

St. Paul Historic Context Study

Neighborhood Commercial Centers: 1874-1960



427 S. Wabasha, 1908

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Historic Context

St. Paul Neighborhood Commercial Centers 1874-1960

Introduction

This historic context examines the diverse collection of neighborhood commercial buildings built throughout St. Paul between ca. 1874 and 1960. The context begins with the initiation of the city's first horsecar lines, and extends to the post World War II period when new patterns of suburban retailing and metropolitan highway development were well established. Neighborhood commercial buildings have provided basic goods and services to a usually local clientele, but many kinds of businesses have been housed in neighborhood commercial centers over the past century.

What is commonly known as the corner store is known in planning terminology as spot commercial development. Spot commercial includes isolated individual buildings, or small groups of fewer than six commercial establishments. The larger neighborhood commercial center is usually comprised of six or more establishments but fewer than twenty. Portions of the densely-built shopping streets along W. Seventh, Rice and Payne, and Robert Street on the West Side are exemplary of these commercial centers. With the great transformations of downtown St. Paul over the past one hundred and fifty years, there remain more nineteenth-century commercial buildings at its outskirts and in older neighborhoods than in downtown proper.

Neighborhood commercial buildings have been transformed through many economic cycles and reflect changing elements of St. Paul life. The routes of the first horsecars and electric streetcars and buses, changes in domestic life, the evolution of zoning and land use planning, and the impact of mass marketing and merchandising are all highlighted in the rise, decline, and revitalization of this building type.

The architectural quality of many of the remaining neighborhood commercial examples is very high, and the role of some of St. Paul's architects in their design is notable. Although the ground-floor storefronts have often been altered, upper stories still show the features of the original design. In many locations the corner store—with the neighborhood church and other institutions—remains strong evidence of earlier history of ethnic settlement and neighborhood history.

In St. Paul as in other cities, neighborhood commercial buildings and shopping streets have survived because of their proximity to their often small and specialized markets. Despite a lack of parking and other features provided by larger shopping centers, they have been valued for location, scale, and architecture, and in recent years have often become the focal point of neighborhood revitalization activities.

This study discusses the development of the neighborhood commercial center and analyzes its characteristics. While there is a chronology of architectural styles and building types threading through the development of each commercial center, it will be seen that these areas can be "defined less by a fixed set of physical attributes than by ones of ownership, management, tenancy and merchandising."¹

Five general periods or frameworks of the real estate, architectural, and community characteristics of the neighborhood commercial center were analyzed and compared with the St. Paul Historic Resources Database. Approximately 850 inventoried sites are included in the neighborhood commercial category, ranging from the single corner store or apartment-and-flat combinations to multi-block shopping streets.

The neighborhood commercial historic context is organized into the following frameworks and periods:

- **The Pioneer Period of St. Paul Retailing: 1850-1872**
- **New Neighborhoods and Commercial Corners: 1872-1900**
- **Late Nineteenth-Century Shopping Streets: 1880-1900**
- **Streetcars and New Suburbs: 1900-1930**
- **Grocery Store to Supermarket: The Neighborhood Commercial Center, 1930-1960**

A narrative describing each framework is followed by a list of related neighborhood commercial properties in the St. Paul Historic Resources Database, and recommendations for local designation and further inventory.

Illus. 1

Whistler's Grocery Store in J. Grassinger's Building (1887), 379 Concord Avenue. Photograph ca.1930.

Sources

Local Sources

This context study consulted published histories such as Williams (1881), Andrews (1890), and Castle (1912). However, while St. Paul's early historians proudly described the growth of downtown and its diverse industries, they seldom noted the proliferation of the smaller commercial centers as a by-product of residential growth. Similarly, the local press eagerly reported on the progress of the downtown commercial district, but coverage of outlying commercial areas was limited.

However, residential and transportation developments were covered in detail. When economic conditions were favorable, the real estate sections of the *St. Paul Pioneer Press* are an important source of the week-by-week progress of the development of the city's neighborhoods. The promotion of shopping streets such as Payne Avenue was sometimes featured in special sections highlighting their convenience and attractiveness. Especially useful to this study were the commercial property classified sections and advertisements in the *Pioneer Press*. Neighborhood weeklies, when they could be located, were also consulted.

Beginning in the late 1850s, the progress of neighborhood commercial growth can be documented by city directories. After 1930, city directory street lists provide a convenient roster of the merchants comprising any neighborhood shopping area. Sanborn fire insurance maps for the period 1892 through 1950 also document the progress of these areas.

In St. Paul as in Minneapolis and nearly everywhere else, the builder of the commercial block was assisted by many published plans. For example, the Radford Architectural Company's *Stores and Flat Buildings* (1909) show the design and also the economic planning behind the modern store and flat combination.

Permit and other building information as reported in the *Improvement Bulletin* (1893) was consulted where time permitted. Building permits can also tell part of the story of neighborhood commercial development. This context study, however, relied primarily on permit information already recorded in the city's historic property database.

Finally, historic photographs from the collections of the Minnesota Historical Society provided an excellent overview of the original appearance as well as transformation of St. Paul's neighborhood commercial buildings.

National Context

In recent years a number of geographers and historians have examined the non-central commercial district. Of interest to this study was Michael and Kathleen Conzen's "Geographical Structure in Nineteenth-Century Urban Retailing: Milwaukee, 1836-1890," which analyzes the city's street railways and commercial growth. James E. Vance, Jr. "Emerging Patterns of Commercial Structure in American Cities," in *the Proceedings of the I.G.U. Symposium in Urban Geography* (1962) is also useful. Another classic work applicable to St. Paul is Sam B. Warner's *Streetcar Suburbs* (1962), a study of Boston's suburbs which calls attention to the "weave of small patterns" that created late nineteenth-century neighborhoods and their commercial areas.

The competition from the early neighborhood strip mall—the "park and shop" center—is described in local newspapers as well as in sources such as Clarence S. Stein and Catherine Bauer's "Store Buildings and Neighborhood Shopping Centers" in *Architectural Record* (February 1934), and in works such as Baker and Funaro, *Shopping Centers: Design and Operation* (1951).

Richard Longstreth's "The Neighborhood Shopping Center in Washington, D.C., 1930-1941" in the *Journal of the Society of Architectural Historians* (March 1992) and *City Center to Regional Mall: Architecture, the Automobile, and Retailing in Los Angeles, 1920-1950* (1997) are very useful for their examination of the impact of the automobile on retail growth. Other recent studies of the growth of commercial areas in Minneapolis, Omaha, and Milwaukee provided confirmation of the typical as well as unique qualities of St. Paul's neighborhood shopping areas.

A Neighborhood Commercial Framework

St. Paul's stages of early retail development compare well to the general model described by James E. Vance Jr.:²

First, prior to about 1870, there was a pattern characterized by largely unspecialized retailers and artisans serving daily needs and widely dispersed thorough a pedestrian-oriented city, supplemented by centrally located custom craft shops producing fine specialized wares and mercantile warehouses mainly oriented toward long-distance trade.

Secondly, there was a post-Civil War superimposition upon this generally dispersed retailing of concentrated downtown retail trade aimed at the newly-emerging citywide mass market represented by department and variety stores.

Thirdly, there was the creation for the first time of a hierarchy of retail areas after the appearance of real mass transit in the 1890s, as downtown-type retail outlets diffused to neighborhood locations at major electric streetcar nodes and as the downtown increased its emphasis on greater price range and selection of goods.

Fourthly, with the coming of the automobile, the emergence of commercial strips along arterial roads, planned suburban shopping centers, a reduced density of convenience goods outlets in newer neighborhoods there was ultimately a lessened significance for both downtown and the older, streetcar-stimulated nodes.

In St. Paul, there is nothing left of the first phase of downtown commercial development, and little from the second. The third and fourth phases are well represented in St. Paul's neighborhoods and much of this study is devoted to their description and analysis.

The Pioneer Period of St. Paul Retailing: 1850-1872

St. Paul's retail roots are in the fur trade that connected it to a world market demanding buffalo robes and other goods. With permanent settlement around the upper and lower landings, general merchandise stores were the primary source for hardware, furniture, clothing, jewelry, and groceries, although a short season for overland transportation and steamboat arrivals limited merchants' stock. The general merchandise dealer and other more specialized retailers and artisans served daily needs, and were widely dispersed through the small, pedestrian-oriented city.³ The 1849 *Minnesota Pioneer* listed sixteen mercantile firms. Unlike inland settlements, however, St. Paul had an early and robust wholesale industry for provisions, grain, and many other goods, and a good variety of early specialty stores.

Like nearly all buildings of the first decades, the general merchandise store building was of simple construction with little architectural interest. Most were gable-roofed, clapboard-clad, and some provided housing above the store. In good weather, items could be set out in front of the building, but most goods were stored on shelves or racks within the dark confines of the interior.

St. Paul's population reached 12,000 in 1865; nearly three times the 4,700 counted in 1855. After the Civil War, concentrated downtown retail trade was directed at a growing mass market. By 1868, the city directory listed six bakers, sixteen confectioners, eleven dry goods dealers, eight druggists, sixteen meat markets, forty-eight family grocers, as well as eight cigar dealers. In St. Paul as in other nearby settlements before the Civil War, business ownership and much of the clientele was largely Yankee or "Old Stock Americans."

With improved roads, the critical arrival of the railroad in 1862, and the expansion of local warehousing and manufacturing, merchants could offer a much larger range of goods. Increased immigration after the Civil War brought new business owners and clientele, particularly Germans and Scandinavians. The meat market owners of 1868 included German-born John Gottschammer whose shop was at the corner of Seventh and Wacouta streets. Early German grocers included Frederick Volk, at the corner of Fort and Ramsey streets.

The primarily frame, first-period buildings set on muddy, barely-graded streets were soon replaced by a new generation of commercial buildings comprising the core of St. Paul's downtown. As the downtown grew from its two river landings and around its warehouse and rail districts, many of its chief retail merchants gathered along Third Street. Handsome blocks of specialty retail stores were built here and nearby. Most were of masonry construction, with limestone or brick exteriors, and arcades of round arched windows. Cast iron storefronts contained display windows framed by elaborate columns. Third Street was called "the retail street of the Northwest, not only St. Paul." It was also a center of entertainment. One writer remembered that "it was as popular as Broadway, New York, in proportion to its population."⁴

The *Illustrated Historical Atlas of Minnesota* (1874) advertised to the state and nation that St. Paul had a fine collection of commercial buildings, including those devoted to retail. Six pages were devoted to engraved illustrations of the limestone and brick blocks which housed groceries, dry goods, hardware and drug businesses. In addition to impressive banks, the St. Paul Fire and Marine Insurance Company Building, and the St. Paul Business College, specialty stores and services were housed in blocks such as the Wabashaw and Moore's Block.

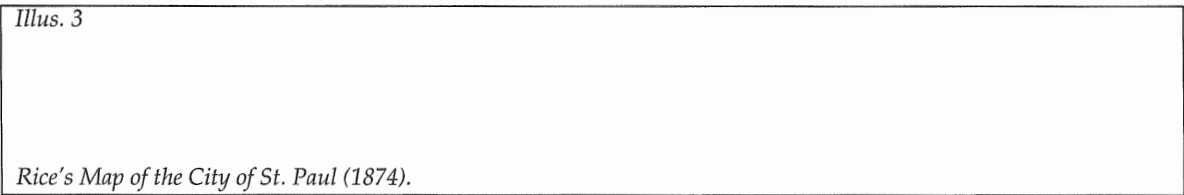
Illus. 2

Wabashaw, Moore's, and Bennett's blocks, J. T. Andreas Illustrated Historical Atlas of Minnesota (1874), p. 32.

The shift of the retail district to the area between St. Peter and Sibley, and Third and Ninth streets found the former "dry goods palaces" on Third replaced by new tenants such as commission warehouses, lodging houses, and poultry markets. (Third Street was later rebuilt as Kellogg Boulevard.)

Developing the real estate on the bluffs above the upper and lower landings was a challenge. Gradual expansion of the limits of the “walking city” came with a new Wabasha Street bridge (1874) and improved streets and municipal services such as fire protection. Most importantly, St. Paul Street Railway Company was founded in 1872 and the first two-mile track was built from Lowertown to Lafayette and Westminster streets. Subsequently the city’s residential growth typically followed the route of the horse car lines, and real estate dealers and transportation planners were became one and the same in this period. Rice’s *Map of the City of St. Paul* (1874) gives a false sense of the real residential growth of the city at that point, since most residential plats beyond Dayton’s Bluff, Uppertown, Lowertown, and the edge of the Summit Hill bluff were hardly built up. The horse cars proved unsuccessful in opening up large tracts of real estate; there was little growth beyond Dale and Laurel on the west and Burr and Lafayette on the east. However, the commercial corners remaining at Selby and Western and Rice and University are evidence of the first real estate movement outside of the central settlement.

Early railroad and factory neighborhoods near the Jackson Street and other industries also supported collections of small retail buildings, and locations for public buildings such as fire stations and schools. The role of the saloon appears to have been critical in gathering critical mass for many of these districts. Subject to waves of opposite led by the temperance movement, the licensing of liquor establishments remained generally concentrated near downtown and its industrial areas to the north and east.



The Pioneer Period of St. Paul Retailing: 1850-1872
Historic Resources Database

St Paul’s Historic Resources Database lists only one possible candidate prior to 1872, and four neighborhood commercial buildings dating from 1880 or earlier.

- 374 Dayton (ca. 1880; in NRHP and local Historic Hill District)
H.A. Sullwood
- 179 E. Seventh Street (ca. 1875)
- 919 Rice St. N. (ca. 1880)
- 252 E. Seventh St. E. (exterior side walls, 1860s?)

New Neighborhoods and Commercial Corners: 1872-1900

During the decade of the 1870s, St. Paul's population increased from 12,796 to 41,473. Between 1880 and 1890 it grew from 41,473 to 133,000 and reached 140,292 in 1895. Through the end of the century, St. Paul and other midwestern cities experienced phenomenal growth underwritten by thousands of European immigrants, new railroads, and warehousing and manufacturing firms. St. Paul's largest new business blocks, warehouses, and rail facilities were erected downtown and along rail corridors.

Following various economic recessions and depressions and over ten years of struggle to make the horse car system profitable, the Minneapolis and St. Paul streetcar systems were united by Thomas Lowry and the city's horse car system was electrified by 1893. Electrification provided a new class of commuters with relatively inexpensive, comfortable, and efficient transportation. In addition to streetcar service to many points, short-line passenger rail lines to Hazel Park, Highwood and the western territories of Union, Merriam, and St. Anthony parks launched real estate investors' dreams of a city stretching to the river and to Minneapolis.

Throughout the 1880s several hundred commercial blocks were built on promising corner locations throughout the expanding city. They ranged from the simplest one- or two-story frame examples to elaborate masonry structures designed by the city's leading architects. The owners of the buildings were often the operators of the stores and shops contained within, and some lived in the residential quarters above the businesses.

The stores catered to established middle-class citizens whose heads of household commuted to downtown, as well as the residents of the new immigrant communities forming around streetcar lines, churches, and industries. Within the shadow of the breweries, factories, and railroad shops of the North End and East Side, for example, were found a predictable collection of groceries, bakeries, meat markets, and taverns.

Classified advertisements offered many of these store-and-flat or store buildings for rent, but it is probably safe to assume that many of these buildings were planned and owned by their original proprietors. Independent entrepreneurs—including many immigrants—found great opportunity in their own retail businesses. Michael Conzen's study of Milwaukee noted that retail success in this period depended on "entrepreneurial ability, access to capital and credit, shop type, ethnicity and class of customers, the city's changing ecology and economy and (residents) perception of it. "Conzen observed that "intricate perpetual transformations" explain the shape of the city's retailing complex."⁵ Prior to twentieth-century zoning ordinances, shop location was largely at the discretion of the property owner.

Architectural Character

The store, which stood alone or was part of a larger collection of businesses was usually of one- or two-story frame construction, sometimes with an elaborate cornice or even a false front. A projecting bay was sometimes built at the corner, or the building shaped to suit a triangular lot. Most desirable and permanent was the masonry block. Typically two stories, it usually had a deep cornice and window openings articulated with brick or stone. A name plaque was often set in the parapet. At the storefront, cast iron or brick piers separated the display windows and paneled doors.

The O.W. Schornstein Grocery and Saloon at 707 Wilson Avenue (1884; also the corner of 223 N. Bates Avenue) well represents the ambitious neighborhood commercial building of the 1880s. The corner location, with no other shops nearby, offered high visibility for the mansard roof, iron cresting and railings, and prominent dormers. Although a designer has not been identified, it is typical of the most elaborate buildings erected by optimistic merchants before the 1893 depression. The Schornstein family lived above the store. (The building is part of the Dayton's Bluff Historic District.)

Illus. 4.

O.W. Schornstein Grocery, 707 Wilson Avenue. Photograph 1905.

On the West Side, the Paul Martin Block (ca. 1885) was the centerpiece of a commercial corner at the intersection of S. Robert and Congress streets and Concord Avenue. A broad seven-bay façade had a polychrome brick exterior, with bulbous finials rising above the roofline. Originally it housed a grocery, but when it was demolished in 1954 it housed a tavern and pool hall. Several of its original neighbors still comprise the small commercial area at this corner.

With its cast iron piers, first-floor storefront windows, decorative parapet and name plaque, the Schoch Block at 374 Maria (1885) is typical of many of the 1880s, and is one of several store buildings by architect A.F. Gauger. After years of having a partially bricked-over façade, it is currently being restored by Metropolitan State University.

On the Short Line, a commercial block usually accompanied the passenger depot. In St. Anthony Park, a picturesque depot and a now-raised two-story brick block stood alone along the trackage. (The 1888 depot remains in a new location at 1048 Everett Court, just off Energy Park Blvd.) Among other commercial buildings from the city's westward expansion to Union and Merriam parks is the red brick Crosby Block at 1956 Feronia (1888) designed by Barber and Barber. Other early commercial buildings in Merriam Park—such as the four-store block housing the Merriam Park Pharmacy and other businesses at St. Anthony and Prior avenues—were widely advertised in the numerous Midway newspapers of the late nineteenth century. These buildings were outposts of commerce several miles from downtown St. Paul.

Illus. 5.

Merriam Park Pharmacy (Woodruff Block?), St. Anthony and Prior Avenues (ca. 1895). Photograph ca. 1905. Razed.

Illus. 6.

Merriam Park commercial district at Prior and St. Anthony: Crosby, Woodruff, and Fargo Blocks, Sanborn Map, 1903

Illus. 7.

The St. Anthony Park Railroad Station and commercial block. Photo ca. 1900.

Architects and 1880s Commercial Blocks

The Historic Resources Database lists 95 properties from the 1880s. Of this total, 16 appear to have been architect-designed. The following architects were identified in the database for the period 1881-1889:

George Bergmann

- 516-518 Rice Street N. (1889)

Bergmann and Fischer

- 503-505 Como Ave W. (1886)
- Ackermann Brothers Saloon and Grocery
780 Jackson St. N. (1886)
- 720 Western Avenue N. (1885)

William Castner

- 273-277 Seventh St. W. (1885)

A.F. Gauger

- 727-737 Seventh St. E.
- 961-965 Seventh St. W. (Fort Road; 1884)
- Funk Building
743 Third St. E. (1885)
- 727-737 Seventh St. E. (1885)
- Schoch Block
374 Maria (1885)

L.H. Larson

- 842 Rice St. N. (1889)

Laurence & Larson

- 991-1001 Payne Avenue N. (1889)

D.W. Millard

- 212 Seventh St. E. (1884)

Millard & Ulrici

- 168 Concord St. E. (1885)

A.M. Radcliffe

- 376-378 Dayton Ave. W. (1884)

William Thomas

- 495-499 Selby Ave. (1889)

E. W. Ulrici

- 264-266 Seventh St. E. (1887)

The Historic Resources Database lists 43 properties from the 1890s. Electrification of St. Paul's streetcars increased real estate development, and the Short Line served several newly-platted areas, but the depression of 1893 was among factors discouraging much commercial building for the rest of the decade. Portions of the 800 and 900 blocks of Rice Street were developed in this decade, and several buildings in the 900 and 1000 blocks of Arcade Street.

*New Neighborhoods and Commercial Corners: 1872-1900
Historic Resources Database*

The inventoried properties are found in neighborhoods across the city. Outside of the Historic Hill and Dayton's Bluff historic districts there is only one designated property: the Schornstein Grocery was listed on the NRHP and as a local designation before the creation of the Dayton's Bluff Historic District.

Late Nineteenth- and Early Twentieth-Century Shopping Streets

In contrast to the single building such as the Schornstein Grocery and Saloon or the Schoch Block, several multi-block neighborhood commercial districts were developed along streetcar lines in the 1880s and 1890s. Payne, Rice, and Arcade avenues on the East Side and West Seventh Street are representative of this period. Commercial construction (and demolition) has continued through the twentieth century. Where streetcar lines crossed University Avenue as the city moved west in the early twentieth century, a series of multi-block commercial nodes were also created, especially at Dale, Lexington, Snelling, Prior, and Raymond avenues.

These streets offered far more than the corner convenience businesses, with a near duplication of downtown's specialty, dry goods, and some professional offices. They also offered grocers, meat markets, hardware dealers, and domestic services such as tailors and milliners. Despite the bulk

and diversity of streets such as Payne, such areas complemented rather than competed with downtown St. Paul. Downtown offered the greatest selection and variety, entertainment, and the center of the city's financial transactions.

Some of these streets still contain excellent examples of late nineteenth-century architecture, and are a record of neighborhood growth and ethnic diversity. Their various phases of construction, decline, and revitalization parallel national trends.

Payne Avenue

The Payne Avenue business district from Wadena to Lawson streets is among the most intact of St. Paul's neighborhood "main streets." In addition to its architectural and commercial significance, it also has a strong association with the early East Side Swedish community through the ownership of many of its nineteenth and early twentieth-century buildings. Although not directly on the horsecar line which reached Locust Street to Lafayette in 1884, it was served by electric streetcar by the turn of the century.⁶

Payne began its boom in the 1880s and had many combination store-and-flat units constructed by the first generation of merchants. Many of these frame or masonry buildings had elaborate details at the roofline, and mansard roofs were especially popular along the avenue.

In the next decade, these decorative buildings were upstaged by a new generation of substantial masonry business blocks, typically at prominent corners with first floor storefronts and upper-level apartments or offices.

Illus 8.

Payne Avenue, looking north from Case, ca. 1908.

Typically, the business owners along shopping streets such as Payne were leaders in community and financial affairs. A Lindhal, a native of Sweden, was probably somewhat typical. A watchmaker, his business was at 880 Payne. He served as a member of the City Council and the Board of Education, and was president of the East Side Commercial Club. Across the street at 881-883 Payne, Dr. Robert O. Earl erected a two-story business block in 1900. His medical practice was housed there, as was his family. He was a founder of the East St. Paul State Bank and the Scandinavian Savings Bank.⁷

In an era when masonic and other fraternal organizations were also very strong, commercial clubs and local business associations were an important part of retailing and advertising. The local associations also financed special improvements such as decorative lighting. In addition to the East Side Commercial Club, the West End and Dayton's Bluff and West Side (Riverview) had organizations.

Late Nineteenth- and Early Twentieth-Century Shopping Streets: Historic Resources Database

Over one-hundred properties in the database appear to be part of multi-block shopping streets. An intensive study of Payne Avenue was completed in 1999 and found the portion between Wadena and Lawson to be eligible for local designation.

To date, no other neighborhood commercial properties have been designated, but a number appear to be eligible.

Streetcars and New Suburbs: 1900-1930

Between 1880 and 1930 St. Paul's residential growth reached in all directions including West St. Paul. Several annexations expanded the city's boundaries and although it often took a decade or

more for platted lands to reach the market and find builders, by 1930 the city was quite densely built up along and between its main thoroughfares. The city's promoters advertised the evidence of new metropolitanism, with the linking of Minneapolis and St. Paul by rail (1862), telephone (1879) a series of bridges, and electric streetcars. The development of the Midway district along University Avenue and the Midway Transfer yards at the city's western edge furthered the idea of united cities.

Illus. 8A

Map of Streetcar Lines, 1917. Twin City Rapid Transit Company.

Downtown department stores maintained a very high profile in this period and offered delivery service to the hinterlands. When larger department store blocks were introduced in the late nineteenth century they did not eradicate smaller specialty shops, but smaller stores were typically replaced by those with larger footprints. Some small retailers. Downtown St. Paul's retail landscape was remade several times between the Civil War and World War I. The rebuilding of Robert Street, the site of many turn-of-the-century department store blocks, refocused retail attention along this avenue. By 1922, its widening to the Capitol showcased the Golden Rule, the Emporium, and Maurice L. Rothschild stores.

The downtown department store grew to immense size during the streetcar era, but by the 1920s downtown St. Paul contended with serious parking problems. Surface parking lots replaced marginally profitable businesses in the core downtown as property owners found that parking could be a good revenue source.

The traditional shopping street did not die during this period. On Payne Avenue, a bank, church, firehouse, theatre, masonic halls, and small department stores were built 1900 and 1920. The architectural success of the avenue culminated in the Payne Avenue State Bank at Payne and Case, completed in 1923. Designed by architect W.L. Alban, the four colossal Ionic columns at the façade expressed the company's substantial construction budget (\$40,000) and the prominence of the neighborhood institution.

Beginning in the 'teens, new gasoline service stations proliferated along shopping streets and at busy corners. A few were an outgrowth of earlier livery or blacksmith operations, but most were developed by national oil companies. Many cases, buildings were razed for the new service station. In 1931, at Payne and Sims avenue, for example, a mock-Tudor station replaced Bessie Pearson's millinery shop erected in 1891.⁸

The New Streetcar Corners

A weave of new residential subdivisions and their streetcar lines created busy transfer points attractive to not just the small independent grocer but the real estate dealer as well. Intersections such as Snelling and Randolph, for example, sported multi-block, mixed-use development sponsored by the mortgage and real estate companies. While the independent grocer, druggist, and business owner was still a participant, he was often a tenant. It was not uncommon for a grocer or other merchant to build an individual store, but real estate dealers were more likely to plan several stores for lease to merchants. Many apartment-and-store combination buildings were erected by investors in this period. The intersections of Snelling and St. Clair, and Snelling and Randolph avenues are exemplary. The three-story Highland Park Apartments (1925) at 482-496 Snelling provided two floors of apartments and seven spacious storefronts. Highland Park Drugs and a meat market were among main tenants.

Illus. 9.

Highland Park Apartments, 482-496 Snelling, 1925. Photo ca. 1925.

Modern advertising underwrote the success of these mixed-use areas. Grocery, drug, hardware dealers and services such as barbers and dry cleaners dominated the mix, with automotive needs also growing in importance. The larger neighborhood nodes also gathered movie theaters, of which the Highland and Grandview are among remaining landmarks. Twentieth-century nodes were almost as densely built as their predecessors, but parking for a growing automobile culture was not typically included in plans for new buildings.

The advertising audience for these outlying commercial nodes was not limited to the expensive primary newspapers such as the *Pioneer Press*. With the growth of neighborhoods, many small newspapers appeared between ca. 1890 and 1950. They were typically short-lived but promoted the business interests of the immediate area. Some merchants advertised in the city's German and Scandinavian press and in other ethnic newspapers.

Illus.10.

The Inter-Urban Graphic (1888) and Midway Advertiser (1912). Exemplary of the small and often shortlived weeklies which reported on transportation and real estate development.

On the East Side, there was the *East Side Star* (1916-?); *East Side Journal* (1922-?, continued by *East Side Leader*); *East Side Daily* (1932-?); *East Side Tribune* (1932-) and *East St. Paul Courier* (1932-?) and the *East St. Paul Reporter* (1932?); in the Midway, there was *Interurban* (1896-?), *Inter-urban Graphic* (1888) *Midtown News* (1939); on the west, there was the *West End Call* (1937-1940). All carried local advertising.

Streetcar tickets could be purchased at many of these intersections, and a list of places of sale from September 1920 describes the location of the largest nodes, old as well as new. The list described 31 downtown "Loop" locations and the following "Districts":⁹

Rondo Street District
Rice Street District
University Avenue District
Grand Avenue District
Como Avenue District
Payne Avenue District
Hazel Park District
Arcade Street District
Forest Street District
Selby Avenue District
Prior Avenue District
West Seventh Street District
Randolph St. District
S. Robert Street District
Hamline District
Dale Street District
Ear Street District
Snelling Avenue District
St. Clair Street District
Western Avenue District
S. Wabasha District

Streetcar ticket sales were offered at pharmacies, groceries, confectionaries, banks, and dry cleaners.

Illus. 11.

Selby and Snalling Avenues, looking east. Photo ca. 1930s. Present-day O'Gara's is at right.

New Deed Restrictions and Zoning Regulations

A 1909 real estate advertisement for Roblyn Park near Cleveland and Marshall inquired “*Are You Concerned About the Kind of Improvements That May be Placed on the Lot Adjoining Your Home?*” In the early twentieth century, real estate dealers reassured potential lot buyers in some new additions that they would not have to tolerate non-residential uses, including no duplexes, double houses, stores, flats or tenement houses. This was accomplished through deed restrictions.¹⁰

Zoning regulations were of national interest in the ‘teens, and in 1915 the Minnesota state legislature passed a controversial law allowing any first class city such as St. Paul to designate restricted residential districts where construction would be limited to single family dwellings, duplexes, churches, and schools.¹¹ Although this practice was already in place in a piecemeal fashion through deed restrictions like those at Roblyn Park, the west end of Summit Avenue was one of the first restricted residential districts created after the 1915 legislation. (Phalen Heights park, Mississippi River Boulevard, Groveland Park, Marshall Avenue and Cherokee Avenue were also projected as potential districts.) When a citywide zoning code was adopted in 1922, Summit Avenue was declared a Class A residential district.

Architectural Character

Architecturally the new twentieth-century nodes were somewhat less colorful than their predecessors, Despite diversions into period revival and artistic facades, the standard building had a very functional exterior. With the entry of real estate agents building speculative blocks for rental income, exterior amenities were often limited. Planbooks such as Radford’s *Stores and Flat Buildings: Illustrating the Latest and Most Approved Ideas in Small Bank Buildings, Store Buildings, double or Twin House, Two, Four, Six, and Nine Flat Buildings* (1909) illustrated designs that appealed to St. Paul as well as Minneapolis builders. The design 4048 showed a corner building “Suitable for any community... particularly . . . for a drug, grocery, or dry goods store, being located on a corner with large front and a fair sized show window.¹² The Harris Brothers Company, who maintained a northwestern headquarters in St. Paul, also offered store and flat combinations in their house plan catalogs. In 1918 they published their “Design for Store and Flat No. L-2014.” The catalog assured potential builders that “should the time come when you do not require the upper floor for your own use, the property still will prove a good investment as it can be turned into a renting proposition with no change at all . . . the two floors can be kept entirely separate so the business of one need not be known to the other.¹³

Illus.11A/B

*St. Paul Pioneer Press, July 2, 1911. Advertisement for store and flat building by C.A. Bassford.
St. Paul Pioneer Press, May 17, 1917. Advertisement for new store and flat building at W. Seventh and Bay streets.*

Illus.12.

Radford Design 4048 (1909).

The “Brick Front Store”—so termed by builders as well as architectural historians—was most popular between ca. 1900 and the 1920s. The shape of the flat roofed, one-or two-story building was defined its rectangular lot. Built as a single unit or in a block-long row, primary architectural elements are a simple cornice, a horizontal sign band, and large display window, single or double leaf doors, and a recessed entry. The important display window often was surmounted by multi-paned prism glass panels. Examples are found in neighborhoods across the city. The intersection of Selby and Fairview, for example, is comprised of a collection of one- and two-story Brick Fronts, which housed groceries, a drugstore, and other businesses. (Today these buildings are part of a small antique and restaurant district.) Neighborhood drugstores proliferated in this

period, especially on streets such as Grand; by the 1930s, eight of the nine intersections between Dale and Lexington on Grand had corner pharmacies.

Illus.13.

Pharmacy at the corner of Earl and Maryland (058 E. Maryland). August T. Marelius was the pharmacy owner between ca. 1923 and 1946, and Walter E. Otto owned the building. Photo ca. 1930s.

Illus 14.

The basic store at the turn of the century: a west side example. Photo ca. 1925.

Masonry details on the brick front were usually limited to panels or beltcourses of patterned brick at the cornice line, entry and windows. Projecting bays or oriels at the upper story were common until about 1910. In addition to brick, stucco, and rusticated concrete block were employed for the exterior finish.

The design of the "Artistic Front Store" popular in the 1920s and through the 1940s was usually based on cottage, Spanish, Tudor, Art Deco, or Moderne motifs. Rusticated stucco and brick surfaces, gables trimmed with half-timbering all gave a domestic look to the exterior, more closely related to surrounding houses. Many gas stations were designed as small English cottages or Spanish adobes in this period. The picturesque one-story, brick and stone shop at 1795 St. Clair is among the best examples of the Artistic Front, while a number of period revival gas stations including that at 300 Snelling Avenue (ca. 1932) also remain.

The "Modern Broad front" was well suited to new retailing principles, which called for open display of merchandise. A double-width storefront, the Broadfront incorporated steel beams and columns to provide a very open façade. The façade was primarily filled with a large display window. Patented storefront materials were often applied to the façade.¹⁴

Finally, the one-story, gable-roofed building (sometimes of corrugated metal construction) with a clapboard-clad false front persisted into the twentieth century and was especially popular for businesses such as barber shops.

Illus.15.

Tom Moore Barber Shop, 1715 E. Seventh St. Photo 1958.

*Streetcars and New Suburbs: 1900-1930
Historic Resources Database*

The Historic Resources Database includes several hundred examples from this period. Although associations with streetcar nodes and various residential additions are significant, remaining historic architectural features are of most importance. Additional fieldwork to determine the best remaining examples and their significance will be needed. There are many excellent examples remaining, but many have been totally altered beyond recognition.

Illus 16.

Payne Avenue looking across Magnolia. Photo 1957. The addition of small Moderne buildings like that at right, the widening of the street, and the new lighting are of note.

Grocery Store to Supermarket: The Neighborhood Commercial Center, 1930-1950

Payne Avenue and its surroundings find themselves a very self-sufficient neighborhood . . . and is familiarly known as the downtown of northeastern Ramsey County.
St. Paul Shopper, Payne Avenue Harvest Festival Edition, September 14, 1939.

The expansion of large downtown department stores, the growth of mail order businesses such as Montgomery Ward, and changing patterns of residence and employment took a toll on some shopping streets and neighborhood commercial centers.

The growth of the chain store at the turn of the century was a significant development in national retailing practice, and many neighborhood retailers had to work diligently to remain in business.¹⁵ Some, long under-capitalized, finally gave up in the 1920s.

By 1929, national chains stores accounted for 22 percent of gross retail sales, including about 40 percent of the retail grocery business. Chain grocery store sales increased 366 percent between 1919 and 1928. Offering more goods at lower prices than independent merchants, modern, well-lighted facilities, and convenient location and parking, they appeared in many outlying areas. The chain grocery also consolidated the independent baker and meat market's products under one roof. The practice of a few firms controlling many stores also characterized drug stores, a mainstay of many commercial nodes.

St. Paul neighborhoods that developed primarily before World War tend to have more dispersed commercial buildings, while in newer, automobile-oriented, higher income areas such as Highland and Macalester-Groveland almost all stores were confined to a few high-volume streetcar corners. In Milwaukee, the Conzens explained this pattern "because of resident's desire for residential land use homogeneity and the ability to provision themselves from the outside."¹⁶

By the 1930s, planners were applying scientific principles to retail planning, and some attempted to revamp older neighborhood centers. The February 1934 *Architectural Record* showed how older shops with traditional facades might be updated with modern applications of brushed aluminum and Carrara glass.¹⁷ Before-and-after photographs in an advertisement entitled "Rejuvenation of One Old-Timer" showed a two-story Queen Anne block described as "worn, weary uninviting storefronts, gingerbread cupolas, sad-eyed windows and faded facades.. It was also shown after transformation into a Moderne block as "tenant catching, rental boosting, fresh, modern and inviting."¹⁸

Transforming the commercial center for parking needs occupied planners such as Clarence S, Stein and Catherine Bauer. In the March 1934 *Architectural Record* they noted that the neighborhood shopping center was the basic unit of city building, but it needed convenience, attractiveness, and profitability. In the depression era they analyzed the marginal profits of many traditional stores, and promoted the scientific as well as the common sense in planning retail facilities. They advocated a center that would face open spaces and tun its back to the road.

It is astounding how obstinately the stereotyped standardized form of store has persisted in spite of its inconvenience and that fact that modern practice and custom has made it obsolete in form and wasteful in use . . . The automobile has been one of the dominating features of American life for more than twenty years and yet most stores are still planned without any recognition of the needs of parking¹⁹.

Illus. 17.

Como and Carter avenues, 1909 and 1912. Photo ca. 1920. Now Milton Square.

Elaborately designed, multiple-store complexes matching the architectural style of the surrounding neighborhood had long been incorporated into new planned communities such as

Riverside, Illinois (1870) and Roland Park in Baltimore (1894). Store buildings constructed for a single, often affluent residential area appeared in many cities well into the 1920s and 1930s. However, St. Paul's single example of this type of development is the half-timbered, three-building complex at Como and Carter avenues, designed by Franklin Ellerbe in 1909 and Ellerbe and Round in 1912. (It is now Milton Square with Muffaletta, other businesses, and apartments.)

The automobile is bound to no particular route or distance The automobile shopper can easily and quickly change her shopping habits if some more distant market seems to offer better value in choice of price or goods, or in general comfort and convenience.

*Baker and Funaro, Shopping Centers: Design and Operation, 1951*²⁰

By 1932, there were over 100,000 automobiles operating in Minneapolis and St. Paul.²¹ Large signs oriented at passing cars were introduced to shopping areas, since display windows were passed too quickly to be effective.

By the 1950s the neighborhood shopping center, with a "complete" package of basic stores, selling food, pharmaceuticals, and other supplies—a facility driven by market conditions as much as by its own special circumstances—emerged as a distinct type."²²

Beginning in the 1930s, some neighborhood shopping nodes were transformed into automobile-oriented centers planned by real estate firms. While the buildings of earlier decades occupied their lots and faced the street and were developed by individual businessmen as well as real estate concerns, these centers were master-planned and functioned as an "integrated business rather than a concentration of stores."²³

Highland Village (1952), Sun Ray, and Hillcrest centers are exemplary of new shopping center developments at or near the city's edges, while Midway at Snelling and University was built in 1958 around the Montgomery Ward landmark (1921). The centers offered ample parking, separation from through traffic, and a unified commercial appearance of convenient store. The construction of Southdale in 1956 and the beginning of construction of the freeway system provided incentives for such new construction. Southdale boasted 7,000 parking spaces, 70 stores and branches of Dayton's and Donaldson's department stores under one roof.

Illus. 18.
Aerial View of Hillcrest Shopping Center, White Bear Avenue. Photograph 1959.

In many older areas in this period, especially on the East Side, neighborhood stores were razed or replaced by larger stores with ample parking on site, and fast food and drive in businesses became standard features. Many merchants completely remodeled building exteriors, covering over features such as cast iron columns with brick. Office space filled former retail stores, while upper store apartments remained popular.

Historic Resources Database

A total of twenty-eight properties are recorded in the database for the period 1930-1950. None are designated sites, although a few are included within the Dayton's Bluff or Historic Hill districts. It can be expected that some early fast-food survivors would be represented, as well as Moderne storefront remodelings.

Neighborhood Commercial Center Recommendations

The general population of neighborhood commercial buildings appears to be quite well inventoried. Over the past twenty years since the inventory was completed, however, there have been alterations as well as improvements to many of the properties. Many would not be included in the inventory now because of low integrity, while others have been uncovered.

Although a good number of 1880s examples are included in the Dayton's Bluff or Historic Hill districts, the majority of properties potentially eligible for designation are dispersed around the city. The list of architect-designed 1880s properties deserves immediate scrutiny, and a selective inventory of neighborhood commercial properties could verify other candidates possibly eligible for designation. Criteria for designating this property type could be based on architectural significance as well as the relationship to early streetcar or passenger rail developments.

The commercial storefront is among the most and most-frequently altered building types, and speed in considering designation is warranted. The various still-intact early gas stations are particularly vulnerable to redevelopment.

Many types of apartment buildings are found in and around neighborhood commercial centers. Store-and-flat or store-and-apartment combinations are a significant part of the database. A context study of this important property type will be a good companion to the present study.

Buildings Recommended for Further Designation Study

Arvidson Block
842 Rice St.
1889
L.H. Larson

Commercial Building
427 S. Wabasha
1908

Crosby Block
1956 Feronia
1888
Barber & Barber

Milton Square
(Old Fireside Inn)
2256 Como Ave.
2257 1909, 1912
F.T. Ellerbe /Ellerbe & Round

Schott Block
935-937 University
1890
G. Bergmann

Twentieth Century:

Grandview Theater
1830 Grand Ave. W.
1933, 1937
M. Wright

Hamline Apartments and Stores
726-734 Snelling Ave. N.
1929

Highland Theater
760 Cleveland S.
1939
M. Wright

Victoria Theatre
825 W. University
1915, 1925
F.H. Ellerbe

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Notes

¹ Richard Longstreth, *City Center to Regional Mall: Architecture, the Automobile, and Retailing in Los Angeles, 1920-1950* (Cambridge: MIT Press, 1997), xiv.

² James E. Vance, Jr., in Conzen and Conzen, "Geographical Structure in Nineteenth-Century Urban Retailing: Milwaukee, 1836-90," 46-47.

³ Vance, in Conzen and Conzen, 46.

⁴ A.J. Krank, "Retail District Vital to a City," *St. Paul Pioneer Press*, 8 Dec., 1922.

⁵ Michael Conzen and Kathleen Neils Conzen, "Geographical Structure in Nineteenth-Century Urban Retailing: Milwaukee, 1836-90," *Journal of Historical Geography* 5 1(1979): 45-46.

⁶ Garneth O. Peterson and Landscape Research, *The Historic Payne Avenue Business District, St. Paul, Minnesota*. Prepared for the East Side Development Company, May 1999, 7.

⁷ Peterson, 9.

⁸ Peterson, 14.

⁹ "Street Car Tickets Are Now on Sale at the Following Places of Business," *St. Paul Pioneer Press* 22 Sept. 1920.

¹⁰ Roblyn Park advertisement, *St. Paul Pioneer Press*, 25 July 1909.

¹¹ Ernest R. Sandeen, *St. Paul's Historic Summit Avenue*. (St. Paul: Living Historical Museum, Macalester College, 1978), 29-37.

¹² William Radford, *Radford's Store and Flat Buildings* (Chicago: Radford Architectural Company, 1909), 47.

¹³ Radford, 47.

¹⁴ Jan Jennings and Herbert Gottfried, *American Vernacular Interior Architecture 1870-1940* (New York: Van Nostrand Reinhold, 1988), 369-85.

¹⁵ Longstreth, 70-76.

¹⁶ Conzen and Conzen, "Geographical Structure," 64.

¹⁷ "Alteration of Small Shops," *Architectural Record* (February 1934), 168-173.

¹⁸ "Rejuvenation of One Old-Timer." *Architectural Record* (March 1934), 2.

¹⁹ Clarence S. Stein and Catherine Bauer, "Store Buildings and Neighborhood Shopping Centers," *Architectural Record* (February 1934), 184.

²⁰ G. Baker and B. Funaro, *Shopping Centers: Design and Operation*: (New York: Reinhold Publishing Company, 1951), 10.

²¹ Calvin 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), 43.

NEIGHBORHOOD COMMERCIAL CENTERS PROPERTY LIST: FROM ST. PAUL HISTORIC RESOURCES DATABASE

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
Como Dental Clinic	1520-1522 Albany Ave. W		1912				RA-SPC-0023
commercial building	824 Aldine St. N		1917				RA-SPC-0047
commercial building	915 Arcade St. N		1889				RA-SPC-0089
Arnold's Barber Shop	931 Arcade St. N		ca. 1920				RA-SPC-0091
East Side Gun Shop	935-937 Arcade St. N		ca. 1900				RA-SPC-0092
Arcade Bar/Arcade Barbershop	937 Arcade St. N		ca. 1900				RA-SPC-0093
commercial building	947 Arcade St. N		ca. 1900				RA-SPC-0094
Arcade OK Hardware	950 Arcade St. N		ca. 1925				RA-SPC-0095
Thompson Block	959 Arcade St. N		ca. 1920				RA-SPC-0096
C&C Ceramic Arts	962 Arcade St. N		1900				RA-SPC-0097
Cosmopolitan Club	965 Arcade St. N		ca. 1930				RA-SPC-0098
commercial building	971 Arcade St. N		ca. 1890				RA-SPC-0099
General Welding	974 Arcade St. N		ca. 1940				RA-SPC-0100
commercial building	992-992 1/2 Arcade St. N		ca. 1900				RA-SPC-0101
School of Chung Moo Quan	995-995 1/2 Arcade St. N		ca. 1910				RA-SPC-0102
Pulaski Hall	1003 Arcade St. N		1911				RA-SPC-0103
commercial building	1014 Arcade St. N		ca. 1900				RA-SPC-0104
Carpet Shack	1015-1019 Arcade St. N		ca. 1890				RA-SPC-0105
K&W Insurance Agency	1016 Arcade St. N		ca. 1940				RA-SPC-0106
The Bucket	1021 Arcade St. N		ca. 1888				RA-SPC-0107

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
Arcade Shade Shop	1081 Arcade St. N		1888				RA-SPC-0108
Bay Stone Carpet & Linoleum	1107-1109 Arcade St. N		1906				RA-SPC-0109
Frank Szybotha Building	1110 Arcade St. N		1919				RA-SPC-0110
gas station commercial building	1050 Arkwright St. N 449 Bay St. S		1932 ca. 1905				RA-SPC-0115 RA-SPC-0297
commercial building	503-505 Como Ave. W	Bergmann & Fischer	1886				RA-SPC-0697
commercial building	622 Como Ave. W		1911				RA-SPC-0698
commercial building	1565-1567 Como Ave. W		ca. 1930				RA-SPC-0720
Old Fireside Inn/Tamarack	2256 Como Ave W	Franklin Ellerbe (1909) Ellerbe & Round (1912)	1909-1912				RA-SPC-0732
commercial buildng	2264 Como Ave. W	Percy Dwight Bentley Charles Hausler	1914				RA-SPC-0733
commercial building	39 Concord St. E		1925				RA-SPC-0783
Palace Theatre/Astor Theatre	108 Concord St. E		1913				RA-SPC-0784
commercial building	168 Concord St. E	Millard & Ulrici	1885				RA-SPC-0785
commercial building commercial building	201 Concord St. E 88 Cook Ave. W	Andrew P. Huldeen	1885 1907				RA-SPC-0786 RA-SPC-0823
grocery store	773 Cortland Pl. N		1913				RA-SPC-0825
commercial building	449 Bay St. S		ca. 1905				RA-SPC-0297
G. Capeti and Company Meat Market	260 Burgess St. W		1915				RA-SPC-0397
Highland Theater commercial building	760 Cleveland Ave. S 503-505 Como Ave. W	Myrtus T. Wright Bergmann & Fischer	1939 1886				RA-SPC-0644 RA-SPC-0697
commercial building	622 Como Ave. W		1911				RA-SPC-0698

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
commercial building	1565-1567 Como Ave. W		ca. 1930				RA-SPC-0720
Sweeny's General Store	96 Dale St. N	A.M. Radcliffe	1886				RA-SPC-0872
gas station	631 Dale St. N		ca. 1929				RA-SPC-0880
commercial building	659 Dale St. N		1899				RA-SPC-0881
commercial building	691 Dale St. N		1907				RA-SPC-0882
commercial building	1088 Dale St. N		1925				RA-SPC-0883
commercial building	374 Dayton Ave. W	H.A. Sullwood	ca. 1880				RA-SPC-0914
commercial building	376-378 Dayton Ave. W	A. M. Radcliffe	1884				RA-SPC-0916
commercial bldg/apartment	1019 Edgerton St. N		1885/1888				RA-SPC-1133
commercial building	1230 Edgerton St. N		1889				RA-SPC-1136
commercial building	451 Fairview Ave. N		1926				RA-SPC-1250
G.N.R.W. Depot (moved)	1048 Everett Ct.		ca. 1888				RA-SPC-1194
Crosby Block	1956 Feronia Ave.	Barber & Barber	1888				RA-SPC-1283
commercial building	1110 Forest St. N		1907				RA-SPC-1302
commercial building	208 Grand Ave. W		ca. 1895				RA-SPC-1313
commercial building	638 Grand Ave. W		1928				RA-SPC-1334
commercial building	640-644 Grand Ave.		ca. 1915	Y			RA-SPC-1335
commercial building	867 Grand Ave. W		1915				RA-SPC-1345
commercial building	1037-1039 Grand Ave. W	Charles Pear	1912				RA-SPC-1352
commercial building	1661-1669 Grand Ave. W	Charles A. Wallingford	1891				RA-SPC-1371
commercial building	1676 Grand Ave. W		1917				RA-SPC-1372
commercial building	1816-1818 Grand Ave. W		1913				RA-SPC-1374
commercial building	1820 Grand Ave. W	M.A. Wright	1922				RA-SPC-1375
Grandview Theater	1830 Grand Ave. W	M.A. Wright	1933				RA-SPC-1376

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
commercial building	216 Front Ave. W		1887				RA-SPC-1396
commercial building	228 Front Ave. W		ca. 1900				RA-SPC-1397
service station	320 Front Ave. W		1932				RA-SPC-1401
Como Building	1038 Front Ave. W		1913				RA-SPC-1410
commercial building	1039 Front Ave. W		1894				RA-SPC-1411
commercial building	1041 Front Ave. W		1925				RA-SPC-1412
commercial building	65 George St. W		1896				RA-SPC-1469
commercial building	999-1001 Hudson Rd. E		1907				RA-SPC-1858
barber shop	1944 Ivy Ave. E		ca. 1910				RA-SPC-1977
Ackerman Brothers Saloon and Grocery Store	780 Jackson St. N	Bergmann & Fischer	1886				RA-SPC-1985
Samuel Rossi Grocery Store	258 Maria Ave. N		1926				RA-SPC-2019
Deluxe Theatre	287-289 Maria Ave.		1914				RA-SPC-2031
John Martin Block	291-295 Maria Ave. N		1910				RA-SPC-2032
John Martion Block	297-299 Maria Ave. N		1913				RA-SPC-2033
Phillips 66 Service Station	305 Maria Avenue N.		1980s				RA-SPC-2034
Miller Store & Flats	348 Maria Ave. N		1884				RA-SPC-2047
Schoch Building	374 Maria Ave. N	A. F. Gauger	1885				RA-SPC-2057
Louis Deutsch Garage	204 Bates Ave. N		ca. 1925				RA-SPC-2063
Schacht Block	208-212 Bates Ave. N	Charles Newhausen					RA-SPC-2064
professional building	211-213 Bates Ave. N		1926				RA-SPC-2065
commercial building	217-219 Bates Ave. N		1887				RA-SPC-2066
Schornstein Garage	218 Bates Ave. N		1912				RA-SPC-2067
commercial building	229 Bates Ave. N		1884				RA-SPC-2070
commercial building	300 Bates Ave. N		1913				RA-SPC-2093
commercial building	321 Bates Ave. N						RA-SPC-2098
Houchen Filling Station	666 Arcade St. N		ca. 1928				RA-SPC-2253
commercial building	805 Hudson Road		1980s				RA-SPC-2282

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
commercial building	841 Hudson Road		1940s				RA-SPC-2283
service station	847 Hudson Road		1929				RA-SPC-2284
Franke Store and Apartments	698 Wilson Ave.		1882				RA-SPC-2311
Schornstein Grocery & Saloon	707 Wilson Ave. E		1884	Y			RA-SPC-2317
commercial building	921 Euclid St. E		1884				RA-SPC-2398
commercial building	679-681 Third St. E		1906-1914				RA-SPC-2484
The Honky Tonk	683 Third St. E		1890				RA-SPC-2485
commercial building	687-689 Third St. E		1890				RA-SPC-2486
Country Club Supermarket	688 Third St. E		1971				RA-SPC-2487
Poppe Grocery Store	691 Third St. E		1886				RA-SPC-2488
Roma Bakery	705 Third St. E		ca. 1953				RA-SPC-2492
Funk Building	743 Third St. E	Wm. Gauger	1885				RA-SPC-2508
Schrankler Filling Station	744 Third St. E		1931				RA-SPC-2509
Wiklein Building	745-747 Third St. E	Kirchoff & Rose (Milwaukee)	1903				RA-SPC-2510
commercial building	940 Third St. E						RA-SPC-2569
Kern Grocery Store	879 Fremont Ave.		1885				RA-SPC-2592
Phillips Service Station	652 Sixth St. E		1967				RA-SPC-2755
commercial building	674 Sixth St. E		1946				RA-SPC-2756
Deluxe Phillips 66 Service	705 Seventh St. E		1940				RA-SPC-2816
commercial building	712 Seventh St. E		1930				RA-SPC-2817
Dornfield Bros. Feed Store	723 Seventh St. E		1884				RA-SPC-2820
Frank Blechinger Duplex	724 Seventh St. E		ca. 1915				RA-SPC-2821
Northwestern Cigar Factory	725 Seventh St. E		1884				RA-SPC-2822
Stutzman Block	727-737 Seventh St. E	A.F. Gauger	1885				RA-SPC-2823
office building	740 Seventh St. E		moderne				RA-SPC-2824

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
Mother's Friend Launderers & Cleaners	742 Seventh St. E						RA-SPC-2825
apartment	746 Seventh St. E		1950s				RA-SPC-2826
professional building	750 Seventh St. E		1950s				RA-SPC-2827
Home for the Friendless	753 Seventh St. E		1916				RA-SPC-2828
Crown Auto Store	754 Seventh St. E		1977				RA-SPC-2829
commercial building	762 Seventh St. E		1921				RA-SPC-2830
duplex	769 Seventh St. E		1907				RA-SPC-2831
Dayton's Bluff Building Association Clubhouse	770 Seventh St. E	Hermann Kretz	1907				RA-SPC-2832
Dr. William Dinwoodie Duplex	771-773 Seventh St. E		1905				RA-SPC-2833
Concord Steam Laundry	776 Seventh St. E		1929				RA-SPC-2834
general store	777 Seventh St. E		1916				RA-SPC-2835
E. Nordquist & Co. Store	779 Seventh St. E		1911				RA-SPC-2836
Dayton's Bluff Post Office	781 Seventh St. E		1915				RA-SPC-2837
7-Eleven	782 Seventh St. E		1978				RA-SPC-2838
Donut House	785 Seventh St. E		1976				RA-SPC-2839
commercial building	786-788 Seventh St. E		1909				RA-SPC-2840
commercial building	790 Seventh St. E		1924				RA-SPC-2841
garage	790 Seventh St. E		1916				RA-SPC-2842
commercial building	794 Seventh St. E		1912				RA-SPC-2843
Edmund Fuchs Drug Store	796 Seventh Street		1919				RA-SPC-2844

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
Wilwer Grocery & Flats	798 Seventh St. E		1885				RA-SPC-2845
commercial building	800 Seventh St. E		1936				RA-SPC-2846
commercial building	806 Seventh St. E						RA-SPC-2847
commercial building	816 Seventh St. E						RA-SPC-2849
commercial building	824-826 Seventh St. E		1921				RA-SPC-2850
Kellerman Store & House	828 Seventh St. E		1887				RA-SPC-2851
commercial building	348 Prior Ave. N.	Peter Linhoff	1912				RA-SPC-3020
commercial building	366 Prior Ave. N.	Louis Lockwood	1904				RA-SPC-3021
White Castle	505 Rice St. N.		1962				RA-SPC-3056
commercial building	516-518 Rice St. N.	George Bergmann	1889				RA-SPC-3057
commercial building	520 Rice St. N.		1889				RA-SPC-3058
commercial building	550-552 Rice St. N.		1884				RA-SPC-3059
commercial building	818-820 Rice St. N.		ca. 1890				RA-SPC-3061
commercial building	870 Rice St. N.		1893				RA-SPC-3065
Arvidson Block	842 Rice St. N.	L.H. Larson	1889				RA-SPC-3067
commercial building	843 Rice St. N.		1922				RA-SPC-3068
commercial building	849 Rice St. N.		ca. 1885				RA-SPC-3069
commercial building	879 Rice St. N.		ca. 1889				RA-SPC-3070
commercial building	884-886 Rice St. N.		ca. 1885				RA-SPC-3072

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
commercial building	888 Rice St. N.		1890				RA-SPC-3073
Hoffman Block	900 Rice St. N.		1914				RA-SPC-3074
commercial building	919-920 Rice St. N.		ca. 1880				RA-SPC-3075
commercial building	924-926 Rice St. N.		1908				RA-SPC-3076
commercial building	934-936 Rice St. N.		ca. 1915				RA-SPC-3077
commercial building	940 Rice St. N.		ca. 1920				RA-SPC-3079
commercial building	954 Rice St. N.		ca. 1890				RA-SPC-3081
commercial building	961-965 Rice St. N.		1890-1894				RA-SPC-3082
commercial building	984 Rice St. N.		ca. 1890				RA-SPC-3085
Thomsen Store	893 Randolph Ave. W.		1886				RA-SPC-3115
Schmidt Building	917 Randolph Ave. W.		1885				RA-SPC-3116
commercial building	918 Raymond Ave. N.		ca. 1900				RA-SPC-3144
residence/groc	226 Ryan Ave. W.		1860s				RA-SPC-3227
Dakotah Building	366-374 Selby Ave. W.		1889	Y			RA-SPC-3236
commercial building	367-371 Selby Ave. W.		1908	Y			RA-SPC-3237
office building	401 Selby Ave. W.		1968	Y			RA-SPC-3238
commercial building	452-454 Selby Ave. W.		1904	Y			RA-SPC-3243
commercial building	495-499 Selby Ave. W.	William Thomas	1889	Y			RA-SPC-3247
commercial building	504 Selby Ave. W.	J.W. Stevens	1904	Y			RA-SPC-3249

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
commercial building	515-525 Selby Ave. W.		1922	Y			RA-SPC-3250
commercial building	526-530 Selby Ave. W.		1913	Y			RA-SPC-3251
commercial building	606-608 Selby Ave. W.		ca. 1887/ 1915	Y			RA-SPC-3262
commercial building	612-618 Selby Ave. W. (also 164 Dale St. N.)	Walter MacLeith	1915	Y			RA-SPC-3263
commercial building	778 Selby Ave. W.		1908				RA-SPC-3269
commercial building	861-863 Selby Ave. W. (also 175 Victoria St. N.)		1926				RA-SPC-3278
commercial building	862 Selby Ave. W.	J.H. Wheeler	1916				RA-SPC-3279
commercial building	1160 Selby Ave. W.	J.F. Fischer	1907				RA-SPC-3283
commercial building	1558-1570 Selby Ave. W.	Charles Bassford	1922				RA-SPC-3292
commercial building	1581-1590 Selby Ave. W.		1914				RA-SPC-3293
commercial building	1668 Selby Ave. W.		1915				RA-SPC-3296
commercial building	1669-1671 Selby Ave. W.		1910				RA-SPC-3297
commercial building	1750-1754 Selby Ave. W.		1918				RA-SPC-3299
Park Garage	1759 Selby Ave. W.	Charles Pear	1911				RA-SPC-3300
commercial building	1811-1819 Selby Ave. W.		1926				RA-SPC-3301
commercial building	1816 Selby Ave. W.	E.C. Haley	1910				RA-SPC-3302
commercial building	500-502 Sherburne Ave. W.		1887				RA-SPC-3329
commercial building	164 Snelling Ave. N.		1927				RA-SPC-3415
commercial building	167 Snelling Ave. N.		1929				RA-SPC-3416
commercial building	170 Snelling Ave. N.		1908				RA-SPC-3417
commercial building	187 Snelling Ave. N.	H.A. Sullwold	1922				RA-SPC-3418
commercial building	304 Snelling Ave. N.	C H. Johnston, Sr.	1913				RA-SPC-3420

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
commercial building	308 Snelling Ave. N.		ca. 1930-1940				RA-SPC-3421
commercial building	512 Snelling Ave. N.		1915				RA-SPC-3423
service station	666 Snelling Ave. N.		1940				RA-SPC-3426
commercial building	689 Snelling Ave. N.	Alban & Hausler	1912				RA-SPC-3427
service station	360 Snelling Ave. S.		ca. 1940				RA-SPC-3439
Highland Park Apartments	482-496 Snelling Ave. S.		1925				RA-SPC-3440
St. Albans Grocery	573 St. Albans St. N.		1898				RA-SPC-3447
service station	1400 St. Clair Ave. W.		1927/ 1936				RA-SPC-3482
grocery store	1457-1459 St. Clair Ave. W.		1926				RA-SPC-3483
service station, auto sales facility	1540 St. Clair Ave. W.		1926				RA-SPC-3484
commercial building	1552-1558 St. Clair Ave. W.		1926				RA-SPC-3485
St. Clair Theater	1560 St. Clair Ave. W.	George Blewett	1923				RA-SPC-3486
commercial building	364-372 St. Peter St. N.		ca. 1940				RA-SPC-3494
commercial building	Starkey St. S. (near Wabasha Bridge)		ca. 1910				RA-SPC-3521
Lau Brothers Grocery	593-595 Stryker Ave. S.		1886				RA-SPC-3561
commercial building	878 Stryker Ave. S.		ca. 1930				RA-SPC-3565
saloon/ house	398 Superior St. W.		1885/ 1911				RA-SPC-3806
grocery store	749 Tatum St. N.		1906				RA-SPC-3823
commercial building	579 Thomas Ave. W.		1886				RA-SPC-3833
commercial building	1584 Thomas Ave. W. (547-549 Snelling Ave. N.)		1923				RA-SPC-3842
commercial building	310-312 University Ave. W.		1889				RA-SPC-3874
Spence Building	154-160 University Ave. W.		1909				RA-SPC-3870
Verdi Theatre	302 University Ave. W.		1913				RA-SPC-3873
commercial building	310-312 University Ave. W.		1889				RA-SPC-3874
Clark Group	417 University Ave. W.		1976				RA-SPC-3879
commercial building	441-443 University Ave. W.		1906				RA-SPC-3880

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
gas station	703 University Ave. W.		1923				RA-SPC-3888
Owens Motor Company	709 Univesity Ave. W.		1934				RA-SPC-3889
gas station	741 University Ave. W.		1917				RA-SPC-3890
plumber's store	781-783 University Ave. W.		1911				RA-SPC-3891
Victoria Theater	825 University Ave. W.	Ellerbe	1915				RA-SPC-3892
Star Wet Wash Laundry	839-845 University Ave. W.		1923				RA-SPC-3893
store	856-858 University Ave. W.		1940				RA-SPC-3894
Brioschi-Minuti Sculptors showroom & studio	908 University Ave. W. .	Minuti	1922				RA-SPC-3895
M. Schott Building	935-937 University Ave. W.		1890				RA-SPC-3897
Curtis Printing Company	1000-1010 University Ave. W.	J. Walter Stevens	1912-1945				RA-SPC-3898
auto sales and service	1013 University Ave. W.		ca. 1945				RA-SPC-3899
White Castle	1087 University Ave. W.		1936				RA-SPC-3900
Prom Ballroom (razed)	1192 University Ave. W.		ca. 1940				RA-SPC-3901
Central Supply Company	1210 University Ave. W.		1923				RA-SPC-3902
St. Paul Casket Company	1222 University Ave. W. .	H. Allen Stem	1922				RA-SPC-3903
Midway Chevrolet	1389-1399 University Ave. W.		1928/ 1947				RA-SPC-3904
Montgomery Ward & Co. (razed)	1400 University Ave. W.		1920				RA-SPC-3905
Tip Top Tavern	1415 University Ave. W. .	Wermer Wittkamp	1924				RA-SPC-3906
Mowrey Building	1435 University Ave. W.		1911				RA-SPC-3907
commercial building	1437-1439 University Ave. W.		1926				RA-SPC-3908

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
Westerlin Campbell Company	1457-1459 University Ave. W.		1926				RA-SPC-3909
Ashton Building	1547-1551 University Ave. W.	Mather & Fleischbein	1921				RA-SPC-3910
commercial building	1569 University Ave. W.		1907				RA-SPC-3911
commercial building	1577-1579 University Ave. W.		1934				RA-SPC-3912
commercial building	1580-1602 University Ave. W.		1907				RA-SPC-3913
commercial building	1601 University Ave. W.		1922				RA-SPC-3915
commercial building	1625-1631 University Ave. W.		1922/ 1947				RA-SPC-3916
store	1639 University Ave. W.		1933				RA-SPC-3917
commercial building	1720-1724 University Ave. W.		1916				RA-SPC-3919
commercial building	1728 University Ave. W.		1907				RA-SPC-3920
Griggs & Cooper Company	1821 University Ave. W.		1911				RA-SPC-3923
Northwest Sanitary Supply	1845 University Ave. W.		1939				RA-SPC-3924
commercial building	1865 University Ave. W.		1945				RA-SPC-3925
Krank Building	1885 University Ave. W.	Toltz, King	1926	Y			RA-SPC-3927
Minnesota Transfer Railway	2021 University Ave. W.		ca. 1910				RA-SPC-3928
commercial building	2111 University Ave. W.		ca. 1950				RA-SPC-3929
hotel	* 2144 University Ave. W.		1915				RA-SPC-3930

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
commercial building	2295 University Ave. W.		ca. 1900				RA-SPC-3934
Louis F. Dow Company	2242 University Ave. W.		ca. 1920				RA-SPC-3935
Minneapolis Street Railway Co. Streetcar Barns	2324 University Ave. W.	Chas Ferron	1891				RA-SPC-3936
Simmons Manufacturing Co.	2341 University Ave. W. .	Buechner & Orth	1909				RA-SPC-3937
Brown-Jaspers Store Fixtures	2441 University Ave. W. .	Bertrand Chamberlain	1930				RA-SPC-3944
Overland Stoves Company	2572 University Ave. W.		1915				RA-SPC-3945
office building	2610 University Ave. W.		ca. 1925				RA-SPC-3946
Bruce Publishing Company	2642 University Ave. W.		1930				RA-SPC-3948
commercial building	995 Van Slyke Ave. W.		1910				RA-SPC-3964
commercial building	1459 Jefferson Ave. W		1922				RA-SPC-4007
store/apartment commercial building	434-438 Lafond Ave. W 1144 Marion St. N		1890 ca. 1895				RA-SPC-4104 RA-SPC-4420
gas station	360 Marshall Ave. W		ca. 1925				RA-SPC-4430
O'Connor's Filling Station	1344 Marshall Ave. W		1928				RA-SPC-4472
Tracy Oil Co. commercial building	1345 Marshall Ave. W 2044-2048 Marshall Ave. W		1930 1922				RA-SPC-4473 RA-SPC-4500
commercial building	2056 Marshall Ave. W		1911				RA-SPC-
commercial building	618-620 Minnehaha Ave. E		1885				RA-SPC-4595
commercial building	631-633 Minnehaha Ave. E		1911				RA-SPC-4596
commercial building	297 Ohio St. S		ca. 1887				RA-SPC-4760
Ohio Theater	510 Ohio St. S		1914				RA-SPC-4764

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
commercial building	544-548 1/2 Ohio St. S		1884				RA-SPC-4765
commercial building	678 Ohio St. S		1911				RA-SPC-4768
commercial building	631 Orleans St. S						RA-SPC-4787
grocery store	1337-1339 Pascal Ave. N		1928				RA-SPC-4864
Arlington Pub	721 Payne Ave. N		1933				RA-SPC-4978
commercial building	751 Payne Ave. N		1886				RA-SPC-4979
commercial building	753 Payne Ave. N		ca. 1890				RA-SPC-4980
Froiseth Building	754 Payne Ave. N		1887				RA-SPC-4981
commercial building	820 Payne Ave. N		ca. 1890				RA-SPC-4982
Payne Avenue Commercial Historic District	822- 1015 Payne Ave. N				Y		RA-SPC-4983
commercial building	826 Payne Ave. N		ca. 1900		Y		RA-SPC-4984
commercial building	848 Payne Ave. N		ca. 1910		Y		RA-SPC-4985
commercial building	858 Payne Ave. W		1885		Y		RA-SPC-4986
commercial building	861 Payne Ave. N		ca. 1900		Y		RA-SPC-4987
bar	870 Payne Ave. N		ca. 1900		Y		RA-SPC-4988
commercial building	872-880 Payne Ave. N		1892		Y		RA-SPC-4989
commercial building	879-883 Payne Ave. N		1900		Y		RA-SPC-4990
commercial building	882-884 Payne Ave. N		1884		Y		RA-SPC-4991
commercial building	888 Payne Ave. N		1910		Y		RA-SPC-4992
commercial building	900 Payne Ave. N		ca. 1915		Y		RA-SPC-4993

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
Nelson's Motor Service	902 Payne Ave. N		1940		Y		RA-SPC-4994
commercial building	905 Payne Ave. N		ca. 1885		Y		RA-SPC-4995
commercial building	9080 Payne Ave. N		1888		Y		RA-SPC-4996
commercial building	923 Payne Ave. N		ca. 1885		Y		RA-SPC-4997
commercial building	927 Payne Ave. N		1895		Y		RA-SPC-4998
commercial building	932 Payne Ave. N		1900		Y		RA-SPC-4999
Hill Market	176-182 Western Ave. N.	William Castner	ca. 1884/ 1886	Y			RA-SPC-5027
store & apartments	191 Western Ave. N.		1887	Y			RA-SPC-5028
commercial building	608 Western Ave. N.		1885				RA-SPC-5035
commercial building	720 Western Ave. N.	Bergmann and Fisher	1885				RA-SPC-5038
store, apartments	779 Wheelock Pkwy. W.		1916				RA-SPC-5067
commercial building	698 Wilson Ave. E.						
Schornstein Grocery & Saloon	707 Wilson Ave. E./ 223 Bates Ave. N.		1884				RA-SPC-5087
commercial building	877 Wilson Ave. E.		1885				RA-SPC-5088
commercial building	130-132 Winifred St. W.		ca. 1915				RA-SPC-5105
commercial building	743 3rd St. E.	William Gauger	1885				RA-SPC-5210
commercial building	745-747 3rd St. E.	Kirchoff & Rose	1903				RA-SPC-5211
commercial building	800 3rd St. E.		1887				RA-SPC-5213
store	896 3rd St. E.		1892				RA-SPC-5215

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
commercial building	938-940 3rd St. E.		1899				RA-SPC-5216
commercial	195 Old 6th St. W.		1925				RA-SPC-5284
commercial building	340-342 6th St. W.		ca. 1925				RA-SPC-5288
commercial building	201-203 Seventh St. W. (Fort Rd.)	E. Donahue	1899				RA-SPC-5289
commercial building	211-219 Seventh St. W.		ca. 1883				RA-SPC-5290
law office	222 Seventh St. W. (Fort Rd.)		ca. 1885/1920s				RA-SPC-5291
law office	224 Seventh St. W. (Fort Rd.)		1886/1920s				RA-SPC-5292
Smith Building	225-229 1/2 Seventh St. W. (Fort Rd.)		1888				RA-SPC-5293
J. H. Nickel's Restaurant	249-253 Seventh St. W. (Fort Rd.)		1908				RA-SPC-5294
commercial building	250 Seventh St. W. (Fort Rd.)		ca. 1900/ca. 1940				RA-SPC-5295
Justus C. Ramsey House	252 Seventh St. W. (Fort Rd.)		ca. 1855-1857	Y			RA-SPC-5296
commercial building	254 Seventh St. W.		ca. 1930				RA-SPC-5297
Sauerwein Building	261-265 Seventh St. W. (Fort Rd.)	Herman Kretz	1895	Y			RA-SPC-5298
Louise Building	267-269 Seventh St. W. (Fort Rd.)	E.P Bassford	1885	Y			RA-SPC-5299
Rochat Building	273-277 Seventh St. W. (Fort Rd.)	William Castner	1885	Y			RA-SPC-5301
bar	329 Seventh St. W. (Fort Rd.)	M.L. Weiser	1890				RA-SPC-5302
Gem Theater	401 Seventh St. W.		ca. 1915				RA-SPC-5304
commercial building	449 Seventh St. W. (Fort Rd.)		1883				RA-SPC-5305
Otto W. Roland Building	455-459 Seventh St. W. (Fort Rd.)	John Fischer	1891				RA-SPC-5306
commercial building	469 Seventh St. W. (Fort Rd.)		ca. 1910				RA-SPC-5307
commercial building	477 Seventh St. W. (Fort Rd.)		ca. 1885-1890				RA-SPC-5308

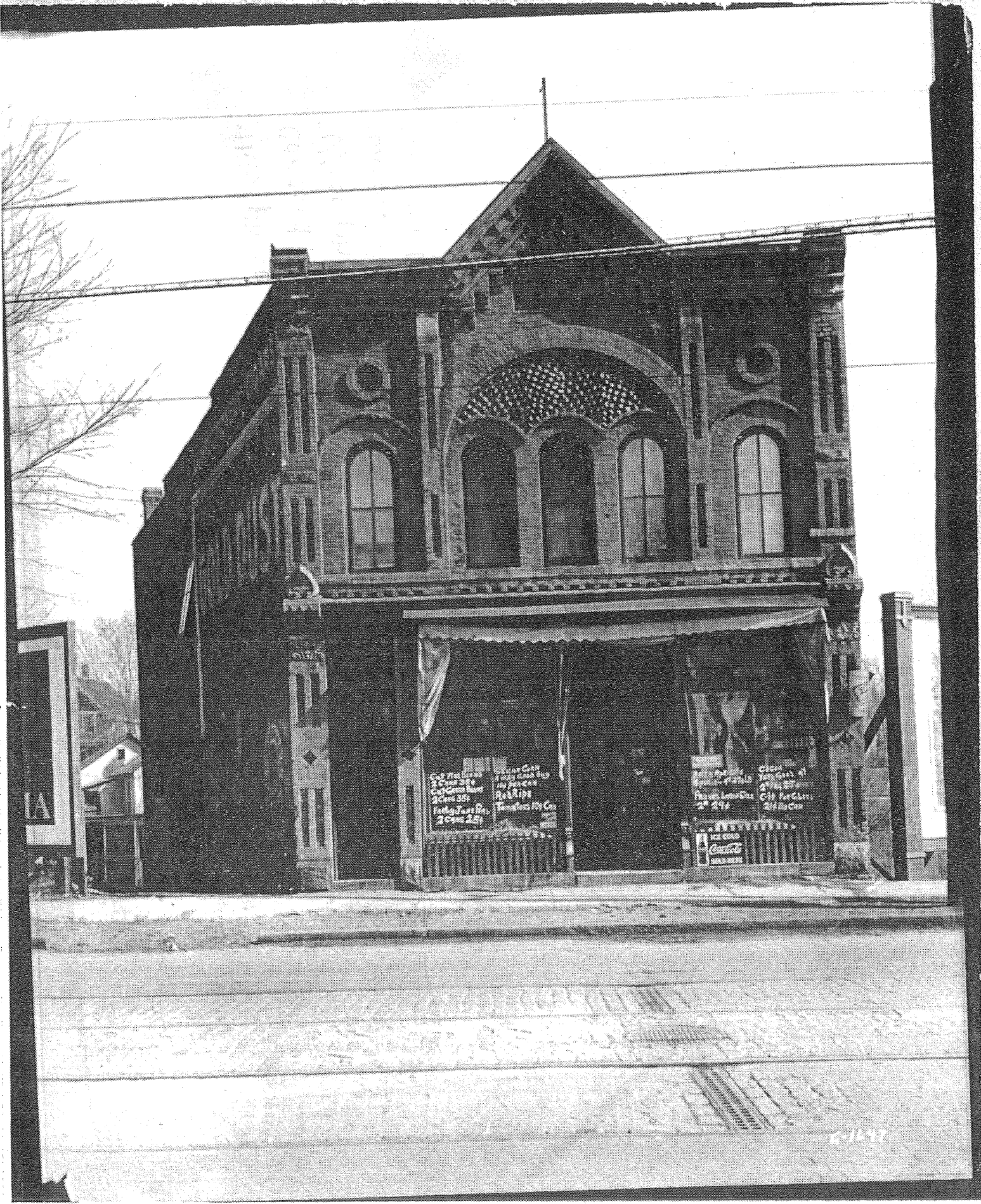
PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
commercial building	479 Seventh St. W. (Fort Rd.)		ca. 1880				RA-SPC-5309
apartment	ca. 553 Seventh St. W. (Fort Rd.)		1891				RA-SPC-5310
residence	557 Seventh St. W. (Fort Rd.)		ca. 1885				RA-SPC-5311
Godbout and Sons Mortuary	560 Seventh St. W. (Fort Rd.)		1940				RA-SPC-5312
service station	675 Seventh St. W. (Fort Rd.)		ca. 1935				RA-SPC-5315
Weber's Family Liquor Store	925 Seventh St. W. (Fort Rd.)		1886				RA-SPC-5319
meat market	943-945 Seventh St. W. (Fort Rd.)		1906				RA-SPC-5320
commercial building	951-957 Seventh St. W. (Fort Rd.)		1913				RA-SPC-5321
commercial building	961-965 Seventh St. W. (Fort Rd.)	A.F. Gauger	1884				RA-SPC-5322
saloon/apartments	974 Seventh St. W. (Fort Rd.)		ca. 1887				RA-SPC-5323
café/apartments	976 Seventh St. W. (Fort Rd.)		1922				RA-SPC-5324
shoe store/ apartments	987-989 Seventh St. W. (Fort Rd.)		1885				RA-SPC-5325
Machovec Building	999 Seventh St. W. (Fort Rd.)	Herman Kretz	1893				RA-SPC-5326
Pilney's	1032 Seventh St. W.	Charles Hausler ('35)	1912/ 1935				RA-SPC-5327
Ayd Hall	1033 Seventh St. W. (Fort Rd.)	Bergmann & Fischer	1887				RA-SPC-5328
Edward Ayd Building	1093 Seventh St. W. (Fort Rd.)		1883				RA-SPC-5333
grocery store and apartments	1095 Seventh St. W. (Fort Rd.)		1885				RA-SPC-5334
stores/apartments	1099-1105 Seventh St. W. (Fort Rd.)		1905				RA-SPC-5335
grocery store/ apartments	1148 Seventh St. W. (Fort Rd.)		1884/ca. 1940				RA-SPC-5336

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
Horejs Bakery	1163-1165 Seventh St. W. (Fort Rd.)		1891/ca. 1930				RA-SPC-5338
saloon/ apartments	1169-1171 Seventh St. W. (Fort Rd.)		1884/ca. 1930				RA-SPC-5340
store/ apartments	ca. 1184 Seventh St. W. (Fort Rd.)		ca. 1915				RA-SPC-5343
Boehm Building	1217 Seventh St. W. (Fort Rd.)		1905				RA-SPC-5344
New Palace Theater/ St. Francis Hotel	9 Seventh Pl.		1915-1916				RA-SPC-5360
Cardoza Furniture	84 Seventh St. E.	Ellerbe	1931				RA-SPC-5361
store & apartment	1179-1181 Seventh St. E.	Matley & Garlough	1890				RA-SPC-5392
Eschbach Meat Market	1188 Seventh St. E.		1892				RA-SPC-5393
commercial building	1 Water St. W.		ca. 1900				RA-SPC-5492
commercial building	938 Payne Ave. N		ca. 1890		Y		RA-SPC-5500
commercial building	941 Payne Ave. N		ca. 1915		Y		RA-SPC-5501
commercial building	943 Payne Ave. N		1890		Y		RA-SPC-5502
commercial building	955 Payne Ave. N		ca. 1910		Y		RA-SPC-5503
commercial building	936 Payne Ave. N		1910		Y		RA-SPC-5504
commercial building	960 Payne Ave. N		1886		Y		RA-SPC-5505
Payne Avenue State Bank	961-963 Payne Ave. N	W.L. Alban	1923		Y		RA-SPC-5506
commercial building	973 Payne Ave. N		1889		Y		RA-SPC-5507
G.A. Johnson Building	987-989 Payne Ave. N		1897		Y		RA-SPC-5508
commercial building	991-993 Payne Ave. N	Laurence and Larson	1889		Y		RA-SPC-5509
Palm Theater	999-1001 Payne Ave. N		1909		Y		RA-SPC-5510

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commercial building	1016-1018 Payne Ave. N		ca. 1900				RA-SPC-5511
commercial building	1037 Payne Ave. N		ca. 1915				RA-SPC-5512
commercial building	1068-1070 Payne Ave. N		1910				RA-SPC-5513
commercial building	1080 Payne Ave. N		ca. 1890				RA-SPC-5514
Payne Avenue Home Bakery	1097 Payne Ave. N		1911				RA-SPC-5516
Masonic Lodge	1100 Payne Ave. N		1919				RA-SPC-5517
commercial building	1105 Payne Ave. N		1922				RA-SPC-5518
commercial building	1110 Payne Ave. N		1911				RA-SPC-5519
Swedish Evangelical Free Church	1114 Payne Ave. N		1902;1949				RA-SPC-5520
commercial building	1535 Marshall Ave. W		1934				RA-SPC-4476
commercial building	1134 Payne Ave. W		1925				RA-SPC-5523
Skelly Station	1138 Payne Ave. N		1925				RA-SPC-5524
Froiseth House	1153 Payne Ave. N		1889				RA-SPC-5525
East Immanuel Norwegian Evangelical Lutheran Church	1173 Payne Ave. N		1925-1931				RA-SPC-5526
commercial building	1194-1200 Payne Ave. N		ca. 1940				RA-SPC-5527
commercial building			1904				RA-SPC-5528
Engine Company #17	1226 Payne Ave. N		1929				RA-SPC-5529
commercial building	1260 Payne Ave. N		ca. 1890				RA-SPC-5530
commercial building	1269-1273 Payne Ave. N		ca. 1895				RA-SPC-5533

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
Alm Building	1321 Payne Ave. N		1926-1927				RA-SPC-5535
grocery store	1380-1382 Payne Ave. N		1921				RA-SPC-5539
commercial building	179 Seventh St. E.		ca. 1875				RA-SPC-5362
commercial building	195-199 Seventh St. E.		pre-1889				RA-SPC-5363
commercial building	212 Seventh St. E. (western building)	D.W. Millard	1884				RA-SPC-5364
commercial building	224 Seventh St E. (middle building)		pre-1887				RA-SPC-5366
commercial building (razed)	237 Seventh St. E.		ca. 1930				RA-SPC-5367
commercial building	241 Seventh St. E.		ca. 1900/ ca. 1950				RA-SPC-5368
commercial building	252 Seventh St. E. (western building)		1860s/1880s				RA-SPC-5369
commercial building	256 Seventh St. E. (eastern building)		1880s				RA-SPC-5370
O'Connor Building	264-266 Seventh St. E.	E. W. Ulrici	1887				RA-SPC-5371
commercial building	278 Seventh St. E.		ca. 1960				RA-SPC-5372
George E. Hess Building	447-449 Seventh St. E.		1883				RA-SPC-5374
Dornfeld Brothers Co.	723 Seventh St. E.		1884				RA-SPC-5377
commercial building	725 Seventh St. E.		1884				RA-SPC-5378
W. F. Stutzman Building	727-737 Seventh St. E.	A. F. Gauger	1885				RA-SPC-5379
diner	800 Seventh St. E.		1936				RA-SPC-5381
liquor store/ apartments	823 Seventh St. E.		1905				RA-SPC-5382

PROPERTY NAME	ADDRESS	Arch/Bldr	Date Built	NRHP	CEF	DOE/Dist	Inventory Number
commercial building	959-963 Seventh St. E.		ca. 1880				RA-SPC-5386
commercial building	1044 Seventh St. E.		1884				RA-SPC-5387
Fords	1120 Seventh St. E.		ca. 1925				RA-SPC-5388
Needels Building	1166-1168 Seventh St. E.		1911				RA-SPC-5390
store & apartment	1179-1181 Seventh St. E.	Matley & Garlough	1890				RA-SPC-5392
Eschbach Meat Market	1188 Seventh St. E.		1892				RA-SPC-5393
commercial building	427 Wabasha St. S.		1908				RA-SPC-5459
commercial building	1061 Rice St. N.		ca. 1880				RA-SPC-3088
North End Improvement Club	1079 Rice St. N.		1928				RA-SPC-3089
commercial building	1086 Rice St. N.		ca. 1915				RA-SPC-3090
commercial building	1096 Rice. St. N.		ca. 1925				RA-SPC-3091
commercial building	1108 Rice St. N.		1912				RA-SPC-3092
commercial building	1110-1114 Rice St. N.		ca. 1915				RA-SPC-3093
commercial building	1116-1118 Rice St. N.		ca. 1910				RA-SPC-3094
commercial building	1122 Rice St. N.		ca. 1920				RA-SPC-3096
commercial building	1138-1140 Rice St. N.		ca. 1920				RA-SPC-3097



Co. 100 lbs 2 Cans 20¢
Co. 50 lbs 2 Cans 35¢
Baby Food 2 Cans 25¢
Coca Cola 8 cans 25¢
Royal Baking Powder 2 Cans 25¢
Tombac 10¢ Can

Co. 100 lbs 2 Cans 20¢
Co. 50 lbs 2 Cans 35¢
Baby Food 2 Cans 25¢
Coca Cola 8 cans 25¢
Royal Baking Powder 2 Cans 25¢
Tombac 10¢ Can



MRZ.9
SPB.16
P72

Whistler's Grocery Store in J. Grassinger Bldg.
379 Concord -
ca. 1930

1880-B

This photo of Whistler's Grocery Store on Concord is dated by its resemblance to other photos taken in the immediate area.

The building was erected by J. Grassinger in 1887.

1. St. Paul. Businesses Grassinger J. Bldg.
2. Grocers
3. St. Paul. West Side.

PHOTOGRAPHER: C. P. GIBSON

DONOR: HELEN WRIGHT, ST. PAUL, 1966.

diag

MRZ 9
SPB.16
P72

Whistler's Grocery store in J. Grassinger Bldg.
379 Concord - Concord, Vermont.
ca. 1930

1280-B

This photo of Whistler's grocery store on Concord is dated by its resemblance to other photos taken in the immediate area.

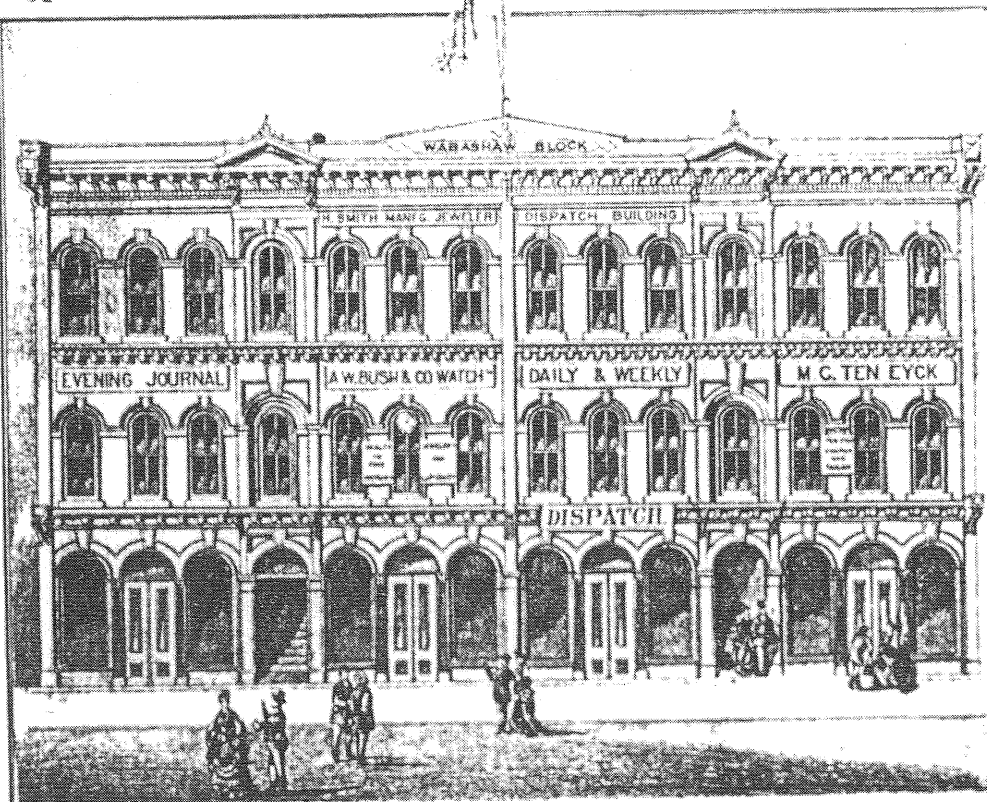
The building was erected by J. Grassinger in 1887.

1. St. Paul. Businesses Grassinger, J. Bldg.
2. Grocers
3. St. Paul. West Side.

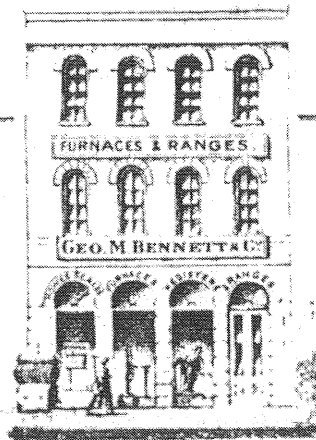
PHOTOGRAPHER: C. P. GIBSON

EDITOR: HELEN WRIGHT, ST. PAUL, 1966.

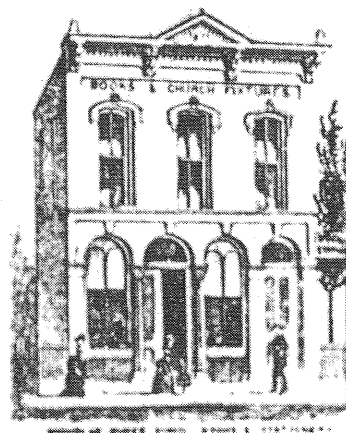
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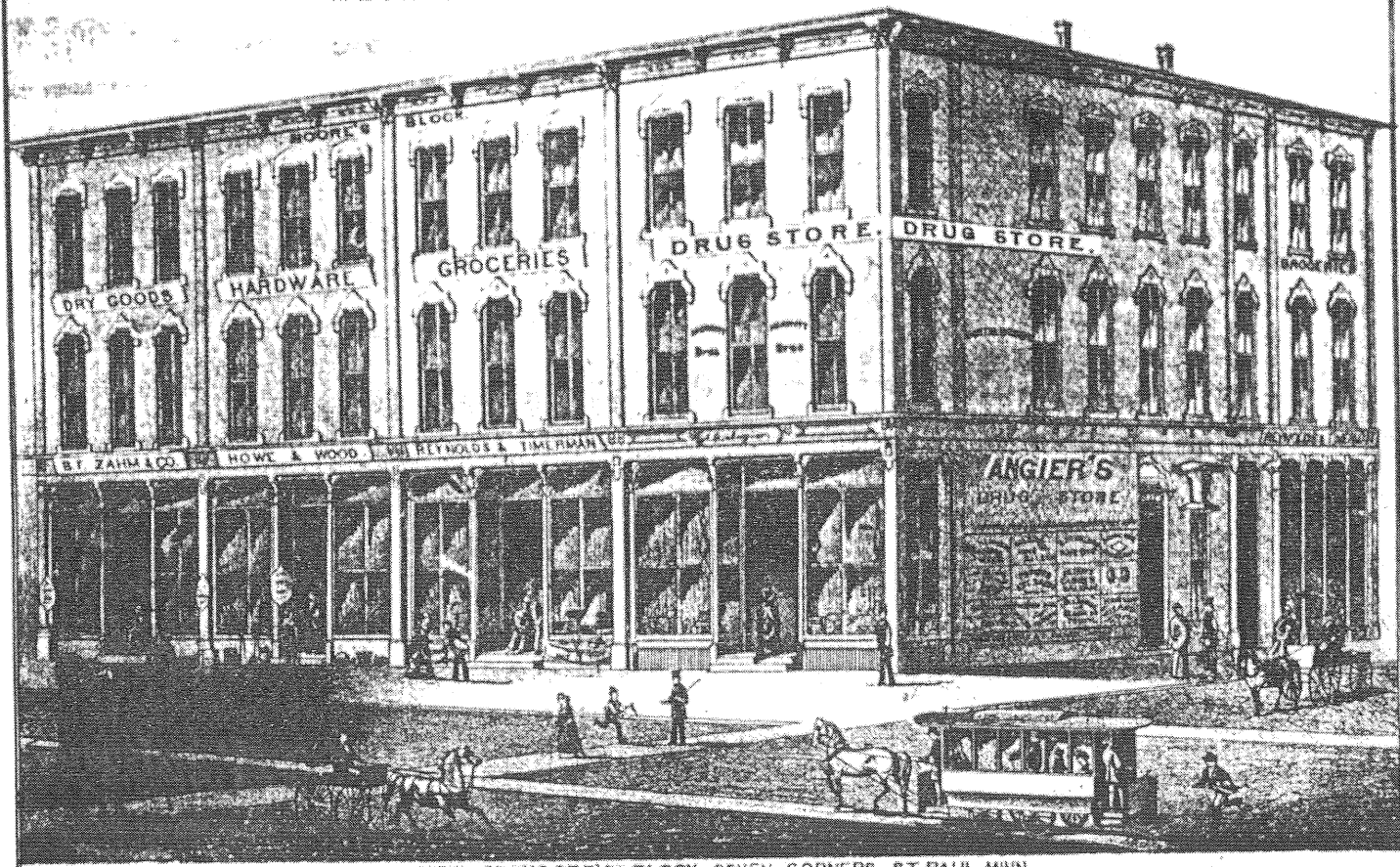
WARSHAW BLOCK ST. PAUL MINN.



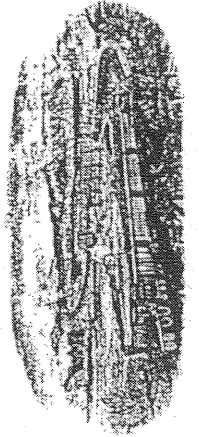
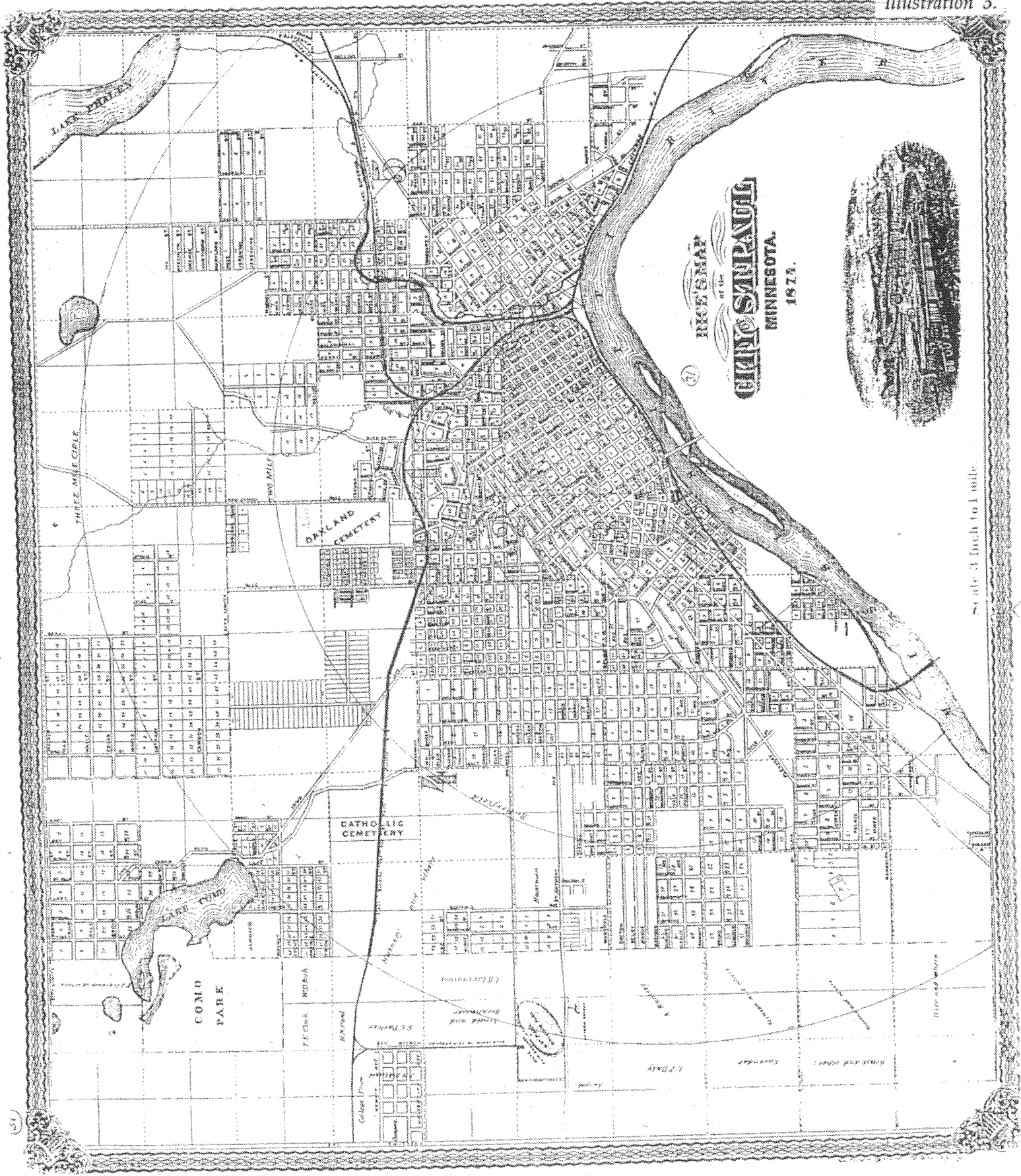
GEO. M. BENNETT & CO. No. 45. FLORENT ST. ST. PAUL MINN.



BOULE & CHURCH FURNITURE. 101-103-105 ST. ST. PAUL MINN.



VIEW OF MOORE'S BLOCK. SEVEN CORNERS ST. PAUL MINN.



Scale 3 inch to 1 mile.



Grocery Store of O. W. Schornstein, 707 Hudson Ave., Cor. Bates.

MR29
SP3.15
V67

44522

Grocery store of
O.W. Schornstein,
707 Hudson Ave.

(later Wilson Ave.)

St-Paul, 1905

also William Schornstein Residence

From: Pictureque Dayton's
Bluff by Smith + Horst,
1905, p. 27

1. St. Paul. Businesses.
Schornstein Grocery.
2. St. Paul. Residences. dig
Schornstein, William. IDZ4483

MR29
SP3.15

V67

44522

Grocery store of
O.W. Schornstein,
707 Hudson Ave.
(later Wilson Ave.)
St. Paul, 1905

also William Schornstein Residence

From: Picturesque Dayton's
Bluff by Smith & Horst,
1905, p. 27

1. St. Paul. Businesses.
Schornstein Grocery.
2. St. Paul. Residences. dig
Schornstein, William. IDZ4483



Business Corner, Merrim Park, Minn.

Memran Paul Pharmacy
Corner of St. Anthony and
Prior Avenues c. 1905

RMG
R
1/88

MIRZA
SP5IM
L25

12709

F12709

STATE
HERE

ADDRESS

CORRESPONDENCE

1. St. Paul. Businesses. Memran
Paul Pharmacy.
2. St. Paul. Macalister

RM69

RM52

U 88

M229

SP51M

125

McMahon Paul Pharmacy

Corner of St. Anthony and

Prior Avenues c. 1905

12709

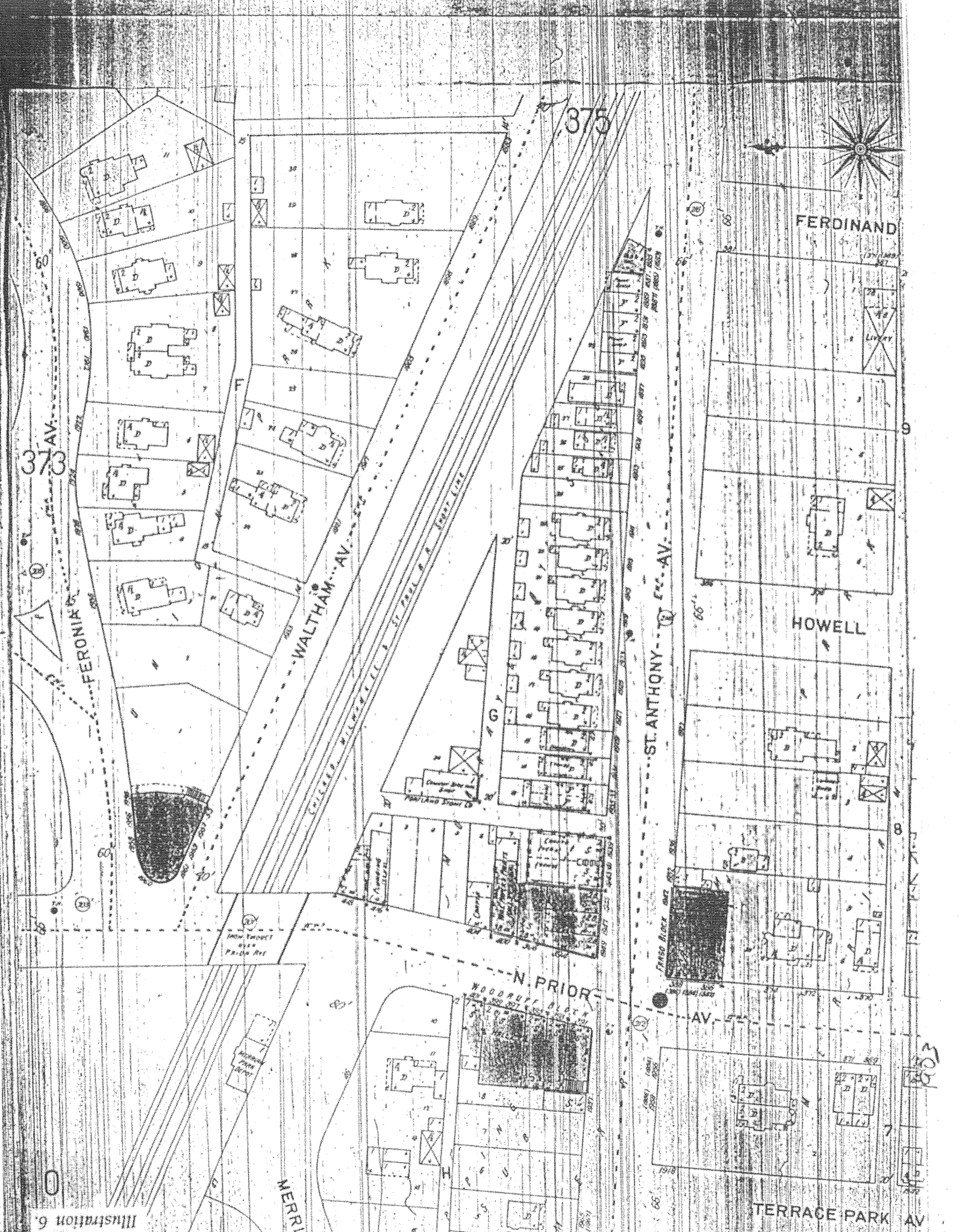
F12709

STAMP
HERE

CORRESPONDENCE

ADDRESS

1 St. Paul. Business. Merran
Park Pharmacy.
2 St. Paul. Macalister



FERDINAND

HOWELL

TERRACE PARK AV

373

375

FERONIA

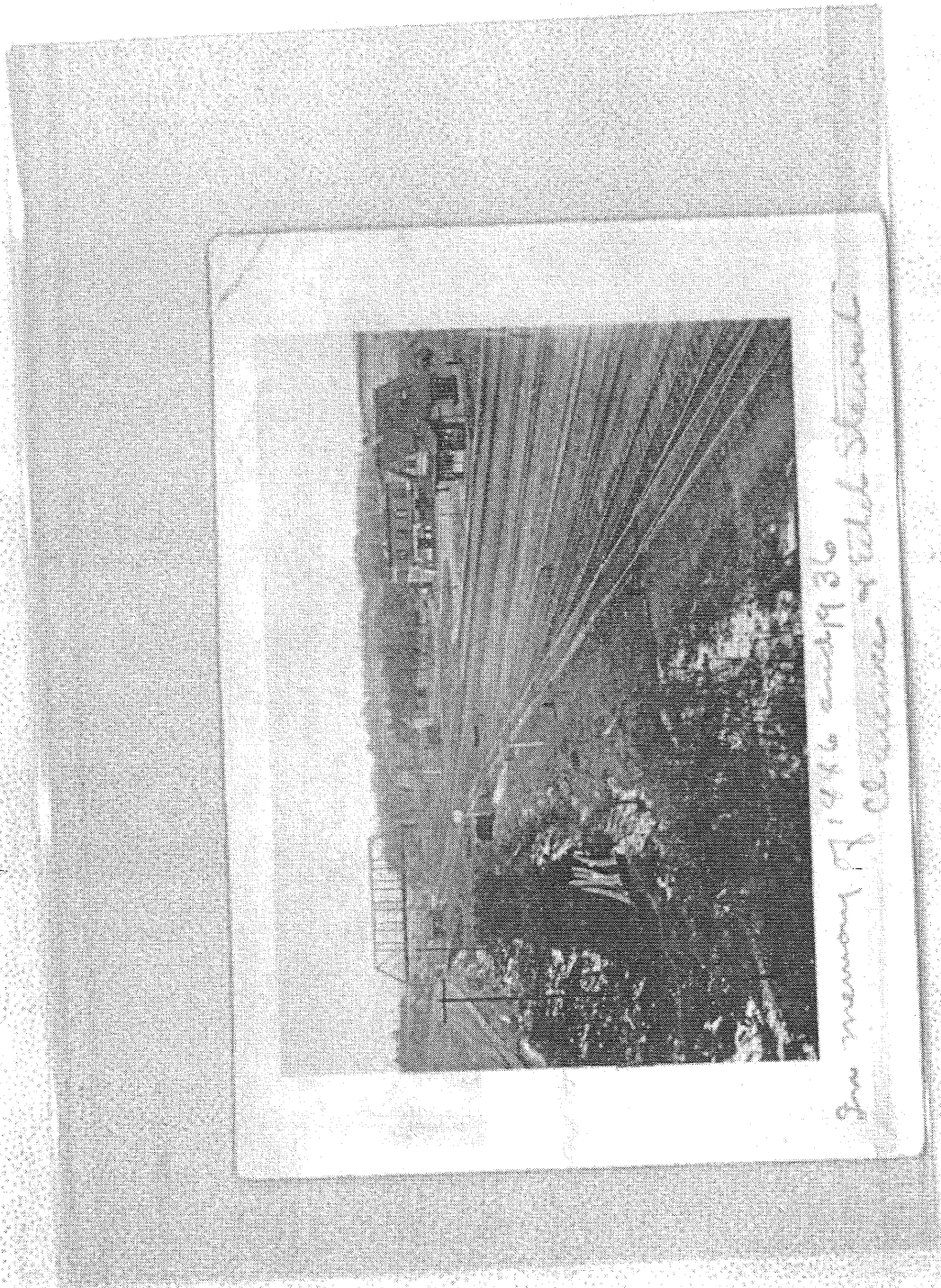
MERIA

ST. ANTHONY AV.

WALTHAM AV.

N. PRIOR

WOODRUFF BLK



In memory of 1916 and 1936
C. J. ... of ...

7172

Looking west toward Minneapolis
from the Raymond Avenue Bridge
St. Anthony Park R.R. Station at
right, circa 1900

Donors: Clarence and Ethel Stewart

RM69
R2.2
A176

MR2.9

SP19
107

St. Paul St. Anthony Park

dig
ID 61819

7172

Looking west toward Minneapolis
from the Raymond Avenue Bridge
St. Anthony Park R.R. Station at
right, circa 1900

Donors: Clarence and Ethel Stewart

M669
R22.2
A176

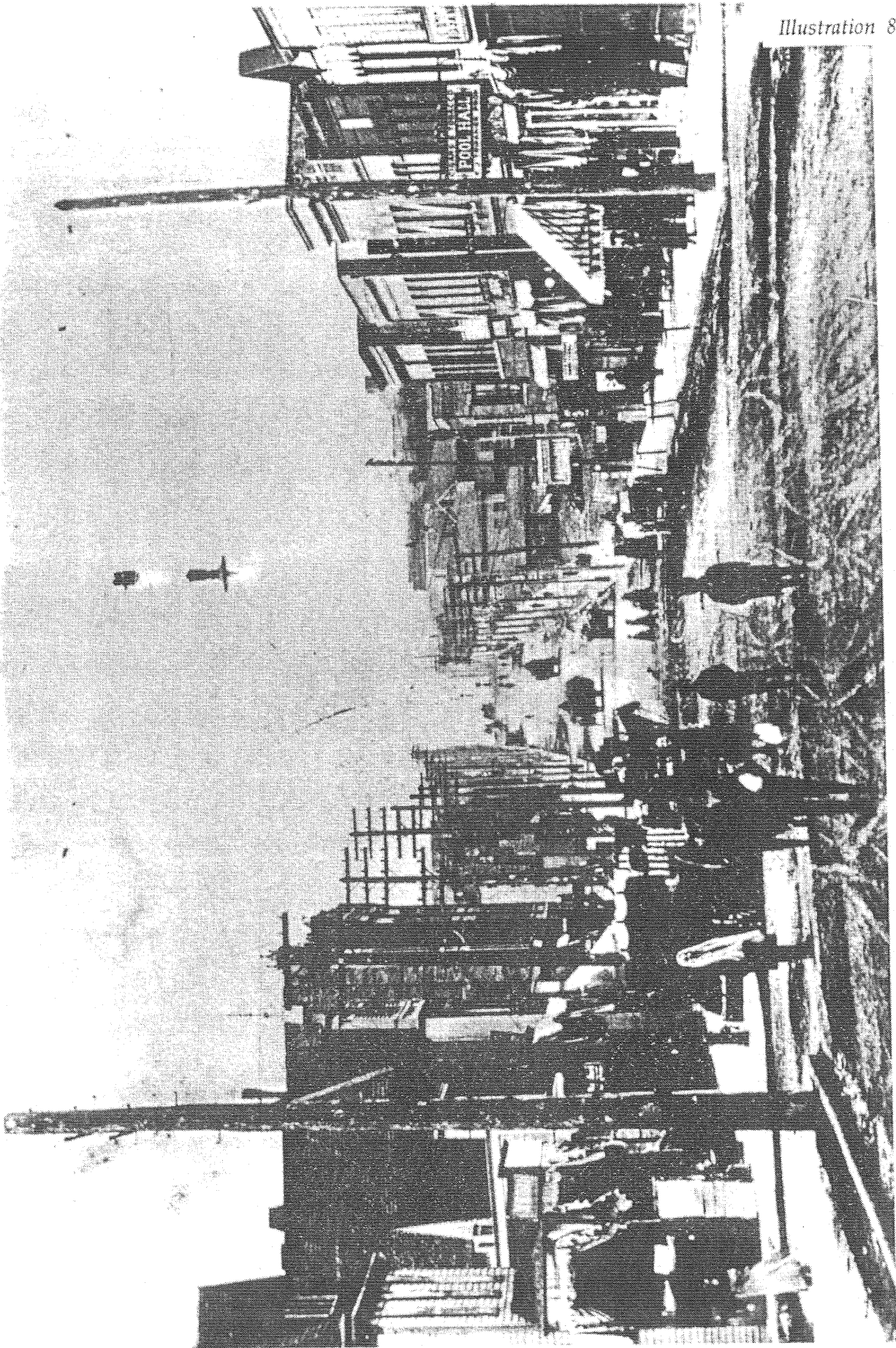
MR229

SP190
127

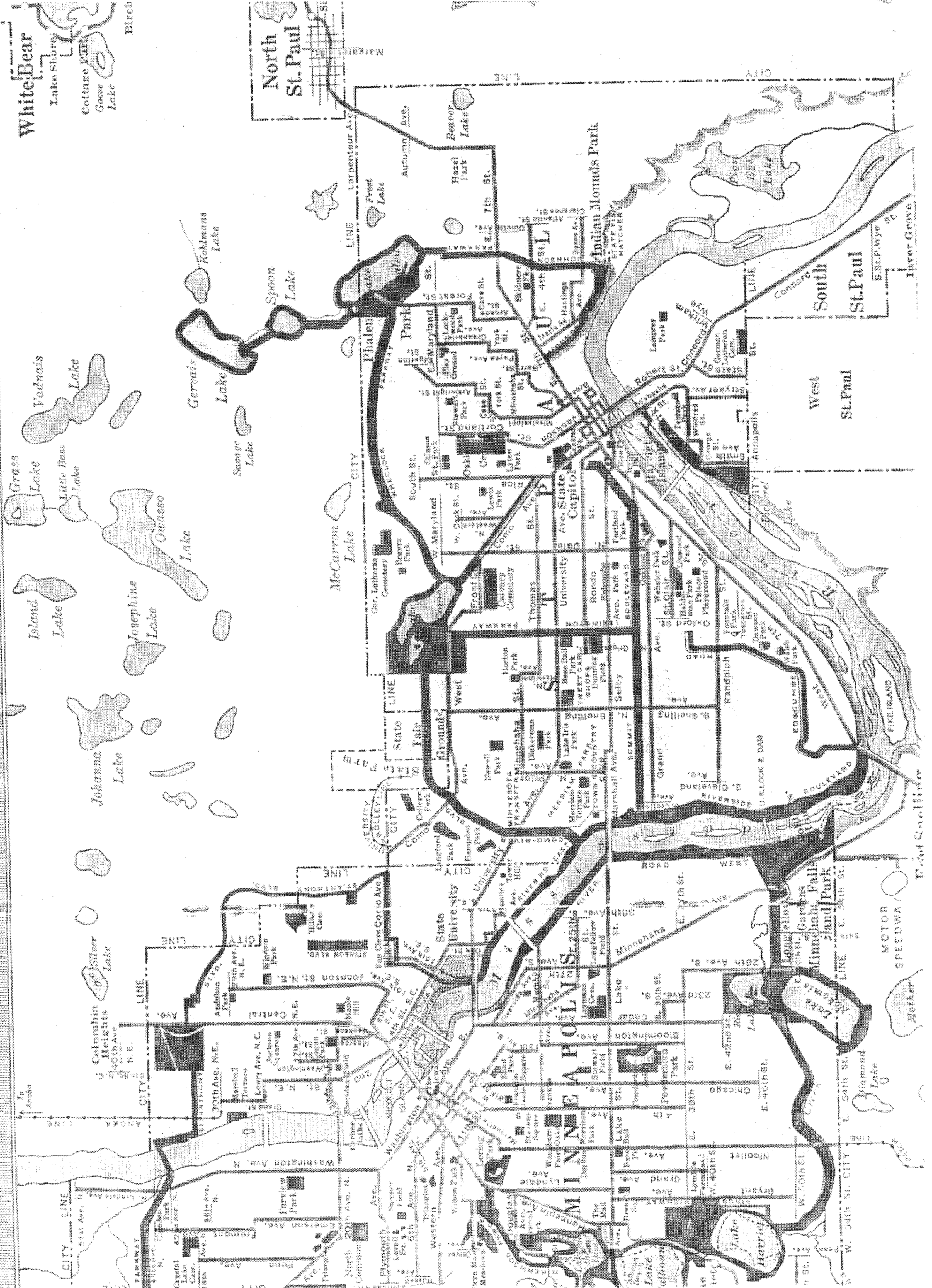
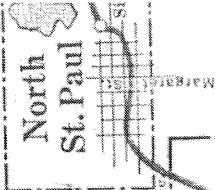
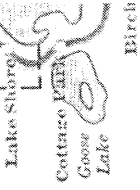
St. Paul St. Anthony Park

dig
ID 61819

Illustration 8.



White Bear



MOTOR SPEEDWAY

W. 34th St.

W. 34th St.



*Miland Apartments cor Randall & Philadelphia
 Built by Garby Bros. Co. 81 Paul Street*

1911

MK29
UB2h
P3

2670-B

900
Highland Apts. Randolph + Shelving
1564 Randolph 1929-35

1. St. Paul. ⁹⁰⁰Residences. Highland Apts.
2 St Paul. Parish - Highland Park Disp.

PHOTOGRAPHER: C. P. GIBSON

DONOR: HELEN WRIGHT, ST. PAUL, 1969.

die
ID 06437

M182.1
V3.2.1
P3

2670-B

^{park}
Highlands Apts, Randolph + Snelling
1564 Randolph, 1989-25

^{park}
1. St. Paul. Incidences Highland Apts.
2. St. Paul. Incidences Highland Park Drivg.

PHOTOGRAPHER: C. P. GIBSON

DONOR: HELEN WRIGHT, ST. PAUL, 1986.

diag
ID 006437

Inter-Urban Graphic.

Volume I.

MERRIAM PARK, MINNESOTA, SATURDAY, JULY 7, 1888.

Number 8.

A PLEA FOR RAPID TRANSIT.

To the Editor of the Graphic.

There can be no question but that the time has fully arrived when there should be some means of rapid transit between St. Paul and Minneapolis. Moreover, it should have been in actual operation at this time, instead of just being agitated. Again, we think the fact is indisputable, that St. Paul is far behind many smaller and less important cities in its means of convenient transportation of passengers within its own borders, as well as in deficiency of communication with its suburbs, including the growing City of Minneapolis. But in rapid transit, as in all other great undertakings, there are a great many questions to be taken into consideration in order that justice may be done individual property holders on abutting streets, the traveling public be properly accommodated, and that the citizens may not be imposed upon with a worthless system merely to help out a few real estate speculators.

Among the more important questions to be considered are, the most feasible route to be taken, and the motive power most likely to accomplish what would be demanded of it, with special reference to speed, safety and ease to keep in running order. The rights of adjoining property owners, as well as the public at large, should be kept in view; but above all, the City Council should exercise great care in granting a franchise to see that it is granted to a company that will build it on business principles and not make it the addenda of some real estate scheme.

Much, if not most, of the opposition to such an enterprise is utterly unfounded, and is the outgrowth of prejudice or ignorance. A great many property holders claim that it would injure their property and make it less valuable, which fact is certainly founded on ignorance, as any street containing an elevated railroad would rapidly become a business street, drawing people to that street, thereby enhancing instead of depreciating the value of the property—as every one knows that business property is more valuable than residence property. Again, some people think that the more they protest and the more obstinate they act the greater amount of damages they can claim or the compensation they will receive. Many of the property owners along the line seem to act upon the mistaken principle that they alone are inter-

ested, that it affects only them, and the public at large have no rights, and therefore should have no voice in the matter. But their reasoning is as fallacious as their aims are selfish, and their lack of public enterprise is plainly conspicuous.

Manifestly, then, with these premises, it is plainly apparent that the City Council, in considering the advisability of granting a franchise to the Enos Electric Company, should decide for itself whether that system is capable of providing rapid transit that will upon trial prove satisfactory. It seems to be but an experiment at best—something more than a toy, but still far short of being a full-fledged railroad. It is not in actual and successful operation on any regularly built road; it has never been demonstrated that it would prove in any way practical, and the city cannot afford to have its streets lumbered up with the material of an experimental system with no guarantee that it will ultimately prove successful. But certainly, if the undertaking is to be a success, it must choose a direct route and one which passes through the most populous district between the cities, and not away out around Lake Como, away from the centers of population. In going far to the north and turning again to the south, it becomes necessary to build and keep in repair a greater amount of roadway, entailing much extra expense as well as consuming more time in reaching terminal points, to say nothing about the loss of traffic in consequence of a long route and sparsely settled district between. The Minneapolis and St. Louis Railroad was compelled to abandon its passenger trains for the very reasons above enumerated.

The reasons are many and potent why we should have rapid transit between the cities. The existing lines are extortionate in their charges and arbitrary in the restrictions they impose; mean in trifles and parsimonious in general; slow in providing accommodations; niggardly in public enterprise. Local ticket to South St. Paul, seven miles, seven cents, or ten for fifty cents, good either way. Tickets to Merriam Park, five miles, sixteen cents, good for one way. The road that sells cheap tickets has fine depots; the other, by divine condescension, provides barns.

But as badly as we need an elevated road, as urgent as the necessity is and will be for its construction, the franchise

ought to be granted to a company that will build a system similar to the elevated road of New York city, or some equally practical system—and further, it should be built on University Avenue, which is essentially a business street and the most direct and feasible route that could be selected, and offers fewer objections than any other. Moreover, it runs through the most populous of the Midway District, upon which it must largely depend for its patronage. It is something of this character the City Council should charter, and not allow any scheme to be palmed off on our citizens by any set of men whose aim is to sell off the stock to eastern capitalists, dispose of their real estate, and then let the thing collapse. To grant the privilege of construction to a company like this would be to retard the progress of rapid transit rather than to promote it. In conclusion, it is hoped that St. Paul will soon be provided with suitable accommodations in this respect, and such as will place her in the front rank of the progressive and almost marvelous cities of the present day.

W. C. S.

TO CITY DEALERS.

We have from time to time mailed sample copies of this paper to St. Paul and Minneapolis dealers, hoping to secure their advertisements. The Graphic circulates largely over the Inter-urban country and is read by nearly ten thousand people every week. The retail dealers of the Twin Cities will see that we can benefit them. They are all reaching out for this market, and they can secure it more thoroughly through the Graphic than in any other way. We this week send copies to a number of hotels, banks, photographers, furniture dealers, jewelers, clothiers, meat markets, grocers, professional men and others. We ask all persons interested to give this matter their attention and write for advertising terms, which are most liberal. We carry only the best houses. We refer to Altman & Co.; W. F. Merriam (People's Store); of Temple Court; Boeringer & Son, and other leading houses.

Tobacco and Cigars of fine quality at Andrews' book store.

The Midway Advertiser

MINNESOTA
HISTORICAL
SOCIETY

NUMBER 49

ST. PAUL, MINNESOTA, SATURDAY, JULY 6, 1912.

VOLUME VI Devoted to the Interests of the 10th, 11th and 12th Wards



In filling your prescription is known to your physician. That's why he sends you to this drug store. He knows that only the purest and freshest drugs will assist in making that cure. Help the doctor by bringing your prescriptions here--to a skilled druggist with the best equipped prescription pharmacy in town.

Courtesy, promptness and care have built up a large and successful concern both in our compounding department and in our general business.

KARL L. FIESELER, Druggist
St. Anthony Park, Minn.
2380 University Ave.
960 Raymond Ave.

Midway Advertiser.

Published every Saturday by the
PARK ADVERTISING CO., Publishers
AT 2430 HAYWARD ST.,
St. Anthony Park, St. Paul, Minn.
Price, \$1.00 Per Year

*Entered as second-class matter March 2, 1907, at the postoffice at Saint Paul, Minnesota, under the act of Congress of March 3, 1879.

The Single Tax.

BY JACKSON CRESSLER.
Would it not be wrong to tax only one kind of property for the expense of government?

"Property" is a very loosely construed word, meaning many things to many people. If you mean by the word "property," value created by labor, the wrong word is being used to give your meaning. In that case the right word to use is "wealth." All wealth should go untaxed. Land value is not wealth--it is privilege.

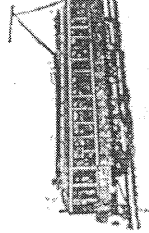
Taxing land values out of private hands into the public treasury is not depriving anybody of anything; his labor created. It is simply applying public values to public uses.

You say the single tax is not a tax on wealth, production, industry or enterprise. Will not the tax here to be paid from the products of labor?

Population increases production through co-operation. The blacksmith in a backward settlement can make a wagon, but he cannot make it so cheaply as one a carriage company in a populous district. And he cannot make as good a wagon. If the carriage company was located in a backward settlement, it could not

Thus the tax is returned to the producer in society benefits.

STREET CAR ITEMS.



The Street Railway company has just made a substantial raise in the salaries of their employees all along the line of about 10 per cent. This shows a good disposition on the part of the company to do what is fair and just with the laboring men, and, while they had a competent and accommodative lot of men before, especially among the old employees, this list of men will not make them any less efficient. The company has as a rule a fine lot of men who are gathering in the streets for them, and taking them up one side and down the other, and taking into consideration what they have to contend with, they should be favorably commended for the courteous way they handle and treat the traveling public. If they are used as if they were articles to some respect the conductors will always go more than half way in trying to accommodate and please the patrons of the road.

The raise in the salaries of the men in a time of political dissension and threats of new parties, etc., shows that the railway company is on a solid footing and that they do not fear the outcome of the election and evidently do not believe that any one man is great enough to rule or ruin the country.

DEVONSHIRE'S ROLLING SHIPPS AWAY
Wilderness in Winter.

The western quarter of England has a set of literary associations second to no other district, not even the far famed lakes of Cumberland and West-

New Meat Market

759 Raymond Ave.

(Upham Building)

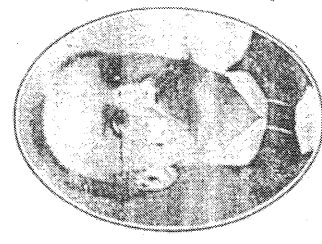
G. W. ELLSWORTH & CO.



Our policy will be to keep the very best the market affords. We make a specialty of Home-made Sausage. If you want something fine in this line call at our shop. Fair treatment will be given at all times to all customers on large or small orders. Do not go to the cities when you can get better meals for your money by calling up

H. W. Midway 93-J

T. S. Park 6289
G. W. ELLSWORTH & CO.



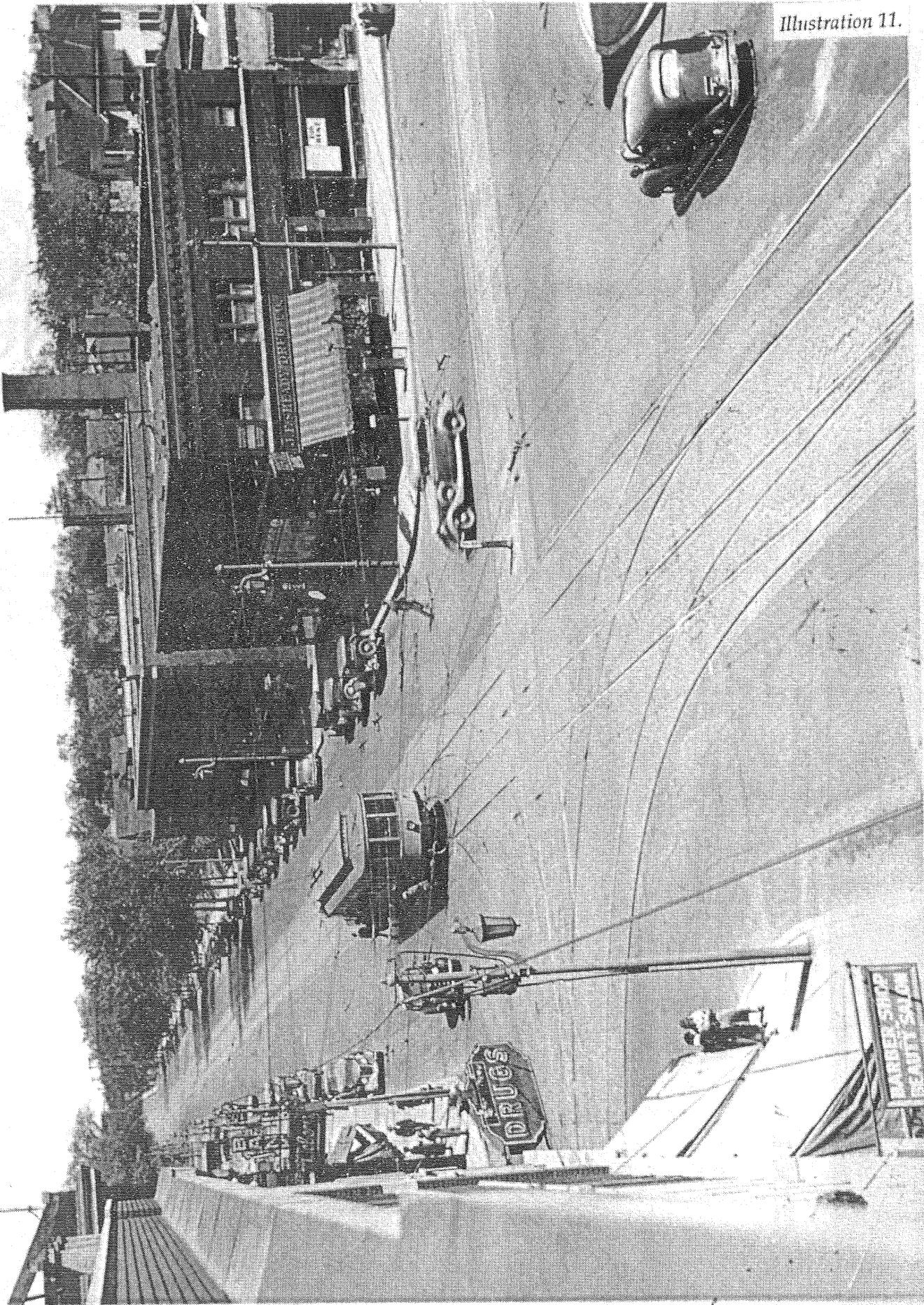
Dr.
A. H. DOTY

Snelling Hotel,
Has Saved Hundreds
From the Knife!

CAN SAVE YOU.

The Knife Will Shorten
Your Life. Is that what
you want?

Illustration 11.



00001

looking east along Selby toward the viaduct over the CM&SP RR (short line)

- 1. St. Paul. Street scenes, Selby.
- 2. St. Paul. Hocalaster
- 3. Street-cars

3 point

Frederic

Alby

Barber Shop on far corner
 owned by father
 of Charles Scholte,
 "Peanut" creator.
 The family lived
 above the shop.
 Char. attended
 Central High

~~PMB. 9
 R 2/2/2
 619
 dig
 613~~

8632

00001

looking east along Selby toward the viaduct over the CM&STP RR (short line)

- 1. St. Paul. Street scenes, Selby.
- 2. St. Paul. Macalester
- 3. Street-cars

5 pound

Amelbury

+

Selby

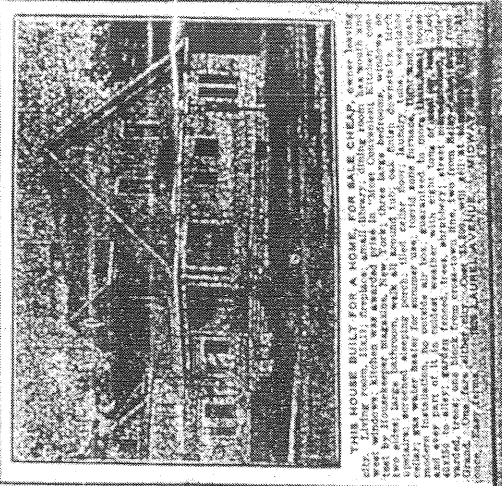
Barber Shop on far corner
 owned by father
 of Charles Schulte,
 "Peanut" creator.
 The family lived
 above the shop.
 Chase: attended
 Central High

~~25/2
 11/13/25
 P. 217/22
 P. 17/22
 P. 17/22~~

~~25/2
 11/13/25~~

Selby and Snelling

8632



THIS HOUSE BUILT FOR A HOME... (Detailed description of the building's features and location.)

Peter Macdonald, 432 Globe Bldg. A 60-foot corner on... (Real estate advertisement for Peter Macdonald.)

NEW STORE AND FLAT BUILDING. INVESTMENT BARGAIN ON TERMS... (Real estate advertisement for a new store and flat building.)

TO CLOSE AN ESTATE. The remaining properties of the W. R. Murray estate... (Real estate advertisement for an estate sale.)

C. P. ABBOTT 303 Pioneer Bldg. MORTGAGE LOANS. MADE ON IMPROVED REAL ESTATE AT LOWEST INTEREST RATES... (Mortgage advertisement for C. P. Abbott.)

EDWIN SJOBERG 313 JACKSON ST. In 1, 2 and 3 acre lots... (Real estate advertisement for Edwin Sjoberg.)

SMITH & TAYLOR, 48 East Fourth Street. \$3000 - \$400 cash... (Real estate advertisement for Smith & Taylor.)

SMITH & TAYLOR, 48 East Fourth Street. \$3200 - \$100 cash... (Real estate advertisement for Smith & Taylor.)

SMITH & TAYLOR, 48 East Fourth Street. \$4000 - \$200 cash... (Real estate advertisement for Smith & Taylor.)

SMITH & TAYLOR, 48 East Fourth Street. \$950 - \$27 East... (Real estate advertisement for Smith & Taylor.)

SMITH & TAYLOR, 48 East Fourth Street. (Real estate advertisement for Smith & Taylor.)

SMITH & TAYLOR, 48 East Fourth Street. (Real estate advertisement for Smith & Taylor.)

SMITH & TAYLOR, 48 East Fourth Street. (Real estate advertisement for Smith & Taylor.)

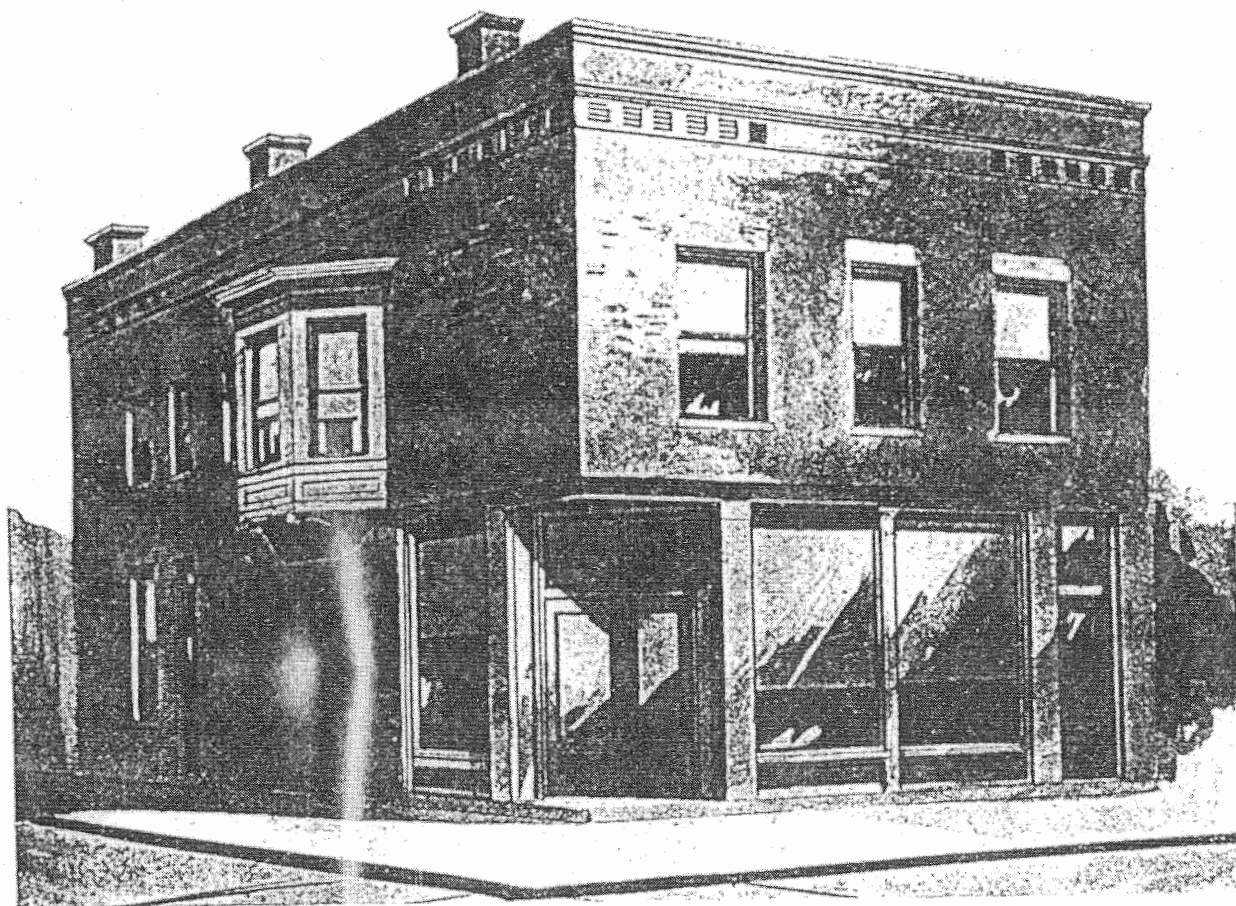
SMITH & TAYLOR, 48 East Fourth Street. (Real estate advertisement for Smith & Taylor.)

SMITH & TAYLOR, 48 East Fourth Street. (Real estate advertisement for Smith & Taylor.)

SMITH & TAYLOR, 48 East Fourth Street. (Real estate advertisement for Smith & Taylor.)

SMITH & TAYLOR, 48 East Fourth Street. (Real estate advertisement for Smith & Taylor.)

Defective Page



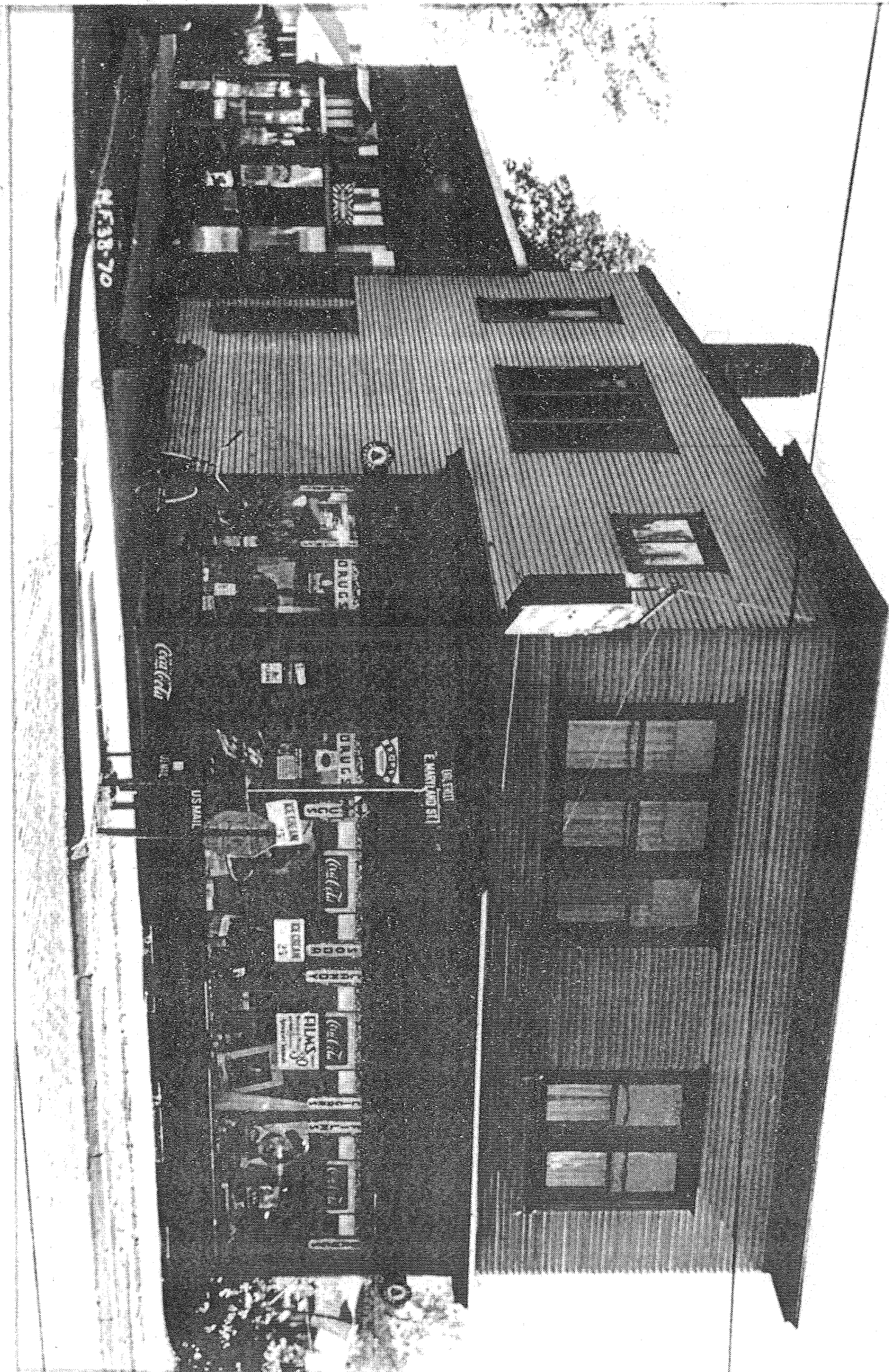
DESIGN NO. 4048.

See opposite page for Floor Plans of this building.

Brick Store Building designed especially for a corner and of a style that is suitable for any community. The first floor is devoted entirely to store, the interior dimensions being 25 feet by 32 feet with front and rear entrance to the basement. The main entrance is on the corner and there is also a side entrance to the street and a rear entrance. This building is particularly suitable for a drug, grocery or dry goods store, being located on a corner with large front and a fair sized side show window. If desired, the rear portion could be divided into living rooms as there is light on all sides. The upper floor is divided into rooms, there being a large living room, dining room with large bay, kitchen, four sleeping rooms, bath, pantry, four closets and two halls. Estimated cost of construction, under favorable conditions, from about \$4250.00 to about \$5000.00.

s and
essary

\$15.00



MR2.9
SP3.1M

P51

Pharmacy at corner of Earl +
St Paul 1930's
Maryland
Aug. T. Marelius, Drug Store, 1058 E. Maryland
(Building owned by Walter E. Otto)

46987

at this address
1923-1946

1. St. Paul, Businesses. Marelius,
Aug. T., Drug Store. 2. St Paul,
Phaler.

MR2.9

SPB.1M

P51

Pharmacy at corner of Earl +

Maryland St Paul 1930's

Aug. T. Marelius, Drug Store, 1058 E. Maryland

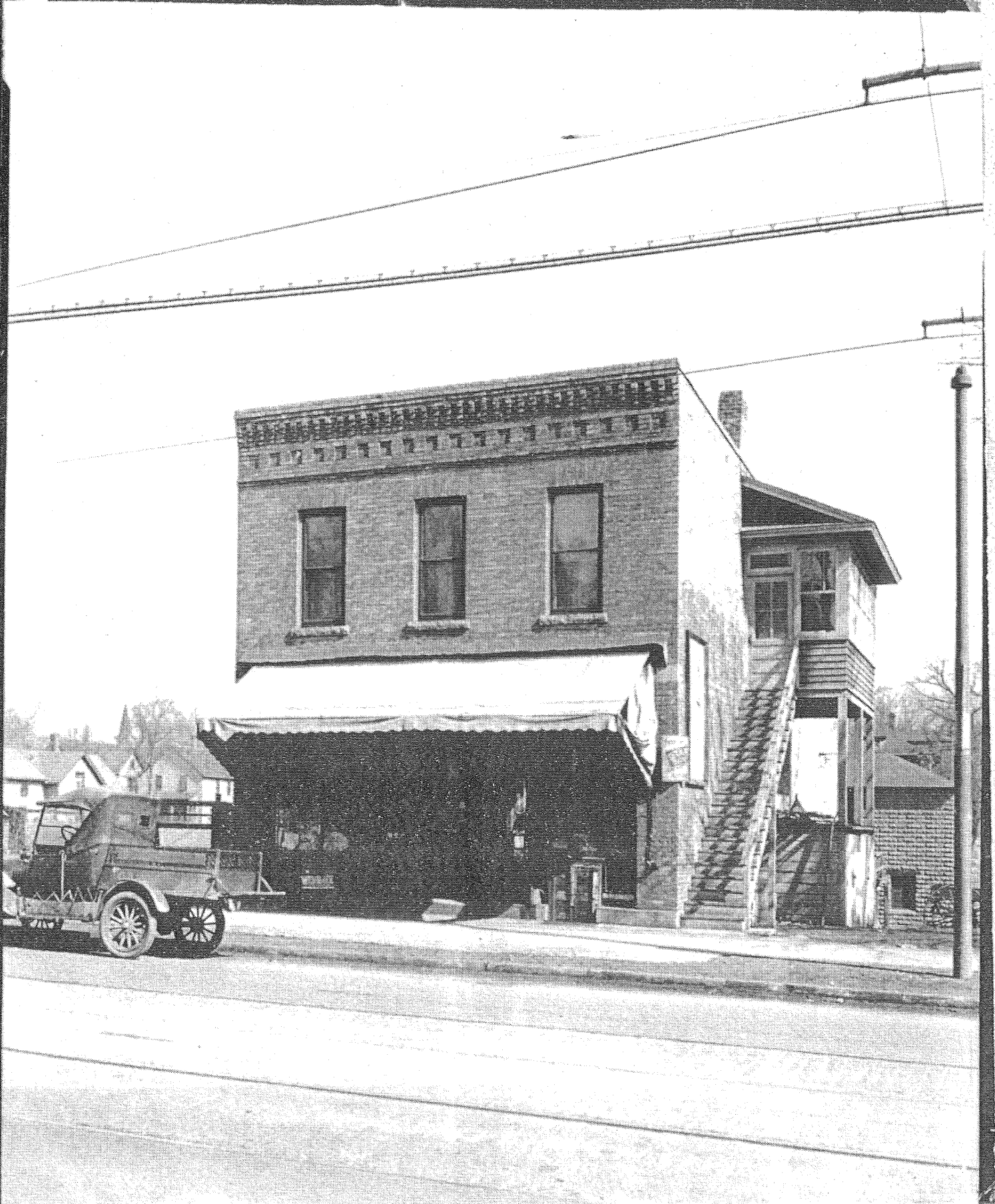
(Building owned by Walter E. Otto)

at this address

1923-1946

46987

1. St. Paul. Business. Marelius.
Aug. T., Drug Store, 2. St Paul.
Phalen.



MR2.9
SP3.1

P1

grocery store, west side
St. Paul, Minnesota
ca. 1925.

2636-B

1. St. Paul, west side.

} A patron thought this was
33 E. George but a check thru
CDs & Sanborns disproved this.
(Also no trolley tracks on George St

PHOTOGRAPHER: C. P. GIBSON

OWNER: HELEN WRIGHT, ST. PAUL, 1966.

dig
n.c.m.

MRZ.9
SP3.1

P1

grocery store, west side
St. Paul, Minnesota
ca. 1925.

2636-B

1. St. Paul, west side.

} A patron thought this was
33 E. George but a check thru
CD's & Sanborns disproved this.
(Also no trolley tracks in George St

PHOTOGRAPHER: C. P. GIBSON

DONOR: HELEN WRIGHT, ST. PAUL, 1966.

dig
m r w r t



MR2.9
SP3.1M

P103

Thomas L. Moore Barber
Shop, 1715 E. 7th St.
March 24, 1958

80997

FROM STAFF NEGATIVE
DONATED BY ST PAUL
DISPATCH-PIONEER PRESS

1. St. Paul. Businesses. Moore (Thomas L.) Barber
2. St. Paul. Hazel Park

diag

Id 63055

MR2.9
SP3.1M

P103

Thomas L. Moore Barber
Shop, 1715 E. 7th St.
March 24, 1958

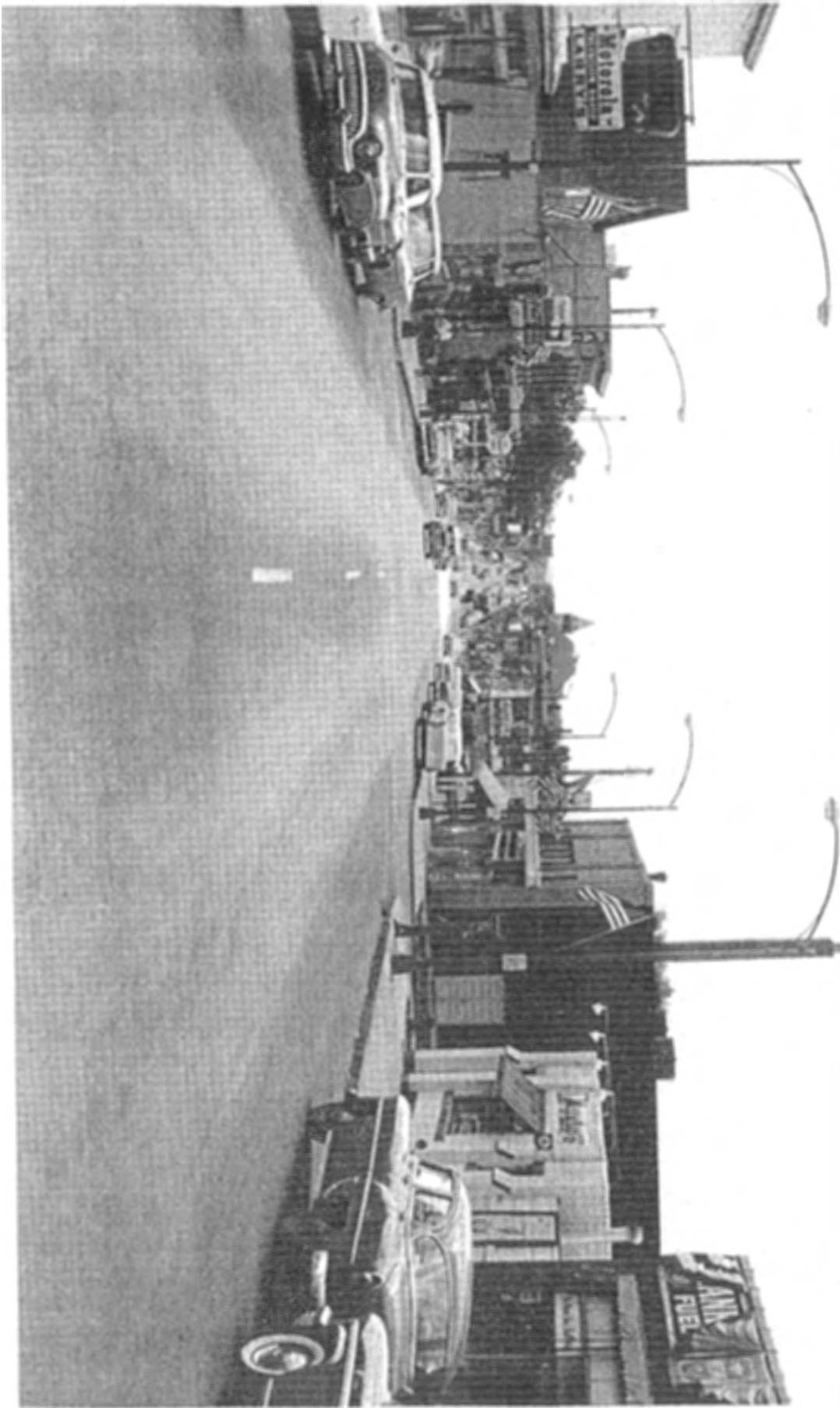
80997

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1. St. Paul. Businesses. Moore (Thomas L.) Barber
2. St. Paul. Hazel Park

diag

Id 63055



Payne Ave., running south, across Magnolia E., St. Paul.
Capitol Bldg. on southeast corner of Payne & Nicollet.
Payne Ave. Baptist Church in center of photo.

Sept. 7, 1957

1. St. Paul. street scenes. Payne.
2. St. Paul. Prater.

FROM STAFF NEGATIVE
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1098427 dig

MR2.9
SP2.2
P251

27474

Payne Ave., across south across Magnolia E., St. Paul.
Capitol building on southeast corner of Payne & Magnolias.
Payne Ave. Baptist Church in center of photo.

Sept. 7, 1957

1. St. Paul. Street scenes. Payne.
2. St. Paul. Pralen.

FROM STAFF NEGATIVE
DONATED BY ST. PAUL
DISPATCH-PIONEER PRESS

dig

10 98427

MR2.9
SP2.2
P251



MR2.9
SP3.1F

P77

Fireside Hall, Como & Carter,
St. Paul

ca. 1920

• 23438

in 1976 called the lamp/lighter (s)

1. St. Paul. Businesses. Fireside Hall.
2. St. Paul. St. Anthony Park.

Donor: Harry D. Ayer Estate, 1959

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ID 50070

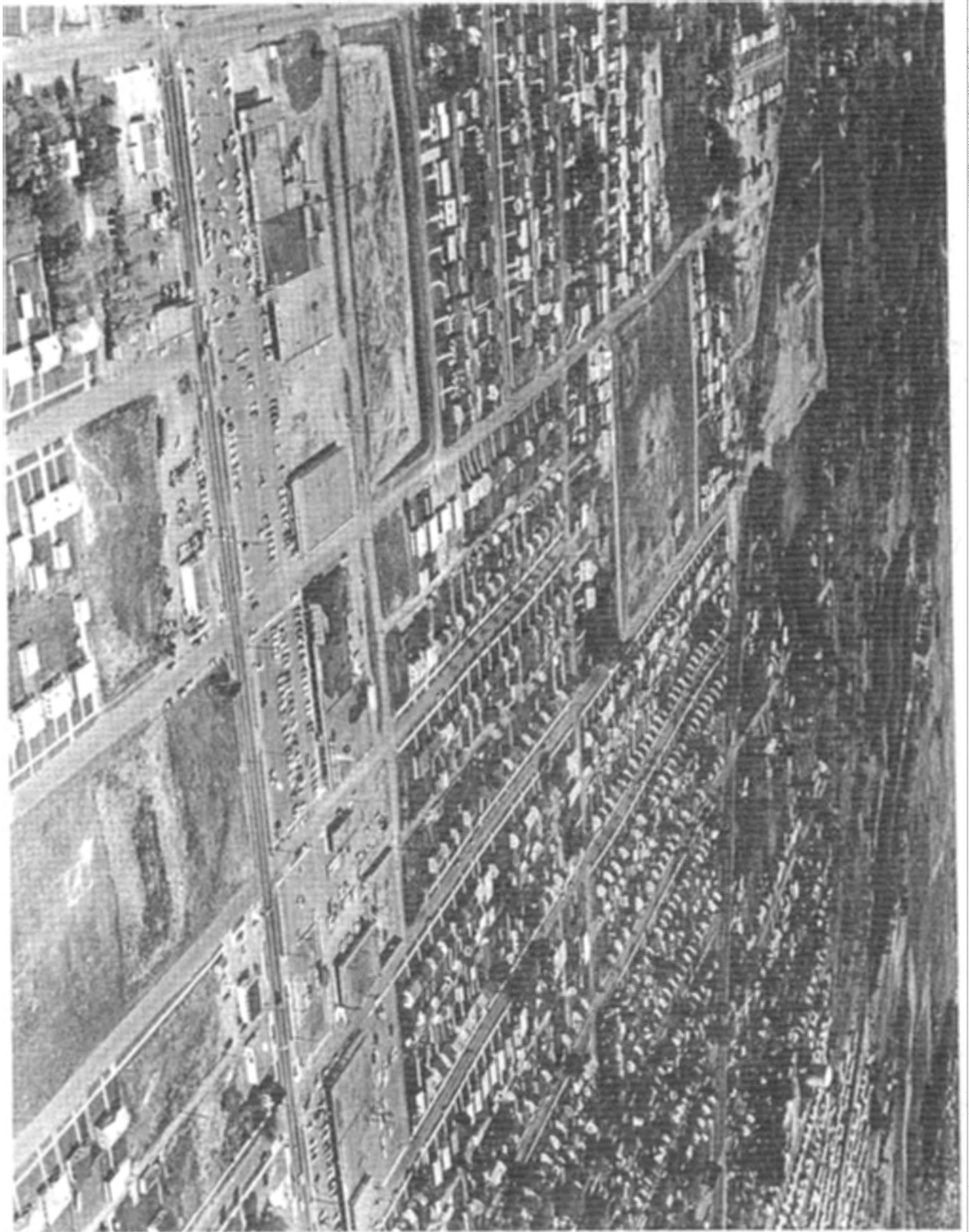
1912.7
SP3.7F
P77
Fireside Hall, Comie + Carter,
St. Paul
ca 1920

19196 called the Langlois Hotel Co

1. St. Paul. Businesses. Fireside Hall.
2. St. Paul. St. Anthony Park.

Donor: Harry D. Ayer Estate, 1959

dig
D 50070



MR29
SP31H

P61

Hillcrest Shopping Center, aerial 51861
White Bear Ave.

May 15, 1959

1. St. Paul. Business.
- Hillcrest Shopping Center.
2. St. Paul. Hazel Park.

DONOR:
ST. PAUL
DISPATCH-PIONEER
PRESS

dig

MR2.9
SP31H
P61

Hillcrest Shopping Center, aerial 51861
White Bear Ave.

May 15, 1959

1. St. Paul. Businessed.
Hillcrest Shopping Center.
2. St. Paul. Hazel Park.

DONOR:
ST. PAUL
DISPATCH-PIONEER
PRESS

diy