pioneers and Soldiers Memorial Cemetery	2925 Cedar Ave. S.	1860	NRHP (Nomination)	Listed 2002 (outside project area)	2006
HC-MPC-4189	Minneapolis Fire Station #21	3006-3012 Minnehaha Ave.	1894	NRHP (Draft)	Potentially eligible	No
HC-MPC-4192	H.E. Simmons School	3800 Minnehaha Ave.	1905	Public School Historic Contexts (2005)	Not evaluated	No
HC-MPC-7408	Purina Mills Complex	3815 Hiawatha Ave.	1916- 1957	Purina Mills Complex (2007)	Evaluated as individually ineligible	No
HC-MPC-4266	Minnehaha Historic District	Minnehaha Park includes Minnehaha Station (1875)		NRHP (Nomination)	Listed 1969	1986
HC-MPC-4109	Olson Equipment Co.	4411 Hiawatha Ave.	ca. 1950	Inventoried 1980	Not evaluated	No
HC-MPC-4255	House	4152 Snelling Ave.	ca. 1920	Inventoried 1980	Not evaluated	No
HC-MPC-4254	St. James AME Church	3600 Snelling Ave.	1958	Inventoried 1980	Not evaluated	No
HC-MPC-4106	CM&StP Blacksmith Shop	Hiawatha Ave. & E. 28th St.	ca. 1880	Draft NRHP 1980	Razed	
HC-MPC-4107	NSP Station	3147 Hiawatha Ave.	1916	Inventoried 1980	Not evaluated	No
HC-MPC-4108	"Grain elevator district"	Hiawatha Ave. between E. 34th and 39th Streets	1910- 1950	Inventoried 1980	Not evaluated	No

All properties within the project area were evaluated by the consultants to determine if additional study was warranted. Inventory forms were completed for one main-track segment of the CM&StP Railway, 19 industrial properties along the Minnehaha-Hiawatha corridor, one church, and two firestations. Tables 2 and 3 list these properties.

A primary focus of this study was context development, and many types of residential, commercial, religious, and educational properties are discussed in Sections 4.1 and 4.2 and summarized in 5.2.

5.2 Historic Context Summary

The historic contexts highlight the historic significance of the Chicago, Milwaukee and St. Paul (CM&StP) rail corridor and its district of grain mills and elevators. The contexts also analyze the study area's pattern of settlement and related housing and commercial development.

Railroad construction from St. Anthony Falls to Fort Snelling encouraged the construction of implement factories and cooperages north of E. Lake Street in the 1870s. Many of these businesses supported the developing flour milling industry centered at St. Anthony Falls. By 1880, industrial development also extended south of E. Lake Street along the CM&StP. Foundries, factories, and support structures such as electric transformer buildings and fire stations are associated with the development of the area as a manufacturing center during the period from 1880 to 1958, and some of these functions continue. Beginning in 1888, the area along the CM&StP line approximately between E. 34th and E. 42nd Streets maintained a significant position in the city's grain storage and milling industry, and grain is still stored, processed, and shipped from mills along Hiawatha Avenue. Three of the flour-related complexes— Elevator T, Nokomis Mill and Checkerboard Elevator—are associated with the development of terminal elevator engineering and are illustrative of early concrete and steel bins.

The farmland that comprised the area along the corridor between ca. 1853 and ca. 1880 was divided for residential, commercial, and industrial use in the 1870s. This area was known as South Minneapolis, a name derived from the station of the CM&StP and an adjacent residential subdivision north of E. Lake Street. Although settlement of the area by workers in area factories began in the 1880s, most surviving houses date from after 1902, which corresponds with the opening of Minneapolis Steel and Machinery Company at Hiawatha Avenue and E. Lake Street. Minnehaha Avenue, a territorial road and important conduit between Fort Snelling and St. Anthony Falls, was improved as a tree-lined street in the 1870s. Electric streetcar service in the 1890s further encouraged residential development, including many simple frame houses and bungalows, and concentrations of shops and stores at nearly every intersection. Four churches also line the avenue within the study area or are adjacent to it.

The Scandinavian cultural and ethnic history of the groups who originally settled the blocks along the corridor is reflected in the history of several Minnehaha Avenue churches, and St. James AME Church at 3600 Snelling Avenue reflects the area's African American settlement. Beginning in ca. 1895, this was an important community for many railroad workers and their families, as well as those in a variety of other industries.

5.3 NRHP Evaluation

Because various development projects within the corridor may receive funding by federal and state agencies, future actions with an impact on historic properties must comply with Section 106 of the National Historic Preservation Act (NHPA). Under 16 USC 470 and implementing regulations (36 CFR 800), federal agencies and/or their designated applicants must take into account the potential effects of federally-funded or regulated undertakings on properties listed in or eligible for listing in the National Register of Historic Places (NRHP). The NRHP is the official list of the Nation's historic places worthy of

preservation. It is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture.

The industrial and commercial properties along the CM&StP corridor were the primary focus of the NRHP evaluation. Results of the research and fieldwork were used to determine whether the inventoried properties demonstrate significant associations with the National Register of Historic Places eligibility criteria:

Criterion A

Association with the events that have made a significant contribution to the broad patterns of our history;

Criterion B

Association with the lives of persons significant in our past;

Criterion C

Embodiment of the distinctive characteristics of a type, period, or method of construction; representation of the work of a master; possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction;

Criterion D

Potential to yield information important to prehistory or history.

The evaluation of significance was based on information from the applicable historic contexts developed by the consultants (see Sections 4.1 and 4.2) and assessment of historic integrity for each property. 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.

5.4 Recommendations

The study recommends that the segment of the Chicago, Milwaukee and St. Paul Railway (CM&StP) from E. 27th Street to E. Minnehaha Parkway is eligible for NRHP listing. Seven flour-related complexes appear to be eligible for NRHP listing as part of a potential Hiawatha Corridor Grain Industry Historic District. The preliminary boundary of the Hiawatha Corridor Grain Industry Historic District extends from E. 34th Street at the north to E. 42nd Street at the south. It includes the east side of Hiawatha Avenue and portions of Dight Street as well as the CM&StP segment. Five of the seven grain complexes appear also to be individually NRHP eligible. Final determination of significance and historic integrity under NRHP Criterion A or C, however, will require assessment of property interiors and remaining equipment, if any. This assessment was not part of the present study.

Outside the Hiawatha Corridor Grain Industry Historic District boundary, Fire Station #21 (1894, HC-MPC-4189) and Fire Station #24 (1907, HC-MPC-7413) appear to be individually eligible for NRHP listing. Both properties are associated with fire protection for industrial as well as area residential properties. Other industrial properties in the corridor may be NRHP-eligible but require further study including interior inspection. These properties include the General Electric Transformer Station (1917; HC-MPC-4107), Lake Street Sash and Door Company (1926; HC-MPC-7410), and the Modern Foundry (1920; HC-MPC-7405). St. James AME Church (1959; HC-MPC-5254) is also recommended as eligible for the NRHP. A summary of all properties is found in Tables 2 and 3.

Table 2. Industrial Properties Evaluated for Minnehaha-Hiawatha Corridor Project

Inventory #	Name	Address	Date	Property	Recommendation
HC MDC 7401	CM 9 C4D D -:1	D-4 E 20 C4 1	1064	Identification #	NRHP eligible
HC-MPC-7401	CM&StP Railway segment	Between E. 28 St. and E. Minnehaha Parkway	1864		NKHP eligible
Snelling Ave.		Faikway			
HC-MPC-7402	American Ball Co.	3104 Snelling Ave.	1915	01-028-24-12-0116	Not NRHP eligible
HC-MPC-7403	Quonset Shed	3029 Snelling Ave.	1949	01-028-24-12-0110	Not NRHP eligible
HC-MPC-7404	Minneapolis Steel	3200 Snelling Ave.	1919	01-028-24-13-0076	Potentially NRHP
110 111 0 7404	and Machinery	3200 Bliching 11vc.	1717	01 020 24 13 0070	eligible; requires
	Factory and				further assessment
	Machine Shop				
Hiawatha Ave.					
HC-MPC-4107	General Electric	3147 Hiawatha Ave.	1916	01-028-24-12-0080	Potentially NRHP
	Transformer Sub-				eligible; requires
	Station				further assessment
HC-MPC-7405	Modern Foundry	3161 Hiawatha Ave.	1920	01-028-24-12-0081	Potentially NRHP
	(Acme Foundry)				eligible; requires
110 1 100 5 100	***	22.45.11	10.15	01.020.24.12.0002	further assessment
HC-MPC-7406	Warehouse	3245 Hiawatha Ave.	1947	01-028-24-13-0003	Potentially NRHP
					eligible; requires further assessment
HC-MPC-	Nokomis Mill and	3501 Hiawatha Ave.	1914	01—28-24-4-10142	Potentially NRHP
pending	Elevators	3301 Illawatila Ave.	1714	01-26-24-4-10142	eligible; requires
pending	Lievators				further assessment
HC-MPC-7407	Atkinson Mill and	3745 Hiawatha Ave.	1915	01-028-24-44-0094	Potentially NRHP
	Elevator				eligible; requires
					further assessment
HC-MPC-7408	Purina Mills	3815 Hiawatha Ave.	1916	12-028-24-11-0182	Not NRHP eligible;
					contributes to
*****	** * * * * * * * * * * * * * * * * * * *		1017	07.000.000	NRHP District
HC-MPC-7409	Huhn Mfg. Co.	3915 Hiawatha Ave.	1915	07-028-23-22-0003	Not NRHP eligible;
					contributes to NRHP District
HC-MPC-7410	Lake Street Sash	4001 Hiawatha Ave.	1926	07-028-23-23-0013	Potentially NRHP
110 WH C 7410	and Door Co.	4041 Hiawatha Ave.	1,720	07 020 23 23 0013	eligible; requires
					further assessment
HC-MPC-7411	Char-Gale Mfg. Co.	4311 Hiawatha Ave.	1946	07-028-23-31-0146	Potentially NRHP
					eligible; requires
					further assessment
HC-MPC-7412	Minneapolis Plastic	4401 Hiawatha Ave.	1946	07-028-23-34-0015	Potentially NRHP
	Moulders				eligible; requires
HC MDC 7412	E: 64 4: #24	4501 III. 41 A	1017	07 020 22 24 0124	further assessment
HC-MPC-7413 HC-MPC-4189	Fire Station #24 Fire Station #21	4501 Hiawatha Ave. 3010 Minnehaha Ave.	1917	07-028-23-34-0134	NRHP eligible NRHP eligible
Dight Ave.	THE Station #21	5010 Millinenana Ave.			INKER eligible
HC-MPC-7414	Cargill Elevator	3400 Dight Ave.	1908	01-028-24-41-0074	Potentially NRHP
10 111 0 7414	Cargin Lievator	2.00 Digiti 1110.	1,00	51 020 27 41 00/4	eligible; requires
					further assessment
HC-MPC-7416	Elevator T	3600 Dight Ave.	1908	01-028-24-41-0079	Potentially NRHP
		_			eligible; requires
					further assessment
HC-MPC-7417	Checkerboard	3716 Dight Ave.	1912	01-028-24-44-0086	Potentially NRHP
	Elevator				eligible; requires
		1			further assessment

Table 2. Industrial Properties Evaluated for Minnehaha-Hiawatha Corridor Project (continued)

Inventory #	Name	Address	Date	Property Identification #	Recommendation
HC-MPC-7418	H. H. Berge	4006-56 Dight	1911	07-028-23-23-0010	Potentially NRHP
	Lumber (Hiawatha	Ave.			eligible; requires
	Lumber)	(3233 E. 40th St.)			further assessment
41st Street					
HC-MPC-7419	Freeman Mfg.	3320 E. 41st St.	ca.1945	07-028-23-23-0012	Potentially NRHP
					eligible; requires
					further assessment
HC-MPC-7420	Elevator M	3333 E. 41st St.	1930	07-028-23-23-0069	Potentially NRHP
					eligible; requires
					further assessment

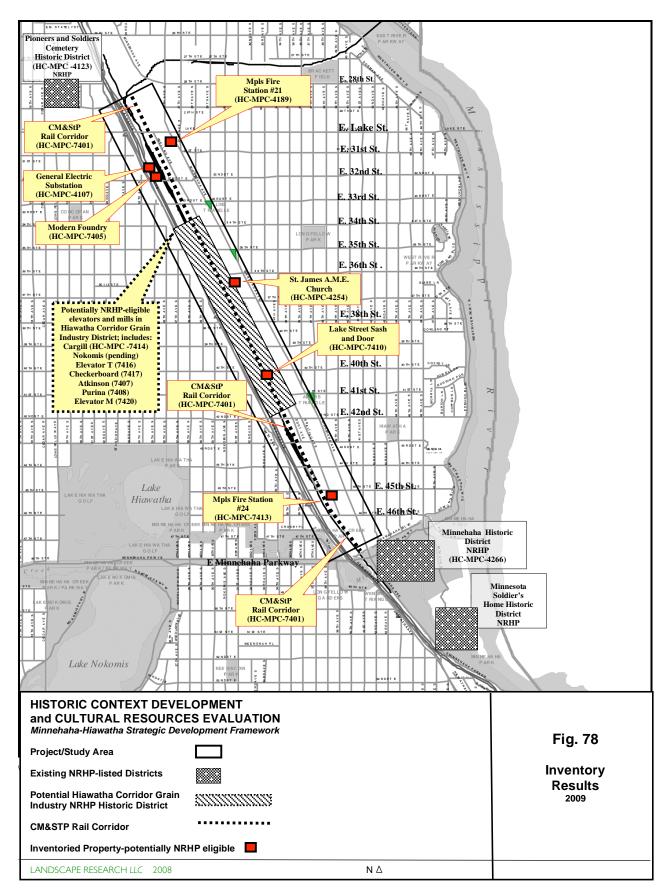
Table 3. Religious Properties Evaluated for Minnehaha-Hiawatha Corridor Project

Inventory #	Name	Address	Date	Property Identification #	Recommendation
Snelling Ave.					
HC-MPC-4254	St. James AME Church	3600 Snelling Ave.	1958	01-028-24-44-0090	NRHP eligible

5.5 Summary

This study has been conducted at an early phase of the Minnehaha-Hiawatha Strategic Development Framework. Many stakeholders have an interest in the study results. The State Historic Preservation Office will use this report in reviewing future projects for Section 106 compliance. Future determination of National Register of Historic Places eligibility can provide developers with federal tax credits for certified rehabilitation projects. The Longfellow History Project, neighborhood groups, and the Minneapolis Heritage Preservation Commission can use study results to develop a variety of interpretive projects and evaluate certain properties for future local designation. Finally, the results of the study can be incorporated into recommendations for historically compatible new construction and conservation of the area's historic industrial landscape and residential, commercial, and industrial buildings.

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