

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For HCRS use only

received

date entered

1. Name

historic Lowertown Historic District

and/or common Lowertown Historic District

2. Location

street & number

not for publication

city, town St. Paul

vicinity of

congressional district

4th

state Minnesota

code

county

Ramsey

code

123

3. Classification

Category

☒ district
☐ building(s)
☐ structure
☐ site
☐ object

Ownership

☐ public
☐ private
☒ both
Public Acquisition
☐ in process
☐ being considered

Status

☒ occupied
☒ unoccupied
☒ work in progress
Accessible
☒ yes: restricted
☒ yes: unrestricted
☐ no

Present Use

☐ agriculture
☒ commercial
☒ educational
☐ entertainment
☐ government
☒ industrial
☐ military
☐ museum
☒ park
☐ private residence
☐ religious
☐ scientific
☒ transportation
☐ other:

4. Owner of Property

name Multiple (see attachment)

street & number

city, town

vicinity of

state

5. Location of Legal Description

courthouse, registry of deeds, etc. Ramsey County Courthouse

street & number 15 W. Kellogg Boulevard

city, town St. Paul

state MN 55102

6. Representation in Existing Surveys

Historic Sites Survey of St. Paul
title and Ramsey County

has this property been determined eligible? ☐ yes ☒ no

date 12/80 - 11/82

☐ federal ☐ state ☒ county ☒ local

depository for survey records Ramsey County Historical Society

75 W. Fifth Street

city, town St. Paul

state Minnesota 55102

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Lowertown Historic District is a sixteen block area located immediately east of downtown St. Paul and north of the Mississippi River. It contains forty-six buildings centered around Mears Park, a park which encompasses the block bounded by 6th, Wacouta, 5th and Sibley Streets. The proposed district is bounded by East 7th Street on the north, Broadway Street on the northeast, John Street on the southeast, along Jackson Street to north of the McColl Building and through the middle of "Block 40" east and north to 6th Street, and Sibley Street between East 6th Street and East 7th Street on the west. The Historic Sites Survey of St. Paul and Ramsey County determined that twenty-five of the forty-six buildings in the Lowertown District are potentially eligible for individual listing with the National Register of Historic Places. Only four of the forty-six buildings have been categorized as being "intrusive" to the district.

The majority of buildings in the district date from the 1880's to 1910, and most were built as warehouses and wholesale houses for businesses which were dependent on the railroad for shipping and receiving freight. Stylistically the buildings in the district include the Italianate, Queen Anne, Richardsonian Romanesque, Beaux Arts and Classical Revival styles. Most of the buildings in the district are faced in brick and are four to six stories tall. In general, those buildings which were constructed before 1900 are under seven stories tall, and were built with storefronts on the first floor and storage or manufacturing space above. Many of the pre-1900 structures have cast iron storefronts which were manufactured in local foundries such as the St. Paul Foundry and most incorporate Victorian ornamentation. Unlike the pre-1900 buildings which often accommodated both warehouse space and wholesale and/or retail storefronts in the same building, the majority of the structures in the district which were built after 1900 were built for a single purpose, i.e., freight storage, offices, etcetera. Generally the post-1900 structures are immense, utilitarian buildings which incorporate Classical Revival detailing. They are generally taller and more massive than the Victorian period structures and were built employing reinforced concrete and structural steel.

For purposes of this description, the buildings in the Lowertown District are arranged numerically in sequence according to their street addresses, first on the streets which run north and south (Jackson, Sibley, Wacouta, Wall, and Broadway) and secondly on the streets which run east and west (Kellogg, Prince, Fourth, Fifth, Sixth, and Seventh). Within this order for those streets that run north and south, the buildings on the east side of the street are listed first, then those on the west side of the street; while for the east-west streets the buildings on the south side of the street are listed first, then those on the north side of the street. The numbers also correspond to those on the attached Lowertown District map. It should be noted, also, that as with most other parts of St. Paul, buildings on the north and west sides of the street have odd numbered street addresses, while those on the south and east sides of the street have even numbered street addresses. For purposes of this nomination, in cases where buildings located on corner lots have two street addresses, the street address of the facade with the principle entrance is used, except where noted. Buildings have been placed in the following categories: Pivotal, Supportive, Non-contributing, Intrusive.

North Jackson Street--from East 4th to East 6th Streets.

1. HISTORIC NAME: Merchant's National Bank
COMMON NAME: McColl Building
ADDRESS: 366-368 Jackson Street
ARCHITECT: Edward P. Bassford
DATE: 1892
PIVOTAL

This ornate four story building was constructed of rockfaced red sandstone and was designed by a prominent and prolific St. Paul architect, Edward Payson Bassford, who also designed the Quinlan Home and the Walsh Building. The building features rounded arched and rectangular window openings divided by polished granite colonnettes, and elaborate finials and is topped by

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a parapet with blind arcading. The first floor of the building features huge rounded arched openings.

The building was built as the Merchant's National Bank which was established in 1873 and merged with the 1st National Bank in 1929. Some of the many prominent Minnesotans associated with the bank were financier Amherst H. Wilder, and Minnesota governor William R. Merriam. The bank had a twenty-six foot high lobby which was described as the first oversized bank lobby in the Midwest. After the bank moved to 339 N. Robert Street (now part of the 1st National Bank) in 1915, this building housed the offices of many of the state's most prominent attorneys and politicians, among them Cushman K. Davis, Frank B. Kellogg, Pierce Butler and William Mitchell. The building was restored in 1967-69. At that time the first story was divided to form two floors. The building is listed with the National Register of Historic Places and the St. Paul Heritage Preservation Commission. The building is located in Block 40, a project of the Lowertown Redevelopment Corporation. Their plan is to preserve this building as part of the overall development scheme.

North Sibley Street--west side from E. 4th to E. 6th Streets.

2. HISTORIC NAME: Gordon and Ferguson Building
COMMON NAME: Nalpak Building
ADDRESS: 331-341 Sibley Street DATE: 1913
ARCHITECT: Clarence H. Johnston, Sr. SUPPORTIVE

This large and straightforward cream colored brick building combines elements of the Classical Revival, such as its cornice, with the Commercial Style. It was designed by the well-known St. Paul architect Clarence Johnston, Sr., and built at a cost of more than \$250,000 for Gordon and Ferguson. The Gordon and Ferguson firm was established in 1879, and specialized in leather goods such as hats, caps, and furs. In 1886, when the firm was located at 216-220 E. 4th Street, it was described in the publication Industries of St. Paul as "not only the largest establishment dealing in hats here, but also the largest manufacturing fur goods in the United States". Due to its location on a hill, there are eight stories on the Sibley and 5th Street sides of the building and nine stories on the 4th Street side of the building. The building is diagonally opposite from Mears Park. It now is known as the Nalpak Building and houses a number of businesses and non-profit organizations.

3. HISTORIC NAME: Bishop Block
COMMON NAME: Sperry Office Furniture
ADDRESS: 371-375 Sibley Street DATE: ca. 1882-83
ARCHITECT: Asher Bassford PIVOTAL

Originally this building was a five story fourteen bay building which was divided by fire-walls into two separate structures, both sharing a common facade and built at the same time. The building had three cast iron storefronts, and at the center of the roofline was a large pediment which projected above an elaborate galvanized iron cornice. Between 1922 and 1940, several alterations were made to the northernmost eight bays of the structure. The cornice was removed, and a top story was added. In 1941, the southernmost six bays of the building (the portion which stood at the northwest corner of 5th and Sibley Streets) were demolished. The cast iron storefront in the remaining portion of the building was replaced with a vitrolite tile storefront in the 1950's.

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This building was probably constructed circa 1882-83 as rental property for Judson Wade Bishop, a former Civil War Brigadier-General and engineer who served as the general manager of the St. Paul and Sioux City Railroad which eventually became part of the Chicago, St. Paul, Minneapolis and Omaha Railway system. The building was constructed by Asher Bassford, a St. Paul builder and carpenter who was the brother of Edward Payson Bassford, architect of the Merchant's National Bank (now McColl Building) at 366-368 N. Jackson Street, and Griggs and Foster's Farwell, Ozmun and Kirk Building (now Tilsner Carton Company) at the northeast corner of Kellogg and Broadway. The building appears on the 1883 J. L. Stoner Panoramic Map of St. Paul indicating that it may have been under construction as early as 1882.

In 1883 the building housed the Nicols and Dean Hardware Company, a firm which originated in 1855 as Nicols and Berkey. The company supplied hardware to James J. Hill during the early years of his Red River ox cart business. In 1906 they moved to their new building at 205 E. 8th Street which was designed by Louis Lockwood. The 1886 publication Industries of St. Paul lists the tenants of the Bishop Block as Fairbanks, Morse, and Company (371 and 373 Sibley Street), manufacturers of scales, windmills, pumps, engines, etcetera, Guiterman Brothers (375 and 377 Sibley Street), manufacturers and jobbers of Men's Furnishing Goods, and Nicols and Dean Hardware Company which was located in the southernmost portion of the building. Photographs of the building taken in 1902 and 1922 reveal that the northern part of the building (that part which is still standing) was occupied by the Goodyear Rubber Company at that time. More recently the building has been occupied by the Sperry Office Furniture Company. This building and the John Wann Building (now Spin Knit) are the two oldest structures on Mears Park. The Bishop Block is part of the Block 40 project of the Lowertown Redevelopment Corporation which has proposed saving its facade and incorporating it into a large complex of offices, shops, parking, and other facilities which would be built on the block.

4. HISTORIC NAME: James P. Allen Building
COMMON NAME: Butwinick's Outlet Store
ADDRESS: 379-381 Sibley Street
ARCHITECT: Unknown

DATE: 1888
PIVOTAL

This five story red pressed brick structure is one of the most ornate and most sophisticated buildings in all of Lowertown. It features ornate rounded vertical bands of brickwork between the windows, rounded arched windows on the top story topped by triangulated brick, and a tall cast iron storefront with egg and dart molding in its cornice. It has been obscured partially by signage and some alterations. Like the adjacent Bishop Block, the cornice of this structure has been removed. The building was constructed at a cost of \$33,000 as a warehouse for the James P. Allen Wholesale Drug Company which was located previously at 427 Jackson Street (corner of Jackson and E. 7th Street). Although the architect of the building is unknown, the attenuated clustered semi-circular brick bands are similar to those found on the St. Paul Building (originally the Germania Bank Building) which was designed by J. Walter Stevens with Harvey Ellis. By 1922 the James P. Allen building was occupied by the Young Mercantile Company. The building was also the home of the Joesting and Schilling Hotel Supply Company for many years. Most recently it has housed the Butwinick's Outlet Store. Though now vacant, the building is part of the Lowertown Redevelopment Corporation's Block 40 Project. They have proposed saving the facade of this building and the adjacent Bishop Block and incorporating them into a large complex on this block.

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North Sibley Street--east side from Kellogg Boulevard to E. 7th Street.

5. HISTORIC NAME: John Wann Building
COMMON NAME: Spin Knit Fabrics Company
ADDRESS: 350-364 Sibley Street
ARCHITECT: Unknown

DATE: ca. 1882
PIVOTAL

This large cream colored brick building has been altered several times but is probably the oldest structure which faced Mears Park. This Italianate style building was erected at a cost of \$25,000 for John Wann and was first rented to the Noyes Brothers and Cutler Wholesale Druggist Company who later built the building across Mears Park now known as Park Square Court and the two other buildings on this block along 5th Street: 220 E. 5th Street (now H. Rosenthal) and 230-236 E. 5th Street (originally Power's Dry Goods and now the home of the Globe Business College and numerous other businesses). John Wann came to St. Paul in 1865 from Belfast, Ireland after a term in the British Foreign Service in India. In addition to this property he also owned property further south on this block (present site of Samco Sportswear), and elsewhere in the city. Wann, along with William S. Wright, was responsible for platting Grand Avenue in 1871 and operating the first horsedrawn streetcar along Grand in 1872. When he died at the age of seventy-six in 1905, Wann owned over \$180,000 in property in St. Paul.

The design of the Wann building has been attributed to J. Walter Stevens though the original building permit for the structure is lost. A lithograph of the building appears on an 1883 panorama of St. Paul which indicates that the main facade of the building originally faced Sibley Street and had eight bays, a large bracketed cornice, and a central pediment from which a flag was flown. The building retains its segmental and rounded arched brick window hoods and brick banding. The cornice was removed and the fifth story added about 1900. Much more recently the windows have been partially filled in, and an obtrusive storefront added. The main entrance to the building is now in the northwest corner of the structure, at the intersection of Sibley and 5th Streets.

6. HISTORIC NAME: Noyes Brothers and Cutler Wholesale Druggists Building
COMMON NAME: Park Square Court
ADDRESS: 400 Sibley Street
ARCHITECT: J. Walter Stevens

DATE: 1886
PIVOTAL

This imposing five story building was constructed of red pressed brick with rockfaced red sandstone trim at a cost of \$110,000. It is the oldest of six buildings designed by prominent St. Paul architect J. Walter Stevens which are still standing on Mears Park. This Romanesque inspired building was constructed for Noyes Brothers and Cutler, founded in 1865, which was at one time the largest wholesale druggist supply company in the Midwest, and which was previously located in the John Wann Building on the opposite side of Mears Park. The firm's offices and sales area were located on the first floor, while the upper floors were used for laboratories and storage. The easternmost three bays along 6th Street were added in 1908 from designs by J. Walter Stevens and blend so well with the original building that it is very difficult to detect the addition. Another occupant of this building was the B. W. Harris Company, one of the city's first fur companies.

In 1971-73 the building was converted to retail shops, restaurants and offices and was re-named Park Square Court. It was one of the first such renovation projects in St. Paul. A skyway link between the building and the Mears Park Apartments has been installed on the Sibley Street facade, though the most prominent 6th Street facade of the building is basically intact.

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A second renovation of the structure is now underway, and includes creating an interior atrium not unlike that of Butler Square in Minneapolis. Symbolically and visually, the building is a focal point of the Lowertown revitalization efforts now underway.

North Wacouta Street--west side between Kellogg Boulevard and E. 7th Street.

7. HISTORIC NAME: Boston and Northwest Realty Company Wacouta Street Warehouse
COMMON NAME: Custom Display
ADDRESS: 413 Wacouta Street DATE: 1893-94
ARCHITECT: Cass Gilbert PIVOTAL

This five story brick Victorian building was built as a warehouse for a Boston-based firm which was trying to capitalize on the rapid commercial expansion of St. Paul and other Midwestern cities. The firm commissioned one of St. Paul's most illustrious architects, Cass Gilbert, to design the structure in 1893. Gilbert also designed several other structures for this company including one in Minneapolis, and one in Duluth, although none of the others are known to be standing. This building, like Gilbert's Paul Gotzian Warehouse at 352 N. Wacouta Street, is characterized by a straightforward treatment of materials with little ornamentation. This building has a corbelled brick cornice, fifth floor rounded arched paired windows set within large rounded arches defined by molded brickwork and separated by terra cotta roundels, brick belt courses between the third and fourth, and fourth and fifth floors, and segmental arched window openings on all but the top floor. The building was erected by George Grant Construction at an estimated cost of \$36,000. The St. Paul Pioneer Press published a book in 1897 entitled St. Paul which describes the building as "one of the best business structures in St. Paul," and adds, erroneously, that the building was built for T.L. Blood's Northwestern Paint Works, an early owner of the building. This book includes a photograph of the structure which shows that, as might be expected, it originally has a cast iron storefront which was very similar to that of the Paul Gotzian warehouse. During the 1930's and 1940's the building was owned by the Cardozo Furniture Company, an historic Lowertown firm that is no longer in business. This building and the two Gotzian buildings Gilbert designed illustrate that wholesale business was important enough in Lowertown in the late nineteenth century that clients were willing to commission very prominent architects to design their buildings. Regrettably, the original design of the building has been marred by the addition of a modern storefront.

North Wacouta Street--east side between Kellogg Boulevard and E. 7th Street.

8. HISTORIC NAME: Paul Gotzian Building
COMMON NAME: Macaroni Building
ADDRESS: 351 Wacouta Street DATE: 1895
ARCHITECT: Cass Gilbert PIVOTAL

This narrow five story red pressed brick commercial building was designed by one of Minnesota's most accomplished architects, Cass Gilbert, who designed the Minnesota State Capitol. Gilbert also designed the adjacent Gotzian Shoe Company and a house for Paul Gotzian, son of the founder of the Shoe Company, Conrad Gotzian, which still stands at the corner of Summit Court and Lawton Place near Grand Hill. This building is one of the more ornate and most intact of Gilbert's Victorian commercial buildings. It bears a strong relationship to the Boston and Northwest Realty Company Wacouta Street Warehouse (now Custom Display) at 413 Wacouta Street (1893-94) though its design is more cohesive and more ornate. The Paul Gotzian Building features a corbelled brick cornice, rounded arched windows with molded brick surrounds, diamond shaped terra cotta

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panels between some of the windows, zigzag brick polychromy at the top floor, striated polychromy on the third and fourth floors, and a first floor cast iron storefront with recessed entrance. It is unclear whether or not the property was built strictly for rental purposes. Some of the architect's drawings for the structure indicate that it was to be used as the Gotzian Shoe Company's shoe and boot factory, offices, and wholesale outlet, though city directories indicate that the structure was used for rental purposes beginning early in its history. For many years and until recently, the building housed the American Beauty Macaroni Company factory and warehouse. It is presently vacant and in need of repair, particularly on the southern side wall where demolition of the adjacent building has exposed the brickwork. Due to the unusual brick polychromy on the facade of the building, it is an excellent candidate for a gentle steam or chemical cleaning.

9. HISTORIC NAME: Finch, Van Slyck and McConville Dry Goods Company
COMMON NAME: Finch Building
ADDRESS: 366 Wacouta Street DATE: 1911 with 1923 addition
ARCHITECT: James F. Denson with addition by Clarence H. Johnston, Jr. PIVOTAL

This immense eight story cream colored brick neoclassical building defines the eastern edge of Mears Park. The original portion of the building was designed in 1911 by James F. Denson, a Chicago architect, and was constructed by the prominent St. Paul construction firm of George Grant and Company. In 1923 the building was expanded by a fifty foot wide, two bay addition which extended the building north toward E. 6th Street. This addition was designed by a well known and talented St. Paul architect, Clarence H. Johnston, Jr. Architecturally the building is a straight forward design with a regular and rhythmic sequence of bays.

The Finch, VanSlyck and McConville Company, for whom the structure was constructed, was established in 1856 as a small retail operation and developed into a wholesale firm by 1863. For many years the firm was located in the building which once stood at the southwest corner of 5th and Sibley Streets (present site of the Nalpak Building). The construction of the huge Finch building was indicative of the tremendous success of the firm which, after its merger with Lindeke, Warner and Sons, became the largest wholesale dry goods firm in the city. This building also helped to establish St. Paul's reputation as a major wholesaling center for the Northwest. There is an eight story brick addition to this building at the rear dating circa 1915 which has a street address of 381 Wall Street, and which is linked to the Control Data Annex (Raymond Building) by two deteriorating skyways clad in corrugated metal.

10. HISTORIC NAME: Engine Company No. 2
COMMON NAME: Engine Company No. 2
ADDRESS: 412 Wacouta Street DATE: 1921
ARCHITECT: Unknown SUPPORTIVE

This two story brick engine house features three bays divided by buttresses with three fairly new fire engine doors at the ground level and multi-light double hung windows with transoms on the second floor. At the cornice level is a central sculpted medallion depicting two firemen and the words "Engine House No. 2, A.D. 1858, 1921." The brickwork features a red and black diamond pattern. The building is considerably smaller than any of the nearby commercial buildings. The Fire Department sold the building ca. 1970. It is now owned by the Control Data Corporation and used for storage.

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Broadway Street--west side between Kellogg Boulevard and E. 7th Street.

11. HISTORIC NAME: Tighe Building
COMMON NAME: Cardozo Warehouse
ADDRESS: 364-383 Broadway Street
ARCHITECT: J. Walter Stevens
DATE: 1902
SUPPORTIVE

This large and plain six story brick building has a classical cornice with dentils. The main entrance is located at the southeast corner of the building. The building was built at a cost of \$85,000 as a warehouse by Neumann and Hoy, contractors and its original owner was Ambrose Tighe, a lawyer who was the president of the Minnesota Water Works Company in Brainerd and vice president of both the Conrad Gotzian Shoe Company (located at 5th and Wacouta in Lowertown) and the Security Trust Company. Tighe was married to Harriet F. Gotzian, a daughter of Conrad Gotzian. Though it is known that Tighe financed the construction of the building, the first occupants of the building and its original name have not been identified. By 1906 the building was known as the Broadway Company and from the 1920's through 1944 it was the McKibbin, Driscoll and Dorsey Company. From 1945 until fairly recently it was known as the Cardozo Furniture Company Warehouse. This company was in existence as early as the 1880's and went out of business recently. Today the building is vacant and it has been proposed as the potential "Broadway Center," which would contain 26,000 square feet of retail space for a year-round farmers' market, 3,200 square feet for a restaurant, and 65 apartments. This potential development project is linked with plans for the block bounded by 5th, Broadway, 4th, and Wall Streets, now a parking lot which was once the site of the Lindeke, Warner and Sons Dry Goods Company which eventually merged with Finch, VanSlyck and McConville Dry Goods Company who built the Finch Building on Mears Park. This block would be known as Broadway Square and would become the new site of the St. Paul Farmers' Market during the summer months. (The site where the Farmers' Market is presently located at 10th and Jackson Streets, north of Lowertown, is to be cleared for the construction of a new hotel.) If these projects are executed they will be a major stimulus to the revitalization of Lowertown.

12. HISTORIC NAME: Allen Building Annex
COMMON NAME: Graphic Exhibits, Inc.
ADDRESS: 417 Broadway Street
ARCHITECT: Unknown
DATE: 1915
SUPPORTIVE

This modest three story brick building was built at a cost of \$35,000 as an annex to the John H. Allen Building which faces E. 6th Street. It extends the width of the block from Broadway to Wall Streets.

Broadway Street--east side between Kellogg Boulevard and Prince Street.

13. HISTORIC NAME: Griggs and Foster's Farwell, Ozmun and Kirk Building
COMMON NAME: Tilsner Carton Company
ADDRESS: 300 Broadway
ARCHITECT: Edward P. Bassford
DATE: 1894
PIVOTAL

This large six story late Victorian Romanesque style brick structure is one of the most sophisticated warehouse designs in Lowertown. The windows of the building are rounded arched and rectangular, and are grouped in pairs. The first and second story windows are set within huge rounded arched openings. This gives a rhythmic effect to the facade. The building has a corbelled brick cornice, stone window sills, and a limestone foundation. It has loading docks along the

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Kellogg Boulevard facade. The building is remarkably intact and is in good condition. It was designed in 1894 by an accomplished St. Paul architect, Edward P. Bassford, who also designed the McColl Building in Lowertown and the Walsh Building north of Lowertown. The building was financed by C. W. Griggs and A. G. Foster who had it built with a long term lease arrangement for the use of the Farwell, Ozmun and Kirk Company who moved in on January 1, 1895. Griggs and Foster operated a coal and wood enterprise at 3rd and Cedar Streets. C. W. Griggs was a State Senator, banker, and real estate speculator and A. G. Foster was a banker and real estate investor. Farwell, Ozmun and Kirk, jobbers of merchandise, serviced a territory which extended from Wisconsin to the Pacific Coast. The first floor of this building housed the general offices for the city jobbing department, the butcher department, and the sample and shipping rooms. The second floor accommodated the gun and cutlery departments, the packing rooms, and the offices for the foremen and entry clerks. The top stories and the basement were used for storing merchandise. At the turn of the century, Farwell, Ozmun and Kirk employed 160 people including thirty travelling salesmen. The building relates well in scale and massing to the nearby James J. Hill Office Building. The present owners, Tilsner Carton Company, have been in the building since 1975. Other occupants have included the Hilex Company and American Standard Plumbing.

Kellogg Boulevard--north side from Sibley to John Street.

14. HISTORIC NAME: Unknown
COMMON NAME: Depot Bar
ADDRESS: 241 E. Kellogg Boulevard DATE: 1924
ARCHITECT: Unknown INTRUSIVE

A small but nevertheless obtrusive bar which was extensively and inappropriately altered in 1945.

15. HISTORIC NAME: Weyerhaeuser-Denkman Building
COMMON NAME: Scheffer and Rossum Building
ADDRESS: 255 E. Kellogg Boulevard DATE: 1901
ARCHITECT: Louis Lockwood PIVOTAL

This five story brick building combines classical features such as keystones and a cast iron storefront with dentils and Greek key molding with more Victorian elements such as the corbelled brickwork above the fourth story windows. The bays of the second through fourth floors are divided by brick pilasters which are topped by rounded arches with keystones. The building was built in 1901 at a cost of \$80,000 and was designed by a talented St. Paul architect who was born in England, Louis Lockwood. The building is one of a group which defines the southern edge of the Lowertown district. It was constructed for the Weyerhaeuser-Denkman Company in 1901, though the original name of the building is not known. Beginning in 1901 it was the home of the Koehler and Hinrichs Company which specialized in restaurant and hotel supplies and "fancy groceries" and which had been located previously in the building at 235-237 E. 5th Street. Another occupant of the building was the Scheffer and Rossum Company, dealers in leather and saddlery, who had been located previously at 4th and Jackson Streets. The base of the building was altered somewhat when this section of Kellogg Boulevard was graded lower. The present owners of the building, the Kutz family, have owned it for many years and operate two businesses there--Perkies, Inc. and Dodson, Fischer, Inc., both specializing in shoes and saddlery repair and supplies.

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16. HISTORIC NAME: Wells Fargo Express Company Building
COMMON NAME: Johnson's Service Station
ADDRESS: 271 E. Kellogg Boulevard DATE: 1907
ARCHITECT: J. Walter Stevens SUPPORTIVE

This three story brick building was built at a cost of \$15,000 as the warehouse and office for the Wells Fargo and Company's express business. Though the building was constructed during the railroad era of St. Paul's development, it represents a link with the overland stagecoach tradition which was vitally important to the early history of the West. The Wells Fargo Company was established in 1852 to serve the area west of the Mississippi River during the Gold Rush era. They managed the pony express, operated a stagecoach service, carried the mail, and operated a general banking, exchange, and collection service. Beginning in the 1880's Wells Fargo used rail transportation, though they continued to use stagecoaches to transport freight and mail to areas beyond the end of the rail lines. The Wells Fargo Company was operating an express service in St. Paul by 1886 when the City Directory lists them at 344 Jackson Street and at the foot of Rosabel (now Wall) Street.

This Classical Revival style structure is three stories tall, yet only twenty-five feet wide. It has a classical pressed metal cornice with dentils and dark brown brick walls (now painted white). The building has a simple storefront facing Kellogg Boulevard, though now the entrance on the east side of the building is used. It is the last building in Lowertown that is known to have been designed by J. Walter Stevens, a prolific St. Paul architect who designed more buildings in Lowertown than any other architect including the Tighe Building, Park Square Court and many others. As late as 1942 the building was owned by the Railway Express Company which may have been linked with the Wells Fargo Company. The building has been the home of the Johnson's Service Station for many years. There is a small one story brick structure on the west side of this building which was built in 1918 at a cost of \$2,800 for the Wells Fargo Express Company, and which was originally used for storage. This addition is located at 267 E. Kellogg Boulevard, immediately east of the Scheffer and Rossum Building.

17. HISTORIC NAME: James J. Hill Office Building
COMMON NAME: James J. Hill Office Building
ADDRESS: 281-299 E. Kellogg Boulevard DATE: 1887
ARCHITECT: James Brodie PIVOTAL

This imposing brick building features Richardsonian Romanesque treatment of the massive round arched entrance with huge rockfaced sandstone voussoirs, and the overall symmetry and cubic form of the Classical Revival style. This immense building is one block wide, and one-half block deep. It is very similar in scale to the Honsa Building immediately to the north. The building was constructed in 1887 and originally had five stories, and a cornice very similar to the present cornice except that beneath the original cornice was corbelled brickwork. The architect of the building, James Brodie, practiced architecture in St. Paul, and also designed the Hotel LaFayette at Lake Minnetonka which was financed in large part by James J. Hill. The top two stories of the building were added in 1900. A photograph of the building before these two floors were added appears in a book entitled St. Paul published in 1897 by the St. Paul Pioneer Press. There is an ornate wrought iron gate located on the east side of the building along Broadway which was reputedly the entrance used by James J. Hill when he arrived at work in his carriage. This gateway leads to an inner courtyard.

This building played an important role in the development of the railroads in the Upper Midwest. James J. Hill came to St. Paul in 1856 and began working as a clerk at a steamboat landing. He worked for a local railroad beginning in 1865 and by the 1870's he had become involved in the

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Red River ox cart trade. He gradually established a considerable network of steamboat and railroad lines throughout the Upper Midwest. In 1883 he became the president of the St. Paul, Minneapolis, and Manitoba Railroad Company which was established in 1879. In 1890 the Great Northern Railway began leasing the lines of the St. Paul, Minneapolis, and Manitoba, with Hill as the company's president. Hill also played a key role in plans to construct the Railroad and Bank Building which is known today as the Burlington Northern Building and is located at the western edge of the Lowertown district.

8. HISTORIC NAME: Wisconsin Central Railway Company Freight Depot
COMMON NAME: Chicago Great Western Freight Station
ADDRESS: 381 E. Kellogg Boulevard DATE: 1901
ARCHITECT: Unknown SUPPORTIVE

This long and narrow two story brick building features segmental arched window and door openings with stone sills. The bays of the facade are divided by brick piers and there is a series of loading docks on the south side of the building. The building was constructed as a freight depot for the Wisconsin Central Railway Company which was established in 1885, and travelled to and from St. Paul, Green Bay, Steven's Point, Oshkosh, Milwaukee and Chicago. It was linked by branch lines to the Chicago, Milwaukee and St. Paul Railroad. The building eventually became the freight house for the Chicago Great Western Railway (formerly known as the Chicago, St. Paul and Kansas City Railway) which was established in 1884, and which travelled to and from St. Paul and Minneapolis and Chicago (The Maple Leaf Line), and from Chicago to Des Moines and Kansas City. The St. Paul Pioneer Press publication entitled St. Paul (1897) summarizes the economic importance of the Chicago Great Western Railroad to the city: "... in the city of St. Paul, where its principal offices and machine shops are located, it is estimated that one-twentieth part of the population of the whole city is receiving a livelihood directly from the Chicago Great Western Railway Company, and from industries which its proprietors and management have directly established." Plans are presently underway by developers Jerry Isaacs and David Brooks to convert the building into twenty two-story "office townhouse" condominiums.

Prince Street--south side from Broadway to Pine Street.

9. HISTORIC NAME: Northern Pacific Railway Warehouse
COMMON NAME: Northern Warehouse Building
ADDRESS: 308 Prince Street DATE: 1907-08
ARCHITECT: Northern Pacific Railway Company SUPPORTIVE

The warehouse was constructed for the Northern Pacific Railway Company at a cost of \$60,000. The building permit for the structure lists the Northern Pacific Railway Company as the architect, and F. J. Romer and Sons, a prominent St. Paul construction company, as the builder. It may be that the building was designed by either a Northern Pacific staff architect or by Romer and Sons. The building is a utilitarian six story brick structure which has a galvanized metal cornice with modillions and a regular sequence of paired rectangular window openings. The building is one of a number of railroad buildings in the district which testify to the importance of railroads in the economic development of St. Paul and Lowertown.

The Northern Pacific Railroad was granted its charter by Congress in 1864, and by 1880 the company had 195½ miles of track within the State of Minnesota. In 1883 this railroad established the first continuous line to the Pacific Coast when two sections of line were connected at Gold Creek, Montana. Within Minnesota the Northern Pacific operated lines to Duluth, Taylor's Falls, Ellsworth, and White Bear Lake. The company's headquarters were located first in a building

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designed by Cass Gilbert which stood opposite this building at the northeast corner of Prince and Broadway (present site of Gillette building) and later in the Railroad and Bank Building (now Burlington Northern Building). In the 1920's the Northern Pacific Railway Warehouse was the home of the Foley Brothers Grocery Company. Today the building is used by a number of tenants for storage, offices, and retail businesses.

Last Fourth Street--south side from Sibley to Broadway Streets.

10. HISTORIC NAME: St. Paul Union Depot

COMMON NAME: St. Paul Union Depot

ADDRESS: 214 E. 4th Street

DATE: 1917-23

ARCHITECT: Charles Frost

PIVOTAL

The St. Paul Union Depot is a large, monumental and rather somber version of the American beaux arts style. It was designed by Chicago architect Charles Frost who also designed the Railroad and Bank Building (now Burlington Northern Building) at 176 E. 5th Street, the Chicago, St. Paul, Milwaukee, and Ohio Office Building (now Northwest Building) at 275 E. 4th Street and the Union Depot in Minneapolis (razed). This building is St. Paul's second Union Depot. Before the first Union Depot was built in the early 1880's, each railroad in St. Paul had its own depot, a situation which was very inconvenient for passengers. The first depot was gutted by fire in 1884 and was quickly rebuilt. Soon rail traffic increased to the extent that this depot was inadequate. Planning for a new depot began under the supervision of James H. Hill. Meanwhile, the old depot was destroyed by fire, ca. 1912. Construction of the new building began in 1917, but was delayed during World War I. The depot was not completed until 1923. The building played a tremendously important role in nurturing the railroad industry which helped St. Paul gain its reputation as a major transportation and commercial center.

The main facade of the building was built of Indiana limestone and consists of a large Doric portico flanked by two projecting wings. This facade faces 4th Street, and was approached by a curved drive, much of which is now used for parking. Behind this section is the passenger concourse which extends south over Kellogg Boulevard, and which is faced in cream colored brick. The interior of the building is remarkably intact as well. Originally the front portion of the building contained the administrative offices of many of the railroads, the waiting room, ticket counters, and restaurant. This interior is lavishly decorated with travertine, murals, and various reliefs depicting the history of transportation in the state. This symbolism is repeated in the interior of the concourse which has a vaulted ceiling with tile frieze with motifs from the development of transportation in Minnesota. The building has 250,000 square feet of space. There is a large parking garage beneath the building with about 200 parking spaces.

Use of the depot as a passenger terminal was discontinued in the early 1970's when the new Amtrak station was built in the Midway area to serve passengers from both St. Paul and Minneapolis. The building has been used for storage in recent years, but has not been heated, and is in deteriorating condition. A new Postal Department parking ramp has been constructed adjacent to the concourse. The building has recently been purchased by Minneapolis developers who plan to convert it to shops, offices, and restaurants. It seems appropriate that a building which played such a significant role in the city's economic history will play a major role in the commercial revitalization of the Lowertown area. The building is on the National Register of Historic Places.

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21. HISTORIC NAME: Hackett Block
COMMON NAME: Halper Building
ADDRESS: 262-270 E. 4th Street
ARCHITECT: Clarence H. Johnston, Sr.
- DATE: 1890
SUPPORTIVE

This five story brick Victorian Romanesque building was built in 1890 as the Hackett Hardware Company. The westernmost four bays were added to the structure, circa 1906, and match the original structure in details and building materials. The building was constructed at a cost of \$100,000, and was designed by well known St. Paul architect, Clarence Johnston, Sr. whose works include the Gordon and Ferguson Building (now Nalpak) at the southwest corner of Sibley and 5th Street, a major addition to the Finch, Van Slyck and McConville Building (now Finch Building) on Wacouta Street, and the Minnesota Club and Wilder Charities Buildings, both on Rice Park. The building features a corbelled brick cornice, small rounded arched window openings on the top floor, third and fourth floor windows grouped within large rounded arches spanning the two floors, rectangular windows on the second story, and first floor storefronts divided by huge cut stone piers. Centered over the fourth floor windows on the original portion of the building is a cut stone sign reading "Hackett Block."

Charles W. Hackett came to Minnesota from New England before the Civil War and settled in Lake City. He served as a captain in the army during the Sioux Uprising of 1862. He came to St. Paul in 1872, and in that year the Strong, Hackett and Chapin Hardware Company was established. Hackett eventually bought out the other partners and for a number of years the firm was known as the C. W. Hackett Hardware Company. It was later reorganized as Hackett, Walther, and Gates Hardware Company which was the largest wholesale hardware firm in the city in 1906. In addition to operating the hardware company, Hackett served as vice president of the First National Bank and president of both the Chamber of Commerce and the Young Men's Christian Association.

The building is now known as the Halper Building and the Albert Halper Corrugated Box Manufacturing Company has been located there for the last thirty-five years. There are also several other businesses in the building including the Monarch Stained Glass Studio.

22. HISTORIC NAME: St. Paul Rubber Company
COMMON NAME: E. W. Honza Printing Company
ADDRESS: 300 E. 4th Street
ARCHITECT: Unknown
- DATE: ca. 1905
SUPPORTIVE

This huge seven story brick building is located directly behind the James J. Hill Office Building and is very similar to it in scale and massing. The building is a straightforward Classical Revival style structure with a pressed metal classical cornice with dentils, brick piers between the bays, and a central entrance with colossal Ionic columns in antis. Though the original building permit for the structure is lost, it seems that the building was built ca. 1905 as the home of the St. Paul Rubber Company which is listed in the 1886-87 St. Paul City Directory as having offices at 103 E. 3rd Street with Mr. George H. Raney as the company's president. More recently the building has been the home of the E. W. Honza Printing Company. It is now rented to a number of tenants for storage, studio and commercial space.

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East Fourth Street--north side between Jackson and Broadway Streets.

23. HISTORIC NAME: Unknown

COMMON NAME: Samco Sportswear Company

ADDRESS: 205-213 E. 4th Street

DATE: ca. 1884-1910

ARCHITECT: Original architect unknown

SUPPORTIVE

The much altered building which now houses the Samco Sportswear Company is actually a complex of several buildings, some of which may date as early as 1884 and which were united by the brick facade which dates circa 1910. (An historical photograph of the building shows that the present facade was there in 1914.) John Wann who built the building north of this one at the southeast corner of Sibley and 5th Street (now Spin Knit Company) circa 1882, owned this property as early as 1884 when he was issued a building permit for a \$3,000 addition to a building there (since the original building permits do not predate 1883 it is difficult to determine when the building which he added on to was built). Subsequent permits were taken out for the property in 1888 when builder Asher Bassford did \$2,450 worth of work and in 1903 when George Grant Construction did \$7,000 work on the property.

The present facade consists of one three story wing (the western portion), and one five story wing (the eastern portion). Each has brick piers between the bays and industrial sash windows. At the rear and sides of the building one can see the original cream colored brickwork, segmental arched windows, with limestone sills, and original shutter hinges of the older buildings. Behind the building is an alley which retains some of its original paving stones. The alley leads to what was once a service entrance to the building which has an iron beam adorned with rosettes. This entrance has been filled in with brickwork. The building housed the Minnesota Knitting Mills for a number of years, and once has an additional five story wing to the east which has been demolished. In addition to the Samco Sportswear Company the building now houses a bar, an occult bookstore, and a number of other retail businesses. The storefronts of the building have been altered inappropriately with vitrolite, wood paneling, permastone, and awnings.

24. HISTORIC NAME: Michaud Brothers Building

COMMON NAME: Jax Manufacturing Company Building

ADDRESS: 249-253 E. 4th Street

DATE: 1909

ARCHITECT: Unknown (Builder: Butler Bros.)

SUPPORTIVE

This five story brick Classical Revival style building has a large pressed metal cornice with modillions and large brackets, and brick piers between large expanses of windows. It was built in 1909 at a cost of \$131,000 for the Michaud Brothers grocery business. The structure was built by the Butler Brothers firm but the architect is unknown since the original building permit is lost. The Michaud Brothers (Narcisse, Charles, and Achille) were of French Canadian origin and came to St. Paul in 1854. Their firm was known first as Michaud and Company, and renamed Michaud and Brothers in about 1878. In 1881 Edward Neill and J. Fletcher Williams wrote that in that year the business of the firm was "expected to reach \$250,000, the largest retail firm west of Chicago." The Jax Manufacturing Company which makes automobile seat covers is now located in the building along with a luggage store. To the west of this building is an adjacent lot which was the site of the Robinson and Cary Railway Supplies and Machinery building, shown in Donnelly's 1892 Atlas of the City of St. Paul.

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25. HISTORIC NAME: Chicago, St. Paul, Minneapolis and Omaha Railroad Office Building
COMMON NAME: Northwest Building
ADDRESS: 275 E. 4th Street
ARCHITECT: Charles Frost

DATE: 1916-17
SUPPORTIVE

This building was constructed in 1916-17 at a cost of \$350,000 as an office building for the Chicago, St. Paul, Minneapolis and Omaha Railroad. It was built on the same site as the railroad's previous office building which had been designed in 1880-81 by Thomas Fitzpatrick and destroyed by fire. The present building was designed by Chicago architect Charles Frost who designed two other railroad buildings in Lowertown: the Union Depot and the Railroad and Bank Building (now Burlington Northern Building). This building is a large eight story Classical Revival style brick structure with an elaborate classical cornice and a rusticated granite base.

The Chicago, St. Paul, Minneapolis and Omaha Railroad was incorporated in 1857 as one of the lines of the River Valley and Southern Minnesota Railroad. In 1867 it was separated from that line and became the Minnesota Valley Railroad. During the 1860's the line was extended from St. Paul to Mendota, Shakopee, Belle Plaine, LeSueur, St. Peter, and then to Sioux City in 1872. There connections were made to Council Bluffs, Kansas City, Omaha and the Southwest. General Hudson Wade Bishop, who built the Bishop Block on Sibley Street (now Sperry Office Furniture), was the chief engineer for the railroad while it was under construction and later served as the general manager of its operations. In 1882 all of the various branches of the line were consolidated to form the Chicago, St. Paul, Minneapolis and Omaha Railroad. This line also ran east of St. Paul to Chicago and Milwaukee, and north to Duluth and Bayfield. This railroad eventually merged with the Chicago and Northwestern Line. The building now accomodates many offices and businesses. At one time the Engine Company #12 was located directly behind this building on

Last Fifth Street--south side from Jackson to Broadway Streets.

26. HISTORIC NAME: Railroad and Bank Building
COMMON NAME: Burlington Northern Building
ADDRESS: 176 E. 5th Street
ARCHITECT: Charles Frost

DATE: 1914-16
PIVOTAL

This building was constructed to house the offices of the Great Northern Railway, the Northern Pacific Railway, and the bank and offices of the First National Bank and Northwest Trust Company. The architect of this building, Charles Frost, also designed the Union Depot and the Chicago, St. Paul, Minneapolis, and Omaha Railway Office Building (now the Northwest Building) in Lowertown. The building was built on the former site of the Davidson Block (1880), the Economy Hotel, and several other small buildings. Construction of this building began in 1914 and was not completed until 1916. What appears to be one building was actually three separate structures. Solid walls defined each section which was owned separately. The three companies each had their own entrances--the Great Northern on 4th Street, the Northern Pacific on 5th Street, and the First National Bank and Northwest Trust Company on Jackson Street. The building was designed with a central interior court which provided light for the inside offices and an effective ventilation system. A building committee formed of representatives of the three companies supervised the construction of the building, and from its completion until the merger of the Great Northern, Northern Pacific, and Chicago, Burlington and Quincy Railroads in 1970 the various owners of the three sections of the structure debated the apportionment of the expenses of heat, light, and water since these facilities were owned jointly by the three companies. The building cost four million dollars to build.

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James J. Hill, the "Empire Builder," acquired the St. Paul and Pacific Railway in 1879 with three partners. This railroad eventually became the Great Northern Railway. In 1893 Hill attempted to acquire the Northern Pacific Railway to merge the two lines but this plan was thwarted due to a state anti-monopoly law. However, Hill did personally acquire minority control of the Northern Pacific in 1896, with the help of J. P. Morgan. The Northern Pacific and Great Northern Railways, which then became known as the Hill lines, took control of the Chicago, Burlington, and Quincy Railroad in 1901. In an effort to consolidate these railways Hill formed the Northern Securities Company in 1901 but President Teddy Roosevelt ordered the Attorney General to prosecute the Northern Securities Company for violation of the Sherman Anti-Trust Act. In 1904 the United States Supreme Court ordered the dissolution of the Northern Securities Company. Though Hill did not live to see it happen, the Hill lines were merged with the Chicago, Burlington and Quincy Railroad in 1970 to form the Burlington Northern Railroad.

Hill's domain also included the banking world. In 1912 he bought the Second National Bank and the First National Bank in St. Paul and the following year the two were merged. During the same period Hill purchased the Northwest Trust Company. The First National Bank and the Northwest Trust Company occupied the open court in the center of the building and the first and mezzanine floors on the Jackson Street side of the building. In 1966 the railroads bought out the bank space in the building which was then owned by the Federal Land Bank of St. Paul.

Architecturally it is a fairly straightforward Classical Revival style structure built of steel frame construction with reinforced concrete floors, and exterior facing brick. Since the building is located on a hill, it has thirteen stories on 5th Street, and fourteen stories on 4th Street. The north, west, and south facades are basically identical. The exterior walls of the first three stories are of cut sandstone with the windows enframed in cast iron. At the entrances to the building are sandstone colossal order Ionic columns in antis, and similar pilasters divide the bays of the first through third floors. The wall surface at the fourth floor level is architectural terra cotta while the upper floors are faced in brick. The building has a classical cornice. The building measures 232 feet along the Fourth and Fifth Street facades and 290 feet long the Jackson Street and alley facades.

This was the largest office building in the Upper Midwest until the fifty-one story I.D.S. building was completed in Minneapolis in 1973. The building is now the Burlington Northern General Office Building, and it is used by approximately 3,500 employees. Recently, some changes have been made to the interior of the building and the original windows have been replaced in an effort to lower energy costs. Also, in the mid-1970's a decorative band of terra cotta was removed from below the thirteenth floor due to its deteriorating condition.

7. HISTORIC NAME: Fairbanks-Morse Company

COMMON NAME: H. Rosenthal Company

ADDRESS: 220 E. 5th Street

ARCHITECT: J. Walter Stevens

DATE: 1895

PIVOTAL

This building is one of four buildings on Mears Park which were once owned or occupied by the Noyes Brothers and Cutler Wholesale Drug Company. This building was constructed in 1895 at a cost of \$45,000 as a wholesale house for the Noyes Brothers and Cutler firm. It was designed by noted St. Paul architect J. Walter Stevens who also designed the adjacent Powers Dry Goods building, the building which is now Park Square Court, and numerous other buildings on and around Mears Park. Noyes Brothers and Cutler owned this building at least until 1915, but from the 1920's at least through the 1940's it was owned by the Fairbanks-Morse Company, manufacturers of scales, windmills, pumps, and engines, who had been located previously in the Bishop Block (now Sperry office Furniture) on Sibley Street across Mears Park. The Fairbanks-Morse Company was founded in 1830 in Vermont and shortly thereafter established branches in principal cities across the

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country. The St. Paul branch, founded in 1878, served much of the Northwest and in 1886 had travelling salesmen who worked in Minnesota, Wisconsin, and "Dakota." At one time the firm was also located at the corner of 3rd Street (now Kellogg Boulevard) and Wacouta Street. They are presently located on Highway 55.

This five story brick building is one of architect J. Walter Steven's most accomplished designs in Lowertown. It is an intriguing and inventive interpretation of the Classical Revival style. The building has a classical pressed metal cornice, and elaborate geometric brick and stone polychromy on the wall surfaces of the top two floors. There are several stone and brick belt courses between the floors on the main facade.

The building is now occupied by the H. Rosenthal Company, wholesalers who deal in government surplus goods, imports, clothing, and sporting and camping equipment.

28. HISTORIC NAME: Power's Dry Goods Company

COMMON NAME: Globe Business College

ADDRESS: 230-236 E. 5th Street

DATE: 1892

ARCHITECT: J. Walter Stevens

PIVOTAL

This building, like the adjacent Fairbanks-Morse Building (now H. Rosenthal), is one of four buildings on Mears Park which were once owned or occupied by the Noyes Brothers and Cutler Wholesale Drug Company, and one of six buildings on Mears Park which were designed by talented and prolific St. Paul architect J. Walter Stevens. The straightforward design of the building is dominated by a series of large rounded arched windows. This Victorian Romanesque commercial building was built in 1892 at a cost of \$85,000 by the Noyes Brothers and Cutler firm for use by the Powers Dry Goods Company who moved into the building in 1893. In 1897, the St. Paul Pioneer Press published a book entitled St. Paul which noted that "Feb. 6, 1893, the company took possession of and occupied its present quarters, on the corner of Fifth and Wacouta Streets, St. Paul, a model emporium of its kind. The building, which was erected expressly for the use of the company, covers a lot 100 x 135 feet in area, and, including the basement, is seven stories in height." Powers, Durkee and Company was founded in 1882 and reorganized as Power's Dry Goods in 1886. They were reportedly one of the three largest dry goods businesses in the Northwest, and in 1886 employed 105 people. Power's Dry Goods eventually became the well known Power's Department Store.

Over the years this building was occupied by a number of other important Lowertown businesses including Tibbs, Hutchings and Company at the turn of the century, Foot, Schulze and Company from the turn of the century to the 1920's, George Sommers and Company in the 1930's and early 1940's, and Gordon and Ferguson in the 1940's. For a number of years the building has housed the Globe Business College and several other businesses.

29. HISTORIC NAME: Conrad Gotzian Shoe Company Building

COMMON NAME: Milton Building

ADDRESS: 242-280 E. 5th Street

DATE: 1892

ARCHITECT: Cass Gilbert

PIVOTAL

This five story Victorian Romanesque commercial building was designed by Cass Gilbert, one of the state's foremost architects, who also designed the adjacent Paul Gotzian Warehouse (1895), and the Paul Gotzian House at the corner of Summit Court and Lawson Place (1889). This building was built as the Conrad Gotzian Shoe Factory in 1892 at a cost of \$65,000. Conrad Gotzian was born in Germany and settled in Philadelphia in 1852 where he learned the shoemaking trade. He came to St. Paul in 1855 and in 1857 established a shop on Jackson Street, between 5th and 6th Streets. By the mid-1860's the shop had grown into the Conrad Gotzian and Company business which

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moved to a new location on 3rd Street (now Kellogg Boulevard). He was a prominent businessman in the community and served in the state legislature in 1883. His elegant Second Empire style house stood in the once fashionable Lowertown residential neighborhood, across the street from the present First Baptist Church. Conrad Gotzian's children included Paul Gotzian who became involved in the shoe business, and Harriet F. Gotzian who became the wife of Ambrose Tighe who built the Tighe Building (now Cardozo Warehouse), designed by J. Walter Stevens at the corner of Broadway and 5th Streets. Though Conrad Gotzian died in 1887, the business continued to be known as the Conrad Gotzian Shoe Company.

This building is one of many warehouse and factory buildings in Lowertown dating from the 1880's to World War I which were designed by St. Paul's best known architects. Architecturally it shows the influence of Boston architect Henry Hobson Richardson on Cass Gilbert's work. It has a number of huge rounded arched window openings similar to those on the Power's Dry Goods Building across the street. The entire northwestern corner of the building (which faces Mears Park) is canted and the main entrance to the building is located on this angle. The building has a classical cornice which is in deteriorating condition and a number of belt courses between the floors.

A drawing was published in 1902 in C. P. Gibson's Souvenir of St. Paul which shows this building with an immense five story addition extending east along 4th Street which would have more than doubled the size of this building. Clearly, however, this addition was never constructed since the building which now houses Mike and Vic's Cafe at 258-260 E. 5th Street would have had to have been demolished to construct it. The Conrad Gotzian Building is now occupied by the Milton Clothing Company, a dance studio, and several other tenants.

30. HISTORIC NAME: Unknown

COMMON NAME: Mike and Vic's Cafe

ADDRESS: 258-260 E. 5th Street

DATE: ca. 1880

ARCHITECT: Unknown

PIVOTAL

Either this building was constructed before the City of St. Paul began issuing building permits in 1883, or the original permit for the structure is lost, making it extremely difficult to pinpoint the date of construction. Stylistic evidence suggests, however, that this may be one of the oldest buildings in all of Lowertown. Built of soft brick which is now in need of repair, the building was originally a three story structure, but a fourth story was added ca. 1910. The building contains some of the elements of the Italianate style, such as the heavy bracketed cornice which remains above the third story, tall and narrow segmental arched and rectangular window openings, and decorative banding with incised carving. The building also features a remarkably intact and rare Victorian storefront built of cast iron and labelled by the manufacturer, "Washington Foundry, Adams and Isher Company, St. Paul, Minnesota." Today the building houses a cafe, a barber shop, and some offices.

East Fifth Street--north side from Jackson to Broadway Streets.

31. HISTORIC NAME: First National Motor Bank

COMMON NAME: First National Motor Bank

ADDRESS: 177 E. 5th Street

DATE: 1974

ARCHITECT: Unknown

NON-CONTRIBUTING

This three story brick drive-in bank was built in 1974. An effort was made to blend it in with the existing buildings and it is a fairly unassuming design.

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32. HISTORIC NAME: Rayette Building
COMMON NAME: Control Data Corporation Building
ADDRESS: 261-279 E. 5th Street DATE: 1909
ARCHITECT: Postle, Mahler and Denson SUPPORTIVE

This large seven story mildly Classical Revival style building was built in 1909 as a manufacturing building at a cost of \$143,000. The building was constructed for David C. Shepard, a leading railroad contractor and longtime member of the board of directors of the First National Bank. It was probably built as a manufacturing building for a client with a long term lease. In 1916 it was the home of the Stronge and Warner Company and for many years the building housed the Rayette Company. It was designed by Postle, Mahler and Denson and was constructed by F. J. Omer. The building is faced in cream colored brick and has a symmetrical facade with a central entrance flanked by columns in antis. The building has been purchased recently by Control Data Corporation. They have converted the building to office space at a cost of \$1.5 million and have replaced the windows with more energy efficient tinted glass.

33. HISTORIC NAME: Crane Building
COMMON NAME: Crane Building
ADDRESS: 281-287 E. 5th Street DATE: 1904
ARCHITECT: Reed and Stem SUPPORTIVE

This large brick building was built in 1904 at a cost of \$60,000 as a warehouse for the Crane and Ordway Company. The firm had previously been located at 248-252 E. 4th Street. The Crane and Ordway Company was established in 1893 with its original partners being Lucius P. Ordway of St. Paul and R. T. Crane of Chicago. The company was formed to consolidate the firms of Rodgers and Orway of St. Paul and Duluth and a Minneapolis branch of the Crane Company. The Rodgers and Ordway Company was the successor to the firm of Wilson and Rodgers which was the oldest firm in the Northwest which specialized in valves, fittings, and steam supplies. By 1897, the Crane Company was the largest manufacturer of these supplies in the world and employed over 3,000 people at their Chicago plant. In Minnesota the firm maintained offices in St. Paul, Minneapolis, and Duluth. Lucius P. Ordway came to St. Paul from Providence, Rhode Island in 1883. In 1905 he and Edgar Ober acquired control of the Minnesota Mining and Manufacturing Company (3M) which was established in 1902. Shortly thereafter they occupied a plant in Duluth where sandpaper and other abrasive products were manufactured. Ordway served as the president of 3M from 1906-09. He was also one of the founders of the White Bear Lake Yacht Club and was instrumental in building the Hotel St. Paul.

The Crane Building was designed by the nationally known architects, Reed and Stem, who also designed the Hotel St. Paul and the building at 282 E. 6th Street which now houses Seestedt Carpet Company. The Crane Building is a utilitarian commercial building which features unusual polychromatic brickwork, quoin-like motifs, a corbelled brick cornice, and a carved stone plaque reading "Crane" between the fifth and sixth stories. Due to its location on a hill, the building has six stories on its 5th Street facade and five stories on the north side of the building facing 6th Street. The building is presently underutilized but is basically intact and in good condition.

East Sixth Street--south side from vacant lot at southwest corner of 6th and Sibley to Broadway Street.

34. HISTORIC NAME: Unknown
COMMON NAME: Seestedt Carpets
ADDRESS: 282 E. 6th Street DATE: 1889
ARCHITECT: Allen H. Stem SUPPORTIVE

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This three story brick Victorian Romanesque style building was built in 1889 as a commission house. The architect of this building, Allen Stem, was a partner in the well known firm of Reed and Stem who also designed the Crane Building on E. 5th Street and were involved in the design of Grand Central Station in New York City in association with the New York firm of Warren and Wetmore. The design of the building is dominated by a series of tall and narrow rounded arched window openings which encompass all of the second and third story window openings. The building also has a corbelled brick cornice. A photograph of the building taken in 1944 reveals that the building was once the home of the Manners-Motz Plumbing and Heating Supplies Company. At that time the building had an intact cast iron storefront. Regrettably, the building has been painted white and black and has an inappropriate storefront.

East Sixth Street--north side from Sibley to Broadway Streets.

35. HISTORIC NAME: Konantz Saddlery Company Building
COMMON NAME: Railroader Printing House
ADDRESS: 227-231 E. 6th Street DATE: 1893
ARCHITECT: J. Walter Stevens PIVOTAL

This five story Victorian Romanesque style commercial building was built in 1893 at a cost of \$30,000 as a warehouse and factory. The original owner of the building is listed on the building permit as "Alice Jackson and Carol Currie by P. J. Jackson," suggesting that the building was built as an investment property by two women and that the project may have been financed by the husband of Alice Jackson. The Konantz Saddlery Company was probably the first occupant of the building. This company was described in Northwest Magazine in 1888 as "an old and widely known St. Paul concern with a reputation for making fine goods in both the harness and saddlery line." The company was founded ca. 1871 in Quincy, Illinois as W. H. Konantz and Brothers, and established their St. Paul "house" in 1876. In St. Paul the company had a factory from which they sent travelling salesmen throughout the Northwest and the west coast. In 1886 they were described in the Industries of St. Paul as "the largest in the Northwest engaged in the manufacture of harness and saddlery." This company was one of a number of St. Paul concerns which entrepreneur Henry Castle was able to entice to establish factories in the short-lived boom town of North St. Paul in the late 1880's.

This building is one of the many structures which St. Paul architect J. Walter Stevens designed on Mears Park and elsewhere in Lowertown. In 1901 Stevens also designed a five story brick addition to the rear of the building. The building is a five story, three bay structure faced in red pressed brick with molded brick and red sandstone detailing, and vertically aligned window openings. Its design is not one of Steven's more cohesive or convincing works, but it nevertheless relates well to the other buildings on Mears Park. The first floor of the facade consists of three storefronts (now altered) which are divided by square red sandstone engaged columns which support a wide, simple sandstone frieze. The second story has rectangular windows with molded brick architraves. The third and fourth story windows are grouped within rounded arches on the outer bays, and are rectangular in the center. The top story windows are rectangular. The building has a simple cornice with a historic sign reading "Railroader Printing House" running the length of the frieze. The Railroader Printing House has been located in the building from the 1920's until the present. The Singer Sewing Machine Company was also in the building for many years. Today the building houses the Kramer Gallery and Welter Studio as well.

36. HISTORIC NAME: Koehler and Hinrichs Company Building
COMMON NAME: Margoles Leather Company
ADDRESS: 235-237 E. 6th Street DATE: 1891
ARCHITECT: J. Walter Stevens PIVOTAL

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This four story brick building was built in 1891 and, like all of the others on the 6th Street Side of this block, was designed by J. Walter Stevens. The original owner of the building is listed on the building permit as "Celestia B. Gilbert by P. J. Jackson." Jackson is also mentioned on the building permit for the Konantz Saddlery Company Building next door, and probably the construction of this building was financed by Gilbert for investment purposes. The building was built by the F. J. Romer Company, a prominent St. Paul construction company, and its first occupant was the Koehler and Hinrichs firm which was founded in about 1884 and specialized in wholesale supplies for butchers and meat packers and the "fancy groceries line." This firm was composed of partners George W. Koehler who came to St. Paul from Manitowoc, Wisconsin, and Ferdinand Hinrichs who was originally from Milwaukee. Before this building was constructed the firm was located at the corner of St. Peter and 4th Streets and at 231 E. 3rd Street (now Kellogg Boulevard). By 1901 they had moved to the building at 255 E. Kellogg Boulevard which is now known as the Scheffer and Rossum Building.

This brick building has a medieval character to it. It has Romanesque inspired rounded arched window openings and a series of rockfaced sandstone blocks which are set on the diagonal at the cornice level (the building does not have a cornice), and which are located in a horizontal band, almost like modillions, above the small and narrow series of rounded arched windows on the second floor. The building has two basically intact, if modest, Victorian storefronts, one of which houses the Margoles Leather company. The other storefront is now vacant.

7. HISTORIC NAME: George Sommers and Company Building
COMMON NAME: Control Data Corporation Business and Technology Center
ADDRESS: 245 E. 6th Street DATE: 1905
ARCHITECT: J. Walter Stevens SUPPORTIVE

This large seven story Classical Revival style warehouse building is the most recent of the six buildings which J. Walter Stevens designed which still stand on Mears Park. In scale, building materials, and massing it relates better to the Gordon and Ferguson Building (now Nalpack) diagonally opposite from it on Mears Park which was designed by Clarence H. Johnston, Sr. in 1913, and to the Finch Building across 6th Street on the east side of the park (designed by James Benson in 1911 with a major addition by Clarence H. Johnston, Jr. in 1923), than it does to the earlier buildings which Stevens designed on the park and which are generally smaller, more Victorian structures all built of red brick. This building is faced in brown brick and is a simple cubic design devoid of much ornamentation. At the first floor large brick piers topped by a stone frieze divide the window openings. The upper six stories of the building have paired rectangular windows divided by brick piers which are topped by stone caps at the cornice level.

This building was built as a warehouse for the George Sommers Company at a cost of \$15,000. It was constructed by contractors Neumann and Hoy. The George Sommers Company occupied the building until well into the 1940's. This firm was established in 1882 and dealt in "wholesale notions, toys, and cheap counter supplies," according to the 1886 publication Industries of St. Paul. This book also describes the firm in this way: "The great characteristic of this firm, which distinguishes it from every other house in the Northwest, is that it deals direct with its customers without the aid of travelling salesmen, claiming that the ten per cent, saved in expenses by so doing, enables it to undersell the old time houses with their scores of expensive agents."

In the mid-1970's Control Data Corporation acquired and renovated this building at a cost of 6 million which was a major stimulus to revitalization efforts in Lowertown. Their renovation included replacing the windows with energy saving tinted glass and constructing a large addition on the east side of the structure (at the northwest corner of Wall and 6th Streets) which consists of a four story parking ramp with two stories of offices above. The main entrance of the building (which was once numbered 400 Wacouta Street) was moved from the east to the south side of the building. The building reopened in 1979 as the Control Data Business and Technology Center.

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8. HISTORIC NAME: J. H. Allen Building
COMMON NAME: Allen Building
ADDRESS: 287 E. 6th Street
ARCHITECT: G. H. Carsley

DATE: 1906-7
SUPPORTIVE

This huge six story brick building was built in 1906-7 as a warehouse for the John H. Allen company at a cost of \$90,000. It was designed by G. H. Carsley and was constructed by the Louis rayton Engineering Company, both of St. Paul. John H. Allen was born in Galena, Illinois in 1838 and came to St. Paul in 1864 to join his brother's wholesale grocery business. He served as the head of the firm for many years and was also a director of the National German American Bank of St. Paul. Before moving to this structure, the Allen Company occupied an Italianate style four story brick building at the corner of 3rd (now Kellogg) and Sibley Streets.

The Allen Building is a functional brick warehouse with very little ornamentation other than corbelled brick cornice, and some decorative brickwork. The windows are divided by brick piers and there is a large loading dock across the facade of the building. It is now used as a warehouse by numerous businesses.

East Seventh Street--south side from Sibley to Broadway Streets.

9. HISTORIC NAME: J. H. Weed Building
COMMON NAME: Butwinick's Furniture (western part)
ADDRESS: 208-212 E. 7th Street
ARCHITECT: D. W. Millard

DATE: 1884
NON-CONTRIBUTING

Although the facade of this building has been totally obscured by vertical metal sheathing in recent years, beneath this surface is a four story brick building constructed at a cost of \$18,300 in 1884 for James H. Weed. Weed was a partner in the Weed and Lawrence Insurance Company which was established in about 1866, and whose offices were located at 167 E. 3rd Street (now Kellogg boulevard). Weed also was a director of the National German American Bank. From the side and rear walls of the building one can determine that the building has a stone foundation and both rectangular and rounded arched window openings. The architect of the building was D. W. Millard who came to St. Paul from Chicago ca. 1881 and in 1888 formed a partnership with Charles E. Joy. He designed several public schools, numerous residences, and one of the early First National Bank buildings (pre-1886). Though in its present state the facade of the building is totally inappropriate, there is reason to believe that the original design is basically intact above the first floor storefront and behind the panelling. Though this building is now categorized as non-contributing to the district, were the siding removed from its facade it could be pivotal to the district. The building is now linked to the two other Butwinick's buildings on E. 7th Street.

10. HISTORIC NAME: Walterstroff and Montz Building
COMMON NAME: Butwinick's Furniture (middle part)
ADDRESS: 216-220 E. 7th Street
ARCHITECT: Unknown

DATE: ca. 1875-80
PIVOTAL

Stylistic evidence and the absence of an original building permit for this structure suggest that this building predates 1883 when building permits were first issued in St. Paul. A brick building does appear on this site in the 1884 Hopkin's Atlas of the City of St. Paul. This brick building is sandwiched between and linked to the two other Butwinick's buildings and is only three stories tall, while the buildings which flank it each have four stories. Though the first floor of the building has been altered totally, the second and third stories of the facade are basically intact except that the window openings have been filled in. The building is seven bays wide and

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its vertically aligned window openings are divided by brick pilasters topped by a brick parapet wall-type cornice with brickwork simulating brackets at the tops of the pilasters. This brick parapet wall is also topped with dentil-like brickwork. All of the window openings on the second and third stories are tall and narrow, but those of the second story are segmental arched with keystones, and those of the third story are rounded arched with larger keystones and cut stone springing blocks. The tall and narrow window openings and the brick parapet wall-type cornice give the building an Italianate feel though the overall simplicity of its design and its basic symmetry suggest a carryover of influence from the Federal style. Based on stylistic evidence, the building would seem to predate other buildings in Lowertown which were constructed as early as 1882-83, such as the Bishop Block (now Sperry Office Furniture) on Sibley Street and the Constans Block at 224 E. 7th Street which was built in 1884. Regrettably, little information has been found to confirm or disprove this hypothesis, although the building permit index card for the structure indicates that in 1887 some alterations were done to an existing building on the site and that at the time the building was owned by Walterstroff and Montz.

1. HISTORIC NAME: Constans Block
COMMON NAME: Butwinick's Furniture (eastern part)
ADDRESS: 224-240 E. 7th Street DATE: 1884
ARCHITECT: Augustus F. Gauger PIVOTAL

This wonderfully ornate and substantial four story brick commercial building demonstrates the influence of the Italianate style combined with a profusion of other Victorian elements. It was built in 1884 at a cost of \$24,000 for William Constans, a French-born wholesale grocer and liquor dealer, and one-time partner of James Burbank in the commission business. Constans was involved in the liquor trade as early as 1852 when the territorial legislature passed "a Bill for the restriction of the sale of intoxicating liquors, and for other purposes," according to William P. Murray writing in the Collections of the Minnesota Historical Society, published in 1908. Although this law was soon found to be in violation of the Organic Act of the Territory, before this occurred a great quantity of liquor was found in William Constans' warehouse. An attempt was made to seize it, and a riot nearly occurred between supporters of Constans and some fifty deputies. According to Murray, "while the riot was in its incipient stages, the Reverend Edward D. Neill appeared upon the scene, armed with a Bible, and, taking a position on the head of a whisky [sic] barrel, advised the crowd to let the law take its course." A compromise was worked out to permit Constans to retain his liquor but not to sell it until the law was revoked. Constans remained in the liquor business. In 1872 he purchased the North Star Brewery and hired Jacob Schmidt to assist with the operation. In 1884, the year that the Constans Block was constructed, Constans sold Schmidt one-half interest in the company which was thenceforth known as Constans and Schmidt. In 1901 this became the Jacob Schmidt Brewing Company, one of St. Paul's largest and most successful breweries. The Constans Block was probably constructed for rental purposes. The building permit notes that the building was to be the "Hotel Economy," which must have been one of Constans' first tenants. The 1886-87 Polk's St. Paul City Directory lists this building as the Constans Block. The same directory lists Constans as a "Dealer in Hips, Malt, Brewers; Supplies, Lime and Cement: at 272 Jackson, and also lists "Wm. Constans, Jacob Schmidt, brewers, Commercial cor Hudson," so clearly Constans himself did not operate his business from this building.

The architect of this elegant building was Augustus F. Gauger, a prolific and talented German-born architect who came to St. Paul in 1875 from Chicago, and worked for a time with Edward P. Bassford (who designed several buildings in downtown St. Paul including the Merchants' National Bank, now the McColl Building). At one point, Gauger's office was located in a building which once stood across the street from the Constans Block at 233 E. 7th Street. Evidently Constans was pleased with Gauger's design for the Constans Block since in 1886 he commissioned him to design his house which still stands in much altered form at 465 Summit Avenue. Gauger also

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designed numerous schools and houses in the city, and was a fellow of the American Institute of Architects.

Though the storefronts have been altered drastically and the window openings filled in, the design of the building is still basically intact. The building has tall narrow rectangular window openings, with the exception of the central portion of the E. 7th Street facade which has rounded arched windows on the third floor and which has a pressed metal cornice which is larger and more ornate than that of the rest of the building. This central portion projects above the rest of the cornice. The window openings on the upper floors are unevenly grouped by twos, threes and fours within projecting brick piers which extend up to the cornice and which are topped by cornice brackets. Between the floors the windows are divided by decorative brick and sculpted panels, some of which appear to have been designed to resemble balustrades. There is also light colored decorative stone banding on the brick piers which divide the bays and decorative bands of cut stone above and below the second, third, and fourth story windows which also serve as lintels and sills and which contribute to the building's polychromy. There is a floral motif pressed into the building's cornice. A photograph of the building taken in 1940 shows that at one time the building had a series of cast iron storefronts with large rectangular transom windows. At that time the building housed the Lee School of Barbering and the U.S Hotel, in addition to the Butwinick Furniture Company. The building is now linked both by its modern storefront and by interior alterations to the two other Butwinick buildings on the block.

#2. HISTORIC NAME: Unknown

COMMON NAME: B & M Furniture (western building) DATE: ca. 1870-ca. 1885

ADDRESS: 252 E. 7th Street

PIVOTAL

Though from the street this three story facade appears to define one building, it actually amouflagestwo structures which stand behind it both of which are three stories tall and share a common middle wall. The westernmost of these structures is a coursed rubble solid limestone building with segmental arched window openings. This is the only remaining fragment from a solid limestone building which is visible from the exterior in all of the Lowertown district, and this portion of the building could date from as early as the 1860's. The adjoining brick three story, three bay building and the common facade which joins the two structures would seem to date from ca. 1880. Regrettably there are no original building permits for these structures, which makes it difficult to date them specifically, but does suggest that the two buildings were constructed before 1883 when the city first started issuing building permits. The 1884 Hopkin's city atlas shows two brick buildings standing on this site.

The present facade of these two buildings probably predates most of the commercial buildings which are still standing in Lowertown, based on stylistic evidence. This facade is similar to that of the middle Butwinick's Furniture Building (see #40) in that it is a three story brick building with an altered storefront, with the upper tall and narrow windows vertically aligned between brick piers, and with segmental arched window openings on the second floor and rounded arched window openings on the third floor. This building, however, features metal projecting window hoods with simulated keystones, rather than brick arches with keystones. Also, this facade was built of common cream colored brick rather than the red brick seen in the Butwinick's middle building. The cornice of this building is considerably simpler than that of the Butwinick's building. It features triangulated brickwork panels above the third story windows topped by a small bracketed cornice above which rises a plain brick parapet wall which steps up at the center of the facade. This building is now part of the B & M Furniture Company (see #43). The windows on the upper stories of the building have been filled in and the brickwork on the main facade is in need of repair.

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43. HISTORIC NAME: Unknown
COMMON NAME: B & M Furniture (eastern building)
ADDRESS: 256 W. 7th Street DATE: ca. 1885
ARCHITECT: Unknown PIVOTAL

This three story red brick Victorian Romanesque commercial building is part of the B & M Furniture Company which has been located in this building since it was established by Bert Moses in 1932 as a salvage company. More recently the firm acquired the adjacent building to the west, and present owner Ed Abramson purchased the business in about 1970. Unfortunately, like several other buildings on E. 7th Street, the original permit for this structure cannot be located. In this case, it would seem that the permit may well be lost since stylistically this building suggests a construction date of after 1883 when the City began issuing permits. A brick building does appear on this site in Hopkin's 1884 city atlas, though it may not be the present building. This building features ornate molded brick or terra cotta panels at the cornice level and above the third floor windows. It also has attenuated vertical rounded bands, similar to those on the J. P. Allen Building on Sibley Street. This building may once have accomodated two storefronts though subsequent alterations have made this difficult to determine. The surviving portion of the original cast iron storefront has a stylized tree design and bears the name of the manufacturer, the St. Paul Foundry Company. The windows on the upper stories of the building have been filled in. Until about 1970 a neighboring building stood between this one and the O'Connor Building to the east. This lot is now used by B & M Furniture for parking.

44. HISTORIC NAME: O'Connor Building
COMMON NAME: Pioneer Building
ADDRESS: 264-266 E. 7th Street DATE: 1887
ARCHITECT: Emil Ulrici PIVOTAL

This four story, six bay brick building features an unusual combination of Queen Anne and Italian Renaissance Revival style elements. The divisions between the bays of the second through fourth stories are highlighted by cut stone pilasters. Cut stone lintels extend beyond the edges of the window frames to the pilasters, creating a polychromatic grid-like effect. The top sash of every window has large Queen Anne-type lights. The building has a bracketed galvanized metal cornice with modillion blocks and the words "O'Connor" pressed into the frieze. Above the cornice is a simple balustrade and two gabled roof dormer-like projections which appear as if they were ornamental rather than functional dormers since they never had window openings. These two dormer-like projections have unusual pediments which extend out at the corners, rather than forming the conventional gable returns. These pediments are supported by small pilasters. Rather than having windows, these dormers have circular bullseye-type motifs with a floral design in the center and simulated keystones. The second and third story windows of the central four bays are grouped under a cornice and between pilasters. The third story windows in this grouping are rounded arched with molded brick keystones and there is a small balcony at the level of the central two windows of the third floor, reminiscent of the architecture of Renaissance Italy.

This building was designed by Emit Ulrici, a St. Paul architect who also designed the Adolph Gruenich house in Dayton's Bluff (1884). It was constructed by the Nippoldt Brothers. Its original owner was D. O. O'Connor whose address is listed on the building permit as "outside of city." One of the early occupants of the building was the Sandell Family liquor store and saloon. The building is now used primarily for storage.

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45. HISTORIC NAME: Unknown
COMMON NAME: Insty Prints
ADDRESS: 278 E. 7th Street
ARCHITECT: Unknown

DATE: ca. 1955
INTRUSIVE

A two story brick streamlined commercial building set up on stilts and complete with the requisite rounded corner. This building does not relate well to the many nearby late nineteenth and early twentieth century wholesale and retail buildings in Lowertown.

46. HISTORIC NAME: Super America Gas Station
COMMON NAME: Super America Gas Station
ADDRESS: 296-298 E. 7th Street
ARCHITECT: Unknown

DATE: ca. 1965
INTRUSIVE

A mildly Miesian metal box that serves as a gas station and car wash. The signage is clearly geared to motorists on the nearby freeway and is totally out of scale to the Lowertown area.

8. Significance

Period	Areas of Significance—Check and justify below			
— prehistoric	— archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input checked="" type="checkbox"/> landscape architecture	— religion
— 1400-1499	— archeology-historic	<input checked="" type="checkbox"/> conservation	— law	— science
— 1500-1599	— agriculture	<input checked="" type="checkbox"/> economics	— literature	— sculpture
— 1600-1699	<input checked="" type="checkbox"/> architecture	— education	— military	— social/
— 1700-1799	— art	— engineering	— music	humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	— philosophy	— theater
<input checked="" type="checkbox"/> 1900-	— communications	<input checked="" type="checkbox"/> industry	— politics/government	<input checked="" type="checkbox"/> transportation
		— invention		— other (specify)

Specific dates Multiple Builder/Architect Multiple

Statement of Significance (in one paragraph)

The Lowertown District in St. Paul is historically significant as the site of the Lower Landing, a steamboat docking area established when St. Paul was an important port due to its strategic location at the highest navigable point of the Mississippi River, as an early residential neighborhood which was the home of many of the city's most influential citizens, as the nucleus of thirteen railroad lines which linked Minnesota with the United States and Canada, and as the city's warehouse and wholesaling district which was built up during the late nineteenth and early twentieth centuries when St. Paul was a major distribution and jobbing center for the upper Midwest. Lowertown is architecturally significant for its remarkably intact concentration of commercial buildings designed by the city's most prominent architects in styles ranging from the Italianate style of the early 1880's to the Beaux Arts of the early twentieth century. Lowertown is also significant in the history of landscape architecture and city planning due to dramatic street pattern and grade changes which were made in the 1870's, and due to the fact that a park encompassing an entire city block has been preserved since the 1880's in the midst of a large warehouse and industrial area with tightly clustered buildings. The Lowertown area continues to play an important role in the economic vitality of St. Paul. Lowertown is presently being revitalized with the aim of providing shops, restaurants, residential units, parking and offices in addition to the many long-established commercial and industrial businesses in the area. The Lowertown redevelopment effort has attracted considerable national publicity for plans to incorporate solar energy and other energy conservation measures with historic preservation and sympathetic new construction.

Lowertown is located immediately east of downtown St. Paul, and north of the Mississippi River. The topography of the area has been influenced historically by the presence of the two streams, Trout Brook and Phalen Creek which flowed south into the Mississippi River, on the north eastern edge of Lowertown. These streams and tall limestone bluffs divided Lowertown from the Dayton's Bluff residential neighborhood to the east. The railroads took advantage of this natural feature and laid their tracks in the valleys of these creeks. Another natural feature which shaped the development of the area was its location on bluffs along the Mississippi River. The bluffs could be surmounted by the gradual slopes near the confluence of the Trout Brook and Phalen Creek at the Mississippi River, where the Lower Landing steamboat docking area was created.

Today, Lowertown has a dense concentration of commercial buildings located on streets which form a grid-iron pattern, centered around Mears Park. The streets gradually slope down to the Mississippi River. Within a few blocks of the boundaries of the proposed historic district are several man-made and natural configurations which divide Lowertown from the rest of the city both visually and functionally--Interstate 94 on the northeast, the Lafayette Freeway and railroad tracks laid in the valley of the Trout Brook and Phalen Creek on the east, and the Mississippi River on the south. The division between Lowertown and downtown St. Paul immediately to the west of Jackson Street is less distinct. The history, architecture, and geography of Lowertown is intimately related with the development of St. Paul, from its beginnings to the present.

In 1819 the United States Government established Fort Snelling near the junction of the Mississippi and Minnesota Rivers in an effort to establish American authority in the region which had been under the control of the British before the War of 1812. Fort Snelling attracted not only commissioned military men, but also a number of farmers, fur traders, discharged soldiers and whiskey dealers of French Canadian, Swiss and Indian origins, who settled around the fort within the military reservation which encompassed much of the present-day Highland Park and West

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Seventh Street neighborhoods, west of downtown St. Paul and Lowertown. Fort Snelling's commande expelled these settlers from the military reservation in 1840. Many of them moved to the area near the confluence of Trout Brook and Phalen Creek at the Mississippi River at the foot of today Jackson and Sibley Streets, which became a steamboat landing area. One of the first names for this area was "Pig's Eye Landing" and the settlement came to be known as "Pig's Eye", named after Pig's Eye Parrant, a notorious one-eyed French Canadian voyageur and whiskey trafficker who had settled first at the mouth of Fountain Cave near the foot of present-day Randolph Street in the West Seventh Street neighborhood. Pig's Eye lost his claim there in payment of a debt, and moved to the area which acquired his name. The area was also known as the Lower Levee or Lower Landing, referring to the steamboat docking area.

This small community grew rapidly. Clusters of modest commercial buildings and houses were built near the Lower Landing, and near the city's other steamboat docking area, the Upper Landing, which was located upstream at the foot of Chestnut Street. The first church was established in Lowertown in 1840 by Father Lucien Galtier. It was located near the present intersection of Kellogg Boulevard (originally Third Street) and Minnesota Street, a few blocks west of the proposed Lowertown Historic District. The church was dedicated to St. Paul, and from then on the settlement was known by that name, rather than "Pig's Eye." During the 1840's the community became a center of trade for the Upper Mississippi River valley. The residents' main occupations were fur trading, farming, and providing goods and services for the Red River ox cart drivers and the riverboat crews. In 1849 the newly created Minnesota Territorial Legislature incorporated St. Paul as a town, as the countyseat of Ramsey County, and as the Territorial capital. In that year St. Paul had 910 residents. Most of the streets in the Lowertown area were platted in May of 1849 as part of Whitney and Smith's Addition, although many were not graded or improved until the 1870's. Two of the main streets were named after leading citizens--Jackson Street, named after Henry Jackson, a justice of the peace who operated the settlement's first store at the foot of Jackson Street, and Sibley Street, named after Henry Sibley, an agent of the American Fur Company at Mendota and a justice of the peace who became the first governor of the State of Minnesota in 1858. During the 1840's and 1850's most of the buildings in Lowertown were located south of present day Fourth Street near the steamboat landing, reflecting the community's dependence upon river transportation. Few settlers built houses or commercial buildings in the marshy southeastern part of the district, however, until it was filled in in the 1870's and 1880's. Historian Henry Castle noted that as late as 1867,

The 'wholesale district' was limited to the row of buildings on the east side of Jackson street between Third street and the river. These concerns mostly dealt in groceries and several of our present great houses in that line started here. There were also storage and commission warehouses fronting the levee down to Sibley street.¹

Until 1877, the land between Jackson, and Broadway, Fourth, and Seventh Streets, encompassing much of present-day Lowertown, was a large rocky hill, the top of which was more than fifty feet above the present street level of Mears Park. The highest point on the hill was along what is now Sibley Street. Cannon salutes were fired from that point during the Civil War, in honor of Union Victories.² This hill was known by several names--Mount Pigsah, after the illustrious Pig's Eye Parrant; Burbank Hill, named after James C. Burbank, whose house was located on top of this hill and who was the founder of the Northwestern Express Company, a stagecoach line, and who was also the first president of both the St. Paul Chamber of Commerce and the St. Paul Street Railway Company; and Baptist Hill, named after the Baptist Church which was built on the hill. Baptist Hill included the area that is now Mears Park and which is bounde

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by 6th, Wacouta, 5th and Sibley Streets. This parcel was given to the city by Robert Smith before the land was platted in 1849. Smith was a real estate speculator from Illinois who reputedly never visited St. Paul. The land was designated "public square" on the original plat, though it was not landscaped as a park until the mid-1880's. It was named Smith Park, after Robert Smith, until it was renamed Mears Park in 1974. An 1851 daguerrotype (published in Ramsey County History magazine in 1979) taken from near the southwest corner of 3rd (now Kellogg Boulevard) and Robert Street, looking toward Baptist Hill shows no buildings on the hill except for the Baptist Church which was constructed in 1851. A legal agreement was made in 1851 which enabled people to begin constructing buildings on the area which had been designated a "public square" subject to any public easement or use of the property.

The 1850's was a decade of great expansion in Lowertown and the rest of St. Paul. Many immigrants arrived in St. Paul by steamboat and wagon and settled in and around Lowertown, while others moved to the outskirts of the expanding town. St. Paul was incorporated as a city in 1854, with a population of more than 4,000. Four years later, Minnesota became a state, which insured the future of the capital city. St. Paul's population increased ten-fold from 910 in 1849 to more than 10,000 in 1860. The tremendous growth of Lowertown and of St. Paul in the 1850's is documented in a group of panoramic photographs taken in 1857 by a local photographer who stood on the roof of the old courthouse, located on the block bounded by 4th, 5th, Wabasha and Cedar. They were published in Ramsey County History in 1979. A view looking east toward Baptist Hill shows many simple makeshift wooden frame buildings of one to three stories in height. Houses, barns, and hotels were interspersed with commercial buildings with little regard for modern notions of zoning. The size and placement of buildings on each lot was irregular and inconsistent. Repeated fires in the Lowertown area in the 1850's led to the erection of some substantial limestone and brick commercial buildings, particularly in the southern part of the district within a few blocks of the Mississippi River and 3rd Street (now Kellogg Boulevard), the city's main commercial street in the late 19th century.

In the 1860's railroads began to have a tremendous impact on Lowertown. In 1862, after years of planning, the first railroad line in the area made its initial run. It was the St. Paul and Pacific Railroad (later the Great Northern) and it connected St. Paul with St. Anthony (now part of Minneapolis), ten miles away. The first depot of this railroad line was located at the foot of Rosabel Street (now Wall Street) according to some sources, and at the foot of Sibley Street according to other sources. Most of the early railroad lines which came into St. Paul travelled the marshy Trout Brook valley on tracks set on piles, but gradually a roadbed was created. This railroad network expanded rapidly, and by 1872 there were fifteen railroad companies operating in the State of Minnesota with about 2,000 miles of track. By the 1920's this network encompassed over 9,000 miles of track within the state. In order to extend their trackage, the railroads filled in a tremendous amount of marshy land and obliterated seven islands which were located south and southeast of the present Union Depot.

Among the lines that travelled to and from St. Paul were the Minneapolis and St. Louis, the Wisconsin Central, the Chicago, Rock Island and Pacific, the Minneapolis, St. Paul and Sault Ste. Marie (the Soo line), the Chicago, Milwaukee, St. Paul and Pacific, and the Chicago, Burlington and Quincy. The Northern Pacific and James J. Hill's Great Northern Railways were headquartered in Lowertown, as were the St. Paul and Sioux City line which later merged into the Chicago, St. Paul, Minneapolis, and Omaha, and the Chicago Great Western which originated in St. Paul. Historian Henry Castle summarized the importance of the railroad to the development of St. Paul as follows:

Substantially all Minnesota railroad building began at this city. By geographical position, and by the enterprise and liberality of its citizens, St. Paul has become to the great northwest what Chicago is to the older

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west--the point where merchandise is concentrated and distributed, where great railroad systems meet and connect, and where travel halts and is transferred Nothing proclaims more effectively the importance of St. Paul as a railroad center than the fact that there are seven great trunk lines between Chicago and this city, while no less than five railways connect St. Paul with the Lake Superior cities.

Before 1879 each railroad had its own depot in the Lowertown area, making it quite inconvenient for those passengers who had to transfer to a different line in St. Paul. In that year the railroads cooperated in building the first Union Depot which was a huge red brick symmetrical structure with a four story central tower with a pyramidal roof and Renaissance Revival and Queen Anne style detailing. This building was constructed on piles, and located on the east side of Sibley Street, one block south of Third Street (now Kellogg Boulevard). Its main entrance was on Sibley. This building was gutted by fire in 1884, but was restored shortly thereafter. As railway traffic increased dramatically in the 1880's and 1890's, this building became inadequate for all of the traffic and planning began under the supervision of James J. Hill for the construction of a new Union Depot. In the interim the old depot was destroyed by fire. Construction of the new depot began in 1917 and was not completed until 1923. This building still stands on E. 4th Street between Sibley and Wacouta Streets in Lowertown, though it is no longer in use. There are numerous other railroad buildings still standing in Lowertown, including the James J. Hill Office Building which was the headquarters of the Great Northern Railway, the Wisconsin Central Railway Freight Depot which was later used as the freight house of the Chicago Great Western Railway, the Northern Pacific Railway Warehouse (now Northern Warehouse), the Chicago, St. Paul, Minneapolis, and Omaha Office Building (now Northwest Building), and the Railroad and Bank Building (now Burlington Northern Building) which was built to house the offices of the Great Northern Railway, the Northern Pacific Railway, and the First National Bank and Northwest Trust Company. Many of the other buildings which are still standing in Lowertown were built for businesses which were dependent on the railroad for shipping and receiving their goods.

St. Paul's streetcar system also had an impact on the development of Lowertown. The first horsecar line in the city was established by James Burbank in 1872. Its original route was from Lowertown to Seven Corners, immediately west of downtown. The streetcar system was expanded within ten years to provide service between Lowertown and the rest of the city. The improved mobility provided by the streetcars enabled St. Paulites to settle in previously undeveloped areas on the fringes of the city. This contributed to the decline of the Lowertown residential area. The street railway system was electrified in the early 1890's. The main lines through Lowertown travelled on 4th, 5th, 7th, Jackson, and Broadway Streets.

Although most of Lowertown was platted in 1849, the streets in the area were not graded or improved until the 1870's and most were not paved until the 1880's. The first street in the city to be paved was 3rd Street (now Kellogg Boulevard) where wooden blocks were laid in 1873. The most dramatic changes in the street patterns in Lowertown were made in 1876-78. During that brief period, Sibley, Wacouta, 5th, and 6th Streets were cut through Baptist Hill. When these streets were graded, the block which is now Mears Park consisted of a hill with houses and some commercial buildings standing about fifty feet above the street level. Much of the stone, dirt, and gravel that made up this hill was gradually hauled away and used to fill marshy areas in the southern and eastern portions of Lowertown. Panoramic maps of St. Paul published by J. L. Stoner in 1883 and 1888 show numerous early frame houses and commercial buildings in Lowertown sitting on rocky ledges above the street grade, indicating that they were built before these improvements were made.

Between 1883 and 1888 the block bounded by Sibley and Wacouta and 5th and 6th Streets which had been designated "public square" in the original plat of 1849 was finally graded and landscaped as a park. The layout of Smith Park (renamed Mears Park in 1974) was very similar to that

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of three other early public parks in St. Paul--Rice Park, platted in 1849 and located in the heart of downtown St. Paul; Irvine Park, platted in 1849 and located near the Upper Landing west of downtown St. Paul; and Lafayette Park, platted in 1851 and located six blocks east and four blocks north of Smith Park. Lafayette Park was bounded by 9th, 10th, Locust, and Willius Streets. The area around the park was once an exclusive residential neighborhood within Lowertown but it has been totally obliterated by freeway construction. Each of these parks was basically square in shape and encompassed an entire city block. Each had diagonal and geometric paths leading to a central monument. While Lafayette Park was totally destroyed, both Smith Park and Rice Park were redesigned substantially--Smith in 1973 and Rice in 1968. Smith Park was subsequently renamed Mears Park in honor of Norman Mears, a St. Paul businessman who was instrumental in initiating the revitalization of the Lowertown area. A large brick plaza, numerous planters and benches, and a fountain were installed.

Although Lafayette Park and the huge mansions which were built in the area north and east of the proposed Lowertown Historic District have been totally eradicated, they were once very much a part of Lowertown. Many of St. Paul's most prominent citizens lived there from the 1850's through the 1880's, and many of them owned and operated major Lowertown businesses. An article published in the St. Paul Pioneer Press in 1913 entitled "Once Noted Homes Now Are Lodgings" noted that:

The Lower Town district was the first portion of the city to have the reputation of being the swell residence section. The selection of the Lafayette park vicinity as the site of homes for the well-to-do came about naturally, as the city grew. The demand for land near the river for business purposes drove the home seekers from the vicinity of its banks. Residences were continually pushed back. At first the hills about town were thought too far removed to be considered as desirable residential districts. . . . The valley of the Trout brook attracted those seeking beautiful sites for future homes.

Prominent people who lived near Lafayette Park included railroad magnate James J. Hill, Lowertown shoe manufacturer Conrad Gotzian, and Minnesota governors H. H. Sibley and Alexander Ramsey. Another long-time resident of the area was Norman Kittson, a pioneer fur trader, territorial legislator, and St. Paul mayor who was associated with H. H. Sibley in an ox cart and later steamboat fur transporting business. Later Kittson formed the Red River Transportation Company and ultimately became an associate of James J. Hill in the railroad business. Kittson's house was a two story cut limestone building with an Italianate bracketed cornice. It was built in 1856 at the corner of Jackson and Grove Streets, though Kittson himself did not move in until ca. 1865. This house was still standing in 1964 and is pictured in Historic St. Paul Buildings, published in that year. Kittson, like many of the other wealthy residents of Lowertown, eventually built a mansion on Summit Avenue, on the present site of the St. Paul Cathedral, in 1882. The previously mentioned 1913 St. Paul Pioneer Press article records an interesting anecdote. Reportedly Kittson was told by an Indian friend that to move out of his Lowertown house would mean certain death. According to this source, Kittson never moved to this huge mansion on Summit Avenue, even though the rest of his family did move there upon its completion in 1882.

By the turn of the century many of the old mansions had been demolished or converted to boarding houses, and were in need of maintenance. A tornado hit St. Paul on August 20, 1904 which did considerable damage and accelerated the decline of the Lowertown residential neighborhood. The unknown author of the 1913 St. Paul Pioneer Press article described Lowertown's decline as a residential neighborhood:

As the city grew and industry and trade demanded more space, the swell section ceased to be attractive to its inhabitants. The Lower Town section then seemed

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too near town. The railroads had laid tracks on which noisesome engines plied all day, and into the night. The beloved Trout Brook valley rapidly lost prestige, and a movement was begun to newer and more remote regions.

Today, little remains of the Lowertown residential area. Two exceptions are the First Baptist Church (1875) at the corner of Wacouta and 9th Streets and the undistinguished late Victorian brick house diagonally opposite the church which is the only surviving private residence in all of Lowertown. In addition, there are no extant structures within the boundaries of the proposed Lowertown Historic District which have been documented as being constructed before 1880.

Lowertown underwent a radical transformation in the 1880's and 1890's, changing from a residential area with a cluster of commercial buildings near the Lower Landing, to the wholesaling, manufacturing, and transportation center for the city. The jobbing and manufacturing output of St. Paul increased dramatically during this period. Where Minneapolis became the milling center for the Upper Midwest, St. Paul became the manufacturing center. Julian Ralph reported in an 1892 issue of Harper's New Monthly Magazine that:

St. Paul in 1881 manufactured \$5,466,000 worth of goods with which to trade with the Northwest; in 1890 the sum had grown to \$61,270,000., an increase of three hundred percent in nine years. . . .It has made great investments in the manufacture of clothing, boots and shoes, fine furniture, wagons, carriages, farm implements, lager-beer, cigars, fur garments, portable houses for the settlers, dressed stone, boilers, bridges, and the products of large stock yards. To a less, yet considerable extent, it manufactures crackers, candy, flour, bedding, foundry work, sashes and blinds, harnesses, brass goods, barrels, brooms and brushes. Its banks have a capital of \$10,000,000; its jobbing trade amounted to \$122,000,000 in 1890.⁷

In 1890, Conde Hamlin discussed the Lowertown area in an article published in New England Magazine:

The massive structures where lie supplies for the Northwest well nigh shut the sunlight out of the narrow streets on which they stand. With quiet dignity the immense trade goes on, but no casual passer-by would suspect its extent. Near these warehouses are the railroad buildings, the nerve centers for lines that feed thousands of miles of country: but the visitor who passes their iron gates and walks their tiled halls will have little conception of the magnitude of the interests they represent. . . .The history of St. Paul is so short that it is largely connected with business, for necessities come before luxuries.⁸

Lowertown continued to grow tremendously during the 1890's until into the 1920's.

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Henry Castle wrote in 1912 that:

Since 1890, the volume of importations has enormously increased, and the jobbing trade as a whole, and all its branches has developed in leaps and bounds. The "wholesale district" now embraces substantially the solid section bounded by Jackson street, Olive street [east of Broadway], Third street [now Kellogg Boulevard], and Seventh. . .and with the whole of Third street below St. Peter practically given up to the wholesale fruit and produce business of commission houses.⁹

The physical and architectural character of Lowertown has not changed dramatically since the early twentieth century. The vast majority of the extant buildings in the proposed Lowertown Historic District were constructed in the last two decades of the nineteenth century and the opening two decades of the twentieth century. Many of the buildings which are still standing in Lowertown were designed by St. Paul's most talented and most successful architects. For these reasons, Lowertown is a showcase of St. Paul's commercial architecture. Among the eminent St. Paul architects who designed buildings in Lowertown were Edward P. Bassford, Augustus Gauger, Cass Gilbert, Clarence H. Johnston, Sr., Clarence H. Johnston, Jr., Louis Lockwood, the firm of Charles Reed and Allen Stem (Reed and Stem) and J. Walter Stevens.

Edward P. Bassford (1837-1912) was one of the oldest St. Paul architects to design buildings in Lowertown. He is said to have studied architecture in the office of Peabody and Stearns in Boston before arriving in St. Paul in 1866. Bassford designed St. Paul's first combined city hall and county courthouse in 1884-89 (razed ca. 1933), the buildings at St. Joseph's Academy, and numerous commercial buildings in and around downtown St. Paul, including the Germania Life Building (razed in the 1960's), and the Walsh Building on East 8th Street. Bassford's Lowertown designs include the Merchant's National Bank (now McColl Building, 1892), and Griggs and Foster's Farwell, Ozmun and Kirk Building (now Tilsner Carton Company, 1894). Bassford's brother, Asher Bassford, was a contractor and builder who constructed the Bishop Block (now Sperry Office Furniture, ca. 1882-83) on Mears Park.

Augustus Gauger (1852-1929) was born in Germany and served an apprenticeship to a Chicago architect before coming to St. Paul in 1875 where he was employed first by Edward P. Bassford. Gauger designed numerous houses and schools in St. Paul, in addition to the wonderfully ornate Constans Block (now the eastern part of Butwinick's Furniture) in Lowertown.

Cass Gilbert (1859-1934) was educated at the Massachusetts Institute of Technology and worked for the prestigious New York firm of McKim, Mead and White before returning to St. Paul in 1883. He practiced architecture in St. Paul with another M.I.T. student, James Knox Taylor, until 1891 and maintained a St. Paul office until 1910 when he moved his entire practice to New York City. He is Minnesota's best known architect and one of his most widely acclaimed designs was the Minnesota State Capitol (1895-1905). He designed numerous churches, houses, and commercial buildings in St. Paul, among them the Endicott Building (1889) in Downtown. Gilbert designed at least four buildings in Lowertown.

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The Northern Pacific Railway General Office Building (1895, razed) was located on the present site of the Gillette Company, at Broadway and Prince Streets. His three extant Lowertown buildings are the Conrad Gotzian Shoe Company (now Milton Building, 1892), the Paul Gotzian Building (now known as the Macaroni Building, 1895) and the Boston and Northwest Realty Company Wacouta Street Warehouse (now Custom Display, 1893-94).

Clarence H. Johnston, Sr. (1859-1936) attended the Massachusetts Institute of Technology briefly before beginning practice in St. Paul with William Willcox in 1883. Johnston was a very prolific architect who designed houses, commercial and institutional buildings throughout the state, including the Manhattan Building (now Empire Building), the Minnesota Club, and the Wilder Charities Building, all in downtown St. Paul. He designed the Hackett Block (now Halper Building) in 1890, and the Gordon and Ferguson Building (now Nalpak) in 1913, both located in Lowertown. His son, Clarence H. Johnston, Jr., designed a large addition to the Finch, Van Slyck, and McConville Dry Goods Company (now Finch Building) on Mears Park in 1923.

Louis Lockwood (1854-1907) was originally from England and attended Cambridge University. He came to St. Paul in about 1892, and lived here until his death. He designed many houses and commercial building in the city though his only known Lowertown design is the Weyerhaeuser-Denkman Building (now the Scheffer and Rossum Building) of 1901.

Allen H. Stem (1856-1931) practiced architecture in Indianapolis until 1884 when he came to St. Paul. He designed the building which is now Seestedt Carpets on East Sixth Street in Lowertown in 1889. In 1890 he formed a partnership with Charles Reed which lasted until the latter's death in 1911. Together Reed and Stem designed numerous monumental public and commercial buildings throughout the country, among them Grand Central Station in New York, and the Hotel St. Paul. Reed and Stem designed the Crane Building in Lowertown in 1904.

J. Walter Stevens (1857-1937) probably designed more buildings in Lowertown than any other architect, though little is known of his early career or background. Stevens designed numerous houses in St. Paul, and many buildings at colleges and universities in the state. Stylistically his Lowertown buildings range from the Richardsonian Romanesque to the Classical Revival, and they date from 1886 to 1907. They include the Noyes Brothers and Cutler Wholesale Druggists Building (now Park Square Court) of 1886 with an addition made in 1908, the Koehler and Hinrichs Building (now Margoles Leather Company) of 1891, the Powers Dry Goods Company of 1892 which now houses the Globe Business College and other businesses, the Konantz Saddlery Company (now Railroader Printing House) of 1893, the Fairbanks-Morse Building (now H. Rosenthal Company) of 1895, and the George Sommers and Company Building (now Control Data Corporation Business and Technology Center) of 1905, all of which are located on Mears Park. Stevens was also the architect of the Tighe Building (now known as the Cardozo Warehouse and soon to be renovated and renamed Broadway Center) of 1902, and the Wells Fargo Express Company Building (now Johnson's Service Station) of 1907.

Several buildings in Lowertown were also designed by a Chicago architect, Charles Frost (1856-1931), who was responsible for the design of three of the most important railroad buildings in the district--the Union Depot, the Railroad and Bank Building (now Burlington Northern), and the Chicago, St. Paul, Minneapolis and Omaha Office Building (now Northwest Building). Frost received his training at the Massachusetts Institute

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of Technology and in the office of Boston architects, Peabody and Stearns who designed the James J. Hill mansion on Summit Avenue in St. Paul. He practiced architecture in Chicago in partnership with Henry Ives Cobb from 1882 to 1898, and with Alfred Granger from 1898 to 1910, and on his own from 1910 until his retirement. The Frost and Granger firm specialized in the design of railroad buildings. In addition to Frost's St. Paul buildings, he also designed the Union Station in Omaha and various railroad buildings in Chicago.

With the onset of World War I Lowertown began a fifty year period of decline. During the war, railroads were kept busy transporting armaments and supplies for the war effort. Consequently, trucks were used increasingly to ship produce and goods. Where previously many St. Paul businesses had located in Lowertown to be close to rail transportation, after the war St. Paul's Midway District became increasingly important as businesses relocated to be near the center of the local trucking industry. During the same period, street-car use declined as automobile use became more widespread. In the late 1920's, in conjunction with a City Beautiful-inspired plan for St. Paul, many buildings on the south side of Third Street were razed, the street was renamed Kellogg Boulevard in honor of Frank B. Kellogg, and a landscaped mall was constructed on the crest of the Mississippi River bluff, west of Lowertown.

From the 1920's through the mid-1970's some long established Lowertown businesses closed their doors or moved out of the area. Other Lowertown property owners retained their businesses during this period but neglected to maintain their buildings. Due to some extent to this long period of economic stagnation in Lowertown, a remarkable number of buildings there have been preserved intact, often times as much out of default as through a conscious preservation program. The first project to focus attention on the revitalization potential of Lowertown was the renovation of the Merchant's National Bank Building (now McColl Building) in the late 1960's. This was soon followed by the conversion of the Noyes Brothers and Cutler Building into a complex of offices, shops, and restaurants now known as Park Square Court, which is now undergoing its second renovation. The city's Housing and Redevelopment Authority (H.R.A.) became involved in 1973 when Mears Park was redesigned by William Sanders and renamed after Norman B. Mears, a St. Paul businessman who spurred Lowertown redevelopment. The H.R.A. and City of St. Paul have since encouraged renovation and development in Lowertown. In April, 1978 the Lowertown Redevelopment Corporation was organized with the goal of creating "a place for people, a highly livable urban village in the midst of the city, which will bring new jobs, housing, commercial development, and year round activities to Lowertown and infuse the city with renewed vitality."¹⁰ The Lowertown Redevelopment Corporation has planned and coordinated the revitalization of Lowertown and has succeeded in attracting numerous developers to the area. Where from 1968 to 1978 building permits issued for Lowertown structures totaled only \$9.4 million, from 1978 to 1981 about \$70 million has been spent on renovation and new construction in the area.

Future plans for the Lowertown area will incorporate solar energy and will link buildings with St. Paul's district heating system which will recycle waste steam from power generation into heat. The Lowertown Redevelopment Corporation is also committed to incorporating historic preservation with planned redevelopment activities in the area. It is hoped that the creation of a National Register Historic District in Lowertown will stimulate interest in the preservation of Lowertown's rich history and architecture.

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¹Henry Castle, History of St. Paul and Vicinity (Chicago and New York: The Lewis Publishing Co., 1912), vol. I, p. 266.

²Josiah B. Chaney, "Early Bridges and Changes of the Land and Water Surface in the City of St. Paul" in Collections of the Minnesota Historical Society (St. Paul: Minnesota Historical Society, 1908), vol. XII, p. 136.

³Chaney notes that the first depot was located at the foot of Rosabel while Virginia Kunz states in St. Paul: Saga of an American City (Woodland Hills, Calif.: Windsor Publications, 1977), p. 42 that it was located on Sibley Street.

⁴Castle, p. 219-220.

⁵"Once Noted Homes Now Are Lodgings," St. Paul Pioneer Press, March 9, 1913.

⁶_____.

⁷Julian Ralph, "The Capitals of the Northwest," Harper's New Monthly Magazine, vol. LXXIV (March, 1892), p. 584.

⁸Conde Hamlin, "St. Paul," New England Magazine, vol. XI (July, 1890), p. 546.

⁹Castle, p. 267.

¹⁰Lowertown Redevelopment Corporation, An Emerging Future for Lowertown (St. Paul: Lowertown Redevelopment Corporation, 1979), p. 3.

¹¹Elaine Knox-Wagner, "Lowertown Sees 'Dramatic Change,'" St. Paul Pioneer Press, Feb. 15, 1981, p. 18.

9. Major Bibliographical References

(see Continuation Sheet)

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UMT References

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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G

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H

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Verbal boundary description and justification

Boundaries begin at the center of the intersection of E. Seventh Street and Sibley Street, then southeasterly along the center line of Sibley to the center of the intersection of E. Sixth Street and Sibley, then southwesterly 177.5 feet along the center (see Continuation Sheet)

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Patricia Murphy, Susan Granger,
Historic Sites Survey Director; Survey Research Assistant

organization Historic Sites Survey of St. Paul
and Ramsey County date 11/30/81

street & number 75 W. 5th Street telephone (612)292-0090/222-0701

city or town St. Paul state Minnesota 55102

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

(Listing date 6.21.83)

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

title _____ date _____

For HCRS use only

I hereby certify that this property is included in the National Register

date _____

Keeper of the National Register

Attest:

date _____

Chief of Registration

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**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

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line of E. Sixth, then southeasterly 250 feet along the lot line of Lots 1-5, Block 9, Whitney and Smith's Addition to the southwest corner of Lot 5, Block 9, Whitney and Smith's Addition to the southwest corner of Lot 5, Block 9, then southwesterly 243 feet to the center line of Jackson Street, then southeasterly along the center line of Jackson to the center of the intersection of Jackson and E. Fourth Street, then northeasterly along the center line of E. Fourth to the center of the intersection of E. Fourth and Sibley, then southeasterly along the center line of Sibley to the center of the intersection of Sibley and Kellogg Boulevard, then northeasterly 130 feet along the center line of Kellogg, then southeasterly 410 feet along the lot line of Lots 4 and 9, Block 29, City of St. Paul Addition and its extension, then northeasterly 230 feet to the intersection with the center line of Wacouta Street, then northwesterly along the center line of Wacouta to the center of the intersection of Wacouta and Kellogg, then northeasterly 863 feet along the center line of Kellogg to the center line of John Street, then northwesterly 100 feet along the center line of John Street, then southwesterly 528 feet to the intersection with the center line of Pine Street, then northwesterly along the center line of Pine to the center of the intersection of Pine and Prince Street, then southwesterly along the center line of Prince to the center of the intersection of Prince and Broadway Street, then northwesterly along the center line of Broadway to the center of the intersection of Broadway and E. Seventh Street, then southwesterly along the center line of E. Seventh Street to the point of beginning.