

**HAMLIN – MIDWAY NEIGHBORHOOD HISTORIC
RESOURCES RECONNAISSANCE SURVEY
SAINT PAUL, RAMSEY COUNTY, MINNESOTA**

Summit Project No. 2152–0002

Authorized and Sponsored by:
Saint Paul Heritage Preservation Commission and the Department of Planning
and Economic Development

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1.0 INTRODUCTION

The activity that is the subject of this historic resource survey report has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior. However, the contents and opinions expressed in this document do not necessarily reflect the views or policies of the Department of the Interior, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior.

This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, the U. S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, or disability in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above, or if you desire further information, please write to: Office for Equal Opportunity, U.S. Department of the Interior, National Park Service, 1849 C St., NW, Washington, D.C. 20240.

Funding for the Hamline-Midway Reconnaissance Survey is as follows:

- 62.5% of the total cost of the Hamline-Midway Reconnaissance Survey is financed with Federal money. A \$25,000 Certified Local Government Grant (CLG) has been awarded to the City of Saint Paul, Department of Planning and Economic Development to fund the Hamline-Midway Reconnaissance Survey.
- 37.5 % of the funding for the Hamline-Midway Reconnaissance Survey is provided through a \$15,000 cash-match from the City of Saint Paul, Department of Planning and Economic Development.

Summit Envirosolutions, Inc. would like to thank: the City of Saint Paul Heritage Preservation Commission (HPC) and its staff in the Department of Planning and Economic Development (PED); the Hamline University Neighborhood Advocacy Council (HUNAC); and finally, local historian Krista Finstad Hanson.

Figure 1. Project Location

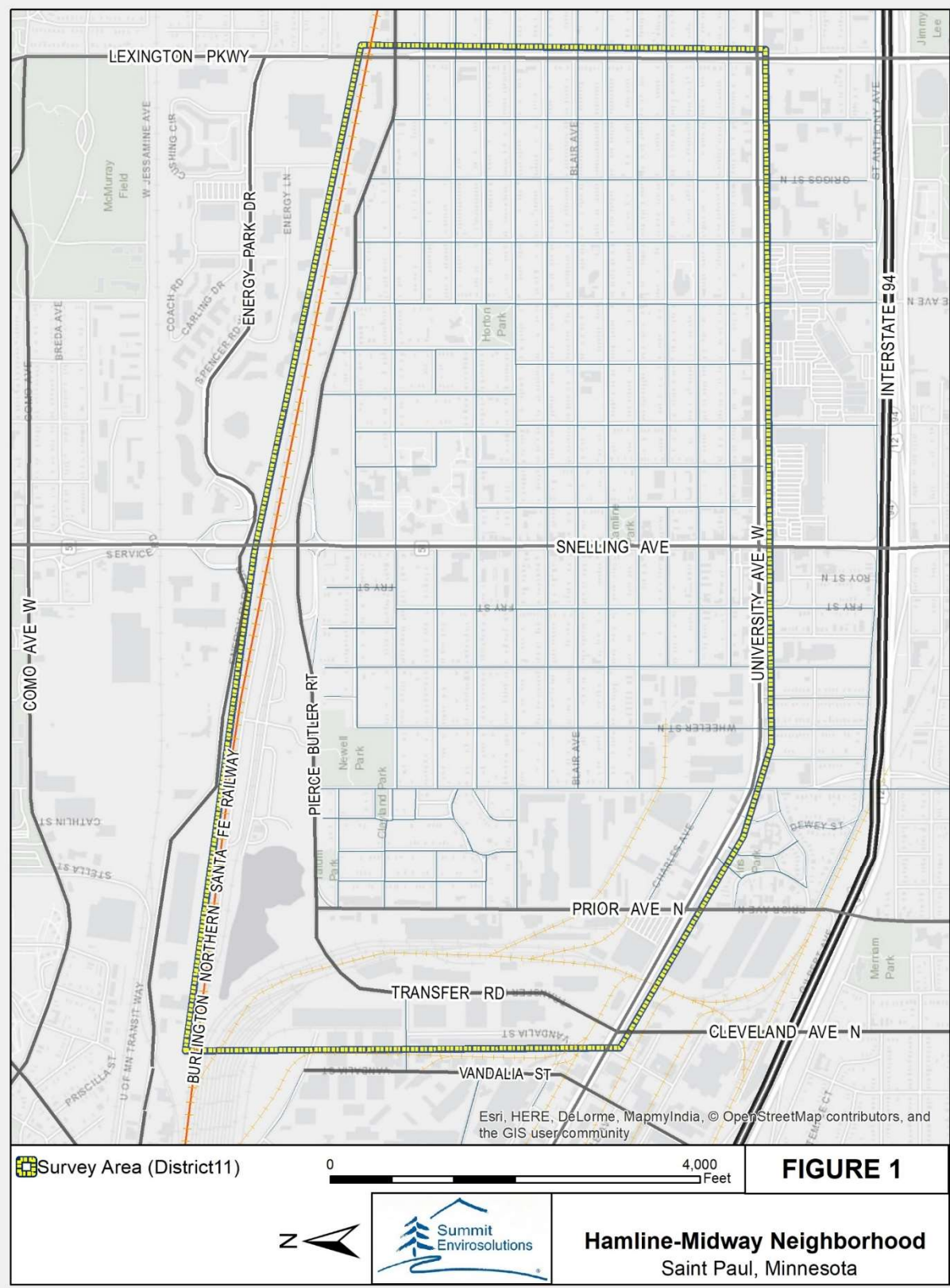


Figure 2. Parks, Schools, and Religious Properties in Hamline-Midway

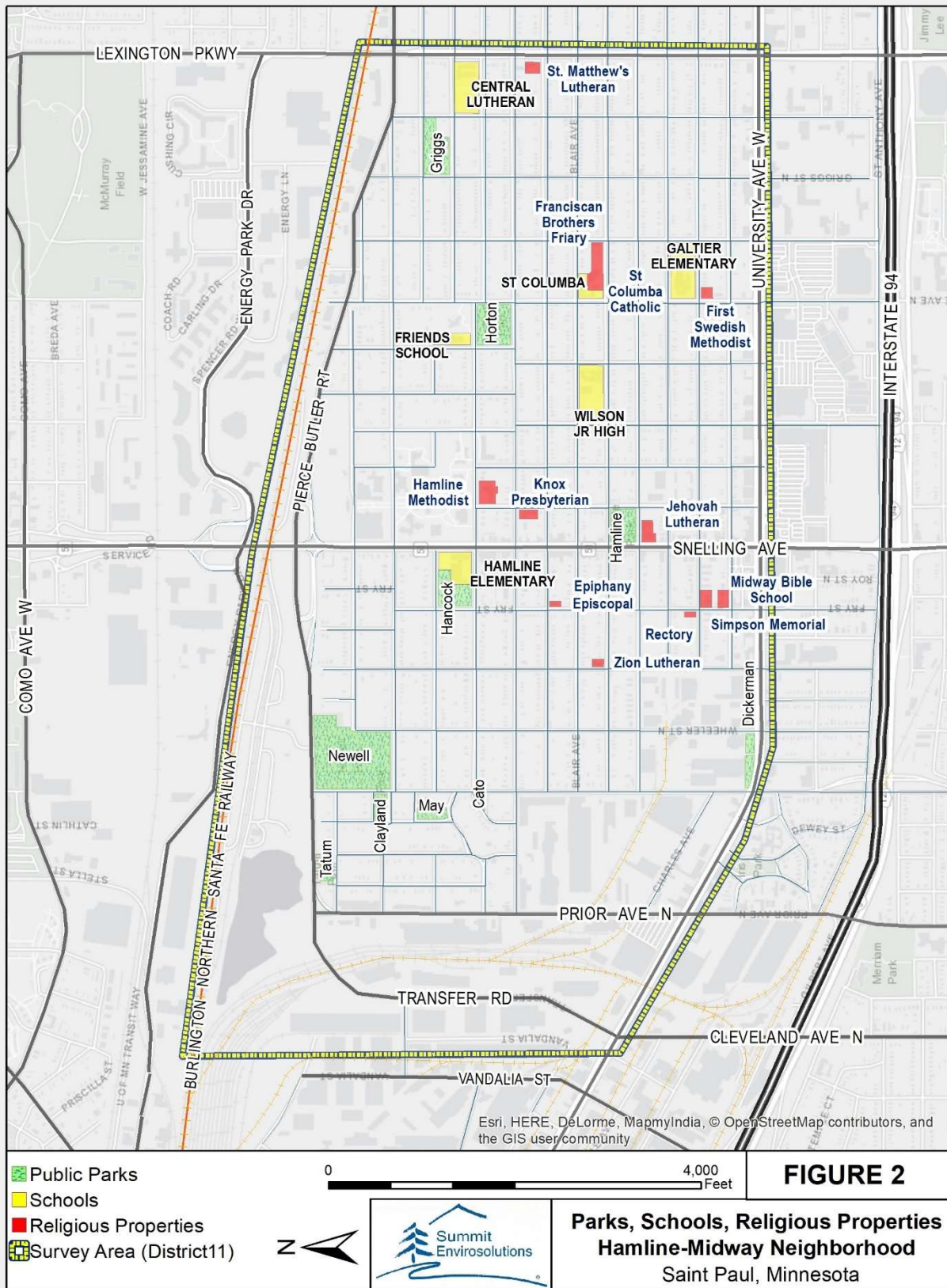


Figure 3. Commercial and Industrial Properties in Hamline-Midway
 The figures are based on current zoning data provided by Ramsey County.

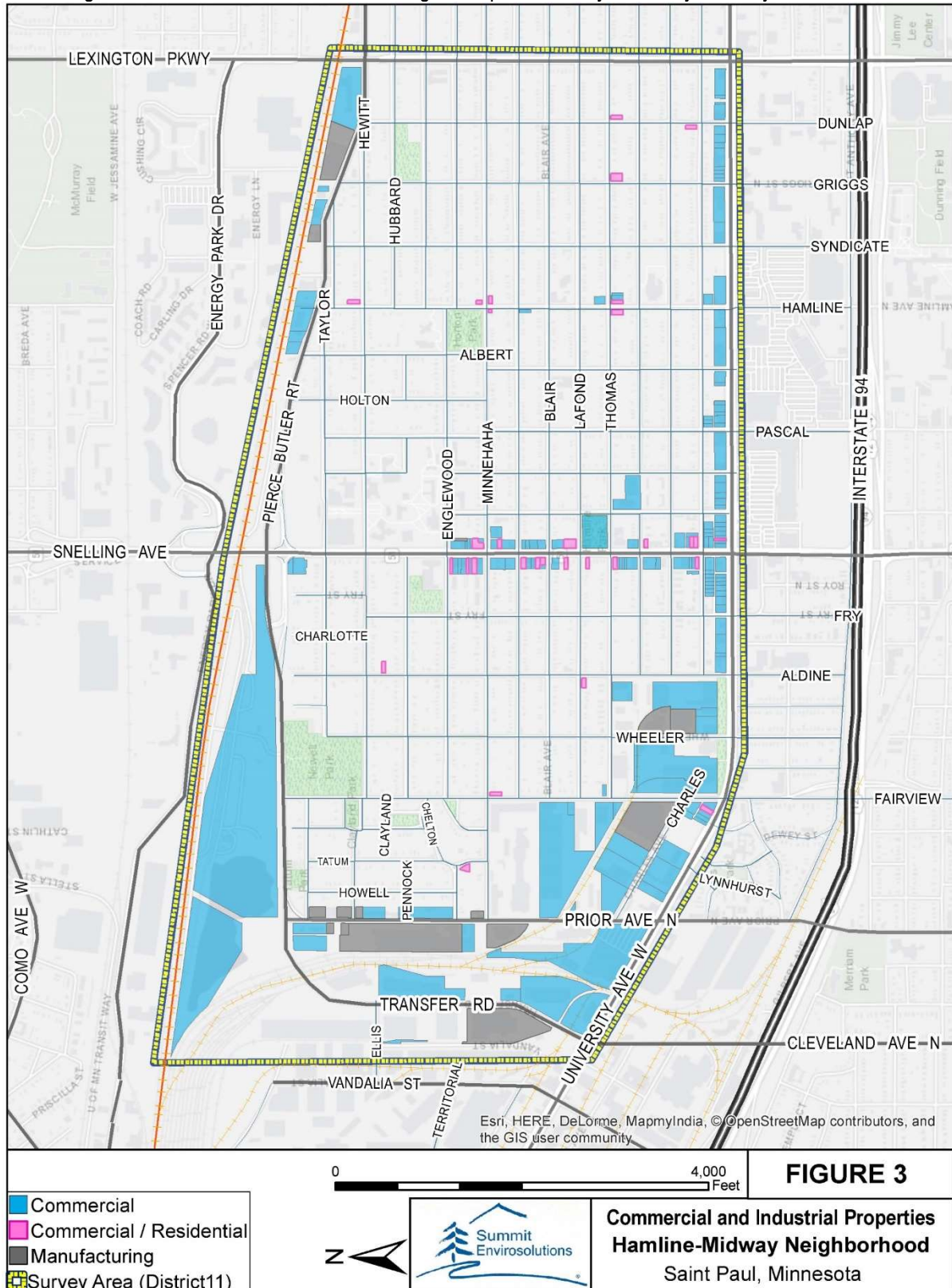


Figure 4. Subdivisions in Hamline-Midway

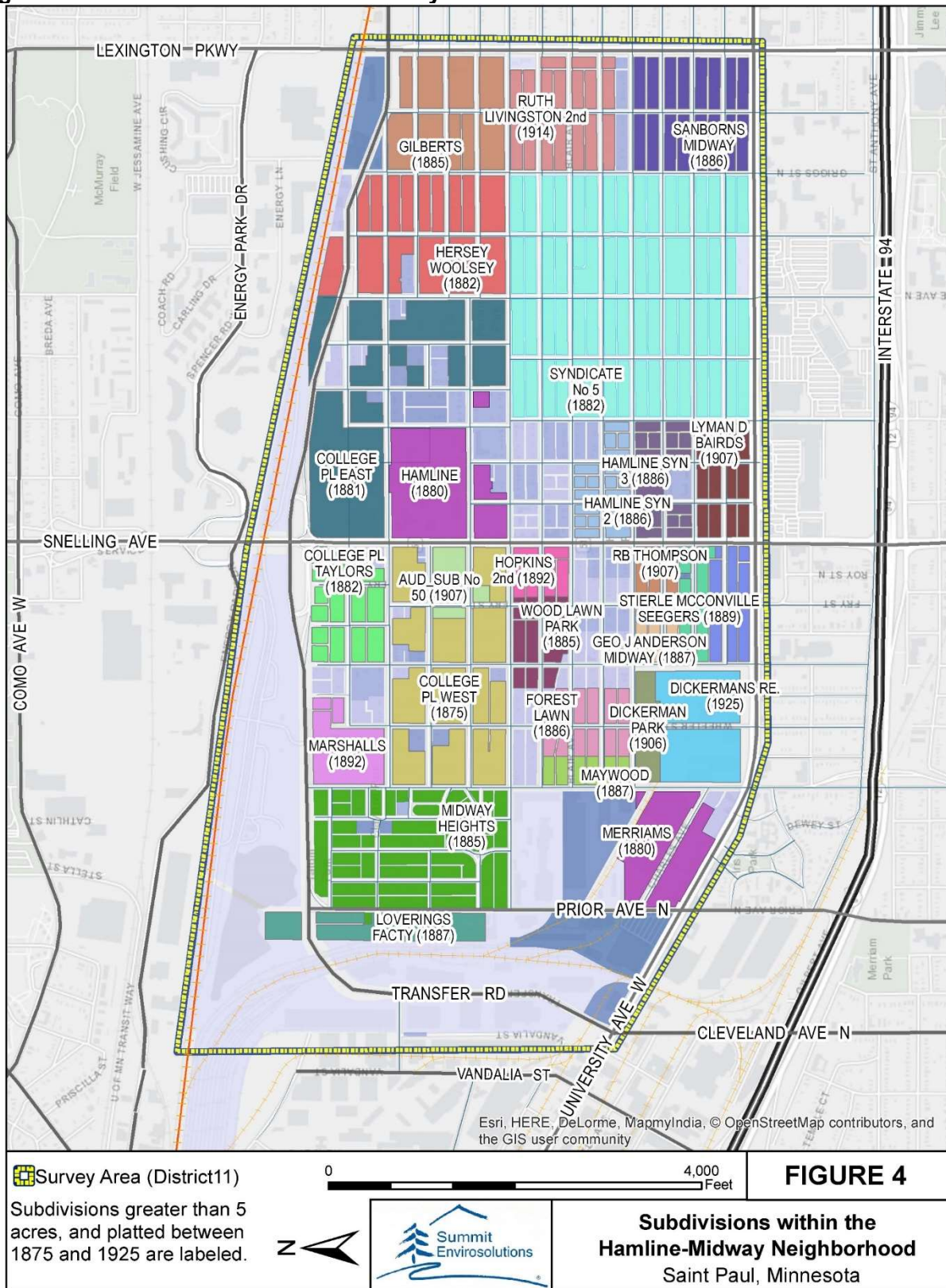


Figure 5. Previously Inventoried Historic Resources in Hamline-Midway
 Refer to Appendix B for a List of Properties

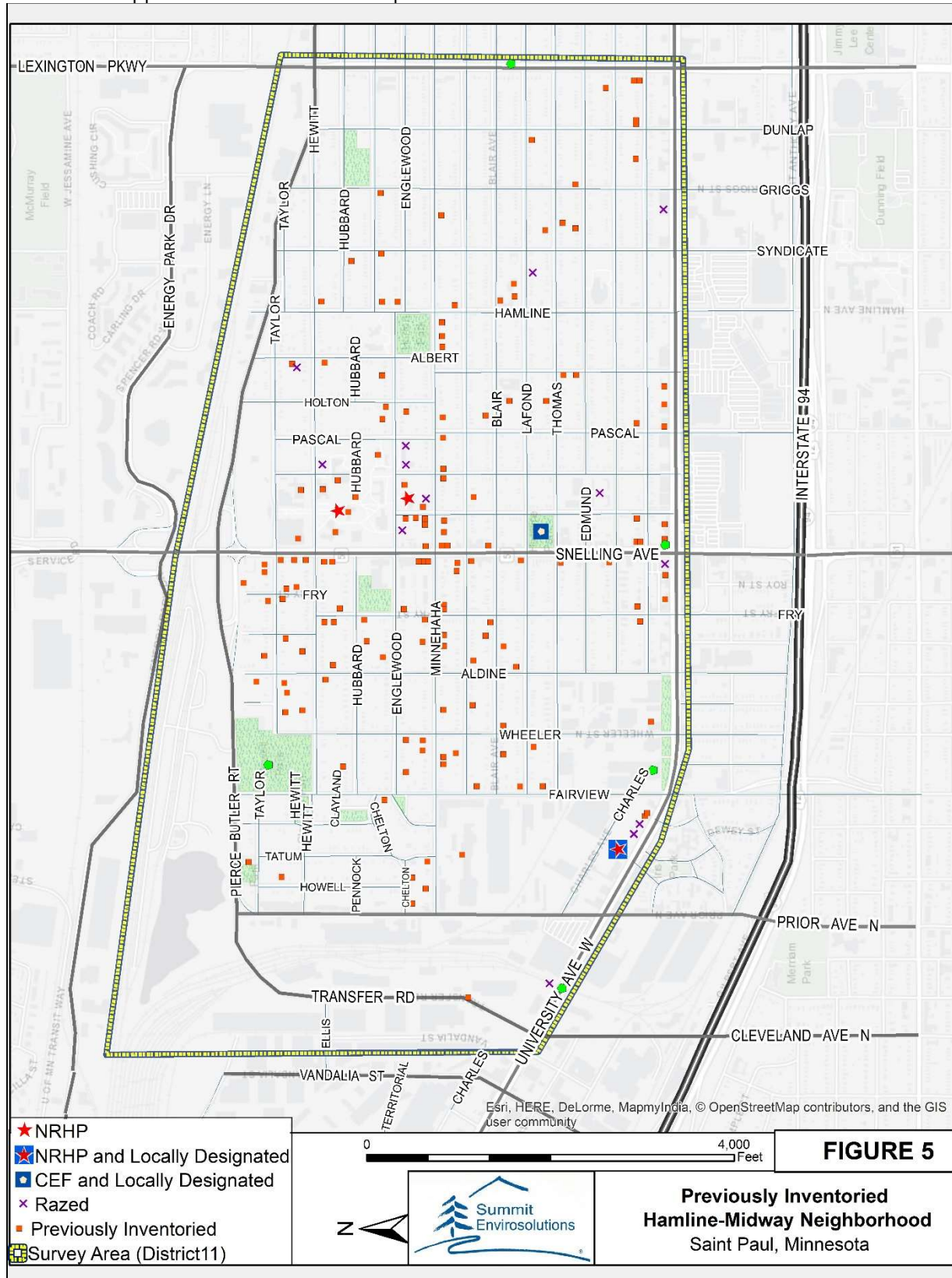
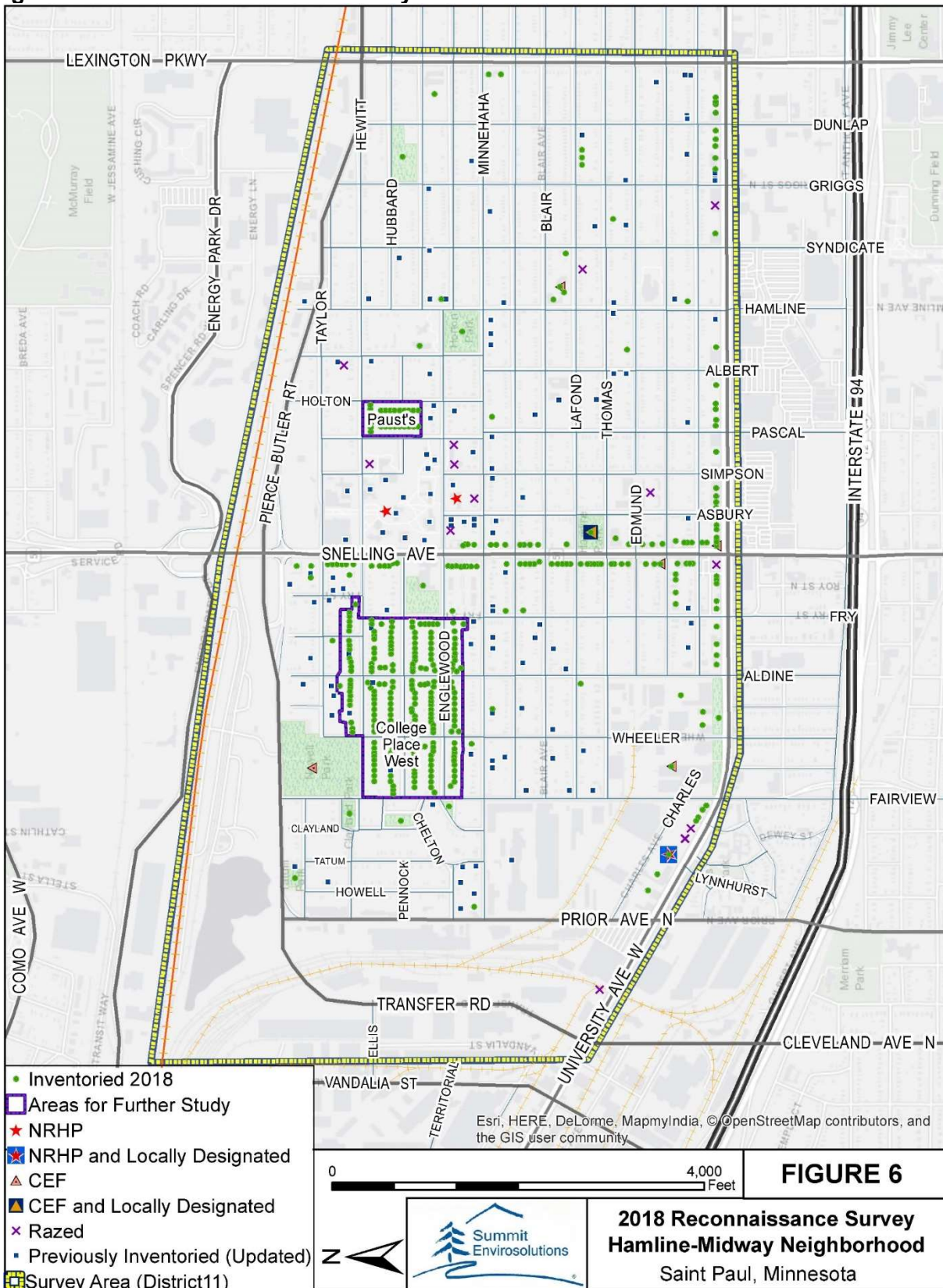


Figure 6. 2018 Reconnaissance Survey Results



2.0 METHODOLOGY

2.1 RESEARCH DESIGN

Prior to beginning work on the project, Summit prepared a Research Design for review and approval by Saint Paul PED/HPC and Minnesota State Historic Preservation Office (SHPO). See Appendix C.

The Reconnaissance Survey undertook general and specific research to develop the historic contexts that guide the historic and architectural analysis of the neighborhood. These historic contexts follow in this report.

Before undertaking any fieldwork, Summit surveyors traversed every street and alley in the Hamline-Midway Neighborhood to identify buildings, sites, and areas of interest over 45 years in age.

All properties that had been previously inventoried in the 1983 *Historic Sites Survey of St. Paul and Ramsey County* and the 2004, 2008, and 2015 studies, as well as some miscellaneous properties that were assigned SHPO inventory numbers as parts of other projects, were photographed and recorded to determine changes since the previous inventories. **See Section 3.0.**

2.2 LITERATURE SEARCH

Summit staff completed background research at the SHPO, the Minnesota Historical Society (MHS) library, the Saint Paul Public Library, the Hennepin County Library, and the University of Minnesota. The purpose of research was to obtain historical information about the Hamline-Midway Neighborhood and to develop historic contexts for the project area. Research was completed at the SHPO in October – November 2017 to identify known historic resources and historic resource surveys in the vicinity of the project area. In addition, topographic maps, aerial photographs, and historical maps were consulted.

2.3 RECONNAISSANCE SURVEY

Certain categories of properties were inventoried at the Reconnaissance Survey level based on building types and/or location, whether they had been previously inventoried or not, to build a broader understanding of how they fit into neighborhood development patterns. These include:

- All buildings that predate 1970 on the north side of University Avenue between Lexington Parkway and Prior Avenue/Transfer Road.
- All buildings that predate 1970 on the east and west sides of Snelling Avenue between University Avenue and Pierce Butler Route.
- All schools and educational buildings
- All churches and buildings in church complexes
- All parks and recreational facilities
- Store and flats buildings at streetcar nodes
- Additional categories and numbers of residential buildings including apartment buildings and houses built after 1930

Additional freestanding houses were inventoried because they are good examples of architectural style or represent the work of architects and contractors of interest in the neighborhood.

In addition, all buildings in Paust's Rearrangement as well as College Place West and Taylor's Addition Study Areas (see **Section 5.2**) were inventoried because of the cohesiveness and architectural interest of these areas.

The recommendations included in this report are based on historic and architectural analysis of the neighborhood informed by the historic contexts and building inventories.

Upon completing the field survey, Saint Paul Individual Property Inventory Forms were prepared for the inventoried properties within the Hamline-Midway neighborhood. These will be available from Saint Paul PED/HPC and SHPO. If properties were previously inventoried and recommended to be NRHP eligible more than five years ago or were inventoried for purposes other than Section 106 compliance (a heritage preservation commission sponsored survey, for example), they were reassessed and were recorded on updated inventory forms.

Properties currently listed in the NRHP or inventoried previously for the purposes of Section 106 and within the past five years were reviewed for local designation potential (see **Survey Results** below).

2.4 EVALUATIONS

The evaluations and subsequent recommendations included in this report are based on historic and architectural analysis of the neighborhood informed by historic contexts and building inventories. Additional research was completed for selected individual properties. This research included identifying original building configurations and uses from Sanborn maps; owners from city directories; and owners, architects/builders, and contractors from city building permits. Information from building permits was obtained by interns and city staff with the City of Saint Paul. Original building permits were not available for all buildings, particularly for those constructed prior to 1884 when building permits were first issued in Saint Paul. This information was entered into the database for each property inventoried.

National Register of Historic Places. There are four National Register criteria of significance; a property must meet at least one of the criteria to be eligible for listing. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of significant persons in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded or may be likely to yield, information important in history or prehistory.

City of Saint Paul. The City of Saint Paul has a separate set of criteria for designation of properties by the City as heritage preservation sites or districts. The Heritage Preservation Commission considers the following criteria in determining whether an individual building or district is worthy of historic designation:

- (1) The properties' character, interest, or value is part of the heritage or cultural characteristics of the City of Saint Paul, State of Minnesota, or the United States.
- (2) The properties' location was a site of a significant historical event.
- (3) The properties are identified with a person or persons who significantly contributed to the culture and development of the City of Saint Paul.
- (4) The properties exhibit a distinguished characteristic of an architectural or engineering specimen.
- (5) The properties are identifiable as the work of an architect, engineer, or master builder whose individual work has influenced the development of the City of Saint Paul.
- (6) The properties embody elements of architectural or engineering design, detail, materials, and craftsmanship which represents a significant architectural or engineering innovation.
- (7) The properties' unique location or physical characteristic is established and familiar in the neighborhoods or communities of the City of Saint Paul.

Architectural Integrity and Historic Preservation

The National Register of Historic Places identifies seven aspects of integrity to be used in evaluating properties for listing. The Saint Paul ordinance does not have separate integrity guidance but generally follows the Secretary of the Interior's Standards, developed to promote preservation of National Register properties.

Previously inventoried properties in Hamline-Midway that survive have varied degrees of integrity. Change has occurred in several ways. In commercial properties, which often have masonry exteriors, the most frequent changes are to windows, show windows, and doorway infill. Residential properties, as well as interior finishes, have been more susceptible to change as wood siding has been replaced or covered by artificial materials, windows have been replaced, and porches have been enclosed. Such changes were recorded on earlier inventory forms. Since then, even more changes have occurred. Some of these changes have further obscured the original architectural character of these houses as porches have been removed or enclosed, and architectural detail has been removed or enclosed in replacement siding materials. In other cases, more recent renovations have replaced artificial siding with cement fiber siding, windows have been replaced by new sash that replicates historic patterns, open porches have been restored, and decorative architectural detail has been re-created.

3.0 PREVIOUS INVESTIGATIONS; RECOMMENDATIONS FOR FUTURE STUDY

Year	Previous Studies
1983	Historic Sites Survey of Saint Paul and Ramsey County: 1980-1983
2001	Saint Paul Historic Context Study: Residential Real Estate Development: 1880-1950
2001	Saint Paul Historic Context Study: Churches, Synagogues, and Religious Buildings: 1849-1950
2001	Saint Paul Historic Context Study: Transportation Corridors: 1857-1950
2001	Saint Paul Historic Context Study: Neighborhood Commercial Centers: 1874-1960
2001	Saint Paul Historic Context Study: Pioneer Houses: 1854-1880
2004	Phase II Architectural History Investigation for Central Transit Corridor
2008	Supplemental Historic Properties Investigations and Evaluations for the Central Corridor Light Rail Transit Project
2015	Phases I and II Architectural History Surveys for A Line Bus Rapid Transit Project

The Hamline-Midway Neighborhood is defined by the boundaries of Saint Paul District Council 11 (historically part of Saint Paul Ward 10 - see figure 1). The neighborhood’s architectural resources were first studied between 1981 and 1983 as part of a city and countywide study, issued in 1983 as the *Historic Sites Survey of St. Paul and Ramsey County, 1980-1983*. The District 11 chapter gave a brief history of the area and described the architectural character of some of its buildings. Approximately 130 buildings were inventoried and recorded in Hamline-Midway. Twenty-four buildings, less than 20% of those inventoried, were recommended for further study, with potential for National Register listing and/or local designation.

The inventory forms created as a part the *Historic Sites Survey* are on file at the Ramsey County Historical Society, and copies are on file at the Minnesota State Historic Preservation Office. For all inventoried properties, records of the Saint Paul Building Department, which was established in 1884 (the year before Ward 10 was incorporated into the City), were examined. In addition, city directory listings for original building owners and early residents were recorded. This provided a record of architects, contractors, and occupations and professions of residents.

Analysis of these previously inventoried properties suggests the surveyors’ approach. With rare exceptions, like St. Columba Catholic Church, the properties were at least 50 years old in 1983, following the guidance of the National Register of Historic Places. The primary emphasis was on residential properties, which corresponds with the predominant building types in the neighborhood. Many, although not all, houses from the 1880s and 1890s, the earliest buildings in the neighborhood, were recorded. In 1983, most of these houses had at least a fair degree of integrity. They reflected popular late nineteenth-century architectural styles, especially the Queen Anne and the rather loosely labeled Victorian style. Houses from the period of 1900 to 1930 were more selectively inventoried throughout the neighborhood, and they reflected popular architectural styles, with special emphasis on the Colonial Revival, Craftsman/Arts and Crafts, Prairie School,

Tudor Revival, and Mediterranean Revival. Eccentric examples were also inventoried. Almost all these were freestanding single-family houses or duplexes. A few multiple-family buildings that stood out from the larger freestanding house context were recorded. A few commercial properties, primarily store and flats buildings at or near streetcar nodes, were inventoried. While industrial properties played an important role along University Avenue, Prior Avenue, and the railroad corridors, only a few were recorded. A final group of properties included historic buildings on the Hamline University campus, historic school buildings, historic church buildings, and historic public buildings. Most of the properties recorded in 1983 survive in various states of repair and/or rehabilitation. Some of the residential buildings have been demolished, either due to neglect and deterioration or replacement for ongoing development. Continuing development in the Midway area resulted in the demolition of some other building types. See Table 10 for the list of demolished buildings.

Properties along both University Avenue and Snelling Avenue have been evaluated as part of the Section 106 review process for two transit corridors. The review of University Avenue was completed in 2004 and 2008 for the construction of the Central Corridor Light Rail Transit (now the Green Line) project. Nodes along Snelling Avenue were evaluated in 2015 before the implementation of the A Line Bus Rapid Transit.¹ Because of the more limited geographic scope, these studies focused on a broader range of properties and building types: commercial buildings, industrial buildings and sites, and larger residential buildings. Some of these properties had been recorded in the 1983 study, but many were first recorded in these studies.

Because of its location between the two downtowns of Saint Paul and Minneapolis, the Hamline-Midway Neighborhood has experienced a variety of development patterns that reflect larger trends in the city.

Table 1. Recommendations for Future Study and Evaluation, Based on Contexts Developed for Hamline-Midway

Historic Context	Section
Auto-related properties on University Avenue and Snelling Avenue	4.9
Commercial Buildings on University Avenue and Snelling Avenue	4.9
Entertainment and Recreation Facilities on University Avenue and Snelling Avenue	4.10
Midway Transfer Railway and Midway Industrial District	4.11
The Role of Ethnic Backgrounds in the Development of Hamline-Midway	4.2, 4.3

Table 2. Recommendations for Future Saint Paul Historic Context Studies

Historic Context
Industry in Saint Paul: 1850s to 1960s
Saint Paul Schools: Public and Private, from Elementary to College/University: 1850s – 1970s
Saint Paul Parks and Recreational Facilities

¹ *Phase II Architectural History Investigation for Central Transit Corridor*, 2004, prepared by the 106 Group for Ramsey County Regional Rail Authority and Minnesota Department of Transportation; Marjorie Pearson et al, *Supplemental Historic Properties Investigations and Evaluations for the Central Corridor Light Rail Transit Project*, 2008, prepared by Hess, Roise and Company for the Metropolitan Council and Minnesota Department of Transportation; *Phases I and II Architectural History Surveys for A Line Bus Rapid Transit Project*, 2015, prepared by Summit Envirosolutions for Metro Transit Division of Metropolitan Council.

The roles of University Avenue and Snelling Avenue in transportation and commerce have been previously discussed in Saint Paul Historic Context Studies.² This study inventoried all properties meeting survey criteria along those Avenues, including automobile sales and service related businesses. Properties of interest are noted in the Transportation Context (See **Section 4.5**). Furthermore, the Entertainment Context reviews the drive-in restaurants along University Avenue during the 1950s (See **Section 4.9**). Previous studies have largely overlooked the role of these two thoroughfares in entertainment and recreation in Saint Paul. While some of the historically auto-related properties and entertainment venues have been demolished to make way for new developments, others have been renovated and re-purposed for new uses.

The western section of University Avenue, generally west of Aldine Street to its intersection with the Minnesota Transfer Railway, borders an industrial part of the neighborhood. The Minnesota Transfer Railway and the businesses and industries that located there to utilize the trackage were important sources of jobs and related commerce for neighborhood residents. While many industrial buildings have been replaced or dramatically altered, others survive and often have been converted to new purposes. The 2004 Phase II Central Corridor Light Rail Transit (CCLRT) study included a Midway Industrial District of Saint Paul Historic Context, which focused on the Minnesota Transfer Railway.³ This Hamline-Midway study is a preliminary view of one geographic segment of industry in Saint Paul. Both studies could be the basis of a more extended historic context pertaining to Industry in Saint Paul.

This study has looked at educational buildings in the Hamline-Midway Neighborhood. There is no existing historic context study for Saint Paul Schools. Such a study would be helpful in reviewing school properties, ranging from Collegiate Gothic buildings to modern post World War II school buildings to the Saint Paul public school rebuilding initiative of the 1970s. We have also inventoried the Hamline University campus and its buildings, many of which are designed by distinguished Saint Paul architects. The campus and related buildings should be the subject of an intensive survey to assess historic district potential.

Sections of the Hamline-Midway Neighborhood were identified in the Residential Real Estate Development historic context.⁴ It falls into this category because of when it was annexed to the City of Saint Paul, although most of the neighborhood lacks the picturesque street patterns that characterize many such developments. Instead, the typical grid pattern is similar to those in “Neighborhoods at the Edge of the Walking City.” The Hamline-Midway neighborhood straddles both categories, as many residents were dependent on streetcars and other forms of transportation to travel to their jobs. At the same time, many others lived within walking distance of local businesses on Snelling and University and industries along the railroad lines at the north and the Minnesota Transfer Railway at the west, or lived in flats above the store.

² See Carole Zellie and Garneth O. Peterson, *Historic Context Study, Neighborhood Commercial Centers: 1874-1960*, prepared for St. Paul Heritage Preservation Commission, 2001; Carole Zellie and Garneth O. Peterson, *Historic Context Study, Transportation Corridors: 1857-1950*, prepared for St. Paul Heritage Preservation Commission, 2001.

³ Betsy Bradley, “The Midway Industrial District of St. Paul MPDF,” 35-44, in *Phase II Architectural History Investigation for Central Transit Corridor*, 2004, prepared by the 106 Group for Ramsey County Regional Rail Authority and Minnesota Department of Transportation.

⁴ Carole Zellie and Garneth O. Peterson, *St. Paul Historic Context Study: Residential Real Estate Development: 1880-1950*, prepared for St. Paul Heritage Preservation Commission, 2001.

Two residential sections were identified for building-by-building reconnaissance survey. Contiguous areas of College Place West and College Place Taylor's Addition enjoy a certain cohesion based on architectural styles, good degrees of building integrity, sloping topography, and many surviving oak trees from the original oak savannah that dominated the area. Paust's Rearrangement, created in 1935 out of the original Hamline plat, was developed with a group of houses designed in a variety of Cottage styles, built over a period of about four years. Both sections should be the subject of intensive survey to assess historic district potential.

The Hamline-Midway Neighborhood contains several parks, ranging in size from 0.29 acres to 10 acres, as well as two public playgrounds and playgrounds attached to schools. Architecturally significant buildings are associated with two of the properties. Such parks and recreational facilities should be further studied as part of a larger historic context for Saint Paul parks and related properties.

The Hamline-Midway Neighborhood has not generally been considered an "ethnic" neighborhood. However, review of records for those who built and lived in neighborhood houses and worked in neighborhood businesses, as well as population analyses from census records, suggest the important role of residents of Swedish, Norwegian, and German backgrounds. These backgrounds are also reflected in several neighborhood churches. Swedish immigrants have been more often associated with the East Side and German immigrants with Dayton's Bluff, Lowertown, and Frogtown. However, by the time the Hamline-Midway Neighborhood was being developed those populations were growing due to ongoing immigration and births to immigrant parents. In addition, many of the new buildings in the neighborhood were constructed by ethnic Swedish, Norwegian, and German contractors. Some properties were inventoried specifically because of their associations with these contractors, who often lived in the neighborhood. The role of ethnic backgrounds in the development of the neighborhood should be the subject of further research and study.

4.0 HISTORIC CONTEXTS

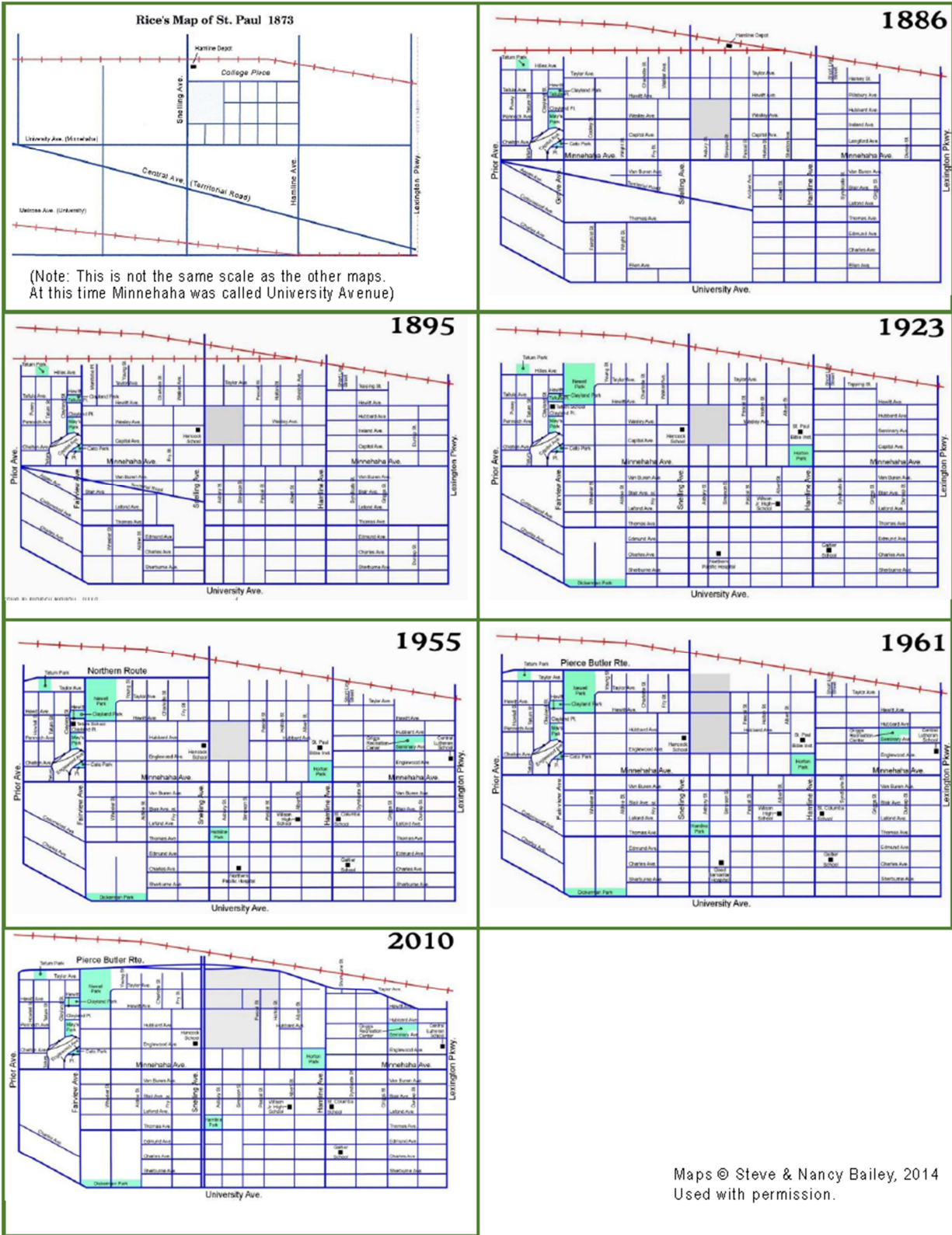
The following sections provide relevant historic contexts for the architectural history properties inventoried during the survey. These contexts constitute research themes within which properties can be evaluated for local and National Register significance. They are consistent with the Saint Paul contexts, “Residential Real Estate Development: 1880-1950”; “Churches, Synagogues, and Religious Buildings: 1849-1950”; “Neighborhood Commercial Centers: 1874-1960”; “Transportation Corridors: 1857-1950”; “Pioneer Houses: 1854-1880”; and the statewide context “Urban Centers, 1870-1940.”

4.1 HAMLIN-MIDWAY DEVELOPMENT

Introduction

Today’s Hamline-Midway Neighborhood, historically part of the City’s Ward 10 and now defined as District Council 11, derives its name from the larger Midway District, so named because it is midway between the two downtowns of Saint Paul and Minneapolis. The Hamline name is derived from Hamline University, located at the north end of the neighborhood east of Snelling Avenue, and a small nearby railroad stop (non-extant). The neighborhood’s beginnings date to early plats from the 1870s around what became the Hamline University campus and the 1880s extension of University Avenue west of Lexington Avenue (later Lexington Parkway). The area of Ward 10 was annexed by the City in 1885, five years after Hamline University opened and a decade after the earliest plat was filed (College Place West 1875, Merriam’s Outlots 1880, Hamline 1880, College Place East 1881, College Place Taylor’s Addition 1882, Hersey Woolsey 1882, Syndicate No. 5 1882, Brightwood Park 1883). University Avenue, already the primary route between the downtowns, served as the spine of the Midway business and industrial district and became a major transportation corridor with the creation of the Twin City Rapid Transit lines. Snelling Avenue, the city’s main north-south transportation route with its own streetcar line, served business and commerce throughout the neighborhood. The Hamline line, which ran along Thomas Avenue and Minnehaha Avenue, provided access to and from the residential communities and educational institutions, as well as small commercial nodes that served the residential communities.

Figure 7. Development of Hamline-Midway, 1873 – 2010



4.2 RESIDENTS IN HAMLINE-MIDWAY

Fifteen years before its incorporation into the City of Saint Paul, when Lexington Avenue was the city's western boundary, the area that would become Hamline-Midway stood within Rose Township. Rose Township was bounded by today's County Road D on the north, Rice Street on the east, Marshall Avenue on the south, and the Minneapolis boundary on the west. A review of the 1870 census records reveals Rose Township was sparsely populated. There were 46 residences with 48 families, encompassing 360 individuals. Residents were largely farmers and gardeners with a handful of hotel keepers, saloon keepers, and similar occupations. Native Americans (American Indians) are not evident in the census records. Places of origin for these residents were other states including Ohio, Massachusetts, Pennsylvania, and New York, as well as immigrants from Canada, Ireland, several areas of Germany, and Switzerland. This is reflective of Minnesota residence and settlement patterns during this time period.⁵ In 1870, 77 of the 360 individuals in Rose Township resided at the State Reform School, which was located north of present-day Marshall Avenue east of Hamline Avenue. (The area south of University Avenue is now part of District 13 and known as Union Park.) It is not readily apparent where the other residents were located.

In an 1874 county atlas, there are four farmsteads shown in Rose Township south of the railroad corridor and north of Marshall Avenue (its southern boundary). The owners were J.F. True, L.S. Woodruff, S. Desnoyer, and L.M. Forde. Woodruff and True both served as president of the Ramsey County Agricultural Society.⁶ Jacob True, born in New Hampshire, was gardener and had three teen children.⁷ Lyman Woodruff resided with his wife Laura and their seven children, ranging in age from 8 to 24. All of them were born in New York.⁸ Stephen Desnoyer was a hotel keeper, born in Canada. Other residents at his home included a clerk, housekeeper, domestic servant, ostler (stableman), and three farm laborers. Lyman Ford (as listed in the census and city directories) was a gardener and resided with his wife Abby. He was born in New York, she in Vermont.⁹ The 1874 county atlas map indicates the College Place neighborhood had been platted near Hamline Depot south of the Saint Paul & Pacific Railroad line (the university campus was originally north of the railroad; it moved to its present location before opening in 1880).¹⁰ Some of the area residents were likely close to Territorial Road (more grandly called Central Avenue on the 1874 Rice map) which was one of the few roads that traversed the township.

By the time of the 1880 census, a handful of areas in the Hamline-Midway neighborhood had been platted for development, but there were still only a small number of residents. The number of Rose Township households had increased to 114, including the superintendent of the County Poor Farm and his family. The population of the State Reform School had grown to 107 boys and 9 girls. As had been the case ten years early, the residents of Rose Township were largely farmers and gardeners, along with hotel keepers and saloon keepers who provided boarding accommodations for local laborers. The places of origin were little changed from the 1870 census.

⁵ *They Chose Minnesota: A Survey of the State's Ethnic Groups*, ed. June Drenning Holmquist (St. Paul: Minnesota Historical Society Press, 1981) provides important background on Minnesota settlement patterns.

⁶ R.L. Polk: 1874, 63; 1877, 33.

⁷ U.S. Census Bureau. 1870, Ramsey, Rose, 3.

⁸ U.S. Census Bureau. 1870, Ramsey, Rose, 4.

⁹ U.S. Census Bureau. 1870, Ramsey, Rose, 4.

¹⁰ U.S. Census Bureau. 1870, Ramsey, Rose, 4.

In the 1880 census, one household specifically appears to be located in the Hamline-Midway area. Benjamin D. Woodmansee is listed as the superintendent of a “driving park” [for horses], along with his wife Harriet, son Algernon, and his father Lorenzo who was a horse dealer. It is likely that both were affiliated with the Kittsondale Stables and Racetrack. In the 1883 Saint Paul city directory, the younger Woodmansee is listed as the superintendent of Midway Park, which was on the south side of University Avenue east of Hamline.¹¹

Once the Hamline-Midway area was incorporated into the City of Saint Paul in 1885, the population began to grow. The opening of Hamline University in 1880 was a catalyst for an influx of professors, school teachers, and students. Other professionals such as doctors, lawyers, and clergy moved in to serve the new community, as well as business people who worked at the commercial establishments and industries located in the Minnesota Transfer area. As with the previous decades, much of this population was Old Stock American-Yankee, along with Canadians, Germans, and Irish. Many of this group had first located in other sections of Saint Paul, then moved into this new area. They were soon joined by many Swedish and Norwegian immigrants arriving by rail; they typically found work as carpenters and building contractors, laborers, and on the railroads. The influx of merchants and business people had varied backgrounds.

One interesting source of information about area residents is the *Dual City Bluebook*, a Twin Cities social and business directory, published every two years between 1885 and 1917 and then again in 1923.¹² Unlike the standard *St. Paul City Directory*, it published names of households, both men and women, arranged in address order, rather than in alphabetical order, as an aid to social visiting. In 1885, Hamline is listed as a separate entity, only with resident names and no street addresses. Street addresses first appear in the 1895-1896 volume, but Hamline is still listed as a separate entity through the 1909-1910 volume. Names from the *Dual City Bluebook* can be cross-referenced with the *City Directory* for occupations and professions. They include academics, clergymen, doctors, lawyers, and businessmen. The neighborhood certainly had many working class and lower middle-class residents, but they would not be recorded in the *Bluebook*.

Many women who were listed in the *Bluebook* were also members of the Hamline Fortnightly Club, founded in 1897. The Fortnightly Club movement began in many cities in the late nineteenth century as a way of maintaining friendships and fostering intellectual activities for educated women. The Hamline group usually met every two weeks (fortnightly) with members assigned to give presentations and promote discussion on a variety of historical and literary topics.¹³

In 1910, the Midway area, which encompassed Wards 10 and 11, was the fastest growing section of Saint Paul.¹⁴ Sociologist Calvin Schmid noted that Ward 10 had sustained a major population

¹¹ See *Atlas of the Environs of St. Paul* (Philadelphia: G. M. Hopkins, 1886) and *Atlas of St. Paul, Ramsey County* (Chicago: A.T. Andreas, 1874).

¹² *Dual City Blue Book of St. Paul and Minneapolis* (St. Paul: R. L. Polk and Company), 18 volumes.

¹³ Records of the Hamline Fortnightly Club are available at the Minnesota Historical Society Manuscripts Collection P2548. Other neighborhood study clubs began in the 1920s and were affiliated with the Hamline Branch Library.

¹⁴ Jane McClure, “The Midway Chamber and Its Community: The Colorful History of an ‘Unparalleled Feature’,” *Ramsey County History* 29 (Fall 1994): 7.

increase from 3,019 in 1890 to 24,811 in 1930.¹⁵ This neighborhood of predominately single-family houses had a population that was roughly split between men and women. However, the male population in the industrialized section of the Midway (near the Minnesota Transfer Railway) in 1930 was more than 50 percent.¹⁶ Many of them would have been lodgers or boarders in small hotels or boarding houses. By 1930, the foreign-born population of Ward 10 had decreased since 1890, but it was still between 40 percent and 60 percent. Schmid lists the dominant groups in descending order: Swedish, Norwegian, German, Irish, Russian, Polish, and Italian. Of the Swedish born, their number increased from 347 in 1895 to 1,033 in 1930.¹⁷ Of the foreign-born groups, the Swedes, Norwegians, Germans, and Irish were affiliated with churches in the neighborhood. Church histories trace the growth and movement of their congregations from other sections of Saint Paul.

The Russians and the Poles included Jewish immigrants who left Europe in the turmoil after World War I. In Ward 10, there were a handful of Jewish merchants, some of whom lived in flats above their first-story storefronts. One example is Samuel Unovich and his wife Eva, who ran the grocery store at 1818 West Minnehaha Avenue beginning in 1936. According to census records, he was born in Poland and arrived in the United States in 1923; she was born in Russia and arrived in the United States in 1922. Both spoke Yiddish as their first language. According to city directory listings, they lived in the Frogtown area before moving to the Hamline neighborhood.

Schmid records a handful of “Negroes” in 1930 in Ward 10; they were listed near the Minnesota Transfer Railway and north of University Avenue and west of Lexington Avenue. Lexington Avenue served as the boundary between Hamline-Midway and the Frogtown neighborhood. The predominantly African American Rondo neighborhood was east of Lexington Avenue and south of University Avenue. The family of Jefferson W. Luckie (1863-1928) was living at 1191 West Sherburne Avenue, a block west of Lexington. Luckie, a sleeping car porter, had commissioned the house from architect Alfred L. Garlough in 1909, and he and his wife Susan and three children were living there in 1910. After Luckie’s death, his widow and children remained in the house. Susan Luckie was working as a custodian for the Minnesota Highway Department on University Avenue in 1948 (she had previously been a matron, a woman employed to manage housekeeping arrangements for a business or institution), while her daughter Estelle was a clerk at the American Red Cross. The family of James and Ida Mae Murphy and their two sons were living in the house they owned at 1354 West Thomas Avenue in the 1930 and 1940 censuses. James Murphy was a postal clerk, and the sons were students. A few “Negroes” were near Hamline University. One of these was 27-year-old William H. Howell, who was a lodger in Goheen Hall, a residence for Hamline University employees and women students. He was a part-time laborer on the campus.¹⁸

The population of Hamline-Midway grew even more rapidly in the years after World War II, due to the effects of the “baby boom” and the expanding economy. The Midway area overall experienced 40 percent of Saint Paul’s total growth in the 1940s.¹⁹ New single-family houses and duplexes were built on previously undeveloped lots scattered throughout the neighborhood,

¹⁵ Calvin F. Schmid, *Social Saga of Two Cities: An Ecological and Statistical Study of Social Trends in Minneapolis and St. Paul* (Minneapolis: Bureau of Social Research, the Minneapolis Council of Social Agencies, 1937), 81-82.

¹⁶ Schmid, 112.

¹⁷ Schmid, 147, 155, 157, 166.

¹⁸ U.S. Federal Census, 1930, Ward 10, ED 162.

¹⁹ McClure, “The Midway Chamber,” 12.

especially in the hillier northwest and northeast sections Small-scale apartment buildings were constructed on previously industrial lots. New wings for classrooms and gymnasiums were added to the two public elementary schools, Hancock and Galtier. Hamline Junior High School had been built in 1924 to alleviate overcrowding in the schools. It was converted to a senior high in 1940 and reached its peak enrollment of 1,100 students in 1942. In the mid-1970s, both elementary schools were replaced by completely new buildings intended to embody the educational trends of the day. The Central Lutheran School (1950, 1954) was built on Lexington Parkway. New wings for Sunday schools and youth activities were added to Hamline Methodist Church, Knox Presbyterian Church, and Simpson Memorial Church, while St. Matthew's Lutheran Church relocated to Hamline-Midway from Frogtown in 1951, then added an educational building in 1964-1965. Both St. Columba Catholic Church and Jehovah Lutheran Church replaced their earlier church buildings.

Generally, the ethnic and religious backgrounds of neighborhood residents were like those in earlier years. However, the majority were American-born even though their parents and/or grandparents may have been immigrants from Sweden, Norway, Germany, Ireland, or other European countries. There were a handful of residents of African American or Asian backgrounds, either because of associations with local industries or Hamline University or other educational institutions. That began to change in the 1960s and 1970s, due to the implementation of the Fair Housing Act of 1968 and changes in federal immigration and refugee policies after 1965. Due to "red-lining" policies, it was very difficult for African Americans to buy houses west of Lexington Parkway before then.

During the past 50 years, the Hamline-Midway area has seen a greater diversity of population, expanding from working class and middle class white ethnics to include African Americans, Hispanics, Asians (especially Hmong immigrants), and Somalis. Many have been drawn by attractive and affordable housing. In turn, they have helped to establish many neighborhood businesses along Snelling Avenue and University Avenue including restaurants, auto service and sales, and retail stores. The presence of some of these new immigrant groups is graphically recognized by a group of murals that have been installed on the sides of commercial store and flats buildings on Snelling Avenue at 1567 West Sherburne Avenue, at 632 Snelling Avenue at Lafond Avenue, and at 685 Snelling Avenue at Van Buren Avenue.

Hamline-Midway residents work in a variety of businesses, industries, and professions. Some work locally, but others travel throughout the metropolitan area for employment. Historically, the interurban streetcar line allowed people to travel beyond their neighborhoods. The introduction and dependence on the personal automobile and introduction of the freeway system have amplified the trend since the mid-twentieth century. Staff and students affiliated with Hamline University form part of a neighborhood subset. In addition, student populations from other local educational institutions live in the neighborhood: both University of Minnesota campuses, the University of St. Thomas, Macalester College, Concordia University, and St. Catherine University are all easily accessible from the Midway via University Avenue and several primary intersecting Avenues.

4.3 ARCHITECTS AND BUILDERS IN HAMLINE-MIDWAY

Perhaps nearly 90 percent of the buildings in the study area were the work of local contractors and builders, who utilized their experience and skills, and often worked from stock plan books and

plans purchased from local lumberyards and similar sources. This would have been the case for most of the residential buildings, as well as the small-scale store and flats buildings at intersections. Examination of names in local building permit records indicate that some of these contractors and carpenters built their own homes, and then expanded their business into nearby properties.

The City began issuing building permits in 1883. Some residential building permits from the 1880s and 1890s list local architects (most only list contractors or no information at all.) The names of these architects are obscure today; they may have begun their careers as carpenters and then upgraded their titles and professional status. The 1983 survey had compiled information on some of them like Charles A. Bassford. By the early years of the twentieth century, some better-known architects began to design houses in the neighborhood. The firm of Omeyer and Thori, who also produced a book of house plans (*Homes for All*, 1893), was one of them. The firm also advertised in the 1903-1904 *Dual City Blue Book*.²⁰ Charles A. Bassford was named the City Architect in 1930, and Fred Slifer was an active church designer. At least one house in the Hamline-Midway Neighborhood (1273-1275 West Van Buren Avenue) was designed by Emma F. Brunson, Minnesota's first registered woman architect.²¹ It is likely that some of the houses were the product of such companies as Sears Roebuck, Montgomery Ward, Aladdin, and Gordon Van Tine that produced and shipped houses for on-site assembly. Others may be by the Saint Paul-based Brown-Blodgett Company which had its own in-house design shop. Other designs were from the Architects Small House Service Bureau, which promoted the design services of architects for affordable houses.

Typically, architects were more likely to design larger apartment buildings, store and flats buildings, or religious and institutional buildings. One of these architects was Charles Hausler who was Saint Paul's first City Architect between 1914 and 1922. His firm Alban and Hausler was the architect of Knox Presbyterian Church (1914), and his last firm Hausler and Firminger was the architect of the Sunday school addition to the Simpson Memorial Church (1956-1957).

The esteemed Minnesota architect Clarence H. Johnston Sr. had a major impact in the community, especially on and around the Hamline University campus, although not all the buildings survive. His buildings include: the Hackney residence (1902), which was the home of the Methodist bishop and then the president of the university; it was built on Hewitt Avenue and moved to 830 Simpson Street (demolished); Hamline (Carnegie) Library, 1556 Hewitt Avenue (1907, later incorporated into the Giddens Alumni Learning Center); Hamline Methodist Episcopal Church, 1514 Englewood Avenue (1900, destroyed in a fire); Episcopal Church of the Epiphany, 1636 Van Buren Avenue (1907); the Brown Blodgett and Sperry Company Building, 1745 University Avenue (1917, later Avalon School/now Junior Achievement of the Upper Midwest Headquarters).

Fred Slifer (1885-1948) and his partner Frank Abrahamson were the successor firm to Emanuel Masqueray, the noted church architect. Slifer built his own house in the neighborhood at 1667 Hewitt Avenue and lived there from 1923 to death in 1948. The firm was responsible for the Tudor

²⁰ "Advertisement – Homes for All, Omeyer and Thori," *Dual City Blue Book for 1903-1904* (St. Paul: R. L. Polk and Company, 1903), 4.

²¹ Diane Trout-Oertel, "Emma F. Brunson: The First Woman Registered as an Architect in Minnesota," *Ramsey County History* 52 (Fall 2017): 17-19.

Revival Kappa Gamma Chi fraternity house, 833 Snelling Avenue (1923), the Hamline Methodist Church (1927-1928) that replaced Johnston's church, and as Slifer and Cone, designed Hutton Arena/Norton Field House (1937); Drew Hall (1946), a dormitory on the Hamline Campus; and the Christian Missionary Alliance Simpson Memorial Church (1937), and the education wing of Hamline Methodist Church (1955-1956). Slifer's firm also designed an addition to St. Columba School along Hamline Avenue (1931). Slifer also remodeled the house at 1685 Englewood to its current Tudor Cottage appearance for Orrin L. Kipp, a construction engineer for the State Highway Department (1929).²²

The City Architect's Office designed several prominent public buildings in the neighborhood. Frank X. Tewes (appointed City Architect in 1922 until his death in October 1929), James C. Niemeyer (City Architect for about a year after Tewes' death), and Charles A. Bassford (appointed City Architect in 1930) were the architects of record for City projects. Clarence (Cap) Wigington, chief architect in the City Architect's Office, is credited with the design of Wilson Junior High School (1924-1925) and the Hamline Playground Building (1938), while Carl H. Buetow, another neighborhood resident, was the architect in charge for the Hamline-Midway Library (Henry Hale Memorial, 1929-1930). Tewes may have taken charge of the Newell Park Pavilion (1929) design. Wigington is credited with an addition in 1934.²³

Commercial and industrial buildings were often the work of architects. One of the most active of these firms was Toltz Engineering Co., later Toltz, King and Day. Their work included: the Sanitary Food Manufacturing Company/Griggs Cooper Building, 1821 University Avenue (1911 and later); the Krank Manufacturing Company/now Iris Park Place, 1885 University Avenue (1926); and Tip Top Tavern/now the Town House Bar, 1415 University Avenue (1924), subsequently remodeled in 1946 in the Streamlined Moderne style by Werner Wittkamp. It also produced the Minnesota By-Products Coke Co. office, 1000 Hamline Avenue and Great Northern tracks (1927). The successor firm Toltz King Duvall Anderson designed the Midway Stadium east of Snelling (1953). The firm of A.H. Stem was also active in industrial design with the American Radiator Factory (1922) at Minnehaha and Prior; and the St. Paul Casket Company Building (1922) at 1222 University Avenue. Ellerbe Architects was also active in the area as the designer of the Quality Park Investment Company Building/now Midway Books, 1579 University Avenue at Snelling Avenue (1934) and the post-World War II Mutual Service Insurance Company, a modern office building at 1919 University Avenue (1955). The Ellerbe firm also designed the Manor House dormitory (1922) at Hamline University.

In the postwar period, many of the existing churches added education wings and similar facilities. Others commissioned new buildings. The most notable of these is St. Columba Church (1949-1950), designed by Chicago architect Barry Byrne. A German-Lutheran congregation (relocated from Dale Street and Sherburne Avenue) built St. Matthew's Lutheran Church (1951) designed by

²² "St. Paul Building Notices," *Improvement Bulletin*, December 28, 1928.

²³ David Vassar Taylor with Paul Clifford Larson, *Cap Wigington: An Architectural Legacy in Ice and Stone* (St. Paul: Minnesota Historical Society Press, 2001), 32, 34, 126 n21. Charles Bassford is listed as the City Architect on a January 1929 plan for the pavilion. The plan was drawn by TEK/HHW [Herman H. Witte] and checked by HAM [Herman A. Miller]. It is believed that Bassford changed the inscription when he became the City Architect in 1930. Tewes's name was on the original plan. Krista Finstad Hanson, "Stanford Newel, Proposal Rock, and Newell Park Widows: Newell Park Celebrates Its Centennial," *Ramsey County History* 43 (Winter 2009): 16. Drawings for the addition are in the Wigington Pemberton Family Papers in the Northwest Architectural Archives, University of Minnesota Libraries.

local modernists Ingemann and Bergstadt on Lexington Parkway at Van Buren Avenue. Jehovah Lutheran Church (1963), designed by the South Dakota architectural firm of Harold Spitznagel Associates with Wallace Steele as the chief designer was built on Snelling Avenue on the site of its earlier church designed by Carl Buetow.

Saint Paul based modern architects were responsible for expanded educational facilities. Particularly notable was the firm of Hammel, Green and Abrahamson who designed several buildings at Hamline University. Magney, Tusler and Setter designed the Sorin Hall dormitory (1958) at Hamline University. Albert Plagens designed Central Lutheran School (1950, 1954). William Schaefer and Associates designed the St. Matthew's Sunday School (1965) adjacent to the church. In the 1970s, the Saint Paul Public Schools embarked on a major school building campaign. Both Hancock School and Galtier School were replaced in 1973-1974 with new buildings by Wold Associates and Bettenberg, Townsend, Stolte and Comb respectively.

4.4 HOMES IN HAMLINE-MIDWAY

The first stages of development of the Hamline-Midway neighborhood predated annexation of the area by the City of Saint Paul and were within the jurisdiction of Rose Township. Rose Township was named after Isaac Rose (1802-1871), a native of New Jersey, who settled in Minnesota in 1843. He took a claim near St. Anthony Road and Fairview Avenue in 1847 and joined the federal government team that surveyed Ramsey County in 1850, thus naming the township. The earliest plats, registered with Ramsey County, date from between 1875 and 1883. After 12 years of operation and facing mounting debts, Hamline University closed its first campus in Red Wing, Minnesota in 1869. Three years later, the trustees agreed to reestablish the university in Saint Paul on a tract of land that had been donated by local benefactors. It was located east of Snelling Avenue and south of the St. Paul, Pacific and Manitoba railroad tracks. Plats for residential development close to the university site soon followed. "College Place" is indicated on an 1874 county atlas, though the official plats came later: College Place West, surveyed by Cooley and Rinker (1875), Hamline, surveyed by Samuel Kent (1880), College Place East, surveyed by D. L. Curtice (1881), College Place Taylor's Addition (1882), and Hersey Woolsey (1882).²⁴ Further to the south were the Brightwood Park Addition (1882), north of University between Snelling and Aldine, and the large Syndicate No. 5 Addition (1883) between Minnehaha and University from Pascal to Griggs.

In the decade following the city's westward expansion and incorporation of the Hamline-Midway area in 1885, more plats and additions were filed. Midway Heights (1885) is the only plat that breaks away from the grid, perhaps – given its name – due in part to the hilly topography. The topography of the area as a whole is reflected in the Atlas of Ramsey County, 1867, Rose Township (T.29 R.23).²⁵ Additional platting, rearrangements, and subdivisions followed between 1901 and 1928, but these were largely superimposed on the earlier, yet undeveloped, plats. Streets within the plats were assigned names: some were westerly extensions of already-established streets further to the east, while others were given completely new names. Fry Street was originally Walker, Hubbard Avenue was originally Wesley, and Englewood Avenue was originally Capitol.

²⁴ Andreas, 1874. Carole Zellie and Garneth O. Peterson, *St. Paul Historic Context Study: Residential Real Estate Development: 1880-1950*, prepared for St. Paul Heritage Preservation Commission, 2001, 9. These surveyors were active throughout the expanding areas of St. Paul and Ramsey County in the later nineteenth century.

²⁵ L.G. Bennett, *Map of Ramsey County, Minnesota* (Chicago: n.p., 1867). The Rose Township map was reproduced by Donald L. Empson in 1995 and is available at the Minnesota Historical Society Library.

Many of these names were changed over time and by 1940 the City had regularized the street-naming system.

Soon after the first blocks were platted in the late 1870s, residences began to be built throughout the Hamline community and the Midway District. Generally, they were scattered and not concentrated as individuals built houses for themselves or a contractor acquired a few lots to build houses on speculation. Many houses from the 1880s and early 1890s can be found throughout the neighborhood, with varying degrees of architectural integrity. There is little or no surviving aboveground evidence of any houses that predate the plats, although the house at 877 Fry Street (originally Walker Street) has a traditional form that suggests an early date.²⁶ Single-family residences were the predominant building type, along with some duplexes, but households in such residences often included extended family members, domestic servants, and short-term lodgers.

The single-family and duplex buildings vary in size and height, depending in part on lot size (typically 40 to 60 feet wide and 100 to 150 feet deep), and the needs and finances of the property owner. Houses range from one and one-half to two-and-one-half stories in height. Almost all are wood frame, with wood siding and details, and set on rough limestone foundations. Around the turn of the century Minnesota had a thriving timber and lumber industry, and in turn, wood was a relatively inexpensive building material. In the Midway district, sawmills and lumber factories sprang up to fabricate the component parts. Brooks Brothers Lumber with an office, factory, and warehouses off Prior and University was a prominent local example. The limestone for foundations was also locally quarried and readily available. A few houses are clad in brick, a more durable material, which was more expensive to manufacture and ship. In many cases, the original wood siding has been replaced (or covered) by other materials, including asbestos-cement shingles, stucco, aluminum siding, vinyl siding, and fiber cement sidings like “HardiePlank.” In the early twentieth century, limestone was superseded by rock-faced concrete blocks as a foundation material.

Some houses were designed by architects, but most were the product of local contractors and carpenters. Examination of building records indicates that many of the contractors were Swedish immigrants. Contractors often acted as their own developers, purchasing a few lots at a time and building individual houses that would be sold to finance future work. Some of them lived in their own houses in the neighborhood. Builders would buy plans from nearby lumberyards or stock plan books, or just use their technical skills and accumulated experience. The Radford Architectural Company offers one example; it sold complete plans through its catalogue, *The Radford Ideal Homes*.²⁷ Each illustrated design included a foundation and cellar plan, floor plans, elevations, roof plan, and details, along with measurements and specifications. These plans could be modified by the builder to meet the needs of the client.

²⁶ Carole Zellie and Garneth O. Peterson, *Historic Context Study: Pioneer Houses: 1854-1880*, prepared for St. Paul Heritage Preservation Commission, 2001, 7: “While farms were well distributed across the area in the period 1859-1880, few of the farmhouses or other agricultural buildings appear to have survived in areas such as District 11 (Hamline-Midway) and District 12 (St. Anthony Park). Some farmhouses were likely remodeled and incorporated into the residential development that began in these areas in the 1880s.” The house at 1288 West Hubbard may be such an example. It was built in 1887 by contractor William A. Davern on the base of a 14’ x 16’ barn (permit 12331).

²⁷ The Radford Architectural Company was based in Chicago and Riverside, Illinois and published its catalogue and related pamphlets between 1903 and about 1930.

Houses of the last two decades of the nineteenth century and the early twentieth century fall into a group of traditional styles that can be found in Hamline-Midway and throughout Saint Paul. The primary stylistic designations include revival styles such as: Victorian, Italianate, Second Empire, Queen Anne, Foursquare, and Colonial Revival. Among the characteristic features, houses may have hipped and gabled roofs, corner towers, projecting bays, open porches, decorative wood detailing, and certain types of window patterns. As one moves through the neighborhood, specific stylistic characteristics and features can be recognized. The Victorian Queen Anne style house (1886) at 767 North Fairview has a dramatic corner tower. The Victorian Queen Anne style house (1887) built for Oric O. Whited at 1538 West Englewood Avenue has dramatic rooflines and a wraparound porch. Both houses were constructed by John Rossman, a Hamline-based building contractor, who was active in the neighborhood in the 1880s and 1890s. Two stylistically related Victorian Queen Anne examples, both dating from 1890 are the house at 665 North Fry at Blair and the house at 1636 Englewood at Fry; both have distinctive projecting towers and porch features. The Queen Anne/Colonial Revival Budd House (1890), 1765 West Minnehaha Avenue, and the Victorian Colonial Revival Grant House (1891), 1464 West Minnehaha Avenue, have open porches, projecting bays, and intricate wood detail. A group of stylistically related houses on both sides of Minnehaha Avenue between Wheeler and Aldine were built between about 1905 and 1910. Each is an example of the Colonial Revival style with a Palladian window in front gable, intersecting side bays, and columned front porches (originally open). By about 1910, the neighborhood's street system had been further developed and most neighborhood blocks had at least a few houses; the northeast section of the area remained largely undeveloped.

Owners' names from building permits, correlated with city directory information, indicate who built and homesteaded in Hamline-Midway. Many were affiliated with local businesses and the railroads, especially those businesses near the Minnesota Transfer yards. Others worked for the city and state governments. Some were Hamline University professors. Two examples are Colonial Revival style houses: the house at 1757 West Minnehaha Avenue was built in 1910 for historian Theodore Blegen; the house at 1718 West Taylor was built in 1914 for zoologist Orrin J. Wenzel. J. S. Sweitzer, a local contractor, was especially active in building houses and other buildings near Hamline University.

During the next twenty years, the Hamline-Midway neighborhood was largely built up. The community was being praised for its location and amenities:

The Midway district is unexcelled as a place in which to build a home. It is equally near the business centers of both St. Paul and Minneapolis. It is a live, progressive business community in itself. . . . The fastest transit line in the city—on University Avenue—cuts through the district's center. . . . Opportunities for employment are unexcelled. . . . Professional men, clerks, mechanics or laborers would not find a better place to live, and be near office or shop. There is no congestion of population. There are plenty of open spaces and pretty parks. . . . School facilities could not be bettered anywhere. . . . Churches of every denomination are in the Midway. . . . Social 'classes' do not exist. It is a true democracy, where people abide in real prosperity and a true spirit of friendliness and mutual cooperation.²⁸

²⁸ "The Midway District (ad)," *Minneapolis Tribune*, January 21, 1917, A12.

Houses from this period (1910 – 1930) are often somewhat more modest in size and display more varied, but still traditional architectural styles that can be found throughout Saint Paul. These houses also reflected changing patterns of living with smaller families and no live-in servants. Smaller one-and-one-half story houses often would be called cottages or bungalows; whether gable or hipped, their rooflines were typically low-pitched with wide eaves. These are predominately wood frame structures clad in wood, brick, and stucco siding, sometimes used alone or in combination. Enclosed porches were often preferred over open ones, and are typically tucked under front roof slopes. The houses had stylistic names like Colonial Revival, Craftsman or Arts and Crafts, Cottage Tudor, Mission Revival, and Mediterranean-Spanish Revival. One widely cited example of the latter is the Lena Howard House (1926) at 1672 West Blair Avenue. Examples of the gambrel roof Colonial Revival style can be seen at 901 North Aldine (1913) and 818 North Fry (1928).

This era also saw the increase in catalogue houses from Sears Roebuck, Gordon Van Tine, Aladdin, Montgomery Ward, and others including the Saint Paul-based Brown-Blodgett Company which had its own design department. Customers could not only buy plans for houses, but also the components of the houses themselves. Once the materials were shipped to a house lot, they were then assembled under the supervision of a local contractor, carpenter, or even the homeowner. While it remained typical from the earlier era that most of the houses were not designed by architects, there are a few exceptions. The Arts and Crafts style house at 1447 Blair was designed by Charles Bassford. It was built in 1915 for Thomas E. Nichol森, an immigrant from Great Britain and inspector at the Department of Labor. Architect Fred Slifer built his own Dutch Colonial Revival style house at 1667 West Hewitt Avenue (1923) and renovated the house at 1685 West Englewood Avenue in the Tudor Cottage style for O.C. Kipp. Another exception was a group of houses designed by the Architects Small House Service Bureau. This organization was founded under the sponsorship of the American Institute of Architects to promote the services of trained architects instead of building contractors. Known examples in Hamline-Midway include the three houses at 1186, 1194, and 1200 West Lafond Avenue (all 1921).

This period also has more residences that were specifically designed as duplexes, typically divided with an apartment on each floor and separate entrances accessed from a first-story porch. Sometimes the owner resided in one of the units, or resided elsewhere and rented out both. The Prairie School style was popular for some of these buildings. A fine example is the duplex at 1254 West Thomas Avenue (1927) with open corner porches at both stories.

Due to the financial collapse of the Great Depression and building constraints during World War II, new single-family residential construction almost completely halted between 1930 and 1945. Meanwhile, needed repairs and maintenance on older houses were sacrificed. Consequently, property owners sought modern remedies such as cladding over wood siding with asbestos-cement shingles or stucco siding. Open porches began to be enclosed or even removed. Internally, larger houses were subdivided into duplexes or small apartments to offset maintenance costs, generate income, and meet increased demands for housing.

After the end of World War II and the lifting of restrictions on building materials, a new wave of residential construction began on previously undeveloped lots throughout the neighborhood. These were predominantly single-family houses and duplexes, designed in the popular post-war styles

that are categorized as Cape Cod, Ranch or Rambler, many of which came from stock plan books that were prominent in this era. As in earlier eras, these styles were typical in other Saint Paul neighborhoods as well as newly-developed inner-ring suburbs throughout the Twin Cities. Such housing was financed by the FHA and veterans' benefits programs to meet the needs of a growing population. Some of these clusters are a group of houses on Hewitt Avenue and Clayland Street around Clayland Park and on Van Buren Avenue near Wheeler Street on the site of vacated Territorial Road. In addition, education benefits brought many veterans to the neighborhood to attend nearby colleges following the war.

The construction of multiple-family dwellings in certain areas of the neighborhood began to take hold in about 1910 and continued into the 1920s. These took the form of four-unit apartment buildings, generally known as fourplexes; and larger, but still small-scale, apartment buildings. Fourplexes were generally built on or near streetcar routes such as Snelling, Thomas, and Minnehaha, both on corner sites and mid-block. These buildings are two or two-and-one-half stories high with two apartments on each floor, often with enclosed sunporches. The buildings are entered through a recessed center doorway that leads into a center hall and staircase. In other cases, porches extend across the front on both stories with one or two entrances off the first-floor porch. The buildings might be clad with wood clapboard, brick, stucco, or a combination. Some buildings are very straightforward designs without much detail, while others have Colonial Revival, Mission Revival, or Prairie School features. The building at 1591 West Taylor Avenue (1913), just west of Snelling Avenue, is a distinctive example.

The blockfronts of Charles Avenue between Snelling Avenue and Fry Street have several groups of two-story brick and stucco fourplex and flats buildings that share Craftsman style details. The two fourplexes at 1905 and 1915 West Charles Avenue date from 1921. On the south side of the street are three larger flats buildings at 1598, 1604, and 1618 West Charles Avenue, all dating from 1919 and built by the A.H. Heimbach & Company contracting firm. The Heimbach company also built the Prairie School style La-Vera Apartments building (1916) at 517-519 Asbury Street, and the smaller two-story-and-basement apartment building (1917) at 535 Asbury Street. The La-Vera design is a Chicago variant of the open courtyard plan; an earlier study of the building has noted that the "shallow courtyard is a relatively uncommon feature for small apartment buildings in the Twin Cities. In this case, the plan appears to be a device used to allow the building to fill as much of the deep lot as possible."²⁹

The building at the southwest corner of Snelling and Thomas Avenues is an unusual variant of an apartment building with a courtyard plan, with commercial space incorporated into the design. The apartments are entered through a narrow courtyard at 1584 West Thomas Avenue, while the commercial space is at the ground floor, facing the main thoroughfare with the addresses of 547-549 Snelling. Built in 1923, the building was commissioned by Peter Westlund who operated a meat market in the corner shop. The 1930 city directory lists nine apartments.

²⁹ See *Phase II Architectural History Investigation for Central Transit Corridor*, 2004, prepared by the 106 Group for Ramsey County Regional Rail Authority and Minnesota Department of Transportation, 187-189. The Heimbach Company also built houses like the residence for Lena Howard cited above.

The Hamline Apartments, 722-734 North Snelling Avenue at Minnehaha Avenue, is a two-story apartment and store building that extends over half the blockfront. Built in 1929 for the Lampert Investment Company, it was designed by architect Arthur F. Preusch to contain eight storefronts at the first floor, and eight apartments and two offices for doctors and dentists, both at the second floor.³⁰

As with single-family houses and duplexes, construction of new apartment buildings recommenced after World War II. As economic conditions improved, undeveloped lots were available for such construction. One interesting example is a late Moderne style apartment building at 1339 West Sherburne Avenue, built in 1940 at the corner of Hamline. Other clusters of apartment buildings were constructed in the 1960s on previous industrial sites. The group on the north side of Thomas between Wheeler and Aldine was built on the site of a construction storage yard. The group on the west side of Aldine between Charles and Edmund was built on the site of an Anchor Block factory and a Skelly Oil warehouse.

Later multiple-family building construction occurred as a result of city-sponsored housing programs. In 1973, the City Housing and Redevelopment Authority purchased the St. Paul Bible College property at Hamline and Englewood. The original seminary building was demolished and replaced in 1976 by the Hamline High Rise, a 17-story Modern style apartment building for senior housing. When the Northern Pacific Hospital at Charles and Simpson was closed in 1987, the site was purchased by the City and redeveloped as a group of town houses known as the Hamline Town Homes (1990).

Figure 8. "The Midway District" advertisement. Minneapolis Sunday Tribune, 1917

³⁰ "St. Paul Building Notices," *Improvement Bulletin*, April 27, 1929; *The Hamline Tribune*, May 3, 1929, May 10, 1929.

The Midway District

(The Manufacturing and Distributing Center of the Twin Cities.)

An Ideal Residence Section Where Home Seekers Will Find Unexampled Facilities and Economy That's REAL!

The Midway district is unexcelled as a place in which to build a home.

It is equally near the business centers of both St. Paul and Minneapolis. It is a live, progressive business community in itself.

It is an economical place in which to live.

Five cent car fare is charged to any part of St. Paul or Minneapolis—and that's all. The fastest transit line in the city—on University avenue—cuts through the district's center. Four other lines cross the district east and west.

No extra charge above the minimum monthly rental is made for telephone service to either of the Twin Cities.

Beautiful Sites for Homes!

Beautiful sites are to be found in any of the Midway district's attractive park sections. Some of the finest homes in the Twin Cities are located there.

It is the logical place for the worker's home. His wide choice of location does not interfere with quick car service to employment from any part of either city.

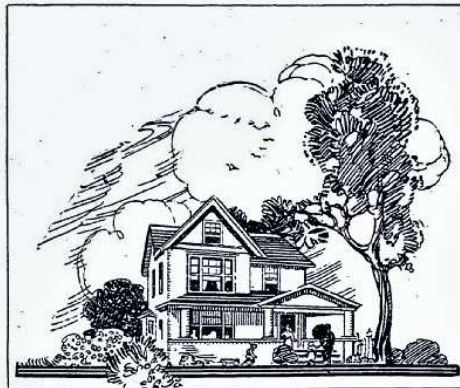
Notwithstanding all its advantages, home sites in the Midway can be bought for remarkably low prices. Practically all street improvements have been made. Reliable companies will build homes to be paid for on easy terms.

Returns on realty investments never will be surer than in the Midway district. It's rapid growth guarantees certainty—and big profits!

The population of the district has increased three times in five years. In 1910, it was 19,500. In 1915, it was 32,000. Today even a greater number of people are living there. And this growth was natural—stimulated by no promotion of any kind.

Four New Homes Completed Every Working Day in the Year!

For five years an average of 1,204 houses were completed in the Midway district each year. This means four, for every working day—an astounding growth.



Opportunities for employment are unexcelled. The Midway itself has a great number of industries, and the worker has either of two great cities—equally nearby—in which to apply himself.

Professional men, clerks, mechanics or laborers could not find a better place to live, and be near office or shop.

There is no congestion of population. There are plenty of open spaces and pretty parks, the air is pure, and children thrive the year around as though they were in the country.

School and Church Facilities

School facilities could not be bettered anywhere. Two public grade schools: Central High School of St. Paul; private schools; sectarian institutions; the State University; Macalaster college; the Hamline university; the Agricultural college—all make the Midway a great educational center.

Churches of every denomination are in the Midway. The moral advantages are manifold as compared to the congested districts of either of the Twin Cities.

Social "classes" do not exist. It is a true democracy, where people abide in real prosperity and a true spirit of friendliness and mutual co-operation.

LIVE IN THE MIDWAY DISTRICT!

(The Manufacturing and Distributing Center of the Twin Cities.)

Figure 9. Housing development, Capitol Avenue (now Englewood) near Dunlap, 1931.



4.5 TRANSPORTATION IN HAMLINE-MIDWAY

Transportation in the broad sense played a major role in shaping the Hamline-Midway Neighborhood that we know today. The neighborhood boundaries are established by railroad lines at the north and west, and at the south, University Avenue – a primary link between the downtowns of Minneapolis and Saint Paul, along which the interurban streetcar line ran. Prior to annexation by the City in 1885, the area was traversed by two primary roadways: Territorial Road, part of the old Red River oxcart trail that linked downtown Saint Paul and St. Anthony (annexed by the City of Minneapolis in 1872); and University Avenue, which prior to 1881 ran along the alignment of today’s Minnehaha Avenue to connect Hamline University with the University of Minnesota.³¹ Territorial Road is shown on maps of Rose Township and on the 1874 map is called Central Avenue.³² When the Minnesota Transfer Railway yards opened in 1883, the route of University Avenue was shifted half a mile to the south to a street previously called Melrose. Travel was slow as these two routes were ungraded and unpaved.

Early railroad lines were a more reliable form of transportation between the two cities. The 1874 atlas map of Ramsey County shows the St. Paul & Pacific Railroad corridor running west out of downtown Saint Paul, north of the Midway area, and into Minneapolis. Several small depots, including one at Hamline, were located along the route. A spur track ran south along Hamline Avenue, terminating near Marshall Avenue.³³ Following the demise of the St. Paul & Pacific in 1879, the line was assumed by the newly formed Saint Paul, Minneapolis and Manitoba Railway. The company improved the corridor and constructed a double track, adding the Manitoba Short Line.³⁴ At the same time the Chicago, Milwaukee and St. Paul (the Milwaukee Road) began to construct a Short Line route south of the Midway area. Both lines provided impetus for the platting of suburban residential parks: Merriam Park and Union Park to the south were served by the Milwaukee Road, while Hamline and St. Anthony Park were served by the Manitoba line to the north.³⁵

In 1880, at the incentive of James J. Hill, the Minnesota Transfer-Union Stockyard Association, a confederation of the regional railroads, began to construct a mile-long spur line that connected the two railroad short lines. The Association was reorganized as the Minnesota Transfer Railway Company in 1883 and began to build an extensive system of interchange yards to facilitate shipping and freight transfers. Hill owned the St. Paul, Minneapolis and Manitoba Railway, which in 1890 was consolidated into the Great Northern Railroad. By 1912, it was the second largest freight interchange facility in the nation, covering 200 acres with 160 miles of track. Recognizing the efficiency of shipping and receiving freight through the Minnesota Transfer, many industrial

³¹ Donald L. Empson, *The Street Where You Live* (Minneapolis: University of Minnesota Press, 2006), 274.

³² *Rice’s Map of Ramsey County, Minnesota and Hennepin east to city limits of Minneapolis* (St. Paul: G. Jay Rice, 1874). Today’s Central Avenue is further south and east.

³³ *Atlas of Ramsey County, Minnesota* (Chicago: A.T. Andreas, 1874). Hamline University is indicated on this map, north of the railroad tracks. By the time the school opened, the campus had moved further south to its present location.

³⁴ West Part of St. Paul (1885). (No identifying publisher information. On file at MNHS: G4144 .S4 1885 2F).

³⁵ “A Trail of Two Cities: The Impact of Transportation on the Development of the Midway Area, 1847-1960,” 8-4 – 8-7 in *Phase I and II Cultural Resources Investigations of the Central Corridor, Minneapolis, Hennepin County, and St. Paul, Ramsey County* (St. Paul: Hennepin County Regional Railroad Authority, Ramsey County Regional Railroad Authority, Minnesota Department of Transportation, 1995).

and warehousing businesses developed new facilities within its vicinity.³⁶ At various times, the transfer rail lines also transported passengers between the Milwaukee and the Manitoba lines.

Within a few years, the passenger rail lines were supplemented by street railway (streetcar) lines. The early lines are depicted in 1891 *Dual City Blue Book*.³⁷ Both cities had short streetcar lines, either pulled by horses or operated by cable. The Minneapolis Street Railway Company and the St. Paul City Railway Company were taken over by Thomas Lowry in the late 1880s and consolidated into the Twin City Rapid Transit Company. Both cities approved electrification of the lines, and an extensive route system was planned. Two lines initially served the Hamline-Midway district. The University Avenue Interurban line which ran the length of University Avenue between the two cities first opened in 1890. It was operated as the showpiece of the TCRT system, received the newest cars and features, and was among the busiest lines in the system. The Interurban line intersected with other lines at major north-south streets, and provided the impetus for major commercial and industrial development along University Avenue, as well as related recreational and entertainment activities. The second route in the district, Lexington Line (opened in 1891) ran north from University along Lexington, west on Minnehaha, and then north on Snelling Avenue to Como Park. This route was shifted and renamed from Lexington to Hamline Avenue in 1903 when Lexington was converted into a parkway. Since at least 1897 “the Park Board had been trying to secure the widening of Lexington” between Summit and Como Avenues.³⁸ The north-south Snelling Crosstown line between Grand and Como opened in 1905. These lines provided easy access to the rapidly-developing residential districts, local schools and other educational institutions, local churches, and more employment opportunities. After 1906 the Hamline line also extended westward to Prior Avenue, providing access to the Minnesota Transfer yards and related industries. Snelling Avenue also experienced major commercial development. In 1907, the TCRT opened the Snelling Shops, one of its service and maintenance facilities, at the southeast corner of Snelling and University.³⁹

Modest commercial development took place at or near streetcar stops where developers constructed store and flats buildings. Shops and offices occupied the first-floor storefronts, with apartments and offices upstairs.⁴⁰ In addition to locations on Snelling and University, these store-and-flats buildings can be found throughout the neighborhood on Thomas and Minnehaha, as well as some other nearby streets. Two surviving store-and-flats buildings, 629 Aldine at Lafond and 690 Wheeler at Van Buren, were located off the route of Territorial Road. Today Territorial Road in Hamline-Midway survives as one-block stretch of alley between Van Buren Avenue and Blair Avenue bounded by Aldine Street on the east and Wheeler Street on the west. Other sections of the road were vacated as the grid was extended and plats were superimposed over the sections of the road. Further west, Territorial Road extends from Vandalia Street to the city limits.

³⁶ “A Trail of Two Cities,” 8-7 – 8-10.

³⁷ *Dual City Blue Book* (St. Paul: R.L. Polk and Company), vol. 4, 1891, 39-40.

³⁸ Board of Park Commissioners of the City of Saint Paul, *Twelfth Annual Report* (St. Paul, 1903), 34, 36, 68.

³⁹ John W. Diers and Aaron Isaacs, *Twin Cities by Trolley* (Minneapolis: University of Minnesota Press, 2007), 65-69, 197-201, 268-269; “The Snelling Crosstown,” *Twin City Lines*, Fall 2017, 16-21; Betsy Bradley, “Minneapolis-St. Paul Interurban Streetcar Line,” 18-21, in *Phase II Architectural History Investigation for Central Transit Corridor*, 2004, prepared by the 106 Group for Ramsey County Regional Rail Authority and Minnesota Department of Transportation.

⁴⁰ See Carole Zellie and Garneth O. Peterson, *Historic Context Study, Neighborhood Commercial Centers: 1874-1960*, prepared for St. Paul Heritage Preservation Commission, 2001.

While streetcars and railroads provided broad access to the Midway district, additional measures were needed to move around within it. As the neighborhood was platted for development, streets were cut through and alleys added in many of the blocks. The earliest development preceded the automobile era, and often houses built at that time included small barns to house horses and even cows. The few surviving structures are scattered throughout the neighborhood. One example is off the alley at 1927 West Minnehaha Avenue. These buildings are often recognizable by their lapboard siding and haymow doors.

The automobile as a form of personal transport quickly took hold in the early twentieth century. In place of barns, local builders began to construct garages, sometimes called “automobile barns,” or “auto houses” along the alleys or, on blocks without alleys, at the rear of driveways. These garages also began to appear in stock plan books for this area. At first, most of the streets themselves were not paved, just graded and oiled annually. The Local Improvement Committee of the Midway Club, formed in 1919, was among the groups lobbying for street paving. The group also advocated for street lighting along University Avenue.⁴¹ Even as late as 1929, a neighborhood newspaper described the situation: “[The] annual spring repairing work included all unpaved streets of the district. The total mileage of these includes some two hundred blocks or approximately twenty miles... The course of the repairs on each street consists in breaking up the dirt with a large surface breaker, followed by a scraper which again levels off and evens the dirt. Workmen then pick out large stones, glass, and other objects of that nature which may cause the motorists tire trouble. When this is finished, a coating of oil is spread over the entire street, settling the dust and holding together the loose dirt and stones.”⁴² Sociologist Calvin Schmid noted that widespread use of automobiles spurred “rapid extension of paved streets... The mileage of paved streets in Saint Paul increased from 3.0 in 1880 to 8.2 in 1885, to 41.2 in 1890, to 45.3 in 1900, and by 1936 to 250.0 plus 35.0 miles of paved alleys.”⁴³

Schmid traced the shift from horse-drawn vehicles to automotive vehicles between the 1860s and the 1930s. Horse-related businesses included carriage and wagon makers, blacksmiths, horseshoers, and livery and boarding stables, as well as dealers in grain and feed. The numbers rose through the nineteenth century, reaching a peak of 100 blacksmiths, 50 wagon and carriage making shops, and 60 livery and boarding stables; their numbers declined after the turn of the century as automobile use increased. By 1935, Saint Paul had only 15 blacksmiths, no carriage or wagon makers, and three livery and boarding stables, as several of these businesses converted to mechanics’ garages.⁴⁴

By contrast, the first automobile dealer was listed in Saint Paul in 1901. Dealers in automobile parts and accessories began to appear at the same time. The numbers increased rapidly. By 1935, Saint Paul had 60 auto dealers and 65 dealers in auto parts.⁴⁵ Schmid also noted that “during [the]

⁴¹ Jane McClure, “The Midway Chamber and its Community: The Colorful History of an ‘Unparalleled Feature’,” *Ramsey County History* 29 (Fall 1994): 8.

⁴² *The Hamline Tribune*, June 28, 1929, 1.

⁴³ Calvin F. Schmid, *Social Saga of Two Cities: An Ecological and Statistical Study of Social Trends in Minneapolis and St. Paul* (Minneapolis: Bureau of Social Research, the Minneapolis Council of Social Agencies, 1937), 65.

⁴⁴ Schmid, 9, 12.

⁴⁵ Schmid, 12.

early period automobiles were largely considered a luxury. . . Today, however, automobiles are considered more as a necessity and a convenience.”⁴⁶

The Midway District provided ample opportunities for residents to acquire automobiles. University Avenue was fast becoming the location of automobile dealerships and related automobile service businesses. Owens Motor Company opened the first showroom on the University Avenue, west of Dale Street, in 1917. Less than a decade later in 1926, there were 18 passenger car dealers along the Avenue.⁴⁷ Business suffered during the Great Depression and World War II; there were 11 passenger car dealers in 1936, and in 1946 there were 14 new-car dealerships on University Avenue.⁴⁸ Following the war, the use of personal automobiles rose dramatically, and in 1949 there were 24 dealerships.

As noted by one commentator: “University Avenue competed with Grand Avenue as the place to buy a car in St. Paul.”⁴⁹ Dealerships in the Hamline-Midway neighborhood include Midway Chevrolet, which opened its first new-car lot at 1641-47 University in 1922. It moved to a new building in 1924 at 1389-99 University and continued operating there until 2007.⁵⁰ From at least 1926 to 1936, Northern Motor Company, dealers of Hupmobile and later Pontiac brand cars, was located at 1469 University Avenue. The company fell victim to the Great Depression; production of the Hupmobile was halted in the latter part of 1935; the company was unsuccessful in restarting production, and ultimately closed in 1940.⁵¹ The dealership was replaced by Kline Oldsmobile, which operated from this location until 2004 when General Motors phased out the model.⁵² Motor Power Equipment was located at 1515 University in 1936; it was replaced by Bud Johnson Pontiac, then in 1955 by Arrow Pontiac.⁵³ Harold Slawik opened two dealerships in the 1940s at 1834 and 1850 University Avenue.⁵⁴ He replaced the latter operation with Midway Ford in 1954.⁵⁵ A commercial real estate developer, Slawik and his wife Marie saw the potential in suburban development in Roseville; they opened Har-Mar shopping center in 1963 and moved the Midway Ford dealership there in 1977.⁵⁶ In addition to these passenger car dealerships, there were commercial truck dealers and dozens of “allied retail operations along University Avenue, such as gas stations, auto parts stores, and auto repair shops, which supported or complemented these dealerships and the vehicle owners who needed their services.”⁵⁷

⁴⁶ Schmid, 65.

⁴⁷ R.L. Polk (1926), 1369-70.

⁴⁸ Christopher Snowbeck, “The End of the Road.” *Pioneer Press* (April 3, 2007; updated November 14, 2015). Online resource, <https://www.twincities.com/2007/04/03/the-end-of-the-road/>. (Accessed 3/21/2018).

R.L. Polk (1936), 1727.

⁴⁹ McClure, 18. See also Peter B. Myers, “The Center of the Universe for Car Buyers: University Avenue Dominated the Local Automotive Scene for Fifty Years,” *Ramsey County History* 47 (Fall 2012): 13-16. Online resource, https://www.rchs.com/wp-content/uploads/2015/11/RCHS_Fall2012_Myers.pdf. (Accessed 3/21/2018).

⁵⁰ R.L. Polk (1930), 1935.

⁵¹ Concept Carz. “Hupmobile History.” (1998-2018). Online resource, http://www.conceptcarz.com/view/makeHistory/466,14493/Hupmobile_History.aspx. (Accessed 3/29/2018).

⁵² Myers, 15.

⁵³ R.L. Polk (1954), 1094.

⁵⁴ Polk (1944), 1000.

⁵⁵ Ford Legacy. “Midway Ford Company,” Ford Legacy MN (2018). Online resource, <http://fordlegacymn.com/midway-ford-company/>. (Accessed 4/3/2018)

⁵⁶ Myers, 14; Ford Legacy.

⁵⁷ Myers, 13-16.

In the 1950s, automobile manufacturers consolidated or merged, and the dealerships followed. The interstate system that developed in the Twin Cities in the 1960s drew drivers away from the urban car dealers, and many of the newly formed companies opened large dealerships along freeway corridors in the suburbs. In 1956 there were 15 dealerships on University Avenue, but only 10 remained in 1974.⁵⁸ A Chevrolet dealership located near the Capitol since at least 1926 moved to Roseville in 1972, and over the next three decades, the rest followed suit.⁵⁹ The last new-car dealership on University Avenue closed in 2007; at that time Midway merged with Merit Chevrolet and relocated to its showroom in Maplewood, a Saint Paul suburb.⁶⁰ During the Great Depression, without demand for new production, new-car dealers also sold used cars. In 1938, there were 16 used-car dealers and 10 new-car dealers on University Avenue.⁶¹ Since the 1920s, and throughout their counterparts' vacancy, many used-car dealerships have operated along University Avenue. The last building of the Chevrolet dealership at 1389 West University survives in much altered form and now houses a different retail sales operation.

Ready access to grain and feed dealers was a necessity for those who owned horses. Even in 1923, the A. J. Wallace Feed Store was located at 751 North Snelling, below the old Masonic Hall. Conversely, gasoline service stations were a necessity for automobile owners. Several were located on University Avenue. Three gasoline stations were located at the Snelling-Blair intersection; they were affiliated with Standard Oil, Pure Oil, and Cities Service Oil. Two of the buildings survive; one (670 Snelling) provides auto service while the other (661 Snelling) has been converted to a dry cleaner. Several service garages were located to the north and south of University on Snelling Avenue.

As the mid-twentieth century approached, personal automobile ownership increased; mass-transit ridership patterns changed and streetcar lines were gradually phased out. Both the Hamline and Snelling lines ran until 1952, and the University line lasted until 1953. The streetcar lines were replaced by buses, first operated by the successor to TCRT, and since 1970 by the Metropolitan Transportation Commission under the Metropolitan Council; today known as Metro Transit.

Meanwhile, new road construction beginning in the 1950s further defined the boundaries of the neighborhood. The Northern Route, planned as a truck route north of, and parallel to, the rail corridor, opened as a four-lane road between Snelling and Prior in 1955. The name was changed in 1961 to the Pierce Butler Route in honor of a local attorney and civic leader. The route was extended west and south to connect with the newly created Transfer Road in 1973. This new road provided street access to the new Amtrak railroad passenger terminal (1974) located within the Minnesota Transfer railyards. The 1960s construction of Interstate 94, running south of and parallel to University Avenue, helped to reinforce the southern boundary of the Midway area.⁶²

Metro Transit began to implement major transit improvements in the twenty-first century. Construction of the Central Corridor Light Rail Transit (CCLRT) line along University Avenue began in 2010. Now known as the Green Line, it was completed in 2014 and links downtown Saint

⁵⁸ Myers, 16.

⁵⁹ Snowbeck.

⁶⁰ Snowbeck.

⁶¹ Polk (1938), 1984-85.

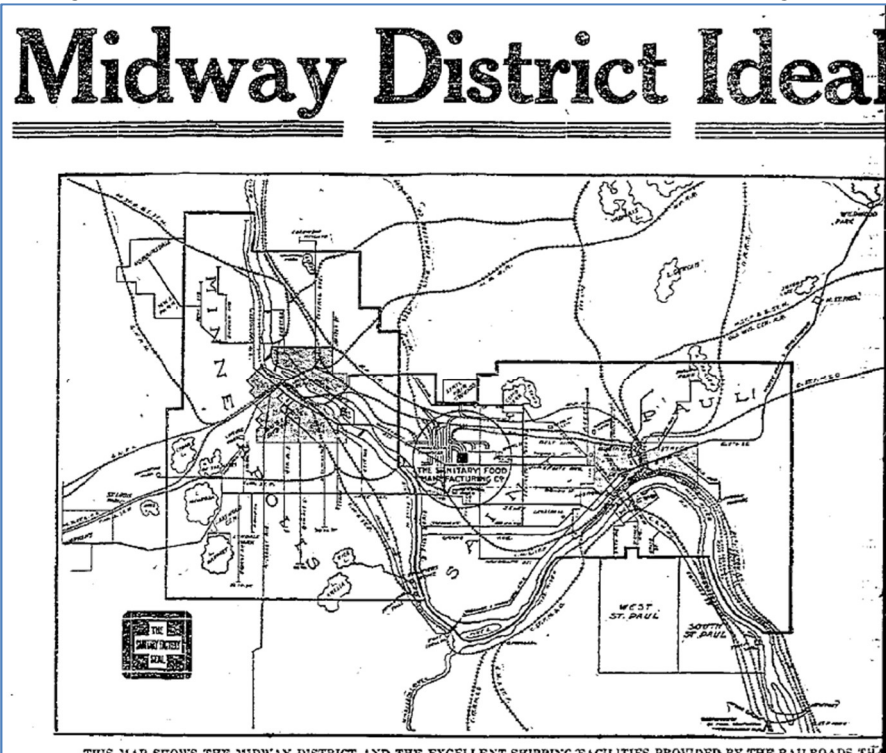
⁶² Empson, 215-216, 269.

Paul and the Minneapolis Blue Line. In the Midway, there are station stops at Lexington, Hamline, Snelling, and Fairview Avenues. New bus stations were constructed along Snelling for the A Line Bus Rapid Transit (BRT) service, which began operating in 2016. In the Midway, there are stops at Hewitt near Hamline University, and Minnehaha and University Avenues.

Figure 10. Looking west on University Avenue at Snelling Avenue North, ca 1926



Figure 11. "Midway District Ideal" Advertisement, Minneapolis Sunday Tribune, 1917



"This map shows the Midway District and the excellent shipping facilities provided by the railroads that radiate in every direction." – Sanitary Food Manufacturing Co. advertisement

4.6 RELIGION AND WORSHIP IN HAMLINE-MIDWAY

As described in the historic context for “Churches, Synagogues, and Religious Buildings: 1849-1950,” the settlement and growth of Saint Paul was accompanied by a variety of religious congregations and organizations, beginning with the Roman Catholics and mainstream Protestant denominations, as well as early Jewish congregations.⁶³ As the population of the city grew and residential districts were established outside the downtown areas, the churches followed. Some of them were built as missionary churches by older more established congregations. Other churches were built at the behest of new congregations that had many immigrants and could provide services in their native languages.

Table 3. Historic Religious Properties in Hamline-Midway

Historic Name	Current Occupant	Inventory #	Address
Hamline Methodist Episcopal Church	Hamline United Methodist (same congregation)	RA-SPC-1172	1514 Englewood Ave
Knox Presbyterian Church	New City of Nations Church	RA-SPC-4626	1536 Minnehaha Ave
Episcopal Church of the Epiphany	Epiphany Episcopal (same congregation)	RA-SPC-HamMid-TEMP-0959	1636 Van Buren Ave
Luther Seminary (non-extant)	Replaced by Hamline Hi-Rise (senior housing)	N/A	1361 Englewood Ave
Swedish Evangelical Zion Church	Zion Evangelical Lutheran (same congregation)	RA-SPC-4113	1697 Lafond Ave
First Swedish Methodist Church	Trinity Christian Church of St. Paul	RA-SPC-1691	540 Hamline Ave N
St. Columba Catholic Church	Same congregation	RA-SPC-4111	1327 Lafond Ave
Alliance Training Home and Bible School	Converted to apartments after school's 1935 removal	RA-SPC-6107	1635 Sherburne Ave
Simpson Memorial Church	Central Mission Fellowship Church (same congregation)	RA-SPC-HamMid-TEMP-0515	1632 Charles Ave
Jehovah Evangelical Lutheran Church	Jehovah Lutheran (same congregation)	RA-SPC-HamMid-TEMP-2551	1566 Thomas Ave W / 590 Snelling Ave N
St. Matthew's Evangelical Lutheran Church	St. Matthew's Lutheran Church (same congregation)	RA-SPC-HamMid-TEMP-3472	701 Lexington Pkwy

Several Protestant denominations were the first to establish congregations in what was described as the Hamline neighborhood.

The first Methodist Episcopal congregation in Saint Paul was organized in 1848. Given that Hamline University was opened as a Methodist institution of higher learning in the Hamline-Midway area in 1880, there was every incentive to provide a church for a Methodist congregation. It first worshiped in the chapel of University Hall on the campus. The first **Hamline Methodist Episcopal Church**, designed by Clarence H. Johnston Sr., was built in 1899-1900, just south of the Hamline campus.⁶⁴

⁶³ Carole Zellie and Garneth O. Peterson, *St. Paul Historic Context Study: Churches, Synagogues, and Religious Buildings: 1849-1950*, 2001, prepared for St. Paul Heritage Preservation Commission.

⁶⁴ *The City of St. Paul and Vicinity: A Compendium of Information for Visitors and Citizens* (St. Paul: F. C. Paul, 1915), 29; Daniel J. Hoisington, Hamline Methodist Episcopal Church, National Register of Historic Places Registration Form, 2011, 8:2-3;

The Methodist church left its mark on Hamline in another tangible way. Many of the streets in the vicinity of Hamline University “are identified with the progress of religious thought, and especially with the foundation and growth of the Methodist Episcopal Church.” Blaise Pascal was a French religious author; John Wesley of England was the founder of Methodism; Wesley’s brother Charles wrote many hymns; Francis Asbury, also English, “came as a missionary to the American colonies”; Leonidas Hamline, of Ohio, was a Methodist bishop; and Matthew Simpson was president of a Methodist university in Indiana and after 1852 was a bishop.⁶⁵

The Presbyterians have also had a long history in Saint Paul, first establishing churches downtown and then, following their congregants, moving outward. Under the leadership of the Reverend Edward Duffield Neil, Macalester College was established in 1874 at Snelling and Grand Avenues. Two miles north, in the Hamline-Midway neighborhood, the Knox Presbyterian Church was established in 1890. The congregation first met in the Hamline village hall, which stood at Hubbard (then Wesley) and Snelling Avenues, north of Hancock School. In the fall of 1898, the congregation met in the local Masonic Hall on the second floor of the building at 751 Snelling. Meanwhile, planning had begun for a new church building to be located at Asbury Street and Minnehaha Avenue; it was dedicated on November 26, 1899. The growing congregation soon needed more room. Planning for another building began in 1911. The Saint Paul architectural firm of Alban and Hausler provided plans in 1912. The cornerstone was laid on June 14, 1914, and the building was dedicated in December. The design, described as Prairie School in style, is inspired by Frank Lloyd Wright’s Unity Temple (1906-1908) in Oak Park, Illinois, with emphasis on an auditorium that enhances preaching.⁶⁶

Shortly thereafter, Knox took over the Tatum Memorial Chapel located at Tatum and Chelton in Midway Heights, which had been established by the Congregationalists, and began to operate a branch Sunday school. Eventually the building was sold and replaced by a house.⁶⁷

The Episcopalians had established Saint Paul as the seat of the Minnesota Diocese in 1850. The Episcopal Church of the Epiphany was the outgrowth of a mission started in 1892 by St. Mary’s Episcopal Church in Merriam Park. The parish was formally organized in 1901 with nineteen families under the Reverend C. H. Ten Broeck; it met in the same Masonic Hall on Snelling Avenue that had housed Knox Presbyterian Church. Beginning in 1907, it built a rather modest Gothic Revival church building on Van Buren Avenue just west of Snelling Avenue at the corner of Fry Street, to designs by Clarence H. Johnston Sr.⁶⁸

Luther Seminary, for the training of Lutheran ministers, teachers, missionaries, who adhered to the Norwegian Evangelical Lutheran tradition, was built in 1898-1899 on Englewood (originally

Paul Clifford Larson, *Minnesota Architect: The Life and Work of Clarence H. Johnston* (Afton, Minn.: Afton Historical Society Press, 1996), 105-106.

⁶⁵ Warren Upham, “Minnesota Geographic Names: Their Origin and Historic Significance,” *Collections of the Minnesota Historical Society*, vol. 17 (St. Paul: Minnesota Historical Society Press, 1920), 629-630.

⁶⁶ “Historical Sketch of Knox Presbyterian Church,” *Knox Presbyterian Church* (St. Paul: Knox Presbyterian Church, 1973); Jeanne Rounds, “Seventy-Five Years at Knox,” typescript, 1965.

⁶⁷ Rounds, 2; *Dual City Blue Book* (St. Paul: R. L. Polk and Company), vol. 5 (1893) through vol. 17 (1917). The chapel appears in the *Rascher Atlas of the City of St. Paul* (Chicago: Rascher Map Company, 1891), vol. 2, sheet 198.

⁶⁸ William C. Pope, *The Church in Saint Paul* (St. Paul: n.p., 1911), 246-247; *A Compendium of Information*, 29-30; Larson, 175.

Capitol) Avenue at Hamline Avenue to the east of Hamline University. Designed by Buechner and Jacobson, the Romanesque Revival design with a central tower incorporated three wings that housed all the seminary functions, including the chapel and dormitories. The seminary operated from this location until 1917 when it merged with two other Lutheran seminaries, the Hauge Synod Seminary and the United Church Seminary, and relocated to Como Avenue in St. Anthony Park.⁶⁹

The increasing Swedish immigrant presence in Hamline-Midway was reflected in two churches. Lutheranism was the dominant religious faith of Sweden. Zion Lutheran Church was founded as the **Swedish Evangelical Lutheran Church** of Merriam Park in 1890 by a group of Swedish immigrants. The fledgling congregation met in several temporary locations for ten years, holding services in Swedish before acquiring a site for a permanent chapel at Fairview and Thomas. Then in 1911 the growing congregation decided that a larger church building was needed and acquired the present site at Lafond and Aldine. The Gothic Revival style church was built according to plans provided by contractor John Peterson, one of the church's founding members; much of the labor was donated by congregation members. A granite cornerstone inscribed A.D. 1912 is set in the tower. Upon completion, the congregation renamed itself as the Swedish Evangelical Zion Church. A fire in 1914 destroyed the north wall of the church, but rebuilding soon followed. The congregation continued to grow in the 1920s. In 1928, the building was expanded to the north and the Sunday school wing extended to the east with designs provided by contractor Otto W. Johnson. In 1931, the congregation began to conduct all its services in English and changed its name to Zion Evangelical Lutheran Church of Saint Paul.⁷⁰

Swedish immigrants who preferred a more evangelical approach to religion were drawn to such Protestant faiths as Methodism. The **First Swedish Methodist Episcopal Church**, previously located downtown at 10th and Temperance Streets, relocated to a new building at Hamline Avenue and Charles Avenue in 1916. The rather modest Craftsman style design of 1915 is by draftsman Nathaniel G. Hanson and builder J.W. Lundquist. The building was expanded in 1923 by contractor G. P. Peterson.⁷¹

The Free Methodists, a group that had broken away from the Methodist Episcopal church in the 1880s, organized the Free Midway Methodist Church in Hamline-Midway in 1903. City directories indicate its first location was 1899 University Avenue until 1908. For one year in 1908 it was listed at the southeast corner of Snelling and Sherburne.⁷² From 1912 to 1926 the church operated from a building located at the southeast corner of Sherburne Avenue and Simpson Street.⁷³

⁶⁹ The building is shown on *Insurance Maps of St. Paul, Minnesota* (Chicago: Sanborn Map Company, 1903), sheet 362. See Lutheran Seminary, St. Paul, 1905, MR2.9 SP5.2 r149, Minnesota Historical Society Collections. Steve and Nancy Bailey, "Luther Seminary/St. Paul Bible College," *Hamline Midway Heart*, Fall 2017, 3. The Seminary retained ownership of the property until the 1930s when it was sold to the Christian Missionary Alliance for its expanded training school.

⁷⁰ Rolf Eric Carlsson, *Zion Lutheran Church, St. Paul, Minnesota* (St. Paul: Zion Lutheran Church, 1990).

⁷¹ *A Compendium for Visitors*, 1915, lists the First Swedish Methodist Episcopal Church at 10th Street and Temperance Street. St. Paul Building Permit 66882, 1915; Building Permit 3530, 1923. In 1928, Swedish Methodists consolidated with the larger English-speaking Methodist Episcopal Church. See Midway Methodist Church, 1930, MR2.9 SP5.1 p107, Minnesota Historical Society Collections. For more background see John G. Rice, "The Swedes," 268, in *They Chose Minnesota: A Survey of the State's Ethnic Groups*, ed. June Drenning Holmquist (St. Paul: Minnesota Historical Society Press, 1981).

⁷² Robert E. Hoag, "Churches of St. Paul: A Directory," 1976, 21. Compiled for the St. Paul Public Library. Online resource, https://www.sppl.org/sites/default/files/rci/pdf/indexes/churches_alpha.pdf. (Accessed 3/2/2018).

⁷³ *Insurance Map of St. Paul*, 1926, vol. 3, sheet 416; *A Compendium for Visitors*, 1915, 31; *Dual City Blue Book*, vol. 16, 1915, vol. 17, 1917.

Although most of its residents were Protestants, by 1914 Archbishop John Ireland decided that it was time to establish a Roman Catholic parish in the Hamline district. The small congregation first met in a storefront location at Thomas and Hamline Avenues. The site for a church was acquired on Lafond Avenue, east of Hamline Avenue, and the first **St. Columba Church** was dedicated on November 21, 1915. One source attributes the striking twin-towered design to John Jager, architect of several Roman Catholic churches, but the Saint Paul building permit and one official church history credit the design to Edward Donohue, architect of other Catholic churches. As the name of the church would suggest, the parish was largely made up of Irish immigrants and Irish Americans. The rectory to the west of the church on Lafond was built in 1918, while the first wing of the St. Columba School was built on Blair in 1922. John F. Wheeler was the architect of both. The growing school population resulted in the construction of another school wing along Hamline in 1931 to designs by Fred Slifer.⁷⁴

After a massive fire destroyed the Hamline Methodist Church in 1925, the congregation commissioned a large Gothic Revival church from Slifer and Abrahamson, the successor firm to Emanuel Masqueray and a prominent designer of churches. Slifer, a resident of the neighborhood and a member of the church, also designed several buildings for Hamline University as well as other church buildings in the Twin Cities.⁷⁵

The Christian and Missionary Alliance had begun a ministry in Saint Paul in 1911, meeting in the churches of various Protestant denominations. By 1915, the group began to look for a site in the Midway district to construct a training school and headquarters. A site along Fry Street between Sherburne and Charles, just north of University Avenue, was acquired in 1916. Construction on the Sherburne lot began in March 1917, and a large tent for preaching was erected in the summer along Charles. That was to be the site of the Alliance Gospel Tabernacle. The **Alliance Training Home and Bible School** (RA-SPC-6107) opened in October 1917. Work began on the tabernacle in November 1917 and it opened in July 1918. Because of its resemblance to an auction barn, it was affectionately dubbed the Glory Barn. The denomination was noted for its Christian Revival meetings and evangelistic campaigns with invited speakers from throughout the United States. One campaign between March 28 and April 25, 1926, also featured the Colored Jubilee Singers and the Gospel Quintette of Cleveland, an African American group that had joined the Christian Missionary Alliance in 1913. In 1937, the tabernacle was replaced by a new church building, renamed the Simpson Memorial Church, to honor the founder of the Christian and Missionary Alliance. The Art Deco design is by Slifer and Cone. Meanwhile the training school, renamed the St. Paul Bible Institute, had relocated to the former Luther Seminary buildings on Englewood at Hamline in 1935.⁷⁶

⁷⁴ Church of Saint Columba, Saint Paul, Minnesota, *New Church Dedication Book: A Retrospect of Thirty-six Years, 1914 to 1950* (St. Paul: n.p., 1950), 13-16; Zellie and Peterson, Churches, et al., 16; St. Paul Building Permit 65552, 1915, recorded in *Improvement Bulletin*, May 15, 1915.

⁷⁵ Hoisington, 8:4-10. See also "An Architectural Tour of the Hamline United Methodist Church," pamphlet (St. Paul: Hamline Methodist Church, 2005). Slifer resided at 1667 Hewitt Avenue (R.L. Polk 1925, 1138).

⁷⁶ "Historical Sketch," *Victory Day at Simpson Memorial Church Celebrating Freedom From Debt* (St. Paul, 1945); Ruth A. Jones, "The St. Paul Bible College 1916 – 196-: Decades of Training," typescript, 1959; Stuart O. Michael, *The Glory Barn: A History of Simpson Memorial Church in St. Paul, Minnesota* (St. Paul, 1971).

A group of German Lutheran pastors of the Missouri Synod canvassed Hamline and the Midway district in 1918 and again in 1922 to determine the feasibility of establishing a new congregation. As a result, the **Jehovah Evangelical Lutheran Church** was organized in 1923. Like the Presbyterians and Episcopalians before them, the Lutherans first met in the former Masonic Hall on Snelling Avenue. In August 1923 the congregation purchased a site at Snelling and Thomas Avenues and commissioned local architect Carl H. Buetow to design its first building. The modest Mission Revival style church, facing Thomas Avenue, was completed the following year. The congregation quickly outgrew the building and replaced it only four years later. Buetow also designed the new, more substantial Gothic Revival church that faced Snelling Avenue⁷⁷

Each of these church buildings predates the widespread use of the automobile. Members of the congregations lived within walking distance or took the streetcar. All of these churches were within one to three blocks of a streetcar stop. The Interurban University line extended east-west through the Midway. It was intersected by the north-south Snelling-East 7th line. The Hamline-Union Depot line extended east-west along Thomas from Como to Hamline, then jogged to run north-south along Hamline between Thomas and Minnehaha, and extended east-west along Minnehaha west of Hamline to Prior and University.⁷⁸

Three new church buildings were added to the neighborhood after World War II. Not only was there an influx of new residents to the area, but building restrictions had been lifted and many congregations needed to update and expand their buildings. Two churches rebuilt on the sites of earlier buildings, beginning with the Church of St. Columba (1949-1950). By the end of World War II, the first church building was clearly inadequate and outdated. Under the leadership of Father Michael J. Casey, the parish recruited Chicago architect Barry Bryne, an innovative modernist who had worked with Frank Lloyd Wright, to design a new building on the site of the first church. The modern design with a distinctive round bell tower brought widespread acclaim; the architect himself considered it his masterpiece. A convent, now occupied by the Franciscan Brothers of Peace, Queen of Peace Friary, was built to the east of the church on Lafond Avenue in 1961.⁷⁹

St. Columba was followed by construction of a new **St. Matthew's Evangelical Lutheran Church**, which relocated in 1950 from Dale and Sherburne to Van Buren Avenue and Lexington Parkway. The congregation had been established in 1888, as part of the German Joint Synod of Ohio to meet the religious needs of the growing German Lutheran population of the Frogtown area. By 1944 the congregation was investigating a move because its building was too small and many of the members were living in the Midway district. The site on Lexington Parkway was purchased in 1948 and the new church design by Ingemann and Bergstedt was accepted. Work began in 1949 and was completed early in 1951. The modern design with its Kasota limestone facing was seen by the congregation and the architects as an appropriate expression of

⁷⁷ *Memories: Tenth Anniversary* (St. Paul: Jehovah Evangelical Lutheran Church, 1933); *Our Fourth Expansion in Forty Years* (St. Paul: Jehovah Evangelical Lutheran Church, 1963).

⁷⁸ *A Compendium for Visitors*, 136.

⁷⁹ Church of St. Columba, 20; *St. Columba Church, St. Paul, Minnesota: A Brief History of St. Columba Parish* (St. Paul, 1967); Larry Millett, *Minnesota Modern: Architecture and Life at Mid Century* (Minneapolis: University of Minnesota Press, 2015), 227-228. The convent has a cornerstone with the 1961 date. St. Paul Building Permit 119039, Aug. 2, 1961, Gunnar Johnson, contractor.

contemporary Christianity: “the frank but simple basic masonry structure and its lofty nave roof supported on laminated wood arches . . . signifies the frank, simple basic truths of the church with lofty ideals and heavenly aspirations.”⁸⁰ The education building and youth center, designed by William Schaefer and Associates, was added to the church building along Lexington Parkway to Minnehaha Avenue in 1964-1965.⁸¹

Jehovah Lutheran Church followed the example of St. Columba, replacing its earlier building in 1963 with a widely acclaimed modern church designed by the architectural firm of Harold Spitznagel Associates, Sioux Falls, South Dakota, with partner Wallace Steele AIA, in charge. Both St. Matthew’s and Jehovah’s churches exemplify trends in Lutheran church design during this period, when new and expanding congregations presented the modern face of Christianity to the world.⁸²

With expanding congregations and missions, Hamline Methodist (Richard Cone, 1955) and Knox Presbyterian (1957) expanded their facilities with new education wings. Simpson Memorial commissioned the Saint Paul architects Hausler and Firminger, along with the Chicago firm of A. W. Kerr in 1950 to design an educational wing, but the work was not actually carried out until 1956-1957.⁸³ The Hamline Methodist Episcopal Church was listed in the NRHP in 2011.

⁸⁰ Ortha D. Robbins, *The First One Hundred Years 1887-1987 of St. Matthew’s Evangelical Lutheran Church* (St. Paul: St. Matthew’s Evangelical Lutheran Church, 1987), 35-39.

⁸¹ Robbins, 43-45.

⁸² Millett, *AIA Guide*, 563; Millett, *Minnesota Modern*, 215.

⁸³ “An Architectural Tour of the Hamline United Methodist Church”; Rounds, 4; “Historical Sketch of Knox Presbyterian Church”; Michael, 6.

4.7 EDUCATION IN HAMLINE-MIDWAY

Hamline University was the first educational institution to be established in the Hamline-Midway neighborhood. The surrounding area was developed to attract professors and students, but the expanding streetcar lines made the area an ideal residential community that allowed people to live further from their places of employment. Both the City – and churches – established primary, then secondary, schools for the growing neighborhood.

A 1917 real estate advertisement for the Midway District included the school facilities among the neighborhood’s amenities: “School facilities could not be bettered anywhere. Two public grade schools [Hancock and Galtier]; Central High School of Saint Paul; private schools; sectarian institutions; the State University; Macalester college; Hamline University; the Agricultural college– all make the Midway a great educational center!”⁸⁴ While Hamline is the only college or university in the Hamline-Midway neighborhood boundaries, the interurban streetcar system made the other campuses easily accessible from the University Avenue line.

Table 4. Historic Educational Properties in Hamline-Midway

Historic Name	Inventory #	Address
Public		
Hamline (Hancock) Elementary (now a Magnet School)	RA-SPC-HamMid-TEMP-1211	1599 Englewood Ave
Galtier Elementary (now a Magnet School)	RA-SPC-HamMid-TEMP-1202	1317 Charles Ave
Woodrow Wilson Junior (LEAP Senior Area Learning Center since 2004)	RA-SPC-0044	631 Albert St
Parochial		
Central Lutheran	RA-SPC-HamMid-TEMP- 1316	775 Lexington Pkwy N
St. Columba Catholic	RA-SPC-0353	1330 Blair Ave
Higher Education		
Hamline University	RA-SPC-1751 – 1761 +	1536 Hewitt Ave
Alliance Training Home (Converted to apartments after school’s 1935 removal)	RA-SPC-6107	1635 Sherburne Ave
St. Paul Bible College Library (now Friends School)	RA-SPC-HamMid-TEMP-0689	1365 Englewood Ave
Public Libraries		
Henry Hale Memorial Library, Hamline Branch	RA-SPC-4629	1558 Minnehaha Ave W

⁸⁴ “Display Ad 42 – No Title” [The Midway District], *Minneapolis Morning Tribune*, January 21, 1917, A12. Online resource, viewed via ProQuest Historical Newspapers: Minneapolis Tribune (1867-1922). Other nearby educational institutions included St. Thomas College, St. Catherine College, Concordia College, and Bethel Seminary.

Public Schools

The first schools in Saint Paul had no proper division of grades, much less classrooms. Standardized education plans began to be rolled out by states, and then federally. Compulsory laws were implemented, requiring children younger than 14 years of age to attend school. Older teenagers often neglected high school education to gain employment, leading to lower rates of enrollment. High School education in the city of Saint Paul dates to 1852, when the program with 12 students was housed in one room. The high school program came of age in 1868 with the high school operating out of the third floor of Franklin Elementary School, at Tenth and Broadway downtown. Attendance at the school grew rapidly and in 1872 the high school was moved to the Lindeke Building at Seventh and Jackson Streets. The city's first high school building was constructed at Tenth and Minnesota Streets in 1883. It had 29 rooms and an initial enrollment of 223 students. At first called St. Paul High School, the name was changed to Central in 1888 when the building was enlarged with a fourteen-classroom addition. Students from all over the city attended Saint Paul's high school, which at that time was a four-year program offering classes in both the humanities and the sciences. Elementary schools were built in developed neighborhoods throughout the city; with few specializations required, they were economically feasible to construct.

Hancock (now Hamline) Elementary School was built in the heart of the Hamline-Midway neighborhood, at the southwest corner of Snelling and Hubbard (then Wesley) Avenues. The first school building was constructed in 1887 with eight classrooms, and a 1905-08 addition increased the number of rooms to sixteen.⁸⁵ **Galtier Elementary School** was built at Charles and Hamline Avenues in 1910, with 8 classrooms.⁸⁶ Four rooms were added in 1916, and the building expanded again in 1919.⁸⁷ Tatum School was built in the Midway Heights area of the neighborhood in 1922. It stood at Chelton Avenue between Clayland Street and Tatum Place.

The Longfellow School stood one-quarter mile south of University Avenue at the corner of Prior and Iglehart Avenues in the Merriam Park neighborhood, and served students residing in the west end of the Hamline-Midway neighborhood. The school was built in 1888 with eight classrooms, which doubled to 16 after a 1901 addition, and expanded again in 1924.⁸⁸

By the 1890s Saint Paul's school program was guided in part by the Progressive Movement, an era notable for a dramatic expansion of public funding for the number of schools and students served in growing cities. The construction of separate high school buildings was one of the Movement's goals – older students needed specialized classrooms for sciences, arts, and vocational training. The city's growing population near the turn of the twentieth century, along with better educational opportunities, caused the number of students seeking a high school education to grow. Temporary branch high schools were established in elementary school buildings to ease overcrowding.⁸⁹

⁸⁵ St. Paul Survey Commission, "Report of a Survey of the School System of Saint Paul, Minnesota: General Administration and School Building Survey," Authorized by the City Council of Saint Paul, February 16, 1917, 54.

⁸⁶ St. Paul Survey Commission, 53.

⁸⁷ St. Paul Public Schools, *A Century of Service 1856-1956* (St. Paul: St. Paul Public Schools, 1956), ii.

⁸⁸ St. Paul Survey Commission, 54.

⁸⁹ Castle 1912: 455, 457; Sigvertsen 2000:11

The need for expansion and better housing of the high school program was evident, especially in comparison to Minneapolis: the city’s educational leaders were well aware that Saint Paul’s “Sister City” had built five high schools by 1906. The City of Saint Paul school system had concentrated on providing proper elementary schools, and a single high school building was no longer adequate. Beyond the basics of “reading, writing, and arithmetic,” public sanitation and personal health of pupils was promoted “not only by classroom instruction and work in physical training and health studies in home economics classes, but also through a staff of physicians, dentists, and nurses who [work] through the school year to detect disease and defects and to prevent the spread of contagion in the schools.” Classrooms typically had students from a variety of ethnic backgrounds, and many were new to the country – lessons in “civic responsibility” and “faithful citizenship” were woven into the curriculum.⁹⁰

In the early twentieth century there were “no legal high school districts within the city, although naturally pupils attend[ed] the nearest high school.”⁹¹ The School Board considered the merits of both a centralized plan with one large high school and a decentralized plan with high schools built throughout the city. The decentralized plan was selected and plans were made to construct four new high school buildings simultaneously. These schools, begun in 1909, included a new Central High School, a new Mechanic Arts High School, Humboldt High School, and Cleveland High School (which was renamed Johnson High around the time the building was completed). The former Central building became Madison High School. The new Central and Mechanic Arts were to be the city’s larger high schools. The four new schools were designed by more than one local architectural firm: Clarence H. Johnston, Sr. designed Central; Edward J. Donahue designed Humboldt; and Buechner & Orth designed Cleveland (Johnson). The latter two were planned as smaller schools, and the designs of both buildings anticipated future expansions so the schools could grow with the student population. The Philadelphia firm Rankin, Kellogg & Crane designed Mechanic Arts School (Johnston and an architect affiliated with Buechner & Orth were awarded second and third prizes, respectively, in the design competition).⁹² By 1910, over one million dollars had been spent on the construction of the four schools. Humboldt High School was the first of the new schools to be completed. Mechanic Arts High School and Johnson High School were opened in September 1911; Central was first occupied for the 1912-1913 school year.

Upon its completion in 1912, students from Hamline-Midway began attending Central High School, located one-half mile south of the neighborhood on Lexington Parkway and Marshall Avenue. Construction was completed at a cost of \$415,164.69. The building had 50 rooms, a capacity of 1500 students, and was surrounded by “ample grounds.” Despite its size, with “constantly increasing” high school enrollment,” it was soon overcrowded.⁹³ By 1917, “all the schools [were] greatly overtaxed, and immediate relief must be sought since a continuation of present conditions will result in a decided lowering of the quality of instruction, because of lack of proper facilities for studies.” The locker rooms had been converted to use for classrooms; lockers were removed to the corridors “on all floors and to the basement.” Central needed more gymnasium facilities, and the “library was being used as a lunch room.”⁹⁴

⁹⁰ F.C. Miller, *St. Paul: Location – Development Opportunities* (St Paul: Webb Publishing Company, 1928), 166-168.

⁹¹ St. Paul Survey Commission, 551.

⁹² “Building News: Minnesota,” *The American Architect*, September 30, 1908, 19.

⁹³ St. Paul Survey Commission, 717.

⁹⁴ St. Paul Survey Commission, 551.

A 1917 General Administration and School Building Survey identified overcrowding at all senior high school buildings. Children aged 12 to 18 attended senior high schools at this time. To relieve overcrowding, the report recommended adding junior high schools to the city's school system. Students in seventh, eighth, and ninth grades would attend these intermediate schools thus providing space in both elementary and high school buildings. This was believed to be the best educational and most economical solution to overcrowding; the buildings were cheaper and easier to maintain than high school facilities.⁹⁵ It further suggested that a junior high school "could well be made in the territory to the north of the Central school [...] to meet the needs of the rapidly growing population of this section of the city."⁹⁶ The proposal took several more years to implement, but the city added junior high schools to the school program. In the early decades of the 20th century, school buildings in Progressive cities including Saint Paul needed to continually expand, update, or replace buildings altogether to adapt to changing needs of the student body – from establishing graded years and separate senior high school buildings, to incorporating "new studies" and "special schools and classes not known nor considered necessary fifty years" earlier. The city was one of the first in the state to establish public school kindergartens, and by 1928 the district had not only added junior high schools to the system, but "a vocational school for boys, special classes for the blind and deaf, summer schools, and evening classes for adults who may wish to take studies."⁹⁷ In addition to providing classes for neighborhood adults, schools became increasingly important community centers, with gymnasiums and other rooms made available off-hours to local social organizations. Playgrounds were added to school grounds to meet the area's recreational needs.

To ease overcrowding, Central was enlarged in 1925, and then converted to a three-year senior high school in 1931. During the 1930s, despite a capacity of 2109 students, enrollment reached 2,750 students. The school reverted to a four-year high school in 1944; during the 1940s the Average enrollment was 1,500 students. At the end of the 1956-57 school year, enrollment was 2,104.⁹⁸

Woodrow Wilson Junior High, originally names Hamline Junior High, was constructed in the Hamline-Midway neighborhood in 1924 at a cost of \$360,091.96. The school grounds are bounded by Albert Street, Pascal Street, Lafond Avenue, and Blair Avenue.⁹⁹ The building functioned first as a junior high from 1925 to 1939. The building was converted to a senior high school in 1940 "to accommodate crowded conditions in city high schools."¹⁰⁰ In 1942 the school reached a peak enrollment of 1,100 high school students.

Wilson High School was updated in 1955 and by the end of the 1956-57 school year, it had an enrollment of 886 and a capacity of 896.¹⁰¹ The school was enlarged in 1964, at which time it was reverted to a junior high school. In the 1970s, enrollment dropped and the school faced closure. Instead, beginning in 1977 a portion of Wilson has been used by magnet school programs. The

⁹⁵ St. Paul Survey Commission, 718.

⁹⁶ St. Paul Survey Commission, 557.

⁹⁷ Miller, 165.

⁹⁸ Saint Paul Public Schools, 2.

⁹⁹ Saint Paul Public Schools (1956), 3.

¹⁰⁰ Saint Paul Public Schools (1956), 3.

¹⁰¹ Saint Paul Public Schools (1956), 3.

Benjamin E. Mays Fundamental Magnet School was established here in 1977 (serving students in grades K-8), then the Early Childhood Family Education Program and Expo Middle School (grades 6 to 8) in 1992. Since 2004 the entire building has been LEAP Senior High School. LEAP (Limited English Achievement Program) was founded in 1994 as an Area Learning Center (ALC) high school for English language learners.¹⁰²

Hancock (Hamline) Elementary was expanded in 1955. The original school building was replaced in 1974 as part of a citywide school rebuilding program. The new building was designed by Wold Architects. In 1991, the school joined with Hamline University and “officially became the first university-elementary partnership of its kind in the country.”¹⁰³ In 1996 it was named the Hancock-Hamline University Collaborative Magnet School. The school has since been renamed Hamline Elementary School. Benefitting from their proximity to each other, the collaboration “provides unique school-day and after-school programs, brings more than 100 university student tutors and mentors into our building every week, and coordinates academic department pairings in many areas of study including mathematics, theater, anthropology, and law.”¹⁰⁴

Longfellow School, outside the Hamline-Midway boundaries in the Merriam Park neighborhood, was rebuilt in 1974.¹⁰⁵ By 1991 the school was Longfellow Humanities Magnet, and today it is Four Seasons A+ Elementary, an arts-infused magnet school.

Galtier School was rebuilt in 1974 to designs by the firm of Bettenberg, Townsend, Stolte and Comb. During the 1990s the school was an elementary magnet focusing on science, math, and technology. Today Galtier is a traditional learning public elementary school.

Tatum School burned down in 1962 and was not rebuilt; its former grounds are now part of May’s Park.

As of the 2018 reconnaissance survey, there are three public schools within the boundaries of the Hamline-Midway neighborhood: Hamline Elementary (formerly Hancock); Galtier Elementary; and LEAP Senior (originally Wilson Junior). In addition, Gordon Parks Senior High stands on the south side of University Avenue. Many children within the Hamline-Midway neighborhood attend schools outside the neighborhood because of zones within the Saint Paul Public School District. The 2017 Saint Paul Public Schools district school zone map indicates that the traditional learning high school that serves the Hamline-Midway is one-and one-half miles northeast of the neighborhood at Como Park Senior High. This school was built in 1956 as a junior high school with a capacity of 1,200 students. Many high school students attend Central High School. Intermediate students in the neighborhood attend Murray Middle School, in the northwest corner of the city in the St. Anthony Park neighborhood.

¹⁰² Saint Paul Public Schools, “LEAP High School – Rose Santos” School Profile. Online resource, <https://www.spps.org/Page/15495>. (Accessed 3/26/2018).

¹⁰³ Hamline University, “Hamline University and Hamline Elementary Continue to Collaborate to Improve Education,” Hamline News.

¹⁰⁴ Saint Paul Public Schools, “About Hamline Elementary” School Information. Online resource, <https://www.spps.org/Page/18685> (Accessed 3/15/2018).

¹⁰⁵ St. Paul Survey Commission, 54.

Parochial Schools

There are two historic parochial schools in the Hamline-Midway district. St. Columba, a Catholic school, at 1330 Blair Avenue, operated from 1923 to 2004. Central Lutheran School, at 775 North Lexington Parkway, has operated since 1951. It was built to consolidate students from several Lutheran parochial schools in the area, and has ties to a school established before the turn of the twentieth century.

Towards the end of the nineteenth century, many immigrants chose to educate their children through schools operated by their churches, thus ensuring that culturally significant information, including language and customs, would be preserved. The parochial schools, both Catholic and Lutheran, only taught elementary and intermediate-aged children. After the eighth grade, the students may have gone on to bible training schools, or joined the workforce, but most transferred to the nearest public high school for the remainder of their schooling, one of the contributors to overcrowding at the high schools.

Central Lutheran School's origin ties to the St. Stephanus Lutheran School, which operated from 1891 to 1951. Trinity Lutheran began a "daughter congregation" in 1888 in the Frogtown neighborhood at 735-39 Lafond Avenue to "meet the needs of this expanding population." They built a two-story building with steeple and school rooms, and opened a parochial day school. In 1890, the German Evangelical Lutheran Saint Stephanus Congregation was organized to support the growing community.¹⁰⁶ Trinity donated the land at 735-39 Lafond to the new congregation, who continued operating the school there until 1950 (Central Lutheran opened for the 1951-52 school year). After World War II, churches located in cities lost congregants to new churches built in the suburbs.¹⁰⁷ And while some families who moved away continued attending Sunday services at their city churches, their children lived too far to attend their parochial schools. Facing dwindling enrollment at the congregations' schools, the Central School concept was implemented in many cities across the country.¹⁰⁸ Lutheran congregations in cities formed associations to establish and support a single parochial school in the community. The leaders of six churches in and around Hamline-Midway created their own Central Lutheran School Association by 1946, selected the school site in 1947, and opened the school on Lexington Parkway and Englewood Avenue in 1951. Lutheran parochial students from around the city transferred to the new Central Lutheran School. In 1957 the old St. Stephanus schoolhouse was demolished and replaced by an education center and parsonage.¹⁰⁹ When the Jehovah Lutheran Church was rebuilt in 1963, it had no school building.¹¹⁰ The churches presently associated with the school are Jehovah Lutheran, St. Stephanus Lutheran, Bethel Lutheran, and Emmaus Lutheran; the first is in Hamline-Midway, the second in Frogtown, and the latter two are in the Como neighborhood. Central Lutheran reached its peak

¹⁰⁶ Central Lutheran School (St. Paul, MN), "History of CLS." Online resource, <http://www.clssp.org/history.cfm>. (Accessed 3/14/2018).

¹⁰⁷ John R. Sinnema, "Lutherans" in *Encyclopedia of Cleveland History*. Case Western Reserve University. Online resource, <https://case.edu/ech/articles/lutherans/>. (Accessed 3/18/2018).

¹⁰⁸ Central Lutheran School (New Haven, CT), "About Us." Online resource, <http://www.cluth.org/about>. (Accessed 3/27/2018). Rochester Central Lutheran School (Rochester, MN), "Heritage & Beliefs." Online resource, <http://www.rcls.net/history/>. (Accessed 3/28/2018).

¹⁰⁹ St. Stephanus Lutheran Church, "April Moments in History" (April 26, 2015). Online resource, <http://www.saintstephanus.org/april-moments-in-history>. (Accessed 3/28/2018).

¹¹⁰ Jehovah Lutheran Church "Education" (2018) Online resource, <https://www.jehovahlutheran.org/education.htm>. (Accessed 3/28/2018).

enrollment of nearly 600 students in the 1950s and 60s. It was reported in April 2018 that enrollment was 80 students between kindergarten and 8th grades. The school began a fundraiser to offset the “crisis” of “declining enrollment and a drop in funding.”¹¹¹

St. Columba Catholic Church formed its congregation in the Hamline-Midway neighborhood in 1914. The first church building was built on the block bounded by Syndicate Street and Lafond, Hamline, and Blair Avenues in 1915. The parish opened a **parochial school** in 1923, and expanded the building in 1931. The church was rebuilt in 1949 in the Modern style on its original site. The school closed in 2004 due to dwindling attendance (only 140 students were enrolled) and mounting debts (nearly \$1 million and growing).¹¹² Between 2009 and 2014 the building was used by the Hmong Academy Charter school. Since then it has housed Sejong Academy, a Korean immersion charter school.

Higher Education

Hamline University is the oldest university in the state of Minnesota; it was originally founded in Red Wing in 1854 through a gift by Methodist Bishop Leonidas Hamline. The university proper opened in 1857 to men and women – the founders of the institution believed “that men and women should be educated in the same schools and by the pursuit of the same studies.”¹¹³ The school’s opening coincided with the Financial Panic of 1857, and over the next decade the school struggled to gain sound financial footing. Enrollment dropped during the Civil War – both professors and students left to join the army. Facing mounting debts and liabilities, the Board of Trustees voted to close the college in 1869, with hopes of reopening the following year. The property in Red Wing was sold, and “money and land were contributed by friends of the university who were desirous of having it removed to the vicinity of Saint Paul and Minneapolis.” Forty acres of land was secured “midway between the centers of the two cities,” a location “in many respects the most advantageous that could have been selected, being near the largest and most prosperous cities in the State.” University organizers continued to struggle through the 1870s, including the financial depression of 1873. Upon entering a statewide “era of wonderful prosperity and commercial progress, Hamline University was reopened as a collegiate institution” in 1880.¹¹⁴ The liberal arts college had 113 enrollees its first year; all but five of them were preparatory students.¹¹⁵ The first campus building, University Hall, was completed at a cost of \$50,000 and contained “all the recitation rooms used by the college – the chapel, library, dormitories, and boarding department.” It burned down in 1883 and was immediately rebuilt (this building is presently called Old Main). In 1882, Goheen women’s boarding hall was constructed; it doubled in size following an 1886 addition. In 1885 the men’s boarding rooms in University Hall were converted to classrooms and the male students found rooming with private families. The Hall of Science was built in 1887 as

¹¹¹ Angela Davis. “100-Year-Old St. Paul School Facing Closure Starts Fundraising Campaign.” WCCO News (April 23, 2018). Online resource, <http://minnesota.cbslocal.com/2018/04/23/st-paul-school-fundraising-campaign/>. (Accessed 4/24/2018).

¹¹² Emily Gunon, “He’s a priest. He’s a parent. And nothing’s simple after that,” *Pioneer Press* (July 19, 2013; updated November 5, 2015). Online resource, <https://www.twincities.com/2013/07/19/hes-a-priest-hes-a-parent-and-nothings-simple-after-that/>. (Accessed 3/28/2018).

¹¹³ John N. Greer, *The History of Education in Minnesota* (Washington: US Government Printing Office, 1902), 173.

¹¹⁴ Greer, 176.

¹¹⁵ Hamline University, “About Hamline: Hamline History.” Online resource, <https://www.hamline.edu/about/history.html>. (Accessed 3/2/2018).

the third campus building.¹¹⁶ The total enrollment at Hamline in the 1896-1897 school year was 393 students.¹¹⁷ Around the turn of the twentieth century, the Twin Cities had so “grown and spread that Hamline University is in the center of a population of 350,000, yet so removed from either business center as to be independent of the less desirable influences of a city environment.”¹¹⁸ Electric car lines “connect [the campus] with all parts of both cities,” and churches, libraries, museums, and entertainment in “both cities [is] in easy reach for a single fare.”¹¹⁹ By 1928, the campus consisted of ten city blocks and the buildings included “the Carnegie Library (1907), University, Science, and Goheen Halls, the Gymnasium (1909), and the Manor House dormitory (1922), besides the President’s home and fraternity buildings.”¹²⁰

While the enrollment and influence of Hamline University grew during the 1930s and 40s, the Great Depression and World War II prevented much physical expansion of the school’s campus. Norton Field House (later Hutton Arena) was completed in 1937. During the war, “enrollment held above 600, except in 1943 and 1944.” Male registration dropped as men entered the military, and women’s enrollment increased, primarily at the Hamline-Asbury School of Nursing, which was established in 1940 in partnership with the Asbury Methodist Hospital of Minneapolis.¹²¹

Enrollment soared following the war and implementation of the G.I. Bill of Rights; it passed 1,000 in 1946, reaching 1,452 students in 1949.¹²² Housing needs were met with the construction of the men’s Drew Hall and women’s Sorin Hall. The Drew Fine Arts Center opened in 1950 and the Drew Hall of Science was dedicated in 1952. The A.G. Bush Student Center was completed in 1963; it became the social, recreational, and cultural center of the campus. Throughout the 1950s and 1960s, older buildings were modernized and expanded. The nursing program ended in 1962 as Hamline concentrated its resources and staff on liberal arts programs. Three identical residence halls, Osborn, Peterson, and Schilling, were built in the late 1960s. Hamline broke ground on several new buildings in the 1970s, including Bush Memorial Library (1971); Paul Giddens / Alumni Learning Center (1972), and the School of Law (1980). The Sundin Music Hall opened in 1989 and a new Orem Robbins Science Center was dedicated in 1991. The Law and Graduate Center/Conference Center opened in 1997. The Lloyd W. D. Walker Fieldhouse was completed in 1998, the same year construction began on a new student housing building, which opened in 2000. The aging Norton Field was replaced by the modern multi-use Klas Center facility in 2003. Anderson University Center opened in 2012. Hamline secured an agreement to combine with the William Mitchell School of Law in 2015, creating the new Mitchell Hamline School of Law. Today, Hamline offers eleven graduate degrees, including two doctoral degrees, and over 40 major areas of study for undergraduate students.¹²³

The Norwegian Synod’s Lutheran Seminary moved to the Hamline-Midway neighborhood in 1899 at the corner of Hamline and Capitol (Englewood) Avenues. Following its 1917 merger with the

¹¹⁶ Greer, 177.

¹¹⁷ Greer, 184.

¹¹⁸ Greer, 175-176.

¹¹⁹ Greer, 176.

¹²⁰ Miller, 161.

¹²¹ David W. Johnson, *Hamline University: A History 1854-1994* (St. Paul: Hamline University Press, 1994), 252.

¹²² Hamline University, “About Hamline: Hamline History.”

¹²³ Hamline University, “About Hamline: Hamline History.”

Hauge Synod's Red Wing Seminary and the United Norwegian Lutheran Church Seminary, the latter's campus in the St. Anthony Park neighborhood became home to the Luther Theological Seminary (the seminary institutions were merged in conjunction with the merger of three Norwegian Lutheran Churches to create the Evangelical Lutheran Church (ELC)).¹²⁴ The seminary campus at Hamline and Capitol continued to be used for educational purposes: Horton Park School (1920-1925), Lutheran Bible Institute (1924-29), St. Paul Bible Training School/Institute/College (1935-1970), and East Cooperative Learning School (1972). The building was demolished in 1974 and replaced by the 1976 Hamline Hi-Rise apartment building, one of two major multi-level housing projects constructed by the Saint Paul Public Housing Agency.¹²⁵ The school library, built in 1954 at 1365 West Englewood Avenue, became the home of the **Friends School** of Minnesota, founded in 1988.

Reverend J.D. Williams and his wife Harriet established a Christian Missionary Alliance school in Saint Paul in 1916 called the **Alliance Training Home**. In 1917, the first campus was established at 1635 Sherburne Avenue, one block north and west of University and Snelling Avenue. A house was constructed at the northeast corner of Sherburne and Fry Street, containing offices, a chapel, dining room, dormitories, and more. A large tabernacle dubbed the "glory barn" was built behind the house facing Charles Avenue in 1918; it held a capacity of more than 2,000 people and was used for Sunday evening and special services. During the era of big tent revivals in America, students were afforded many opportunities gain practical experience while preaching in the tabernacle. To better reflect the school's location and purpose, the name changed to the Midway Bible Training School in 1922. The school moved to the former Norwegian Synod's Lutheran Seminary campus on Englewood Avenue in 1935; during its 35-year tenure there, the school was variously called the St. Paul Bible Training School/Institute/College.¹²⁶ After its relocation, the original Training Home on Sherburne Avenue was converted to apartments. The tabernacle was demolished in 1937 and replaced with Simpson Memorial Church. Harold Freligh was a member of the Alliance Training Home's first graduating class of five students. He married fellow graduate Ella Holsted; then became a teacher, and later the principal, of the school. He later became pastor at Simpson Memorial Church, and resided in the rectory. The St. Paul Bible Training College moved to a former Jesuit College campus west of the Twin Cities in St. Bonifacius, MN in 1970.¹²⁷ Its name was changed to Crown College in 1992; the school continues to integrate "biblical principles" into its educational and extracurricular programs, and maintains strong ties to the Alliance.¹²⁸

Vocational and Technical Schools

Various vocational and technical schools have been in Hamline-Midway, primarily along University Avenue. Upon its completion in 1923, the Ashton Building at 1547-1551 University

¹²⁴ Luther Seminary, "Mission and History." Online resource, https://www.luthersem.edu/about/our_mission.aspx?m=5956. (Accessed 3/12/2018).

¹²⁵ Emporis.com, "Hamline Hi-Rise, St. Paul, MN." Online resource, <https://www.emporis.com/buildings/128103/hamline-hi-rise-st-paul-mn-usa>. (Accessed 3/30/2018).

¹²⁶ Robert E. Hoag, St. Paul Schools: Public – Parochial – Private – Vocational, compiled for the St. Paul Public Library 1979, 105. Online resource, <https://www.sppl.org/sites/default/files/rcl/pdf/indexes/schools.pdf>. (Accessed 3/2/2018).

¹²⁷ Crown College, "Centennial Timeline." (2017). Online resource, <http://www.crown.edu/crown100/our-timeline/>. (Accessed 3/21/2018).

¹²⁸ Crown College, "About." (2018). Online resource, <https://www.crown.edu/about/>. (Accessed 3/21/2018).

Avenue was home to the Twin Cities Business College. The school was founded in 1916 by Walter C. Stephens. In 1928, in partnership with Burton A. Cable, Stephens opened “twin secretarial schools” for “girls and women” in the Midway district and Loring Park in Minneapolis.¹²⁹ Following Stephens’ removal from the business, Burton and his wife Grace Cable operated the Cable Secretarial School from 1932 to 1944 in the Ashton Building.¹³⁰

During World War II, the building at 1507 University Avenue (non-extant) was used as the Duplicator Co. (1942) and the Minnesota (1944) Defense Training Schools.¹³¹ After the Sanitary Food Manufacturing Company Building was sold in 1955, the renamed Griggs Midway Building “was converted from warehouse/storage space to offices.”¹³² Several vocational training schools operated from the building in the 1960s, including the Great Lakes Training Corporation (1960-61), Root’s Truck Drivers’ Training School (1962-70), Home Study Music Co. School (1963), Minnesota Sheriff’s Academy (1966-67), and the Associated Cleaning Contractors of MN Training Program (1967).

Perhaps due to its proximity to dance halls like the Prom Ballroom and Coliseum, there were several dance schools in Hamline-Midway. Joyce A. Erhardt operated a school from 1936 to 1942, first from 1209 Lafond, then 1230 Charles Avenue.¹³³ Katherine B. Koch’s dance school at 1174 Lafond was open from 1954 to 1974.¹³⁴ Dorothy Jean Mattimore’s dance studio was located at 515 ½ Snelling Avenue from 1955 to 1959; it was succeeded by Robert A. Staff’s Midway Dance Studio, which closed in 1965.¹³⁵ From 1960 to 1977, David Dance Studios operated from 1223 Seminary Avenue; it moved to 1349 Midway Parkway in 1978.¹³⁶

Like the Alliance Training Institute’s name change in 1922, over the years many schools in the neighborhood have included “Midway” in their names. These include a school of nursing, college of hair design, dance school, manufacturing and learning center, and Montessori school.¹³⁷

Public Libraries

The **Henry Hale Memorial Library, Hamline Branch**, was built in 1930 as part of the long-delayed expansion of the Saint Paul Public Library system. While the main library was located in downtown Saint Paul, demand for library services increased in the residential neighborhoods as the city expanded. By 1910, the library had eleven delivery stations, located in schools and storefronts, to provide lending library services. The City also began planning for a new main library facing Rice Park. In 1914, the City accepted \$75,000 from the Carnegie Corporation for the construction of three branch libraries. Both Hamline and Merriam Park advocated for a branch in their neighborhoods. However, in 1917 the new libraries were constructed in other parts of the

¹²⁹ *The Balance Sheet*. “Twin City Business University Schools.” South-Western Publishing Co. (Cincinnati, OH) Volume 12 (September 1930), 36.

¹³⁰ Hoag, 139; R. L. Polk, 1944: 160.

¹³¹ Hoag, 139.

¹³² Andrew Schmidt, “Sanitary Food Manufacturing Company Building” National Register of Historic Places Registration Form, 2015, 8:18, prepared by Summit Envirosolutions for Metropolitan Council. On file with Minnesota SHPO.

¹³³ Hoag, 17.

¹³⁴ Hoag, 29.

¹³⁵ Hoag, 134.

¹³⁶ Hoag, 13.

¹³⁷ Hoag, 35.

city under the direction of the City Architect's Office. The Hamline community had raised funds and donated land on Minnehaha Avenue, east of Snelling Avenue, as the site for a new library, but it was never constructed. Over the next decade, the neighborhood continued to make do with a delivery station which operated from several locations on Snelling Avenue including 692 North Snelling Avenue.¹³⁸

Beyond the Carnegie funds, another source of library funding was available in 1928 in the form of a bequest from the bequeath of Henry Hale who had died in 1890. However, the will stipulated that the funds could not be dispersed for 25 years and then they were to be used to fund a medical dispensary and a library. In 1916, the funds were not sufficient to fund both projects so nothing happened for 10 years. A medical dispensary had already been built. In 1926 the City petitioned the family to release the funds for two libraries. The family finally agreed, and Hamline residents revived their request for a new branch library. In 1928, Hamline had a larger circulation than any other branch in the Saint Paul system with loans of 102,503 volumes, even though there were only 7,761 volumes in the branch collection. Finally, in July 1929, the City Council authorized the construction of a branch library in Hamline.¹³⁹

Both the Hamline and Merriam Park library buildings were designed in a restrained Collegiate Gothic style and were very similar in appearance, although the Hamline branch was the larger of the two. The design was by the City Architect's Office, then headed by James C. Niemeyer who was in the position for about one year after the death of Francis X. Tewes. Construction began on both buildings under the direction of contractor J.S. Sweitzer, a Hamline resident, in early 1930; both were completed in late 1930. The Hamline Branch has remained in active use in the community since its opening. It was renamed the Hamline-Midway Branch in 2006.

¹³⁸ Gary Phelps, "The St. Paul Public Library and Its First 100 Years," *Ramsey County History* 18 no. 1 (1982): 3-23; *The Hamline Tribune*, March 30, 1928, 1; April 6, 1928, 1.

¹³⁹ Phelps; *The Hamline Tribune*, May 3, 1929; May 10, 1929, 1; July 9, 1929, 1.

Figure 12. Early School Buildings in Hamline-Midway

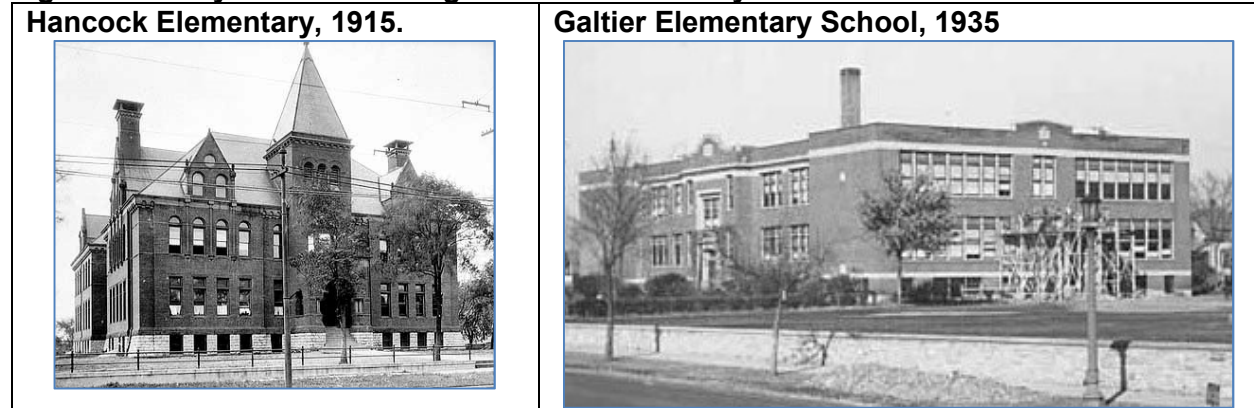
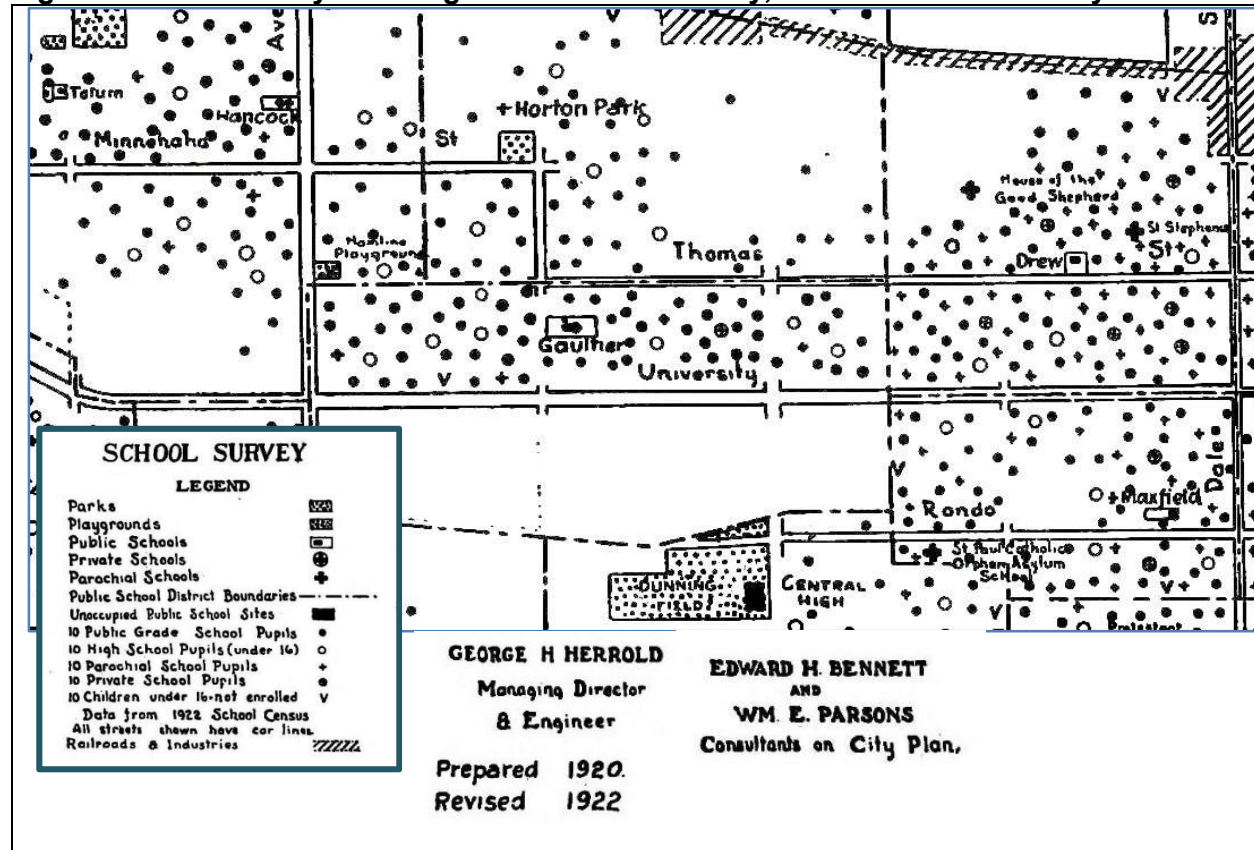


Figure 13. St. Paul City Planning Board School Survey, 1922 – Hamline Midway area



4.8 PARKS AND RECREATION IN HAMLIN-MIDWAY

Parks and playgrounds, reflecting several stages of neighborhood development, are located throughout the area, with the majority of them west of Hamline Avenue and north of Thomas Avenue. In February 1872, Chicago landscape architect and park planner H.W.S. Cleveland came to Saint Paul and Minneapolis to promote a linked system of parks in the two cities. As a result, Cleveland was hired to lay out the grounds for the University of Minnesota campus, Oakland Cemetery in Saint Paul, Lakewood Cemetery in Minneapolis, and the community of St. Anthony Park, now in northwest Saint Paul. Soon thereafter the site of Como Park was purchased by the City. Then in June 1872, Cleveland addressed the St. Paul Common Council and the Chamber of Commerce on “Public Parks, Radial Avenues, and Boulevards.” He urged the acquisition of land for large parks as well as plots for small parks, like Rice Park in downtown Saint Paul, with radial boulevards and tree-lined boulevards to link them.¹⁴⁰ The implementation of Cleveland’s proposal was sporadic. In 1885, Cleveland returned to Saint Paul to deliver an address entitled “Parkways and Ornamental Parks, the Best System for St. Paul,” in which he proposed a series of parkways that would link large park areas in various sections of the city, Como Park being one of the most prominent. In February 1887, the state legislature authorized the creation of a Board of Park Commissioners for Saint Paul.¹⁴¹ In August 1888, Cleveland was hired by the Board of Park Commissioners “to prepare designs and plans for the improvement of St. Paul parks and parkways . . . and to supervise the execution of all work on parks and parkways.”¹⁴² Cleveland was followed as park superintendent by Frederick Nussbaumer who was appointed in 1892 and served until 1922.

Table 5. Historic Parks and Recreation Properties in Hamline-Midway

Historic Name	Inventory #	Address
Lexington Parkway	RA-SPC-HamMid-TEMP-XXXX	2.5 miles of Lexington between Summit Ave and Como Park
Cato Park	RA-SPC-HamMid-TEMP-0484	747 Fairview Ave N
May’s Park	RA-SPC-HamMid-TEMP-0649	816 Clayland St
Tatum Park	RA-SPC-HamMid-TEMP-1533	1939 W Taylor Ave
Clayland Park	RA-SPC-HamMid-TEMP-0485	901 Fairview Ave N
Newell Park & Pavilion	RA-SPC-HamMid-TEMP-920FAIR & RA-SPC-1255 (CEF)	920 Fairview Ave N
Horton Park	RA-SPC-HamMid-TEMP-0467	1383 Minnehaha Ave W
Dickerman Park	RA-SPC-HamMid-TEMP-DPARK	1753 University Ave W between Wheeler and Fairview
Hamline Playground	RA-SPC-4112 (building is locally designated and CEF)	1564 Lafond Ave at Snelling
Griggs Playground	RA-SPC-HamMid-TEMP- 0650	1188 Hubbard Ave

¹⁴⁰ William H. Tishler and Virginia S. Luckhardt, “H.W.S. Cleveland: Pioneer Landscape Architect to the Upper Midwest,” *Minnesota History* 49 (Fall 1985): 283-284.

¹⁴¹ Tishler and Luckhardt, 288-289.

¹⁴² Tishler and Luckhardt, 290; Board of Park Commissioners for the City of Saint Paul, *Second Annual Report, 1888-1889* (St. Paul: Pioneer Press Company, 1890), 673.

Lexington Parkway, which forms the eastern edge of the neighborhood and follows a section line, was first proposed as a scenic parkway in 1895 to provide a two and one-half mile landscaped driving route from Summit Avenue to Como Park, to the northeast in accordance with Cleveland's recommendations. Work progressing slowly over the next ten years. Property was eventually acquired in 1901 to widen the street from 80 feet to 100 feet. It was also necessary to deal with two sets of railroad tracks: the Great Northern railroad tracks needed to be bridged and the Northern Pacific tracks were eventually carried on a triple arched bridge over the parkway. In the 1905 Annual Report of the Board of Park Commissioners, President Joseph A. Wheelock wrote: "Of actual improvements now on foot (sic), by far the most important is the conversion of Lexington Avenue from its wretched condition of a neglected country road into a credible parkway, long needed as an uptown approach to Como Park."¹⁴³ In 1915, in a guide to Saint Paul for "visitors and citizens," it was called Lexington Boulevard, extending two-and-one-half miles between Summit Avenue and Como Park.¹⁴⁴ Various improvements were carried out in the late 1920s and 1930s using city bonding and PWA and WPA funds. Much of the route is marked by a landscaped center median, flanked by roadways and landscaped sidewalk boulevards. The medians and boulevards are lined with mature deciduous trees.

In October 1888, Cleveland spoke to the Park Commissioners about the vacant squares, "in the outskirts of the city [that] have been set apart as parks. . . . They are as yet, for the most part, mere open fields, but destined in time to become important ornamental adjuncts to a dense surrounding population."¹⁴⁵

Midway Heights, in the hilly northwest section of Hamline-Midway, is one of the early platted sections of the neighborhood (1885). Portions were laid out with a curvilinear street pattern following "a tradition of romantic suburban landscape design" that had been advocated by A. J. Downing and refined by Frederick Law Olmsted in the second half of the nineteenth centuries.¹⁴⁶ Surveyors, George Cooley and Andrew Rinker, also laid out sections of the Prospect Park neighborhood in Southeast Minneapolis.¹⁴⁷ Several small park areas were incorporated into the Midway Heights plan; that of the type that Commissioner Cleveland advocated for, they were later classified as neighborhood parks. **Cato Park** (0.29 acres), a landscaped hill on the west side of Fairview Avenue, is partially encircled by Englewood Avenue.¹⁴⁸ **May's Park** (0.69 acres) is a level site located at Clayland Avenue and Chelton Street that incorporates an active playground. It was also the site of Tatum School (originally Chelton School) between 1922 and 1962. **Tatum Park** (0.61 acres), which faces Taylor Avenue and is set below the grade of the street, is now used as a community garden. **Clayland Park** (0.83 acres), another level site, is located on the west side

¹⁴³ Board of Park Commissioners for the City of Saint Paul, *Fifteenth Annual Report, 1905* (St. Paul: Minnesota Typographic Co., 1906), 10-11.

¹⁴⁴ *The City of St. Paul and Vicinity: A Compendium of Information for Visitors and Citizens* (St. Paul: George F. C. Paul, 1915), 99.

¹⁴⁵ *Second Annual Report*, 691.

¹⁴⁶ Marjorie Pearson, "Prospect Park Historic District" City of Minneapolis Heritage Preservation Commission Registration Form, prepared by Hess Roise and Company for the Prospect Park East River Road Improvement Association (PPERRIA), November 2007/June 2008, 7: 20. Online resource (undated draft),

http://www.ci.minneapolis.mn.us/www/groups/public/@cped/documents/webcontent/convert_280602.pdf. (Accessed 4/11/18).

¹⁴⁷ Carole Zellie and Garneth O. Peterson, *St. Paul Historic Context Study, Residential Real Estate Development: 1880-1950*, prepared for the St. Paul Heritage Preservation Commission, 2001, 9.

¹⁴⁸ Cato Park was included in a 1929 improvement plan for St. Paul parks. Letter from Superintendent G.L. Nason to Commissioner E. C. Wenzel, September 15, 1928.

of Fairview Avenue and is bounded by Clayland Avenue on the west and Hewitt Avenue (originally Tallula Avenue and Tallula Place) on the north and south. It contains two tennis courts and residential buildings are set on slopes on three sides of the park. It is often considered to be an extension of Newell Park. Clayland Park and May's Park were formally acquired in 1888 by the Board of Park Commissioners.¹⁴⁹ Later annual reports of the Board of Park Commissioners identify these four parks located in Midway Heights as "unimproved" and state they were dedicated in 1885, the year Midway Heights was platted. It is not clear why these sites were originally identified for park purposes. All, except for Cato Park, could have been easily developed for residential construction, but perhaps the original developers, Samuel and Eleanor Tatum, thought such amenities would enhance the prospects for development. Residents of Cincinnati, Ohio, the Tatums partnered with Hannah Tatum of Philadelphia to develop the addition, along with local real estate dealer Pennock Pusey. No member of the Tatum family ever resided in Saint Paul.¹⁵⁰

Newell Park is a midsize park on the east side of Fairview Avenue between Hewitt Avenue and Pierce Butler Route, and the largest park in the Hamline-Midway neighborhood. The park was west of the 1875 College Place West plat and the 1882 College Place Taylors Addition. Due to the efforts of "interested citizens," the parkland was proposed for acquisition by the City in 1907 and dedicated in 1908. Its name honors the memory of Stanford Newel (1839-1907), one of the first members of the Board of Park Commissioners who served until 1891. In 1909, the land was cleared of underbrush; it "needs not further elaborate improvement; it has a growth of natural trees and will admirably serve the purposes of a neighborhood park."¹⁵¹ In the 1915 city guide, it was called Newell Parkway, perhaps an error or an indication of its informal state.¹⁵² It encompasses more than 10 acres and incorporates several dramatic slopes, as well as a rare stand of surviving oak savannah as the park extends to the south towards Hewitt Avenue. A group of neighborhood residents formed the Newell Park Improvement Association in 1912 to promote park improvements and development. The Association held annual picnics in the park, as suggested in correspondence in 1925 among the Association, the Parks Commissioner, and the Superintendent of Parks.¹⁵³ Two years later Ernest W. Johnson, superintendent of playgrounds, sent an extensive list of items to be carried out in Newell Park to Bud Law, parks foreman. These included ball park diamonds, a drinking fountain, toilets, sand pit for children, fire pits, benches, and a portable bandstand.¹⁵⁴ This began an extensive improvement program that culminated in the construction of the **park pavilion** in 1929, designed by the City Architect's Office (Frank X. Tewes).¹⁵⁵ In 1928 Park Superintendent Nason informed Commissioner Wenzel that Newell Park was included in the proposed bond issue budget. The work would include "a pavilion, shelter building and toilets, and the general grading around such building, ... and the building of kittenball [softball] field, tennis

¹⁴⁹ *Second Annual Report*, 684.

¹⁵⁰ Donald L. Empson, *The Street Where You Live: A Guide to the Place Names of St. Paul* (Minneapolis: University of Minnesota Press, 2006), 46, 53, 177, 184, 264. Warren Upham, "Minnesota Geographic Names: Their Origin and Historic Significance," *Collections of the Minnesota Historical Society*, vol. 17 (St. Paul: Minnesota Historical Society Press, 1920), 630.

¹⁵¹ Board of Park Commissioners for the City of Saint Paul, *Eighteenth Annual Report, 1908* (St. Paul: Review Publishing Co., 1909), 7; *Nineteenth Annual Report, 1909* (St. Paul: Review Publishing Co., 1910), n.p.

¹⁵² *Compendium of Information*, 99.

¹⁵³ Letter from John F. Slattery, Secretary, Newell Park Association, to Commissioner H.C. Wenzel, June [x], 1925; Letter from Commissioner H. C. Wenzel to Superintendent G. L. Nason, June 22, 1925.

¹⁵⁴ Letter from Ernest N. Johnson to Bud Law, May 14 1927.

¹⁵⁵ City of Saint Paul. "Newell Park." Online resource, <https://www.stpaul.gov/facilities/newell-park> (Accessed 4/18/2018).

courts [in Clayland Park] and small children’s playground.” He stated: “This will make Newell Park a very high-grade park, because the best part of Newell is already there. That is, the existing trees will make the park, and the amount of money absolutely necessary to make a high grade park out of it is not so very great, as there is nothing to do except to take the present beautiful Newell conditions and make the area more accessible and useful to the public.”¹⁵⁶ The Improvement Association, which had worked for several years to raise funds and generate support for the park, contributed volunteer labor for site grading and provision of the floor slab for the pavilion.¹⁵⁷

The pavilion was expanded and a basement installed in 1934 under the design supervision of Clarence A. (Cap) Wigington, chief architect in the City Architect’s Office.¹⁵⁸ The park and the pavilion played an active role in the community throughout the 1930s. Among the activities was a fencing club, organized and coached by Ferdinand Uebel, one of the leaders of the Newell Park Improvement Association. Many activities were carried out under the sponsorship of the Newell Park Booster Club, which had been organized in 1932 by the Tatum School P.T.A. After the Booster Club disbanded in 1942, the pavilion was leased out to the Midway Club. After World War II, the building was again operated by the Department of Parks and Recreation. The interior was altered and an extension added in 1963. In 1992-1993, the building was rehabilitated to remove the 1963 addition and enhance the original features of the building, under the direction of SKD Architects (Steven Kleinman). The work received a Saint Paul Heritage Preservation Commission award.¹⁵⁹ Newell Park is also evoked by a large mural, painted in 1987 by artist Chris Baird and revised in 2017, that is based on a photograph in the collections of the Minnesota Historical Society, painted on the side of the building at 761 Snelling Avenue.¹⁶⁰

Horton Park (3.48 acres) at Hamline Avenue and Minnehaha Avenue also dates from 1907. Like Newell Park, the land was acquired at the urging of interested citizens. It was named to honor the memory of Hiler H. Horton (1857-1906) who had been a member of the Board of Park Commissioners between 1891 and 1895. A skating rink was installed in the first winter. In 1909 the land was graded and prepared for planting, which occurred in 1910. A 1916 atlas map shows two diagonal pathways extending across the park. A new planting plan was developed for the park in 1929. After the city lost thousands of elm trees in the 1970s, Horton Park was replanted as a mini-arboretum under the sponsorship of the St. Paul Companies (formerly the St. Paul Fire and Marine Insurance Company, now part of Travelers Insurance). The park also incorporates meandering paths and seating.¹⁶¹

In 1912, a 160-foot wide swath of land along the north side of University Avenue between Fairview Avenue and Aldine Street was platted without building lots and designated as a future

¹⁵⁶ Nason to Wenzel, Sept. 15, 1928.

¹⁵⁷ Krista Finstad Hanson, “Stanford Newel, Proposal Rock, and Newell Park Widows: Newell Park Celebrates Its Centennial,” *Ramsey County History* 43 (Winter 2009): 16-17.

¹⁵⁸ Drawings for the addition are in the Wigington Pemberton Family Papers in the Northwest Architectural Archives, University of Minnesota Libraries.

¹⁵⁹ Hanson, 18-19.

¹⁶⁰ Hanson, 11. Minnesota Historical Society, Collections, MR2.9 SP4.1 p1.

¹⁶¹ Board of Park Commissioners of the City of St. Paul, *Seventeenth Annual Report, 1907* (St. Paul: Review Publishing Co., 1908), 8; *Eighteenth Annual Report, 1908* (St. Paul: Review Publishing Co., 1908), 7, 23, 37; *Twentieth Annual Report, 1910* (St. Paul: Pioneer Company, 1911), 11, 19; Donald L. Empson, *The Street Where You Live: A Guide to the Place Names of St. Paul* (Minneapolis: University of Minnesota Press, 2006), 131.

parkway. The site was later named **Dickerman Park** (after the family that held the plats) but only minimally landscaped. As of this date (2018), the site is being redeveloped with new park features. All the buildings constructed on this two-block stretch of University Avenue are set back from the street to allow for the open park space.¹⁶²

Iris Park, on the south side of University Avenue at the edge of the District 11 boundary, was a product of the 1885 plat that laid out Union Park. The 0.8-acre park was acquired by the Park Commissioners in 1888.¹⁶³ The plan incorporates an elliptical pond with central fountain that has provided passive recreational opportunities to the surrounding neighborhoods, as well as workers in nearby businesses and industries for over 100 years. At the urging of the Midway Club (formed in 1919 and predecessor to the Midway Chamber of Commerce), the pond was converted to a wading pool in the 1920s.¹⁶⁴

The shift to active playgrounds within walking distance of city neighborhoods was an important trend in the early twentieth century. When the City of Saint Paul adopted a new charter in 1913, it established a Commissioner of Parks, Playgrounds and Public Buildings, with a City Architect in charge of the design of buildings and structures. Even before the charter change, a Playground Committee was established that reported to the Board of Park Commissioners. In 1909 Chairman A. W. Dunning noted that the “people of Hamline have long been discussing the subject of a public playground in that suburb.” Hamline residents proposed that land for a playground be acquired by condemnation with costs to be assessed against adjacent property owners. That plan was ruled as illegal by the City Attorney the following year.¹⁶⁵ In the 1920s, the department letterhead bore the logo: “Recreation Helps to Make Better Citizens.” With the expansion of the city’s bonding program in the late 1920s, the Department of Parks, Playgrounds and Public Buildings launched a major redevelopment campaign, constructing playgrounds and park shelters throughout the city.¹⁶⁶ It also issued new planting plans for neighborhood parks, including Cato Park and Horton Park, both in 1929.¹⁶⁷

In the Hamline-Midway neighborhood, playgrounds were installed in Newell Park and in May’s Park adjacent to the Tatum School, as well as constructed alongside the two public grade schools: Hancock School on Snelling Avenue between Englewood and Hubbard Avenues (with the playground on Fry) and Galtier School on Hamline Avenue between Charles and Edmund Avenues (with the playground on Syndicate).

The Hamline Community Playground Association was established in 1920, with the involvement of the Midway Club, to help organize athletic and social activities for neighborhood children. **Hamline Playground** was established at Snelling and Thomas Avenues in 1921. A small pavilion, a converted house, was located near the corner. In 1927, 1929, and 1930, the playground was the

¹⁶² Empson, 76-77.

¹⁶³ *Second Annual Report*, 684.

¹⁶⁴ Jane McClure, “The Midway Chamber and Its Community: The Colorful History of an ‘Unparalleled Feature,’” *Ramsey County History* 29 (Fall 1994): 8.

¹⁶⁵ *Nineteenth Annual Report*, 1909, n.p.; *Twentieth Annual Report*, 1910, 94.

¹⁶⁶ David Vassar Taylor with Paul Clifford Larson, *Cap Wigington: An Architectural Legacy in Ice and Stone* (St. Paul: Minnesota Historical Society Press, 2001), Appendix, 109-115, lists parks and playground projects between 1918 and 1948.

¹⁶⁷ Wenzel to Nason, September 15, 1928; St. Paul Parks and Recreation Records, Index No. P-73.

site of the Hamline winter carnival, in part due to the sponsorship of the Midway Club. The playground boasts a handsome building, designed by Clarence (Cap) Wigington and built in 1939-1940 (building dedicated in 1939), using Works Progress Administration funds.¹⁶⁸ The limestone retaining walls around the Hancock and Galtier playgrounds, which were installed by 1935, as well as the Hamline playground are the products of the PWA and the WPA.

The Hamline-Griggs Athletic Association was organized in 1958 to promote athletics and support recreation at both Hamline Playground and Griggs Playground. **Griggs Playground**, east of Dunlap Street at Griggs Street between Seminary Avenue and Hubbard Avenue in the northeast section of the neighborhood, was established in the early 1950s, on the depressed site of a gravel quarry. A playground was installed in 1967. A new playground and upgraded recreation center were installed in 2014.¹⁶⁹

In addition to the public parks and playgrounds, residents of the Midway had other recreational opportunities. The YMCA had been operating in the Midway since 1904, and after a decade “the results of its work [could be] pointed out by its directors as the spiritual, intellectual, and physical improvement of the men and boys who have come within the range of its influence.” Many boys who attended their programs that emphasized the “principles and ideals of life essential to Christian manhood” did not attend any church or Sunday School.¹⁷⁰ Having been located at University and Prior Avenue in the old Stockyards bank building, directors of the YMCA met with Midway Club leaders in 1921 to “discuss the need for a new YMCA building” near the Minnesota Transfer. A new building with modern recreational and physical activity facilities was finished that same year.¹⁷¹ The club helped the YMCA again in 1952 when a new building was needed. The Midway Y relocated further east in 1953 adjacent to the Griggs-Midway Building at Wheeler Street. The 1953 building, designed by Bergstedt and Hirsch was replaced by a new complex, designed by LSE Architects, in 2016.¹⁷²

The greater Midway area was the longtime home of three successive stadiums that were the home of the Saint Paul Saints baseball teams. The Lexington Ballpark (Buchner and Orth, 1897) at Lexington Parkway and University Avenue was advantageously located on the University Avenue Interurban streetcar line. Fans could easily travel between Saint Paul and Minneapolis to enjoy games between the two cities’ rival teams. The Midway Club led a campaign to replace the old Lexington Ballpark, and in 1956 it was succeeded by the first Midway Stadium on the east side of Snelling Avenue north of the railroad tracks. Designed by Toltz King Duvall and Anderson, it stood until 1981 when it was demolished for the Energy Park development. The second Midway Stadium (1982-2014) was built west of Snelling Avenue on the north side of Energy Park Drive. After CHS field opened in Lowertown, Midway Stadium was demolished and replaced with office and warehouse space.

¹⁶⁸ McClure, 8, 13; Steve and Nancy Bailey, “Winter Carnival at Hamline Playground,” *Hamline Midway Heart* Winter 2018; Taylor and Larson, 37, has a photo of the cornerstone.

¹⁶⁹ Frank J. Drassel, “History of St. Paul Community Service Organizations at St. Paul Public Recreation Centers and Playgrounds to 1961,” typescript, 1961, 13. The Griggs site is shown as a gravel pit in the *Insurance Maps of St. Paul, Minnesota* (Chicago: Sanborn Publishing Company, 1951), vol. 8, sheet 878.

¹⁷⁰ “Midway Boys United in Y.M.C.A. Work,” *Minneapolis Morning Tribune*, April 12, 1913, 10.

¹⁷¹ McClure, 8.

¹⁷² McClure, 6, 8, 13. The Midway Club was an important supporter of the Y.

The Hamline-Midway area also boasted two tracks for horseracing. The Kittsondale Stables and race track were located at the southwest corner of Hamline and University from 1881 until about 1900. The race track was succeeded by a Motordrome at the southeast corner of University and Pascal, located on part of the Kittsondale Addition. According to the 1922 Saint Paul City Directory, the Hamline Race Track was located on Snelling at the northwest corner of Midway Parkway. This site appears to coincide with the Minnesota State fairgrounds.¹⁷³

The Minnesota State Fair, although located north of District 11 at Snelling and Como Avenues on the site of the Ramsey County Poor Farm, has been a potent presence in the neighborhood. The Minnesota State Fair was established in 1859 and occupied various sites in Minneapolis and Saint Paul before it took over the Poor Farm site in 1885. One of these was at Kittsondale, south of University, in the 1870s. Local history accounts regularly contain accounts of visits to the fair.¹⁷⁴ The editor of the *Hamline Tribune* gives a vivid account: “The Minnesota State Fair as usual will be held practically in the Hamline District. Without the slightest doubt the Fair Session is the most exciting and important time for Hamline. . . . Besides new attractions there will be the usual agriculture, livestock, horticulture and poultry shows. . . . The new fireworks spectacle, ‘The Fall of Troy’ is said to be the greatest ever show at the Fair.”¹⁷⁵

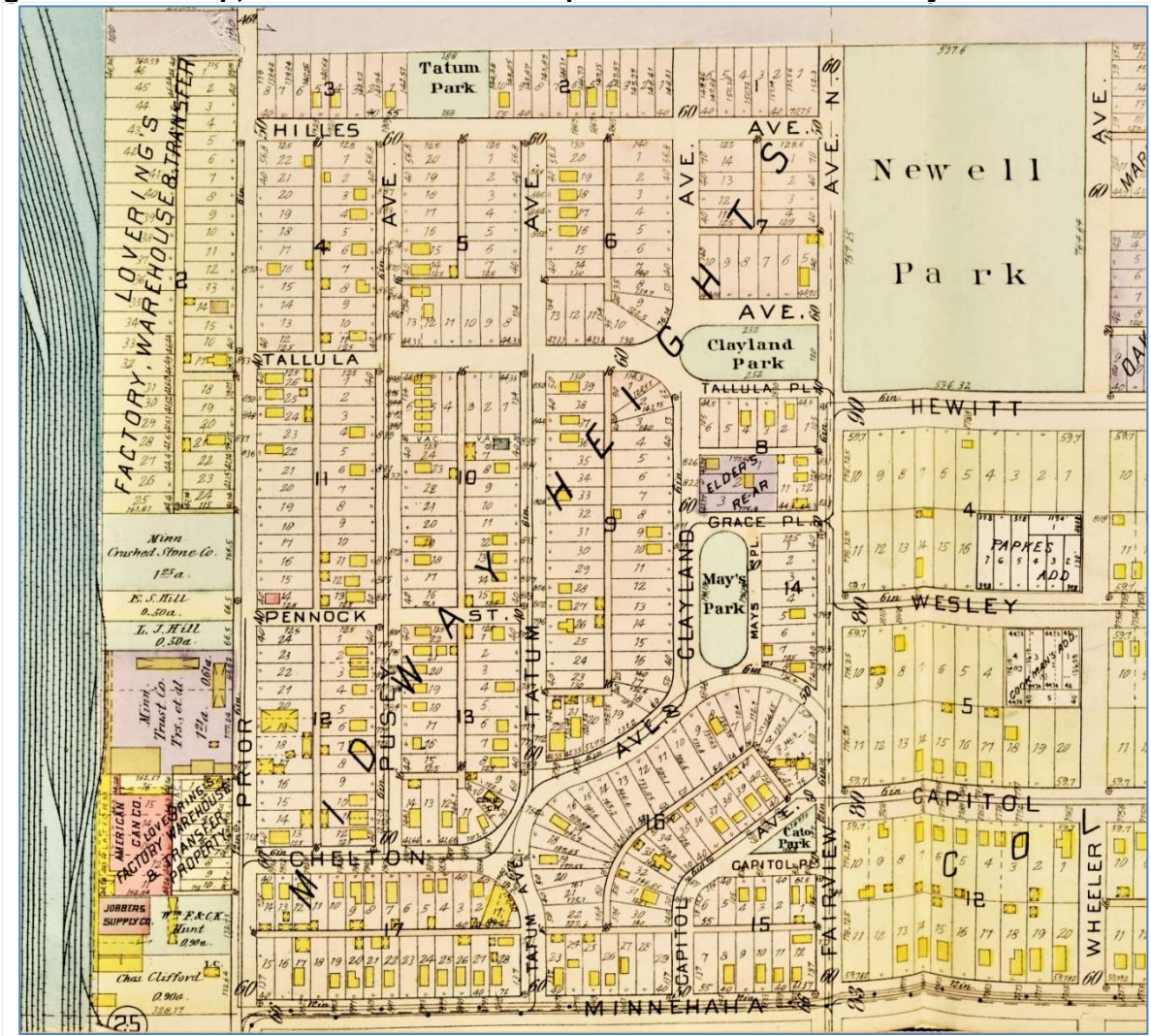
The fair itself brings almost two million visitors, many of whom travel through the neighborhood, and sounds of the fairgrounds and the sights of the nightly fireworks permeate the area. At other times of year, the fairgrounds are active with a wide variety of activities and exhibitions.

¹⁷³ Larry Millett, *AIA Guide to the Twin Cities* (St. Paul: Minnesota Historical Society Press, 2007), 501. The Motordrome is shown on plate 21 of the 1916 Hopkins atlas.

¹⁷⁴ *Ramsey County History* offers several accounts.

¹⁷⁵ *Hamline Tribune*, September 2, 1927, quoted in Steve and Nancy Bailey, “The Minnesota State Fair at Hamline,” *Hamline Midway Heart*, Summer 2017, 3,

Figure 14. Plat Map, 1916. Parks in the NW quadrant of Hamline-Midway.



4.9 ENTERTAINMENT IN HAMLINE-MIDWAY

In addition to recreational venues like the baseball stadiums, horseracing tracks, and the state fairgrounds, the Midway became destination for entertainment and leisure with numerous bars and restaurants, movie theaters and bowling alleys, and dance halls and night clubs. The venues along University Avenue typically referred to the Interurban streetcar line in their advertisements, often noting their proximity to major intersections at Snelling or Lexington Avenues, or nearby landmarks like Lexington Park.

Table 6. Extant Historic Entertainment Properties in Hamline-Midway

Common Name	Inventory #	Address
Arnellia's Bar & Restaurant (vacant)	RA-SPC-HamMid-TEMP-0042	1183 University Ave W
Town House Bar	RA-SPC-3906	1415 University Ave W
Trend Bar	RA-SPC-HamMid-TEMP-1374	1537 University Ave W
Hot Rod's Bar & Grill (vacant)	RA-SPC-HamMid-TEMP-2794	1553 University Ave W
Big V's Christensen's Buffet Bar	RA-SPC-HamMid-TEMP-2790	1567 University Ave W
Turf Club	RA-SPC-3915	1601 University Ave W
Inn of the Purple Onion, in the Hamline Apartments building	RA-SPC-3429	722 Snelling Ave N
Midway Amusements/Gardens	RA-SPC-3917	1639 University Ave W

Baseball

The first ballpark at the southwest corner of the Lexington and University intersection was constructed in 1897 by local businessman Edward B. Smith for the Saint Paul Saints. He recognized the “profit potential of urban ball clubs.” The Midway “district was already served by the streetcar system, [but] it was not yet heavily populated, and it was assumed that the conflict between Sunday games and Sabbath propriety would be avoided. More spacious grounds and facilities, as well as amenities such as ample parking for bicycles and stalls for 50 horses, would be provided.”¹⁷⁶ Saints team owner Charles Comiskey moved his team to Chicago in 1899, and two years later, businessman George Lennon’s St. Paul Baseball and Amusement Company formed a new professional Saints club. Citing low attendance due to the park’s “remote location,” Lennon built Downtown Park at 12th and Minnesota Streets, where the team played from 1903 to 1909. Facing lawsuits from neighboring downtown churches, the team moved back to a new stadium (rebuilt using plans developed for Neil Park in Columbus, Ohio) at **Lexington Park**. Lacking capital, Lennon sold the team to local real-estate developer John Norton in 1915. A month later, in November 1915, Lexington Park’s grandstand caught on fire and the stadium suffered nearly \$25,000 worth of damage. Norton, known as an “all-time giant of real estate in the city,” realized the profit potential at the lucrative intersection of Lexington and University Avenues; he reoriented the park in order to “add a row of revenue-generating buildings along Lexington Avenue.”¹⁷⁷ The locally prolific architecture firm of Buechner and Orth completed the designs for

¹⁷⁶ Kristin M. Anderson and Christopher W. Kimball, “Twin Cities Baseball Parks: Designing the National Pastime,” *Minnesota History* 58 (Fall 2003): 338-352. Teams could not legally play on Sundays, “because sporting events violated the Sabbath and generated noise and ‘uproar’.”

¹⁷⁷ Anderson and Kimball, 347.

the new ball park; the grandstands were reconstructed in concrete and iron, and a new clubhouse was built. Because of the field's "unorthodox orientation," the main entrance was set at the northwest corner of the property; "this was explained as being more convenient for fans entering and exiting the park, especially in inclement weather."¹⁷⁸ Unlike its Minneapolis counterpart, Nicollet Park, "Lexington Park's 1916 redesign did not boast a stylish, unified façade and decorative exterior elements. Instead, the owners emphasized function." Its "character and identity were derived from the functional elements of the facility's interior spaces [and utilitarian aesthetic]." One of the revenue-generating buildings constructed along University Avenue was incorporated into the structure of the stadium: the west wall of the Coliseum Pavilion, opened in 1918, served as the left field fence.

While the Saint Paul Saints is the team most synonymous with baseball in the Midway, several other teams called Lexington Park their home field. The St. Paul Colored Gophers was an early black baseball team that played from 1907 through 1910. That year they hosted the Blackball World Champion Series in 1910. In advance of the five games played against the Chicago Giants, the *Appeal* announced that "special street car service will be furnished with preparations for handing one of the largest crowds ever assembled at Lexington Park."¹⁷⁹ After World War I, the Negro National League was established, though the Twin Cities remained without a professional team. During the 1920s and 30s, black baseball teams were barred from joining white-led Minnesota baseball leagues.¹⁸⁰ In 1922, the Uptown Sanitary Shop minor league team was established and "was the only colored local team to play at Lexington Park."¹⁸¹ The team was organized by Owen Hall, the proprietor of a Saint Paul dry cleaning business at 339 Wabasha Street. The team's name changed to the St. Paul Colored All Stars in 1927. During the 1930s, other African American Saint Paul teams included the St. Paul Colored Gophers (1925-30, 1933-36), St. Paul Monarchs, St. Paul Milk club, the Twin Cities/Twin City/St Paul/Midway Colored Giants, and the Collins & Garrick club. A game between the Monarchs and Milk team at Lexington Park in 1932 was "the first time a colored team [...] appeared at the Saint Paul ball park in a long time." A 1946 game between the Colored Giants and the triple A club team Nickel Joint Nine was "the first night baseball game featuring a Negro nine" at Lexington Park.¹⁸² The Saint Paul Saints, an affiliate team for the Brooklyn Dodgers, recruited the first black players in the American Association during the 1948 season. The first was Roy Campanella, who only played 35 games for the Saints; in July he was called up to play for the Dodgers. The second was Dan Bankhead, who had earned the distinction of being "the first black pitcher in the major leagues," when playing in one game for the Dodgers in 1947.¹⁸³

Ballrooms

The first of two large ballroom venues that stood at the east end of the Hamline-Midway neighborhood, near Lexington Parkway was the **Coliseum Pavilion**. Opened in 1918 as an ice rink, it was the second indoor rink built in the city. The Hippodrome at the State Fairgrounds was

¹⁷⁸ Anderson and Kimball, 348.

¹⁷⁹ Frank M. White, *They Played for the Love of the Game: Untold Stories of Black Baseball in Minnesota* (St. Paul: Minnesota Historical Society Press, 2016),31-33.

¹⁸⁰ White, 57.

¹⁸¹ White, 51.

¹⁸² White, 93

¹⁸³ White, 98-100.

used as an ice rink beginning in 1912.¹⁸⁴ The Coliseum was opened by John J. Lane, a Ramsey County Commissioner who also owned the nearby Lane's Boulevards of Paris nightclub (constructed and opened in conjunction with the Coliseum) and the Victoria and Metropolitan theaters.¹⁸⁵ Within a few years, the Coliseum became a dance hall and was known for "playing music at all hours of the day and night."¹⁸⁶ The Coliseum's house band during this time was Wally Erickson's Coliseum Orchestra. The building contained a 25,000-square foot dance floor, and in addition to band performances, hosted dance marathons in the 1920s and 1930s. These marathons, lasting 24 hours a day for a month, helped Lane keep his companies profitable during Prohibition (1920-1933). The Coliseum was also host to black musicians and events held by the local black community, including Urban League and NAACP meetings. Other local organizations to whom Lane would donate the use of his venue include the musicians' union, the Knights of Columbus, and B'nai B'rith.¹⁸⁷ Performers at the Coliseum included Fletcher Henderson and his swing band. That performance, on April 19, 1937, marked "the first time in 12 years that the colored people have had an opportunity to dance to the strains of a nationally known orchestra." The *Spokesman-Recorder* reported that almost 15,000 people attended the dance, "the largest dance crowd assembled in the Twin Cities in 20 years."¹⁸⁸ Duke Ellington and Louis Armstrong played the Coliseum in 1939; it was reputed to be both performers' first appearances in the Twin Cities. The *Spokesman-Recorder* stated "the Twin Cities seldom have an opportunity to see and hear internationally known Negro artists. When they do come along, we think we should support them." Big bands and smooth rock bands played the Coliseum through the 1940s, but the venue saw dwindling audiences and competition from the nearby Prom Ballroom. The building was converted into a roller-skating rink in 1953, the same year the Interurban streetcar system closed, a few years before John Lane died. The Coliseum ultimately closed in 1958, following the removal of the Saints from Lexington Park to the new Midway Stadium. Both structures were demolished that year and replaced with a Red Owl grocery store. A local newspaper columnist commented that the Coliseum was one "of few buildings which will be remembered so long by so many, [...] because the human mind tends to retain the pleasant things in memory and the Coliseum was a place for those."¹⁸⁹

The **Prom Ballroom** was the second major dance hall, located just one block west of the Coliseum – past the ball park – at Dunlap Street. It was built in 1941 by developer Carl J. Fox, who had also established the Terp Ballroom in Austin and the Surf Ballroom in Clear Lake, Iowa. The \$250,000 venue's debut performance was by Glenn Miller and his Orchestra; that night, there were 6,000 people in attendance and at least 1,000 more had to be turned away at the door. Frank Sinatra performed at the Prom in 1942. The popularity of the Prom and Coliseum continued after World War II; many performers of the big band era joined the "ballroom circuit" and toured the country at similar facilities. The Prom was redecorated in 1956 with new lighting, murals, and furnishings. It also started hosting dance events catered towards teenagers. Acts in the 1950s and 60s include

¹⁸⁴ Donald M. Clark, "Part One: Pre-World War II 1892-1941," History of Indoor Ice Rinks in Minnesota. Online resource, <http://history.vintagemnhockey.com/page/show/813675-history-of-indoor-ice-rinks-in-minnesota-> (Accessed 2/28/2018).

¹⁸⁵ Jay Goetting, *Joined at the Hip: A History of Jazz in the Twin Cities* (St. Paul: Minnesota Historical Society Press, 2011).

¹⁸⁶ Twin Cities Music Highlights, "Coliseum – St. Paul." Online resource, <http://twincitiesmusichighlights.net/venues/coliseum-st-paul/> (Accessed 2/27/2018).

¹⁸⁷ Kurt Gegenhuber, "Louis Armstrong in Minnesota, 1939," *The Celestial Monochord*. Online resource, <http://www.celestialmonochord.org/2008/02/louis-armstrong.html> (Accessed 2/28/2018).

¹⁸⁸ Jeanne Anderson, "Twin Cities Music Events." *Twin Cities Music Highlights*. Online resource, <http://twincitiesmusichighlights.net/events/> (Accessed 2/28/2018).

¹⁸⁹ Gareth D. Hiebert, *Once Upon a Towne* (St. Paul: North Central Publishing Co., 1959) 49-50.

Johnny Cash, Count Basie, Bobby Darin, Chubby Checker, The Byrds, The Everly Brothers, and the Four Seasons. Richie Valens, the Big Bopper, and Buddy Holly & the Crickets performed for a crowd of 2,000 at the Winter Dance Party on January 28, 1959; six days later their plane crashed following a show at the Surf Ballroom in Clear Lake. The Coliseum closed in 1958, but The Prom did not see a boost in attendance. In fact, business continued to fall through the 1960s due in large part to the suburban exodus, the construction of Interstate 94 that pulled automobile traffic from University Avenue, and changing tastes in popular music. Big bands had fallen out of favor to rock and roll music by 1971 when the local musicians' union newsletter, *The St. Paul Musician*, noted that "over 25,000 customers shelled out about \$7 each to attend the recent rock concerts at Midway Stadium," and that despite "hot or rainy weather and discomforts, they still pack them in. On the other hand, bands like Woody Herman or Count Basie [sic] who are tops in the field of jazz, play The Prom in concerts that can't seem to draw more than 800 people at box office prices substantially less than at Midway Stadium."¹⁹⁰ In order to stay in business, the Prom shifted its business plan in the 1970s; it began a catering business, hosted more special events during the week, and scheduled fewer dances. The building's condition declined and property taxes increased; longtime owner Harry Given Jr. could not afford to bring the building up to code. The Prom hosted a final "Wrecking Ball" on April 26, 1987, for a crowd of 700 people. The property was sold to local grocery magnate Sid Applebaum, and next sold to Ryan Companies, who demolished the building in 1987 and redeveloped the site.¹⁹¹

Restaurants

Popular restaurants that attracted business with unique themes lined University Avenue in the Midway. Very few of them remain today – most lost business due to suburban flight.

A commercial building stood at the southwest corner of Lexington Parkway at 1104 University Avenue, between the ballpark and Coliseum Pavilion (nonextant). Frank O. Fisher opened a modern pharmacy here in 1921; "he had this location in mind and the recent building activities at the baseball park have given him the long-sought opportunity. An up-to-the-minute fountain and fixtures of the latest type [were] installed."¹⁹² The Sanborn map shows two storefronts in this building. Fisher's pharmacy was last listed here in 1926, and directories indicate that beginning in 1929, the **Boulevards of Paris nightclub** occupied the 1100 University property.¹⁹³ The "beautiful [...] café on the corner of Lexington and University [was] probably the finest nightclub that ever hit the Twin Cities."¹⁹⁴ Next door, the Coliseum "catered to [...] the 'cheaper crowd,' serving hot dogs rather than steaks. In contrast, the Boulevards of Paris offered elegant cigarette girls, twenty-five stage dancers performing a new show every Friday, and tuxedoed and gowned patrons." The ladies' waiting room had walls faced in black satin and mirrors, the bar was a "full-scale reproduction of the American Bar in Paris," and a casino was located in the basement. The

¹⁹⁰ *Twin Cities Music Highlights*, "Events: Open Air Concerts of 1971," Online resource, <http://twincitiesmusichighlights.net/events/>. (Accessed 1/31/2018).

¹⁹¹ Matt Reicher, "The Prom Ballroom," *Minnesota Then*. Online resource, <https://medium.com/@mnthen/the-prom-ballroom-3391e85421c0> (Accessed 2/28/2018).

¹⁹² "Northwest Drug Trade News: Twin Cities," *North Western Druggist*, January 1922, 56.

¹⁹³ R.L. Polk, *City Directory of St. Paul, Minnesota* (St. Paul: R. L. Polk and Company) 1926, Page 1396; 1929, Page 1907.

¹⁹⁴ Jay Goetting, 1.

restaurant served “European dishes of Old World Origin and rare delicacy.”¹⁹⁵ The nightclub was patronized by several notorious gangsters during Prohibition. John Lane’s government connections and payoffs to police and commissioners, allowed him to “skirt Prohibition violations and operate speakeasies out of his venues. Lane’s staff would serve customers setups (a glass, a bowl of ice, and ginger ale), and the customers brought their own illicit alcohol.”¹⁹⁶ During Prohibition, most of the liquor imported into the Twin Cities was delivered by rail into the Midway Transfer district; “not surprisingly, some of the state’s busiest redistillation factories and speakeasies sprouted up along University Avenue in the Midway.”¹⁹⁷

In September 1929, “unknown gangsters detonated a bomb inside the Boulevards of Paris. The building was “built of concrete blocks [and] barely damaged, even though the blast was heard more than two miles away.” It was rumored that the bomb was “the work of a vengeful gangster” whom Lane had thrown out of his restaurant for disorderly conduct.¹⁹⁸ In the 1930s, the club’s “notoriety was heightened during the city’s ‘gangster era’ because the big names in gangland like the best and the Boulevard had it.”¹⁹⁹ The Boulevards of Paris attracted “mobsters from Toledo, Philadelphia, and Chicago.”²⁰⁰ Many musical acts performed at the nightclub, including Fats Waller, Benny Goodman, and Louis Armstrong.”²⁰¹ Following the end of Prohibition, the Boulevards of Paris faced greater competition from new bars and restaurants. The nightclub became the Vanity Fair dancehall in 1934, fell into disrepair, and went out of business in 1936.²⁰²

From at least 1936 to 1961, **Napoleon’s Café** occupied the building at 1355 University Avenue (nonextant) and served “sumptuous” French cuisine. It was succeeded by the Blue Horse Restaurant & Piano Bar which opened in 1963 and operated there until 1991. The Blue Horse soon became “a consistent winner in the race for diners’ loyalty. Legislators lunched there, and dinner guests knew it was the place to be seen.”²⁰³

A restaurant (nonextant) was established at the northwest corner of Snelling and University Avenues (1597 University) in a storefront that was remodeled in 1935 by Toltz, King and Day. Called the **Saddle-Spur Café** until 1938, the restaurant was renamed the Coronado Café. In 1941 the restaurant was operated by George Richter and Harry F. Lennon.²⁰⁴ Lewis “Lindey” Lindemeyer had been serving his steaks from the Café’s basement Rathskeller since 1958. He opened Lindey’s Prime Steakhouse in Saint Paul suburb Arden Hills in 1961.²⁰⁵ After the Coronado Café closed by 1960, it was replaced by Heinie’s Tavern.²⁰⁶

¹⁹⁵ Paul Maccabee, *John Dillinger Slept Here: A Crooks’ Tour of Crime and Corruption in St. Paul, 1920-1936* (St. Paul: Minnesota Historical Society Press, 1995), 47.

¹⁹⁶ Maccabee, 48.

¹⁹⁷ Maccabee, 27.

¹⁹⁸ Maccabee, 49.

¹⁹⁹ Hiebert, 49-50.

²⁰⁰ Maccabee, 48.

²⁰¹ Maccabee, 48.

²⁰² Maccabee, 48.

²⁰³ Kathryn Strand Koutsky and Linda Koutsky, *Minnesota Eats Out: An Illustrated History* (St. Paul: Minnesota Historical Society Press, 2003).

²⁰⁴ R.L. Polk, 1936, page 1727, 1941, page 216.

²⁰⁵ Lindey’s Inc., “Our History,” Online resource, <http://theplaceforsteak.com/our-history.html>. (Accessed 2/1/2018).

²⁰⁶ R.L. Polk, 1954, page 1094; 1960, page 262.

Bars & Clubs

Several small bars stand along University Avenue in the Midway, and many have long histories in the neighborhood.

The one-story building at 1183 University Avenue, east of Dunlap Street, was operated as a bar since it was constructed in 1968. It was first called The Factory. From 1992 to 2017 the building was occupied by **Arnellia's Bar and Restaurant** [dubbed the "Apollo of St. Paul"], owned and operated by Arnellia Allen. Upon its closing in April 2017, it was noted that "For many years Arnellia's has hosted the only black-owned live music venue in Minnesota."²⁰⁷ Artists who performed there include Kevin Johnson, Ray Covington, Debbie Duncan, The Maxx Band, Sounds of Blackness, Alexander O'Neal, and Prince. It is believed that Arnellia Allen was the first black woman in Minnesota to obtain a liquor license and own a nightclub establishment.²⁰⁸ In 2015, Arnellia was honored with the Minnesota Licensed Beverage Association's Tavern of The Year award and received a Humanitarian Award by the Queen of Sheba, Prince Hall affiliate (an African American Freemason lodge). She passed away in December 2017 and the building remains vacant as of April 2018.

The one-story building at 1415 University Avenue was constructed in 1924 and served as the University Cleaners & Dryers, and then as a German restaurant before its conversion to the Tip Top Tap bar in 1941. The original building was designed in a Modified Art Deco style by locally prolific architectural firm of Toltz, King and Day. The 1946 Streamline Moderne updates were completed by noted designer Werner Wittkamp. It was renamed the **Town House Bar** in 1949, and it was likely the kitchen was converted to a lounge at that time. Due in large part to the suburban exodus of residents and businesses along University Avenue in the 1960s, the "ailing establishment" was sold in 1968. New owner Emmett Jewell had recently lost his Rondo bar to I-94 construction. Within a year, the Town House faced bankruptcy. In order to gain business, Jewell and his bar manager Greg Weiss converted the establishment to an LGBT bar. Weiss advertised the new bar with flyers reading "The Town House: A New Gay Bar in St. Paul." He distributed them to Minneapolis gay bars and the gay and student neighborhoods of Loring Park, Powderhorn, and the West Bank.²⁰⁹ Although the interurban streetcars were removed 15 years earlier, buses continued to carry passengers along University Avenue, making the bar a convenient location. The bar also provided patrons with ample parking; it shared a parking lot with Montgomery Ward across University Avenue. It was popular from the late 1970s through 1990s for its country western line-dancing nights. The Town House Bar has been recognized as the oldest LGBT bar in the city, and continues to operate here today.

The two-story store-and-flats building on the northeast corner of Asbury Street at 1533-1537 University Avenue was built in 1908. The second floor was occupied by hotels through 1930, then a lodging hall operated by Mrs. Cathy Arbuckle through at least 1936. In 1926 and 1930, it appears

²⁰⁷ "St. Paul nightclub to close after 25 years on University Avenue," *City Pages*, April 10, 2017.

²⁰⁸ Ivan Phifer, "Friends of Arnellia's bid the club farewell (re-post)," *Spokesman-Recorder*, December 21, 2017. Online resource, <http://spokesman-recorder.com/2017/12/21/friends-arnellias-bid-club-farewell/> (Accessed 2/1/2018).

²⁰⁹ Anne Enke, *Finding the Movement: Sexuality, Contested Space, and Feminist Activism* (Durham: Duke University Press, 2007), 282.

the first floor of the building was used by the Fred W. Johnson & Co. undertakers. By 1936, the first floor was occupied by Arbuckle's beverages room.²¹⁰ In 1954 it was the Hi-Jack bar; and it has been called **Trend Bar** since at least 1977.²¹¹

The one-story building at 1553 University, east of Snelling, was built in 1922 and used as a bar and restaurant since then. Joseph Havlish operated a billiards and beverage room here in the 1930s, and Mrs. Cora Schultz operated a restaurant in 1936. In 1954 the bar and café was operated by Bud Stahel. Between at least 2000 and 2018, this was **Hot Rod's Bar & Grill**. The establishment closed in spring 2018 and the building is currently vacant.

The store-and-flats building at 1567 University Avenue, east of Snelling, was built in 1907 and its first floor has been continuously occupied by a restaurant or bar since then. Charles H. Homeier lived upstairs and operated a restaurant and billiards room beginning in 1908. In 1914, the bar's proprietor was Chris Christensen. The establishment has been called Christensen's since that time; although its name has been amended to reflect current management, and today is called **Big V's Christensen's Buffet Bar**. For a time, there was a bowling alley in the basement.

The **Turf Club** stands at 1601 University, west of Snelling Avenue. The building was constructed in 1922 and functioned as a grocery store called Hove Food Market. Hove relocated to a new building at 525 North Snelling at Charles, built in 1935. Sometime around the end of prohibition in 1933, the owners of the adjacent billiards room converted this building into a bar named Kirch & Gillis, after its proprietors Adam Kirch and Patrick Gillis. In 1942 the marquee above the storefront advertised "liquors, café, dancing" and its air conditioning.²¹² That fall, the building suffered a three-alarm fire but reopened the following year. Around 1948 the business changed ownership and became a cafe, serving lunch and dinner, "specializing in steaks, chops and chicken, dancing, entertainment, wines and liquors."²¹³ The restaurant and dance hall gained the reputation as a two-stepping line dance bar, "long before line dancing became a pop-culture phenomenon."²¹⁴ The business changed hands again in 1950, at which time it was renamed the Turf Club. The name is "thought to derive from the stables, racetrack, and clubhouse built nearby in 1881 by Norman Kittson, merchant and one-time mayor of Saint Paul."²¹⁵ The Turf Club was a popular meeting place in the community and in the 1950s its basement meeting room became known as "The Lion's Den" because it was home to the Midway Lion's Club. Today the basement bar is called the Clown Lounge. The line-stepping country bar gave way to "the folk artsy 60s, morphing with the dance wave of the '70s, then embracing the grunge of the '80s," and "the club is like a treatise on Minnesota music."²¹⁶ Outside, the tile mosaic work was completed by local singer and artist Maggie Morrison. The building changed ownership to First Avenue in 2013 and underwent major renovations in 2014 including stucco cladding over the facade. Interior alterations exposed a

²¹⁰ R.L. Polk, 1930, page 1935; 1936, page 1727.

Sanborn Map Company, *Insurance Map of St. Paul* (New York: Sanborn Map Company, 1926, 1951), Volume 3, sheet 315.

²¹¹ Bill Lindeke, "Noteworthy Dive Bars of the Midway," 2017.

²¹² MNHS Digital Collection. "Kirch and Gillis Night Club after fire, 1601 University, St. Paul." Photograph, MR2.9 SP3.1K r9. 11/06/1942.

²¹³ R.L. Polk, 1948, page 430.

²¹⁴ Turf Club. "History." Online resource, www.turfclub.net/history. (Accessed 1/31/18).

²¹⁵ Aleah Vinick, "Mysteries of the Central Corridor," *Preservation Journal of Saint Paul*, a publication of Historic Saint Paul., volume 6, issue 1 (Spring 2008): 3.

²¹⁶ *Twin Cities Music Highlights*, "Turf Club – St. Paul," Online resource, <http://twincitiesmusichighlights.net/venues/turf-club/>. (Accessed 1/31/2018).

second original light fixture above the bar that is identical to the red Art Deco light fixture that spans the length of the dance floor. The facade was originally clad in brick. The central entrance was flanked large picture windows and surmounted by multi-pane transom windows.

The **Inn of the Purple Onion** restaurant and pizza parlor stood in the Hamline Apartments building at 722 Snelling Avenue during the 1950s and 1960s. The venue's primary clientele were Hamline University college students, and owner Bill Danielson frequently booked folk singers to perform. Bob Dylan played here in the fall of 1959 and spring of 1960. This period is mentioned in Dylan's *Chronicles: Volume One*, noting that "By this time, I was making three to five dollars every time I played at either one of the coffeehouses around or another place over in St. Paul called the Purple Onion pizza parlor."²¹⁷ He did not perform long in the Twin Cities, having determined that "New York City was the place I wanted to be. [...] One snowy morning around daybreak after sleeping in the back room of the Purple Onion pizza parlor in St. Paul, the place where [Spider John] Koerner and I played [...] with only a few tattered rags in a suitcase and a guitar and harmonica rack, I stood on the edge of town and hitchhiked east to find Woody Guthrie."²¹⁸

Miscellaneous Entertainment

The earliest entertainment destination in the Midway was called **Circus Hill**. From 1860 to 1945, a five-acre site south of University Avenue near Griggs Street was home to more than 58 different touring circus companies. There were no permanent buildings on the grounds, and "tents could be struck overnight to accommodate the menagerie of exotic animals, curiosity shows, and the big top for main stage performers."²¹⁹ Thanks to its prominent location between Hamline and Lexington Avenues, Circus Hill was easily accessible for patrons riding the interurban streetcar line. Furthermore, circuses that traveled by rail could utilize the Chicago, Milwaukee, and St. Paul Short Line rail spur that passed behind the manufacturing and industrial buildings along University between Hamline and Dunlap Streets. Today the Central Medical Building stands upon the grounds of Circus Hill.

The Snelling Commercial Club was established in 1912 to promote business in the Midway. In the summer of 1913, the club opened the **Midway Amusement Park** near Snelling and University Avenues. The attractions included a "dancing pavilion, a dog and pony show, an electric theater, a snake show," outdoor movies, balloon ascensions, and sideshows.²²⁰

Following its closure around 1900, Kittsondale Racetrack at the corner of Hamline and University was replaced by a **Motor dome**. In 1914, National Amusement Company was granted a one-year permit to construct and operate a motor-dome on the south side of University Avenue between Albert and Pascal Streets. They gave "motor-dome exhibitions and outdoor amusements and sports."²²¹ The "Twin City Motordrome" was listed in the 1914 city directory, although its location was noted as the northeast corner of Pascal, rather than southeast. At the time, the National Amusement Company president was William Koenig and its manager-proprietor was Fred A.

²¹⁷ Bob Dylan, *Chronicles: Volume One* (New York: Simon & Schuster, 2004), 242.

²¹⁸ Bob Dylan, 257

²¹⁹ Margie O'Laughlin, "Hamline-Midway History Corps: a neighborhood love story," *Monitor Saint Paul*, February 10, 2015.

²²⁰ "The Midway – The Growing Way: Snelling Club is Active," *Minneapolis Sunday Tribune*, July 13, 1913, 6.

²²¹ City of Saint Paul, "Ordinance Bd F No. 41693. Approved April 21, 1914," *Proceedings of the Common Council of the City of St. Paul, 1914* (St. Paul: Review Publishing, 1915), 153.

Landeck. Koenig resided in Minneapolis and Landeck lived in Milwaukee.²²² The motor-dome was identified in 1914 and 1916 directories.²²³ The 1916 city plat map indicates the “motordrome” location between the Snelling Avenue car barn and the White Enamel Refrigerator Co. campus, and the land appears to be owned by the St. Paul & Minneapolis Street Railway Company. According to the 1922 Saint Paul City Directory, the Hamline Race Track was located on Snelling at the northwest corner of Midway Parkway. This site appears to coincide with the Minnesota State fairgrounds.²²⁴

Three **motion picture theaters** were located in or near the Hamline-Midway neighborhood (none of which stand today). The Hamline Theatre, a one-screen house with 525 seats, was located one block east of Snelling at 1543 University Avenue, and operated from 1916 to 1963. Located just east of Lexington at 1078-1080 University Avenue in a commercial block with a variety of storefronts, the 1025-seat Centre Theatre operated from 1940 until 1961. The Bijou Theater was at 463 Snelling Avenue from 1910 until 1915.²²⁵

An entertainment center/nightclub, bar, and bowling alley was located one block west of Snelling at 1633 University Avenue. Opened in 1935, the center went through several iterations of names that continually referred to the surrounding neighborhood: Midway Amusement, Midway Bowling Center, and **Midway Gardens**. The “modern, air-conditioned recreation center” was a “congenial place to spend an evening.” In 1961, the center changed ownership and was renamed Family Playland, but within a decade the building was converted into a commercial storefront. Ax-Man Surplus store has been located here since at least 1972. The original marquee supports still project out from above the main entrance, but no interior features have been retained.

When the Midway Shopping Center opened in 1959 at Snelling and University Avenues, **Hall of Fame All-Star Bowl** opened in its basement. The bowling alley “was a state-of-the-art center” that offered patrons “32 glass-smooth lanes surrounded by an eye-filling new concept of ultra-modern design”, “completely air conditioned”, “two cocktail lounges, fully-automated pin spotters and much more!”²²⁶ The business was sold and changed names to Midway Pro Bowl in 1983. The business closed in 2017; the site is being redeveloped as a part of a new professional soccer stadium.

The **Masons’ Midway Triune Lodge**, officially Midway Lodge No. 185 AF & AM, built in 1914, was on Englewood Avenue, just east of Snelling. Before that the Midway Lodge met in the upper floor of the commercial building at 751 Snelling. The Masons were a very active fraternal organization during much of the twentieth century, with lodge buildings holding meeting halls and club rooms, built in municipalities throughout the United States. In larger cities, lodge buildings were located in many neighborhoods. Lodges often made their meeting hall spaces available to local groups, like the Hamline religious congregations that met in the Snelling Avenue building before acquiring their own buildings. The American Legion Hamline Post No. 450 held its

²²² R.L. Polk, 1914, 968, 1002, 1223.

²²³ *St. Paul Almanac and Yearbook for 1916* (St. Paul: St. Paul Dispatch and Pioneer Press, 1916) 603.

²²⁴ Larry Millett, *AIA Guide to the Twin Cities* (St. Paul: Minnesota Historical Society Press, 2007), 501. The Motordrome is shown on plate 21 of the 1916 Hopkins atlas.

²²⁵ Sanborn Map Company, 1950, vol. 3, sheet 339. Local historian Joanne Englund recalls walking to local movie theaters: Joanne Englund, “Remembering: ‘Towns Within’ and Their People,” *Ramsey County History* 29 (Fall 1994): 22-23.

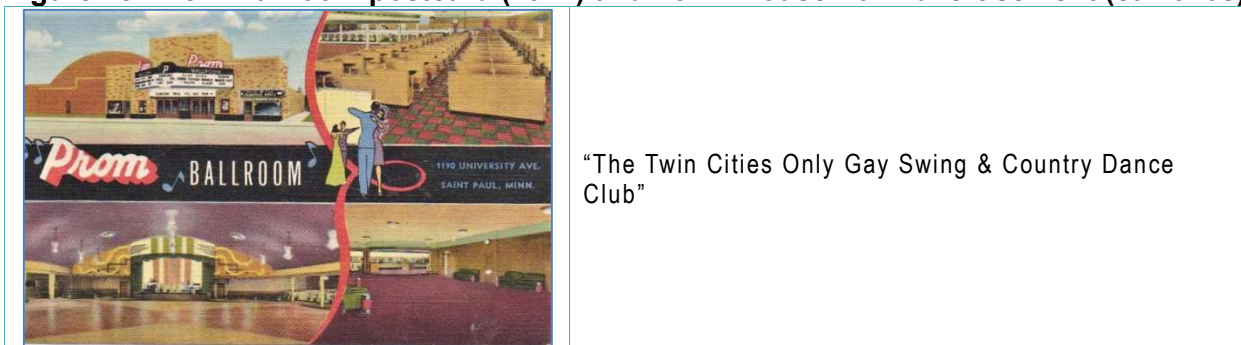
²²⁶ Midway Lanes, Advertisement, *Pioneer Press*, August 12, 1960.

meetings at the Midway Lodge in the 1920s. The Masons favored the Classical Revival and Moorish Revival styles in their buildings. The Midway Lodge followed the Classical Revival prototype. The building was severely damaged by a fire in 1981 and demolished the following year.

Car Culture

University Avenue was an important transportation thoroughfare, but it was also home to dozens of new- car dealerships in the first half of the twentieth century. The storefronts had large display windows that drew in crowds to see the latest models. While some car-related businesses closed due to suburban flight after World War II, others opened to pursue new Avenues of business. Personal automobile use continued to grow, and their use was integrated into forms of entertainment. Drive-in restaurants “became the epicenter of the 50s era ‘cruising’ culture and were the teen center for socializing with friends and new people.”²²⁷ Several drive-in restaurants opened along University Avenue in the Midway. At the east end, **Three Bears** stood near the northeast corner of Lexington Parkway at 1061 University Avenue from the 1950s to late 1960s. **Henry’s Hamburgers** stood at 1770 University near Fairview Avenue starting in the 1950s through the 1960s. A “small but significant addition” to the Midway was its first **White Castle** (and therefore first drive-in), at 1945 University at the northeast corner of Prior Avenue.²²⁸ It opened in the 1920s and became **The Pantry** in the 1950s when a new White Castle opened near Three Bears at 1087 University. The most popular, and longest-running drive-in, was **Porky’s** at 1890 University Avenue. It operated from 1953 to 1978, and reopened in 1989, ultimately closing in 2011. The building was soon demolished for the Episcopal Homes senior housing complex. The construction of Interstate 94 south of the Midway drew car traffic away from University Avenue. Drive-ins fell out of popularity in the 1960s and 70s as they began to face “competition from new drive-through fast food restaurants.”²²⁹ McDonalds opened its University Avenue restaurant in 1976, less than one mile west of Porky’s. While most of the drive-ins closed, in 1972 the White Castle near Lexington Avenue was converted into a drive-through (a change made company-wide), before constructing a new building at the intersection’s southwest corner.

Figure 15. Prom Ballroom postcard (1942) and Town House Bar Advertisement (ca 1970s)



²²⁷ Anne M. Ketz, “University Avenue’s Car Culture: the enduring legacy of Porky’s drive-in restaurant,” *Preservation Alliance of Minnesota* (2013), 14.

²²⁸ Jane McClure, “The Midway Chamber and Its Community, The Colorful History of an ‘Unparalleled Feature,’” *Ramsey County History Magazine* 29, no. 3 (Fall 1994): 11.

²²⁹ Ketz, 17.

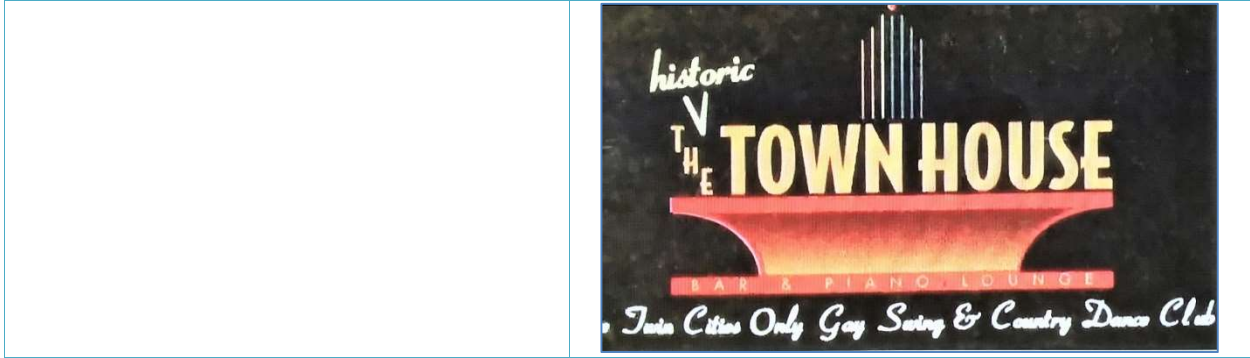
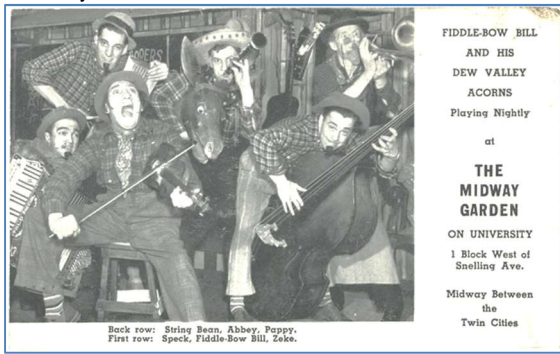


Figure 16. Midway Garden Advertisements and Photographs, ca 1940 – 1945

“Midway between the Twin Cities,” 1945



Barroom, 1940



Billiards Room, ca 1940



Bowling Alley, ca 1940



4.10 BUSINESS AND COMMERCE IN HAMLINE-MIDWAY

University Avenue in the Midway was also historically a retail shopping destination. Like the chambers of commerce focused on the retail development of downtowns Minneapolis and Saint Paul, the Midway Club was organized in 1920 and was dedicated to protecting and advancing the Midway; it had 1,200 members in 1922.²³⁰ Before the 1920s, retail development in the city “had been confined to the little communities of small retail enterprises that gather around factories. Commercial nodes developed at prominent streetcar intersections; corner stores served the neighboring residents. The Midway [contained] no department stores, no big clothing stores of the down-town type.” The retail districts that were beginning to develop by 1922 engaged in “urban service – the lumber companies, coal concerns, and ice plants.”²³¹ One of the first Montgomery Ward mail-order houses outside Chicago was constructed at 1400 University Avenue near Pascal Street in 1920. On its opening night, the company held an open house: “for just \$2 per couple, visitors could see the area’s finest and newest commercial building” while enjoying an orchestra, singers, and dancers. The event was described as “the largest purely social entertainment of its kind ever held in Minnesota.”²³² While it opened as a distribution warehouse, within five years Montgomery Ward had become the retail mecca in the Midway. The plant cost \$3.5 million to construct and consisted of two sections – the three-story Administration Building and nine-story Merchandise Operating Building, with an enclosed three-story bridgeway connecting them. The warehouse shipped and received freight via the Chicago, Milwaukee, and St. Paul Short Line rail spur behind the building.²³³ Soon after this branch was established, Ward’s entered the retail field to fend off competition from Sears and other growing chain stores. This facility underwent alterations costing \$750,000 in 1924 to convert the first two floors of the administration building into a retail store.²³⁴ A landscaped lawn with semi-circular driveway and paved sidewalks stood between the storefront and Avenue. Initially, most retail customers rode to the store via the interurban streetcar line (there was a stop directly in front of the store) and there was not a great need for car parking.²³⁵ After World War II and the removal of the streetcars in the mid-1950s, as more people could afford personal cars, businesses along University Avenue needed more parking space to compete with the ample surface lots surrounding new suburban shopping centers. Parking meters were added at Snelling and University in 1953. Ward’s replaced the front lawn with a parking lot before 1958. Facing further competition from suburban indoor shopping centers and the new Macy’s downtown, Ward’s “modernized” the look of the store in 1963, the Store and Administration Building was dramatically remodeled: alternating panels of concrete and metal created a new, windowless façade for the upper two stories.” The following year, Ward’s “erected an automotive store and service station” in a “modern, suburban-mall design” adjacent to the store.²³⁶ Following downsizing of the company and warehouse consolidations, Montgomery

²³⁰ Ketz, 9.

²³¹ Thomas G. Hammond, “A City from a Switching Yard,” *Business* 4, issue 1 (October 1922): 7-9, 36, 38.

²³² McClure, 10.

²³³ Sanborn Map Company, 1926, Volume 3, sheet 331.

²³⁴ Cynthia de Miranda and Charlene Roise, “Montgomery Ward & Company Northwestern Catalog House” HABS Report, No. MN-157 (1995), 5. Online resource, <https://cdn.loc.gov/master/pnp/habshaer/mn/mn0500/mn0541/data/mn0541data.pdf>. (Accessed 3/21/2018).

²³⁵ McClure, 11.

²³⁶ de Miranda and Roise, 4.

Ward's was demolished in 1996 to make way for a new shopping center, which was anchored by a new Ward's department store Montgomery Ward's went out of business in 2001.

Snelling Avenue was an important retail destination for the local community that was signaled by its intersection with University Avenue. The Quality Park Investment Company Building at the northeast corner, designed by Ellerbe and Company and built in 1933-1934, had an array of storefronts at the first floor and offices on the second floor. Among its first and longest tenants was the Walgreen's Drug Store, the first to be located outside of downtown Saint Paul or Minneapolis.²³⁷

Other Snelling Avenue businesses included automobile service shops and garages, gasoline filling stations, meat markets, small super markets, bakeries, pharmacies, barber shops and beauty salons, variety stores, hardware stores, restaurants, and cafes. Some of these businesses occupied free-standing buildings while others were located in the storefronts of store and flats or apartment buildings. The Hamline branch of the Saint Paul Public Library occupied several storefront locations before its permanent building opened on Minnehaha Avenue in 1930. A Hamline Branch post office located at 681 North Snelling opened in 1929.²³⁸ After several years of planning, the Midway Shopping Center, which replaced the Snelling Avenue yards at University Avenue, was built in 1958. Upon opening, stores included chain businesses including Klein's Supermarket, Woolworth's department store, Walgreens pharmacy, and Fanny Farmer candies. That same year, the Lexington ballpark was replaced by a \$3 million shopping center that included a Red Owl grocery store.²³⁹ The large supermarkets that opened along University and Snelling Avenues replaced the need for "corner grocery stores," "meat markets, and dairies that delivered milk."²⁴⁰ Businesses like Hardware Hank replaced specialty and independent hardware firms. The "automobile and the ability to go beyond one's immediate neighborhood had major repercussions on small businesses throughout the Midway area."²⁴¹ Har-Mar Mall opened in Roseville on Snelling Avenue, 3.5 miles north of University in 1963. The enclosed shopping center Rosedale opened in 1969, one mile further north.

4.11 INDUSTRY IN HAMLINE-MIDWAY

Industry in Hamline-Midway has been generated by several factors beginning with the railroad lines to the north, south, and west of the neighborhood. Beginning in 1879, the St. Paul, Pacific and Manitoba Railroad began to construct a double track to the north of the Midway area to connect the two cities. Several small depots, including one at Hamline, were located along the route. At the same time the Chicago, Milwaukee and St. Paul (the Milwaukee Road) began to construct a Short Line route to the south of the Midway area.²⁴²

²³⁷ Marjorie Pearson, "Quality Park Investment Company Building," National Register of Historic Places Registration Form, 2015. Prepared for the Metropolitan Council, on file at Minnesota State Historic Preservation Office.

²³⁸ A neighborhood newspaper, *The Hamline Tribune*, records the new post office branch (May 10, 1929) and describes the efforts of the neighborhood to acquire a permanent branch library (March 28, 1928, April 6, 1928, May 3, 1929, May 10, 1929, June 28, 1929, July 19, 1929).

²³⁹ McClure, 16, 18.

²⁴⁰ McClure, 18.

²⁴¹ McClure, 16.

²⁴² "A Trail of Two Cities: The Impact of Transportation on the Development of the Midway Area, 1847-1960," 8-4 – 8-7 in *Phase I and II Cultural Resources Investigations of the Central Corridor, Minneapolis, Hennepin County, and St. Paul, Ramsey County* (St. Paul: Hennepin County Regional Railroad Authority, Ramsey County Regional Railroad Authority, Minnesota Department of Transportation, 1995).

Table 7. Extant Historic Industrial Properties in Hamline-Midway

Historic Name	Inventory # (Status)	Address
MN Transfer Main Tracks and Industrial Leads, Bridge	RA-SPC-6309, 6310 (CEF)	University, Prior, Transfer Road
Griggs, Cooper and Co.	RA-SPC-3923 (CEF, SEF)	540 Fairview Ave
Brown, Blodgett and Sperry Co.	RA-SPC-3922	1745 University Ave
Krank Building	RA-SPC-3927 (NRHP, local)	1885 University Ave
American Radiator Co.	RA-SPC-4642	1902 Minnehaha between Fairview and Prior
American Can Co.	RA-SPC-HamMid-TEMP-0100	747-767 Prior Ave

Minnesota Transfer Railway

While the rail lines provided access, it was the establishment of the Minnesota Transfer Railway that provided a node for business and industry. The Minnesota Transfer Railway was a non-profit company formed in 1883 by five railway companies operating in the Twin Cities to facilitate the transfer of freight between their lines. James J. Hill, the primary organizer, was concerned that the profusion of rail lines that served the Twin Cities had reached the saturation point, bringing inefficiency, congestion and gridlock. This was a problem not only for the rail companies, but also the cities which had to endure street traffic being blocked on a regular basis.²⁴³

The year after the Minnesota Transfer Railway Company was incorporated, it purchased approximately one mile of track from an unincorporated association known as the Union Stockyards – Minnesota Transfer, which James J. Hill had helped organize in 1881. This organization is recognized as a precursor to the Minnesota Transfer Railway Company. At the time farmers and food processors were almost completely dependent on railroads for the movement of livestock from rural regions to the marketplace. The site in the Midway was an ideal location for a stockyard, situated between the pasture lands of the west and the slaughterhouses of Chicago. It was a relatively flat site with sandy soils and was bounded by several major rail lines. The feasibility of this project was bolstered by the passage of federal animal protection regulations in 1873 and 1906. Known as the “28-Hour Laws,” these mandated that railroads give animals on long trips breaks for food, water and grazing. By the end of 1881, substantial development had taken place at the Union Stockyards – Minnesota Transfer.

Hill believed that bold steps were needed to establish the freight transfer yard. By December of 1882, he had quietly assembled 220 acres of land adjoining his rail line, the Union Stockyards Minnesota Transfer and the Northwestern Elevator. When he announced his acquisition, a Minneapolis newspaper wrote, “The purpose of this large purchase is to provide adequate terminal facilities – those possessed by the company heretofore being altogether too limited for the business reasonably to be expected when the Road shall be opened to the Pacific ocean.” The property had “ample room for packing houses, elevators and all other industries” and its close proximity to Lake

²⁴³ Don L. Hofsomer, *Minneapolis and the Age of Railways* (Minneapolis: University of Minnesota Press, 2005), 122; Frank P. Donovan, Jr., *Gateway to the Northwest: The Story of the Minnesota Transfer Railway* (St. Paul, 1954), 22,23.

Como ensured it would have “an abundant water supply... at moderate expense.”²⁴⁴ The site was in an unincorporated area that lacked municipal water and fire and police protection, but this had the advantage of giving the railroads more latitude to develop the project as a business enterprise free from political interference. With ownership of the property in hand, Hill was able to discuss his plans with other railroads. He formed a new business entity, the Minnesota Transfer Railway Company, which acquired his recently assembled land for its original purchase price plus carrying costs. The two city rivals, Saint Paul and Minneapolis, quickly recognized the economic development potential of the project in the unincorporated area and squared off for control of the site. After an acrimonious political and legal battle, Saint Paul annexed the Midway area in 1885, much to the consternation of Minneapolis.²⁴⁵

Because transporting livestock was a large part of the business of many rail companies, it made sense for them to cooperate in the building of the infrastructure which could be shared. Collaboration was a way to share costs, and also gave railroads an opportunity to help shape development in the surrounding area. This was a complex undertaking that required holding pens, exercise and feeding areas, grain storage bins, ice houses, and similar facilities. The holding pens were located between Prior Avenue and the main tracks.

By 1883 the Union Stockyards was handling over 30,000 head of Montana cattle, a number which grew to 77,000 by 1887. The stockyard also delivered cattle to the local market, growing in numbers from 622 in 1884 to 5,889 in 1886. The concentrated proximity of this livestock spawned a local packinghouse industry. By 1888, 9,000 cattle were slaughtered in plants adjacent to the Minnesota Transfer, as well as 12,000 sheep, and 900 hogs.²⁴⁶ Among the major firms operating locally were G.E. Bartusch at Wabash Avenue and Montgomery Street and the Luley Abattoir Company, 567 N. Cleveland. A national meatpacker, John Morrill & Company, operated until fairly recent times in a large building at Wabash and Montgomery which still stands.

The burgeoning rail hub serving the Union Stockyards also attracted another rail-dependent industry which needed a specialized building type. The Northwestern Elevator Company built a large grain elevator with a capacity of 600,000 bushels.²⁴⁷ Its president, D.M. Robbins, played a major role in the development of the Union Stock Yard. He would later become president of the Minnesota Transfer Railway, which rotated officers among the rail lines. Additionally, he was an officer with the Minnesota Transfer Land Company and the Minnesota Transfer Packing Company which, among other things, had a contract with Saint Paul to remove dead horses and other animal carcasses from city streets.

Railroads were heavily dependent on shipments of livestock and grain, and it was not unusual for rail executives to hold ownership interests in complementary industries including meat packing, grain and lumber. These business practices were emblematic of a pattern that was emerging in the Midway, as companies vertically integrated, either formally or informally. The families that were involved in these early investments attained great wealth and influence in the state.

²⁴⁴ *Minneapolis Tribune*, Dec. 22, 1882, p. 4.

²⁴⁵ *Minneapolis Tribune*, February 10, 1885, p. 3.

²⁴⁶ *Minneapolis Tribune*, March 12, 1888, p. 3

²⁴⁷ *Minneapolis Tribune*, Jan 1, 1883, p. 9

Leading Minneapolis businessmen felt threatened by the consolidation of stockyard activities in Saint Paul, and not to be outdone, organized the rival Twin City Stockyards at New Brighton in 1887. Around the same time several of the original organizers of the Union Stock Yards in the Midway launched an ambitious plan for a massive meat packing operation in South Saint Paul. They understood that any increase in the scale of meatpacking operations would bring environmental and aesthetic problems which would be unacceptable in the heart of a developing urban area. The Minnesota Transfer Railway Company acquired the Twin Cities Stockyards at New Brighton in 1898 as part of its purchase of the Minnesota Belt Line Railway. Initially, the intention was to continue operating stockyards at both the Midway and New Brighton sites. Weekly cattle auctions took place in the Stock Exchange building on University Avenue at Prior, which would later be converted to a branch of the YMCA. The success of the stockyards at South Saint Paul brought about the eventual demise of the large-scale meatpacking operation in the Midway and at New Brighton.

The membership of the Minnesota Transfer fluctuated over the years, expanding from its original group of five to an average of nine companies. In 1955 the member railroads were Burlington, Great Northern, Great Western, Milwaukee, Minneapolis & St. Louis, Northern Pacific, Omaha, Rock Island and Soo Line, each of which had one-ninth interest. The collaborative achieved its primary goal of facilitating the transfer of freight between member lines, but it also had an important secondary impact - attracting industrial concerns seeking to take advantage of its excellent transportation benefits.

With the closing of the Stockyards in the Midway, large areas of the yard were opened up for more compatible industrial development, under the direction of a separate promotional and marketing group, the Minnesota Transfer Board of Trade. This was comprised of business and civic leaders from the Minnesota Transfer as well as the neighborhoods of St. Anthony Park, Hamline, Merriam Park, Union Park, St. Paul and Minneapolis. In 1891 the Board of Trade published an attractive marketing flyer touting the advantages of doing business at Minnesota Transfer and living in the Midway. "Whatever warehouse or factory is located on these private tracks," it proclaimed, "has the same facilities and access to all railroads connected with the Minnesota Transfer that it could have elsewhere in either city on any one railroad."²⁴⁸ The business group also heavily advertised in the local papers. The campaign was enormously successful and the industrial district soon occupied 300 acres and handled approximately 400 cars of freight daily.

For the most part, these industries evolved organically in classic cluster development fashion. The Minnesota Transfer district fostered the development of numerous primary and secondary industries. Over 400 industries eventually developed around the yard, which both originated and received freight. At its peak, Minnesota Transfer had expanded to over 200 acres around the intersection of University and Prior Avenues. Like other rail companies of the time, it had the power of eminent domain, and could condemn and acquire property it needed for expansion.

One of the main reasons for creating the Minnesota Transfer was to relieve rail congestion on city streets. By concentrating freight transfer activity, it lessened traffic on the streets, but it greatly intensified congestion in the immediate area around the Transfer yard. The district was created by

²⁴⁸ Minnesota Historical Society, G 4144.T 89 M5 2F 1891.

eliminating the traditional urban street grid, which greatly reduced mobility options. University Avenue was moved several blocks south becoming the only street to run through the Transfer yards and connecting the two cities. It appears from maps and photographs that about a dozen sets of tracks crossed the avenue at grade level, meaning that long freight trains must have disrupted traffic. In addition, it was not easy for horse-drawn wagons to cross the rails. The Board of the Minnesota Transfer faced mounting pressure from the City of Saint Paul and from local stakeholders, and all agreed on the need to build a viaduct over the railyard. By April, 1886, the Saint Paul city engineer had prepared preliminary plans for a bridge which he circulated to the Common Council, and then presented to the engineering departments of the various rail lines.²⁴⁹ The city noted its support in an 1889 report: “University avenue is one of our principal thoroughfares having a width of 120 feet, and the removal of the danger of a grade crossing is of the utmost importance, both to the railway company and the city interests.” The 1,462 foot long viaduct was built as a public-private partnership; it was calculated that the city paid for 244 feet of its length and the Minnesota Transfer paid for 1,218 feet.²⁵⁰

The viaduct commenced at Prior Avenue on the east and extended to Cleveland Avenue on the west with a long, gradual incline over the rail yard, to accommodate horse-drawn vehicles and streetcars. There were extensive berms on both ends to shorten the open span directly over the tracks. A city report noted that, “It is a deck plate girder bridge with spans from 16 feet to 26 feet, on iron trestle supports. The width of the bridge is 60 feet, giving a roadway of 40 feet and sidewalks of ten feet each. The roadway is paved with six-inch cedar blocks laid on four-inch plank.”²⁵¹ The trains below did not have much clearance, which brought some risk as the steam locomotives spewing sparks would sometimes ignite the wooden understructure of the viaduct.

Between 1910 and 1916, Minnesota Transfer serviced twenty million rail cars, and by 1920 there were 125 industries on the track system of the Minnesota Transfer including, among others, the American Can Company, Griggs Cooper, Brooks Brothers (lumber), Weyerhaeuser, and the Minnesota Chemical Company.

The long viaduct over the Minnesota Transfer yards, which effectively separated the areas north and south of University Avenue, was replaced in 1935 by two smaller railroad bridges which crossed over University Avenue. City planner George Herrold explained how the change occurred: “When the Engineering Department of the Northern Pacific Railroad took over, they advised me that many of the tracks under the viaduct might not be necessary. An intensive study proved this to be true. The Milwaukee Railroad insisted on two tracks – all the other railroads could get along with two tracks – a total of 4 tracks. This was both a wonderful revelation and an admission. The Board at once called for the elimination of the viaduct, and the depression of the street in open cut with side slope, no retaining walls and no center pieces for the railroad bridges overhead”.²⁵²

²⁴⁹ Letter by L.W. Rundlett, St. Paul City Engineer to Members of the Common Council, April 20, 1886. Original at Saint Paul Department of Public Works.

²⁵⁰ *Annual Reports of the City Officers and City Boards of the City of Saint Paul* (For Fiscal Year Ending December 31, 1888) (St. Paul: Globe Job Office, 1889), 554.

²⁵¹ *Annual Reports* 1888, 554. *Annual Reports of the City Officers and City Boards of the City of Saint Paul* (For Fiscal Year Ending December 31, 1889) (Saint Paul: The Pioneer Press Company, 1890), 168.

²⁵² George Herrold, “The Story of Planning St. Paul from the Beginnings to 1953,” Unpublished typescript, 1958. Copy at Minnesota Historical Society P2667.

By the mid-1950s, the Minnesota Transfer Company had over 700 employees, down from a high of over 1,000 employees, and maintained over 150 miles of tracks servicing over 2,500 cars daily. As with most railroads, the work force had become unionized and there were occasional work disruptions and strikes. By 1953, all steam engines were replaced by diesel locomotives, requiring the old twelve-track roundhouse to be adapted. Railroad mergers and consolidations started in the late 1960s, resulting in a significant reduction of transfer activities. With the volume of service slowing, the Minnesota Transfer sold 50 acres of underutilized rail yard to the Saint Paul Port Authority for redevelopment, making way for the Westgate project, near the Minneapolis-Saint Paul border. In 1974 Amtrak located its passenger depot in the middle of what had been the Minnesota Transfer “P” yard.

By 1982 the bulk of the company's business was providing cars to and from some 150 industries still active on its industrial rail spurs. The Minnesota Transfer Railway ceased to operate as a cooperative entity in 1987 when it was sold to a private company, the Minnesota Commercial Railroad (MNCR), which currently owns 128 miles of tracks including a line which extends to Hugo. It continues to operate as a switching railroad, servicing five national Class 1 railroads: Burlington Northern Santa Fe (BNSF), Union Pacific West, Canadian Pacific Railway, Canadian National Railway and Twin Cities and Western Railroad. MNCR owns 27 locomotives and about 40 rail cars, and has about 120 employees. Approximately 80 percent of rail activity is from incoming loads, and only 20 percent are outbound, reflecting the sharp reduction of manufacturing activity and the increased use of trucks for shipping materials.

Cluster Development

The success of the railroads working together helped fashion a cooperative spirit that spilled over to property owners and business leaders around the Minnesota Transfer rail yard. Minnesota Transfer offered a competitive advantage to manufacturers because freight could be moved more cheaply and efficiently, and because the profusion of rail lines allowed shipments to move virtually anywhere in the country. The multitude of railroads also gave manufacturers some ability to comparison shop on shipping rates, an important consideration. Minnesota Transfer was the catalyst which transformed the local economy to a value-added manufacturing center with hundreds of companies making an incredible variety of products. The operators of the new manufacturing businesses that moved to the Transfer were entrepreneurs with skills to make products.

Over time companies working in geospatial proximity learned to collaborate and partner in many unforeseen ways. Adjoining businesses could share costs of installing a rail spur and other site work. Companies also found ways to reduce costs for shipping and raw materials by working together. Rather than separately purchasing loads of coal or wood, businesses could team up on a car load. Groups of furniture manufacturers shipping merchandise to a trade show could fill a rail car. Business associations were formed to represent the interests of its members, organized either geographically or by business affinities.

In 1912, the seven “commercial and improvement associations of the Midway” and surrounding neighborhoods consolidated into “one Midway Commercial Association to work for the industrial

and residential development of the district.”²⁵³ The Midway Club was formed in 1919 and is today the Midway Chamber of Commerce. Over the last century, the club has been instrumental in building the “regional hub for transportation, industry, commerce, and education.”²⁵⁴ The Public Works Committee was successful in adding streetlights along University Avenue in 1921; they continually lobbied against fare increases (and elimination of the Midway’s neutral zone) that were proposed by the Twin Cities Street Railway Company.

The first cluster to form was value-added products and services which grew out of the stockyards. Meat packing operations, horse brokerages, saddle shops and wagon makers sprung up, quickly followed by industries using the byproducts of meatpacking including companies making glue, gelatin, lard and soap. New technologies were needed to refine these byproducts, giving rise to a major cluster of chemical companies. Some established conglomerates located at the Minnesota Transfer, including DuPont, Grasselli, Peter Cooper Glue Factory. Some were local start-ups included Lyons Chemical and Minnesota Chemical. Even after the Union Stockyards had moved to South Saint Paul, a number of companies remained.

Agriculture was represented in the Midway from the very beginning, with grain elevators built by Northwestern Elevator and later the Northwest Co-op, and linseed refineries constructed by Archer Daniels Midland, among others. H.B. Fuller and Company made glue from wheat. The livestock and agricultural cluster lines converged as raw materials were processed into food. Griggs, Cooper & Co., opened a model food plant (Sanitary Food Manufacturing) at University and Fairview Avenues. The Fisher Nut Company started in the Midway. All these consumer products required packaging, which attracted national companies like Crown Cork and Seal and the American Can Company which made cans for lard and Hormel's Spam, cigar tins for nearby Worch Cigar, and containers for Fisher Nut and dozens of other companies.

A related cluster of agricultural implements and transportation machinery flourished, with such industry giants as McCormick Harvester and Deering Harvester, which merged to form International Harvester. There were other implement, attachment and equipment companies with a presence, including Bull, Toro, Staude, Hackney, Russell Grader and Loudon. This machinery cluster, in turn, attracted automotive industries.

A major cluster line developed around the wood industries. As Hill expanded his rail network to the West Coast, he partnered with his Summit Avenue neighbor, Frederick Weyerhaeuser, to harvest the timber along the lines. Much of the wood ended up in the Midway, where Weyerhaeuser had a wholesale lumber operation until recently. The Brooks Brothers company opened a huge retail lumberyard at Prior and University Avenues. The abundant supply of wood became the source material for numerous products made in the Midway, including doors, windows, millwork, shingles, siding, construction materials, furniture, pianos, guitars, caskets and military gliders. Wood products needed finishing materials, including glue, varnish and paint (made with linseed oil), creosote and chemical preservatives, all of which were made in the Midway.

The chemical companies which grew from the livestock, agriculture and food industries converged with those serving the wood industries. This sector received a major boost during World War I as

²⁵³“Midway Clubs Consolidate,” *Minneapolis Tribune*, Oct 31, 1912, 14

²⁵⁴ McClure, 10.

the United States was forced to end its reliance on the more advanced German technology. The University of Minnesota took the lead on chemical research and development of such products as wood alcohol. It also made the case that the nascent chemical industry was essential to national defense. As products moved up the value-added chain, more sophisticated packaging and business services were needed. Paper, printing, packaging and graphic arts companies located in the Midway, including Wright, Barrett, Stilwell; Dow Printing; Brown and Bigelow, Deluxe Printing, and Waldorf paper recycling and packaging. The lines between the clusters blurred as industries overlapped and reconstituted. Linkages were made up and down the supply and distribution chain — both personal and corporate.

To provide direct freight shipping services, the Minnesota Transfer extended rail spurs, known as “Leads,” to the factories, businesses, and jobbers, providing raw materials and transporting finished products. The Leads were named for the streets on which the tracks were located. The Charles Street Lead extended from the main rail yard west of Prior Avenue. The Myrtle Avenue Lead extended west from Cleveland Avenue west to Raymond Avenue. The Wabash Avenue Lead extended even further west. Of particular interest to the Hamline-Midway neighborhood is the Southeast Industries Line that served, among many others, the Barrett & Zimmerman Company at Prior and University; the American Can Company on the west side of Prior; the Brooks Brothers Lumber Yard on the east side of Prior; the A. J. Krank Manufacturing Company, 1885 University Avenue; American Radiator Company on Minnehaha Avenue between Prior and Fairview; Sanitary Food Manufacturing Company, later Griggs Cooper and Company, University and Fairview; Northwest Co-op Mills on the west side of Fairview; and Brown Blodgett and Sperry Company, later the home of Nash Coffee Company, at University and Wheeler.²⁵⁵

²⁵⁵ Betsy H. Bradley, “The Midway Industrial District of St. Paul MPDF Historical Context,” 38-39, *Phase II Architectural History Investigation for Central Transit Corridor*, 2004, prepared by the 106 Group for Ramsey County Regional Rail Authority and Minnesota Department of Transportation. The Minnesota Transfer Main Yard and Leads were determined as eligible for listing in the National Register of Historic Places as part of this investigation. The Leads survive in varying states of repair, but many have been taken out of operation, and others have been removed.

Selected Hamline-Midway Industries

The **Brooks Brothers Company** was located on the east side of Prior, north of University. In 1894, the site contained a lumber yard, a sash and door factory, warehouses for the products, and a small office building fronting on University Avenue. The business expanded north of Charles Avenue, eventually occupying much of the block extending east to Fairview Avenue.²⁵⁶ A review of city directory listings shows that the firm employed many Hamline-Midway residents.

The **Barrett and Zimmerman Company**, established in 1883 in Minneapolis by Henry Zimmerman and John D. Barrett, became the premier horse dealing firm of the Twin Cities, specializing in work and service horses. The company was first listed at 1933 University Avenue under horse dealers in the Saint Paul city directory in 1896. After Henry Zimmerman's death in 1896, the firm was managed by his son Moses Zimmerman who bought and sold more horses than anyone in the Northwest. To meet the demand, Zimmerman traveled throughout the Dakotas and Montana, buying herds of horses to ship to the Minnesota Transfer yards for breaking in the company corrals. The business thrived during World War I when thousands of horses were shipped to armies in Europe. The company had also branched out into real estate acquisition and development. After the war, the company also diversified into army goods salvage. The sales stables and yards remained at University east of Prior until a devastating fire in 1922. By then, horses were being supplanted by motor powered vehicles.²⁵⁷ The firm commissioned architect Silas Jacobson to design a smaller one-story storefront building in 1923; most of the company's operations shifted towards real estate. Zimmerman died in 1933 and Barrett in 1934.

Some businesses and industries previously in downtown Saint Paul located in the Midway because they needed larger buildings and room for expansion. One of these was the Wright, Barrett & Stillwell Company, which was established in 1890 and located on East 5th Street. In 1911, Wright, Barrett & Stilwell advertised itself as a "Wholesale and Manufacturing Stationers", offering "Everything the Printer Prints On." Products included printing papers, wrapping papers, paper bags, twines, roofing, roofing pitch, paving cement, tarred felts, insulating, plaster boards, wall boards. The increased focus on manufacturing may have prompted the company to make plans for a new building that could accommodate heavy machinery and equipment. In August of 1912, Wright, Barrett & Stilwell announced plans for a new structure in the Midway, at University and Hampden Avenues. It would be free-standing, thereby less susceptible to the fires that spread in dense urban areas, and it would be built of reinforced concrete which was both fireproof and capable of handling manufacturing. The building, designed by architect J. Walter Stevens, was estimated to cost "in the neighborhood of \$100,000."²⁵⁸ When completed, the St. Paul Daily News proclaimed, "Wright, Barrett & Stilwell has one of the finest wholesale paper and stationary buildings in the Northwest." The three-story structure was built of reinforced concrete on the lower two floors and basement, with a top floor of wooden mill construction, where the bindery was located. Each floor measured 149 feet by 120 feet for a work space of 17,880 square feet. A private rail spur in the rear connected the building directly to the Minnesota Transfer railway. With its raised basement, the loading dock opened directly to the rail cars. The building was also curved in

²⁵⁶ "Birds Eye View of the Minnesota Transfer and Prior Avenue," *The Minnesota Transfer Reporter*, April 14, 1894; *Insurance Maps of St. Paul, Minnesota* (New York: Sanborn Map Co.), vol. 3, 1903, sheet 369; vol. 6, 1927, sheet 569.

²⁵⁷ John S. Sonnen, "The Great Horse-Market Years at Prior and University," *Ramsey County History* 22, no. 2:37; Jane McClure, "The Midway Chamber and Its Community: The Colorful History of an 'Unparalleled Feature'," *Ramsey County History* 29 (Fall 1994): 11.

²⁵⁸ *Minneapolis Morning Tribune*, August 24, 1912.

the rear to accommodate the layout of the tracks. The building was set back one-hundred feet and fronted by a park-like lawn, likely as response to the calls of civic leaders who hoped to see this design carried out along the entire Avenue.

Griggs, Cooper and Company developed the Sanitary Food Manufacturing Company Plant between 1912 and 1925 in Saint Paul’s Midway District at the intersection of University and Fairview Avenues.²⁵⁹ The property is eligible for listing in the National Register; a nomination form was completed in 2015 but nomination has not been pursued by the SHPO due to opposition by the owners. The original portion of the manufacturing building and the powerhouse were designed by Saint Paul engineering firm of Toltz Engineering Company and built during 1912-1913. As the company prospered and expanded, it enlarged the building in 1919 and again in 1925 to designs by Toltz, King and Day to provide additional food processing, warehouse, and office space, and it also added a garage building in 1925. Located on an 11.3-acre parcel, the manufacturing building is set back about 100 feet from both University and Fairview Avenues.

Griggs, Cooper and Company, the parent company of Sanitary Food Manufacturing Company, was a wholesale food distribution company founded in 1882 as Glidden, Griggs and Company under the leadership of Chauncey W. Griggs. His eldest son, Chauncey M., became a partner in the wholesale grocery business in 1889. The younger Griggs then brought in J. W. Cooper as a partner and expanded Griggs, Cooper and Company into the largest wholesale grocery business in Saint Paul. By 1910, the company was housed in plants at three separate locations on Third Street in downtown Saint Paul and employed about 650 workers. When Saint Paul leaders began discussing redevelopment downtown, including a new union depot for railroads and widening 3rd Street (now Kellogg Boulevard), it became clear the buildings housing Griggs, Cooper could be redeveloped. The company began planning for a new plant at a single location. Griggs, Cooper planned to locate its new plant in the Midway District and, in 1906, began acquiring parcels at a site at University and Fairview Avenues. Griggs, Cooper began construction of its new plant in 1912. The contemporary press universally praised the new Sanitary Food Manufacturing Company Plant. A 1913 newspaper article called the new factory buildings “marvels of efficiency and cleanliness.”²⁶⁰ As one trade journal described it, the factory was the “most modern, complete and sanitary candy factory in the world.”²⁶¹ By the 1930s, the Sanitary Food Manufacturing Company Plant produced “a greater variety of manufactured food products than any other company in the United States.”²⁶² For distribution, the company utilized both railroad shipping and automotive trucking. About 100 rail carloads per week were shipped from the factory via the Southeast Industries Line of the MTR. The company had a fleet of 15 trucks making local deliveries around the Twin Cities of nearly 200,000 pounds of merchandize per week.²⁶³

The **Brown, Blodgett and Sperry Company**, a printing, stationery, and lithography business, built a new factory in 1916-1917, just to the east of the Sanitary Food plant, at University Avenue

²⁵⁹ This discussion is adapted from Andrew Schmidt, Sanitary Food Manufacturing Company Plant, National Register of Historic Places Registration Form, prepared in 2015 for the Metropolitan Council, on file at Minnesota State Historic Preservation Office.

²⁶⁰ “Half Million Dollar Factory Is Completed,” *Minneapolis Morning Tribune*, February 19, 1913, 8.

²⁶¹ “With the Manufacturers and Wholesalers,” *Northwestern Druggist*, October 1912, 64.

²⁶² Griggs, Cooper & Company, “Griggs, Cooper & Company, Foley Grocery Company, Sanitary Food Manufacturing Company (Consolidated Companies),” unpublished manuscript at the Minnesota Historical Society Library, 1937, 1.

²⁶³ *Ibid.*

and Wheeler Street. Designed by the firm of Clarence H. Johnston Sr., the three-story reinforced concrete building with brick facing is set back from University Avenue behind a grassy lawn.²⁶⁴ The company was an outgrowth of the Brown, Treacy and Sperry Company, after Harvey A. Blodgett purchased a controlling interest in 1910.²⁶⁵ Before moving to the Midway, the company had a store in downtown Saint Paul at Fifth Street and Minnesota Street. During the 1920s, the company began publishing architectural plan books for homes. Many of these books were reproduced for lumber companies. It established its own Building Service Bureau and continued publishing such volumes under the name of the Brown-Blodgett Company into the 1950s. One of the company's designers was Mildred Grunau (1909-1992), who had studied at Macalester College and the University of Minnesota, leaving in 1932 or 1933. She taught mathematics, then went to work for Brown-Blodgett. The Federal Housing Administration used her house plans to promote the building of affordable housing. The Brown-Blodgett plan book, *New Era Houses*, published in 1945, was written by William M. Ingemann and Milton V. Bergstedt, who were to become known for their church designs. By 1950, the Brown-Blodgett Building was in use by the Nash Coffee Company as a plant for roasting, packing, and shipping.²⁶⁶

During this same period of the 1910s when business and industry was expanding along University Avenue, other industries were established to the north along the Great Northern tracks. The most prominent of these was the Kopper's Coke Company of Pittsburgh which operated the **Minnesota By-Products Coke Company** along the depressed tracks north of Hamline Avenue. Coke is produced from bituminous coal baked at high temperatures (1000C.) in an airless oven or kiln for a long period of time to remove water. The resultant material is used as fuel and as a reducing agent for smelting iron ore in a blast furnace. After processing, the hot coke was dropped into railroad cars for shipping. In 1916, the company built a small office building facing Hamline Avenue just above the tracks. An elevated walkway led from the office over the tracks and down to the plant. The office building was replaced in 1927 by a larger reinforced-concrete and brick building designed by the architecture firm of Toltz, King and Day. The coke plant was shut down in 1980, but the office building survives and serves a variety of tenants.²⁶⁷

In 1922, the **American Radiator Company** established a Minnesota plant with a factory and warehouse on the south side of Minnehaha Avenue between Prior and Fairview. The complex was designed by the architecture firm of A. H. Stem. It was of brick and reinforced concrete with stucco and fireproof terra-cotta tile walls. Plans show the foundry at the east end, a midsection for assembling, testing, and repairing, and the warehouse at the west end. The business office and display office were also in the warehouse. One of the railroad leads extended along the south side

²⁶⁴ Paul Clifford Larson, *Minnesota Architect: The Life and Work of Clarence H. Johnston* (Afton, Minn.: Afton Historical Society Press, 1996), 141.

²⁶⁵ "Harvey A. Blodgett," *The American Stationer* [n.d.], reproduced by James Lileks, Lileks@Lunch, in *Star Tribune*, April 29, 1913.

²⁶⁶ Mildred Grunau Papers (N146), Northwest Architectural Archives, University of Minnesota Libraries. The collection contains about 50 of her plans for Brown-Blodgett. *New Era Houses* lists the two architects on the inside cover; *Insurance Maps of St. Paul, Minnesota* (New York: Sanborn Map Company, 1950), vol. 6, sheet 573.

²⁶⁷ St. Paul Building Permit 69550, 1916; *Insurance Maps of St. Paul, Minnesota* (New York: Sanborn Map Company, 1927), vol. 8, sheet 873; *Improvement Bulletin*, April 23, 1927; plans at Northwest Architectural Archives.

of the building complex. The Hamline streetcar line ran along Minnehaha and turned south on Prior, providing ease of access for plant workers.²⁶⁸

During World War II, the plant became the site of a manufacturing facility for the Northwestern Aeronautical Corporation which built and rebuilt war planes.²⁶⁹ The firm of Toltz, King and Day did work on the building in 1945-1946. After the war, the property was repurposed into the headquarters of Engineering Research Associates (ERA). The company was founded in 1946 by former naval officers, including William Norris, to produce computers for U.S. Naval intelligence. The primary office and research facility were located in the Minnehaha plant. In 1952 Remington Rand acquired ERA and then merged with the Sperry Corporation in 1955 to form Sperry-Rand. William Norris was named general manager of the company's Univac Division. The company had facilities throughout the Twin Cities and maintained a Midway presence into the 1980s.²⁷⁰ Some sections of the complex survive but most of the site has been redeveloped.

New manufacturing plants continued to be constructed along University Avenue in the 1920s. One of the most prominent of these is the **A. J. Krank Manufacturing Company** Building at 1885 University Avenue, built in 1926 and set back from the street. The property has been listed in the NRHP since 1983. It was designed by the firm of Toltz, King and Day as a three-story brick and concrete factory and warehouse and is adorned with decorative terra-cotta panels. Like many other companies moving to the Midway, Krank had been in downtown Saint Paul and needed more room for the manufacture and shipping of its cosmetic products. A railroad lead led directly to the rear of the building which allowed easy access for bringing in materials and shipping out finished products. The Krank Company was merged with the Washburn Lab Company, another cosmetics company, and moved out to the Rossmor Building at 500 North Robert Street in 1941. During World War II and at least until 1950, Northwest Orient Airlines operated out of the building. During the war, the airline operated a military cargo route to Canada, Alaska, and the Aleutian Islands.²⁷¹ Immediately to the west of the Krank Building is the office building at 1919 West University, designed by Ellerbe and Company and built in 1954-1955 for the Mutual Service Life Insurance Company, a use which reflected a new character for this section of University Avenue.

Industries continued to locate in the Midway District after World War II, and some of these buildings survive, although in different uses. The Northwest Co-op Mills Inc. built two buildings to house a feed mill and seed and feed warehouses. They were located west of Fairview at its intersection with Lafond Avenue. A railroad lead extended to the south of the warehouses. A small one-story and basement brick-faced office building was built in 1946 at 635 Fairview Avenue. While the warehouses are no longer extant, the office building survives.²⁷²

²⁶⁸ *Improvement Bulletin* 61 (October 7, 1922): 15; (October 14, 1922): 15; (October 28, 1922): 17; *Insurance Maps of St. Paul, Minnesota* (New York: Sanborn Map Company, 1927), vol. 6, sheet 555.

²⁶⁹ Joanne Englund, "Growing Up in Saint Paul: Remembering: 'Towns Within' and Their People," *Ramsey County History* 29 (Fall 1994): 22, recalls that her mother worked at Northwestern Aeronautical during World War II.

²⁷⁰ McClure, "Midway Chamber," 12; *Insurance Maps of St. Paul, Minnesota* (New York: Sanborn Map Company, 1950), vol. 6, sheet 555; Toltz King Day Associates, Northwest Architectural Archives; Kirk Jeffrey, "The Major Manufacturers: From Food and Forest Products to High Technology," 242-243, in *Minnesota in a Century of Change: The State and Its People Since 1900*, edited by Clifford E. Clark, Jr. (St. Paul: Minnesota Historical Society Press, 1989).

²⁷¹ Patricia Murphy, Krank Building National Register of Historic Places Inventory-Nomination Form, 1983, available at Minnesota State Historic Preservation Office; McClure, "Midway Chamber," 12.

²⁷² *Insurance Maps of St. Paul, Minnesota* (New York: Sanborn Map Company, 1950), vol. 6, sheets 555, 556.

Another cluster of industrial buildings was constructed on the parcel north of the Brown, Blodgett and Sperry Company Building, south of Thomas Avenue between Wheeler Street and Aldine Street. One of that group that survives was built in 1949 at 530 North Wheeler Street for Deluxe Check Printers Inc.²⁷³ The reinforced-concrete factory building is faced with brick. Two large raised skylights are placed on the flat roof.

American Can Company: A Case Study

The industrial complex at 747-767 Prior Avenue, known as American Can, provides a case study that spans the entire era of industry in the Midway District. It has approximately nineteen structures with over 486,000 square feet of industrial space on an 8.78-acre site. The buildings were constructed by two national companies, the Deering Harvester Company and the American Can Company, over a seventy-year period. The footprint of the buildings measure 870 feet by 280 feet at its maximum points. Because it was bounded on the west entirely by the Minnesota Transfer Railway, the site was uninterrupted by cross streets. The railyard is approximately 15 feet below Prior Avenue, allowing the basement levels to open directly to the tracks.

William Deering of the Deering Harvester Company in Chicago applied for a construction permit in 1887 for a two-story brick warehouse building along Prior. In 1901, several articles in *Farm Implements* magazine reference construction contracts being let for three additional projects: a five-story building, a three-story addition, and a two-story addition. One construction permit dated October 31, 1901, was for a four-story building measuring 82' by 136' deep by 59' high. Ernest Kennedy of Minneapolis was listed as architect and C.F. Haglin of Saint Paul as builder. A photograph from 1907 shows a three-story building complex which appears to have been constructed in several stages.

In 1902 Deering Harvester merged with its rival, the McCormick Harvesting Machine Company, and several other firms, forming the International Harvester Company. McCormick Harvesting was also located at the Minnesota Transfer. It had filed a construction permit for a warehouse on the north Side of Charles Avenue at Pillsbury Avenue. It appears that Deering relocated to the McCormick building shortly after the merger.

The industrial complex at 747-767 Prior Avenue reflects the rapid changes in structural, mechanical and manufacturing technology. The Deering building was a traditional brick and timber structure designed to admit as much natural light as possible to interior spaces at a time of limited electric lighting and power. Even though it was described as a warehouse, it is likely that it served as factory to assemble the harvesters shipped from Chicago, and perhaps to make repairs. The building floor plan allowed for an efficient distribution of power. Prior to full electrification, machines in parallel rows would have been connected to a bulky belt and pulley system, which was powered from a central source. During American Can's occupancy, individual machines would gradually be converted to electricity and within a decade the cumbersome belt and pulley system would be phased out.

²⁷³ *Insurance Maps of St. Paul, Minnesota* (New York: Sanborn Map Company, 1950), vol. 6, sheet 573.

Intercontinental rail service was an essential prerequisite for industrial companies to grow, and Deering Harvester and American Can selected this location at Minnesota Transfer for that reason. Vast quantities of harvesters, and later, rolled sheet steel and other raw materials, needed to be shipped into the building complex, and millions of cans and other products needed to be shipped out to regional and national markets. The American Can buildings were designed to allow trains to directly enter the complex to allow for easier loading and unloading.

Around the same time that the International Harvester Company was being formed, another industrial consolidation was taking place in the tin can industry. At the turn of the twentieth century, there were hundreds of companies making cans in the United States. For some companies can manufacturing was ancillary to their principal business, such as food processing. As the demand for canning increased it became more feasible to invest in machinery and adopt mass production techniques. Improvements in transportation also facilitated access to larger markets. The industry moved towards standardization of can sizes, which brought efficiency, stability and lower prices. Increased capital costs and general market conditions put pressure on companies to pursue consolidation, as with virtually all other sectors of the economy.

The American Can Company was formed in 1901, acquiring about sixty companies as well as the can business of various companies which operated their own can plants. The purchases included “all the real estate, plants, machinery, trademarks, and good will,” and also importantly, the patent rights. This acquisition gave American Can control of 85 percent of the can industry.

In 1901 American Can Company acquired Horne and Danz and its factory at 51 E. Fillmore Avenue, Saint Paul. The American Can factory, in the former Horner & Danz building, suffered a serious fire, sometime around 1906. On March 30, 1907, American Can Company applied for a construction permit to build a four-story brick building, plus basement, on the site of the former Deering plant. The application read, “on the west side of Prior Avenue. between Territorial Rd. and the Grt. No. Ry. Tracks, Loverings Addition 1 to 16.” The proposed building was to be 73 feet wide by 135 feet 4 inches deep, by 66 feet high. No architect was listed on the permit, but the firm of Knapp and Holmes was listed as contractor.²⁷⁴ The fire at the old Horne & Danz factory may have precipitated the move to the Midway District, but there were other compelling reasons to locate at the Minnesota Transfer, including its transportation advantages and proximity to a rapidly expanding group of companies that needed cans.

An article in *Commercial West* in 1908 reported that, “The old Deering plant was remodeled and more than doubled in size, and represents an outlay of about \$300,000. The capacity of this plant is about \$750,000 per annum with the present force of 300 hands, but can easily be increased to over a million dollars a year.”

In 1913, the *Minneapolis Tribune* wrote of the new plant:

The company manufactures various kinds of cans. The Midway branch supplies many large packing concerns and this line is rapidly increasing because of the heavy demand. The company's property has dimensions of 300 by 300 feet upon which a factory and office building measuring 150 feet by 300 has been erected. This building has two stories and a

²⁷⁴ St. Paul Building Permit 47548, March 30, 1907.

*deep basement. The company manufactures its own electrical power. A tennis court, bathrooms, dressing rooms, flower beds and well-kept lawns make things pleasant about the factory. Safety appliances are on all the machines for the purpose of guarding against accidents. The company employs from 250 to 300 people.*²⁷⁵

American Can Company pioneered in the development of new can designs featuring crimped or double-seamed joints which reduced the need for soldered joints. Significant advances in labor-saving machinery led to phenomenal productivity gains. By 1917, some plants could produce over three million cans a day.

The entrance of the United States into World War I in 1917 brought about a number of government interventions which impacted the tin can business, and all other sectors of the economy, particularly the railroads, raw materials and food production sectors. Canned foods were deemed an essential part of military preparations, and this opened up enormous new markets for such products as canned milk and soup. Even before the United States joined the war, American Can Company saw “a large increase in the demand for tinned meat, fish and other foods for exports to the belligerent countries. The can company’s plants, including the Minneapolis [sic] plant, are working practically at full capacity with bookings ahead of any similar time in years.”

Government purchases before and during the war were a financial windfall for much of the industrial sector, including can companies. In 1916 American Can announced that it “will at once erect a \$50,000 addition to its present plant at Prior and Minnehaha. The structure is to be 4 stories high and be finished by July 1. Increased business made the expansion necessary.”²⁷⁶ Sometime before 1925 a three-story plus basement addition was built in front (to the east) of the Deering Harvester building. A photograph of the complex taken from Prior Avenue shows a plain, utilitarian structure clad in a yellow brick with a very different fenestration pattern than the earlier buildings. The façade has been opened up with metal lintels which allow for large industrial metal sash windows on the three exposed sides. The wall surface is also divided into clearly defined bays by plain pilasters or buttresses that run uninterrupted from the basement level. These are terminated with simple stone buttress caps creating the appearance of a flat cornice area above the third-floor windows. The spandrels on the second and third floor contain unusual small square ventilating panels, which also offered some subtle relief to the plain walls. In addition to the six bays on the front façade, there is a stair tower in the northeast corner which rises above the roof and facing the open courtyard to the north. Several single-story buildings and a free-standing water tower have partially filled in the courtyard.

One of the largest customers of American Can Company was the George A. Hormel & Company meat processors located in Austin, Minnesota. Hormel was among the first companies to pack ham and other meat products in cans. They also created such popular processed products as Dinty Moore stews, and the blockbuster SPAM brand. The Saint Paul American Can plant supplied Hormel, and Hormel partnered with American Can to build a can plant connected to its factory in Austin. This facility, and virtually all the other American Can factories, also made cans for the many vegetable products that were being processed, including those for the Green Giant brand, and a variety of Owatonna vegetable products.

²⁷⁵ “The Midway—The Growing Way,” *Minneapolis Sunday Tribune*, July 13, 1913, 2nd section, 2.

²⁷⁶ St. Paul Building Permit, 68044, May 11, 1916.

In 1941, when the United States entered World War II, American Can had 60 plants and controlled about 75 percent of the can industry. Again, the company played a major role in providing canned foods during the conflict.

The American Can complex on Prior Avenue was expanded in the early 1950s to meet increased demand. The modern additions were designed to allow trains to directly enter the complex to facilitate easier loading and unloading. Ken Iverson who started work at American Can in 1964 described the company's heavy reliance on rail: "We handled just over 7200 cars (inbound and outbound) at the plant. The plant had 24 indoor car spots on tracks 2 and 4. There were 3 spots outside on track 1 where we loaded egg and lard cans. There was another spot on track 3 where we could unload propane and coating material tank cars. One or two rail spots were always set aside for hopper or gondola cars for loading steel scrap. Due to our volume, the Transfer would come in twice daily to bring in new inbound cars and remove the loaded ones." Around that time a huge chimney was installed to remove the odors from the lithography department. According to retiree George Forst, it reached a height of 195 feet to keep it below the 200-foot threshold with would have required lighting on top.²⁷⁷

In 1957, American Can Company acquired the forest management company that made Dixie Cups and Brawny towels. These and other acquisitions for such companies as Fingerhut Direct Marketing, were successful, but many others were not. Fortunately for the company, the introduction of pop-top cans in the 1960s, and the "era of the six-pack," significantly reinvigorated the core business of the company. In the early 1980s, the Saint Paul plant was so busy making beer cans it had three shifts running 24 hours a day, 7 days a week.

The American Can plant in Austin operated in partnership with Hormel closed around 1976, and workers were transferred to the can plant in Fort Dodge, Iowa. This plant closed in 1982. Many of the displaced workers chose to transfer to the larger Saint Paul plant, which had become a distributing plant servicing several smaller satellite plants. Workers at the Prior Avenue location were responsible for the sizing and cutting of the metal sheets, as well as the printing of brand labels on the flat sheets using a lithography process. These prepared materials were then shipped by rail from Saint Paul to the satellite plants. When the satellite plants closed, this sharply reduced the need for rail service.

The plant on Prior Avenue was acquired in 1995 by the Silgan Container Company, and it became known as the Silgan Building. This firm was one of the largest suppliers of packaging for consumer products in the world. In 2006, Silgan Containers announced that its "continuing operations to reduce operating costs, and boost easy-open end capacity," would require the closure of its Saint Paul plant the following year. Silgan had recently introduced an easy-open can for Hormel's Stagg Chili range, and that type of can had grown to approximately 65% of the company's output. The Silgan Building was sold in 2014 to the Orton Development Company from California and is now undergoing a major renovation.²⁷⁸

²⁷⁷ Conversations with Brian McMahon, January 2018.

²⁷⁸ The later history of the company is based on the 1995 study by University UNITED and research by Brian McMahon.

The Decline of Manufacturing

Manufacturing activities at the Minnesota Transfer started to decline in the 1950s for a number of reasons. Railroads lost business to trucking companies which could deliver products anywhere there was a road, which the interstate highway system facilitated. While trains were more cost effective for bulk commodity shipping, trucking generally proved to be faster and more reliable. Thus, there was less attraction to locating at a major rail transfer yard. The nature of manufacturing changed from smaller artisanal production to mass assembly line production. This required a new building type, a single-story structure set on considerably larger parcels than were available at the Minnesota Transfer. The basic infrastructure also proved to be inadequate with few roads and fewer sidewalks, landscape features or other amenities seen at today's industrial parks. Another factor is that the Twin Cities developed around the Transfer yard, bringing residents and businesses looking for higher quality and more compatible land use. Finally, what has happened at the Minnesota Transfer is a reflection of the well documented decline of manufacturing nationwide. These negative trends have ironically made the area more attractive for trucking concerns looking for cheap space in a central location. In addition, warehousing has also expanded. This was an important activity at the Transfer yard, dating back to the Lovering Warehouses along Prior Avenue in the 1890s, and the Central Warehouse complex built in 1902.

In 1995 a community group led by University UNITED did a major study of manufacturing in the Midway, meeting with officials at 31 companies. Nearly all of the firms expected the demand for their products to grow but over one-third were considering leaving their Midway locations. The majority stated their reason was because "they have overcrowded buildings or no room for expansion." Another finding was that 30 percent of the workers at these firms lived in Saint Paul. This was undoubtedly a fraction of the number from the early days of the Minnesota Transfer. University UNITED did a follow-up study in 1996 which documented the rapid decline of manufacturing over the previous decade as over 2,000 manufacturing jobs were lost which was approximately 26 percent of the total.

Types of Industrial Properties

A wide range of property and building types can be broadly described as industrial, ranging from commodity lots to multistory factories to single story bulk distribution centers. Among the characteristics that help define property and building types are location, age, building typology, and intended use.

The following categories of industrial property types are based on an analysis of the historic buildings in the Hamline-Midway area.

Bulk Commodity Lot. This is an outdoor sales lot stocked with non-perishable and unfinished raw materials such as coal, firewood, or stone. Brooks Brothers is a notable example.

Specialized Single Purpose Buildings and Structures. These buildings and structures were constructed for a specific purpose such as stockyards shelters and pens or grain elevators. Because they are so specialized, they are difficult to adapt for other purposes.

Urban Industrial Buildings. These were built for the purpose of assembly work or light manufacturing before the era of the assembly line and mass production. They are typically older,

multi-story, in more urbanized locations with infrastructure like sidewalks; designed for natural light with more shallow floor plates and numerous windows; more historical character (building is often recognized by name of original occupant); readily subdivided with interior corridors; easily adaptable to other uses such as offices, artist studios, live-work lofts, or residential; less off-street parking. Because these buildings are considered functionally obsolete for industrial purposes, many of them have been converted to other uses. New tenants typically have need for more face-to-face interaction with customers, suppliers, and industry colleagues. Hamline-Midway examples include the Griggs Cooper Building; the early sections of the American Can Company complex; and American Radiator/Sperry Rand Buildings.

Heavy Industrial. There are a few buildings in the Midway which were built for the purpose of heavy manufacturing. Among them were the Snelling Shops of the Twin Cities Rapid Transit Company, the Roundhouse and related shops of the Minnesota Transfer Railway, and Koppers Coke.

Later Industrial Buildings. These were built later in the era of modern manufacturing and intended for more intensive production. These buildings have fewer floors than **Urban Industrial**; larger floor plates and fewer windows; some off-street parking; fairly adaptable to other uses. Examples include the later additions to American Can Company and the American Paper Recycling Building 615 Prior Avenue N.

Industrial/Warehouse. There have been warehouse buildings in the Midway from the early days of the Minnesota Transfer, including the largest complex known as Central Warehouse, founded in 1902 and located on Pillsbury Avenue. These are also newer, 1960s or later, very large single-story buildings with higher ceilings; more truck loading docks; less urbanized locations with less infrastructure such as paved streets or sidewalks; simple ‘big box’ architecture; blank walls with few windows; larger bays with fewer columns, less interior finishes; more single use occupancy; some off-street parking. Examples include the JLT (Jerry Trooien) Midway Warehouses off Prior Street.

The Midway area has a number of these single story industrial warehouse buildings/distribution centers because of its central location and excellent transportation connections. Typically, these buildings have a relatively low number of workers and high truck traffic. The older warehouses have lower ceilings than the newer distribution centers and are considered less desirable. They are challenging to convert to new purposes because they lack architectural character, have interior spaces that have very little natural light or finished quality, and are not easily divisible. However, a number of buildings have been converted, including the Living Word Church complex between Prior and Fairview.

Composite. Some large industrial complexes were built up over time and therefore have a variety of building types. The American Can Complex exemplifies this type.

Figure 17. American Radiator Company, 1923-25 Sanborn map

Figure 18. Aerial View of Minnesota Transfer District, ca 1920

Looking northeast at University and Fairview Avenues. Along University, the Brown, Blodgett, & Sperry is on right and the Sanitary Food Manufacturing Plant is center. MN Transfer railyard is in the far left.



5.0 FIELDWORK RESULTS

5.1 SUMMARY

Marjorie Pearson served as Principal Investigator, and Marjorie Pearson, Sara Nelson, and Brian McMahon were Architectural Historians. Reconnaissance level fieldwork was conducted during the months of December 2017 and January through March 2018. During the survey, all buildings, structures, and objects 45 years in age or older within the study area were reviewed at the windshield survey level. The area encompasses approximately 3000 properties. The reconnaissance survey population consisted of 515 properties. Residential properties were comprised of 366 single-family houses and duplexes, 14 multiple-family (flats and apartment buildings), and 23 mixed commercial-residential buildings. Commercial properties included 51 stores and offices, eight industrial facilities, and 10 automobile sales and/or service stations. The survey population also included five schools; one university campus, including three fraternity houses; one public library; and nine parks and playgrounds. In addition, there are 10 religious properties and one barn (now a residential garage). Within the survey area, 182 of the previously inventoried properties are still standing but twelve others have been demolished. Recorded buildings range in time from 1886 to 1974. The tables below summarize the results of the reconnaissance architectural history survey. The full list of surveyed properties is included in Appendix B. Four properties within the survey area are currently listed in the NRHP and/or locally designated.

5.2 RECONNAISSANCE-LEVEL SURVEYED PROPERTIES

Table 8. Properties Listed in the NRHP and/or Locally Designated

Historic Name	Address	Inventory	Designation
Hamline Methodist Church	1514 Englewood Ave	RA-SPC-1172	NRHP
Hamline University Hall	1536 Hewitt Ave	RA-SPC-1751	NRHP
Hamline Playground Building	1564 Lafond Ave	RA-SPC-4112	Local, CEF
Krank Building	1885 University Ave W.	RA-SPC-3927	NRHP, Local

Hamline Methodist Church, 1514 West Englewood Avenue

Hamline Methodist Church was the first religious congregation to be established in the Hamline-Midway area, initially meeting in the chapel of University Hall on the Hamline University campus. Its first church building, designed by Clarence H. Johnston Sr., was built in 1899-1900, on what was then Capitol Avenue at the corner of Asbury Street. After a massive fire destroyed the church in 1925, the congregation commissioned a large Gothic Revival church from Slifer and Abrahamson, the successor firm to Emanuel Masqueray and a prominent designer of churches. Slifer was a member of the church and a resident of the neighborhood. The new building was completed in 1928. It was listed in the National Register of Historic Places in 2011 under Criterion C as a notable example of Gothic Revival architecture that reflects the achievements of the architects and craftsmen responsible for the design. It is recommended for evaluation for local designation.

Hamline University Hall. See discussion under Table 12 below.

Table 9. Properties Previously Determined NRHP or Locally Eligible

Historic Name	Address	Inventory	Designation
Newell Park Pavilion	900 Fairview Avenue N	RA-SPC-1255	CEF
Quality Park Investment Co. Building (Midway Books)	1577-79 University Avenue	RA-SPC-3912	CEF
Sanitary Food Company Building / Griggs-Cooper	540 Fairview Avenue N / 1821 University Avenue W	RA-SPC-3923	CEF
Minnesota Transfer Railway Bridge	University Avenue W	RA-SPC-6310	CEF
Minnesota Transfer Railway main tracks and industrial leads	University Avenue W	RA-SPC-6309	CEF

Newell Park Pavilion. See discussion under Table 11 below.

Sanitary Food Manufacturing Company Plant, 540 North Fairview Avenue

This Sanitary Food Manufacturing Company Plant was developed by the wholesale grocery business of Griggs, Cooper and Company between 1912 and 1925. The original portion of the manufacturing building was designed by the Toltz Engineering Company and built in 1912-1913. The plant was enlarged in 1919 and 1925 to designs by Toltz, King and Day to provide food processing, warehouse and office space. By the 1930s, the plant was one of the largest food manufacturing facilities in the United States. The property was determined eligible for listing in the National Register of Historic Places in 2008 under Criteria A and C. It is recommended for evaluation for local designation.

Quality Park Investment Company Building, 1577-1579 West University Avenue

The Quality Park Investment Company Building is located at the prominent retail destination of University and Snelling Avenues. Designed by Ellerbe and Company, it was built in 1933-1934 with an array of storefronts at the first floor and offices on the second floor. The property was determined eligible for listing in the National Register of Historic Places in 2008 under Criterion C. It is recommended for evaluation for local designation.

Minnesota Transfer Sites. See Table 9 and discussion in Section 4.11 above.

Table 10. Previously Inventoried Properties, Since Demolished

Historic Name	Address	Inventory
Duplex (Peter Olesen House)	1300 Lafond Ave	RA-SPC-4110
Carriage House	1393 Hewitt Ave	RA-SPC-1749
House	1462 Englewood Ave	RA-SPC-1169
House	1478 Englewood Ave	RA-SPC-1170
House (inventoried as 1521) (twin at 1515 Minnehaha survives)	1513 Minnehaha Ave W	RA-SPC-4624
Double Residence	1879 University Ave W	RA-SPC-3926

Midway Lodge No. 185, Masonic Temple	1550 Englewood Ave	RA-SPC-1174
Northern Pacific Hospital	1515 Charles Ave	RA-SPC-0586
Whitaker Buick	1221 University Ave W	RA-SPC-6101
Commercial Building	1865 University Ave W	RA-SPC-3925
Midwest Federal Bank	499 Snelling Ave N / 1581 University Ave W	RA-SPC-3914
Minnesota Transfer office building	2021 University Ave W	RA-SPC-3928

Table 11. Individual Buildings and Sites Recommended for Further Study (NRHP / local)
Figure 5 includes these recommendations

Historic Name	Address	Inventory
Residential		
House by Architects Small House Service Bureau	1186 Lafond Ave	RA-SPC-HamMid-TEMP-2871
House by Architects Small House Service Bureau	1194 Lafond Ave	RA-SPC-HamMid-TEMP-1465
House by Architects Small House Service Bureau	1200 Lafond Ave	RA-SPC-HamMid-TEMP-0183
John S. and Freda Hasslen House	1383 Edmund Ave	RA-SPC-HamMid-TEMP-0557
Grant House	1464 Minnehaha Ave W	RA-SPC-4621
Whited/Adams House	1538 Englewood Ave	RA-SPC-1173
Budd House	1765 Minnehaha Ave W	RA-SPC-4637.
La-Vera Apartments	517-519 Asbury St (at Sherburne)	RA-SPC-6106
Kimball/Hamline Hotel	543 Snelling Ave N	RA-SPC-3424
Henry and Anna Schaeftgen House	754 Hamline Ave	RA-SPC-1692
Thomas and Rose Mertens House	762 Hamline Ave	RA-SPC-HamMid-TEMP-1775
House	877 Fry St	RA-SPC-1420
Religious		
St. Columba Convent (Friars)	1289 Lafond Ave	RA-SPC-HamMid-TEMP-0742
St. Columba Church	1305 Lafond Ave	RA-SPC-4111
St. Columba Rectory	1327 Lafond Ave	RA-SPC-6204
St. Columba School	1330 Blair Ave	RA-SPC-0353
Knox Presbyterian Church	1536 Minnehaha Ave W	RA-SPC-4626
Jehovah Lutheran Church	1566 Thomas Ave (at Snelling)	RA-SPC-HamMid-TEMP-2551
St. Matthew's Lutheran Church	701 Lexington Pkwy N (at Van Buren)	RA-SPC-HamMid-TEMP-3472
Public (Library, School, Park)		

Historic Name	Address	Inventory
Henry Hale Memorial, Hamline Branch Library	1558 Minnehaha Ave W	RA-SPC-4629
Woodrow Wilson Junior High School	631 Albert St	RA-SPC-0044
Newell Park and Clayland Park	Fairview Ave and Hewitt St	RA-SPC-HamMid-TEMP-920FAIR and TEMP-0485
Entertainment Properties		
Arnellia's Bar and Restaurant	1183 University Ave W	RA-SPC-HamMid-TEMP-0042
Town House Bar	1415 University Ave W	RA-SPC-3906
Midway Amusement Company	1633 University Ave W	RA-SPC-3917
Hamline Apartments / Inn of the Purple Onion	722 Snelling Ave N	RA-SPC-3429
Industrial Properties		
Brown, Blodgett and Sperry Company	1745 University Ave W (at Wheeler)	RA-SPC-3922
Former Service Station	670 Snelling Ave N	RA-SPC-3426
American Can Company	747-767 Prior Ave N	RA-SPC-HamMid-TEMP-0100

Residential Properties

Architects' Small House Service Bureau Houses

1186, 1194, 1200 West Lafond Avenue

These three houses were built in 1921 by the Midway Corporation as a demonstration of a group of architectural designs by the Architects' Small House Service Bureau. The organization was founded in 1919 by a group of Minneapolis and St. Paul architects under the auspices of the AIA to promote solutions for economical and well-designed houses for middle-class families. The three houses are examples of their popular houses types: Dutch Colonial, English Revival, and what was called Modern Colonial. These houses are of interest as examples of the work of the Architects' Small House Service Bureau.

Architects' Small House Service Bureau Houses: 1186, 1194, 1200 West Lafond Avenue.



John S. and Freda Hasslen House, 1383 Edmund Avenue

This Arts and Crafts style house was built in 1912 by carpenter John S. Hasslen as a home for himself and Freda Aronson whom he married the same year. John Hasslen immigrated to the United States with his parents in 1888 and followed in the footsteps of his father Solomon as a carpenter. By 1910, John was working at the James J. Hill house and on the Sibley house in Mendota. When he began constructing this house, the work was documented in a series of photographs that are now in the collections of the Minnesota Historical Society. He subsequently worked for the S. Berglund Lumber Company into the 1950s. Late in life, John Hasslen compiled a sketch map of the neighborhood as he remembered it growing up. The house is of interest for its association with John S. Hasslen, a carpenter and builder active in the area and for its architectural character.

John S. and Freda Hasslen House, 1383 Edmund Avenue



Frederick M. and Sarah R. Grant House, 1464 West Minnehaha Avenue

The Grant house, an impressive example of the Victorian Colonial Revival style, was built in 1891. The open wrap-around porch and projecting bays are characteristic features. At the time Grant was a commercial traveler but soon shifted to real estate development. The Grants were joined in the house by their son Mortimer and their daughter and son-in-law Bessie and Norman Larson. Mortimer and Norman were also commercial travelers. As a widow, Sarah remained in the house until her death in 1929. It is one of the most exceptional houses of its style and period in the Hamline-Midway neighborhood.

Frederick M. and Sarah R.
Grant House, 1464 West
Minnehaha Avenue



Alexander and Amelia Adams House, 1538 West Englewood Avenue

The Adams house, built in 1887 for lawyer Oric O. Whited, is in the Queen Anne Victorian style, distinguished by its gables, brackets, and open porch, as well as its brick cladding. The Adamses had moved into the house by 1890. He was the superintendent of the St. Paul Foundry, a major local industry, as well as small-scale real estate developer, building 1531 West Minnehaha in 1898 and 737 Asbury in 1900. Both houses were occupied by their adult children. Amelia Adams lived at 1538 Capitol until her death in 1921. The house is well preserved and architecturally distinctive, standing out from many in the neighborhood.

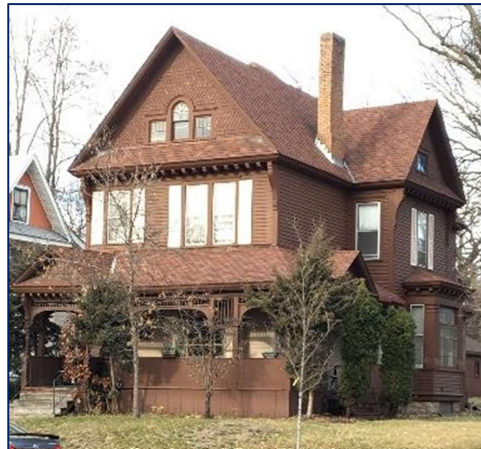
Alexander and Amelia
Adams House, 1538 West
Englewood Avenue



George and Harriette Budd House, 1765 West Minnehaha Avenue

The Budd house, built in 1890 for a man named Thomas U'Ren, is in the Queen Anne style, distinguished by its gables, brackets, Palladian window, and open porch. The Budds moved into the house in the 1890s. George Budd was a lawyer and Harriette Budd was active in civic affairs. Harriette Budd lived in the house until her death in 1954. The house stands out because of its architectural quality.

George and Harriette Budd
House, 1765 West
Minnehaha Avenue

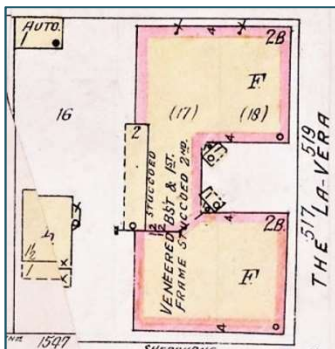


La-Vera Apartments, 517-519 Asbury Street

The La-Vera Apartments, built in 1916, is a relatively rare example of the courtyard apartment type in St. Paul. It also displays architectural features that are characteristic of the Prairie School style, such as overhanging roof eaves, the combination of brick and stucco, and the use of window boxes. While the Hamline-Midway neighborhood does not have large numbers of apartment buildings, many are located near Snelling and University and served middle-class tenants who worked in local businesses and industries. The developer was Albert H. Heimbach who worked in partnership with his brother William in the firm of A. H. Heimbach and Company. Heimbach was active in the Hamline-Midway neighborhood: he and his wife lived at 1703 Hewitt Avenue in the 1916 house he built; his contracting firm operated from 1611 University Avenue; and in 1921 he constructed the pipe sewer on the block of Charles west of Snelling Avenue. Two years earlier in 1919, he built three of the apartments on that same block, in the same design, at 1598, 1604, and 1618 Charles Avenue. Around that time, Heimbach built several other groups of apartments in Merriam Park: at Dayton & Snelling, Dayton & Prior, and seven at Snelling & Portland Avenues. Heimbach's company also innovatively built incinerators, and by 1925 the Heimbach Incinerator Co. was running from 1609 University.²⁷⁹ The building merits further study as part of a broader context of apartment house construction in St. Paul.

La-Vera Apartments, 517-519 Asbury Street

Below: 1908-25 Sanborn
Map (v3 407)



Kimball / Hamline Hotel, 543 Snelling Avenue N.

This apartment building was constructed in 1926 and named after the original owner and proprietor, Root E. Kimball. The architect was not indicated in the original building permit. This is one of the larger historic apartment buildings in Hamline-Midway. Located near Snelling and University, it served middle-class tenants who worked in local businesses and industries. This is one among the many apartment buildings along the blocks Charles off Snelling Avenue; it is the largest and the only one designed in commercial style. The building merits further study as part of a broader context of apartment house construction in St. Paul.

²⁷⁹ Keith Corporation. "Beautiful Homes: 200 Plans." [ad] (Minneapolis: Keith Corporation, 1925), 260.

Kimball / Hamline Hotel, 543 Snelling Avenue North
Below: Hamline Hotel, ca 1940



Henry and Anna Schaettgen House, 754 Hamline Avenue N.

This Colonial Revival style house was built in 1907 for Henry Schaettgen, a commercial traveler, and his wife Anna. Schaettgen was a German immigrant; he met Anna in Iowa and they moved to St. Paul in about 1885. The Schaettgens lived in the house with their two daughters, Dora and Rose, who worked as music teachers. By 1916 Schaettgen entered the local contracting business and was active in the immediate neighborhood. Henry and Anna lived in the house until their deaths, and Dora remained there into the 1950s. The house is of interest for its architectural character and its association with a local builder and contractor.

Henry and Anna
Schaettgen House,
754 Hamline
Avenue N.



Theodore and Rose Mertens House, 762 Hamline Avenue N.

This Dutch Colonial Revival style house in built in about 1923 next door to the home of Henry and Anna Schaettgen and soon became the home of Theodore Mertens, a German immigrant, and his wife Rose Schaettgen, a music teacher. Like his father-in-law, Theodore became a building contractor while Rose continued to teach music. Theodore developed houses throughout the neighborhood. The house is of interest for its architectural character and its associations with the Mertenses and the Schaettgen family.

Theodore and Rose Mertens House, 762 Hamline Avenue North

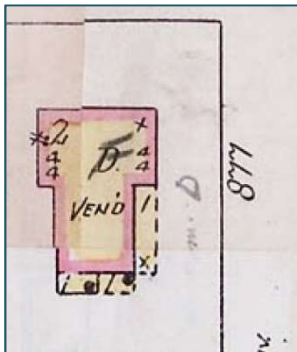


House, 877 Fry Street

According to handwritten notes in the building records, this house was constructed in 1891 in the College Place Taylor's Division plat, when this stretch of Fry Street was called Walker Avenue. This would make it one of the older surviving houses in the Hamline community. The traditional form and brick material of the house suggest a date earlier than 1891. From at least 1887 to 1891, the house on Taylor Avenue at the southwest corner of Walker Avenue was a boarding house to several tenants. Directories from at least 1889 indicate the house was owned by William A. White, of Douglass & White grocery store, which was located at Snelling and Capitol (Englewood) Avenue. The house merits further study as an example of its traditional residential architecture type.

House, 877 Fry Street

Below, 1903-25 Sanborn Map (v3 363)



Religious Properties

St. Columba Catholic Church Complex

The St. Columba parish was established in the Hamline district in 1914 under the leadership of Archbishop John Ireland to provide a Catholic presence in the Hamline community. As such it attracted membership from the Irish immigrant community. The first St. Columba Church was dedicated on November 21, 1915. All the buildings in the complex reflect the growing needs of the St. Columba parish from the 1918 rectory to house the priests to the school, a typical example of Collegiate Gothic design, built in 1922 and expanded in 1931, to the 1961 convent to house nuns teaching in the school. However, the present church building (1949-1950) is the most significant part of the complex. It is a major example of modern architecture, designed by Barry Byrne, a distinguished Chicago architect who had begun his career with Frank Lloyd Wright and went on to design many Catholic churches and other institutions.

St. Columba Church Complex, ca 1975 (facing northeast from Hamline & Lafond)
From L to R: School, Rectory, Church, Convent



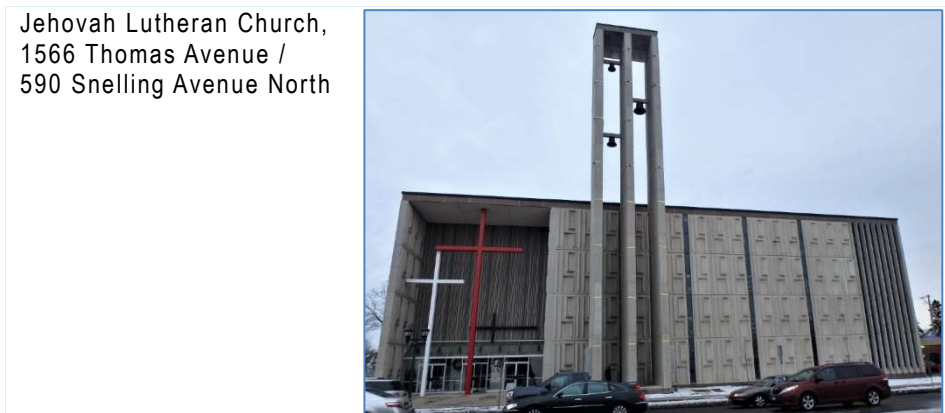
Knox Presbyterian Church, 1536 West Minnehaha Avenue

Knox Presbyterian Church was founded in 1890, one of the first church congregations to be established in the Hamline community. The primary significance of the present building (1912-1914) derives from its Prairie School-inspired design by Charles Hausler of the firm of Alban and Hausler. It has been described as one of the most stylistically advanced churches constructed in Saint Paul prior to World War I. The form and design were inspired by Unity Temple (1906-1908), designed by Frank Lloyd Wright, in Oak Park, Illinois. Another slightly earlier example in Minneapolis is the Stewart Memorial Presbyterian Church (1910), designed by Purcell and Feick. The plan of the auditorium, the main worship space, was particularly conducive to preaching, an important part of the Presbyterian service.



Jehovah Lutheran Church, 1566 Thomas Avenue / 590 Snelling Avenue North

Jehovah Lutheran Church was the second major Lutheran congregation to be established in the Hamline-Midway area and the first to serve the growing German American population. By the early 1960s the congregation had grown enough to commission a new larger church building on its existing site. Like many Lutheran congregations of the period, Jehovah chose to commission a modern church design, in this case from the architectural firm of Harold Spitznagel Associates, Sioux Falls, South Dakota, with partner Wallace Steele AIA, in charge. The Spitznagel firm carried out the majority of its work in South Dakota but did receive some Minnesota commissions before Jehovah Lutheran Church. The design of Jehovah Lutheran received an Honor Award in 1966 from the South Dakota AIA.



St. Matthew's Lutheran Church, 701 Lexington Parkway

The construction of St. Matthew's Evangelical Lutheran Church in 1949-1951 reflects growth of the population of Hamline-Midway after World War II and shift of church congregations throughout the city. The church building itself, faced with Kasota limestone, is a significant example of ecclesiastical architecture, designed by the prominent local firm of Ingemann and Bergstedt, that displays a modern sensibility to convey its religious message.

St. Matthew's
Lutheran Church,
701 Lexington
Parkway

1951



Public Buildings

Henry Hale Memorial, Hamline Branch Library, 1558 West Minnehaha Avenue

The Henry Hale Memorial Library, Hamline Branch, was built in 1930 as part of the long-delayed expansion of the St. Paul Public Library system. While the main library was located in downtown St. Paul, demand for library services increased in the residential neighborhoods as the city expanded. By 1917, the Hamline community had raised funds and donated land on Minnehaha Avenue, east of Snelling Avenue, as the site for a new library, but continued to make do with a delivery station which operated from several locations on Snelling Avenue. In 1929, the City Council finally authorized the construction of a branch library in Hamline. The new building was designed in a restrained Collegiate Gothic style by the City Architect's Office, then headed by James C. Niemeyer who was in the position for about one year after the death of Francis X. Tewes. Construction was completed in 1930. The Hamline Branch Library is one of historically and architecturally significant branches of the Saint Paul Public Library system. As a local branch library, it reflects the investment of the local community in ensuring its construction and its ongoing role in education and culture.

Henry Hale Memorial, Hamline Branch Library, 1558 West Minnehaha Avenue



Woodrow Wilson Junior High School, 631 Albert Street

Woodrow Wilson Junior High School was constructed in the Hamline-Midway neighborhood in 1925 at a cost of \$360,091.96. The schoolgrounds are bounded by Albert, Pascal, Lafond, and Blair. The school first functioned as a junior high until 1939, then converted in 1940 to a senior high school in order to alleviate crowded conditions in the city's high schools. The school reached its peak enrollment in 1942 with 1,100 students, but fell by 1956 to 896. The building was updated and enlarged in 1964, at which time it was reverted to a junior high. Following a district-wide trend of declining enrollment, in the 1970s Wilson Junior High faced closure. In order to keep operating in the neighborhood, a portion of the building was rented out to various magnet schools. Since 2004, the entire building has been occupied by LEAP, an Area Learning Center (ALC) founded in 1994 for English language learners. The school's significance, associations, and integrity should be more thoroughly researched, especially after a St. Paul Historic Context for its schools is completed. The building was almost certainly designed by Cap Wigington, chief architect in the City Architect's Office.

**Woodrow Wilson
Junior High School,
631 Albert Street**

Aerial overview, 1949



Newell Park and Clayland Park, Fairview Avenue and Hewitt Street

Due to the efforts of interested citizens, the land for Newell Park was proposed for acquisition by the City in 1907 and dedicated in 1908. The name honors the memory of Stanford Newel (1839-1907), one of the first members of the Board of Park Commissioners who served until 1891. A group of neighborhood residents formed the Newell Park Improvement Association in 1912 to promote park improvements and development. More extensive improvement of the park began in 1927 that culminated in the construction of the park pavilion in 1929. The **pavilion**, designed by the City Architect's Office (Frank X. Tewes) in the Mediterranean Revival style, was part of a Newell Park improvement program. The work was partly carried out with funds raised by the Newell Park Improvement Association and volunteer labor for site grading and the provision of the floor slab for the pavilion. The pavilion was expanded and a basement installed in 1934 under the design supervision of Clarence A. (Cap) Wigington, chief architect in the City Architect's Office. Clayland Park was initially laid out in 1885 as part of the plat of Midway Heights and transferred to the City of St. Paul for use as an unimproved park. It was formally acquired by the Board of Park Commissioners in 1888. It is often seen as an adjunct of Newell Park, a position reinforced when tennis courts were installed in 1929 in conjunction with work on the adjacent Newell Park.

Newell Park and Clayland Park, Fairview and Hewitt Avenues



Entertainment Properties

Arnellia's Bar & Restaurant, 1183 University Ave W

The one-story building at 1183 University Avenue, east of Dunlap, has operated as a bar and restaurant since its construction in 1968. The first establishment was called The Factory. From 1992 to 2017, Arnellia Allen operated **Arnellia's Bar and Restaurant**, dubbed the "Apollo of St. Paul." Upon its closing in April 2017, it was noted that "For many years Arnellia's has hosted the only black-owned live music venue in Minnesota."²⁸⁰ Artists who performed there include Kevin Johnson, Ray Covington, Debbie Duncan, The Maxx Band, Sounds of Blackness, Alexander O'Neal, and Prince. It is believed that Arnellia Allen was the first black woman in Minnesota to obtain a liquor license and own a nightclub establishment.²⁸¹ In 2015, Arnellia was honored with the Minnesota Licensed Beverage Association's Tavern of The Year award and received a Humanitarian Award by the Queen of Sheba, Prince Hall affiliate (an African American Freemason lodge). She passed away in December 2017 and the building remains vacant as of May 2018.

Arnellia's Bar and
Restaurant, 1183
University Avenue
West



Town House Bar, 1415 University Avenue W

This one-story building at 1415 University Avenue was built in 1924 as a dry-cleaning business. The building was designed in a Modified Art Deco style by locally prolific architectural firm of Toltz, King and Day. It was converted to a restaurant and later became the Tip Top Tap bar in 1941. The 1946 Streamline Moderne updates were completed by noted designer Werner Wittkamp. It was renamed the **Town House Bar** in 1949, and it was likely around this time that the full kitchen was converted to a lounge. Due in large part to the suburban exodus of residents and businesses along University Avenue in the 1960s, the "ailing establishment" was sold in 1968. New owner Emmett Jewell had recently lost his Rondo bar to I-94 construction, and within a year the Town House faced bankruptcy. In an effort to gain business and new clientele, Jewell and his bar manager Greg Weiss converted the establishment to an LGBT bar. Weiss advertised the new

²⁸⁰ "St. Paul nightclub to close after 25 years on University Avenue," *City Pages*, April 10, 2017.

²⁸¹ Ivan Phifer, "Friends of Arnellia's bid the club farewell (re-post)," *Spokesman-Recorder*, December 21, 2017. Online resource, <http://spokesman-recorder.com/2017/12/21/friends-arnellias-bid-club-farewell/> (Accessed 2/1/2018).

bar with flyers reading “The Town House: A New Gay Bar in St. Paul.” He distributed them to Minneapolis gay bars and the gay and student neighborhoods of Loring Park, Powderhorn, and the West Bank.²⁸² Although the interurban streetcars were removed 15 years earlier, buses continued to carry passengers along University Avenue, making the bar a convenient location. The bar also provided patrons with ample parking; it shared a parking lot with Montgomery Ward across University Avenue. It was popular from the late 1970s through 1990s for its country western line-dancing nights. The Town House Bar has been recognized as the oldest LGBT bar in the city, and continues to operate here today. Not long after its establishment, Jewell sold the business to colleague Eleanor “Honey” Harold. She owned a variety of lesbian bars in St. Paul from the late 1950s to the early 1990s, including Foxy’s and Honey’s. Her role in the local LGBTQ community was significant, as an advocate for, and provider of safe social spaces. The building was sold in June 2018, and its architectural integrity – including interior and exterior features from the 1946 remodel – may be in jeopardy.

Town House Bar, 1415 University Avenue West



1952



Midway Amusement Company, 1633 University Avenue W.

This Streamlined Moderne style building was constructed in 1935. It was originally an entertainment center/nightclub, bar, and bowling alley, known as several names including Midway Amusement, Midway Bowling Center, and Midway Gardens. A 1937 advertisement lists the Midway Amusement Company was managed by Clarence J. Wallraff. The building was "modern, air-conditioned recreation center" and "a congenial place to spend an evening." Photos from ca 1940 show a barroom, billiards room, stage, dance hall, and basement bowling alley. In 1961 the business changed ownership and opened as the "Family Playland" recreation center. Midway Amusement Company was one of many in the neighborhood that included “Midway” in their name.

²⁸² Anne Enke, *Finding the Movement: Sexuality, Contested Space, and Feminist Activism* (Durham: Duke University Press, 2007), 282.

Midway Amusement Company, 1633 University Avenue West



Inn of the Purple Onion, at Hamline Apartments, 722 Snelling Avenue N.

The **Inn of the Purple Onion** was a restaurant and pizza parlor that occupied a storefront in the Hamline Apartments building at 722 Snelling during the 1950s and 1960s. The venue’s primary clientele were Hamline University college students, and owner Bill Danielson frequently booked folk singers to perform. Bob Dylan played here in the fall of 1959 and spring of 1960. This period is mentioned in Dylan’s *Chronicles: Volume One*, noting that “By this time, I was making three to five dollars every time I played at either one of the coffeehouses around or another place over in St. Paul called the Purple Onion pizza parlor.”²⁸³ He did not perform long in the Twin Cities, having determined that “New York City was the place I wanted to be. [...] One snowy morning around daybreak after sleeping in the back room of the Purple Onion pizza parlor in St. Paul, the place where [Spider John] Koerner and I played [...] with only a few tattered rags in a suitcase and a guitar and harmonica rack, I stood on the edge of town and hitchhiked east to find Woody Guthrie.”²⁸⁴ While there is little to no remaining physical evidence of the establishment’s presence in the building, the past events may be sufficiently significant for local designation.

Inn of the Purple Onion at Hamline Apartments, 722 Snelling Ave N.



²⁸³ Bob Dylan, *Chronicles: Volume One* (New York: Simon & Schuster, 2004), 242.

²⁸⁴ Bob Dylan, 257

Industrial Properties

Brown, Blodgett and Sperry Co., 1745 University Avenue W.

This building, historically known as the Brown, Blodgett, Sperry Company building, stands on the north side of University Avenue at the northeast corner of Wheeler Street. The building is set back from the sidewalk and has a grass lawn in front; vestiges of Dickerman Park. The building is three stories above a full basement, with a fourth story penthouse in the rear. It has a concrete foundation and steel structure; the street-facing elevations are clad in dark-red brick, while the east and rear walls are common painted brick. This building was built in 1916 for the company of lithographers and printers, and designed by locally prolific architect Clarence Johnston, Sr. In 1916 the firm's principals included Harvey A. Blodgett, president, and Ernest D.L. Sperry, vice president. Hiram Brown, a former partner, died in 1905." Unlike many owners of earlier and smaller enterprises in the Midway, the owners did not also live in the district. Blodgett lived in Summit Hill at 856 Fairmount and Sperry in Merriam West at 2163 Iglehart.

Brown, Blodgett and Sperry
Co., 1745 University
Avenue West

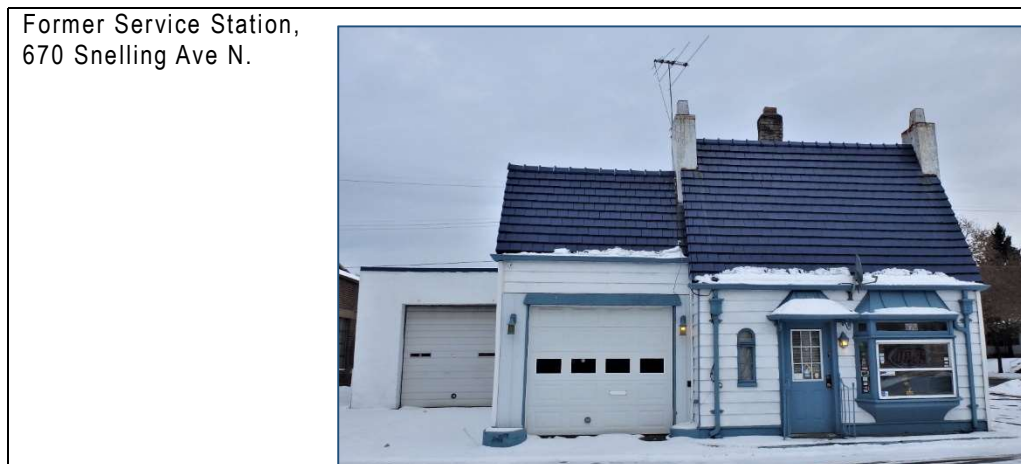
Aerial overview, 1925



Former Pure Oil Service Station, 670 Snelling Avenue N.

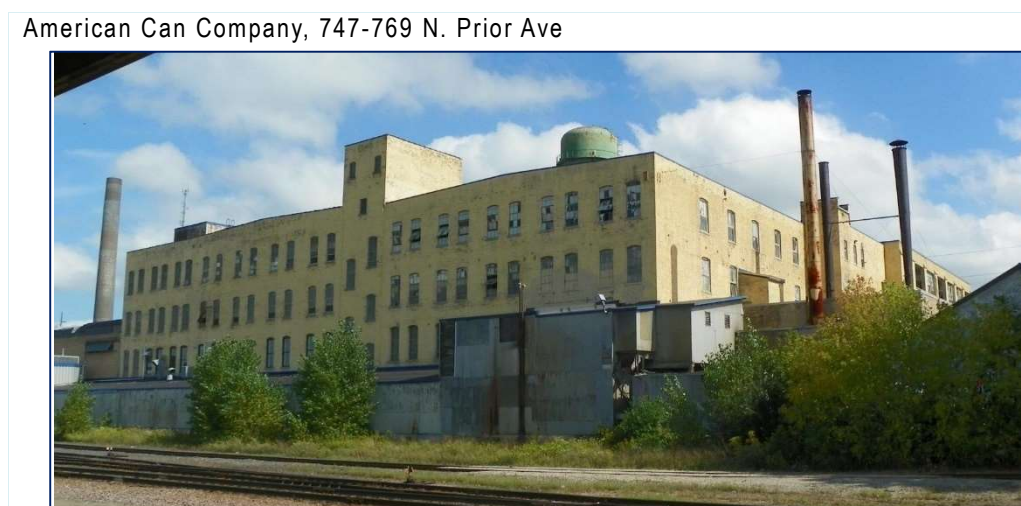
This small service station building stands at the northeast corner of Snelling and Blair Avenues. The original section of the building, constructed in 1937, retains its wood lap siding on its front facade and in the gable-ends, and a large concrete block addition stands off the rear elevation. The south half of the building contains the storefront and office. The front door and bay window are surmounted by metal overhangs. A narrow sash window with half-arch transom stands next to the front door, which also retains its wrought-iron rails. The building retains its front lights and gutters; the latter of which are adorned with a "P" for Pure Oil. A similar "P" adorns the top of the south-facing chimney. The architect and builder was P. Gepard and the owner was listed as Walter J. Gratz. He operated Wally's Service Garage here; he and his wife Edna lived in an apartment at 1810 Ashland. Cottage designs "captured the fancy of the automotive service industry for nearly two decades." Saint Paul once had four period revival service stations like this property, which was constructed in the English Cottage Revival style. Prior to World War II, companies like Pure Oil Company were constructing these small "filling station cottages in small towns and outlying

urban neighborhoods across the country.”²⁸⁵ At the beginning of the War, the cottage-type fashion was “more often than not mixed with colonial Americana.” After the War, gas stations were built with more streamlined, futuristic designs.



American Can Company, 747-769 North Prior Avenue

This industrial complex has approximately 19 structures with over 486,000 square feet of industrial space on an 8.78-acre site. The buildings were constructed by two national companies, the Deering Harvester Company and the American Can Company, over a 70-year period. Its expansion was facilitated by its location adjacent to the Minnesota Transfer Railway with rail tracks leading into the basement levels of the buildings. The growth of the complex and its buildings reflected changes in structural, mechanical, and manufacturing technology from the manufacture of farm machinery to the mass production of cans for food processing. This is one of the few large industrial complexes surviving in the Midway area.



²⁸⁵ Jeffrey A. Hess and Paul Clifford Larson, *St. Paul's Architecture: A History* (Minneapolis: University of Minnesota Press, 2006), 147.

Table 12. Recommendations for Intensive Surveys of Potential Historic Districts

Potential Historic District
Hamline University Campus and Associated Buildings
Paust's Rearrangement Study Area
College Place West and College Place Taylors Addition Study Area

Hamline University Campus and Associated Buildings

Campus Buildings

The oldest building on the Hamline University campus is **University Hall (Old Main)**. The hall anchors the courtyard that faces Hewitt Avenue (also lined by the Giddens Learning Center and Bush Library). A fire destroyed the first hall in 1883, and this was rebuilt in 1887 at the center of campus. At that time, the building housed nearly all of the university's functions: classrooms, offices, and a dining hall. University Hall is listed in the NRHP. Following its listing, the building was renovated in 1978 and again in 1985 following a fire. In 1990, the building's 24-foot high section of the tower was removed and rebuilt as a part of a \$290,000 renovation project. Despite the renovations, the building retains a high degree of architectural integrity.

Manor Hall is the oldest residence hall on campus, built in 1922. This Tudor Style hall continues to function in its original capacity as a residence; although it also historically housed University staff. It stands on the south end off campus near the corner of Englewood Avenue and Simpson Street. The building retains a high degree of architectural integrity.

The Old (Carnegie) Library stands slightly west and north of University Hall. The library was completed in 1907 and was designed by locally prolific architect Clarence H. Johnston Sr. The original primary façade was removed/obscured by the 1972 construction of Giddens Learning Center; the main entrance is now utilized as an indoor entryway to an art gallery. While sections of the building's exterior are intact, the addition obscuring its front façade negatively impacts its architectural integrity.

The **Norton Fieldhouse (now Hutton Arena)** stands across Hewitt Avenue from the main campus at the northeast corner of Snelling Avenue. The arena opened in 1937 and housed athletic facilities and a gymnasium. The building features a barrel-arch roof. Several additions have been added onto the arena, including the Bush Student Center on the east in 1963 and Walker Fieldhouse to the north in 1998. In spite of the additions, Hutton Arena retains a high degree of architectural integrity.

Drew Residence Hall also stands on the north side of Hewitt, near the northeast corner of Simpson Street. Although the building exhibits Collegiate Gothic features, it was constructed in 1946, well after the style had fallen out of prominence on campuses across the country. The building is faced with red brick and stone along the base, with stone elements at the entrance, window bays, and along the roofline. The building retains a high degree of architectural integrity.

The **Drew Fine Arts Center** opened in 1952. The building houses the Anne Simley Theatre Soeffker Gallery, classrooms, and music practice rooms. The proscenium type theatre opened in 1983, replacing an earlier Hamline theatre. It seats 289 patrons and is the primary performance space used on campus. The gallery houses the university's Permanent Collection of artwork. Save for the replaced theatre in 1983, building retains a fair degree of architectural integrity

Drew Hall of Science (now Drew Science Center) stands immediately south of Old Main. It is one of the many Modern style buildings constructed on campus after 1950. The red brick-faced hall opened in 1952, containing offices, classrooms, lecture hall, and laboratories. The building was renovated and updated in 1994 and 2001, but the exterior remains largely intact.

Sorin Residence Hall was built in 1958. The building is three stories with a one-story projection along the north elevation that houses a cafeteria. The 1982 inventory form describes this as “an uninspired [box-like] dormitory building.” The Modern style building is faced with red brick and the cafeteria has glass walls divided and surmounted by concrete posts and projections. Originally a women's hall, and co-ed since 1984, the dormitory houses 100 students. The building retains a high degree of integrity.

The university's **Boiler Plant** is located just southeast of the Drew Science Center. This energy facility was constructed in 1960. The building is faced with red-and-brown brick and dominated by a tall brick end-wall chimney. The building retains a high degree of integrity; and because its function steered the design, there are very few architectural details, save for concrete window sills.

Bush Student Center was built just east of Norton Fieldhouse (Hutton Arena) in 1963. The arena, student center, and 2003 Walker Fieldhouse are all connected by a breezeway constructed between them. This Modern style red brick-faced building has concrete details along the buildings corners and roofline, as well as a projecting entry bay with enclosed side walls. The building houses an Olympic-size swimming pool, offices of the Dean of Students, Student Activities, and other various student services. It also includes a lounge, meeting spaces, and second-floor ballroom. Other than interior updates, the building retains a high degree of architectural integrity.

Three identical dormitories, collectively called “**The Heights**” were built in 1970 on the southeast end of campus, across Simpson Street from Manor Hall. They were built during a building boom on campus, as part of a program to build new and replacement dormitories, library, learning center, and other major facilities. Along with several of the other new buildings, these halls were designed by locally prominent architectural firm Hammel, Green, and Abrahamson. Original plans called for seven of these buildings, but the only three constructed were **Peterson, Osborn, and Shilling Halls**. The halls, which each house nearly 100 freshman students, face each other and create a central courtyard space. Each hall retains a high degree of architectural integrity.

Bush Memorial Library stands on the east side of the courtyard anchored by University Hall. The 83,210-square foot three-story building was dedicated in 1971. It was built during a building boom on campus, as part of a program to build new and replacement dormitories, library, learning center, and other major facilities. Along with several of the other new buildings, the library was designed by locally prominent architectural firm Hammel, Green, and Abrahamson. It was opened

before the original Old (Carnegie) Library was incorporated into Giddens/Alumni Learning Center in 1972. The facility “emphasized curricular flexibility, independent study, and the university’s commitment to internationalism.”²⁸⁶ The three-story, 83,210-square-foot building was designed in the International style. The building is faced with reddish brick and has cast concrete features. Concrete bands above the first floor and roofline give the building horizontal emphasis, while the central bay on the façade has bands of tall narrow windows punctuating concrete wall. In back, the first floor is recessed to create a covered walkway beneath the upper floor window bays, which are set into concrete walls and supported by concrete pillars. The building suffered \$3,000,000 worth of fire damage in 2003; the exterior was minimally affected and retains a high degree of architectural integrity.

After the library was completed in 1971, the **Giddens/Alumni Learning Center** opened the following year. It was built at the southeast corner of Snelling and Hewitt and the absorbed the adjacent Old (Carnegie) Library its design, wrapping around its north and west walls. The Learning Center was originally designed as two buildings, only one was constructed. It was built during a building boom on campus, as part of a program to build new and replacement dormitories, library, learning center, and other major facilities. Along with several of the other new buildings, Giddens was designed by locally prominent architectural firm Hammel, Green, and Abrahamson. The building houses social science and humanities divisions, the department of education, as well as classrooms, study areas, and laboratories. It retains a fairly high level of architectural integrity.

The **School of Law Building (West Hall)** was constructed in 1980 immediately southeast of Bush Memorial Library. The building stands on the footprint of Goheen Hall, which was the second building constructed on campus in 1882. The three-story brick building had a parlor, music rooms, dining room, storage and laundry room on the first floor, and rooms for women students, faculty, and staff on the upper floors. After Manor Hall opened as a women’s dormitory in 1922, Goheen became a men’s dorm. Goheen Hall was demolished in 1970, during a building campaign to build new and replacement dormitories, library, learning center, and other major facilities. It was nearly a decade before construction began on the School of Law Building, completed in 1980. The three-story International style brick- and concrete-faced building was designed by locally prominent architectural firm Hammel, Green, and Abrahamson; it is one of several they designed on campus. The building was selected as one of Minnesota’s 1981 Architectural Award Winners. The School of Law Building underwent a significant expansion and renovations in 1997. The **School of Business (East Hall)** was constructed at that time; the buildings are connected by a second-floor breezeway.

The following campus buildings were all constructed after 1985 and inventory forms were not prepared for them. The Holt tennis facility stands on the east side of campus between Pascal Street and the School of Business (East Hall). The courts were installed in 1987 where the “Alumni Way” path crossed. The 325-seat **Sundin Music Hall** was built in 1989. It stands on the north side of Hewitt Avenue, and adjoins Drew Residence Hall to the east. **Robbins Science Center** was built in 1991 south of Giddens and west of Drew Science Hall. It houses the biology, chemistry, and physics departments. In 1997, construction began on the sports, recreation, and health complex called **Walker Fieldhouse**, to the north of Hutton Arena. The construction of Walker Fieldhouse

²⁸⁶ Hamline University. “Modern Architecture” Hamline’s 150th Anniversary. Online resource, <https://www.hamline.edu/150/architecture.html>. Accessed June 1, 2018.

began as a four-phase project in 1998 with the demolition of the Old Gym, designed by Clarence Johnston and built in 1909. The second phase was the installation of the **Pat Paterson Fields** in 1998, dedicated to soccer, softball, and baseball. Hutton Arena was remodeled as a part of phase 3. The final phase was originally intended as renovations and improvements to the 1921 Norton Stadium, but trustees ultimately decided to replace the aging stadium with **Klas Center**, which opened in 2004. As a significant symbol of the university's expansion and future growth, in 2012 **Anderson Student Center** was built to anchor the southwest corner of campus at Snelling and Englewood Avenues. The center meets LEED silver standards of design and the building and its architect, Shepley Bulfinch, was awarded a 2013 Facility Design Award of Excellence by the Association of College Unions International (ACUI). The building features casual dining facilities, roof terraces, flexible event space, and student organization office.

Figure 19. Hamline University Campus Buildings

University Hall (Old Main), listed in NRHP



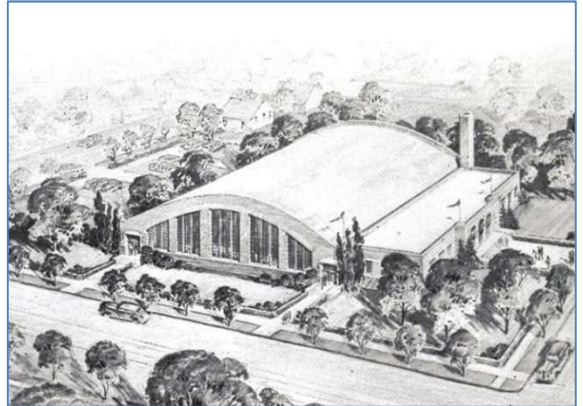
Manor House Residence Hall



Old (Carnegie) Library



William W. Norton Field House (now Hutton Arena)
1937 sketch by landscape architect Willford G. Dows



Drew Residence Hall *image via Hamline University*



Drew Fine Arts Center



Drew Hall of Science (now Drew Science Center)



Sorin Hall



Boiler Plant



Bush Student Center



Peterson, Schilling, and Osborn Residence Halls



Bush Memorial Library



School of Business (East Hall) and School of Law (West Hall)



Associated Off-Campus Properties

The following buildings have been identified as being associated with Hamline University.

The **Beta Kappa (chapter of Theta Chi) Fraternity House**, 823 Snelling Avenue North, was built in 1912 across the street from the Hamline campus. “The fraternity, being nearly the only social outlet on for young men at Hamline, rapidly grew in both numbers and prestige. So strong was its growth that by 1911, when the first rival fraternity appeared, Beta Kappa was firmly entrenched in the Hamline landscape.” The fraternity house is the oldest student housing affiliated with Hamline (Beta Kappa Chapter of Theta Chi Fraternity n.d.). The 1903, revised 1925 Sanborn map labels the stuccoed fraternity house by name, but the 1927 map labels the rectangular-plan

house with full-width open porch as "Frat House." There was not a garage, nor is there one today. The house continues to serve the Beta Kappa Chapter of Theta Chi Fraternity.

The **Fellows Fraternity House (Kappa Gamma Chi)**, 833 Snelling Avenue North, stands across the street from the Hamline campus at the southwest corner of Snelling and Hewitt Avenues. This Tudor Revival style house was built in 1923. It was designed by architects Slifer & Abrahamson at a cost of \$20,000 for the Fellows Fraternity, which changed names to Kappa Gamma Chi in 1923. The 1903, revised 1925 Sanborn map labels this stuccoed fraternity house "Kappa Gamma Chi" and the house at 801-03 Snelling as "Fellows Fraternity House." The 1927 Sanborn map labels this building a "frat house," in addition to noting its brick tile construction with a frame attic. There was not a garage, nor is there one today. The house was occupied for a time by the Tau Kappa Epsilon Fraternity until it closed in 1978; since then it has housed Hamline University's Admissions Office.

The **Fraternity House (Creative Writing Program Center)**, 1500 Englewood Avenue, was built in 1921. It stands on the south side of Englewood Avenue, east of Asbury Street and Hamline Methodist Church. This fraternity house was built in 1921 for the Phi Delta fraternity. Joseph S. Sweitzer, a prominent local contractor active in the neighborhood, was responsible for the construction.

The house at 1596 Hewitt Avenue is presently used for the **Delta Tau Sorority House**. The house is not indicated on 1950s maps of the Hamline campus and associated properties, and this chapter was established at Hamline in 1981. It is not clear when Hamline acquired the property, or its other uses or occupants in the past.

The **Guest House (Alexander and Amelia Adams House)**, 1538 Englewood Avenue, stands at the southwest corner of Englewood Avenue and Asbury Street. The Queen Anne Victorian style brick house with a hipped roof was built in 1887. Its most significant early residents were Alexander and Amelia Adams, who lived here after 1890. He was the superintendent of the St. Paul Foundry, a major local industry and a small-scale real estate developer. After Amelia's death in 1921, the house eventually fell under Hamline University ownership. Over time the building was used as a fraternity house, president's residence, and presently, a guest house. The house is also considered eligible for NRHP listing.

Many houses throughout the Hamline-Midway neighborhood were occupied by Hamline University faculty and staff. The university owned several off-campus houses and duplexes they rented to faculty, too. Many of the residences stand on Hewitt Avenue; two are less than a block west of campus

The **"Duplex for Faculty,"** 1597-1599 Hewitt Avenue was originally the **Henry L. Osborn residence**. It was built sometime before 1891. Osborn was a Hamline University professor, dean, and acting president (1887-1932). His wife, Effie, taught piano at Hamline. Sometime after Osborn's tenure, this house was converted into a duplex. The house was indicated on a ca 1950s campus map as being a duplex for faculty housing. No longer owned by Hamline, the house, attached by a breezeway to 1593-95 Hewitt, is operating as the "Huss Center for Women" by People, Incorporated.

The “**Duplex for Faculty**,” 1593-1595 Hewitt Avenue, was moved to this site sometime after 1950. While its construction and style make it evident it was constructed much earlier, its original location has not been identified. The house was indicated on a ca 1950s campus map as being a duplex for faculty housing. No longer owned by Hamline, the house, attached by a breezeway to 1597-1599 Hewitt, is operating as the “Huss Center for Women” by People, Incorporated.

The next four faculty residences are also on Hewitt Avenue, clustered two blocks west of Snelling Avenue at Aldine Street. They are all included in the College Place West-Taylor's Addition Study Area.

The “**Duplex for Faculty**,” 1703-1705 Hewitt Avenue stands at the northwest corner of Hewitt and Aldine Street. It was built in 1916 and its first resident was A.H. Heimbach. He likely built the house, as he was a local real estate developer active in Hamline-Midway. Research has not indicated when the property was purchased or sold by Hamline. The dates of purchase or sale by Hamline University have not been identified. The house appeared in a 1950s campus map as off-campus faculty housing, near a cluster of 3 others used for the same purpose.

The “**Single House for Faculty**,” 1710 Hewitt Avenue, stands just west of the southwest corner of Hewitt and Aldine. This house was early in the neighborhood, constructed in 1886. The house retains its narrow wood lap siding. Early residents have not been identified, nor have the dates of purchase or sale by Hamline University. The house appeared in a 1950s campus map as off-campus faculty housing, near a cluster of 3 others used for the same purpose.

The large “**Fourplex for Faculty**,” at 835-837 Aldine Street, south of Hewitt, was reportedly constructed in 1882. The house has a front-gambrel roof and retains narrow wood lap siding. Its early residents have not been identified, nor have the dates of purchase or sale by Hamline University. The house appeared in a 1950s campus map as off-campus faculty housing, near a cluster of 3 others used for the same purpose.

The “**Duplex for Faculty**,” 839 Aldine Street stands at the southwest corner of Hewitt Avenue. The house was built in 1939 and appears on a 1950s map of Hamline University. Its early residents have not been identified, nor have the dates of purchase or sale by Hamline University. The house appeared in a 1950s campus map as off-campus faculty housing, near a cluster of 3 others used for the same purpose.

The following buildings are commercial properties associated with the college.

The **Englewood Building**, 1564 Englewood Avenue, is a historically commercial two-story store-and-flats building on the south side of Englewood near Snelling Avenue. It presently houses various campus programs. The date of purchase by Hamline University has not been identified, nor have its builder or early owner. The house appeared in a 1950s campus map as off-campus faculty housing, near a cluster of 3 others used for the same purpose.

The office complex at 570 Asbury Street, about one-half mile south of the Hamline campus, is called **Hamline Park Plaza**. The building was constructed in 1984 and was first home to the

university’s administrative offices for the School of Business. The School of Business moved to East Hall following its construction in 1997. Tax records indicate the university maintained ownership until 2014.

Figure 20. Buildings Associated with Hamline University

Fraternity House, 823 N. Snelling Avenue



Fraternity House, 833 N. Snelling Avenue



Fraternity House (now Creative Writing Program), 1500 Englewood Avenue



“Guest House,” 1538 Englewood Avenue



“Duplex for Faculty,” 1593-95 Hewitt Avenue



“Duplex for Faculty,” 1597-99 Hewitt Avenue



Sorority House, 1596 Hewitt Avenue

"Duplex for Faculty," 1703-05 Hewitt Avenue



"Single House for Faculty," 1710 Hewitt Avenue

"Fourplex for Faculty," 835-837 Aldine Street



"Duplex for Faculty," 839 Aldine Street

"The Englewood Building," 1564 Englewood Avenue



Paust's Rearrangement Study Area

Paust's Rearrangement was platted in 1935 out of the original Hamline plat (1880) on the site of the Hamline University football field by Benjamin A. Paust (1880-1971), a Minneapolis based real estate developer. It consists of most of the block bounded by Pascal on the west, Hewitt on the north, Holton on the east, and Englewood on the south (See **Figure 6**). The properties south of the east-west cross alley and fronting Englewood are part of the earlier Sweitzer's Addition (1916). Hamline sold the land after it moved the football field north of Taylor Avenue.

The Paust development consists of 25 houses, designed in a variety of picturesque Cottage styles and built between 1935 and 1940. Most of the houses have garages that are accessed from east-west alley extending behind the houses fronting on Hewitt or the north-south alley extending behind the houses fronting on Pascal and Holton. They were built by several different contractors; designs of some are similar but none are identical. Many of the houses are clad with stucco siding, often accented with half-timbering, and have steep intersecting gabled roofs. The architecture firm of Johnson and Johnson (Otto W. and Leonard J., 1507 Randolph) has been identified as the designer of the house at 820 North Pascal Street.

A small number of residential buildings were constructed in the Hamline-Midway neighborhood in the 1930s, either at the beginning of the decade before the Great Depression set in, or in the second half of the decade as the economy slowly began to recover. Unlike some other sections of the city, like the Highland Park area, there were few large parcels of undeveloped properties. The Paust project is the only one in Hamline-Midway with such a concentrated and relatively large group of houses built in the 1930s. Its location, just to the east of Hamline University, would have also made it attractive to middle-class academics and professionals.

Further study should focus in greater detail on the builders and contractors, the residents, their relationships, and their larger interconnections with the neighborhood in business, civic culture, and related activities.

Figure 21. Representative Houses of Paust's Rearrangement

Hewitt Avenue: 1430, 1434, 1438



Hewitt Avenue: 1444, 1448, 1456



Holton Street: 787, 791, 801



Pascal Street: 798, 800, 820



College Place West and College Place Taylors Addition Study Area

This area of the Hamline-Midway neighborhood is located west of Snelling Avenue and the Hamline University campus. It is bounded by the south side of Englewood Avenue (historic Capitol Avenue) on the south, the east side of Fairview Avenue on the west, the north side of Hewitt Avenue on the north, and the west side of Fry Street (part of historic Walker Street) on the east and encompasses 232 properties (See **Figure 6**). Almost all are single-family houses or duplexes, often with associated garages. College Place West was platted in 1875 and College Place Taylors Addition was platted in 1882. Both plats extended across the varied slopes of the landscape. The building lots retained many oak trees. The houses range in date from 1886 to a handful of post-World War II suburban type houses, built on previously undeveloped lots. While varied in style and date, the houses generally have good integrity and the overall area has a cohesive quality.

Review of historic maps indicates that houses were built on all blocks in the study area by 1900, but development was not contiguous. Some houses were designed by architects, although none by any architects of later prominence. Most were the products of contractors, some of whom were acting as developers of a few lots. They then sold the houses. Many of the buyers were affiliated with Hamline University while others worked at local businesses and industries. Houses built before 1900 generally were designed in Queen Anne, Colonial Revival, and broadly identified Victorian styles. They are typically from one-and-one-half to two-and-one-half stories in height with picturesque rooflines, projecting bays, often with porches (many now enclosed). Most are wood frame. Some are clad with brick or stucco or a combination. Most would have wood clapboard and shingle siding. In some cases, the wood siding was later replaced by asbestos-cement shingles, vinyl siding, or in recent years, cement fiber siding that replicates the appearance of wood clapboard. Many of the houses had small barns which were later replaced by garages.

In the years between 1900 and 1930 the blocks of the study area were largely filled in with additional residential development. As during the earlier period, a few houses were designed by architects. One of these was Fred Slifer who designed and built his own house at 1667 West Hewitt Avenue. Most were built by contractors, either in groups for sale to individuals, or on commission to individuals. By this time, many of the new residents were working throughout Saint Paul and commuting by streetcar or automobile. Almost all of the new houses were accompanied by garages where residents could keep their cars. The houses were varied in style and included Colonial Revival, Arts and Crafts/Craftsman, Prairie School, Cottage, Tudor Revival, and Mediterranean Revival examples. They tend to be somewhat smaller than the houses in the earlier period and often are one-and-one-half to two stories in height. The designs are often more symmetrical; many had porches (many now enclosed). Most are wood frame. Some are clad with brick or stucco or a combination. Most would have wood clapboard and shingle siding. In some cases, the wood siding was later replaced by asbestos-cement shingles, vinyl siding, or in recent years, cement fiber siding that replicates the appearance of wood clapboard.

Further study should focus in greater detail on the builders and contractors, the residents, their relationships, and their larger interconnections with the neighborhood in business, civic culture, and related activities.

Figure 22. Representative Houses in College Place West

Aldine Street: 748, 784, 837



Englewood Avenue: 1655, 1717, 1789



Fairview Avenue: 816



Fry Street: 785, 823



Hewitt Avenue: 1677, 1729, 1772



Hubbard Avenue: 1660, 1733, 1763



5.3 SUMMARY OF RECOMMENDATIONS

The Hamline-Midway Neighborhood Historic Resources Reconnaissance Survey project was initiated by the Saint Paul Heritage Preservation Commission and the Hamline University Neighborhood Action Coalition in order to document the historic resources within the area of Saint Paul District 11. The area encompasses approximately 3000 properties. The reconnaissance survey population consisted of 515 properties. Residential properties were comprised of 366 single-family houses and duplexes, 14 multiple-family (flats and apartment buildings), and 23 mixed commercial-residential buildings. Commercial properties included 51 stores and offices, eight industrial facilities, and 10 automobile sales and/or service stations. The survey population also included five schools; one university campus, including three fraternity houses; one public library; and nine parks and playgrounds. In addition, there are 10 religious properties and one barn (now a residential garage). Within the survey area, 182 of the previously inventoried properties are still standing but twelve others have been demolished. Recorded buildings range in time from 1886 to 1974.

Four properties within the survey area were previously listed in the National Register and/or locally designated. Five additional properties have been considered eligible for listing in the National Register. As a result of this survey, 32 individual properties are recommended for intensive level survey to determine if they may individually eligible for listing in the National Register, and/or eligible for local designation.

Two study areas, Paust's Rearrangement and College Place West – College Place Taylors Addition, as well as the Hamline University campus and associated properties, were identified for further intensive level survey to determine if they may be eligible for National Register and/or local historic district listing.

The remaining reconnaissance survey properties have not been specifically recommended for intensive-level survey. However, if recommendations for more thematic and typological studies are carried out, as described in Section 3.0, a number of properties may be identified for intensive-level survey. In other cases, the scope of this project did not allow for sufficient in-depth research to determine if properties should be recommended for intensive-level survey. Some properties have lost sufficient integrity and would not meet eligibility requirements for National Register listing and/or local designation.

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APPENDIX A: LIST OF PROJECT PERSONNEL

Principal Investigator, Architectural History Marjorie Pearson, Ph.D.

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Sara Nelson, B.A.
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APPENDIX B: RECONNAISSANCE SURVEY RESULTS

APPENDIX C: RESEARCH DESIGN

Hamline-Midway Neighborhood Survey, November 2017

This research design provides a framework for the Level I Reconnaissance Survey for the Hamline-Midway Neighborhood of Saint Paul. The survey study will include preparation of:

- a narrative survey report that deals with existing and recommended historic contexts relevant to the neighborhood,
- MnSHPO/Saint Paul inventory forms,
- photographs, and
- Excel spreadsheet/data base

This project is being carried out under a Certified Local Government (CLG) grant to the City of Saint Paul/Department of Planning and Economic Development (PED) between September 1, 2017, and June 30, 2018.

Components of the Research Design

1. Applicable contexts

The City of Saint Paul has several existing historic contexts applicable to this study that date from 2001. These historic contexts studies were prepared for the Saint Paul Heritage Preservation Commission by Carole Zellie and Garneth Peterson. They are:

- “Residential Real Estate Development: 1880-1950”
- “Churches, Synagogues, and Religious Buildings: 1849-1950”
- “Neighborhood Commercial Centers: 1874-1960”
- “Transportation Corridors: 1857-1950.”
- “Pioneer Houses: 1854-1880”

Four of these discuss properties and building examples that are located in the Hamline-Midway Neighborhood. “Pioneer Houses” did not identify any properties in the area, but suggested that further examination was necessary. Two additional historic context studies were prepared for the Saint Paul Heritage Preservation Commission by the 106 Group in 2017: “Saint Paul African American Historic and Cultural Context, 1837 to 1975” and “The Saint Paul Fire Department Engine Houses – 1869 to 1930.” Both contain information that is applicable to the Hamline-Midway Neighborhood.

The City of Saint Paul Comprehensive Plan, Historic Preservation Chapter, HP3.6 and HP-B, adopted in 2010, recommended the preparation of additional thematic historic contexts and studies of resource types that would be relevant to the study of the Hamline-Midway Neighborhood. The thematic historic contexts include:

- “Saint Paul Parks, Parkways, and Cultural Landscapes”

- Post-World War II Development, Modernism, and Historic Preservation”
- “Immigrant and Ethnic Communities.”

The studies of resource types that did not fit neatly into the thematic headings of the 2001 context studies include: Multiple Housing Units, Schools, Fire Houses (2017), Early Gas Stations, Automobile Dealerships, and Industrial Buildings.

The Hamline-Midway Neighborhood also falls within the Statewide Context, Urban Centers 1870-1940.

2. Research questions and issues to be addressed with respect to the historic contexts

The following research questions and issues will be addressed in relation to these historic contexts:

- Identify development patterns and historic resources in the survey area by utilizing existing and recommended historic contexts and resource types.
- Identify new historic contexts, development patterns, resource types, and historic resources in the survey area.
- Do these existing and new historic contexts, development patterns, resource types, and historic resources meet the criteria for local designation and/or listing on the National Register of Historic Places?

3. Previous research known to have been done

A limited amount of research pertaining to the Hamline-Midway Neighborhood has been undertaken in the existing contexts. Only a few property examples are cited. The neighborhood, encompassed by Saint Paul Community District 11, was covered in the *Historic Sites Survey of Saint Paul and Ramsey County, 1980-1983*, prepared by Patricia Murphy and Susan Granger for the Saint Paul Heritage Preservation Commission and the Ramsey County Historical Society. This report highlighted significant building types, architectural styles, and several themes, but there were no broader historic contexts. Several major streets and adjacent blocks have been broadly assessed as part of the cultural resources evaluations for ongoing transit projects. These include University Avenue, Snelling Avenue, and parts of Lexington Parkway.

4. Kinds of information expected to be researched

The kinds of information to be researched include the following: neighborhood development patterns; information on individual buildings based on the identification of properties of interest from the historic contexts; broader patterns that are related to resource types and historic contexts. Also of interest are ephemera such as signs and murals that relate to the history of neighborhood and unusual features such as street and alley patterns that break the grid, park and landscape features, geographic features, and surviving PWA/WPA structures

like the wall around the Hancock and Galtier Playgrounds. We also anticipate that we will search for information on architects, engineers, and residents of interest.

5. Types of sources expected to be used

Research and further information gathering will be carried out using primary and secondary sources.

Primary source information includes: historic maps and atlases, including Sanborn maps; aerial photographs; index card and permit information from the Saint Paul building department; historic photographs from the Minnesota Historic Society, Ramsey County Historical Society, and other collections.

Secondary source information includes publications like *Ramsey County History*; *Minnesota History*; *St. Paul's Architecture*; *AIA Guide to the Twin Cities*; and *The Streets Where You Live*. Krista Finstad Hanson of the Hamline-Midway History Corps is providing the research files that she and Paul Larson, historian, have accumulated over the years. We will also use the collections of the Minnesota Historical Society, Ramsey County Historical Society, and the Saint Paul Public Library Special Collections.

6. Personnel expected to be used

The survey will be carried out by architectural historians and an architect who meet the Secretary of the Interior's Professional Qualifications Standards. All have extensive experience as well as previous familiarity with resources in the Hamline-Midway Neighborhood.

7. Intended use of the survey

The survey has several intended uses:

- education in the broader community as well as guidance for more focused education efforts among grade school, high school, and college students;
- guidance for local planning and community development efforts;
- recommendations for intensive survey and ongoing historic context development in order to establish priorities for local designation and/or NRHP listing.

8. Survey goals

The reconnaissance level survey of the Hamline-Midway neighborhood survey has several goals:

- To provide a baseline comprehensive overview of historic resources. Such an assessment has not been done since the *Historic Sites Survey* of 1983.

- Develop recommendations for intensive survey and further historic contexts in order to identify potential historic districts and individual properties for local designation and/or NRHP listing.
- Complete MnSHPO/St. Paul inventory forms for all previously inventoried properties and newly identified properties that are recommended for further investigation.
- Complete a reconnaissance survey report that meets MnSHPO standards in accordance with the CLG grant.

9. How the goals were identified

The survey goals were identified by the Saint Paul PED and the Saint Paul Heritage Preservation Commission (HPC) in conjunction with local advocacy groups including Hamline University Neighborhood Advisory Council (HUNAC), the Hamline-Midway History Corps, the Hamline-Midway Coalition, and Historic Hamline Village. The goals were further refined in the application for the CLG grant.

10. Focus of the survey

The survey will be focused on the geographic area encompassed by District 11, bounded by Pierce Butler Route on the north, Lexington Parkway on the east, University Avenue on the south, and Transfer Road on the west. These boundaries also coincide with major transportation corridors on the north, west, and south, and a section line on the east.

11. Anticipated community involvement and participation

It is anticipated that community involvement and participation will be very high, given the strong local impetus and support for the survey. In addition, members of the Hamline-Midway History Corps, as well as other local groups will be providing research that they have gathered over the years.

12. Timetable for completing the project

The project was scheduled to begin on September 1, 2017, and be completed by June 30, 2018, following the timetable of the CLG grant.

13. Expectations for what will be learned

It is anticipated that the survey will provide a much clearer understanding of the neighborhood building types, use patterns, and development patterns and how they fit into the overall development of the city.