

Historic Context Study

Transportation Corridors: 1857-1950



Minnesota Transfer Railway Co. Roundhouse, 508 Cleveland Avenue, 1891-1907

Prepared for the
St. Paul Heritage Preservation Commission
St. Paul, Minnesota

by
Carole Zeilie, Landscape Research
Garneth O. Peterson, URS /BRW

2001

Historic Context St. Paul Transportation Corridors: 1857-1950

Introduction

With its location on the bend of the Mississippi, St. Paul was a steamboat port from its first permanent settlement in the 1840s. Competing landings developed in St. Paul: the Lower Levee at the foot of Jackson and Sibley streets and the Upper Levee at the foot of Chestnut Street. Both landings gave their names to the surrounding residential neighborhoods. The construction of railroads two decades later made St. Paul the break-in-transportation point, where goods and people arriving by steamboat could transfer to the rails. As railroads replaced the steamboats altogether in the 1870s, St. Paul was eager to develop as a wholesaling center where goods could be gathered and sent out to towns along the railroad lines, thus tying the city to the entire northwest hinterland.

This historic context is divided into three main sections that examine the impact of various modes of transportation in helping to form and define the city, and the impact of transportation lines on the built environment of St. Paul. Although steamboats were the first transportation to St. Paul, there are no known structures that identify that period in the city. Thus, the context begins with rail transportation, focusing on three primary rail lines and the historic resources that represent them. Because the placement of the railroad lines was so critical in determining land use in the city, this section includes Transportation and Distribution Centers, and Industries along the Railroads.

A second section of the context is The Midway as a Transportation Center. Building on its railroad beginnings with the Minnesota Transfer Railway yards, the Midway grew to be a center of transportation, industrial and commercial development and a major economic hub for the city. Its strategic location continues to make the area a strong industrial and commercial center, long after other such facilities have faded.

A third section examines the St. Paul Streetcar System. While railroads and other transportation systems served a larger territory and fostered major economic activity, the streetcar system was integral to settlement of the city and much more important in creating community and neighborhood commercial and residential development. Although the creation of the streetcar system is examined in this context, the St. Paul Neighborhood Commercial Centers context and the Residential Real Estate Development context discuss the results of streetcar service in the city.

The St. Paul Historic Resources Database consists of all properties that have been surveyed and recorded on inventory forms for the City of St. Paul. As part of context development, the database has been reviewed and consulted extensively to identify properties that best represent this context. Properties that are representative have been identified in the text with each section of the context.

It should be noted that the database dates back almost twenty years, to the 1983 *Saint Paul and Ramsey County Historic Sites Survey* and has not been systematically updated since that time. Some properties on the database may no longer be extant. Although this context development project did not provide for a re-survey, properties that have been razed have been noted where known. There are on the database that were not field checked, and may be no longer standing.

Sources

The transportation corridors in St. Paul have remained in the same locations over the past 150 years, but the facilities serving those corridors have changed and many resources have been lost. As a result, much of what remains has been well documented in histories and previous surveys. This context study relied on a variety of published histories, articles, National Register nominations and local heritage preservation nominations.

Of all the transportation-related resources, perhaps the rail facilities are the best documented and covered in the early histories such as Williams (1875), Andrews (1890) and Castle (1912). National Register nominations provide information for understanding the remaining railroad shops, as well as information about Lowertown and its many railroad-related resources.

There are two standard sources that provide information about streetcars. Russell L. Olson's *The Electric Railways of Minnesota* is a detailed study of railway construction in the Twin Cities. Alan R. Lind's *Twin City Rapid Transit Pictorial* provides illustrations and good summary information as well.

The Midway's role in transportation is widely understood, but has yet to be definitively studied. Historic contexts produced in conjunction with light rail transit compliance reports submitted to SHPO have contributed to our understanding of this significant area, along with recent articles in *Ramsey County History*. There were many newspapers, sales bulletins and organizational materials produced about the Midway; these were sampled for this context.

The *Historic Sites Survey of Saint Paul and Ramsey County Final Report*, as well as the individual survey forms completed for each building, were consulted both to identify appropriate buildings representative of this context and for more detailed information. Because relatively few resources reflecting St. Paul's transportation heritage remain, it was necessary to concentrate on those documented examples.

Rail Transportation: 1857-1950

In 1912, Henry A. Castle's *History of St. Paul and Vicinity* proclaimed that "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 west--the point where merchandise is concentrated and distributed, where great railroad systems meet and connect and where travel halts and is transferred." Beginning with the first twelve miles of railroad track laid from St. Paul to St. Anthony in 1862, the city had begun to expand its transportation network. From the vantage point of the golden era in the decade prior to World War I, it was natural to proclaim that St. Paul's "march to realize her destiny is still being vigorously pursued."¹

St. Paul claimed at least twelve railroad companies with track in the city at the turn of the twentieth century. Their construction and expanding operations over the years had a profound impact on the development of St. Paul. The railroads typically followed the easiest routes, with the least challenging grades, as they made their way through the city. Their routes created rail corridors that included railroad properties such as shops, yards and freight warehouses. The rail lines also attracted heavy industries that relied on rails to haul their products. Both the railroads and resultant industries required large amounts of labor, and neighborhoods for working men and their families also located adjacent to the railroad corridors in the North End and Frogtown, Uppertown, the East Side, and the West Side.

Although there were a number of railroads, the smaller operations frequently merged or were gobbled up by the major railroads. This discussion will concentrate on the major railroads with the greatest impacts on St. Paul: the Great Northern, the Northern Pacific, and the Chicago, St.

Paul, Minneapolis and Omaha (the Omaha Line). Extant properties reflecting other railroads will also be identified in this context.

The Great Northern Railroad

The Great Northern began in 1857 with a legislative charter and a congressional land grant. Authorized to build from Stillwater through St. Paul and St. Anthony to Breckenridge, the first ten miles of line were not completed until 1862, when the track ran from St. Paul to St. Anthony. Known as the St. Paul and Pacific Railroad, the company continued to build across the state and had 700 miles of track by 1879 when James J. Hill took over the road and reorganized it as the St. Paul, Minneapolis and Manitoba Railway.²

Map 1

Rice's Map of St. Paul, 1884, illustrates the early railroads and their paths from the Lower Levee.

Maps from the 1870s show the route of the railroad, beginning at the Lower Levee near the foot of Sibley Street. The St. Paul and Pacific Railroad had its earliest shops there, near James J. Hill's freight forwarding warehouse. The St. Paul and Pacific moved northwest through Westminster Junction (roughly where the Trout Brook and Phalen Creek valleys joined) then followed the Trout Brook valley until reaching the north side of the hill that later became the site of the state capitol. Westminster Junction ultimately became one of the busiest railroad junctions in the Twin Cities and would undergo several expansions and creation of grade-separated tracks by various railroad companies (NRHP eligible).³ From there the track followed the high ground west toward Minneapolis, a path previously established by the Red River oxcarts and stagecoaches and known as the St. Anthony Road. Near the St. Paul city limits, the railroads were compressed into a particularly narrow belt of land because of the curving Mississippi River on the south and the hills represented by the modern-day neighborhoods of St. Anthony Park in St. Paul and Prospect Park in Minneapolis.⁴

Illus. 1 A

Shops and roundhouse of the St. Paul and Pacific Railroad, near Mississippi St. Ca. 1875.

Soon after Hill's reorganization of the St. Paul and Pacific, he began construction of new facilities known as the St. Paul, Minneapolis and Manitoba Jackson Street shops (NRHP, HPC). The shops were built not at the levee where the old St. Paul and Pacific shops stood, but north of Pennsylvania Avenue, where the railroad line turned west out of the Trout Brook valley. Constructed in 1882, the shops were built of stone and cost nearly a half million dollars.⁵ Hill's railroad built additional shops at Dale and Minnehaha (razed ca. 1999).

The company's general offices were constructed in 1887 at 281-99 East Kellogg Boulevard (NRHP, HPC). Designed by James Brodie, who also supervised the construction of Hill's grand house at 240 Summit Avenue, the building was called the Great Northern Building after Hill changed the railroad name in 1889. The five-story building was augmented by two additional stories in 1900. It served as the railroad headquarters until 1915 when the Railroad and Bank Building (now First Trust Center, NRHP, HPC Lowertown Dist.) at 176 East Fifth Street became the company headquarters. With a million square feet of space, the Railroad and Bank Building was the largest office building in the Twin Cities until construction of the IDS Tower in the 1970s.⁶

The Northern Pacific Railroad

The Northern Pacific Railroad received its charter in 1864 with plans to connect Lake Superior to the Pacific Ocean. After completion of an initial 169 miles by 1872, railroad construction was halted due to financial problems. The railroad reached Seattle a decade later, opening up much of the northwest to settlement and trade. St. Paul held a giant celebration to honor the event. As General C.C. Andrews noted in 1890, the railroad "contributed greatly to the development of St. Paul and the completion of its main line in 1883 gave this city an impulse in advancement which has continued since with constantly augmenting power . . ."⁷

Although initially built across the northern portion of the state, the company soon began to plan lines in the Twin Cities. The company began quietly purchasing land between St. Paul and Minneapolis in 1882, including some 200 acres along the planned route south of Lake Como.⁸ The Northern Pacific line in St. Paul followed the general route established by the Great Northern. Beginning in Lowertown, the Northern Pacific continued north along the Trout Brook valley to circle Oakland Cemetery and the neighborhoods surrounding it. By the 1880s, aside from the right-of-way held by the Great Northern, there was little land available for a rail line south of the cemetery. Instead, the Northern Pacific followed a creek bed that flowed from a small wetland (now Loeb Lake) near Dale and Maryland, and then west to Minneapolis approximately one-quarter mile north of, and parallel to, the Great Northern tracks (see Map 1).

The Northern Pacific (Como) shops were established in 1885 in an area almost midway between St. Paul and Minneapolis (1269 Energy Park Dr., NRHP, HPC). The complex was used for the construction and servicing of railroad passenger cars, and was the only passenger car shops complex operated by the Northern Pacific east of the Rocky Mountains. The cars constructed at the Como shops were generally of wood frame construction on a steel underframe. Each car had upholstered seats and accommodated approximately 50 people. In 1912, the Northern Pacific had over 1,100 passenger cars, each of which required servicing every eighteen months.⁹

The shops were built in three significant periods. Over 30 buildings and structures once stood on the site; many were razed after 1967, and nine were destroyed in 1982 after the shops closed. Of the remaining eight buildings at the site, four were built in the first construction era in 1885: the Woodworking and Car Erecting Shop, the Paint Shop, the Blacksmith Shop, and the Office and Store Room. The New Car Shop and the Transfer Table were built in the next construction period of 1901-02, and the Laboratory and Record Storage buildings constructed in 1913. Major additions occurred to the earlier buildings in 1911 and 1917.¹⁰

The NPRR eventually took over another St. Paul line, the Lake Superior and Mississippi, later the St. Paul and Duluth Railroad. This line received its charter in 1857 and was constructed to Duluth in 1870.¹¹ The road was the first to follow the Phalen Creek valley, north from the creek's entrance to the Mississippi, then northeast along the creekbed and east of Lake Phalen (see Map 1). The St. Paul and Duluth was one of two railroads that opened up St. Paul's East Side for development.

Chicago, St. Paul, Minneapolis & Omaha

A third major rail line in St. Paul was the Chicago, St. Paul, Minneapolis & Omaha. Chartered in 1857 as the Root River and Southern Minnesota Railroad, the line extended through southwestern Minnesota to Sioux City, Iowa, by 1872. Managed by E. F. Drake, the company was merged with several other small railroads and took on the CSPM & O name in 1882. It then became part of the Chicago Northwestern system, but the Omaha line operated somewhat independently of the parent company.¹²

In St. Paul, the Omaha line was first constructed southwest across the Mississippi from the Uppertown area to Mendota and completed to Shakopee by 1865. By the 1880s the St. Paul, Stillwater and Taylors Falls Railroad (completed 1872)¹³ that ran through the city's East Side had

been acquired as well. The Omaha line ultimately served a territory beginning in Chicago, northwest to St. Paul, then southwest through Minnesota's farming country and south along the Missouri River to Omaha.¹⁴

In St. Paul, the Omaha shops were located at 560 W. Randolph Avenue (southeast of Randolph and W. Seventh Street). No historic railroad buildings remain at this location. The distinctive Omaha Swing Bridge, built in 1915, provided the main line crossing for the railroad. The Chicago, St. Paul, Minneapolis and Omaha headquarters building (now the Northwest Building) was constructed at 275 E. Fourth Street in St. Paul in 1916-17 at a cost of \$350,000. Designed by Chicago architect Charles Frost, who had also designed James J. Hill's Railroad and Bank Building, the eight-story Classical Revival structure stood on the site of the previous headquarters that had been destroyed by fire (NRHP, HPC Lowertown Dist.).¹⁵

Illus. 2

Chicago, St. Paul, Minneapolis & Omaha Railroad Shops near W. Seventh and Randolph with Omaha Swing Bridge in foreground, ca. 1915.

Other Railroad Facilities

Other railroad lines also served St. Paul and various tributary markets. In 1879 the Chicago, Milwaukee and St. Paul Railroad (Milwaukee Road) attempted to shorten the trip between St. Paul and Minneapolis with a new "Short Line" railroad. Instead of running through the Phalen/Trout Brook Valley, the Short Line ran along W. Seventh Street to Grace Street, then west along Grace to Lexington Parkway where it followed a draw (now Ayd Mill Road) and turned northwest. The line extended to Snelling Avenue where it turned northwest and paralleled the old St. Anthony Road toward Minneapolis.¹⁶

The Chicago Great Western Railroad began in St. Paul under the leadership of A. B. Stickney. The line, built south from St. Paul to Lyle, Minnesota, on the Iowa border, opened in 1885. The line crossed the Mississippi on a swing bridge built that year near the Robert Street bridge. The swing bridge was replaced in 1913, and then a lift bridge created in 1925 because of the need to connect to the elevated Union Depot railyards.¹⁷ The Chicago Great Western lift bridge provided access to the industries on St. Paul's West Side flats.

Passengers on the railroads were initially served by depots constructed by each railroad company, an inconvenient arrangement. The first Union depot, at the foot of Sibley Street, was built in 1879 but gutted by fire five years later and rebuilt. That building was later destroyed by fire in 1912 as planning for a new Union Depot that provided service for all railroads, was beginning. Construction of the St. Paul Union Depot at 214 E. Fourth Street began in 1917 and continued until 1923. (NRHP, HPC Lowertown Dist.). Designed by Chicago architect Charles Frost who had also designed the Railroad and Bank Building for James J. Hill (176 E. Fifth St.), the Depot is a restrained version of the Beaux Arts style. The building faces Fourth Street, where a curved drive offers access to the entrance. The concourse extends from the rear of the building over Kellogg Boulevard to the railroad tracks.¹⁸

Most of the remaining railroad facilities in St. Paul have been recognized and named to the National Register and also received local heritage preservation designation. Any remaining facilities not already designated should be given strong consideration for designation.

In particular, the railroad tracks and remaining grades have been identified as eligible for the National Register by the State Historic Preservation Office. Main lines of the Great Northern, Northern Pacific and other railroads throughout the state have been declared eligible and include the metro area facilities as well. In some cases, railroad beds that do not retain tracks but do retain grades, even though covered by other materials for trails, have been declared eligible.

- St. Paul, Minneapolis & Manitoba Railway Shops (NRHP, HPC)
Jackson St. and Pennsylvania Ave.
- Northern Pacific Shops (1885-1920s) (NRHP, HPC)
1269 DeCourcy Dr. (Energy Park Dr.)
- Union Depot (1917-23) (NRHP, HPC)
214 E. Fourth St.
- Chicago Great Western Lift Bridge (1913, 1925) (NRHP eligible)
Foot of Robert Street
- Omaha Swing Bridge (1915)
Mississippi River near Randolph

Transfer and Distribution Facilities

Minnesota Transfer Railroad

The number of railroads serving the Twin Cities by the early 1880s meant that freight often required transfer to another railroad line. With terminal facilities scattered around Minneapolis and St. Paul, delays were frequent. James J. Hill is credited with the idea of a transfer facility where east- and west-bound lines could shuttle freight back and forth. Hill purchased land near University and Prior in an area approximately five miles from both downtown St. Paul and downtown Minneapolis, and continued to support the idea until the Minnesota Transfer Railway was formed in 1883. The Transfer Railway Company built its first line connecting Hill's railroad with the Milwaukee Railroad Short Line about a mile to the south.¹⁹

By 1890, the Transfer Railway Company owned 200 acres of land with 30 miles of track and freight houses, warehouses, and cattle and horse pens. The transfer railway employed 250 men who handled 2.3 billion pounds of freight and handled over 380,000 head of horses, cattle, sheep and hogs.²⁰

Illus. 3

Barrett & Zimmerman Sale Stables on University east of Prior, ca. 1900.

The Transfer Railway grew to become the second largest freight interchange in the nation by 1912, containing 160 miles of track.²¹ Because the facility consisted primarily of railroad track, few buildings remain except for the Midway Transfer Roundhouse at 508 N. Cleveland (NRHP eligible). Although initially planned to improve freight traffic handling, the presence of the

railroad transfer facilities eventually spurred the development of surrounding areas for both residential and commercial development. In the decades following the establishment of the Transfer Railway, the area known as the Midway became a primary industrial, commercial and freight hauling center for St. Paul served both by railroads and later by University Avenue and other improved road connections.

Lowertown

Lowertown referred to the area east of downtown St. Paul at the Lower Landing. Because of steep bluffs, the valley of Phalen Creek and Trout Brook at Lowertown became the primary path for the first railroads built in St. Paul. In the 1860s, the beginnings of a wholesale district developed along Jackson between Third Street and the river. Residences were constructed to the north toward Lafayette Park and a fine district there contained the homes of James J. Hill, Henry Sibley, shoe manufacturer Conrad Gotzian, and pioneer fur trader and transportation investor Norman Kittson.²²

A number of factors contributed to the transformation of Lowertown into the city's wholesale and warehouse district. The area between Jackson, Broadway, Fourth and Seventh streets was a large rocky hill, known by several different names, but most popularly as Baptist Hill. It was cut down by some fifty feet in 1876 when Sibley Street was cut through a part of the hill. Fifth, Sixth and Wacouta streets were graded through the following year, leaving the block that is now Mears Park some fifty feet above the grade. Eventually the hill was graded, and the material used to fill the bottom land on lower Third and Fourth where the railroads and other facilities were constructed.²³

As the streets were graded and paved by the 1880s, the railroads continued to expand their business with increased manufacturing and wholesale activity. Statistics revealed that St. Paul's manufactures totaled \$5.4 million worth of goods in 1881; just nine years later the total grew to \$61.2 million in the manufacture of clothing, boots and shoes, furniture, farm implements, beer, cigars, foods, foundry work, and a variety of other goods.²⁴

But the railroads were the reason for the development of the district, and the builders of several major buildings. The railroad companies located their headquarters buildings, freight depots and assorted other facilities in Lowertown. In addition to the headquarters buildings of the Great Northern and the Omaha line, the area contained the Northern Pacific Railway Warehouse at 308 Prince Street (NRHP, local, built 1907-08); the Northern Pacific headquarters building across the street to the north (razed; now site of Gillette); the Wisconsin Central Railway Freight Depot (381 E. Kellogg) and the Soo Line Freight Depot (483 E. Seventh Street).²⁵

The buildings in Lowertown were built over several decades between the 1880s and 1910. The district experienced a major expansion in 1902-03 when the Northern Pacific and Soo Line both undertook expansion of their freight facilities. The two railroads purchased all property south of Sixth and east of John Street (3 blocks east of Broadway) to the Phalen Creek valley. Perhaps a bigger change was the complete elimination of the old residential area north of Grove and east of Lafayette to accommodate railroad expansion.²⁶ The expansion of the railroad-related uses effectively destroyed all remaining vestiges of the old residential development in downtown and created land uses that dominated Lowertown throughout the twentieth century.

Illus. 4

Aerial view of Lowertown, 1930. Kellogg Boulevard and Robert Street in foreground. The Union Depot and its concourse over Kellogg lead to numerous covered tracks. J. J. Hill's Railroad and Bank Building, the largest office building in the Twin Cities at that time, is near the center of the photograph.

Industries along the Railroads

Although Lowertown developed as a manufacturing and wholesaling center by the turn of the twentieth century, the early paths chosen by the railroads as they moved through St. Paul had major impacts on future land uses. Industries that depended on railroads soon located adjacent to the tracks, creating early-day industrial parks in St. Paul's North End, the East Side, and the Midway. Relatively few of these early railroad-era industrial buildings remain in St. Paul, and many have been greatly altered as their uses changed over time.

Along the Great Northern tracks in the North End, from Rice to the Dale Street shops, was a major industrial tract in the city. Among the industries was the St. Paul Foundry, with its headquarters building at 500 W. Como, and the Northwestern Twine and Cordage Company at 509 Front. Both these complexes, as well as the Dale Street shops, have been razed since the 1983 survey.

On the East Side, industrial development began soon after the St. Paul and Duluth (eventually NPRR) was completed in 1870 and the St. Paul, Stillwater & Taylors Falls (CSPM & O) in 1872. Railroad facilities once lined this corridor, including the CSPM & O roundhouse just west of Payne Avenue and the St. Paul and Duluth roundhouse near Seventh and Atlantic (razed).

The railroads at Arcade Street served a series of well-known industries over time. The C.N. Nelson Lumber Company at Wells and Arcade in the 1880s was succeeded by the Conrad Bohn Sash and Door Manufacturing Company that was located on the site from 1888 until 1904. The Bohn facilities were purchased in 1910 and became the Seeger Refrigerator Company, the forerunner of the Whirlpool Corporation. Whirlpool served as a major employer on the East Side until the company closed in the 1980s (buildings razed).²⁷

The firm that ultimately lasted and expanded to international proportions was 3M, Minnesota Mining and Manufacturing Company. Begun in Two Harbors, Minnesota, in 1902, the company sought to produce corundum sandpaper. The company was moved to Forest Avenue and Farquier Street (later named Bush) on St. Paul's East Side in 1909. Lucius P. Ordway, who had invested in the company previously, constructed a new facility the following year that served as the beginning of what became one of St. Paul's industrial giants. The company prospered from its start in the abrasives business by establishing an industrial research aspect that has been an important part of the company. The company ultimately moved its research facilities and offices to the 3M campus at McKnight Road and I-94, although the manufacturing facility has remained at the Bush Avenue location. A 3M Main Plant Historic District has been identified and declared eligible for the National Register of Historic Places. Boundaries of the district run generally from Reaney to the railroad tracks between Forest and Arcade streets.²⁸

Illus. 5

3M headquarters at E. Seventh and Forest, ca. 1935. This early photograph shows the company before the construction of major manufacturing buildings and the main administrative building along Bush Avenue.

In 1892, the Walter A. Wood Harvester Works announced plans to relocate their shops from a plant near Phalen Street (north of E. Seventh at Johnson Parkway) to a location adjacent to Beaver Lake along the CSPM & O Railroad. The 200-acre site was noted for its excellent railroad connections, the "abundant supply of water" of the lake for fire protection, and nearby land for suitable residential development for workingmen.²⁹ The Harvester Works properties are now part of 3M's distribution center.

Other industries developed along the Omaha line west of downtown. The Omaha Iron and Brass Company was constructed of local limestone in 1882 at the southwest corner of Armstrong and

Watson avenues. Located adjacent to the CSPM & O shops (near Randolph and W. Seventh), the foundry was begun by English immigrant Henry Orme shortly after his arrival in the city. The foundry fabricated castings used in automobile production and bronze used for bearings in railroad freight and logging cars.³⁰ Although the building has an addition, the limestone portion of this early industrial building is relatively intact.

The West Side flats once provided an important industrial location and was home to companies such as American Hoist and Derrick, the Illinois Glass Company, and the St. Paul Linseed Oil Company. Most industrial facilities on the flats between Wabasha and Robert streets have been razed. Several properties remain however, including the Moderne-style Coca Cola Bottling Company (1940) at 84 S. Wabasha; the Drake Mantel & Tile Company (1909) at 60 E. Plato Blvd., and the massive warehouse of hardware wholesalers Farwell, Ozmun & Kirk Co. (1912), at 104 W. Fillmore.

Among the most well known of St. Paul industries were the city's breweries. Two prominent breweries were located along the CSPM & O Railroad: Schmidt Brewery in the W. Seventh neighborhood and Hamm's Brewery along the East Side corridor. The Schmidt Brewery had its beginning on the East Side, where the North Star Brewery had begun in 1855. In 1884, Bavarian-born Jacob Schmidt took control of the business and prospered. A fire destroyed the operation in 1900, and Schmidt purchased the old Stahlmann Brewery on W. Seventh and Randolph (882 W. Seventh). Schmidt extensively remodeled the facility and built a company that lasted until the 1950s and offered a well-known brand of beer identified with St. Paul.³¹

The other brewery that was identified with St. Paul ("the land of sky-blue waters") was the Theodore Hamm Brewing Company, along the Omaha line on Minnehaha and Payne avenues. In 1864, German immigrant Theodore Hamm purchased the Pittsburgh Brewery at Greenbrier and Minnehaha. First known as Hamm's Excelsior Brewery, the plant produced 26,000 barrels a year and grew to include four acres of buildings by the mid-1880s. Thanks to its creative advertising, Hamm's was popular through much of the twentieth century and remained locally owned until 1975.³² It closed in the 1990s; however, a Hamm's Brewery Historic District, encompassing buildings constructed between 1892-1934 has been declared eligible for the National Register.³³

Illus. 6

Hamm's Brewery as viewed from the Swede Hollow ravine. The Theodore Hamm mansion appears on the right (burned in 1953).

Historic Resources Database

- Minnesota Transfer Railway Company Roundhouse (1891-1907) (NRHP eligible)
508 Cleveland Ave.
- Wisconsin Central Railway Freight Depot (1901)
381 E. Kellogg
- Soo Line Freight Depot (1909)
483 E. Seventh Street
- Omaha Iron & Brass Factory (1890)
626 Armstrong Ave. W.
- 3M Main Plant Historic District (1914-1948) (NRHP eligible)
900 Bush Ave. E.

- Walter A. Wood Harvester Co. (1892)
1912 Case Ave. E.
- Coca Cola Bottling Co. (1940)
84 Wabasha St. S.
- Farwell Ozmun & Kirk warehouse (ca. 1912)
104 Fillmore Ave. W.
- Jacob Schmidt Brewing Co.
882 Seventh St. W.
- Hamm's Brewery Complex (1860-1930s) (NRHP eligible)
707 Minnehaha Ave. E

The Midway as a Transportation Center 1883-1950

Introduction

The location of St. Paul's Midway-- and the land uses and functions that are a part of it--is a subject open to interpretation. In 1923, a map produced by the Twin City Business University, located at Snelling and University Avenue, showed the Midway as encompassing an area from Lexington Avenue west to the St. Paul city limits, from Larpenteur on the north to Shepard Road and the new Ford Plant in Highland Park on the south. In the 1920s as the Midway district was at the height of its development, boosters viewed the Midway as the entire western portion of St. Paul.³⁴

Map 6A

Map of the Great Midway, 1923. Produced by Twin City Business University at University and Snelling, the map also included a list of Midway businesses and educational institutions.

Modern observers often agree that the Midway extends from Lexington west to the city limits, but in a more narrow band. Today, I-94 tends to place a southern limit on the Midway, while the BNSF tracks mark another firm boundary on the north. The modern interpretation includes the transportation lines of the railroads, but also the Midway's "Main Street," University Avenue. The transportation functions of the area and the primarily industrial development they engendered are the focus of this section.

Much of the industrial development focused around the railroads and the Minnesota Transfer Railway, west of Prior Avenue. The vicinity of the Transfer Railway became another warehousing and manufacturing area by the Teens and 1920s as industries began to move out of Lowertown and required more space for modern factory buildings. At the same time, the advent of motor freight created a new dimension for industrial development in the area around the Transfer Railway. The motor freight business also became identified with the Midway in the first half of the twentieth century.

University Avenue became a significant artery connecting St. Paul with Minneapolis in the days before I-94. University was an early streetcar line, and then a highway serving the automobile-driving public. The 1923 map of the Midway proudly announced that there were 300 "electric lights mounted on ornamental light standards on the Direct White Way in Midway."³⁵ The map centered around University Avenue, with the drawing connecting it to smaller-scale maps of both Minneapolis and St. Paul. With local access provided by streetcars and autos, University

provided selected commercial locations, particularly at the corners where crosstown cars stopped. As a result, University Avenue served many functions that have expanded, contracted and changed over time. This context is focused on transportation and industrial activity along University; the Neighborhood Commercial Centers will address the development of commercial nodes in the corridor.

Transportation in the Midway

By 1925, the Minnesota Transfer Railway, the enterprise begun by James J. Hill in the 1880s, had more than 1,200 people on its payroll and boasted that the Transfer collected some \$7 million in freight charges each year. While the Transfer had set the industrial tone for the vast tract, its presence had attracted investments that made the area--now known as the Midway--the "Heart of the Great Twin City Industrial District." Promoters announced that the Midway, "where the railroad systems of the Great Northwest converge, has developed as a manufacturing, wholesale and distributing center." The area contained over 150 firms with approximately 18,500 employees and an annual payroll of over \$25 million.³⁶

Illus. 7

The Minnesota Transfer Railway Yards as viewed from the University Ave. viaduct at Prior, ca. 1920.

The Midway was envisioned as an area three and one-half miles east and west and seven miles from north to south. Value of land and buildings within that area had doubled between 1915 and 1925, recognizing the level of development that had concentrated in the Midway.³⁷ Built on the railroad initially, the Midway also experienced development based on streetcar lines, particularly along University, Selby and Snelling. As early as the 1920s, the impact of automobiles and trucks also led to construction of manufacturing firms, offices, service firms and a whole host of companies that recognized the central location of the Midway as a business advantage.

A shortage of rail cars for freight hauling during World War I led the government to encourage private companies to utilize motor trucks for transportation. Despite worries that the railroads would resume their hauling dominance after the war, the trucking industry found that the railroads had not maintained their rolling stock and did not regain their market. Wholesalers and merchants found that trucks were more convenient when distances were limited. By 1921, over fifty truckers operated out of the Twin Cities. Later that year, a cooperative truck terminal company formed to develop a more efficient, centralized scheduling system.³⁸

By 1923, the Midway Civic Club announced that a new truck terminal facility was opening in the Midway, offering 22 truck lines that served merchants within a distance of 50 to 75 miles. The Twin City Transportation Association, established by the cities' largest trucking companies, located its headquarters at the corner of Prior and University avenues in the heart of the Midway district. A jubilant Midway booster could announce by 1929 that "the motor truck and the motor car have made the present Midway district the most rapidly growing commercial and industrial area in the Twin Cities." Annual passenger car traffic on University was estimated at 30 million, while truck traffic was estimated at 5 million along the corridor.³⁹

Among the firms locating in the Midway were those manufacturing motor vehicles, including the Overland Company. The industrial-style Overland Company plant, built in 1915 at 2572 University Avenue, was noted as manufacturing both automobiles and trucks. Later purchased by International Harvester, the Overland building has remained a dominant landmark at the busy intersection of University Avenue and Highway 280.⁴⁰

Illus. 8

Looking west from the Montgomery Ward tower toward Minneapolis, 1959. The smokestack at left is Waldorf Paper, with the International Harvester building (Court International) at right near the Prospect Park water tower.

The trucking industry continued to grow in the inter-war years and by the 1940s, almost forty trucking firms were located in the Midway. Firms identified in that decade included Glendenning Motorways, Inc., with a terminal at Pelham and Wabash; the Minnesota-Illinois Truck Line on Wycliff Street; and the John Rihm Motor Company. Each expanded in the early 1940s, signaling their investment in the Midway.⁴¹

The Midway's strategic location within the Twin Cities made it a logical choice for the proposed arterial highway suggested by the Minnesota Highway Department and the St. Paul Planning Board in 1944. With the support of the Midway Civic Club, the Planning Board endorsed St. Anthony Avenue as the "logical route for the proposed inter-state or inter-city express highway." Although no construction occurred until the 1956 Federal Aid Highway Act resulted in the construction of I-94, the choice was a recognition of the transportation needs of the Midway. By 1951, the Midway Civic Club noted that 58 motor freight companies had facilities in the district; by the late 1950s, the Midway moved up to become the third largest trucking center in the world, behind only New York City and Chicago.⁴²

As the railroad facilitated the development of Lowertown as a wholesaling center, the combined facilities of rail, streetcar and motor freight made the Midway an industrial and commercial hub. A number of buildings along University, built from ca. 1905 to 1926, represent this era of development. Many are industrial designs of significant St. Paul architects such as Buechner and Orth, Clarence Johnston, Sr., Allen Stern, and Toltz Engineering. The corner of University and Raymond attracted the Northwestern Furniture Exposition Co. at 2356-2362 W. University. Designed by Buechner and Orth, the building was constructed in 1906 at a cost of \$56,000 for the Northwestern Furniture Store. By 1932 it held the Specialty Manufacturing Company, which was a wholesaler of lawn and garden products.⁴³ A decade later, the Burg & Sons Co. furniture warehouse and showroom was constructed at 2402-2414 W. University. Built in 1917, the seven-story warehouse building was advertised in 1925 as The Burg Co., a junior department store for the Twin Cities offering eighteen departments from candy and crockery to millinery. In 1927 the building housed the St. Paul branch of the Chittenden and Eastman Company, a jobbing and retail furniture business that has been identified with the building since that time.⁴⁴

Plans in 1911 for a new Union Depot downtown at Third and Sibley led the Lowertown firm of Griggs, Cooper and Co., candy and cracker manufacturers, to seek a new location and begin construction of "what is probably the largest factory started in St. Paul for some time." The site at University and Fairview was planned as a three-story building with a large area of glass to "make the work rooms as light as outdoors." Designed by Toltz Engineering and built by F. J. Romer Construction Company, the factory had a 100-foot parkway at its street front. The plant employed 300 persons capable of producing 12,000 pounds of candy daily. When announced in 1911, the *Pioneer Press* noted that the factory was in the "fast building Midway district, and connection will be made with the Minnesota Transfer by tracks so that incoming and outgoing freight will have ready access to the plant."⁴⁵

One of St. Paul's finest industrial buildings in the 1920s was the A.J. Krank Manufacturing Company Building, constructed in 1926 at 1885 W. University Avenue (NRHP, HPC). Designed by Toltz, King & Day, the building among the more sophisticated industrial buildings in the Midway and notable for its use of terra cotta. The building's 75-foot setback from the street created an appropriate setting and green space when constructed, in contrast to the more utilitarian style and setting for most industrial buildings in the Midway. Krank's firm supplied beauty and health care items including cosmetics, creams and shampoos.⁴⁶

Other wholesale and manufacturing companies also lined University Avenue. Among them were the Wright, Barrett, Stillwell Building at 2233 W. University, built in 1912 as a warehouse for the company, which sold paper, stationery and building and roofing papers. The Brown, Blodgett and Sperry Company at 1745 erected a four-story factory, designed by Clarence Johnston, Sr., in 1916 for its printing and lithography business. Another printing facility was the Minneapolis-St. Paul Building at 2429 W. University. Constructed in a Renaissance Revival style in 1909, the building housed offices for the *Twin City Commercial Bulletin*.⁴⁷

One other manufacturing plant is noteworthy along University Avenue, although it is located farther east in what is now a more commercially-focused area. The St. Paul Casket Company was built in 1922 at 1222 W. University. The Casket Company had originally begun in North St. Paul in 1887 and relocated to the more central Midway location. The building is dominated by a large square tower that appeared as a smaller version of the Montgomery Wards tower that once stood just a few blocks to the west.⁴⁸

While the industrial Midway was built on the railroad and motor freight industries, University Avenue itself responded to the streetcar and later the automobile. Auto dealerships once lined University Avenue. One dealership, Midway Chevrolet at 1389-99 W. University, retains its 1940s Streamlined Moderne facade with curved corners at the elevations of the main building. Although originally constructed in 1928, the building underwent a major remodeling in the 1940s. The Streamlined Moderne style was popular with auto dealerships because it evoked high speed transportation.⁴⁹

Historic Resources Database

- St. Paul Casket Co. (1922)
1222 University Ave.

- Midway Chevrolet (1928/47)
1389-99 University Ave.

- Griggs & Cooper Co. (1911)
1821 University Ave.

- Krank Building (1926)
1855 University Ave.

- Northwestern Furniture Expo (1906)
2356-2362 University Ave.

- M. Burg & Sons (Chittenden & Eastman Co.) (1917)
2402-2414 University Ave.

- Minneapolis-St. Paul Bldg. (1909)
2429 University Ave.

- Brown-Jaspers Store Fixtures (1930)
2441 University Ave.

- Overland Stoves Co. (Court International) (1915)
2572 University Ave.

The St. Paul Streetcar System 1872-1953

St. Paul's first street railway began in 1872, led by community leaders J. C. Burbank, Horace Thompson, E. F. Drake, A. H. Wilder, and John L. Merriam. The company began with two miles of track and six cars pulled by horses. The first lines ran from Seven Corners on Third to Wabasha, on Wabasha to Fourth, and on Fourth to Jackson. From there the line extended to Lafayette and Woodward avenues, doubtless to serve the neighborhood where Thompson and Wilder resided. Later that year track was laid on Seventh Street from Seven Corners to Jackson Street.⁵⁰

In 1878, the company was reorganized as the St. Paul City Railway Company. Beginning in 1884, Thomas Lowry, who controlled the Minneapolis streetcar system, began to purchase stock in the St. Paul company and had full ownership by 1886. From that time, the streetcar systems in both Minneapolis and St. Paul began to operate under one group of owners.⁵¹

By 1890, the system had over 45 miles of track, with 113 cars pulled by 742 horses. Lines extended from W. Seventh and Tuscarora to E. Seventh and Duluth, north on Payne to Maryland, north on Rice to Maryland, west on University and Rondo to Dale, on Grand to Victoria and south to the West Side on Robert and Concord. In addition, cable cars were tried as a means of dealing with St. Paul's hills in 1887 and 1888. A cable line was constructed from Fourth and Broadway along Fourth and Third, through Seven Corners and up a 16% grade on Selby Hill, and along Selby to St. Albans Street. A second line ran along E. Seventh from Wabasha to Duluth and replaced a horsecar line.⁵²

Illus. 9 Streetcar Map

Twin City Lines, 1917

Beginning in 1890, public pressure, including the influential voice of Archbishop John Ireland, called for electrification of the horsecar lines. First to be converted was the Grand Avenue line, running the length of Grand Avenue to Cretin. Electrification continued with some important connections: on E. Seventh from Duluth to Hazel where it connected with the railroad at Hazel Park; on University from downtown to the Minneapolis city limits at University and Emerald Street, forming the first inter-city line connecting the two cities; and the West St. Paul line from downtown on Wabasha and other streets south to Annapolis Street. The E. Seventh cable line was converted to electricity in 1893 after it was discovered that the electric cars operated more efficiently in the snow.⁵³

The Selby Avenue cable line continued until 1898, when an electric line using a counterweight system to overcome the 16% grade on Selby Hill, was installed. This system was slow, however, and by 1906, the company decided to tunnel through Selby Hill to reduce the grade and eliminate the counterweight system. Temporary track was installed to re-route cars over the Rondo Avenue trackage until the Selby Tunnel was completed in August 1907. The 1500-foot tunnel reached 50 feet down at its greatest depth. The tunnel was 15 feet high, 23 feet across, and provided a 7% grade for the cars, which were limited to speeds of no more than 8 mph in the tunnel.⁵⁴

The conversion to electric power was expensive, requiring the construction of new facilities that accommodated electric streetcars rather than horses. The cars were more expensive as well, and some of the first ones purchased did not stand up to harsh winters. The Twin City Rapid Transit Company constructed its own cars at its shops that opened in 1907 at Snelling and University. Snelling and University replaced the Midway, Smith Avenue and Selby Avenue stations. Snelling and University was one of two primary car stations in St. Paul, with the other at E. Seventh and Duluth that had been converted to an electric car facility in 1893.⁵⁵

Illus. 10

East Seventh and Duluth car barns, with Earl Street bridge at upper left, ca. 1920. The East Seventh car barns were one of two main car stations in St. Paul.

The streetcar system in St. Paul was dominated by the "interurban" lines that linked Minneapolis and St. Paul: the Minneapolis-St. Paul line (on University); Como-Harriet; and Selby-Lake. These lines were also instrumental in building up the streets along which they traveled. As noted previously, the car line on University was laid to Emerald Street and the Minneapolis boundary in 1890, a period when Archbishop Ireland supported the idea of one great city at Midway known as "Paulopolis." While the idea fell from favor when the Cathedral and State Capitol were located near downtown, the streetcar connection represented by the Midway area encouraged the development of commercial uses along the street, as well as the early industrial uses near the Minnesota Transfer Yards. On University, commercial corners developed at nodes where north/south car lines intersected, notably at Rice, Dale and Snelling.⁵⁶ The prominence of University Avenue made it a primary artery between the two communities and it continued to support a variety of activities, including neighborhood and regional commercial, industrial, and highway-oriented land uses later in its history.

Illus. 11

University and Snelling, destined to be a major transportation node, 1922.

The north/south connections, in contrast, tended to serve neighborhood commercial corridors. On the East Side, Payne Avenue developed as a commercial corridor after a viaduct bridged the Omaha and Lake Superior and Duluth Railroad tracks by 1888. A horsecar line, running from Seventh, Lafayette and Minnehaha up Payne, provided the impetus for commercial construction and expansion by 1890.⁵⁷

In general, St. Paul's streetcar system tended to have an east/west focus, with a number of lines. Along with a dominant line such as University was the W. Seventh/E. Seventh line, also a major commercial artery, and a series of lines serving the western half of the city on Thomas, Rondo, Selby, Grand, St. Clair and Randolph. The Selby line, as noted above, was a major interurban line and crossed the river on the Marshall Avenue bridge to connect with the Lake Street corridor in Minneapolis.

The streetcar system fostered both residential and commercial growth in St. Paul prior to 1920. Neighborhoods developed in the Midway, the North End and Frogtown, Como, and throughout the East Side and the West Side in this era. Some neighborhoods originally planned as commuter railroad suburbs later focused on streetcar service. Many streetcar commercial nodes eventually converted to auto-oriented commercial. Just as the railroads connected St. Paul to a hinterland and provided an economic base, the streetcars played an integral role in creating the local transportation connections that built St. Paul. (See the Historic Context for St. Paul Neighborhood Commercial Centers 1874-1960; and Community Development: St. Paul's Worker's Neighborhoods).

Beginning in 1924, the Twin City Rapid Transit Company purchased shares in the Twin City Motor Bus Company, which operated a line along University Avenue between Minneapolis and St. Paul. The company acquired other lines and by 1929 had control of all local bus traffic and had begun to use bus service in place of streetcars on extensions. A decade later, some local rail lines were abandoned and replaced by buses. In 1938 the Merriam Park, Jackson Street and South Robert Street lines were replaced by buses. Most other lines continued through the 1940s. New management took over the Twin City Rapid Transit Company in 1949 and instituted a new policy of wholesale abandonment of streetcars. The last line abandoned in St. Paul was the University Avenue line, which closed down on October 31, 1953.⁵⁸

Illus. 12

Street construction on University Avenue, 1957. The old car barns appear at right with the Montgomery Wards tower visible in the distance.

While motor buses have provided the primary transit mode since the 1950s, current planning in the Twin Cities is focused on the return of light rail in some corridors and commuter rail in others. Although a light rail line is slated for Minneapolis' Hiawatha Corridor, a Central Corridor connection between St. Paul and Minneapolis is under consideration. Proposed commuter rail to St. Cloud, as well as southeast to Hastings, are also being studied. These transportation options may provide impetus for re-use of existing historic transportation resources.

Historic Resources Database

- Como Park Streetcar Station (1917)
1224 Lexington Pkwy. N.
- Street car substation (1917)
36 Concord St. S.
- Mpls & St. Paul Railway Snelling Ave. Paint Shop (ca. 1910)
400 Snelling Ave. N.
- Minneapolis St. Railway Streetcar barn (1891)
2324 University Ave.
- Selby Streetcar Tunnel (1907)
Kellogg Blvd. W.

Recommendations

The transportation corridors and the uses they fostered led to massive buildings that endured years of hard wear. In many cases, the economic need for the buildings changed and those that required a different manufacturing process became outmoded. Because these buildings are large, they present challenges for rehabilitation and new uses. In addition, because they are located in transportation and industrial corridors, these buildings are often subject to redevelopment threats.

Industrial and transportation buildings are not always perceived as being historic or as charming as residences, houses of worship, or commercial buildings. Yet their economic significance and their contributions to building St. Paul are worthy of recognition.

There have been some successes in St. Paul, notably the Lowertown Historic District. Because these buildings were in a favorable location and suitable for new commercial and residential uses, Lowertown is a strong historic district. Portions of the Jackson Street and Como shops have survived, although a number of buildings were lost. Other industrial facilities have been more problematic and been razed in the last decade for redevelopment, new transportation uses, hazardous materials or inability to find suitable re-uses (see Historic Resources Database).

Railroad-Related Historic Resources

Although this context has focused on architectural resources, transportation corridors themselves should be studied for potential designation. The State Historic Preservation Office has identified the main lines of the historic railroads as eligible for the National Register. The HPC should consider whether evaluations of historic railroad lines are appropriate for local designation.

Remaining buildings associated with St. Paul's railroads are worthy of designation, including any buildings not included in the Lowertown Historic District. Two significant railroad bridges, the Omaha Swing Bridge, and the Chicago Great Western Bridge, are worthy of study as significant examples of construction as well as for their railroad associations. The Minnesota Transfer Railway Company Roundhouse is the primary remaining architectural resource related to the transfer yards that were instrumental in development of the Midway, and should be studied for designation.

Industrial Resources

In addition to the threats discussed above, historic industrial buildings are often altered for economic considerations and to enhance efficiency and profitably for the property owners. Although economic considerations are important and should not be overlooked, they should not be used to completely disqualify facilities that are in active use from designation studies. Among the industrial facilities that are worthy of designation study are the 3M Main Plant (a National Register-eligible district); the Hamm's Brewery Complex (National Register-eligible district); and the Jacob Schmidt Brewing Co. The Hamm's Brewery Complex is no longer in use as a brewery and is under some threat from redevelopment activities. Individual buildings for study include the Coca Cola Bottling Co., an example of Streamlined Moderne construction for industrial use. Although altered with a large addition, the Omaha Iron & Brass Factory is a early example of limestone construction that is quite rare and worthy of study.

The Midway

The Midway has a number of buildings that merit designation studies. Some of them were noted in the Historic Resource Database listing in the text. The concentration around University and Raymond avenues merits consideration as a potential local historic district representing the manufacturing concentration in the Midway in the early twentieth century. These buildings should also be studied for their architectural significance and as industrial manifestations of the work of St. Paul architects.

Also worthy of attention along University Avenue in the Midway are any remaining historic resources focused on automobile sales, such as the Midway Chevrolet building noted in the text. Because these facilities are perceived as relatively recent, they are often overlooked. St. Paul has lost many of its early auto rows, such as along Grand Avenue. University Avenue, because it was a main commercial artery, should be carefully studied for other remaining auto-related facilities that may be worthy of designation.

Streetcar-related Resources

Many of the early streetcar-related resources, such as the Snelling Avenue shops, have been adapted for use by motor bus over the last 50 years. The Snelling shops are historically significant as the central station for St. Paul streetcars and as a bus facility for the past half century. These shops, however, have long been planned for demolition and replacement in a more central location in the city. Because so few facilities remain and a major facility is slated for demolition, the HPC should consider all remaining streetcar-related facilities, including the Selby Streetcar Tunnel, to determine which may be eligible for designation.

Notes

¹ Henry A. Castle, *History of St. Paul and Vicinity*, 3 vols. (Chicago and New York: The Lewis Publishing Co., 1912), I: 219-220, 228.

² Gen. C. C. Andrews, ed., *History of St. Paul, Minnesota*. (Syracuse: D. Mason & Co., Publishers, 1890), 412-414.

³ Andrew J. Schmidt [The 106 Group], Documentation of Effects for the Westminster Junction Historic District and Hamm's Brewery Historic District Proposed Phalen Boulevard I 35E to Johnson Parkway Ramsey County, Minnesota, 1999. Copy on file in St. Paul, State Historic Preservation Office. P. 6.

⁴ Garneth O. Peterson [Landscape Research], *Historic Resources in the Southeast Minneapolis Industrial Area*. (Prepared for Minneapolis Community Development Agency, 1997), 9. See also John Lauber, "A Trail of Two Cities: The Impact of Transportation on the Development of the Midway Area, 1847-1960." In Phase I and II Cultural Resource Investigations of the Central Corridor: Minneapolis, Hennepin County and St. Paul, Ramsey County. BRW, Inc. and Hennepin and Ramsey County Regional Rail Authorities, 1995. Chapter 8, Historic Contexts.

⁵ Robert M. Frame, *James J. Hill's Saint Paul: A Guide to Historic Sites*. (St. Paul: James Jerome Hill Reference Library, 1988), 6-7.

⁶ Frame, 27.

⁷ Andrews, 415-417.

⁸ Patricia Murphy, Northern Pacific Railway Company's Como Shops Historic District. National Register of Historic Places Inventory--Nomination Form, 1982. Copy on file in St. Paul, State Historic Preservation Office.

⁹ *Ibid.*, 8: 10-12.

¹⁰ *Ibid.*

¹¹ Castle, 223.

¹² *Ibid.*, 223-224; H. Roger Grant, " 'Minnesota's Good Railroad': The Omaha Road." *Minnesota History* 57/4 (Winter 2000-2001): 200.

¹³ Andrews, 418; J. Fletcher Williams, *A History of the City of Saint Paul to 1875*. (St. Paul: Minnesota Historical Society Press, 1876; Borealis Reprint, 1983): 443.

¹⁴ Grant, 200.

¹⁵ Patricia Murphy and Susan Granger, Lowertown Historic District, National Register of Historic Places Inventory--Nomination Form, 1981. Copy on file in St. Paul, State Historic Preservation Office.

¹⁶ Lauber, 8-5.

¹⁷ Castle, 225; Nicholas Westbrook, ed. *A Guide to the Industrial Archeology of the Twin Cities*. (St. Paul: Society for Industrial Archeology, 1983), 27-28.

¹⁸ Dorothy Brainard Kunz, *St. Paul: Saga of an American City*. (Woodland Hills, CA: Windsor Publications, Inc., 1977), 41-42; Murphy and Granger, Lowertown, 7-10.

¹⁹ Lauber, 8-7 to 8-8.

²⁰ Andrews, 421.

²¹ Lauber, 8-7 to 8-9.

²² Murphy and Granger, Lowertown, 8-4.

²³ Josiah B. Chaney, "Early Bridges and Changes of the Land and Water Surface in the City of St. Paul." *Collections of the Minnesota Historical Society* XII (Dec. 1908): 136-137.

²⁴ Murphy and Granger, Lowertown, 8-5, 8-6.

²⁵ See Murphy and Granger, Lowertown National Register nomination for information on properties in the District.

²⁶ "Lower Town Transformed in Development of City," *Saint Paul Pioneer Press*, May 31, 1903.

²⁷ Bell, 7, 10.

²⁸ See The 106 Group, Burlington Northern Region Trail Cultural Resources Survey, Minnesota Mining and Manufacturing (3M) Historic Structures Survey, 1994. Copy on file in St. Paul, State Historic Preservation Office.

²⁹ See "Located at Last," *St. Paul Pioneer Press*, April 1, 1892.

³⁰ Thomas Zahn and associates, Omaha Iron and Brass Foundry draft local heritage preservation nomination form, 1993. On file with St. Paul HPC.

³¹ Gary J. Brueggemann, "Beer Capital of the State--St. Paul's Historic Family Breweries." *Ramsey County History* 16/2 (1980): 10-11.

³² Brueggemann, 12-13;

-
- ³³ Andrew J. Schmidt [The 106 Group], Documentation of Effects for the Westminster Junction Historic District and Hamm's Brewery Historic District Proposed Phalen Boulevard I 35E to Johnson Parkway Ramsey County, Minnesota, 1999. Copy on file in St. Paul, State Historic Preservation Office.
- ³⁴ Twin City Business University, "Map of the Great Midway Manufacturing-Industrial-Educational-Residential Center," 1923; Minnesota Historical Society collections.
- ³⁵ Ibid.
- ³⁶ "Growth of Midway is Epic Story of Minnesota's Big Men in Action," *The Midway Salesway* 3/30 (August 7, 1925): 3.
- ³⁷ Ibid.
- ³⁸ Lauber, 8-10.
- ³⁹ Lauber, 8-11.
- ⁴⁰ St. Paul HPC, Ramsey County Historical Society(RCHS), Historic Sites Survey Site Form. All forms are on file in St. Paul at the Ramsey County Historical Society, the St. Paul HPC, and the State Historic Preservation Office.
- ⁴¹ Jane McClure, "The Midway Chamber and Its Community: The Colorful History of an 'Unparalleled Feature.'" *Ramsey County History* 29/3 (Fall 1994): 12.
- ⁴² Lauber, 8-12.
- ⁴³ HPC, RCHS, Historic Sites Survey Form.
- ⁴⁴ HPC, RCHS, Historic Sites Survey Form. See also *The Midway Salesway* for ads for these businesses.
- ⁴⁵ "Griggs, Cooper & Co.'s New Midway Factory to Be Model Plant," *St. Paul Pioneer Press*, October 29, 1911.
- ⁴⁶ Patricia Murphy, Krank Building National Register of Historic Places Inventory--Nomination Form, 1982. Copy on file in St. Paul, State Historic Preservation Office.
- ⁴⁷ HPC, RCHS, Historic Sites Survey Forms.
- ⁴⁸ Ibid.
- ⁴⁹ Ibid.
- ⁵⁰ Andrews, 423; Russell L. Olson, *The Electric Railways of Minnesota*. (Hopkins, MN: The Minnesota Transportation Museum, Inc., 1976), 32.
- ⁵¹ Alan R. Lind, *Twin City Rapid Transit Pictorial*. (Park Forest, IL: Transport History Press, 1984), 11.
- ⁵² Olson, 34-35.
- ⁵³ Ibid., 35-38.
- ⁵⁴ Ibid., 41, 52.
- ⁵⁵ Lind, 38, 87.
- ⁵⁶ Ibid., 35-37; McClure, 5-6.
- ⁵⁷ Garneth O. Peterson [Landscape Research], "The Historic Payne Avenue Business District." (Prepared for East Side Neighborhood Development Co., 1999), 5-7.
- ⁵⁸ Lind, 89-94.

TRANSPORTATION CORRIDORS PROPERTY LIST: FROM ST. PAUL HISTORIC RESOURCES DATABASE

2/01 DRAFT

PROPERTY NAME	ADDRESS	ARCH/BLDR	Date Built	NRHP	DOE/Dist	Inventory Number
Omaha Iron & Brass Factory	626 Armstrong Ave. W		1890			RA-SPC-0121
Aurora Sash & Door Company	1048-52 Aurora Ave. W		1914			RA-SPC-0238
Tighe Building	364-382 Broadway St. N	J. Walter Stevens	1902	Y		RA-SPC-0388
Allen Building Annex	417 Broadway St. N		1915	Y		RA-SPC-0389
Murphy Transfer Company	480-504 Broadway St. N		1927			RA-SPC-0390
3M Main Plant Historic District	900 Bush Ave.		1914-1948		Y	RA-SPC-0449
3M Main Plant HD, Bldg. 1	900 Bush Ave. E		1910		Y	RA-SPC-0450
3M Main Plant HD, Bldg. 3	900 Bush Ave. E		1922		Y	RA-SPC-0451
3M Main Plant HD, Bldg 7	900 Bush Ave. E		1945		Y	RA-SPC-0452
3M Main Plant HD 18	900 Bush Ave. E		1933		Y	RA-SPC-0453
3M Main Plant HD 24	900 Bush Ave. E		1909		Y	RA-SPC-0454
3M Main Plant HD 21	900 Bush Ave. E		1941		Y	RA-SPC-0455
Walter A. Wood Harvester Co.	1912 Case Ave. E					RA-SPC 0547
railroad building	xxx Chestnut St.		ca. 1910			RA-SPC-0611
Anheuser Busch Building	178 Chestnut St. S	Odilon L. Rheame	1903			RA-SPC-0612
St. Paul Foundry Company (razed)	550 Topping St.	Clarence H. Johnston, Sr.	1901		Y	RA-SPC-0695
St. Paul Foundry Company(razed)	550 Topping St.		ca. 1885-1900		Y	RA-SPC-0696
Como Park Streetcar Station	1224 Lexington Pkwy. N		1905		Y	RA-SPC-0773
St. Paul Stove Works	555 Concord St. E	E.P. Bassford	1891-1908			RA-SPC-0789
street car substation	36 Concord St. S	W.J. Smith	1917			RA-SPC-0790
Office and Store Room	1269 DeCourcy Dr.		1885	Y		RA-SPC-1017
Blacksmith Shop	1269 DeCourcy Dr.		1885	Y		RA-SPC-1018
New Car Shop and New Car Shop Addition	1269 DeCourcy Dr.		1901, 1911	Y		RA-SPC-1019

PROPERTY NAME	ADDRESS	ARCH/BLDR	Date Built	NRHP	DOE/Dist	Inventory Number
Woodworking and Car Shop 1269 DeCourcy Dr.	1885		Y		RA-SPC-1020	
Transfer Table	1269 DeCourcy Dr.		1902	Y		RA-SPC-1021
Laboratory	1269 DeCourcy Dr.		1913	Y		RA-SPC-1022
Paint Shop and Paint Shop Add.	1269 DeCourcy Dr.		1885, 1911	Y		RA-SPC-1023
Record Storage Building	1269 DeCourcy Dr.		1913	Y		RA-SPC-1024
Coal and Iron House (razed)	1269 DeCourcy Dr.		1885			RA-SPC-1025
Freight Car Repair Shop (razed)	1269 DeCourcy Dr.		1885			RA-SPC-1026
Lavatory (razed)	1269 DeCourcy Dr.		1885			RA-SPC-1027
Paint Storage Building (razed)	1269 DeCourcy Dr.		1911			RA-SPC-1028
Compounds Building (razed)	1269 DeCourcy Dr.		ca. 1913			RA-SPC-1029
Sandblast House (razed)	1269 DeCourcy Dr.		1927			RA-SPC-1030
Store Department Warehouse (razed)	1269 DeCourcy Dr.		1960s			RA-SPC-1031
Bridge and Building Storage Shed (razed)	1269 DeCourcy Dr.		ca. 1950			RA-SPC-1032
Three Car Garage (razed)	1269 DeCourcy Dr.		ca. 1950			RA-SPC-1033
Northern Pacific Railway Company's Como Shops Historic District	1269 DeCourcy Dr.		1885-1960's	Y		RA-SPC-1034
Farwell, Ozmun & Kirk Co.	104-105 Fillmore St. W		ca. 1912			RA-SPC-1284
Thompson Lumber Yard	2563 Franklin Ave. W	O.W. Johnson	1920			RA-SPC-1304
Northwestern Twine & Cordage Co. (razed)	555 Front Ave. W		ca. 1888		Y	RA-SPC-1402
Security Wholesale Grocery Co.	321 Grove St. E	Leonard Johnson	1945			RA-SPC-1644
Ramer Candy Company	367-377 Grove St. E	Clarence H. Johnston, Sr.	1919			RA-SPC-1645
R.E. Cobb Produce Co.	415 Grove St. E		1929			RA-SPC-1646
Minnesota By Products Coke Co. (razed)	1000 Hamline Ave. N		1916			RA-SPC-1694

PROPERTY NAME	ADDRESS	ARCH/BLDR	Date Built	NRHP	DOE/Dist	Inventory Number
Hamm's Brewery Complex	707 Minnehaha Ave. E		ca. 1882		Y	RA-SPC-2926
Northern Pacific Warehouse	308 Prince St.		1907-1908			RA-SPC-3008
Chicago, St. Paul, Minneapolis & Omaha Shops (razed)	560 Randolph Ave. W.		ca. 1882-1895			RA-SPC-3107
American Manufacturing Co. (razed)	63 Robert St. S.		ca. 1887-1930			RA-SPC-3178
Illinois Glass Company (razed)	149 Robert St. S.	Buechner & Orth	1907			RA-SPC-3179
factory/ warehouse	151-157 Robert St. S.	J. Walter Stevens	ca. 1910			RA-SPC-3180
DeCoster & Clark Company	241 Robert St. S.		1887			RA-SPC-3181
warehouse	243 Robert St. S.		ca. 1900			RA-SPC-3182
Economy Sheet Metal Company	ca. 1373 Selby Ave. W.		1924			RA-SPC-3287
Harvest States Grain Elevator Complex	266 Shepard Rd. W.		1916		Y	RA-SPC-3321
Minneapolis & St. Paul Railway Snelling Ave. Paint Shop	400 Snelling Ave. N.		ca. 1910			RA-SPC-3422
St. Paul Linseed Oil Company (razed)	43 Starkey St.		ca. 1880-1881			RA-SPC-3522
industrial property	46 Starkey St. S.		ca. 1900			RA-SPC-3523
Central Warehouse Company	2210 Territorial Rd. W.		1916			RA-SPC-3856
Minnesota Milk Company	370-380 University Ave. W.	Chas. Berger/Chas. Hausler	1912/ 1932			RA-SPC-3877
Ingvolstad Lumber Company	601 University Ave. W.		1925			RA-SPC-3884
Spott and Cunningham Oil Station	703 University Ave. W.		1923			RA-SPC-3888
Owens Motor Company	709 University Ave. W.		1934			RA-SPC-3889
gas station	741 University Ave. W.		1917			RA-SPC-3890
Curtis Printing Company	1000-1010 University Ave. W.	J. Walter Stevens	1912-1945			RA-SPC-3898
auto sales and service	1013 University Ave. W.		ca. 1945			RA-SPC-3899
Central Supply Company	1210 University Ave. W.	Toltz, King & Day	1923			RA-SPC-3902

PROPERTY NAME	ADDRESS	ARCH/BLDR	Date Built	NRHP	DOE/Dist	Inventory Number
St. Paul Casket Company	1222 University Ave. W.	Allen Stem	1922			RA-SPC-3903
Midway Chevrolet	1389-1399 University Ave. W.		1928/ 1947			RA-SPC-3904
Montgomery Ward & Co. (razed)	1400 University Ave. W.	Lockwood Green & Co	1920			RA-SPC-3905
Brown, Blodgett and Sperry Co.	1745 University Ave. W.	C.H. Johnston, Sr.	1916			RA-SPC-3922
Griggs & Cooper Company	1821 University Ave. W. (also 541 Wheeler Ave. N.)	Toltz Engineering Co.	1911			RA-SPC-3923
Northwest Sanitary Supply	1845 University Ave. W.		1939			RA-SPC-3924
Krank Building	1885 University Ave. W.	Toltz, King & Day	1926	Y		RA-SPC-3927
Minnesota Transfer Railway (razed)	2021 University Ave. W.		ca. 1910			RA-SPC-3928
Twin City Plate Glass Co. (razed)	2218 University Ave. W.	Werner Wittkamp	1917/1930			RA-SPC-3932
Wright, Barrett, Stillwell Building	2233 University Ave. W.	J. W. Stevens	1912			RA-SPC-3933
Louis F. Dow Company	ca. 2300 University Ave. W.		ca. 1920			RA-SPC-3935
Minneapolis Street Railway Co. Streetcar Barns	2324 University Ave. W.	Charles Ferron	1891			RA-SPC-3936
Simmons Manufacturing Co.	2341 University Ave. W.	Buechner & Orth	1909			RA-SPC-3937
Red Wing Stone Wall Company	2345 University Ave. W.		1930			RA-SPC-3938
Northwestern Furniture Exposition Company	2356-2362 University Ave. W.	Buechner & Orth	1906			RA-SPC-3939
Twin City State Bank	2388 University Ave. W.		1914			RA-SPC-3940
Upham Building	2389-2401 University Ave. W.	Ellerbe & Round	1910			RA-SPC-3941
M. Burg & Sons, Company	2402-2414 University Ave. W.	W.R. Wilson & L.F. Dow	1917			RA-SPC-3942
Minneapolis-St. Paul Building	2429 University Ave. W.		1909			RA-SPC-3943
Brown-Jaspers Store Fixtures	2441 University Ave. W.	Bertrand Chamberlain	1930			RA-SPC-3944
Overland Stoves Company	2572 University Ave. W.	Mills, Rhines, Bellman & Nordhoff	1915			RA-SPC-3945
office building	2610 University Ave. W.		ca. 1925			RA-SPC-3946
Fleischmann Company (razed)	2631 University Ave. W.	C.H. Jackson	1921			RA-SPC-3947

Illustration 1.

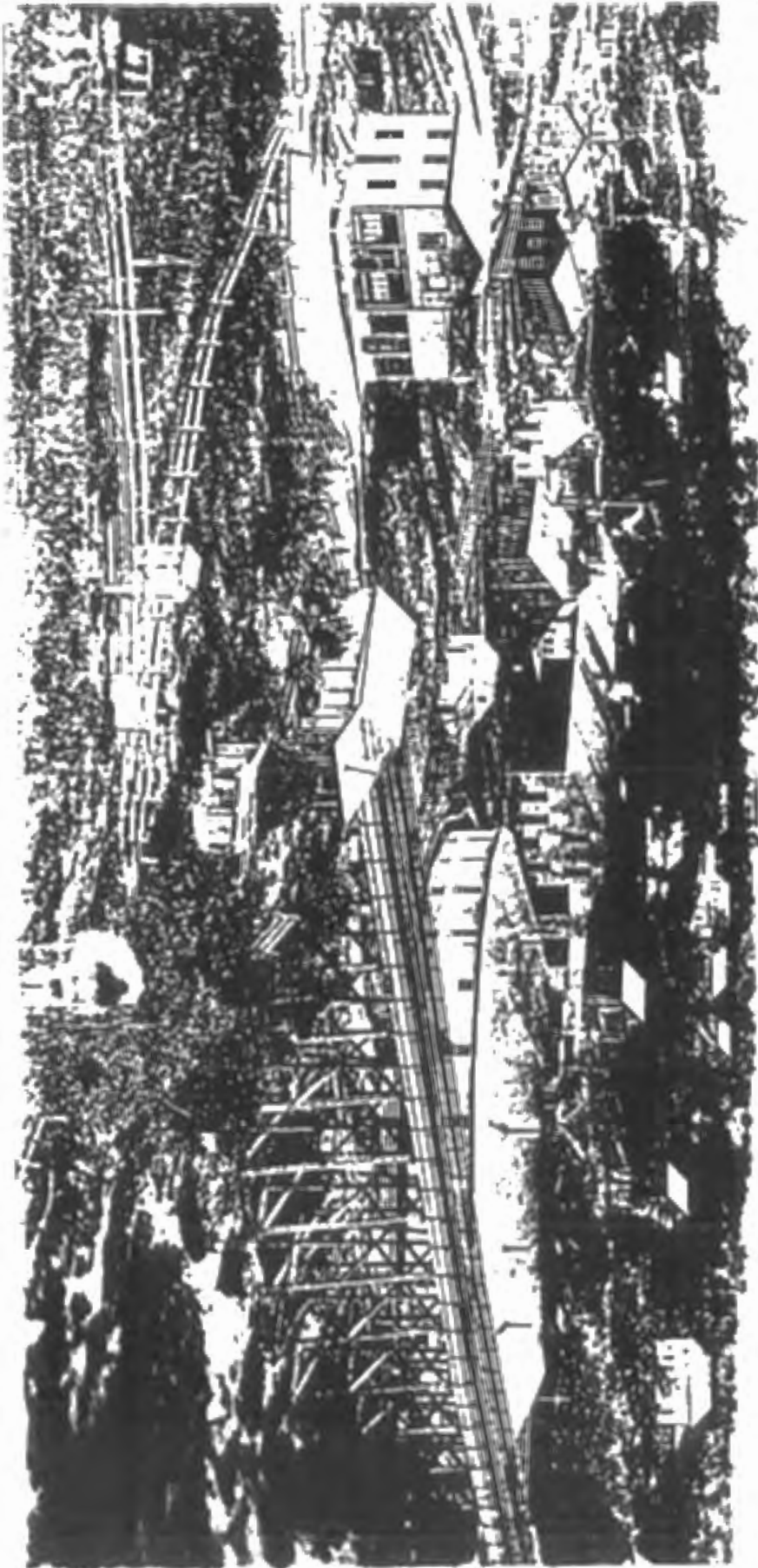
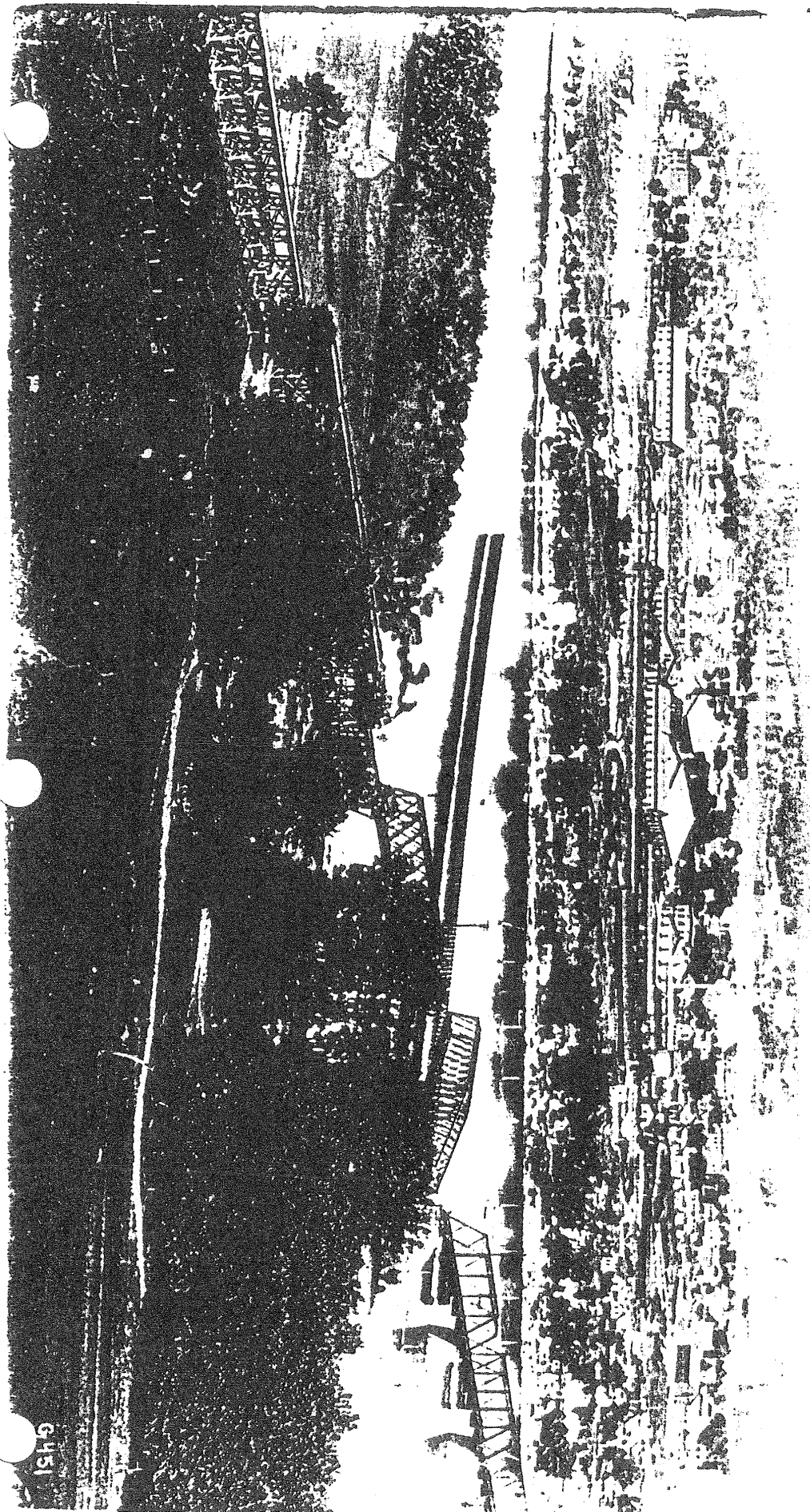


Illustration 2.



6451

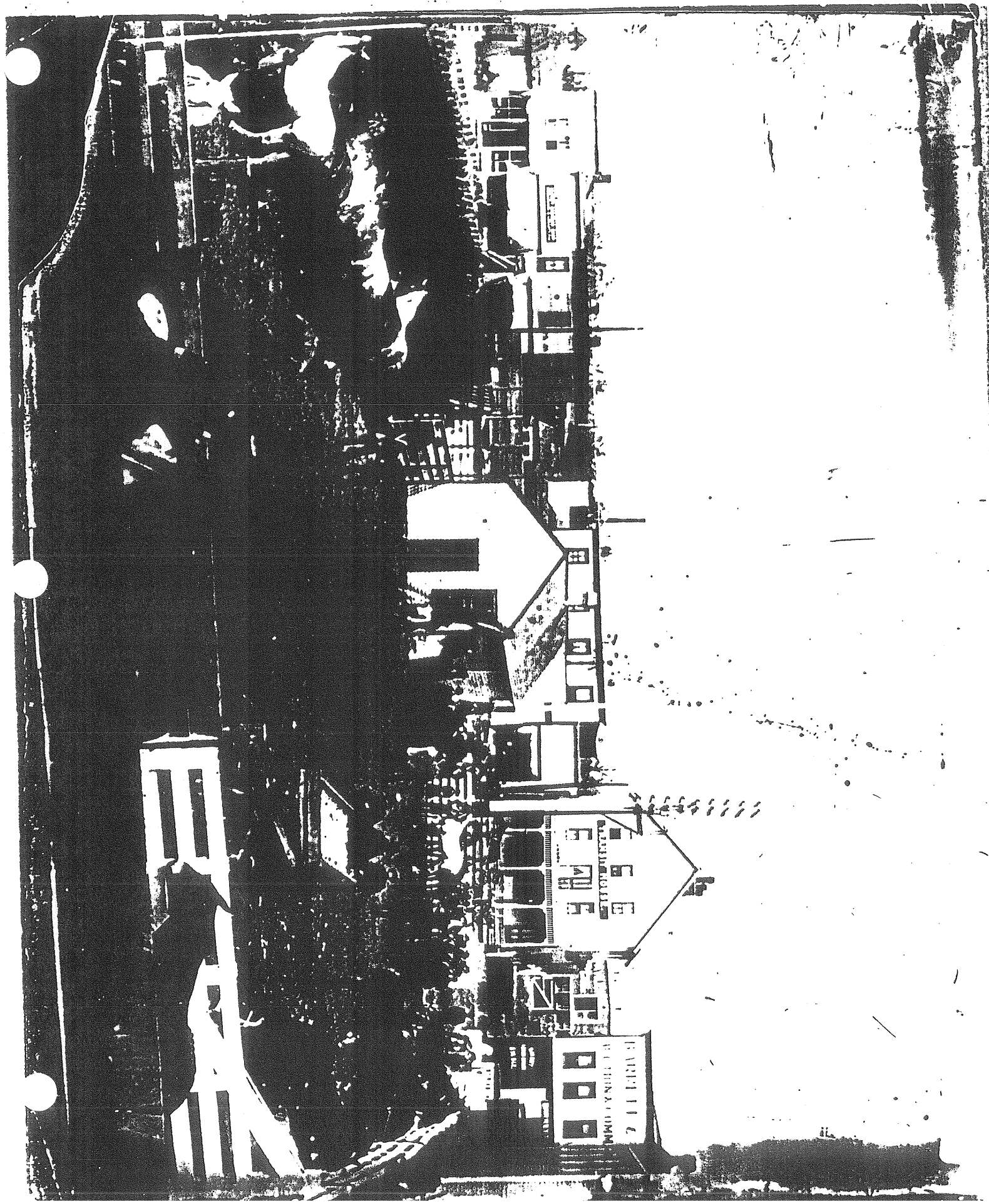
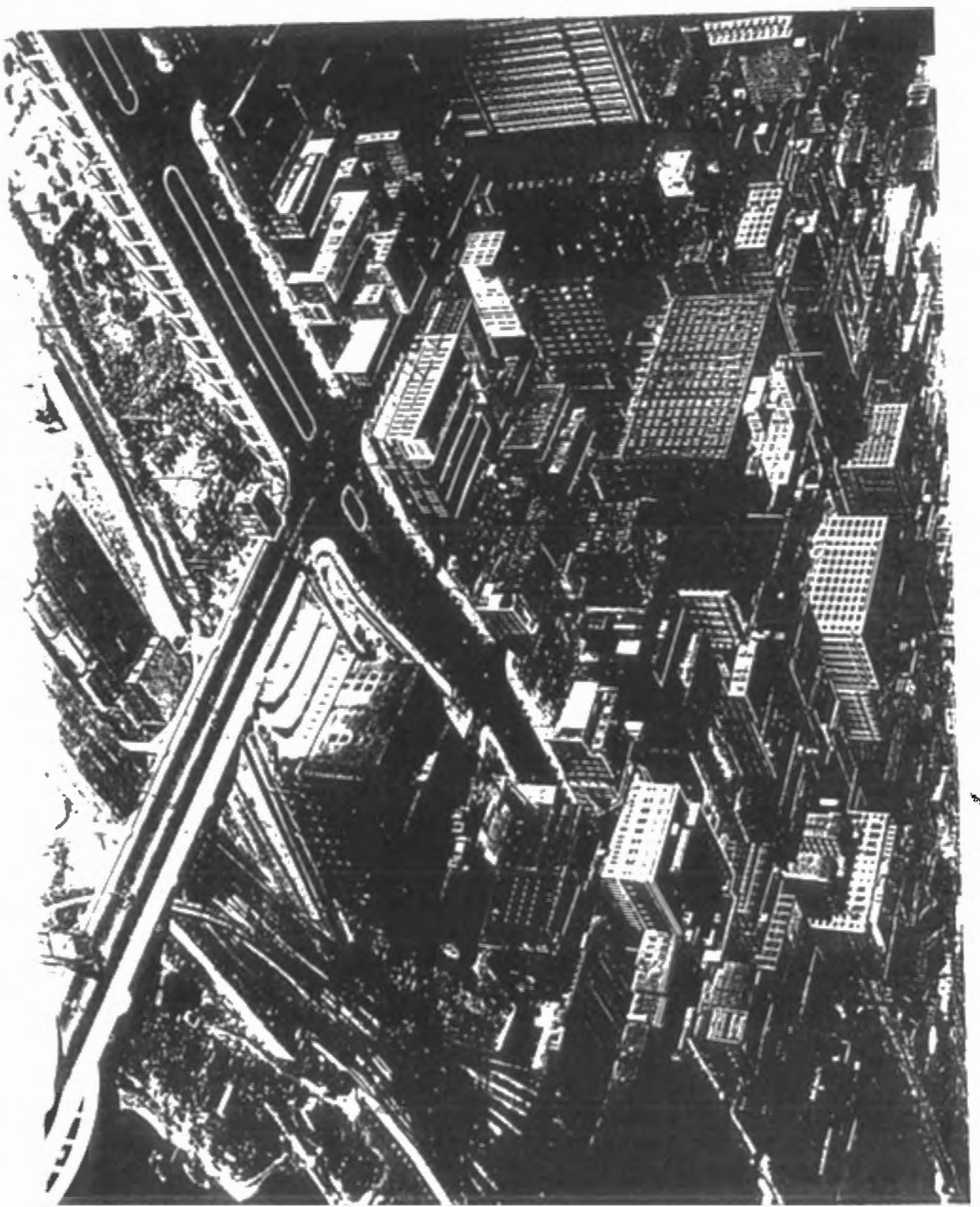
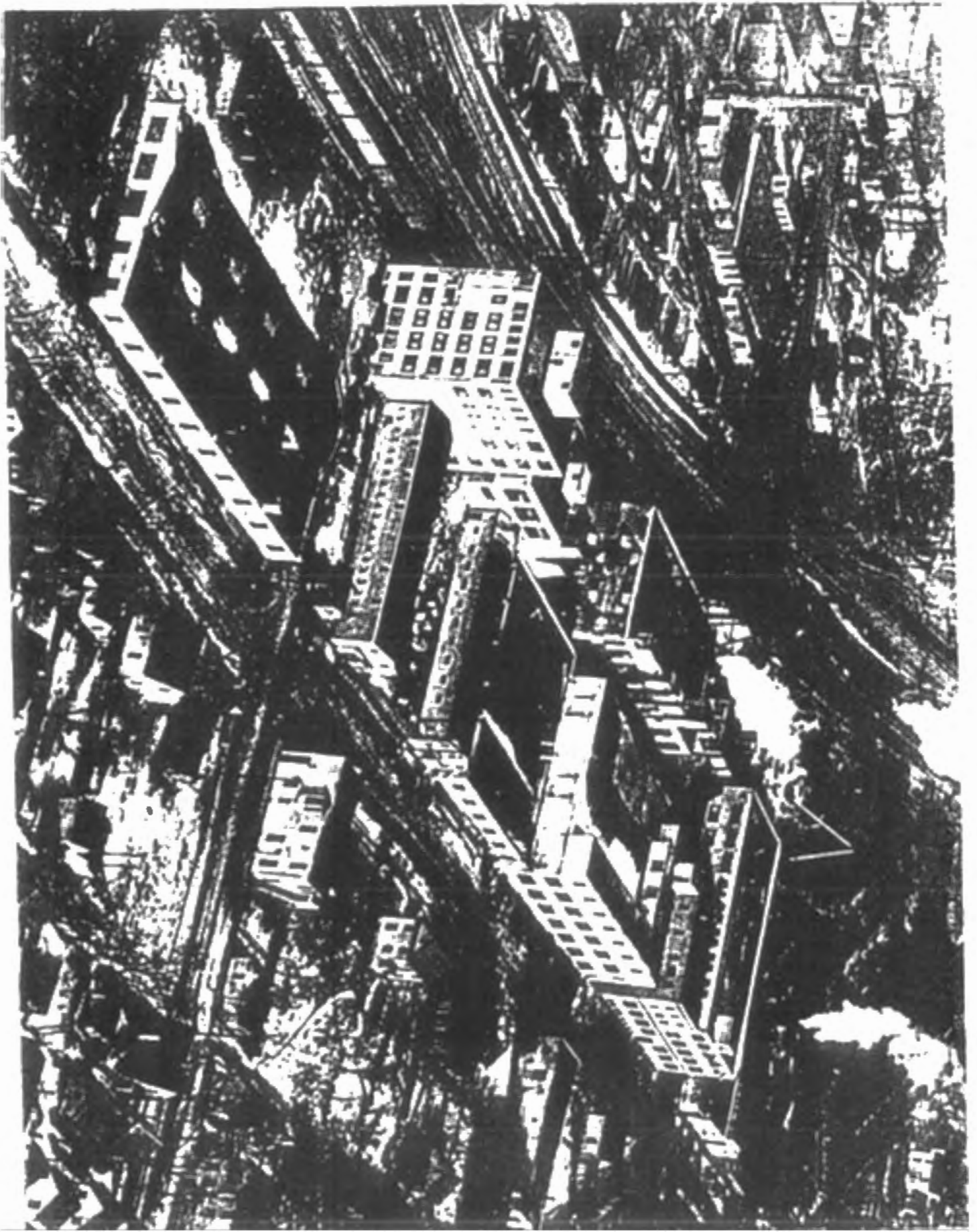


Illustration 4.





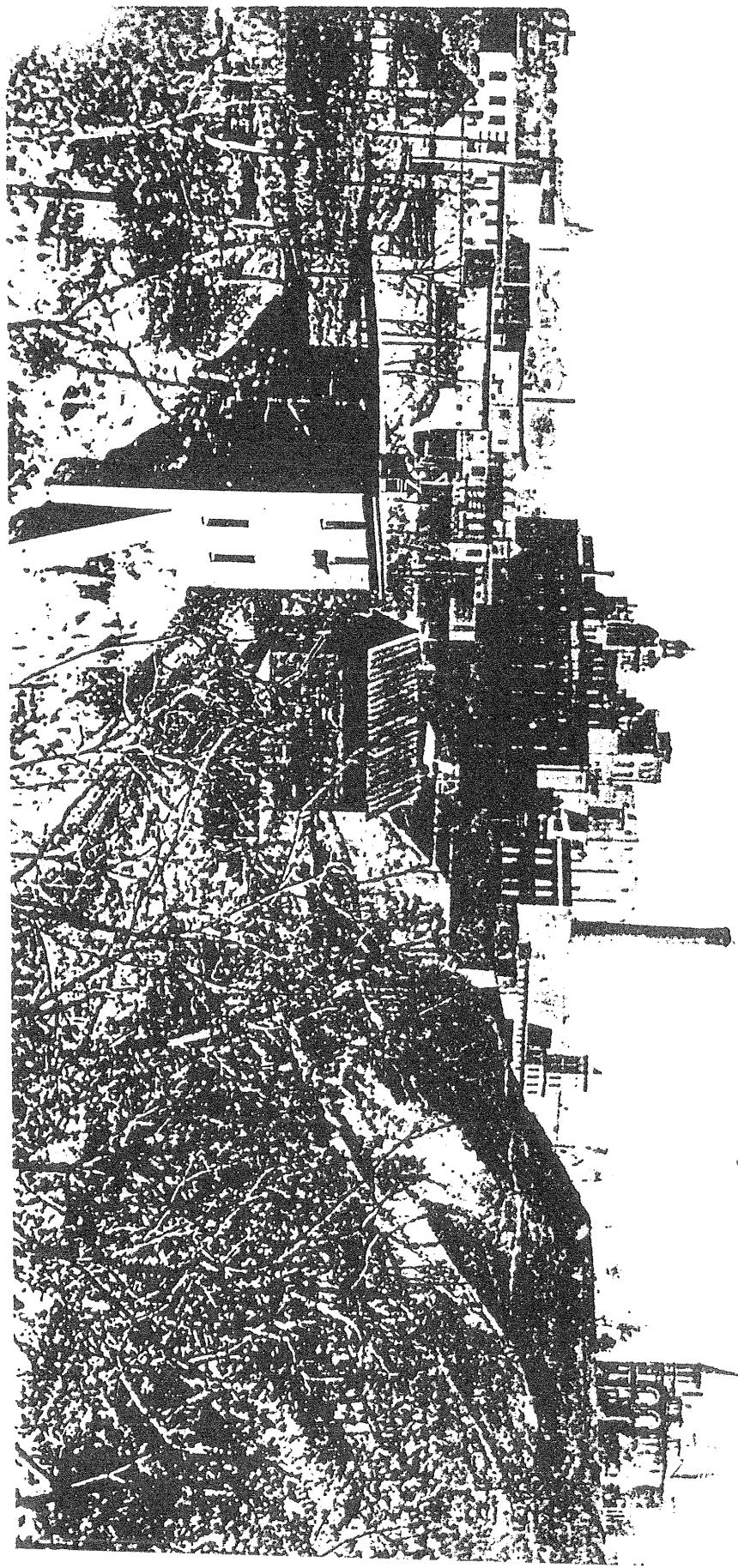
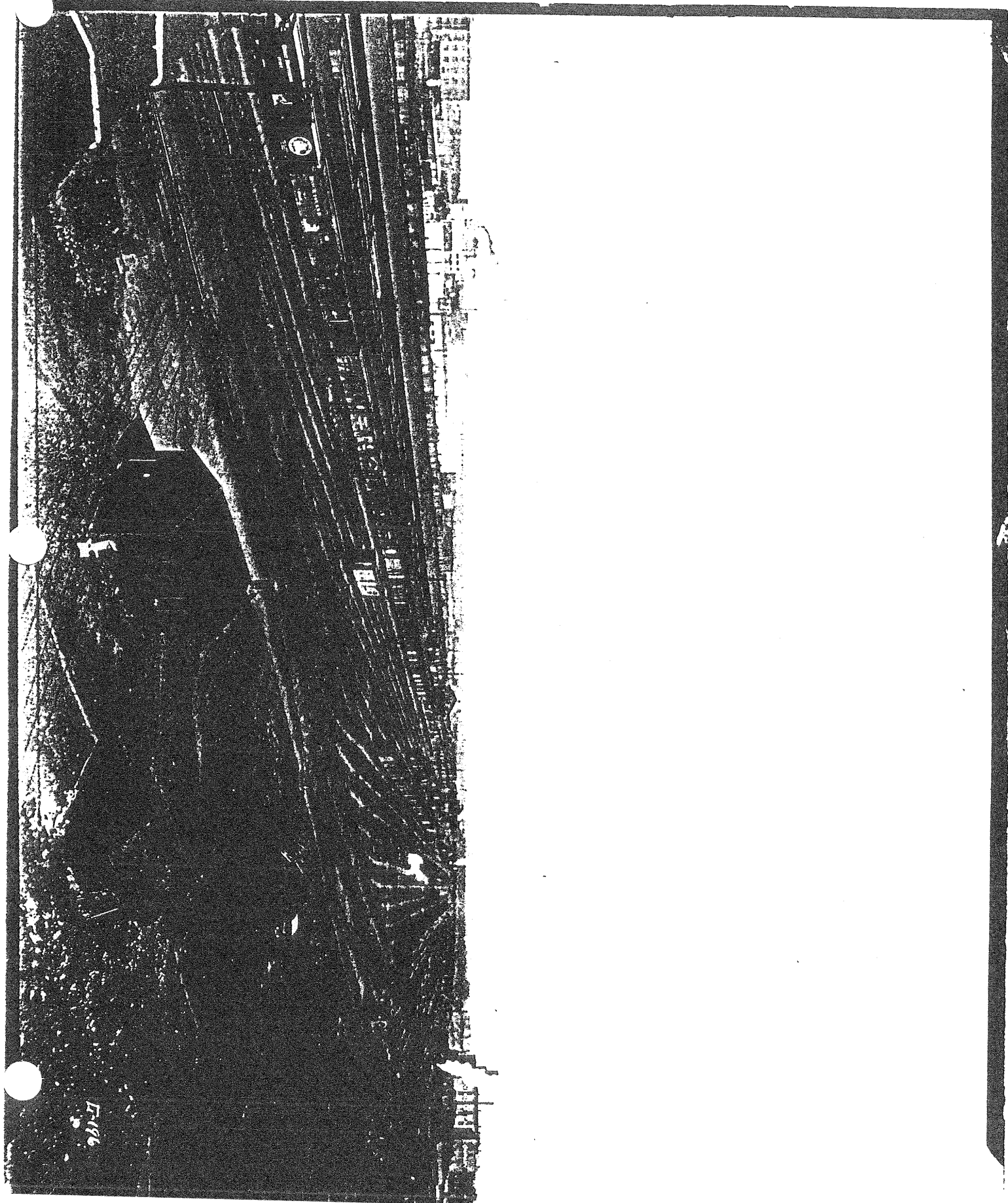


Illustration 7.



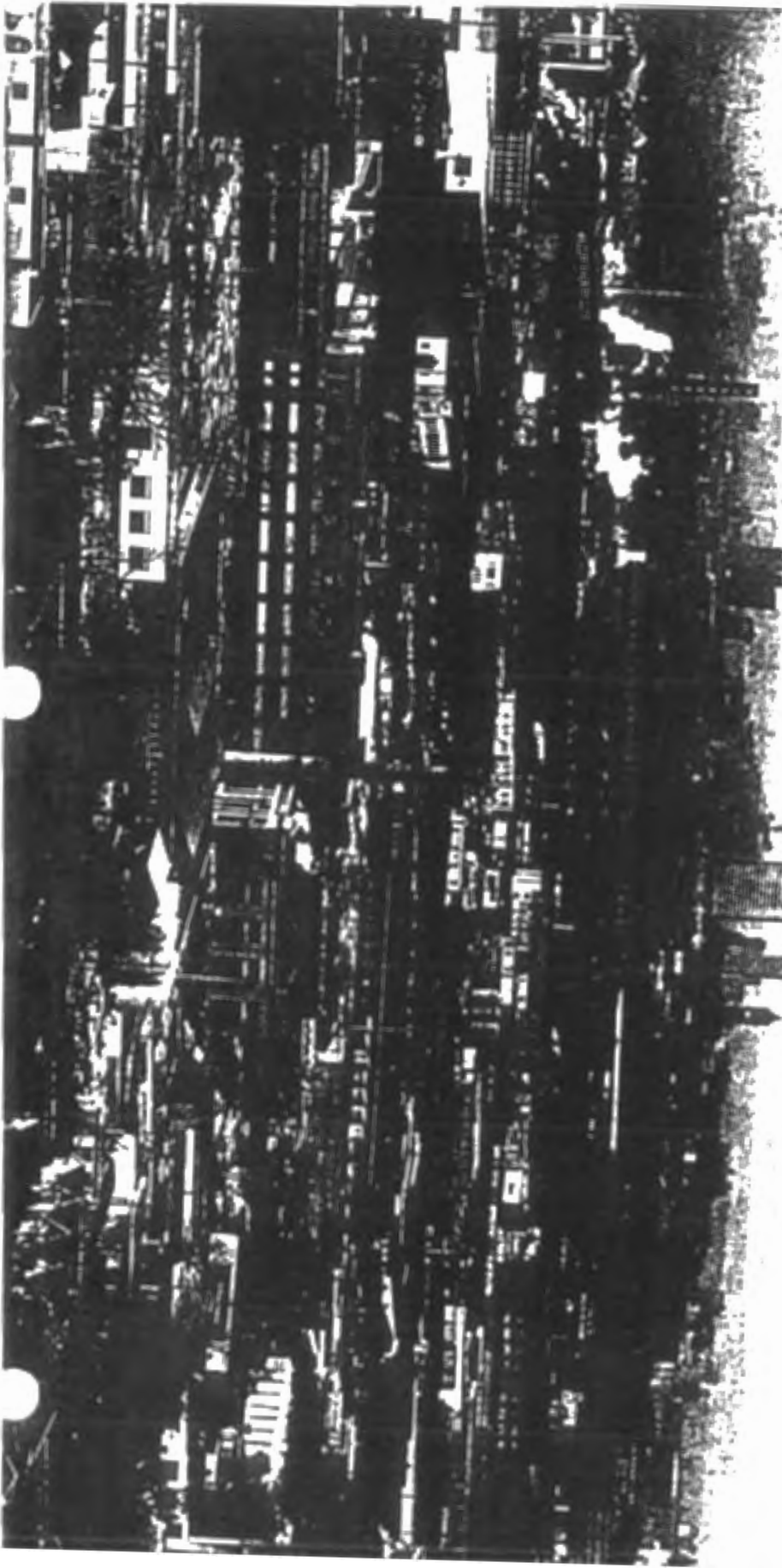


Illustration 9.

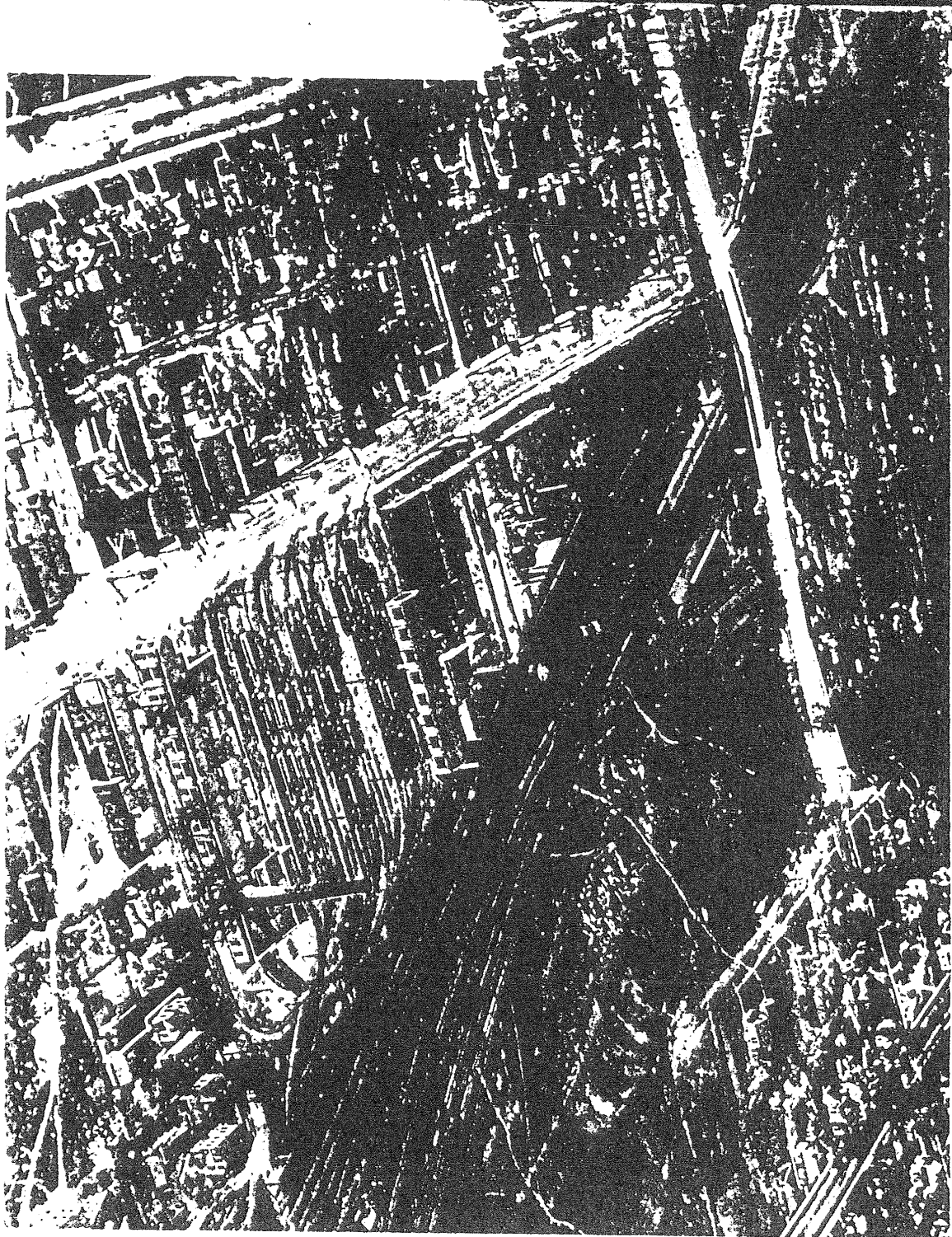
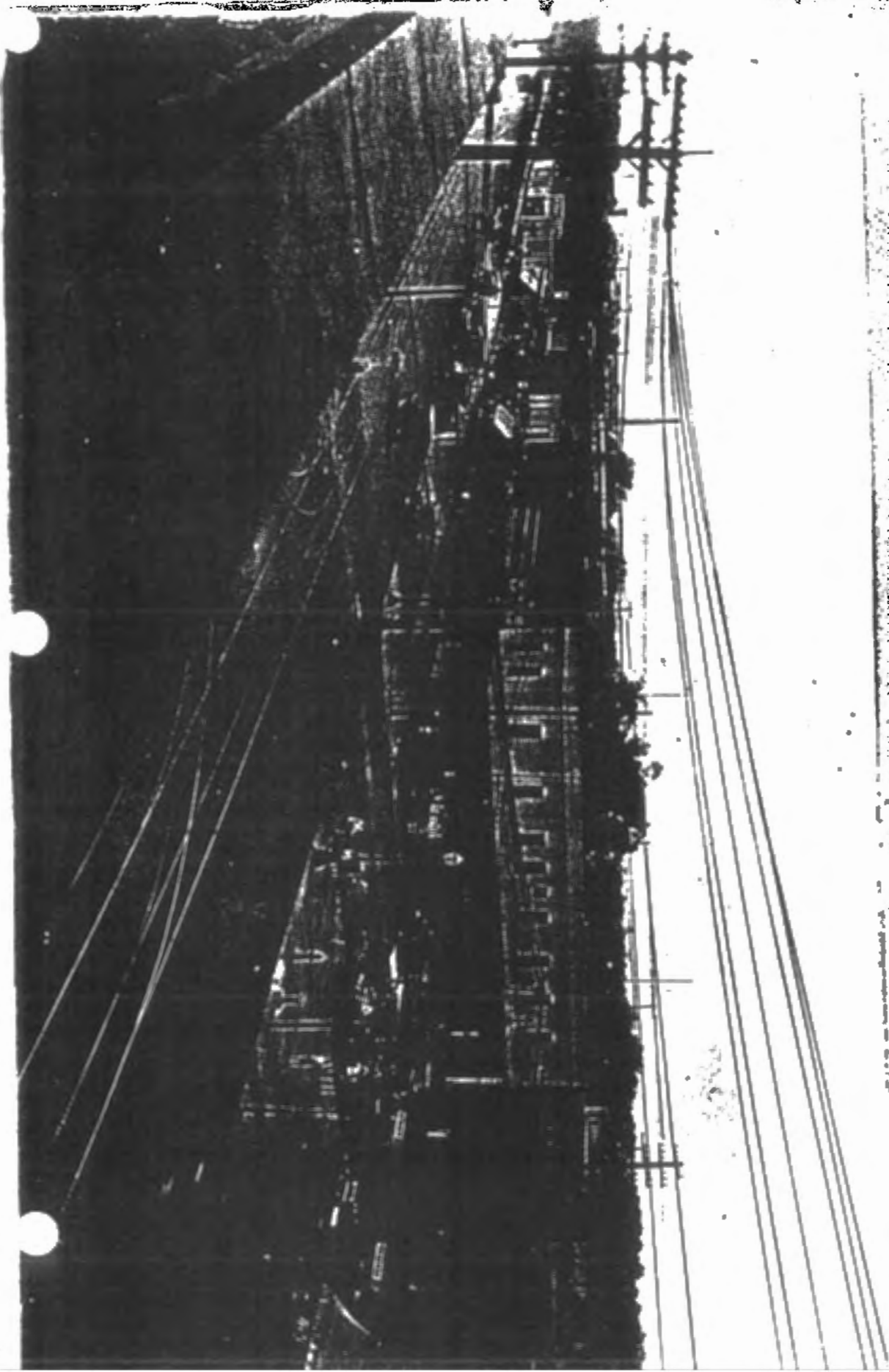


Illustration 11.



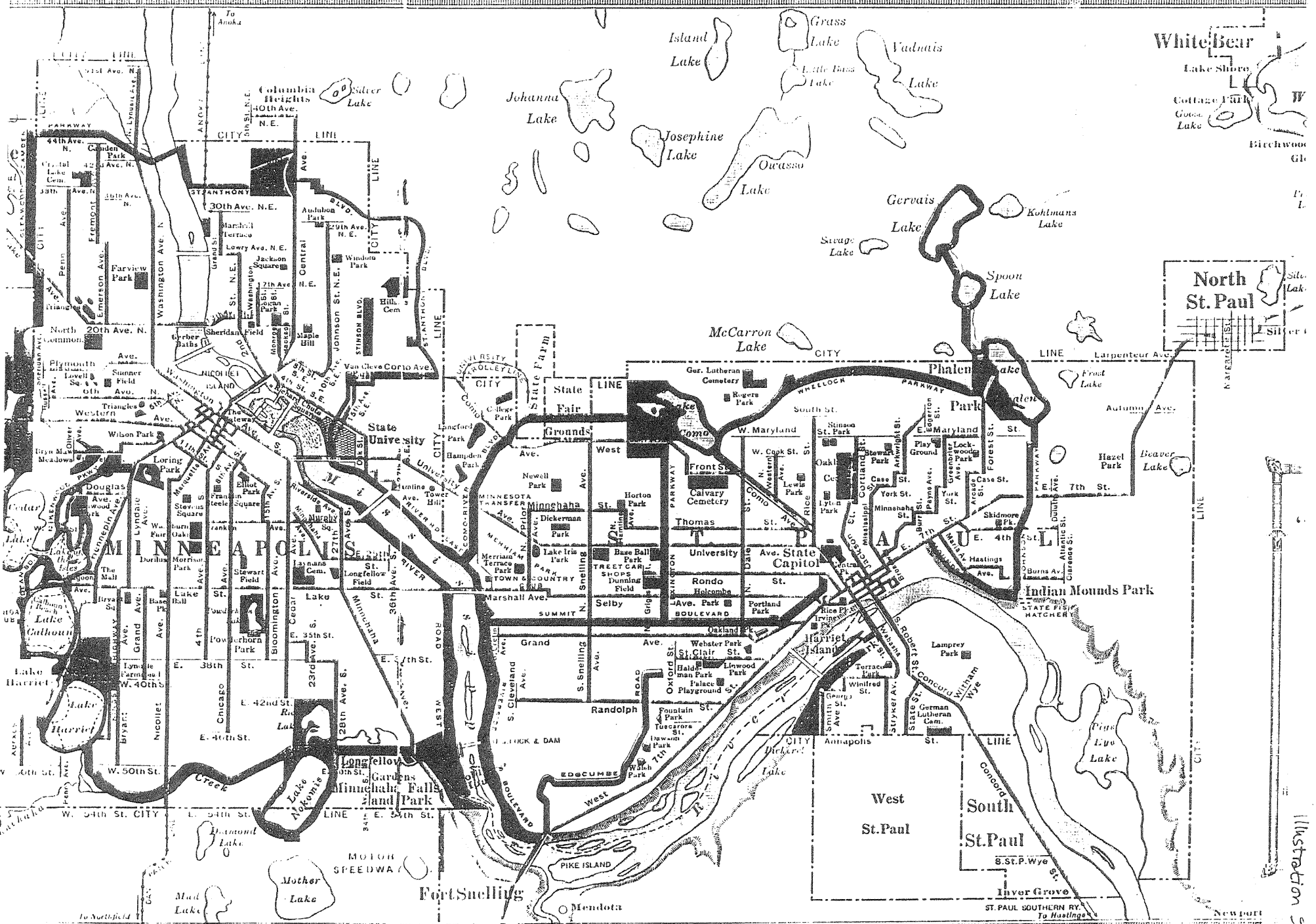


Illustration 5

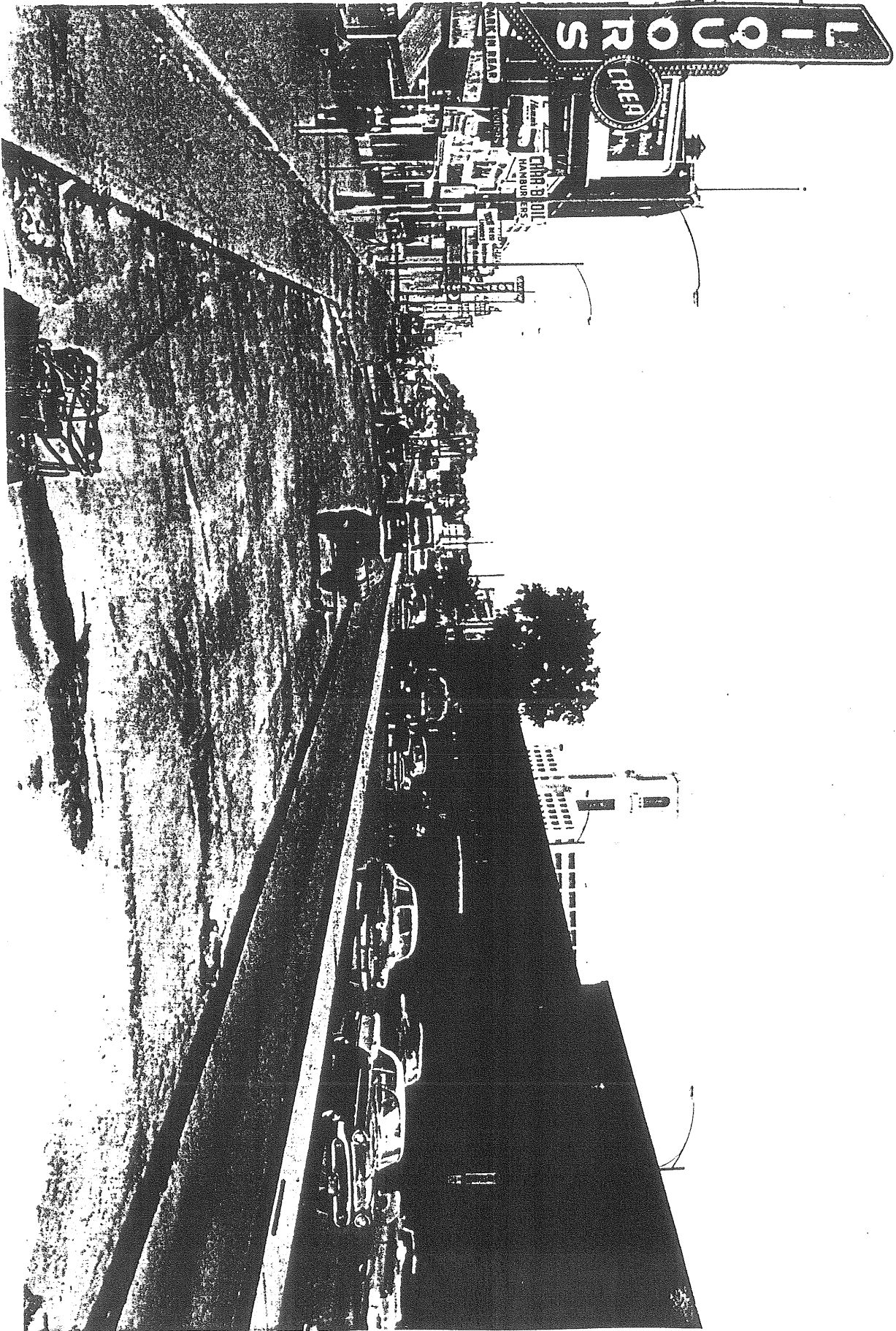


Illustration 12.