

**MERRIAM PARK
INTENSIVE LEVEL HISTORIC RESOURCES SURVEY
SAINT PAUL, RAMSEY COUNTY, MINNESOTA**

Authorized and Sponsored by:

**Saint Paul Heritage Preservation Commission
and the Department of Planning and Economic Development**

Submitted by:

**Landscape Research LLC
Saint Paul, Minnesota**

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**PRELIMINARY DRAFT REPORT
2019**

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MANAGEMENT SUMMARY: *see final draft*

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1.0 INTRODUCTION

In July 2018 the City of Saint Paul contracted with Landscape Research LLC (Landscape Research) to conduct an intensive-level architecture/history evaluation of the original plat of the Merriam Park neighborhood (Figure 1). The fieldwork was conducted between August and November 2018. City of Saint Paul Heritage Preservation Commission (HPC) and staff in the Department of Planning and Economic Development (PED) provided support with database development and copies of building permits on file at the Ramsey County Historical Society. Amy M. Lucas and Carole Zellie of Landscape Research LLC conducted the fieldwork and research.

The work was conducted in accordance with the *Guidelines for History/Architecture Projects in Minnesota* (SHPO 2010), *the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (Federal Register 48(190):44716-44740, National Park Service [NPS] 1983).

The project area is located in the Merriam Park Neighborhood, in Section 33 of Township 29, Range 23. The survey area is bounded by St. Anthony Avenue and the Chicago, Milwaukee and St. Paul (CM&StP) Shortline corridor and Interstate 94 to the north; the east side of Cleveland Avenue to the west, the alley immediately south of Marshall Avenue to the south, and the west side Fairview Avenue to the east. The project area includes more than thirty blocks platted as Merriam Park, Welshon Place and portions of Lovering Park. Merriam Park (also known as Merriam Terrace Park) occupies a portion of the northeastern corner of the area. The area is comprised primarily of single- and multiple-family residential properties, with a small commercial node at Cleveland and Marshall Avenues, two churches, and the Four Seasons A+ Elementary School, and other institutional properties. New development in the area continues, including replacement of existing, single-and multiple-family houses with new apartment buildings.

This preliminary draft report includes the results of field survey, property research, and context development completed to date. Results of the evaluation of all inventoried properties and recommendations will be reported in the management summary and results section of the final draft report.

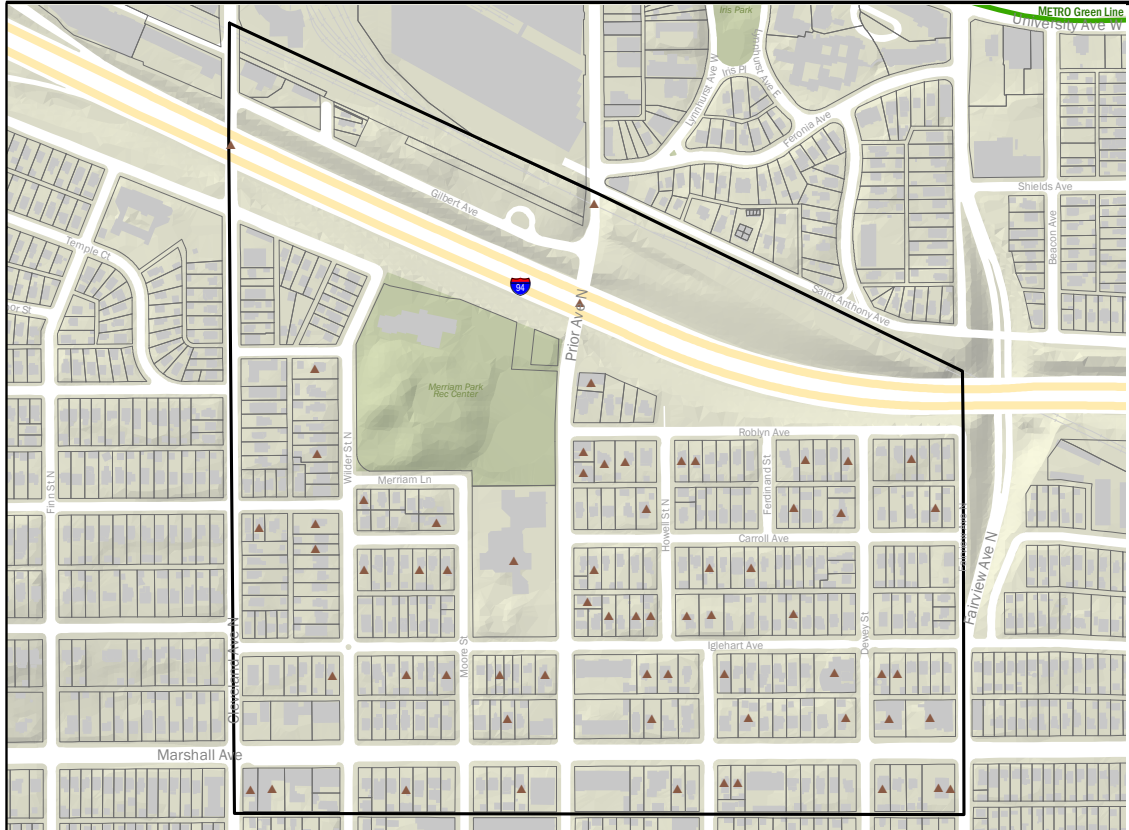


Figure 1. Merriam Park Intensive Level Survey Project Area Boundary July 2019

- Project Boundary**
- Previously Inventoried Property**

Map Base: PED/HPC 2018

2.0 METHODS

2.1 Research Design and Background Research

In July through August 2018 the consultants conducted preliminary background research at the Ramsey County Historical Society, the Minnesota Historical Society and the Minnesota State Historic Preservation Office (MnSHPO). General historical background material and information on previously inventoried properties was identified. Building permits and project area parcel information was also obtained from PED/HPC, the Ramsey County Historical Society, and the Ramsey County Assessor and Recorder.

The consultants prepared a Research Design for review and approval by the Saint Paul PED/HPC staff. The Research Design is included in the Appendix.

2.2 Field Methods

During the field survey conducted in August through October 2018, all buildings, structures, and landscape features within project boundaries were viewed by pedestrian survey and photographed. Historic and contemporary aerial views, Ramsey County parcel records and City of Saint Paul building permits provided site information and assisted in determining construction dates.

2.3 Inventory Forms

Each property was documented with field notes and digital photographs. The Arc GIS Collector supplied by PED/HPC was used for initial data collection. All properties were inventoried, regardless of their degree of exterior alteration. A Saint Paul Individual Property Inventory Form (based on the Minnesota Architecture-History Inventory form) for each property will be generated by PED/HPC from the database. These forms will be filed with PED/HPC and at MnSHPO.

2.4 Evaluation

The field survey and background research provided the basis for the evaluation conducted for each inventoried property. The historic contexts prepared for the survey area, which included analysis of development patterns and building types and styles, informed each evaluation. Each property was described according to current appearance and determination of level of historic integrity. Few historic photographs were available. The standard sources consulted for each property included historic atlas maps (1886, 1887, 1908, 1916, 1928, 1959 and Sanborn Fire Insurance Maps (1903, 1925). In some cases, the Sanborn maps allowed identification of changes to the building outline. The building permit records on file at the Ramsey County Historical Society and provided to the project by the City of Saint Paul allowed identification of owners, contractors, and architects. Some properties did not have building permits on file. City directories, census records, and historic newspapers provided additional information. The compiled information was entered into the project database.

National Register of Historic Places (NRHP)

Each property's potential eligibility for NRHP eligibility and local designation, based on significance and integrity, was assessed. NRHP evaluation criteria assisted in the assessment of eligibility:

Criterion A

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

Criterion B

Association with the lives of persons significant in our past;

Criterion C

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

Criterion D

Potential to yield information important to prehistory or history (NPS 1995).

City of Saint Paul Criteria

The City of Saint Paul utilizes seven criteria for designation of properties as heritage preservation sites or districts. The Heritage Preservation Commission considers the following determining whether an individual building or district possesses significance:

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

Historic Integrity

Each property was also assessed with regard to the seven aspects of integrity defined by the National Park Service to be considered when evaluating the ability of a property to convey its significance. They include location, design, setting, materials, workmanship, feeling, and association. The properties were also assessed to determine if they represent a property type to be evaluated within the NRHP Criteria Considerations (NPS 1995). This information is also used by the City of Saint Paul to assess integrity.

3.0 LITERATURE SEARCH

3.1 Previous Architecture / History Studies

The literature search conducted at the City of Saint Paul and the Minnesota State Historic Preservation Office identified previous cultural resource surveys in the project area and suggested appropriate historic contexts for property evaluation.

The primary previous survey work for this area was conducted in 1982-83 as part of the *Historic Sites Survey of Saint Paul and Ramsey County*. The study was prepared for the City of Saint Paul and the Ramsey County Historical Society. A total of 65 properties were identified within the present study area.

The Historic Sites Survey of Saint Paul and Ramsey County studied Merriam Park as part of District 13, which extended to Summit Avenue on the south and Lexington Avenue on the east. Among the findings were that some of the oldest houses in that broad area were concentrated in the current Merriam Park study area, and that the “block after block of simple, box-like, Colonial Revival style houses built close to one another in the eastern and central parts of this district were distinctive.” The study recommended two properties as eligible for local designation, and ten others as “additional sites of major significance.” Two properties, the Charles Thompson Memorial Hall (1916) and the Triune Masonic Temple (1910) are listed in the National Register of Historic Places.

Table 1 includes previously inventoried Architecture-History properties within the study area. During the thirty-six-year period following the historic sites survey, there have been a number of changes to the area. Major clearance of properties along St. Anthony and Prior Avenues was completed prior to the survey, however. Most notably, the Henry Hale Branch Library at 1831 Marshall (1930) was razed in 1992 and replaced with the current structure, and several residential properties on Iglehart and Marshall Avenues have been razed or moved for multiple-family construction. Since the 1983 survey, many properties have been restored to their original appearance, and many others have been well maintained, while some have diminished historic integrity due to siding, window, and other alterations.

Table 1. Previously Inventoried Architecture-History Properties in Merriam Park Study Area (Draft; dates to be verified and supplied in final table).

Inventory No.	Name	Address	Previous Recommendation (1983)
RA-SPC-4500	Commercial Building	2044 Marshall Ave. W.	
RA-SPC-3021	Commercial Building	366 Prior Ave. N.	Site of Major Significance
RA-SPC-1907	House	2024 Iglehart Ave. W.	Site of Major Significance
RA-SPC-4561	Elam D. Parker House	2016 Merriam Ln W.	Site of Major Significance
RA-SPC-0489	Annie Martin House	2018 Carroll Ave. W.	Site of Major Significance
RA-SPC-0488	House	1996 Carroll Ave. W.	Site of Major Significance
RA-SPC-0485	Mark and Mary Fay House	1921 Carroll Ave. W.	Site of Major Significance
RA-SPC-4680	Samuel Boyer House	315 Moore St. N.	
RA-SPC-0487	House	1984 Carroll Ave. W.	
RA-SPC-3020	Commercial Building	348 Prior Ave. N.	Site of Major Significance

Inventory No.	Name	Address	Previous Recommendation (1983)
RA-SPC-3208	Residence	1938 Roblyn Ave. W.	
RA-SPC-0490	House	2052 Carroll Ave. W.	
RA-SPC-5077	House	319 Wilder St.. N.	
RA-SPC-5075	Annette Farwell House	309 Wilder St.. N.	
RA-SPC-5078	House	339 Wilder St.. N.	
RA-SPC-0490	House	2052 Carroll Ave. W.	
RA-SPC-5077	House	319 Wilder St.. N.	
RA-SPC-5075	Annette Farwell House	309 Wilder St.. N.	
RA-SPC-5078	House	339 Wilder St.. N.	
RA-SPC-1906	Martin Ludolph House	2002 Iglehart Ave. W.	
RA-SPC-1905	First Presbyterian Church	1982 Iglehart Ave. W.	
RA-SPC-3207	House	1926 Roblyn Ave. W.	
RA-SPC-9988	House	1920 Roblyn Ave. W.	
RA-SPC-1904	House	1972 Iglehart Ave. W.	
RA-SPC-1903	Oscar P. Shepardson House	1954 Iglehart Ave. W.	Site of Major Significance
RA-SPC-1902	Frank L. Austin House	1935 Iglehart Ave. W.	
RA-SPC-3018	House	286 Prior Ave. N.	
RA-SPC-1900	House	1923 Iglehart Ave. W.	
RA-SPC-1901	James H. Helson House	1924 Iglehart Ave. W.	
RA-SPC-3018	House	286 Prior Ave. N.	
RA-SPC-1900	House	1923 Iglehart Ave. W.	
RA-SPC-1899	Collett House	1919 Iglehart Ave. W.	
RA-SPC-1898	Edward Drew House	1914 Iglehart Ave. W.	
RA-SPC-3206	Charles H. Baldwin House	1912 Roblyn Ave. W.	
RA-SPC-3205	DeLaskie Danforth House	1908 Roblyn Ave. W.	
RA-SPC-1895	Triune Masonic Temple	1898 Iglehart Ave. W.	
RA-SPC-1894	House	1873 Iglehart Ave. W.	
RA-SPC-1893	Olivet Congregational Church	1850 Iglehart Ave. W.	Eligible for Designation
RA-SPC-1892	House	1844 Iglehart Ave. W.	
RA-SPC-1891	House	1842 Iglehart Ave. W.	
RA-SPC-4497	Edwin W. Finck House	1964 Marshall Ave. W.	
RA-SPC-4494	House	1898 Marshall Ave. W.	
RA-SPC-4499	Lane House	2000 Marshall Ave. W.	Eligible for Designation
RA-SPC-8085	Bridge 9457	Cleveland Ave. 0.8 mi SE of Junction of TH 280	
RA-SPC-4498	Arthur Charles Anderson House	1969 Marshall Ave. W.	
RA-SPC-4681	Longfellow School (Four Seasons Elementary)	318 Moore St. N.	
RA-SPC-8068	Bridge 62845	Prior Ave. 1.1 mi SE of Junction of TH 280	
RA-SPC-0486	George J. Pilkington House	1940 Carroll Ave. W.	
RA-SPC-7111	Bridge No. 92258	carries Soo Line RR tracks over Prior Ave.	
RA-SPC-4495	P. L. Therien House	1910 Marshall Ave. W.	
RA-SPC-10110	E. M. Moore House	1905 Iglehart Ave W	
RA-SPC-1897	House	1911 Iglehart Ave. W.	
RA-SPC-1896	House	1899 Iglehart Ave. W.	
RA-SPC-0483	Alvah B. Bell House	1888 Carroll Ave. W.	

Inventory No.	Name	Address	Previous Recommendation (1983)
RA-SPC-0482	House	1875 Carroll Ave. W.	
RA-SPC-0481	J. J. McDonald House	1857 Carroll Ave. W.	
RA-SPC-4491	House	1853 Marshall Ave. W.	Site of Major Significance
RA-SPC-4490	Charles and Elizabeth Turner House	1846 Marshall Ave. W.	
RA-SPC-4489	Trinity Methodist Episcopal Church	1849 Marshall Ave. W.	
RA-SPC-3202	Double House	1834 Roblyn Ave. W.	
RA-SPC-4488	Henry Hale Branch Library	1831 Marshall Ave. W.	Razed
RA-SPC-0480	House	1829 Carroll Ave. .	
RA-SPC-4487	Charles Thompson Memorial Hall	1824 Marshall Ave. W.	Site of Major Significance (since listed in NRHP, 2011)
RA-SPC-1259	Pete Schmitz House	235 Fairview Ave. W.	

Table 2. Properties Listed in the NRHP

Inventory No.	Name	Address	Date	Date of Listing
RA-SPC-4487	Charles Thompson Memorial Hall	1824 Marshall Ave. W.	1916	2011
RA-SPC-1895	Triune Masonic Temple	1898 Iglehart Ave. W.	1910	1980

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4.0 HISTORIC CONTEXTS

4.1 Background Research

The consultants researched unpublished and published sources including Ramsey County and Saint Paul histories. The *Saint Paul Globe*, *Saint Paul Pioneer Press*, *Minneapolis Tribune*, *Interurban Graphic*, and *Midway News* for the period ca. 1878 through 1980 were also consulted. Aerial photographs and historic maps (1867-1959) and historic photographs were obtained from the Minnesota Historical Society, the University of Minnesota's Borchert Map Library, and the Ramsey County Historical Society. Ramsey County and the City of Saint Paul provided current parcel data, including subdivision plats for Merriam Park and early additions. City directories (1883-1970) and the U.S. Census schedules for the Merriam Park area (1880-1940), were used to research individuals and businesses.

4.2 Statewide Historic Contexts

Properties within the study area are broadly associated with historic contexts identified by the MnSHPO. *Railroads and Agricultural Development, 1870-1940* and *Railroad Development in Minnesota, 1862-1956* Multiple Property Documentation Form provides a statewide context for Minnesota's railroad development.¹

The late nineteenth-century agricultural settlement and market gardening economy of the former Rose Township is broadly addressed in the context "Euro-American Farms in Minnesota, 1820-1960" in the *Historic Context Study of Minnesota Farms, 1820-1960* (Granger and Kelly 2005).

4.3 Local Historic Contexts

Four local historic contexts prepared in 2001 for the City of Saint Paul describe aspects of the development of the survey area. They include "Residential Real Estate Development: 1880-1950"; "Churches, Synagogues, and Religious Buildings: 1849-1950"; "Neighborhood Commercial Centers: 1874-1960," and "Transportation Corridors: 1857-1950." The statewide context "Urban Centers, 1870-1940" is also applicable to the Merriam Park historic contexts.² The historic contexts prepared for studies of the Central Corridor (1995-2004) and the "Hamline Midway Neighborhood Historic Resources Reconnaissance Survey" (2018) were also useful in providing background on certain areas adjacent to the Merriam Park study area.³

¹ Andrew A. Schmidt et al., "Railroads in Minnesota, 1862-1956." National Register of Historic Places Multiple Property Documentation Form, 2007. Updated 2013. On file, Minnesota State Historic Preservation Office.

² Carole Zellie and Garneth O. Peterson, *Historic Context Study, Neighborhood Commercial Centers: 1874-1960*, prepared for St. Paul Heritage Preservation Commission, 2001; Carole Zellie and Garneth O. Peterson, *Historic Context Study, Transportation Corridors: 1857-1950*, prepared for St. Paul Heritage Preservation Commission, 2001.; Carole Zellie and Garneth O. Peterson, *St. Paul Historic Context Study: Residential Real Estate Development: 1880-1950*, prepared for St. Paul Heritage Preservation Commission, 2001; Betsy Bradley, "The Midway Industrial District of St. Paul MPDF," 35-44, in *Phase II Architectural History Investigation for Central Transit Corridor*, 2004, prepared by the 106 Group for Ramsey County Regional Rail Authority and Minnesota Department of Transportation.

³ Marjorie Pearson, Sara J. Nelson, Brian McMahon, "Hamline Midway Neighborhood Historic Resources Reconnaissance Survey." Prepared for the Saint Paul Heritage Preservation Commission and the Department of Planning and Economic Development, 2018.

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4.4 HISTORIC CONTEXT: BUILDING MERRIAM PARK 1882-1930

This context is associated with Merriam Park’s initial growth as an interurban suburban residence park, one which quickly became part of the continuous residential fabric of the expanding Midway District. Merriam Park was the idea of John L. Merriam and his son, William Merriam, and was promoted by real estate dealers with the boosterism typical of the 1880s. During the period from 1882 to 1916, more than seventy percent of the study area’s housing stock was completed, along with its first-generation churches, the Longfellow School, and a substantial business district at Prior and St. Anthony Avenues. Merriam Terrace Park was set aside as a public park and was the centerpiece of the thirty-block neighborhood at the edge of the Midway Transfer Yards. A nationwide financial panic in the mid-1890s generally slowed development throughout the city, but lots across much of this area were already built up. Like the rest of the original plat, Marshall Avenue development was generally completed between 1901 and 1930, encouraged by a rebounding economy, the electric streetcar service that followed the opening of the Marshall-Lake Street bridge, and the growth of nearby Midway employment.

Although the edges of the original plat (1882) soon blended with the development of adjacent residential areas, for a short period Merriam Park appears to have embodied the idea—one communicated primarily by the developers in the real estate press—that a special neighborhood at the center of Saint Paul’s new Midway had been created. The components of this neighborhood included stylish houses, a seven-acre park, four churches, numerous other institutions and community organizations, and a direct rail connection to downtown Minneapolis and Saint Paul. The early residents of the area were often characterized as wealthy businessmen and their families, but there was great diversity in occupations, and this increased through the early twentieth century, with many laborers, artisans, and other employees of the Minnesota Transfer Yard and its industries.

Properties may be potentially significant under National Register Criterion A in the areas of Community Planning and Development and Social History. They may also be significant under Criterion C for embodying the distinctive characteristics of an architectural type, period, or method of construction. They may also be significant under one or more of the seven Saint Paul Heritage Preservation Designation Criteria (see Section 2.4).

Completion of project building permit research in July through September 2019 will contribute to an additional context focused on Merriam Park architects and builders; single- and multiple-family houses dating from ca. 1915-1940, and the houses surrounding Merriam Terrace Park.

4.4.1 Saint Paul’s Early Residential Expansion

In 1849 the newly created Minnesota Territorial Legislature selected Saint Paul as capital of the Minnesota Territory. In 1854, Saint Paul incorporated as a city and at statehood in 1858 it became the capital of the State of Minnesota.⁴ Saint Paul’s early core remained densely built through the 1870s, with most residential building located within about a one-mile radius of the upper and lower landings along the Mississippi River levee. The city’s population rose from 10,401 in 1860 to 20,030 in 1870, reflecting early railroad construction that connected the city to wheat and lumber resources and provided year-round market access. Business owners and professionals and their families generally lived in and around the commercial and institutional core, near Smith, Lafayette Rice, or Irvine Parks. Clerks, artisans, and laborers settled near the levees, factories, along the railroad corridor along the Phalen Creek Valley, and along W. Seventh Street and Fort Road. Development of residential building lots at the edge of Dayton’s

⁴ Henry A. Castle, *The History of St. Paul and Vicinity* (Chicago and New York: Lewis, 1912), 63-64.

Bluff and along the Saint Anthony Hill and Summit Avenue bluffs was limited because of a lack of road and bridge connections.⁵

Prior to the arrival of the Saint Paul and Pacific Railroad in 1862, the city's economy was based on the fur trade and distribution of limited commodities including lumber and grain. Saint Paul became a railroad hub after the Civil War, and merchants and businessmen erected substantial dwellings reflecting their financial success, one based on railroads, warehousing and manufacturing enterprises.⁶ By the late 1860s, following a pattern repeated in other United States cities, the rise of industrial capitalism gradually separated the workplace from the place of residence. Expanding railroad facilities, factories, and commercial development crowded out many in the most central areas. Simple frame Greek Revival and Italianate style buildings, and many varieties of vernacular buildings housed most of the population during the first decades of settlement, but the owners of costly brick and stone Italianate and French Second Empire style dwellings were also among those displaced. In the early 1870s, real estate dealers opened up building lots on the bluffs above downtown. Plats such as Woodland Park (1870) and Summit Park (1871) were intended for the city's expanding middle class. These efforts, and those on Dayton's Bluff, awaited the construction of bridges and streetcar lines, efforts that did not generally begin until the late 1870s, after recovery from the Panic of 1873.⁷

Investment in railroads, bridges and roads supported new many kinds of manufacturing enterprises and services, and Saint Paul's population reached 41,473 in 1880. With a surge in European immigration and a new labor market underwriting an economic boom, the population rose to 111,397 in 1885 and 133,156 in 1890.⁸ Real estate investors platted residential building lots in every direction, following the route of promised streetcar lines as well as the passenger rail lines that led from downtown Saint Paul.

4.4.2 The Landscape of Early Merriam Park and the Midway District

Present-day Merriam Park is located at the southern edge of the former Rose Township, in Section 33, where observers in the 1880s would report on the stands of "enormous red and white oak."⁹ In 1854, J. Wesley Bond's *Minnesota and its Resources* described the area between Minneapolis and Saint Paul as a "beautiful prairie," and noted that it was called Groveland.¹⁰ This was in reference to the Groveland Nursery in Section 29 operated by Lyman A. Ford.¹¹ In 1857 Harriet Bishop (1817-1883) described a trip across the present-day Midway area and the "flowers of gold and crimson blooming along the way."¹²

By the time of permanent white settlement of the Minnesota Territory in the 1840s and 1850s, Minneapolis and Saint Paul were linked with a system of overland trails and territorial roads. Many followed the route of Indian trails. The upland prairie lying between the future cities was opened to land

⁵ Carole Zellie and Garneth O. Peterson. *Historic Context Study: Pioneer Houses: 1854-1880*. Prepared for St. Paul Heritage Preservation Commission, 2001.

⁶ Castle (1912), 218-19; 261-2; 274-82.

⁷ Carole Zellie, "Dayton's Bluff Heritage Preservation District Phase II National Register Historic District Evaluation." Submitted to the Minnesota Department of Transportation by Landscape Research LLC (2017), 26-27.

⁸ "Here's Your Census," *Saint Paul Globe* [hereafter SPG] 18 Aug 1885:4; "Wind up of Census" *SPG* 23 Sept 1890:8.

⁹ "Midway between the Cities," *Minneapolis Tribune*, 2 Sept 1885:11.

¹⁰ J. Wesley Bond, *Minnesota and its Resources* (New York: Redfield, 1865), 140-141.

¹¹ Marjorie Kriedberg, "The Up and Doing Editor of the Minnesota Farmer and Gardener," *Minnesota History* (Spring 1985):191-201.

¹² Harriet E. Bishop, *Floral Home or First Years of Minnesota: Early Sketches, Later Settlements, and Further Developments* (New York: Sheldon, Blakeman and Company, 1857), 152-153; Joseph A. Corrigan, *The History of St. Marks and the Midway District*, illustrated by Frank Kacmarcik, s.n. 1939, St. Paul, Minnesota (?), 26-27.

claims following the Treaty with the Dakota in 1837, and the General Land Office began land surveys in the late 1840s.¹³

One branch of the Red River trail system, which brought early traders from the Red River Valley in southern Canada to Fort Snelling and Minneapolis and Saint Paul, edged portions of the present-day route of St. Anthony Avenue and the Interstate 94 alignment (Figure 3).¹⁴ This road, known as the Saint Anthony Road, linked the Falls of Saint Anthony with the Lower Landing at Saint Paul. To the north, a stagecoach line that followed a route roughly parallel to today's University Avenue, also connected the falls with steamboat landings in St. Paul.¹⁵ In the 1850s, regularly scheduled stagecoach service linked Minneapolis and Saint Paul. The Territorial Road, to the north, was surveyed in the 1850s as part of a route linking Point Douglas and Fort Ripley.¹⁶

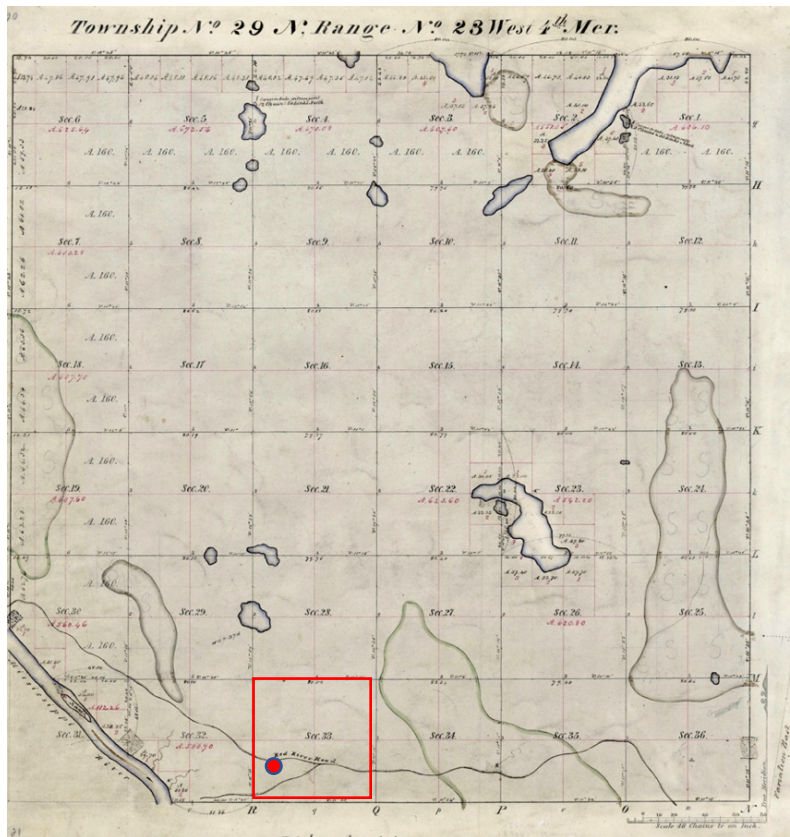


Figure 3. Ramsey County, Township 29, Range 23. (General Land Office, 1848). Approximate Merriam Park location shown at red circle.

¹³ Township 29, Range 22. Ramsey County (1848). Isaac Higbee, Deputy Surveyor. Accessed at https://glorerecords.blm.gov/details/survey/default.aspx?dm_id=94142&sid=kos4piof.ylf&surveyDetailsTabIndex=1.

¹⁴ Rhoda R. Gilman, Carolyn Gilman, Deborah M. Stultz. *The Red River Trails: Oxcart Routes Between St. Paul and the Selkirk Settlement, 1820-1870* (St. Paul, Minnesota Historical Society, 1979), 84.

¹⁵ See John Lauber, "A Trail of Two Cities; The Impact of Transportation on the Development of the Midway Area, 1847-1960, in BRW, Inc. Hess, Roise and Company, and Foth and Van Dyke, 1995, *Phase I and II Cultural Resources Investigations of the Central Corridor Minneapolis, Hennepin County and St. Paul, Ramsey County, Minnesota*. Prepared for the Minnesota Department of Transportation, Hennepin County Regional Railroad Authority, and Ramsey County Regional Railroad Authority, 1995.8:1.

¹⁶ Gilman et al. (1979), 86.

4.4.3 Rose Township and Area Development

Rose Township was organized in 1858. Present-day Marshall Avenue separated Rose and Reserve Townships. The township's northern boundary stretched to County Road D, with Rice Street to the east and the Minneapolis city limits at the west. In 1843, French Canadian fur trader and farmer Stephen Desnoyer (1805-77) acquired more than 320 acres of the area just west of present-day Merriam Park, including the present-day Town and Country Club, from Donald McDonald.¹⁷ Desnoyer's property extended roughly between the Mississippi River on the west, Cleveland Avenue on the east, St. Anthony Avenue on the north, and Marshall Avenue on the south. Desnoyer operated a small hotel and tavern, known as the Halfway House, near the intersection of present-day Pelham Boulevard and St. Anthony Avenue.¹⁸ The one-story building served stage and wagon travelers.¹⁹

In 1862, the Saint Paul and Pacific Railway (later Northern Pacific and then the St. Paul, Minneapolis and Manitoba Railway) was the first to connect Saint Paul and Minneapolis and promised to link Saint Paul's flour, lumber, commodities and manufactured goods to regional and national markets. The *Map of Ramsey County* (1867) illustrates the sparse settlement along the rail corridor following the Civil War, but in the 1860s and early 1870s this interurban area was eyed by institutions as well as few businessmen and real estate developers.²⁰ In 1872, to the northeast of the future Merriam Park, a group led by former Governor William R. Marshall (1825-1896) planned a convenient interurban suburb on the line which they named Saint Anthony Park. Chicago landscape architect H.W.S. Cleveland and his partner, William M. R. French, designed a picturesque residential quarter with curving streets adapted to the topography of wooded hills and small lakes.²¹

Advertised as a "suburban addition to St. Paul and Minneapolis" and extending into Hennepin County, few investors purchased land or lots after the Panic of 1873, an economic depression that persisted through the decade.²² The Chicago, Milwaukee and Saint Paul Railway also completed an early intercity route, but it followed a long loop through Mendota before crossing the river to Saint Paul.

Isolated pockets of development between the cities proceeded slowly. In 1872, the Saint Paul Driving Park, featuring a half-mile race track, was established on St. Anthony Avenue just east of Snelling Avenue. The property was briefly used for some of the annual fairs held by the Minnesota State Agricultural Society and was later acquired and developed by Norman Kittson (1814-1888), a successful fur trader, investor in the St. Paul, Minneapolis and Manitoba Railway, and racehorse owner.²³

In 1876 the Archdiocese of Saint Paul built the three-story Catholic Industrial School on a portion of the former 452-acre Finn farm at the present-day northwest corner of Cleveland and Summit Avenues. The organization relocated after two years, and 1885 the building was enlarged as St. Thomas Aquinas

¹⁷ George E. Warner and Charles M. Foote, comps. *History of Ramsey County and the City of St. Paul, including the Explorers and Pioneers of Minnesota*, by Rev. Edward D. Neill, and *Outlines of the History of Minnesota*, by J. Fletcher Williams (Minneapolis: North Star Publishing Co., 1881), 259.

¹⁸ Corrigan locates the Halfway House at Raymond and Glendale Avenues "under the spreading arms of an elm tree," Corrigan (1939), 31-32. Glendale Avenue no longer exists due to Interstate 94 construction.

¹⁹ Rhoda Gilman, Carolyn Gilman and Deborah Stultz. *The Red River Trails: Oxcart Routes Between St. Paul and the Selkirk Settlement, 1820-1870* (Minnesota Historical Society, St. Paul, 1979), 86; Warner and Foote (1881), 268.

²⁰ L.G. Bennett, *Map of Ramsey and Manomin Counties and Hennepin East*. Chicago, 1867.

²¹ W. R. Marshall et al., *Plan of Saint Anthony Park*, 1873.

²² David A. Lanegran and Judith F. Flinn, *St. Anthony Park: Portrait of a Community* (Saint Anthony Park and Saint Anthony Park Association, Saint Paul, 1987), 4.

²³ Warner and Foote (1881), 265.

Seminary, the foundation of the College of St. Thomas.²⁴ The early building was a symbol of the Midway area’s potential as a location for educational institutions, which within a few years would include Hamline College (1880) near the Hamline Depot of the Saint Paul & Pacific Railroad line, and Macalester College, at Summit and Snelling Avenues, where the first building was completed in 1884 and the college opened in 1885.²⁵

In 1879 the Saint Paul and Pacific Railway became the Saint Paul, Minneapolis and Manitoba Railway, and spurred a new attempt at development in Saint Anthony Park. To the south, the Chicago, Milwaukee & St. Paul Railway (CM&StP) Short Line was completed in 1880 and allowed a direct, ten-mile connection between downtown Saint Paul and Minneapolis (Figure 4). The trip took about twenty-five minutes. The tracks crossed Merriam’s property north of St. Anthony Avenue, and connected to the Short Line Bridge across the Mississippi River at the foot of Meeker Island between Franklin and Lake Streets. The line was opened in November 1880.²⁶

The term Midway, used generally to denote the primarily agricultural area located between Minneapolis and Saint Paul in Rose Township, was in common use in local newspapers by 1880. Most notably, in 1881 fur trader, railroad entrepreneur and race horse enthusiast Norman Kittson (1814-1888) purchased the Saint Paul Driving Park property and additional acreage for a stock farm, which he renamed the Midway Park Stud.²⁷

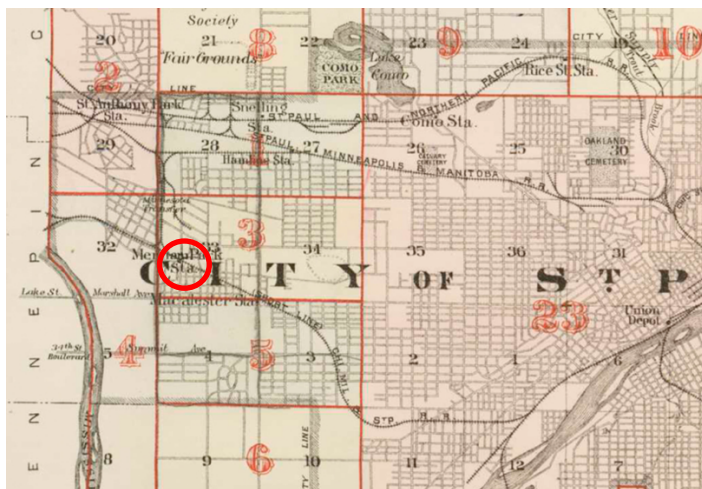


Figure 4. G. M. Hopkins, *Atlas of the Environs of St. Paul: including the Whole of Ramsey County* (1886). The Merriam Park Station of the CM&StP Short Line is circled in red.



Figure 5. Stone and concrete retaining wall, west side of Prior Avenue N., above. CM& StP Railway Bridge No. 92258, at Prior Avenue N. (RA-SPC-7111), below.

²⁴ Corrigan (1939), 38-39; R.L. Polk & Co., (1891), 1194; Warner and Foote (1881), 259; 263-65.

²⁵ Warner and Foote (1881), 264-65; Castle (1912), 422; Marjorie Pearson, Sara J. Nelson, and Brian McMahon, “Hamline-Midway Neighborhood Historic Resources Reconnaissance Survey, Saint Paul, Ramsey County, Minnesota,” Prepared for the Saint Paul Heritage Preservation Commission and the Department of Planning and Economic Development by Summit EnviroSolutions, Inc., 2018.

²⁶ “Short Line to Minneapolis,” *SPG* 19 April 1880:4; John Weeks, Short Line Bridge, accessed at <https://www.johnweeks.com/bridges/pages/r05.html>; “St. Paul Review of 1880,” *SPG* 31 Dec 1880:1; “Midway Park Stud,” *SPG* 31 Dec 1881:3.

²⁷ Warner and Foote (1881), 265-66.

4.4.4 Merriam Park (1882)

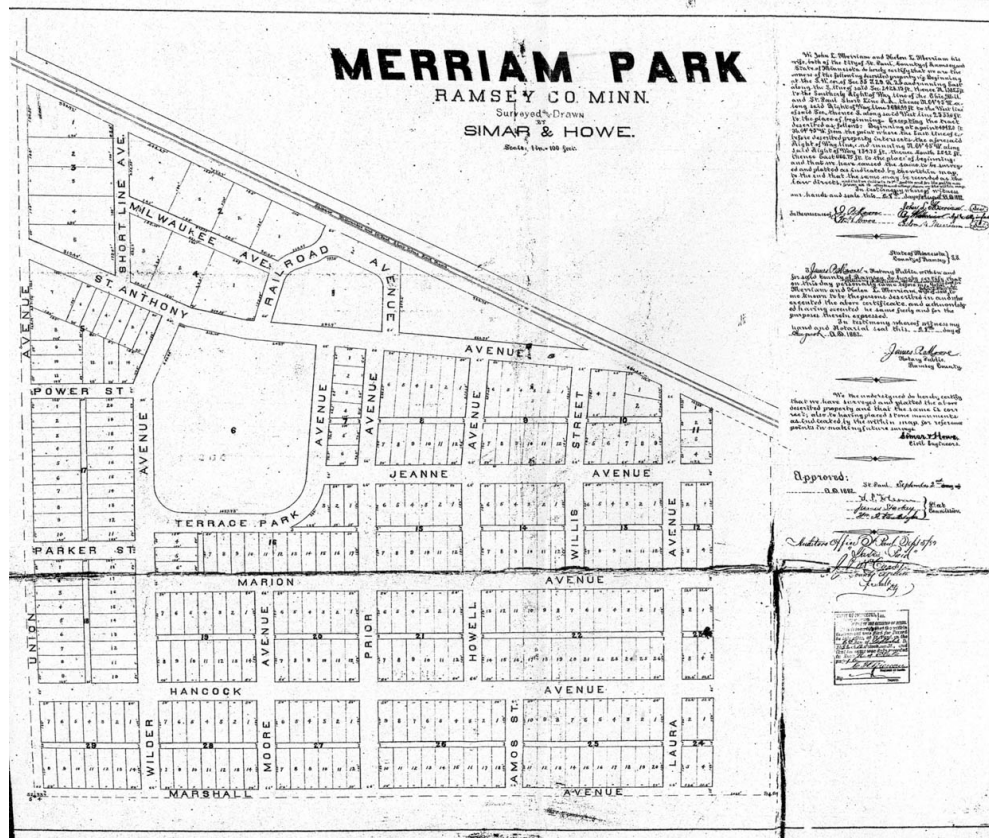


Figure 6. Plat of Merriam Park, Ramsey Co., Minn., 1882. (Ramsey County Recorder)

In 1862, John L Merriam acquired about 400 acres of the Daniel A. G. Baker Farm in Section 33 of Rose Township and in 1879 deeded a right-of-way to the Chicago, Milwaukee and St. Paul Railway Company for the Short Line tracks between St. Paul and Minneapolis.²⁸ Merriam owned at least 265 acres to the south of St. Anthony Avenue, including the future Merriam Park.²⁹ The river bluffs and ravines that were at the western edge of Desnoyer’s property leveled out as prairie across Merriam’s property. One distinctive landscape feature was a steep hill lying just south of St. Anthony Avenue, at the center of the acreage.

Other early farmers to the southeast, in the southern half of Section 33, included Lyman Woodruff, a native of New York, whose homestead was near the intersection of St. Anthony Avenue and present-day Cleveland Avenue.³⁰

John L. Merriam (1825-1895) and his second wife, Helen Wilder Merriam (1830-1915), platted 140-acre Merriam Park in 1882 as the first of five adjoining plats that would be named Merriam Park (Figure 6). At this time, John L. Merriam had reportedly retired from active business pursuits. Merriam, a native of New York, was a prominent banker and Republican state legislator. He arrived in Saint Paul in 1860, and formed the firm of Burbank, Blakely and Merriam, owners of the Minnesota State Company and

²⁸ “Merriam Park,” *The Interurban*, 5 January 1899:2.

²⁹ L.G. Bennett (1867).

³⁰ U.S. Census Bureau, 1870, Ramsey, Rose Township, 4.

Northwestern Express Company.³¹ Connected with many of Minnesota's largest and most successful enterprises, his investments included real estate, banks, railroads, and manufacturing. An influential Republican, he was elected as Speaker of the Minnesota House of Representatives in 1869 and 1871.³² Helen Wilder Merriam, also a native of New York, was the sister of Amherst Wilder (1828-1894), the Saint Paul businessman and philanthropist.

During this decade, Merriam completed his own large stone mansion overlooking downtown Saint Paul, on Sherburne Avenue's Merriam Hill (1887, razed 1964). Merriam's son, William R. (1849-1931), also lived on Merriam Hill. William succeeded his father as president of the Merchants National Bank and served as the governor of Minnesota between 1889 and 1893. In 1883 he was part of the reorganized St. Paul Street Railway Company as its Vice President and Treasurer.³³ In 1899, after his appointment as Director for the Twelfth Census of the United States, William permanently moved to Washington, D. C.³⁴

Saint Paul had a greatly improved economy in the early 1880s, and the decade brought intensive railroad construction, many new manufacturers and wholesalers, and increased retail trade. The city's population rose from 41,473 in 1880 to 111,397 in 1885. The Northern Pacific, the first northern transcontinental railway, reached the Pacific coast in 1883 and was celebrated in Saint Paul and Minneapolis.³⁵ With a rising standard of living for some, the expansion of commercial and industrial uses in former downtown residential areas pushed residents from older neighborhoods. Improved streets and new bridges prepared the neighborhoods around downtown Saint Paul, including Saint Anthony Hill, Dayton's Bluff and the near East Side, for rapid growth. All that was missing was reliable, inexpensive transit.

4.4.5 Making the Midway District

Minnesota Transfer Railroad

John L. Merriam was an investor in the Minnesota Transfer Railroad, (MTR), which was jointly owned by the eight rail companies it served (Figures 7, 11). At the Union Park station at the foot of the Transfer Yards, where they intersected with St. Anthony Avenue, Merriam reportedly saw that "each hour the Short Line trains met and passed at this point, he was convinced that here at this spot . . . was the place to build a town, midway in the Twin Cities."³⁶ A 1996 study noted that the "Transfer played a critical role in the development of the Twin Cities as a midwestern rail hub at the height of the economic boom of the 1880s."³⁷

The Midway Transfer Railroad was founded in 1882 to consolidate the freight terminals scattered around the area. James J. Hill (1838-1916) developed the idea for the Midway Transfer Yards and assembled

³¹ *SPG* 13 June 1895:1.

³² Castle (1912), 703-04.

³³ "Street Railway Reorganization," *SPG* 7 July 1883:2.

³⁴ "Ex-Governor Merriam Dies at Age of 82," *Saint Paul Dispatch*, 18 Feb 1931.

³⁵ "Our Celebration of the Completion of the Northern Pacific," *SPG* 4 Sept 1883:2.

³⁶ "A Great Metropolitan Center," *SPG* 27 July 1891:5.

³⁷ John Lauber, "A Trail of Two Cities: The Impact of Transportation on the Development of the Midway Area, 1847-1960," in BRW, Inc. et al, Phase I and II Cultural Resource Investigations of the Central Corridor: Minneapolis, Hennepin County and St. Paul, Ramsey County, Prepared for the Minnesota Department of Transportation, Hennepin County Regional Railroad Authority, and Ramsey County Regional Railroad Authority, 1995, 9-49.

much of its real estate.³⁸ The yards handled freight for an initial eight lines, which expanded to twelve. The yards occupied more than 200 acres and included a transfer track system more than one mile long. Positioned to be “one of the largest freight distributing points on the continent,” the early facility included grain elevators, a 300-foot-long transfer depot, ice houses, the Union Stock Yard, sheep and hog sheds, and horse barns. Three slaughterhouses were in operation including the Luley Abattoir Company at 567 N. Cleveland.³⁹

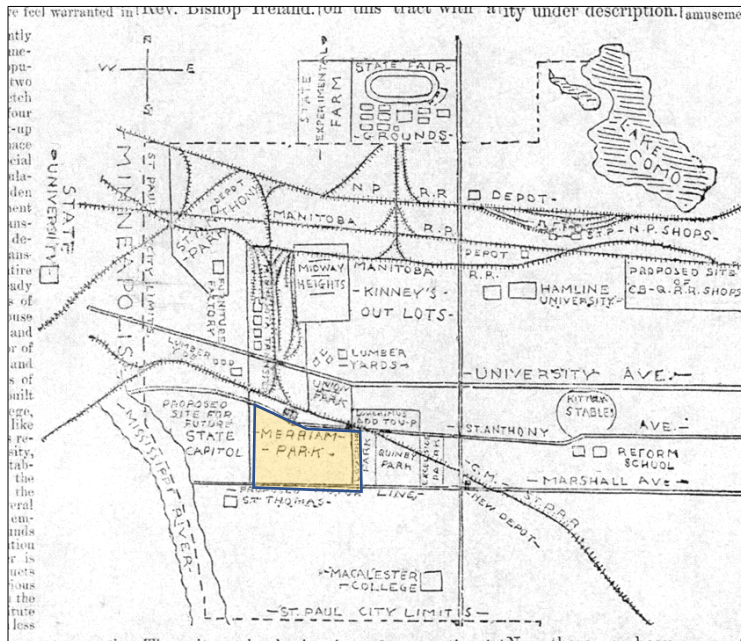


Figure 7. “Midway Between the Cities.” *Saint Paul Daily Globe*, October 18, 1885.

A spur connected the Manitoba and CM&StP Short Lines. Many industries and businesses were established around the edges of the yards that stretched north from St. Anthony and University Avenues roughly between Raymond and Fairview Avenues. Within a decade, the perimeter of the yards would be edged by plants processing and manufacturing many types of goods, including lumber, food and linseed oil products. Manufacturers of furnaces, furniture, agricultural implements, and pianos, and banks, hotels, and office buildings were also part of the transfer zone. The Minnesota Transfer Railway’s roundhouse and diesel shop were built near the northeast corner of St. Anthony and Cleveland Avenues, just outside the survey area at the edge of Merriam Park (508 N. Cleveland Avenue; RA-SPA-5620).⁴⁰ The extant, semi-circular roundhouse dates from 1891, with additions in 1903 and 1907.⁴¹ Previous studies have recommended it eligible for the National Register of Historic Places.⁴²

The Minnesota Transfer Board of Trade was founded in 1889 to “organize and harmonize the industrial and commercial interests which surround the Minnesota Transfer.”⁴³ The Midway area rapidly grew into

³⁸ Frank P. Donovan, Jr. *Gateway to the Northwest: The Story of the Minnesota Transfer Railway* (St. Paul, 1954), 23.

³⁹ R.L. Polk & Co.

⁴⁰ Lauber (1995), 1995:9.49.

⁴¹ Lauber (1995), 9-45.

⁴² Lauber (1995), 9.49.

⁴³ “Midway Improvement,” *Minneapolis Tribune* 24 Nov 1889:3.

large commercial and industrial district, and before the railways began to handle reshipments at their own freight stations in about 1923, the MTR handled nearly all of the “less-than car-load” freight that arrived in the Twin Cities.”⁴⁴

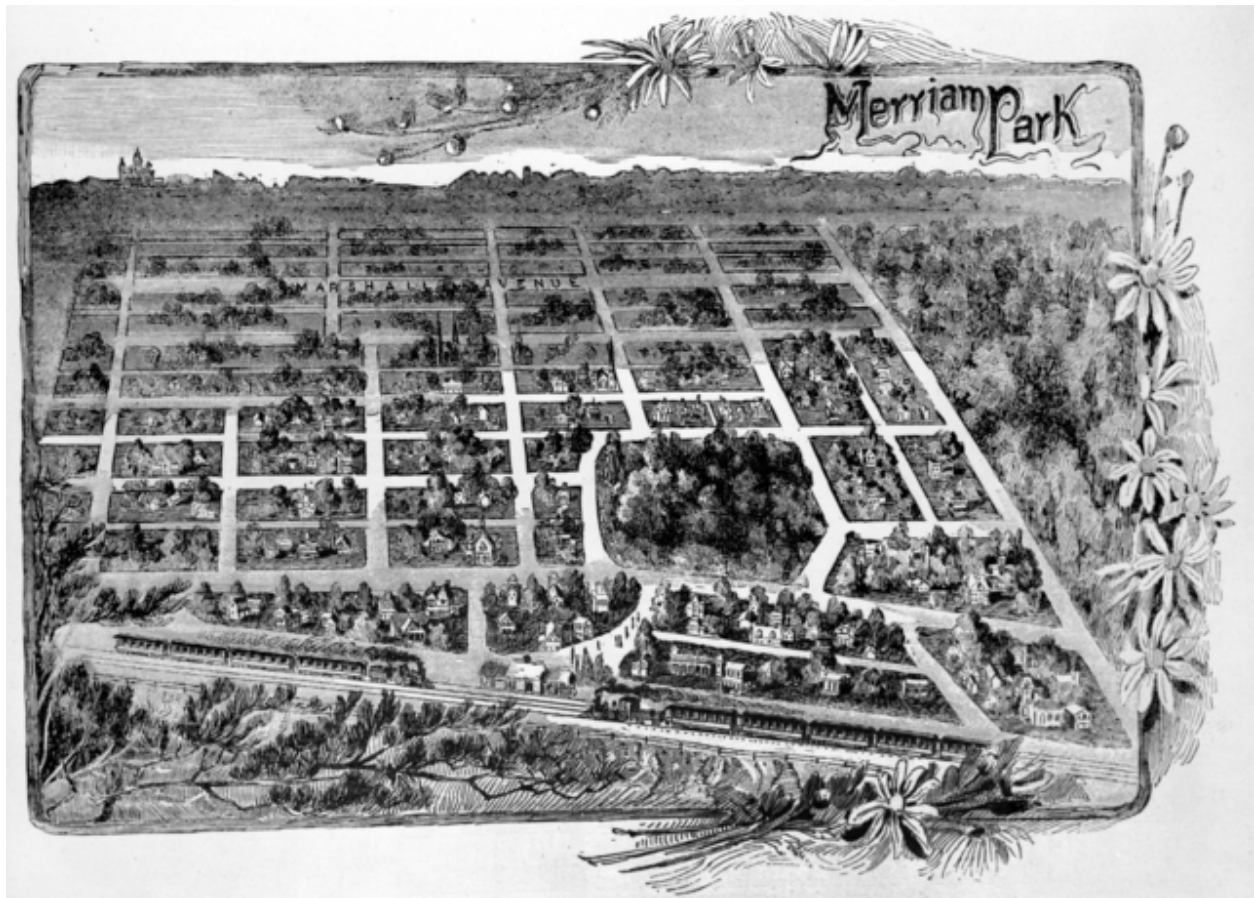


Figure 8. Merriam Park, *Northwest Magazine*, June 1886.

4.4.5 Making a Village

The Merriam Park plat recorded in August 1882 showed thirty blocks and one outlier. Laid out by surveyors Simar and Howe of Saint Paul, the standard blocks and lots edged the Short Line tracks at the north and were bounded by Cleveland Avenue at the west. Dewey Avenue was the eastern boundary, with additional lots extending toward the future Lovering Park Addition (1883) and Fairview Avenue. Merriam Terrace Park Avenue (now Merriam Lane) edged along the east and south of the 7.7 -acre tract later set off as Merriam Terrace Park. Most of the building lots were 50' x 150' and were placed on 66'-wide streets lined with maple, box elder, and elm. Realtor James P. Moore supervised installation of the improvements. In 1883 he contracted with Rose Township nurseryman W. E. Brimhall to plant about 1,000 trees.⁴⁵ In 1886, these early efforts were depicted in an artist's engraved view published in the *Northwest Magazine* (Figure 8).

⁴⁴ Betsy Bradley, et. al. "Phase II Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota." Submitted to the Ramsey County Railroad Authority by the 106 Group Ltd. 2004, 150.

⁴⁵ *Daily Minnesota Tribune* 20 May 1883:6; "Progress at Merriam Park," 15 April 1883:6.

Railroad Avenue, later named Montague Place, looped around Block 1, another undivided two-acre tract that faced the Merriam Park Short Line Depot. The parcel was owned by H. W. Topping, a business partner of William Merriam in the Saint Paul Foundry.⁴⁶ Described as “covered with large forest trees,” in 1887 the block was divided into seventeen lots as Topping’s Subdivision.⁴⁷ The adjacent Milwaukee and Short Line (Astoria) Avenues provided building lots that were located within a few hundred feet from the Minnesota Transfer Railroad Yards north of the railroad tracks. Many of the original streets were named for the Merriams’ business associates (Power, Parker, Moore) or family members (Wilder, Hancock, Jeanne, Laura). Only the Moore and Wilder names survive.

St. Anthony Avenue was a primary east-west corridor south of the Short Line, and Marshall Avenue was not yet opened as far as Merriam Park. John Hinkle’s Union Park (1884), to the north and northeast on Prior Avenue on the north side of the Short Line tracks, offered a compact residential quarter on the former amusement park grounds. The streets framed a landscaped ellipse around Lake Iris, with more buffering from industry than provided by Merriam Park.⁴⁸ The promoters assured the public that its interests were “identical with those of Merriam Park, and that the “two will rise together and soon be renowned as the most beautiful of the Park suburbs.”⁴⁹

Lot sales were underway in April 1883, and were initially promoted by Merriam’s real estate partner, James P. Moore. Moore’s office was downtown in the Merchant’s National Bank at Jackson and Third Streets. The lots were sold by Merriam & Moore with deed restrictions specifying that each house cost at least \$1,500 and that construction be completed within the building season. This measure, as one newspaper article noted, “would guarantee to the first purchaser that the place would build up, and that they would not be left alone with their house on the prairie.”⁵⁰ The 7 ½ cent rail fare to either city was a selling point. According to one account, in 1883, the Union Park Short Line depot, a frame structure erected in about 1880 for the small, short-lived amusement park to the north first known as Union Park, was renamed Merriam Park.⁵¹ Another account described “a beautiful and substantial depot . . . with guard rails and fences, and a good wagon and sidewalk crossing tunneled under the track for a road to be opened soon to University Avenue.”⁵²

The *Daily Minnesota Tribune* was among Minneapolis newspapers reporting on the progress of early Merriam Park in its earliest period. In March 1883 the *Tribune* announced, “A New Suburban Village,” noting that it had a wooded, beautiful location.⁵³ The outlying area ensured lower- priced lots than those in central Minneapolis or Saint Paul. In April, a headline announced that building sites were “being selected by well-known citizens.”⁵⁴ In May 1883 the newspaper observed, “some 15 to 20 houses, some to be very expensive ones, are promised for this season. Contractor Headley of Minneapolis is engaged to erect eight or ten residences.”⁵⁵ Headley, however, apparently left Minnesota before completing any houses and caused an initial hiccup in the progress of initial build-out.⁵⁶

⁴⁶ “Articles of Association,” *SPG* 22 March 1887:7.

⁴⁷ “Topping Property” *SPG* 20 March 1887:14; “Toppings Subdivision of Block 1 Merriam Park,” Ramsey County Recorder.

⁴⁸ *Interurban Graphic*, “Union Park,” 19 May 1888, 2.

⁴⁹ “A Great Metropolitan Center,” *SPG* 27 July 1891:5.

⁵⁰ *Interurban Graphic*, 19 May 1888, 2.

⁵¹ “Rail Notes,” *SPG* 9 Nov 1883:2.

⁵² *SPG* 11 March 1883.

⁵³ *Daily Minnesota Tribune* 11 March 1883:7.

⁵⁴ *Daily Minnesota Tribune*, “Progress at Merriam Park,” 15 April 1883.

⁵⁵ *Daily Minnesota Tribune*, “Gift of a Park,” 20 May 1883:6.

⁵⁶ *Daily Minnesota Tribune*, “The Missing Contractor,” 23 Oct 1883:6.

The Annexation Debate

The people who come to Merriam Park don't want to be in either city.
"Extending the Limits," *Saint Paul Globe* 11 Jan 1885:4.

By 1884, James P. Moore and others promoted incorporation as a village, but the proposal was opposed by the City of Saint Paul and was then appealed the Minnesota State Supreme Court.⁵⁷ In January 1885, a debate among county and city officials as well as interested business concerns demonstrated the lack of interest in Merriam Park being annexed to the City of Saint Paul. A. R. Robbins noted, "we feel at Merriam Park that annexation to Saint Paul would check our growth. A great many people from Minneapolis come out there to live, they would not come if they expected ever to become a part of Saint Paul. Now we ask for a separate incorporation, a separate existence. We had good and sufficient reasons for going there to live, among these being the desire to take our children away from the influences of the saloons."⁵⁸ He noted that there were two or three miles of almost uninhabited territory between the present limits and Merriam Park.

Meanwhile, in 1885, despite the residents who joined the "Merriam Park Committee Against Annexation," the City of St. Paul annexed the property as part of a larger territory.⁵⁹ The acts of incorporation included prohibition of saloons, and stipulated that Merriam Park property owners not be taxed for the bonded debt of St. Paul, then totaling about \$5,000,000. No saloons were allowed in Merriam Park and within an area of about four square miles, making Merriam Park "a small spot in Minnesota where actual prohibition exists by legislative enactment."⁶⁰

James P. Moore and Real Estate Progress

With its proximity to Minneapolis and Saint Paul and the growing Midway Transfer industrial district, Merriam Park seemed positioned for success. Nevertheless, "it was not all plain sailing and easy work to get the place started."⁶¹ Realtor James P. Moore initially "brought hundreds of people" to the development "who looked over the plowed ground and stubble fields, shook their heads and went back to town, saying they were not yet ready to go to the frontier."⁶² Moore and other realtors steadily advertised the benefits of the suburban location in the *Saint Paul Globe*, *Saint Paul Pioneer Press*, and *Minneapolis Tribune*. Articles and advertisements promised escape from the "dust and noise of the city."⁶³ The 12-minute rail commute to either city, and the potential for a streetcar line along the three-mile length of Marshall Avenue were also promoted. Moore was responsible for periodic updates with that reassurances that building was progressing, in May 1883 he noted that it was "it is looking fresh and green at Merriam Park."⁶⁴

Through the 1880s, realtors Merriam & Moore and Curtis & Edwards specialized in the sale of Merriam Park property. Moore never lived in Merriam Park and within a few years many other realtors were involved in lot sales. He moved to Minneapolis in 1889 to become the manager of the Lake Harriet Residence Park Improvement Company. The company was organized by Moore, Thomas Lowry, William

⁵⁷ "Annexation goes Marching On," *Minneapolis Sunday Tribune*, 15 Feb 1885:13.

⁵⁸ "Extending the Limits," *SPG* 11 Jan 1884:4.

⁵⁹ *Minneapolis Sunday Tribune* 15 Feb 1885:13; "Annexation goes Marching On" 15 Feb 1885:13. See also "That Extension," *Minneapolis Tribune*, 10 Feb 1885:5.

⁶⁰ "A Great Metropolitan Center," *SPG* 27 July 1891:5.

⁶¹ "A Great Metropolitan Center," *SPG* 27 July 1891:5.

⁶² "A Great Metropolitan Center," *SPG* 27 July 1891:5.

⁶³ *Daily Minnesota Tribune* 20 May 1883:6.

⁶⁴ *Daily Minnesota Tribune* 27 May 1883:7.

S. King and others to develop the 300-acre Linden Hills tract on the west side of Lake Harriet.⁶⁵ Moore next moved to California.

In the early 1880s, newspaper articles described Merriam Park as an isolated settlement on the prairie, but many nearby plats were recorded, if not lightly built up, prior to and around same time, especially near Hamline (1880). They included College Place West (1875), College Place East (1881), College Place Taylor’s Addition (1882), Midway Heights (1885) and Woodlawn Park (1885). John Hinkel platted Union Park (1884) on the former amusement park grounds of the same name. To the west, the curvilinear plat of Macalester Park, also served by the CM&StP Short Line, was laid out in 1883.⁶⁶

In 1885, Merriam recorded the 18-block Second Addition to Merriam Park, which extended south to Laurel Street (Figure 9).⁶⁷ The 18-block Third Addition to Merriam Park (1886) extended farther south to the north side of Summit Avenue.⁶⁸ The five-block Fourth Addition (1887) extended from Cleveland Avenue at the east to Cretin at the west, between St Anthony Avenue at the north to Rondo (Roblyn) at the south. The Fifth Addition (1887) and various rearrangements followed. The additions, and those by other developers, continued Merriam Park’s nearly continuous residential fabric between St. Anthony and Summit Avenues at the north and south, and between present-day Fairview and Cleveland Avenues at the east and west. These adjacent areas, however, had little development until after the turn of the early twentieth century, while much of the original Merriam Park was substantially built up by 1900.

Figure 9. Merriam Park advertisement, ca. 1885.

⁶⁵ “On Linden Hills.” *Minneapolis Tribune* 8 Sept 1889:18.

⁶⁶ Ramsey County Recorder, “Macalester Park Addition,” 1883.

⁶⁷ Ramsey County Recorder, “Second Addition Merriam Park to the City of Saint Paul.” 1885.

⁶⁸ Ramsey County Recorder, “Merriam Park Third Addition.” 1886.

Although the developers of Merriam Park soon doubled the number of lots available to buyers, the core enterprises, including the Short Line Depot, a scattering of businesses on St. Anthony Avenue, Merriam Terrace Park, four churches, and the Longfellow School kept attention focused on the original “village.” It took about thirty years before the last lots were developed, and then it was by a largely new generation of realtors, carpenters, and residents.

The business interests of a number of the Merriams’ associates and family members intersected at the first plat of Merriam Park. William J. Merriam was the president of the Saint Paul Foundry and Manufacturing Company. One of the first houses was built at 46 Merriam Place by Herbert W. Topping, the company’s Secretary and Treasurer. Members of the foundry’s successor firm, founded in March 1883, and which did not include Merriam, included Topping, Henry P. Upham, Charles M. Power, A. H. Bode and W. Secombe. Topping moved to 1003 Summit Avenue in 1891, but maintained real estate interests in Merriam Park.⁶⁹

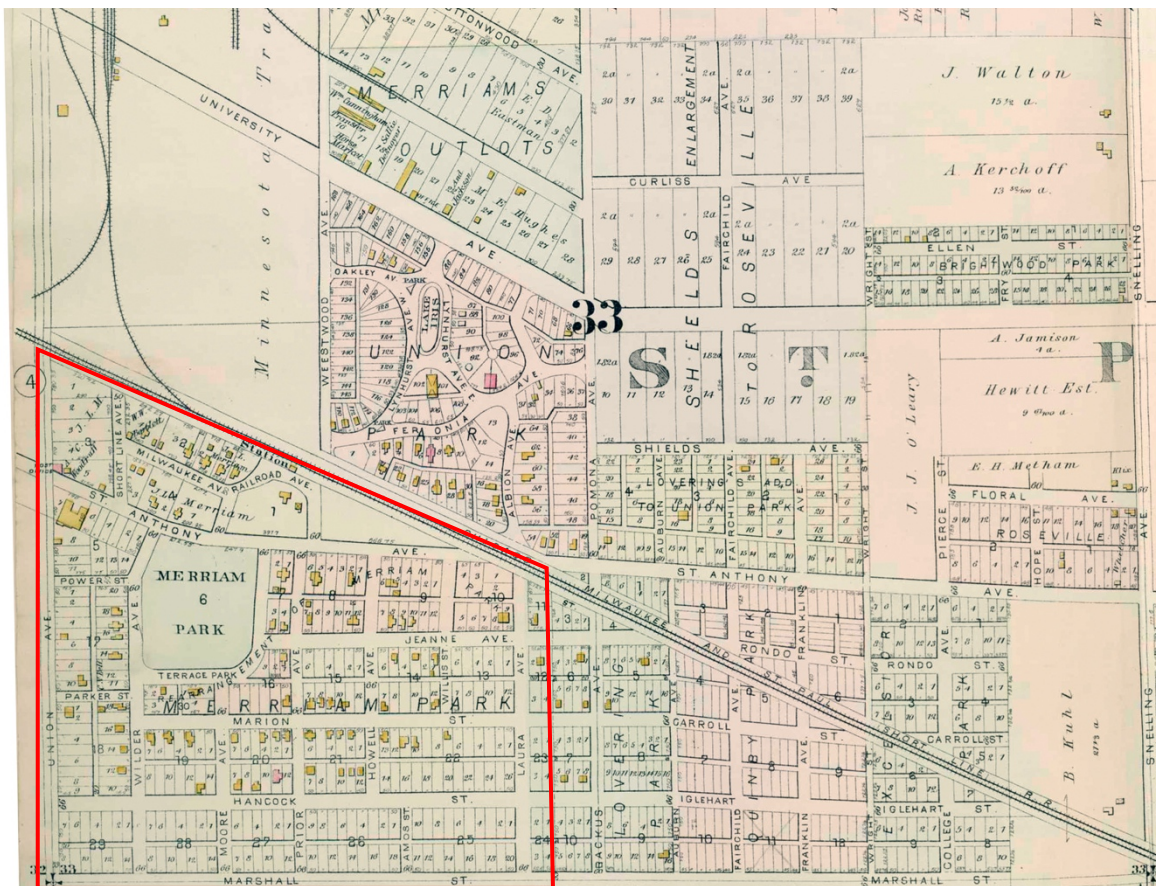


Figure 10. G. M. Hopkins, *Atlas of the Environs of St. Paul* (1886). The Merriam Park First Addition is outlined in red.

⁶⁹ R.L. Polk & Co.

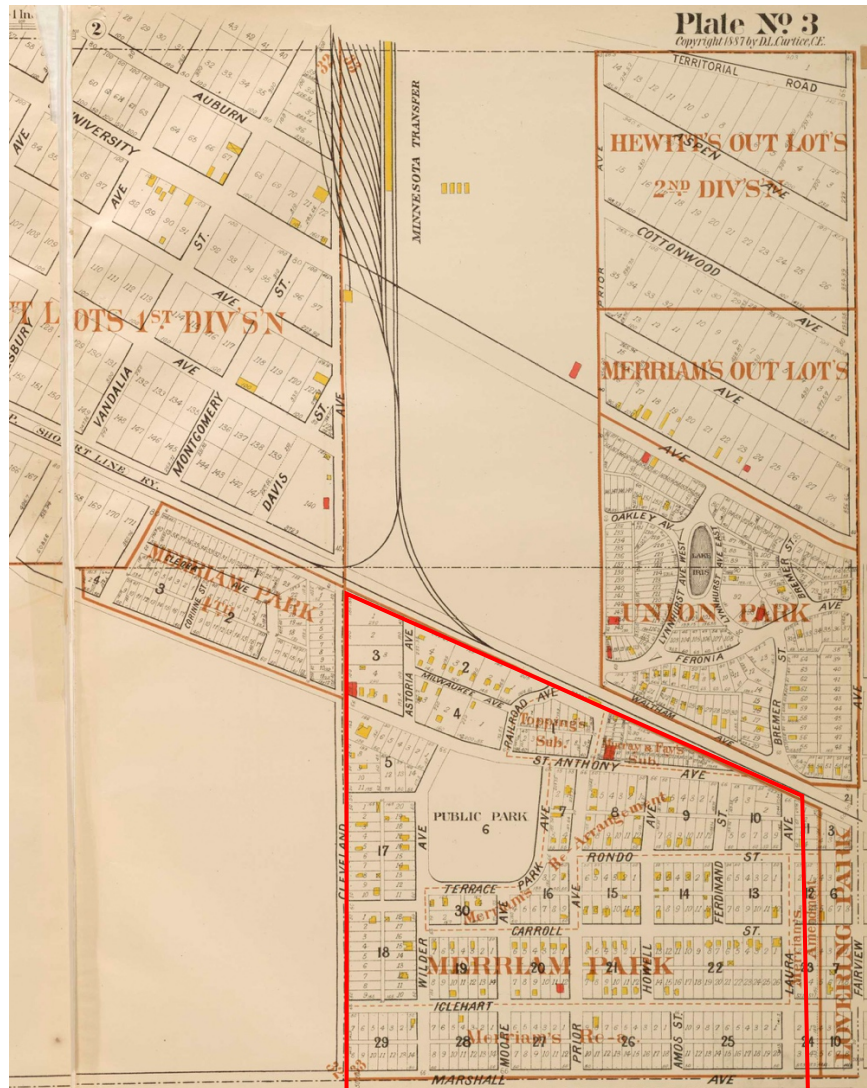


Figure 11. D. L. Curtice, *Standard Atlas of the City of Saint Paul, 1887*.
The Merriam Park First Addition is outlined in red. Curtice showed
new construction on Carroll and Igelhart Avenues.

The *Saint Paul Globe* closely followed lot sales and promised construction.⁷⁰ Stafford C. Lockwood, Amos C. Merrill, and Andrew B. Robbins were among other early builders.⁷¹ Lockwood, a coal dealer on St. Anthony Avenue, built at 1996 Terrace Park Avenue, at the corner of Moore Street. Merrill, the CM&StP freight depot clerk, built at 1001 Milwaukee Avenue. Merrill was later the secretary and treasurer of the Minnesota Transfer Packing Company. Robbins, the superintendent of the Northwestern Elevator Company, was previously a resident of Willmar. He soon relocated to Robbinsdale.⁷² Marketed to Saint Paul and Minneapolis buyers, some promoters claimed that many buyers were from Minneapolis, but city directories suggest that most of the builders appear to have previously been Saint Paul residents, or residents of places such as Willmar, Hastings and Winona.⁷³

⁷⁰ "Progress at Merriam Park." *SPG* 29 April 1883:6.

⁷¹ "Gossip about Town," *Daily Minnesota Tribune*, 21 April 1883.

⁷² Minneapolis Directory Company; R.L. Polk & Co.

The most densely-built area was on Milwaukee Avenue near the depot, and on the streets on and around the open space of Topping's Block. By 1886, twelve houses around and near the depot space were complete⁷⁴ (Figure 10). In addition to the Lockwood, Merrill, and Robbins houses, David L. Kingsbury (1842-1912), at 1906 Milwaukee Avenue, was a partner in the St. Paul hardware firm Bennett and Kingsbury and the assistant librarian of the Minnesota Historical Society.⁷⁵ By 1890, residents in the depot area included Amos Squire (1835-1904), a teacher, at 2011 Milwaukee Avenue and H. J. G. Crosswell, a miller and real estate dealer, at 1921 Rondo Avenue. Harry Lutz, at 1911, was a telegraph operator. His household included his wife Emma, their one-year-old daughter, and his brother-in-law. Another family, that of Anne Jones, a native of Wales, her three adult children and a son in law were in residence.

Based on the 1886 and 1887 maps (Figure 10, 11) and with the results of completed field survey inventory and ongoing building permit research, it appears that by 1887, there were an estimated 102 houses erected on the first plat of Merriam Park.⁷⁶ Most were located on lots nearest the Merriam Park Depot, along St. Anthony Avenue and Merriam Place, and on Milwaukee, Rondo (Roblyn) Avenues. The construction of Interstate 94 removed nearly all traces of this early residential district, along with north side of Roblyn Avenue and the Prior Avenue commercial district.

Concurrently, however, most lots on the south side of Carroll Avenues between Prior and Dewey Avenues were almost entirely built up, with scattered development on north-side lots. There were no houses on the south side of Iglehart Avenue, and Marshall Avenue had little development during the first decade. Based on preliminary building permit information, the building-boom year of 1890 resulted in another 17 houses, before a decade-long decline after ca. 1893 that resulted in only 21 houses completed prior to ca. 1903. By 1890, lots in other adjacent additions, including Merriam Park's Second Addition (1887), south of Marshall, and Lovering Park (1883), east of Fairview, became available. To the east, lot sales in Desnoyer Park (1887) and Roblyn Park (1906) would follow the development of the Town and Country Club (1890), west of Cretin Avenue.⁷⁷

Early Community

In 1889 the *Saint Paul Pioneer Press* reported on the "Suburbs of Saint Paul," noting that the "different line of roads that center here" resulted in many new suburban settlements. Although it was acknowledged that the outposts of places such as Macalester and Merriam Park would be part of a seamless city, it was noted that "the average businessman preferred a residence away from the city."⁷⁸

In the mid-1880s, the *Northwest Magazine* featured a number of new suburban locations around Saint Paul, including Union and Macalester Parks. The promotional publication praised Merriam Park's "many really elegant residences," and noted that it was "one of the most favored localities in Minnesota." The magazine stressed that residents would enjoy all the comforts of an urban residence and described the "churches, the best of public schools, as well as hotels, street lamps, graded streets and sidewalks, a public park."⁷⁹

⁷⁴ G. M. Hopkins, *Atlas of the Environs of St. Paul* (Philadelphia: G.M. Hopkins, 1886), plate 3.

⁷⁵ Castle (1912), 1176.

⁷⁶ G. M. Hopkins (1886); D. L. Curtice, *Standard Atlas of the City of Saint Paul* (Saint Paul: D. L. Curtice, 1887).

⁷⁷ "Town and Country Club of Saint Paul," *Golf*, v. 4 No 1. Jan 1899:7-10.

⁷⁸ "City Improvements," *Saint Paul Pioneer Press*, 1 Jan 1889:8.

⁷⁹ "Merriam Park; the Most Beautiful and Popular Interurban Residence Town," *Northwest Magazine* 4 (June 1886):10-11; 86.

Although there were many business owners, managers, clerks, teachers, salesmen, lawyers, doctors, and ministers among the early community, there were also many laborers, artisans, and skilled tradesmen, most likely employed in the growing Midway Transfer area. An overview of the 1900 U.S. Census suggests that few married women were employed.⁸⁰ The census also suggests that relatively few Merriam Park heads of households were foreign-born, although a notable number were born in England. Many persons, however, were descendants of parents born in England Sweden, Norway, Denmark, and Germany.⁸¹

After Merriam Park's chief promoter, James P. Moore, left for Minneapolis, the void was filled by a number of local Merriam Park real estate sales, loans, and speculative builders. Through the efforts of these dealers as well as builders, during the period ca. 1888-1910 there was likely a steady supply of new houses ready for sale or rent. Alvah Bell, who resided at 1888 Carroll Avenue (1886) with his wife, Isabel, was a native of New York and a former Hastings furniture manufacturer and realtor. His brother, John W., was also involved in real estate. Another investor was Robert Bell (1854-1921), at 23 Milwaukee Avenue (razed), who was apparently unrelated to Alvah Bell. In the 1870s and 1880s Robert developed houses in Dayton's Bluff and Merriam Park. A native of England, he arrived in St. Paul in 1869. During the 1870s and 1880s, he also worked for various railroad companies and eventually rose to Chief Clerk of the St. Paul & Duluth Railroad and Superintendent of the Duluth Union Depot and Transfer Company.⁸² Later in his career he was Secretary of the George J. Grant Construction Company.⁸³

Erastus H. Murray, a native of New York, arrived in Merriam Park in 1884, after having owned a boot and shoe business in Winona and flour mills in Lake City and Frontenac. He started out in Saint Paul selling real estate and loaning money as E. H. Murray and Co., from his office at 1935 St. Anthony Avenue and later at 367 Prior Avenue (both razed). He was among the incorporators of the Merriam Park Bank. He also built the two-story, brick Murray Block (1887) at the intersection of St. Anthony Avenue and Ferdinand Street. He was in partnership with Mark W. Fay, and after 1890, with Alvah B. Bell. In 1887 Murray built a house at 1959 Rondo (Roblyn), at the northeast corner of Terrace Park Avenue (razed). Mark Wesley Fay (1854-1930), a native of Massachusetts, was a banker who also worked in real estate and partnered with Erastus Murray. He built many rental properties and his own house at 1921 Carroll (1886; RA-SPC-0485).⁸⁴ Alanson C. Woodruff (1861-1942) was praised by the *Saint Paul Globe* in 1891 as the "largest realty owner in the Midway." The newspaper praised his real estate enterprises, which had "done much for the upbuilding of Merriam Park."⁸⁵ Alanson's father, Lyman, homesteaded at Cleveland and St. Anthony Avenues. Alanson's brother, Wallace W., operated the Woodruff House on St. Anthony Avenue. Another real estate dealer, F. J. Minor, arrived in the late 1880s and lived at 1921 St. Anthony Avenue (razed). In 1890 his real estate and insurance office, advertised by a large wall sign, was at 440 Prior Avenue (Figure 26). He moved to Chicago in 1893.

Laborers, clerks, tradesmen, and others employed in the businesses of the expanding Midway Transfer area were housed across Merriam Park, especially along and near St. Anthony Avenue. As documented by the 1900 U. S. Census and permit research, real estate investors built many houses for the rental market. In 1889, realtor F. J. Minor built a row of seven identical frame houses (1911 through 1927) between Ferdinand and Prior Avenues (Figure 12). Located on the north side of St. Anthony Avenue,

⁸⁰ U.S. Census Bureau, 1900, Ramsey, Ward 11 schedules.

⁸¹ U.S. Census Bureau, 1900, Ramsey, Ward 11 schedules.

⁸² Warner and Foote (1881), 417; Wilkinson 1894:132; R.L. Polk & Co., 1888.

⁸³ *Midway News* 9 July 1921:1.

⁸⁴ Corrigan (1939), 40.

⁸⁵ "Owns Real Estate." *SPG* 27 July 1891:5.

each 21' x 28' house had an estimated \$5,000 construction cost.⁸⁶ In 1900, the buildings housed Edward Azomann, a machinist, his wife, and three children at 1913; Henry Risser, a Congregational minister at 1921, and Louis Abberovsky, a stenographer, at 1921.⁸⁷



Figure 12. From left, 1927, 1925, and 1921-23 St. Anthony Avenue (1889), in ca. 1910 (razed).

The U.S. Census for 1900 records a variety of professional and managerial occupations among early residents. Along the 1800 and 1900 blocks of Carroll Avenue, for example, a wholesale drug company manager, commercial traveler, railroad clerk, bookkeeper, minister, railroad contractor, and a dentist were among heads of households, along with many other clerks and salesmen of various types. As reported to the census taker, renters appear to have generally outnumbered owner-occupants.

Although it appears a number of the first builders that Merriam and Moore sought to attract moved elsewhere within a few years, Horatio G. Coykendall (1840-1906) was representative of a core of long-term residents. A native of Illinois and noted railroad contractor for many major lines including the Northern Pacific, he moved to Merriam Park in 1885 from Winnipeg, where he worked on the Canadian Pacific Railroad. He was a member of the Merriam Park Presbyterian Church and masonic organizations.⁸⁸ After about 1891 Coykendall and his wife Marion lived at 1857 Carroll Avenue in a house built by J. J. McDonald (1886, RA-SPC-0481). His son, G.A., built his own house at 1885 Marshall

⁸⁶ 1913 St. Anthony Avenue (St. Paul Building Permit #18308), for example, was built in two months, as were the other houses in the row.

⁸⁷ United States Census, Ward 11, 1900.

⁸⁸ "H. G. Coykendall," *Minneapolis Tribune*, 24 March 1906:7.

Avenue and hired architect Louis F. Lockwood and contractor J. J. Booth for the \$3500 project (1900; RA-SPC-10069).⁸⁹

4.4.7 Merriam Park and the Queen Anne Style



Figure 13. Eaton B. Northrup House, 1847 Rondo (Roblyn) Avenue (1895, razed).⁹⁰ Northrop was a newspaper editor and realtor, and moved to Minneapolis in 1903.

Milwaukee Avenue, which in 1939 historian Joseph Corrigan called “the fashionable street of its day,” had houses with “large, high-ceilinged rooms, crystal chandeliers, turreted roofs, and scalloped eaves.”⁹¹ Corrigan noted that the houses then remained, as “mute testaments of the pride of opulence of Merriam Park’s first families.”⁹² The \$1,500 construction cost required by early lot purchasers may have been a factor in their appearance. Although St. Anthony Avenue was a collector for various types of businesses, it also had many high-styled houses, including that of Arrington J. and Margaret Douglas at 2107 (1890, razed).

⁸⁹ *SPG* 17 August 1902; Saint Paul Building Permit #37585; 8-20-1900.

⁹⁰ Eaton B. Northrup, owner. Saint Paul Building Permit #31823; 3-22-95. Eaton (1846-1919) was a realtor. “Eaton B. Northrup,” *Minneapolis Tribune* 22 June 1919:11.

⁹¹ Corrigan (1939), 40.

⁹² Corrigan (1939), 40.



Figure 14. Arrington J. and Margaret Douglas House, 2017 St. Anthony Avenue (1890, razed). Douglas was a salesman for a fur company. In 1900 there were nine residents, including the Douglas family of three, five boarders, and a servant.⁹³

As evident today on Carroll and Iglehart Avenues and by the remaining houses on Roblyn Avenues, some of this group of houses were exemplary of the two- and one-half story, Queen Anne style popular across Saint Paul neighborhoods. A common and distinctive feature of Merriam Park's Queen Anne style houses, and their other early counterparts, are a gray or buff-colored limestone foundation. Typically of clapboard-covered frame construction with multiple gable or hip roofs, a full-length front porch with turned columns, and a variety of sawn and scroll-cut trim was a standard feature. Many had prominent finial-topped conical or pyramidal roofs, balconets, decorated vergeboards, and a variety of window treatments. Shingle trim decorated gable ends, and wrapped towers and bays. Builders could refer to the many pattern books of the period, including those of Palliser and Palliser. Architects hired by the first Merriam Park builders included William Willcox and Clarence H. Johnston, who designed 1857 Carroll (1886) for J. J. McDonald, an insurance agent for the Continental Insurance Company,⁹⁴ and H. S. Treherne, who designed 1921 Carroll Avenue (1886) for realtor Mark Fay (RA-SPC-10069 and RA-SPC-0485).⁹⁵ Eastlake and Shingle style variants were evident, although many of their subtle details have been altered. The relatively level lots required few retaining walls, but there are remaining brownstone and limestone examples.

Real estate atlases and building permits show relatively few carriage houses, horse barns or rear sheds constructed by early Merriam Park builders. Before electric streetcar service along Marshall Avenue and more distant University Avenue, transit to either downtown was readily available on the Short Line, and many residents were within walking distance of Midway-area employment. By 1890, livery services were provided by William H. DeLancey on Ferdinand Street near the corner of Rondo Street, and by G. M. Hughes at University and Prior Avenues (R. L. Polk & Co.).

⁹³ Saint Paul Building Permit 22794; 5-26-90; estimated cost \$6000. U.S. Census Bureau, 1900, ED 152, Sheet 3B.

⁹⁴ Saint Paul Building Permit # 9197; 11-5-86.

⁹⁵ Saint Paul Building Permit # 9396; 11-30-86.

The history of a selection of houses dating from ca. 1885 to 1894 on Carroll, Iglehart and Roblyn Avenues and Merriam Lane provides a cross-section of Merriam Park’s early residents, and their architects and contractors. Although two-story, single-family houses were the primary building type, double houses, typically built side-by-side, were popular with some Carroll and Iglehart Avenue builders. This profile is being expanded with the completion of building permit research for additional streets.



John W. and Mary Bell House, 1926 Roblyn (Rondo) Avenue (1885)

John W. Bell, a partner the Ryan Wholesale Drug Company was the apparent original owner of this exceptional Queen Anne Style house at 1926 Roblyn Avenue.⁹⁶ In 1884 Bell acquired three lots on this block from John L. Merriam.⁹⁷ No building permit has been located for this or the adjacent houses, however. City directories and census records show that the Bells and their five children resided here from ca. 1885 to 1900, when it appears to have been in rental use.⁹⁸ Floyd W. Horton, a portrait artist and the proprietor of Horton Studios, and his wife Hattie, also an artist, were the occupants in 1903.⁹⁹



E. R. and Effie Moore House, 1905 Iglehart Ave. (1885)

⁹⁶ St. Paul Foundry Company,” *SPG* 14 March 1887:9.

⁹⁷ “Real Estate and Building,” *SPG* 12 Feb 1884:3.

⁹⁸ R. L. Polk & Co., U.S. Census Bureau, Ramsey, 1900, ED 153, Sheet 13A.

⁹⁹ R.L. Polk & Co.

The Eastlake variety of the Queen Anne style is well represented by a single-family house designed by St. Paul architect Augustus F. Gauger and built by Ludwig and Baumgardner.¹⁰⁰ Edwin R. Moore, the first owner, was a cashier and bookkeeper at the People's Bank of Saint Paul. He obtained a building permit on July 7, 1885 for a two-story house estimated to cost \$2,000.¹⁰¹ Three months later, however, on October 13, 1885, he completed purchase of this lot and half of the adjoining lot to the west from John L. Merriam.¹⁰² Moore (b. 1850) was a native of Pennsylvania, and in 1900 the household included his wife Effie and two sons, Walter (16) and Robert (12).¹⁰³ Despite the building's move in 2018 due to redevelopment of this and the adjacent parcel at 1895 Iglehart Avenue, the façade retains its historic wood clapboard exterior and a porch decorated with turned posts, scroll sawn brackets, and a spindled frieze. The shingled gable end, and vergeboards trimmed with wood rosettes are among other distinctive features.



Charles W. Southwick Rental House, 2048 Carroll Ave. (1888)

Once exemplary of a simple version of the Queen Anne style, 2048 Carroll (1888), was built by contractor J. H. Mc Clog for Charles W. Southwick.¹⁰⁴ Southwick (1839-1893), a Civil War veteran, was born in Massachusetts and previously resided in Winona and Minnesota City. He apparently built this house for rental use. By 1895, the house was occupied by German immigrants, Benjamin F. Zahm (b. 1846) and his wife, Catherine (1846-1927), and their seven children. Zahm was a clerk in a dry goods store.¹⁰⁵ By 1910, an addition was made to the rear of the house and the building was converted into a duplex. That year, Chris Voight (b. 1885) and his wife, Mattie (b. 1885) rented the house with two sisters-in-law who were occupied as a laundress and a packer at a can company. Voight, a Danish immigrant, was employed as a lawyer for a basket factory. The second unit was rented by Hartwig Paulsen (b.1888), a painter and his wife, Petra (b.1892); both were natives of Denmark.¹⁰⁶ In 1920, the house was occupied by Patrick McKernan (b.1863), a paper salesman, and his wife Jane (b.1868), and their two sons. The

¹⁰⁰ Saint Paul Building Permit #4388; 7-7-85.

¹⁰¹ Ibid.

¹⁰² "Yesterday's Transfers," *SPG* 14 Oct 1885:2.

¹⁰³ U.S. Census Bureau, *1900*; Ramsey, 13, ED 153, Sheet 13A.

¹⁰⁴ Saint Paul Building Permit #4646; 8-3-1888.

¹⁰⁵ Minnesota Territorial Census, 1895, 4, Schedule 13.

¹⁰⁶ U.S. Census Bureau, Ramsey, 1910; ED 148, Sheet 8.

second unit was occupied by William Kennedy (b.1875), a hardware salesman, and his wife, Harriet (b.1880) with their two sons.¹⁰⁷



William and Annie Martin House, 2018 Carroll Ave. (1885)

Contractor Andrew Huff built a Queen Anne Style house in 1885 at 2018 Carroll Avenue for William (b. 1865) and Annie S. Martin (b.1865).¹⁰⁸ William worked for the CM&StP Short Line Railroad. In 1895 the couple moved to 2033 St. Anthony Avenue.¹⁰⁹ Theophilus Bowman (1836-1929) and his wife, Adele (1853-1944), next owned the house.¹¹⁰ Bowman, a native of Pennsylvania, arrived in Faribault in 1857. He moved to Hastings in 1858 and operated a saw mill before farming in Goodhue County.¹¹¹ He purchased the house on Carroll Avenue around 1895 and listed his occupation as a merchant.¹¹²



Mark and Mary Fay House, 1921 Carroll Ave. (1887)

¹⁰⁷U.S. Census Bureau, Ramsey, 1920, ED 130, Sheet 12A.

¹⁰⁸ Saint Paul Building Permit #3682; 5-5-1885.

¹⁰⁹ R. L. Polk & Co.

¹¹⁰ Minnesota Territorial Census, 1895, Page 3, Schedule 13.

¹¹¹ *Saint Paul Globe*, 12 Feb 1879:2.

¹¹² U.S. Census Bureau, 1895, Ramsey, 3, Schedule 13; U.S. Census Bureau, Ramsey, 1900, S.D. 4, E.D. 148, Sheet 13B; U.S. Census Bureau, Ramsey, 1910, S.D. 4, E.D. 148, Sheet 6B; U.S. Census Bureau, Ramsey, 1920, S.D. 159, E.D. 130, Sheet 12A.

Mark Wesley Fay (1854-1930), and Mary Brigham Fay, natives of Massachusetts, arrived in St. Paul in 1885. They built this residence at 1921 Carroll Avenue in 1887. H.S. Treherne was the architect, and Malcolm McKay of (1855 Iglehart Street) was the contractor.¹¹³ Fay was a banker and realtor.¹¹⁴ In about 1905 the Fays moved to Virginia Avenue in Saint Paul. Fay also built the house at 1918 Carroll Avenue in 1888 and a number of other rental properties. In 1888, with his real estate partner, Erastus M. Murray, he platted Fay's Subdivision of Merriam's Outlots, which were filled with brick commercial blocks that comprised the Merriam Park commercial area.



Alvah Bell House, 1888 Carroll Avenue (1885)

This Queen Anne style house at 1888 Carroll Avenue was built by contractor Martin Webster (1830-1895) for Alvah Bell in 1886 at a cost of \$4,100.¹¹⁵ Webster may have known the Bells from Hastings, Minnesota where they both were living in the 1870s and 1880s. Alvah Bell (1842-1925) and his wife, Isabelle (1838-1917), were born in New York and moved to Hastings in ca. 1870, where Bell was a furniture dealer. In Saint Paul he operated a real estate office at 1932 St. Anthony Avenue. In 1901, Bell was one of the organizers of the Merriam Park improvement Society.¹¹⁶ Bell's brother, John Jessup Bell (1838-1908), also worked in real estate and the association was listed for a short time as Bell Bros. In 1900, John Bell lived with his brother at 1888 Carroll Avenue.¹¹⁷ Isabelle Bell died in 1917 and Alvah Bell moved to 1810 Marshall Avenue. Bell rented the house on Carroll Avenue until his death. In 1920, the residents included Anthony Wilson (1876-1921) and his wife Florence (b.1891) with their four children.¹¹⁸ Wilson, a plumber, was the proprietor of a heating company in Merriam Park.

¹¹³ Saint Paul Building Permit #9326; 11-30-86.

¹¹⁴ R.L. Polk & Co.

¹¹⁵ Saint Paul Building Permit #7243; 5-18-1886.

¹¹⁶ *SPG*, 25 June 1901.

¹¹⁷ U.S. Census Bureau, 1900, ED 153, Sheet 12B.

¹¹⁸ U.S. Census Bureau, Ramsey, 1920, ED 130, Sheet 5A.



**Alvah and John Bell Double House, 1890 Carroll Avenue
(1890)**

In 1889, Alvah Bell (1842-1925) and his brother, John Jessup Bell (1838-1908), hired architect James Record (1857-1944) and contractor Martin Webster (1830-1895) to build a Queen Anne style double house at 1890 Carroll Avenue. The brothers intended this as a rental property. (Not to be confused with John W. Bell, a wholesale paint and drug dealer, who also lived in Merriam Park). The Bell brothers were real estate agents and lived at the neighboring house at 1888 Carroll Avenue, which Martin Webster also constructed in 1886. The first renters at 1890 Carroll Avenue are unknown, but in 1895 Willis Burton Hawley (1850-1931), a merchant, and his wife, Emma (1854-1930), lived in the house with their daughters, Catherine Hawley and Abbie Cropsey (b. 1875), as well as their son-in-law Fred Cropsey (b.1870), the manager of a coal company.¹¹⁹ In 1910 the Hawleys and Cropseys resided at 1884 Carroll Avenue. In 1900 the house was occupied by David Goodhue (b. 1833) and his wife, Helen (b. 1844).¹²⁰

In 1920, the renters included Fred Bernier and his wife, as well as William J. Hohn (b. 1876), a railroad clerk, and his wife, Mary (b. 1859), and daughter, Margurite (b. 1907).¹²¹ In 1887 the Bells also built a Queen Anne style double house at 1889 Carroll, also designed by James Record.

¹¹⁹ Minnesota Territorial Census 1895, 3, Schedule 12.

¹²⁰ U.S Census Bureau, Ramsey, 1900, ED 153, Sheet 12B.

¹²¹ U.S Census Bureau, Ramsey, 1920, ED 130, Sheet 5A.



George Read Rental House, 1884 Carroll Avenue (1885)

George Reed built a Queen Anne style house at 1884 Carroll Avenue (1885), apparently as a real estate investment.¹²² In 1900, Fred Cropsey (1871-1923), a coal company manager, Willis and Emma Hawley, lived with them. The family previously rented the house at 1890 Carroll Avenue. By 1910, Cropsey was the manager of a coal company and is listed as the owner of the house. Residents included the two Cropsey children and in-laws as well as a servant, 17-year-old Myrtle Swanson.¹²³ In 1920, J. F. Root (b.1870) a “state examiner,” and his wife, Susan (b.1875), were renting the house.



M. E. and John Collett House, 1919 Iglehart Avenue (1885)

Mrs. M. E. Collett obtained a building permit for a house on this lot in 1886. Apart from the Queen Anne exterior, the property also has a notable limestone retaining wall. The building was designed by Adam Dorr with contractors John S. Noble and Edward Munns. John Collett was listed in the 1897 directory as a broker.¹²⁴ The next year, Annie Stebbins, the widow of Kellogg S., was the resident, and In 1893, it was the home of B. P. Baker, a clerk at the Minnesota Transfer Railway, and his wife and daughter. The

¹²² Saint Paul Building Permit #3782, 5-12-1885.

¹²³ U.S. Census Bureau, Ramsey, 1910 SD 4, ED 148, Sheet 3B.

¹²⁴ Saint Paul Building Permit #8898; 10-9-86

Bakers previously lived at 1947 Carroll Avenue.¹²⁵ In 1902, it was the residence of Louis Billau, a travel agent. Meanwhile, Baker had moved to 1915 Marshall Avenue.¹²⁶



Zelotus N. King House, 1875 Carroll Avenue (1894)

This two-and-one-half story house at 1875 Carroll Avenue combines Queen Anne style vertical massing with Colonial Revival style details. The building was designed by architect James H. Record and built by contract Charles Ahlman for Zelotus N. King in 1894 at an estimated cost of \$2,500.¹²⁷ King appears to have been a boarder at 1879 Carroll Avenue while the house was under construction, but there is no record of him residing in the house at 1875 Carroll Avenue.¹²⁸ The next owners appear to have been Allan Ter Bush (1858-1920), a commercial salesman, and his wife, Charlotte (1862-1938).¹²⁹ By 1910, the house was owned by Charles F. Arrol (b.1862), a real estate agent, and his wife, Agnes (b.1866).¹³⁰ In 1920, the house was owned by Thomas William Lynch (b.1872), a miller, and his wife, Elizabeth (b. 1872).¹³¹ Record also designed the houses at 1890 Carroll Avenue (1889) and 1842 Carroll Avenue (1893) for the Bell Brothers.

4.4.8 Promoting the Midway

In 1885, the *Saint Paul Globe* promised that the Midway District of Saint Paul would soon unite the “Twin Cities of the Northwest in one great metropolis.”¹³² In addition to the Minnesota Transfer Yards and Merriam Park, the district was defined as including the residential plats of Union Park, Midway Heights, and Quinby and Excelsior Parks. Saint Anthony Park and the University of Minnesota’s Experimental Farm were northwest and north of the Transfer Yards, and Macalester Parks and Hamline, each with a new college building, were more distant at the western and eastern edges of the district.¹³³ The message of the 1885 article was repeated many times and included promotion of the Town and County site as the ideal site for the Minnesota State Capitol. In 1891, the area was defined as including

¹²⁵ R.L. Polk & Co.; Dual City Blue Book.

¹²⁶ R.L. Polk & Co.; Dual City Blue Book.

¹²⁷ Saint Paul Building Permit #31589, 11-9-1894.

¹²⁸ Minnesota Territorial Census, 1895, Ramsey, 4 Schedule 12.

¹²⁹ Minnesota Territorial Census, 1895, Ramsey, 4 Schedule 12.

¹³⁰ U.S. Census Bureau, Ramsey, 1910, ED 148, Sheet 10A.

¹³¹ U.S. Census Bureau, Ramsey, 1920, ED 130, Sheet 3B.

¹³² *SPG* 18 Oct 1885:11.

¹³³ Donovan (1954), 23.

Merriam, Union, Macalester, and St. Anthony Parks, Hamline, and the Minnesota Transfer. For the next two decades, realtors' and promoters' definitions of the Midway's territory and attributes varied. The Dual City Blue Book published by R. L. Polk, a social and business directory serving both cities, included Desnoyer Park, Howard Park and Warrendale.¹³⁴ Merriam Park, including the additions to the original plat, also covered a broad territory. By the 1920s "Merriam Park" sometimes referred to areas well outside the Merriam Park plats.

The Woodruff House

Sleighrides to Merriam Park are all the rage now.
Saint Paul Globe February 10, 1884:4

Summer Resort—A very select boarding resort; extensive lawn and shades; unlimited drive and rambles; close to Minnehaha, Shadow Falls and Bridal Veil, new and nicely-furnished rooms; twelve minutes ride from either city, board to taste. Open June 1. For particulars call on W.W. Woodruff, Merriam Park.
Saint Paul Globe, 13 June 1886:15.

During the period when Merriam Park was a small collection of houses fanning out from the south side of the Short Line tracks, the Woodruff Hotel (or Woodruff House) was the scene of many early community events, especially before the completion of the area's five churches and Longfellow School. The Woodruff property helped establish Merriam Park as a destination. Operated by Wallace W. Woodruff (1849-1939) and other members of the Woodruff family, the establishment, apparently beginning as an old rambling farmhouse, was located at the southeast corner of Cleveland and St. Anthony Avenues, at 2050 St. Anthony Avenue. The property was part of the homestead of farmer Lyman Woodruff (1820-1883), and his wife, Laura Woodruff. The Woodruffs arrived in the Saint Paul area in about 1862 with at least eight children. The hotel was operated during the 1880s and early 1890s and advertised "extensive green lawns and shades, and "fine drives and rambles" and was a popular destination for dinners, parties, and wintertime sleighride parties. In 1886 it advertised as a "very select boarding resort."¹³⁵ The property offered large suites of parlors, and a good-sized hall for dance and drama. In 1887, proprietor Wallace W. Woodruff advertised for "colored waiters," but it is not known if they might have also lived on the premises.¹³⁶

Woodruff sometimes used the title Dr. in reference to his medical training,¹³⁷ and was a promoter of the west-side State Capitol site. The Woodruff properties provided sites for the first Post Office, with Wallace W. Woodruff as postmaster, and the Woodruff coal and wood business. By 1886, however, the hotel was advertised for sale, rent or lease.¹³⁸ Woodruff appears to have moved on to the Bellview House at Lake Minnetonka.¹³⁹ Still for sale in 1890,¹⁴⁰ the site was later occupied by the Woodruff and Hudson Fuel dealers, a firm owned by Alanson Woodruff. By the 1920s, the Woodruff Hotel site was redeveloped with fuel and lumber sheds, and in 1971 with a three-story apartment building.¹⁴¹ (No photographs have

¹³⁴ *Dual City Blue Book of St. Paul and Minneapolis* (St. Paul: R. L. Polk and Company), 1891-2.

¹³⁵ *SPG* 13 March 1886:15; 17 July 1888:7.

¹³⁶ *SPG* 15 July 1887:7.

¹³⁷ Woodruff attended Boston Medical College and the University of Michigan. "William Wallace Woodruff," *Minneapolis Star* 18 Jan 1939:14.

¹³⁸ *SPG* 22 Dec 1886:14.

¹³⁹ "Merriam Park" *SPG* 26 May 1889:8.

¹⁴⁰ *SPG* 21 Aug 1890:7.

¹⁴¹ Ramsey County Assessor accessed at <https://beacon.schneidercorp.com/application.aspx?AppID=959&LayerID=18852&PageTypeID=1&PageID=8394&KeyValue=332923320025>.

been located, but the building may appear on the left side of the left photo in Figure 28, adjacent to the Cleveland Apartments at 372 Cleveland Avenue N.).

4.4.9 Four Merriam Park Churches

The engraved view of the original plat of Merriam Park published in 1886 in the *Northwest Magazine* faced south from the Minnesota Transfer Yards, and showed a densely built area around on Milwaukee Avenue and around the depot, with clusters of houses on Iglehart and Carroll Avenues and around the edges of Merriam Terrace Park (Figure 8). Church steeples were more prominent than commercial buildings, which were almost nonexistent. Merriam Terrace Park was a central feature, although its public improvements remained nearly twenty years in the future.

Merriam Park is representative of the effort to organize churches as soon as the first lot sales were underway. The Saint Paul historic context, “Churches, Synagogues, and Religious Buildings: 1849-1950,” notes the interest of established downtown congregations in establishing missions and new churches.¹⁴² Between 1884 and 1890 four Protestant congregations acquired lots in the original plat of Merriam Park. These congregations, each representing an English-speaking, mainline Protestant denomination, reflected the early demographic of the area, which had a limited number of first-generation European immigrants and apparently no African-American residents.

Catholics also established an early church. In 1889, the Archdiocese of Saint Paul purchased two lots at the northwest corner of Dayton and Moore Avenues, in Dayton’s Second Addition, for construction of the Church of St. Mark. Herman Kretz was the architect for the first frame church.¹⁴³ It was replaced in 1919 with a brick edifice designed by John Comes.¹⁴⁴

Two of the four churches founded within the boundaries of the original plat of Merriam Park remain in use as churches, although none occupy the original building. A third church building has been converted to a residence.

The *Saint Paul Globe* reported in February 1884, about six months after Merriam Park was platted, that the Congregationalists were the first to purchase lots. They had assured John L. Merriam that they would build a church “as soon as the season permits.”¹⁴⁵ However, the Congregationalists complained that “without notice, the Presbyterians appeared, bought lots, proposed to build, and have started to hold services.”¹⁴⁶ The *Globe* observed that the community would be divided by two competing churches.¹⁴⁷

¹⁴² Carole Zellie and Garneth O. Peterson, *St. Paul Historic Context Study: Churches, Synagogues, and Religious Buildings: 1849-1950*, 2001, prepared for St. Paul Heritage Preservation Commission.

¹⁴³ Connolly (1939), 52-54; Castle (1912), 619.

¹⁴⁴ Connolly (1939), 77-78.

¹⁴⁵ *SPG* 10 Feb 1884.

¹⁴⁶ *Ibid.*

¹⁴⁷ *Ibid.*

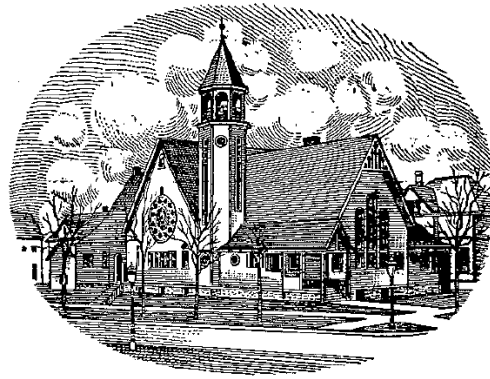
Merriam Park Presbyterian Church (RA-SPC-1905)

Merriam Park Presbyterian Church was organized in 1884 and had 65 members by 1888, and 300 by 1912.¹⁴⁸ The first church was completed at the southeast corner of Moore and Carroll Avenues in 1884 and was followed in 1890 by a new wood-frame edifice at 1982 Iglehart Avenue (at Moore Street).¹⁴⁹ The new \$7,000 building, designed by Mould and McNichol and built by __King, featured a rose window in the east elevation corner tower and spire¹⁵⁰ (Figure 15). The old structure was moved to the rear of the lot for use as a Sunday School. The older building was later sold to St. Mark's Catholic Church and moved to Dayton and Moore Streets.¹⁵¹ In 1913, the congregation chose a new building site south of the original plat of Merriam Park, in the Second Addition, and built a \$55,000 church designed by Saint Paul architect Thomas Holyoke.¹⁵²

The building at 1982 Iglehart Avenue was next occupied by the Second Church of Christ Scientist and in 1913 by the Merriam Park Baptist Church. The Merriam Park Baptist Church was organized in 1909, and first met in temporary locations including the Triune Masonic Temple.¹⁵³ The building, now remodeled, is now the home of the Evangelical Formosan Church.



Figure 15. Merriam Park Presbyterian Church, 1982 Iglehart Avenue (1890)



Merriam Park Presbyterian Church, 1890

St. Mary's Episcopal Church

In 1884, Merriam Park Episcopalians organized St. Mary's Episcopal Church.¹⁵⁴ The congregation initially met in the Presbyterian Church. In 1886 they built a \$3,000 edifice designed by Willcox and Johnston at 286 Prior Avenue. Noble and Munns were the contractors. John L. Merriam donated one of the two lots.¹⁵⁵ In 1925 the congregation erected a new church at 1895 Laurel Avenue in the Second Addition of Merriam Park, south of Marshall Avenue. The original building appears to have been moved to an unknown location in 1923.¹⁵⁶

¹⁴⁸ R. L. Polk & Co.; Castle (1912), 537.

¹⁴⁹ R. L. Polk & Co.

¹⁵⁰ Saint Paul Building Permit #22834.

¹⁵¹ *Merriam Park Golden Anniversary 1884-1934* (St. Paul: Merriam Park Presbyterian Church), 4-5;

¹⁵² *Ibid.*; "Splendid New House of Worship" *Saint Paul Pioneer Press* 17 Sept 1911:7.

¹⁵³ "Merriam Park Baptists Now Have Own Church," *Minneapolis Tribune* 27 Sept 1913:26 .

¹⁵⁴ R.L. Polk & Co.

¹⁵⁵ Saint Paul Building Permit # 7040 6-11-86; "Cornerstone Laid," *SPG* 4 June 1886:2.

¹⁵⁶ Saint Paul Moving Permit #5939, 10-29-23.

Olivet Congregational Church (RA-SPC-1893)

In 1888 Olivet Congregational Church organized with a membership of 32. The first church was completed in 1889 at 330 (336) Prior Avenue. Intended as a temporary home for the congregation, the frame structure cost \$2,500.¹⁵⁷ In 1907 the congregation moved into a new building at 1850 Iglehart Avenue (Figure 16). Clarence H. Johnston designed the \$25,000 building, and the addition of 1915, with Ingemann Bros as contractors. The building remains the home of the Olivet Congregational Church. The original Prior Avenue building was next owned by the Church of God. A portion of the building survives as a dwelling (RA-SPC-3019).



**Figure 16. Olivet Congregational Church,
1850 Iglehart Avenue (1907, 1915)**

Trinity Methodist Episcopal Church (RA-SPC-4489)

Trinity Methodist Episcopal Church was organized in 1886 and had 50 congregants by 1890.¹⁵⁸ The congregation met in Woodruff Hall other quarters until completing a small frame church designed by Willcox and Johnston in 1887 (razed) at the southwest corner of Carroll Avenue and Dewey Street. (Figure 17, right; city directories, however, list the church at 417 Dewey Avenue, which would have been within the Union Park Addition, north of the Short Line tracks). In 1913 the congregation completed a \$55,000 Kasota stone building at 1943 Marshall Avenue (Figure 17, left). A \$220,000 addition that accommodated a merger with First Methodist Church was completed in 1961.¹⁵⁹ The building is now the home of the Trinity City Church.

¹⁵⁷ Saint Paul Building Permit #20542; 9-17-89; “Dedicated a Church,” *Minneapolis Tribune* 6 Dec 1889:3.

¹⁵⁸ R. L. Polk & Co.; see also *A History of the Methodist Episcopal Church in Minneapolis and Saint Paul* (Minneapolis: Price Bros, 1895).

¹⁵⁹ Jane McClure, “History of Our Sister Congregations,” accessed at www.hamlinechurch.org/uploads/3/2/9/2/.../p02_predecessor_mini_histories.pdf.

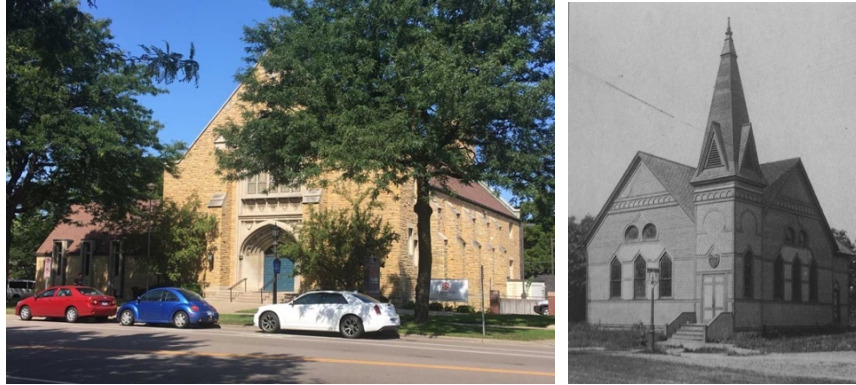


Figure 17. Trinity Methodist Episcopal Church, 1943 Marshall Avenue (1913), at left; 1887 church at right (razed);

4.4.10 Early Religious and Social Organizations and the Local Press

They are a lively, sociable community out at Merriam Park, and the air of quiet elegance which seems to envelope the place generally, finds its way into the numerous social gatherings which succeed each other rapidly during the social season, not, however at the expense of real fun.

Saint Paul Daily Globe January 30, 1886:2

Every effort has been made to secure first-class people, as well as first-class improvements, and the result is as select a social circle as may be found anywhere.¹⁶⁰

Saint Paul Globe, October 18, 1895:11

Mr. and Mrs. R. M. Bell and Mr. and Mrs. H. W. Topping, Merriam Park, will leave for Los Angeles Ca., this afternoon.

“Personal Paragraphs,” *Saint Paul Globe*, January 19, 1889:2

Each Merriam Park congregation established its own organizations, and Merriam Park residents also founded many social organizations and clubs. The earliest of the latter included the Dramatic, which produced “acts” before dances and other events, and the Radotto, which appears to have been devoted to cards and dances. The Cosmopolitan Club was organized in 1885 and was still holding meetings in the 1960s.¹⁶¹ A program for March 1900 offered “the England of Today,” “English Economies” and “Social Transformation of the Victorian Age: Why is She No Longer Merrie England?”¹⁶² The Merriam Park Chapter of the Chautauqua Literary Society was established in 1886, and had 26 members by 1890.¹⁶³

The Woodruff House at 2050 St. Anthony Avenue was the venue for many of these organizations, which provided a “good sized hall for dance and drama” as well as a dining room.¹⁶⁴ In 1890, the completion of Woodruff’s Hall, at Prior and St. Anthony Avenue, also provided meeting space.¹⁶⁵

¹⁶⁰“Midway between the Cities,” *SPG* 18 Oct 1885:11.

¹⁶¹ See “Cosmopolitan Club of Merriam Park, Club records, 1887-1985.” Minnesota Historical Society, St. Paul.

¹⁶² “Merriam Park,” *Minneapolis Tribune* 11 March 1900:17.

¹⁶³ R. L. Polk & Co.

¹⁶⁴ *Saint Paul Daily Globe* 30 Jan 1886:2 The Seventy-Seven Club (dance; 1890)

The old establishment included large suites of parlors, and a good-sized hall for dance and drama” *SPG* 30 January 1886:2

¹⁶⁵ “Merriam Park,” *SPG* 15 June 1890:14.

Merriam Park, like other suburban locations such as Hamline and Macalester, was the subject of a column in the *Saint Paul Globe* and *Saint Paul Pioneer Press* that reported on daily events, including social and religious organization meetings, and information about residents' travels. Merriam Park activities were also reported in the *Minneapolis Tribune*.

Historical pageants, a nationally popular form of entertainment in the early twentieth century, were staged by the Ladies' Aid Society of the Merriam Park Presbyterian Church. One, in November 1911, was held at the new Triune Masonic Temple (RA-SPC-1895). It was described a "historical, educational and musical entertainment founded on the past, present and future history of Merriam Park."¹⁶⁶

The Eleventh Ward Improvement Union had 33 members by 1888. The organization promoted street grading and the extension of water, sewer, and cable car service.¹⁶⁷ They also lobbied for improvement of Merriam Terrace Park. By this time, all of the Merriam Park additions were on the market, and members would have included residents south of Marshall and east of Fairview. Reorganized as the Merriam Park Improvement Association in 1901, the organization lobbied for a central telephone exchange, free exchange service between Saint Paul and Minneapolis, and improvement of Merriam Terrace Park as well as the Longfellow school grounds.¹⁶⁸ This organization and others remain active, and were very involved with planning for Interstate Highway 94, particularly with regard to the location of the proposed Prior Avenue interchanges.¹⁶⁹

The Prior Avenue commercial center at Prior and University provided space that housed several masonic organizations. The first was the Merriam Park Lodge No. 152 of Oddfellows. They held their first meeting in the Brainerd Block in 1889.¹⁷⁰ The Merriam Park Division 5 of the Ancient Order of Hibernians met in Brooks Hall at Prior and University. After 1910, the Neo Classical style Triune Masonic Temple at 1898 Iglehart (1910, listed in the NRHP 1980), provided a home for Triune Lodge No. 190. The building was designed by contractor Henry C. Struchen (1871-1947), a member of the Lodge, and remains in use by the Saint Paul Lodge Number Three A. F. & A. M (Saint Paul Lodge).¹⁷¹

Midway News

The weekly *Midway News*, founded in 1888 by Edouard A. Paradis (1850-1924), a native of Quebec, was published at the corner of St. Anthony Avenue and Prior Avenue.¹⁷² The publication ceased in 1946. It succeeded the short-lived *Interurban Graphic*, described as a weekly devoted to society and real estate news, also founded in 1888 by Paradis. Devoted to promoting the interests Merriam Park and the Midway, the early editions of the *Midway News* were focused on Merriam Park and the Midway Transfer area and were closely intertwined with the efforts of real estate promoters. Paradis was the secretary and treasurer of the Minnesota Transfer Board of Trade when it was organized in 1889.¹⁷³ The *Midway News* was lauded in 1912 as "supporting progressive movements" and in its last years, Paradis appears to have used the paper as a platform for his views.¹⁷⁴

¹⁶⁶ *Minneapolis Tribune*, 29 Oct 1911:22.

¹⁶⁷ "Has Done Good Work," *Midway News* 11 Jan 1888.

¹⁶⁸ "Improvement in Order," *Minneapolis Journal* 24 June 1901:7.

¹⁶⁹ "Interchange Plans Explained," *Minneapolis Tribune* 8 Sept 1961:24

¹⁷⁰ Castle (1912), 619.

¹⁷¹ Harlan D. Kiima, "National Register of Historic Places Registration Form: Triune Masonic Temple." On file, Minnesota State Historic Preservation Office; see also Lodge information accessed at <http://www.saintpaulodge.org/>.

¹⁷² Castle (1912), 943; "Edward A. Paradis Funeral Set Today in St. Paul," *Minneapolis Tribune* 27 Jan 1924:25.

¹⁷³ Castle (1912), 620.

¹⁷⁴ See for example, "The True Loyalty to St Paul versus Wild Real Estate Schemes." *Midway News*, March 1920:1.

In addition to the Midway News, a number of other short-lived newspapers focused on the Midway. They included the *Midway Messenger* (1931-35) and the *Midway Advertiser* (1906-1933). The forerunner of the *Midway Monitor*, still in publication, appears to have started by 1947.¹⁷⁵

4.4.11 Merriam Terrace Park (RA-SPC-10103)

It is nicely elevated ground, covered with full grown oaks at regular intervals, making a most perfect shading. . . . with a greensward and freedom from underbrush, the symmetrically rounded elevation presents a delightful picture.

Saint Paul Globe May 20, 1883:6

In the very heart of Merriam Park, thirty-seven lots; beautiful rock maple shade trees; faces the finest park in either city; five cents fare to all parts of both cities; \$900 to \$2000 terms to suite. W. Woodruff Merriam Park.

Saint Paul Globe May 4, 1891:7

In May 1883, Merriam was traveling in Europe when he reportedly cabled from Paris to his son, W. R. Merriam, that Block 6 of the Merriam Park plat should be dedicated as a park.¹⁷⁶ The 7.7-acre site, shown undivided on the original plat, included an oak-covered knob that offered fine views of the Mississippi River valley and Minneapolis to the west. It also provided a partial buffer from the Short Line rail tracks and the future Midway Transfer yards. St. Anthony Avenue bordered the park to the north, Merriam Terrace to the south, Moore Avenue to the east, and Wilder Avenue to the west. The oaks were prized by neighborhood residents, and the lots around the park attracted builders of an early collection of attractive houses. The Merriam Park Addition was annexed to Saint Paul in 1885, and the Board of Park Commissioners was organized in 1887, so a few years passed before any improvements were made. The *Midway News* reported in 1888 that civil engineer Thomas F. Nicholl had laid out the drives and walks through the parks and was “locating the improvements and ornamentations soon to be undertaken by the park commission.” Nicholl (1824-1906), a native of England, envisioned “walks and drives, an artificial lake, a music pavilion and such as other work as will make the park attractive and enjoyable.”¹⁷⁷

In 1891, the Board of Park Commissioners reported that “the trees will be trimmed, walks laid, rustic seats provided and a commodious pavilion erected. This will give Merriam Park one of the finest public parks in the two cities.”¹⁷⁸ In 1894 the park was named Merriam Terrace, and park superintendent Frederick Nussbaumer directed that work begin on completion of the stone arch bridge, which spanned the “small and large lakes.” The artificial lakes initially had a clay and sand bottom, which was unsuccessfully sealed.¹⁷⁹ The bridge required hauling more than 240 loads of stone to the top of the hill.

In 1897 the park board constructed an ornamental fountain with a twelve-foot basin. The water from the fountain was used to fill an artificial lake constructed on the level surface north of the fountain.¹⁸⁰ An octagonal pavilion erected in 1909 for \$1,014 had a stone base and a flat roof supported by fluted wood columns (Figure 20).¹⁸¹ In 1910 the concrete-lined lakes were completed at a cost of \$2,352

¹⁷⁵ List of newspapers and dates of publication based on Minnesota Historical Society catalog entries.

¹⁷⁶ “The Gift of a Park,” *Daily Minnesota Tribune* 20 1883:6.

¹⁷⁷ *Midway News* 11 August 1888:1.

¹⁷⁸ “A Great Metropolitan Center,” *SPG* 27 July 1891:5.

¹⁷⁹ “Park Board Annual Meeting and Routine Grind,” *SPG* 29 March 1894:8; 1897; 28; *Annual Report of Saint Paul Park Commissioners for 1899-1900*, 24.

¹⁸⁰ *Annual Report of Saint Paul Park Commissioners for 1897-1898*, 28.

¹⁸¹ *Annual Report of Saint Paul Park Commissioners for 1909*, n.p.

(Figure 21).¹⁸² Graveled paths linked the lake and the pavilion.¹⁸³ In 1898, the board concluded that the park was a “delightful breathing spot,” in a “well settled and refined suburb of the city.” In noting that no further improvements were planned, the noted that “its natural effect and simplicity of beauty should not be marred by introducing so-called artistic features.”¹⁸⁴ More than 3,045 annual bedding plants were planted in 1899, however. With the exception of the 117,915 plants in Como Park, Merriam’s plantings were outranked only by the 3,630 in Irvine Park.¹⁸⁵



Figure 18, Merriam Terrace Park, ca. 1910



Figure 19. Merriam Lane and Wilder Avenue, looking northeast, 2019

¹⁸² *Annual Report of Saint Paul Park Commissioners for 1909*, n.p.; *Annual Report of Saint Paul Park Commissioners for 1919*, 30.

¹⁸³ *Annual Report of Saint Paul Park Commissioners for 1909*, n.p.

¹⁸⁴ *Annual Report of Saint Paul Park Commissioners for 1898-1899*, 29.

¹⁸⁵ *Annual Report of Saint Paul Park Commissioners for 1898-1899*, 19. The number of bedding plants in Merriam Park fell to 1,515 by 1907.



Figure 20. Pavilion, ca. 1909 (razed).



Figure 21. Bridge, lake, and fountain, ca. 1910 (razed).

By 1903, the *Annual Report of the Saint Paul Board of Park Commissioners* declared that Merriam Terrace Park, along with Langford Park in Saint Anthony Park, was “the largest and most important” of the city’s 24 neighborhood parks.¹⁸⁶ In the next year, however, the park lost an estimated fifty percent of its old oaks during an August storm.

Only fourteen neighborhood parks were improved at this time, including Rice, Smith, Irvine, Central, Lafayette and Summit and Carpenter Park (Summit Overlook). The city’s large scenic parks at Como, Phalen, and Indian Mounds, and Mississippi River Boulevard and Summit Avenue were under development. At their peak of ornamental design prior to World War I, and under the leadership of Frederick Nussbaumer, each of the best-tended neighborhood parks had a network of graveled paths, and were laid out with abundant bedding plants each spring from the city’s nurseries.

In 1919, Frederick Nussbaumer warned that the topography of Merriam Park did not allow for playground construction, and that the “people of this district” should act to acquire a playground “before it is too late.”¹⁸⁷ The park was the scene of many kinds of community events, including concerts provided by various bands. In 1909, for example, the First Regiment Band performed seven concerts.¹⁸⁸ Open-air religious services were also popular.¹⁸⁹ On July 5, 1896, for example, there was a “union patriotic service.” A choir and orchestra performed, and addresses by state officials included those by Attorney General Henry W. Childs and Rev. H. A. Risser of Olivet Congregational Church.¹⁹⁰

¹⁸⁶ *Annual Report of Saint Paul Park Commissioners for 1903*, 32. *Annual Report of Saint Paul Park Commissioners for 1904*, 28.

¹⁸⁷ *Report of Department of Parks, Playgrounds, and Public Buildings of the City of St. Paul for 1914-1919*, 3-4.

¹⁸⁸ *Annual Report of Saint Paul Park Commissioners for 1909*, 6 9.

¹⁸⁹ “Merriam Park,” *SPG* 17 August 1890:10.

¹⁹⁰ *SPG* 4 July 1896:2.

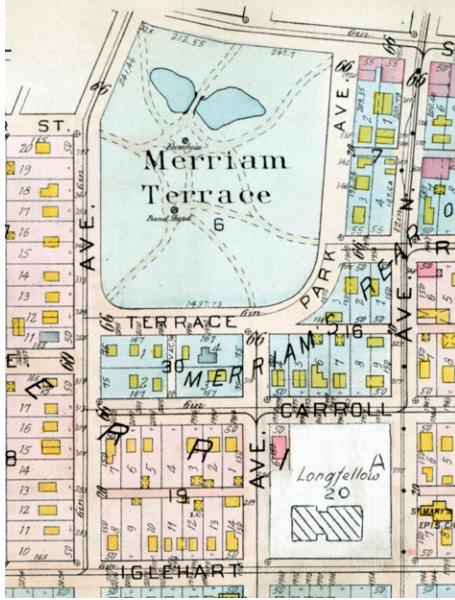


Figure 22.
Merriam Terrace Park, G.M. Hopkins,
Atlas of the City of Saint Paul (1916).
Lake, fountain and bandshell are shown.



Figure 23.
Merriam Terrace Park, 1945. Lake (top)
and fountain are visible. (University of Minn.)

In 1951, the City of Saint Paul built a recreation center at 2000 St. Anthony Avenue on the site of the former artificial lake. The building was enlarged in the 1970s. In the mid-1960s, the park was to have been enlarged, following the City of Saint Paul’s controversial sale of Dunning Field, about one mile to the east, to Concordia College. The proceeds from the sale were to have been used to create new fields and open space.¹⁹¹ The planned sale was challenged by citizens, however, and there was apparently no sale. By 1967, however, demolition of houses on Prior, Carroll, and Terrace Park Avenues was underway and by the time the replacement of the old Longfellow School was completed in 1978, Carroll Avenue was permanently closed between Prior and Moore Avenues. The expanded park included playing fields. The loss of approximately 25 houses coincided with the clearance of houses and business buildings on St. Anthony Avenue and Prior Avenue commercial district for Interstate 94 construction (Figure 35).

4.4.12 Public Transportation

Early Merriam Park residents were well served by mass transit to downtown centers, beginning with the Chicago Milwaukee and St. Paul (CM&StP) Railway Short Line service to downtown Minneapolis and St. Paul from the Merriam Park depot. By 1890, 75 passenger trains passed through Merriam each day.¹⁹² The Merriam Park Improvement Association was among the backers of the extension of the Selby Avenue cable line to Merriam Park.¹⁹³ Archbishop John Ireland and Thomas Cochran, who platted Macalester and other Midway subdivisions, “conjointly underwrote a bond for the electrification and extension” of the Grand and Randolph Avenue streetcars, and their extension to Cretin Avenue. In 1890, the city’s first electric streetcar ran along Grand Avenue as far as Fairview Avenue.¹⁹⁴

¹⁹¹ “College to Purchase Part of Dunning Field,” *Minneapolis Star* 28 June 1963:5A.

¹⁹² “Heart of the New Metropolis,” *SPG* 15 June 1890:13.

¹⁹³ Castle (1912), 619.

¹⁹⁴ Corrigan (1939), 39.

With the construction of the Marshall Avenue-Lake Street Bridge in 1889, “the most important crosstown line” in the metropolitan system of the Twin Cities Rapid Transit Company crossed Merriam Park. Also in 1890, the completion of the Interurban electrified line along University Avenue by the Minneapolis Street Railway Company and the St. Paul City Railway Company in 1890 brought direct competition to the Short Line service.¹⁹⁵ The line was in service until replaced with buses in 1953.

When the Marshall Avenue-Lake Street Bridge was opened in 1889, realtors promoted lots along the 100-foot wide avenue as ideal building sites.¹⁹⁶ They thought it symbolized the unification of the cities and, as one advertiser noted, the Midway District would then be the “Center of One Grand City.” Marshall Avenue, described as the “Summit Avenue of Merriam Park,” provided a wide, tree-lined corridor stretching from Snelling Avenue to the Mississippi River.¹⁹⁷ In 1888, the Saint Paul City Railway completed a cable car line up steep Selby Hill, allowing the connection of the western end of Marshall Avenue with St. Anthony Hill, Summit Avenue, and downtown Saint Paul. The line was extended as far as Selby and Fairview Avenue in 1890, and the line reached Prior Avenue at the center of Merriam Park, in 1891.

In 1891, Marshall Avenue property owners protested the construction of the electric line was a “detriment to their property.” Dr. Sheridan Cobb (1852 Marshall); Silas H. Pratt (1890 Marshall) and Fernando W. Root (1894 Marshall) were among those who challenged the Saint Paul City Railway Company on construction of an electric line between Fairview and Prior Avenues. Work was temporarily suspended in August 1891.¹⁹⁸

The Marshall-Lake Street bridge was modified in 1905-06 to increase load bearing capacity and widen the roadway from 18 to 33 feet to accommodate streetcars weighing as much as 40 tons, and in 1906 the entire electrified line was joined with the Lake Street line when a new bridge was completed across the Mississippi.¹⁹⁹ Merriam Park was served by a separate line that ran from downtown Saint Paul via Selby Avenue to Prior and University Avenue. Between 1920 and 1932, Merriam Park was part of the Merriam-Mississippi line, and then a shuttle car ran along prior to connect with the Selby Lake line at Marshall Avenue. Prior Avenue rail service was abandoned in 1938. Bus service also ran along Marshall, and the Twin City Rapid Transit Company acquired a private company in 1926.²⁰⁰

The Civic Center

Transit improvements, especially the Lake Street-Marshall Avenue Bridge (1889) and the Grand Avenue streetcar that went to Fairview Avenue (1890), bolstered the idea of the united cities of Minneapolis and St. Paul. In 1889 Archbishop John Ireland (1838-1918) underwrote the extension of the electric line along Grand Avenue to Cleveland Avenue, evidence of his support for the potential of the city’s west end.²⁰¹ He especially saw the potential for the location of the Cathedral of Saint Paul, the State Capitol, and the Union Depot in the vicinity of Merriam Park. The Cathedral was projected for a site at Laurel and

¹⁹⁵ Diers and Isaacs (2007), 197-8.

¹⁹⁶ Constructed entirely of wrought iron with a wooden deck, at the time of its construction the bridge was the second longest-span metal arch bridge in the United States. See “Lake Street Marshall Avenue Bridge,” *Historic American Engineering Record*, n.d. Accessed at <http://loc.gov/pictures/item/mn0080/>, also “Erection of the Lake Street Arch Bridge, Minneapolis,” *Engineering Record* 38 (September 24, 1898):356-7.

¹⁹⁷ “Midway its Future is Bright,” *SPG* 29 April 1905:17.

¹⁹⁸ “Check on Lowry: Marshall Avenue Property Owners Assert their Rights” *SPG* 16 Aug 1891:3.

¹⁹⁹ Diers and Isaacs (2007), 192. The bridge was replaced in 1989.

²⁰⁰ Diers and Isaacs (2007), 199.

²⁰¹ Castle (1912), 361.

Cleveland Avenues, and other promoters fastened on the idea of “Federal City,” with a new Saint Paul City Hall, hospitals, museums, and other civic buildings.²⁰²

This idea was part of the early promotion of the Midway Transfer and Merriam Park, at the center of where “the business heart of the Northwestern metropolis is to be developed.”²⁰³ In 1891, the enthusiasts of the united city movement gathered at the annual meeting of the Transfer Board of Trade, hosted by W.W. Woodruff at held at the Woodruff House. More than 75 prominent guests including Archbishop Ireland and former Minnesota Governor William Marshall celebrated the idea, although short-lived, of a Midway civic center.²⁰⁴ In 1893, the selection of the current Capitol site ended this speculation.

4.4.13 Building Marshall Avenue and Merriam Park in the Twentieth Century

By 1905 and the extension of electric streetcar service along Marshall, University, and Prior Avenues, the original plat of Merriam Park was becoming indistinguishable from the fabric of the surrounding area. By this time, Merriam Park was described as the largest suburban residence park of the Midway, with “several thousand people having homes there.” This would have included all five plats of Merriam Park, extending south to Summit Avenue. One writer described the greater Merriam Park area as consisting of “what used to be known as Merriam Park, Union Park and Howard Park.”²⁰⁵ Within the original plat of Merriam Park, however, there were only thirteen houses on each side of Marshall between Fairview and Cleveland Avenues in 1908, but by 1916 lots most were filled, along with the still-unbuilt Welshon’s Place in the northwest corner, and vacant portions of Iglehart and other avenues.²⁰⁶

Saint Paul’s population reached 163,065 in 1900 and 214,744 in 1910, and 234,698 in 1920. The explosive growth evident in the previous decade—from 41,493 in 1880 to 133,156 in 1890—was tempered by the Panic of 1893 and a decline in European immigration. The *Saint Paul Globe* noted that the spaces between “the once-distinct residence parks were filling in,” and that “before many years the different suburbs will be separate in name only.”²⁰⁷ Concurrently, the Midway manufacturing and shipping district round the Minnesota Transfer yards were poised to “make the Midway the main lumber distributing point of the Northwest.” In addition to its manufacturing interests, the Midway was the home of the largest horse market in the west.²⁰⁸

Vacant Marshall Avenue lots were advertised by realtors with headlines such as “Merriam Park a Desirable District: A City Within A City” and “Marshall District is Being Filled up Rapidly with Spacious and Modern Homes (Figure 24).”²⁰⁹ Some early twentieth-century Marshall Avenue houses occupied a double or oversized lot, like those of the 1890s, and were two- and one-half stories in height. Late Queen Anne and many varieties of Classical and Colonial Revival style houses were designed by Saint Paul architects, including Louis F. Lockwood, J. W. Stevens, George H. Carsley, Charles W. Buechner, and Thomas Holyoke.

²⁰² Castle (1912), 619; McClure (1994), 6.

²⁰³ “Midway between the Cities!” *SPG* 18 Oct 1885:11.

²⁰⁴ “He Argues for Union,” *SPG* 16 June 1891:5.

²⁰⁵ “Midway: its Future is Bright,” *Minneapolis Journal* 29 April 1905:17, 20.

²⁰⁶ D. L. Curtice, *Revised Atlas of the City of Saint Paul* (Saint Paul: D.L. Curtice, 1908); G. H. Hopkins (1916).

²⁰⁷ *Ibid.*

²⁰⁸ *Ibid.*

²⁰⁹ “Merriam Park a Desirable Residence District,” *Saint Paul Pioneer Press* 19 April 1905:9; “One of the Park-Like Blocks of Merriam Park,” *Saint Paul Pioneer Press* 30 April 1905:9.

Estimated costs shown on building permits are unreliable, but these large, well-appointed houses were among the costliest yet reported in Merriam Park. The G. W. Rodgers House at 1864 Marshall Avenue, for example, designed by George H. Carsley and built by A. G. Ericksen (1905), was permitted at an estimated cost of \$6,000, as was the Albert A. and Agnes Louden Fry House (1905), at 1877 Marshall Avenue, designed by Charles W. Buechner and built by Baumeister Bros.²¹⁰ The *Minneapolis Journal* declared that Marshall Avenue represented the finest residence street in the Midway district, “commonly spoken of as the Summit Avenue of Merriam Park. All residences along Marshall Avenue are of pretentious size and architecture, brick, stone and frame homes, many of elegance.”²¹¹

The popular Classical and Colonial Revival styles were adaptable to small and large budgets. After about 1905, many varieties were built along Marshall Avenue and elsewhere in Merriam Park. Although many Marshall Avenue examples are high-styled, with architect-designed features, the standard of the area was a simple but spacious two or two-and one-half story house. The cross-gable or hip-and-gable roof, often with dormers, had a deep raking cornice at each end, with a tripartite window. A full-length porch, supported by columns resting on stone piers spanned by a wood railing and balusters, rested above a ribbon of concrete that joined the city sidewalk. This type of house, as illustrated in newspaper features of the period, filled many remaining Marshall Avenue lots and newly developing areas of Merriam Park Additions to the south.

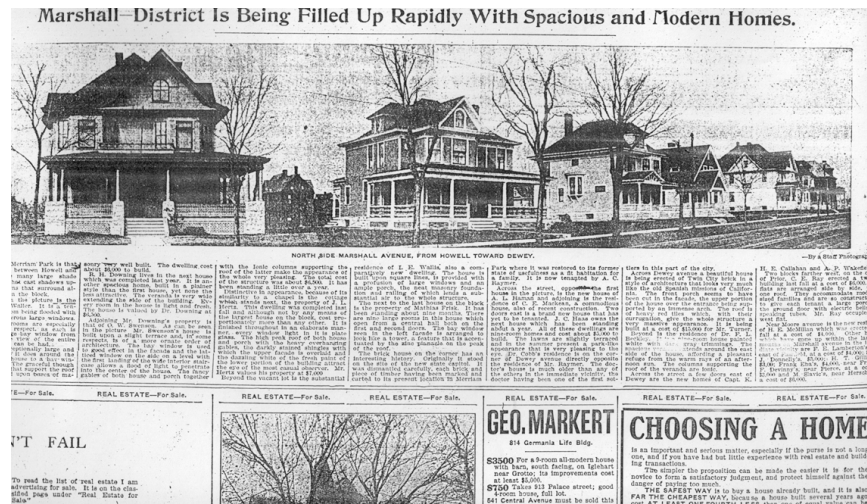


Figure 24. *Saint Paul Pioneer Press*, April 30, 1905:9 (left); May 5, 1912, 12 (right).

Twentieth Century Progress

Although examples of the popular Craftsman bungalow and Period Revival style houses, including Tudor and Dutch Colonial variants, were built on remaining lots through the 1920s and 1930s. Apartment buildings, flats, and gasoline filling stations were the primary building types of the 1920s and 1930s. Beginning in the 1920s, gasoline companies and independent operators built stations at Cleveland and St. Anthony, at Prior and St. Anthony, and at Cleveland and Marshall Avenues. In 1924, for example, E.A. Roeller built a filling station at 421 Avenue N. Cleveland (razed 1964).²¹² Residential garages were added to rear lots in the 1920s and 1930s, with most accessed by the alleys provided in the 1882 plat. Clad in wood siding or stucco, with a hip or gable roof, the small buildings were typically designed as single-car.

²¹⁰ Saint Paul Building Permits.

²¹¹ “Midway: its Future is Bright,” *Minneapolis Journal* 29 April 1905:17.

²¹² Saint Paul Building Permit #12250; 10-29-24.



**William and Dora Hunkins House,
1907 Marshall (ca. 1887)**

1907 Marshall Avenue, at the northwest corner of Howell Avenue, appears to be among the earliest extant buildings between Fairview and Cleveland. No original permit has been located for the Queen Anne style dwelling, but City of Saint Paul records suggest a date of 1887. By 1890, it was the residence of William S. and Dora Hunkins. Hunkins (1857-1939) was a salesman at Bayer Dry Goods. The family had previously lived at 1962 Rondo Avenue in 1887 and at 1962 Carroll Avenue in 1889.²¹³ When the Hunkins moved to Los Angeles, California around 1904, the house was sold to Charles Perry Howes (1859-1918).²¹⁴ Howes was the manager of the St. Paul branch of Belding Brothers & Company, silk manufacturers.²¹⁵ Howes sold the house in 1917. The next owner, Reverend Henry Doermann (1860-1933), was dean of St. Paul Luther College.²¹⁶ Doermann's widow, Retta (1866-1942), remained on Marshall Avenue until ca. 1935 when she moved to Minneapolis.²¹⁷



**Peter L. and Mary Therien House, 1910
Marshall Avenue (1889)**

²¹³ R. L. Polk & Co.

²¹⁴ R.L. Polk & Co.; Minnesota State Census 1905, Ramsey, ED 45, Sheet 18.

²¹⁵ "St. Paul Manufacturer Dies," *Minneapolis Tribune*, 26 July 1918:9.

²¹⁶ *Minneapolis Star*, 10 Feb 1933:7.

²¹⁷ U.S. Census Bureau, 1940, Ramsey, ED 89, Sheet 22.

The Queen Anne style Peter L. and Mary Therien house was built in 1889 at an estimated cost of \$ 5000.²¹⁸ Designed by Omeyer and Thori, the contractor was John N. Noble. Therien (1849-1924) was born in New York and was living on Howell Street in 1885. He variously listed his occupation as a mason and contractor, and was also involved in real estate.²¹⁹ Mary died in 1912. The Theriens remained in the house until 1896 when they moved to Minneapolis.²²⁰ By 1907, Charles Augustus Payne (1845-1939) and his wife, Susan (b.1850) were occupants.²²¹ Payne, a bank clerk, lived in the house until his death in 1939.²²²



Sheridan and Melicent Cobb House, 1852 Marshall Avenue (1890)

Dr. Sheridan G. Cobb (1863-1932) and his wife, Melicent Cobb (1863-1954) hired Ingemann Bros. to build a three-story house at an estimated cost of \$5000.²²³ Cobb, a native of Cascade, Minnesota, graduated from Hahnemann Medical College in Chicago in 1884. The Cobbs were married in 1886 and arrived in Merriam Park in 1889. Their two children and Millicent's mother, Frances Cutter, were also part of the household.²²⁴ Following Cutter's death 1923, the Cobbs moved to 336 Mississippi River Boulevard.²²⁵ The next owner was Alfred R. Frahm (1884-1944), a superintendent at Northern States Power Company.²²⁶ Cobb founded the 25-bed Cobb Hospital at the corner of Cleveland and Iglehart Avenues, which merged with the Midway Hospital in 1920. He was involved in many local organizations including the Triune Masonic Lodge.²²⁷ In 1904 he built the one-story medical office building at 366 Prior Avenue (RA-SPC-3021).

²¹⁸ Saint Paul Building Permit #20007, 7-29-1889.

²¹⁹ R.L. Polk & Co.; *Saint Paul Globe*, 25 April 1889.

²²⁰ R.L. Polk & Co.

²²¹ Dual City Blue Book 1907-8, 1917-18, R.L. Polk & Co.

²²² U.S. Census Bureau, 1920, Ramsey, E.D. 130, Sheet 16A.

²²³ Saint Paul Building Permit #23439; 7-31-1890.

²²⁴ U.S. Census Bureau, 1910, S.D. 4, E.D. 144, Sheet 1.

²²⁵ R. L. Polk & Co.

²²⁶ By 1940 Frahm lived at 1667 Highland Parkway; R.L. Polk & Co.; U.S. Census Bureau, 1940, E.D. 220, Sheet 15B.

²²⁷ "Dr. S. G. Cobb," *Minneapolis Tribune*, 19 Nov 1932; "Mrs. C. Melicent Cobb," *Minneapolis Star* 28 Sept 1954:5.



Frank A. Bedell House, 1853 Marshall Avenue, 1896

The Classical Revival style Frank A. Bedell House (1896) at 1853 Marshall Avenue, one of few brick examples between Fairview and Cleveland Avenues, was designed by architect Louis F. Lockwood and built by contractor C. N. Lovene.²²⁸ Bedell (1860-1938) was a real estate investor and is also credited with building the house at 1866 Marshall in 1897. By 1899, Bedell sold the house to Newton R. Frost (1859-1926).²²⁹ Frost was president of the St. Paul real estate board and ran twice as an unsuccessful candidate for mayor of St. Paul. (*Minneapolis Star Tribune* October 5, 1926) Frost and his wife, Ella (b.1850), remained in the house until Frost's death in 1926 when the house was sold to Albert G. Anderson.



George C. Waller house, 1899 Marshall Avenue (1897)

This two-and-one half story Queen Anne style house with Colonial Revival motifs was built in 1897 for George C. Waller and was designed by Louis F. Lockwood. It includes all the features of a well-finished, wood-frame house. The south façade has a full-width porch that rests on limestone piers and wraps the southwest corner of the house. At the rear, the single-bay, wood-frame garage (ca. 1920s) has a hipped roof. Waller (b. 1851) listed his occupation as “insurance” in 1905 and “capitalist” in 1910.²³⁰ Waller and his wife, Elizabeth (b. 1851), moved to Yakima, Washington in 1914.²³¹ The next occupant, John H.

²²⁸ Saint Paul Building Permit #33400; 7-9-1896.

²²⁹ U.S. Census Bureau, 1910, Ramsey, ED 4, Sheet 1B.

²³⁰ Minnesota State Census 1905, Ramsey ED 45, Sheet 18; U.S. Census Bureau, 1910, Ramsey, ED 148, Sheet 1A.

²³¹ R.L. Polk & Co.

Todd, a department store manager, rented the house from 1914 to 1920.²³² It appears he purchased the house from Harry and Hanna Haeger. Harry Haeger (1873-1919), a chemist, died in 1919, but Hanna (1873-1959) lived in the house ca. 1930s. She rented to tenants by the 1940s.²³³



**Oscar P. and Anita Shepardson, 2013 Marshall Avenue
(1902)**

In 1902 Oscar P. Shepardson (1854-1926) hired architect Louis F. Lockwood and contractor John Peterson to build a two-story Colonial Revival style house for an estimated \$5,000.²³⁴ Shepardson, a salesman, owned a number of residences in Merriam Park. In 1895, he resided at 1902 Carroll Avenue before starting construction that year on a new house on Iglehart between Prior and Moore Avenues.²³⁵ Shepardson, and his wife, Anita (b. 1854), retired to Los Angeles ca. 1908. Mrs. Augusta Fliegler (1844-1921), a native of Germany, purchased the house following the death of her husband, Jacob (1837-1906).²³⁶ Her son, Jacob Fliegler Jr., operated the Fliegler Company, a wholesale fruit company. Jacob and his siblings, Flora (b.1882) and Clara (b.1884), worked at the company and remained on Marshall Avenue into the 1940s.

Den E. Lane and the Craftsman Style (RA-SPC-4999)

The popular Craftsman style was adaptable to small bungalows as well as large two-story houses. The Craftsman house typically featured overhanging eaves with knee brackets and exposed rafters, and a stucco or wood-clad exterior. *Described* as the “dominant style for smaller houses built throughout the country during the period from about 1905 until the early 1920s,” plans were easily sourced from popular pattern books.²³⁷ Such books may have been the source of a number of simple bungalows in Merriam Park. An exceptional example, however, with a recessed front porch supported by paired square columns and rubblestone piers, was designed by Saint Paul architect Mark Fitzpatrick (1866-1955), for Saint Paul’s leading realtor, Den. E. Lane (1881-1952), and his brother, Cornelius A. Lane.

²³² R.L. Polk & Co.; U.S. Census Bureau, 1920, Ramsey, ED 130, Sheet 8A.

²³³ R.L. Polk & Co.; Minnesota State Census, ED 39, Sheet 3.

²³⁴ Saint Paul Building Permit #40076; 7-11-1902.

²³⁵ Minnesota State Census, 1895; *St. Paul Globe* 29 June 1895, 4.

²³⁶ U.S. Census Bureau, 1910, Ramsey, ED 148, Sheet 6A.

²³⁷ Virginia S. McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2014).



**Den E. and Cornelius Lane House,
2000 Marshall Avenue (1910; Dean Nelson photo).**

A native of Ireland and a graduate of St. Thomas College, Lane was owner of the Den E. Lane Real Estate Company. His newspaper obituary claimed he “designed and named 50 per cent of St. Paul’s streets constructed in the 1920s.”²³⁸ A master of newspaper promotion, he was involved in real estate projects across the city, and is especially associated with opening Highland Park. At the time of his death, Lane lived at 1765 Bohland Avenue with his wife, Elsie. In 1930 the residents were Captain and Mrs. Andrew C. Tyschen.²³⁹

4.4.14 Prior Avenue Commercial Area

Despite its proximity to the Minnesota Transfer yards, at first John Merriam apparently envisioned Merriam Park as an exclusively residential area, with limited commercial development within the original plat. St. Anthony Avenue and adjacent streets around the CM&StP Short Line depot served as the main collector of small businesses. By 1888, the provision business of W. H. De Savigny, for example, was run by a Connecticut native who purchased the business of A. P. Moss. His brick block at the intersection of Prior Avenue and Feronia, actually in Union Park, adjoined the CM&StP Short Line tracks.

In 1888, local realtors Erastus H. Murray and Mark W. Fay conducted “prolonged negotiations” with Merriam to subdivide Lot 31 of Merriam’s Outlots for business blocks.²⁴⁰ In 1886, Murray, formerly a grain dealer in Lake City, opened the first real estate office in Merriam Park, and sold lots for Merriam and John G. Hinkel.²⁴¹ He first operated out of his house at Terrace Park Avenue (Merriam Place) and Rondo Street (Roblyn Avenue), and reportedly wanted to develop a commercial area where he could relocate his own business. In 1888, with Mark W. Fay, he platted Murray & Fay’s Rearrangement, located between Prior and Dewey Avenues, into thirty lots.

Alanson Woodruff, the brother of W.W. Woodruff, was the first to build in Murray & Fay’s Rearrangement. In 1889 he completed the Woodruff Block and Hall, a two-story, brick veneered block

²³⁸ “Den E. Lane,” *Minneapolis Tribune*, 2 Dec 1952.

²³⁹ U.S. Census Bureau, 1920, Ramsey, E.D. 130, Sheet 16B; Dual City Blue Book.

²⁴⁰ *Interurban Graphic*, 2 June 1888:6.

²⁴¹ “A Great Metropolitan Center,” *SPG* 27 July 1891:5.

(Figure 25)²⁴² Located at the corner of St. Anthony and Prior Avenues, it offered twelve offices and businesses. Five storefronts were provided first story, and ten arched windows filled the second story.



Figure 25. Woodruff Block, (1889), razed.



Figure 26. Prior Avenue construction, ca. 1900.

The second floor of the new Woodruff Block was a main gathering spot for civic organizations. On August 11, 1890, for example, the Transfer Board of Trade met to discuss the extension of gas and electric lighting in the Midway parks.²⁴³

The two-story Fargo Block (1891) at 388-390 N. Prior Avenue (corner of Prior and St. Anthony Avenues), the Brainerd Block (1888) at 400-402 Prior Avenue, the Union Block, at and several smaller brick blocks were also completed by 1891.²⁴⁴ The Fargo Block accommodated shops and tenements. Meanwhile, in Union Park across the Short Line tracks at Prior and Feronia, (1956 Feronia), an 1888 building by hardware dealer and banker H. M. Crosby created a backdrop for the Short Line Depot. The two-story, red brick building housed a hardware store and offices. The stone trimmed, red brick building cost \$12,000.²⁴⁵ The relocated Merriam Park Post office, telephone exchange, and a plumbing, wallpaper and paint store were initially housed in the building, which was called one of the finest business blocks in the Midway.²⁴⁶ By 1916, there were about twenty masonry commercial buildings at the intersection of Prior and St. Anthony Avenues.²⁴⁷ The Woodruff Block and the rest of the commercial district were torn down in 1961 in preparation for the construction of Interstate 94.²⁴⁸ The Crosby Block, to the north at the edge of Union Park, however, remains.

4.4.15 Marshall Avenue Commercial Area

Following the opening of the Lake-Marshall Street Bridge, streetcar service along Marshall Avenue encouraged a strip of commercial buildings on both sides of the street between Cleveland and Wilder Avenues., along with a few filling stations, apartment buildings, and fourplexes. As noted in the Saint

²⁴² “Merriam Park Society” *SPG* 4 Dec 1887:10; *Saint Paul Pioneer Press*, 1 Jan 1889:1.

²⁴³ “Transfer Board of Trade,” *SPG* 17 Aug 1890:2.

²⁴⁴ Saint Paul Building Permit #22446; 4-29-90.

²⁴⁵ *Interurban Graphic* 9 June 1888.

²⁴⁶ “A Great Metropolitan Center,” *SPG* 27 July 1891:5.

²⁴⁷ G.M. Hopkins, *Plat Book of the City of Saint Paul, Minn. and Suburbs* (G. M. Hopkins, Philadelphia, 1916).

²⁴⁸ “St. Paul’s Woodruff Building to be Razed.” *Minneapolis Star* 6 July 1961:10.

Paul Historic Context Study, “Neighborhood Commercial Centers, 1874-1960,” the neighborhood services offered in small commercial strips of such expanding neighborhoods around the turn of the century “catered to middle-class citizens whose heads of household commuted to downtown, as well as the residents of the new immigrant communities that formed around the lines, churches, and industries.” Many independent grocers, bakers, and jewelers developed the properties, sometimes with the assistance of realtors. Many buildings provided quarters for the proprietor and his or her family on the second floor, or rental. For newly developing interurban areas, the buildings represented “outposts of commerce” several miles from downtown Saint Paul.²⁴⁹



Figure 27. McIntosh Block, 2054 Marshall Avenue (1911)

The small commercial district east of the intersection of Marshall and Cleveland Avenues is anchored by the two-story tan brick commercial building at 2054 Marshall Avenue (Figure 27). Built in 1911 for Charles A. McIntosh at a cost of \$10,000 and designed by architect, Charles T. Pear, the one-story, brick addition at the rear (south) was built in 1915 for \$3,000.²⁵⁰ The bracketed, overhanging cornice of the original design remains intact. By 1920, Charles (b. 1850) and Catherine McIntosh (b.1865) and their family lived above the store.²⁵¹ Both were natives of Canada and arrived in the United States in 1888. By 1930, the grocery was operated by William Scanlan and the other half of the first-floor commercial space was occupied by Iverson Drug Store.²⁵² The upper floor was occupied by dentist Leroy Peifer and his wife, Charlotte Stauffer, owner of a beauty shop. Harold Slawik, the operator of the nearby auto garage also lived at the second floor.²⁵³ In the 1940s, the Burke Drug Store operated at this location and the building remains in commercial and residential use. The building at the rear of the lot was historically a separate parcel (224 North Cleveland Avenue), but has been combined with this parcel. Building permits indicate the building was built in 1925 as a gasoline filling station for E. J. Wandersee.²⁵⁴ The building is now occupied by a dry cleaner.

The adjoining, one-story commercial building at 2044 Marshall Avenue dates from 1922. Harold J. Slawik (b.1902) hired contractor Lovering & Longbotham Company for \$7,000.²⁵⁵ Slawik operated a

²⁴⁹ Carole Zellie and Garneth O. Peterson, *Historic Context Study, Neighborhood Commercial Centers: 1874-1960*, prepared for St. Paul Heritage Preservation Commission, 2001.

²⁵⁰ Saint Paul Building Permit #58153; 11-14-1911; #66317; 8-6-1915.

²⁵¹ U.S. Census Bureau, 1920, E.D. 130, Sheet 17a.

²⁵² R.L. Polk & Co.

²⁵³ R.L. Polk & Co.

²⁵⁴ Saint Paul Building Permit #14925, 5-6-1925.

²⁵⁵ Saint Paul Building Permit #87758, 9-5-1922.

garage repair shop in this building and automobile dealerships at other locations. In 1930, a portion of the building was occupied by Century Dry Cleaners.²⁵⁶ 2034 Marshall (1922) and 2032 Marshall (1936) comprise the rest of the one-story commercial buildings on the south side of the street between Cleveland and Wilder Avenues. By 1916, the north side of Marshall Avenue between Cleveland and Wilder was filled with single-family houses by 1916.²⁵⁷ By the 1940s, however, the site was redeveloped for automobile repair and gasoline filling stations and then retail uses. The current buildings, at 2027 (1978), 2045 (1969), and 2057 (1957) have had significant exterior alterations.

Apartment Buildings in Merriam Park



1856 Marshall (1925)



1990 Marshall (1925)

No four-story apartment buildings such as the Clemar (1923) at 2062 Marshall Avenue, just outside the study area, were built on Marshall Avenue prior to 1950, but fourplexes and small apartment buildings clad in brick or stucco were popular with Merriam Park builders. The two-story, stucco-clad Mediterranean Revival style fourplex at 1856 Marshall was built in 1925 is exemplary. In 1930, the residents of the apartment building included Robert C. Dahl, casket salesman; Francis E. Critchett, teacher; Cora Schriber and John H. Dalton,²⁵⁸

In 1925, contractor Edward Neill Cookman built a Renaissance Revival style, eleven-unit apartment building at 1990 Marshall Avenue for an estimated \$45,000. The two and one-half story building, now known as Marshall Villa, employs a dumbbell plan.²⁵⁹ The garage was also built in 1925.²⁶⁰ Cookman (1893-1962), a native of Minnesota, is listed in St. Paul directories as a carpenter and plumber. In 1930, he owned his own plumbing company and lived at 1913 Carroll Avenue.²⁶¹ In 1930, residents in the eleven-unit apartment building included Norman J. Nesheim, an insurance agent, Leo Hamilton, an automobile factory worker, Edwin H. Seuss, a railroad inspector, Vilos W. Schultz, a newspaper printer, John R. O'Brien, a sales manager, Raymond T. Ehlenz, a mechanic, Irene E. Dunn, a teacher, Carl H. Young, a secret service detective, and Herbert C. Meyer, a meatpacker.²⁶²

²⁵⁶ R.L. Polk & Co.

²⁵⁷ G.M. Hopkins (1916).

²⁵⁸ U.S. Census Bureau, 1930, Ramsey, E.D. 62-146, Sheet 5A.

²⁵⁹ Saint Paul Building Permit #12548;11-17-1924

²⁶⁰ Saint Paul Building Permit #13354;3-9-1925.

²⁶¹ R.L. Polk & Co.

²⁶² R. L. Polk & Co., U.S. Census Bureau, 1930, Ramsey, E.D. 62-147, Sheet 16B.



Figure 28. The Cleveland, 372 Cleveland Avenue (1925), facing southeast in ca. 1930, at left; 372 Cleveland, in 2018, facing east.

A variety of flats and fourplexes were built in the 1920s, including the two-story, stucco-clad Wilder Apartments at 277 Wilder Avenue, near the corner of Merriam Terrace Park.²⁶³

In the mid-1920s N. Cleveland Avenue was the focus of apartment developers' interest. Although supplied with good streetcar connections, some of the buildings also featured garages. In 1925, local contractor and building owner William F. McKay built the Maywood, a two-story flat building at 356 N. Cleveland, estimated to cost \$28,000.²⁶⁴ In 1925, McKay also built the two-story Woodland at 362 N. Cleveland Avenue at an estimated cost of 28,000.²⁶⁵ Also in 1925, at 372 N. Cleveland, he permitted the Cleveland, a three-story apartment building estimated to cost 40,000 (Figure 28).²⁶⁶

A post-World War II housing shortage refueled builders' interest in apartment construction. For example, the Cobb Hospital had occupied two lots at the corner of Iglehart and Cleveland Avenues. In 1950 the T and T Realty Company replaced it with a pair of flat-roofed, two- and one-half story Modern style apartment units separated by a landscaped court. Teconico was the architect.²⁶⁷

Such apartment buildings often replaced older, single and multiple-family houses. The replacement of a group of older houses with multi-story apartment buildings, especially along main arterial streets, was popular in Saint Paul in the mid-1960s, as evident by three large units on Marshall Avenue dating from 1964 to 1967. They were typically executed in Neo-Mansard, Traditional, or Modern styles. One, the flat-roofed, 25-unit brick building at 1880 Marshall, completed in 1965 by Butler Construction for William Weitzman at an estimated cost of \$125,000, replaced three single-family dwellings.²⁶⁸

4.4.16 Merriam Park Institutional Buildings

In addition to the four churches established by 1890 and the Triune Masonic Temple, a variety of public and private institutional buildings were constructed within the first plat and at its northwestern edge.

²⁶³ Saint Paul Building Permit #75834; 4-12-1920.

²⁶⁴ Saint Paul Building Permit #14398; 4-14-1925.

²⁶⁵ Saint Paul Building Permit #14894; 5-6-1925.

²⁶⁶ Saint Paul Building Permit #19302; 2-25-1926.

²⁶⁷ Saint Paul Building Permit #217537, 217538; 5-11-1950.

²⁶⁸ Saint Paul Building Permit #38682; 10-23-1964.

The first Merriam Park Post Office was secured in 1883 and installed in the Woodruff House at Cleveland and St. Anthony Avenues (razed).²⁶⁹ Wallace W. Woodruff was named postmaster. It was relocated in the Crosby Block at Feronia and Prior Avenues, and then moved to 395 N. Prior Avenue (razed) in 1889.²⁷⁰

The Merriam Park Engine House No. 14 was built in 1887 at 440 N. Cleveland Avenue, at the intersection with Milwaukee Avenue, between St. Anthony Avenue and the Short Line tracks. Designed by H. E. Hand and built by contractor J. S. Donohue, it was slightly larger than the nearby Hamline station, and initially had a force of ten men, a hook and ladder, and a hose cart and chemical engine.²⁷¹ It was flanked by the Pioneer Fuel Company to the north and the Merriam Park Ice House to the south. It was razed in the mid-1960s for Interstate 94 construction.

Schools

A two-story, three-room, brick veneered frame building located at Prior and Iglehart Avenues. was the first Rose Township School to serve Merriam Park. Opened in 1883, it had an enrollment of 46 students in 1885.²⁷² In ca. 1888 the building was moved to the corner of Iglehart and Cleveland Avenues and converted into a double house. It served as a rectory for St. Mark's Parish, and was later remodeled as the Cobb Hospital (razed).²⁷³

The Longfellow School was completed in 1889 and designed by architect H. E. Hand of 402 Drake Block (Figure 29). Hand also designed engine houses for Merriam Park and Hamline.²⁷⁴ N. B. Rundle was the builder.²⁷⁵ The original eight-classroom design was expanded to sixteen classrooms in 1901 and expanded again in 1924.²⁷⁶ Longfellow School served the Merriam Park area as well as the west end of the Hamline Midway area until it was closed in 1974 for construction of a new building designed by McGuire Architects and Planners Inc. The new building, now the Four Seasons A+ Elementary School (1975), was part of a \$25 million, city-wide elementary school building program.²⁷⁷

²⁶⁹ "Post Office," *SPG* 2 August 1883:2; *Daily Minnesota Tribune* 14 July 1883:6; Saint Paul Public Schools, *A Century of Service 1856-1956* (St. Paul: St. Paul Public Schools, 1956), ii.

²⁷⁰ *SPG* 29 July 1889:2; Dr. S. G. Cobb, *Minneapolis Tribune* 19 Nov 1932:8; "Dr. S.G. Cobb," *Minneapolis Star* 18 Nov 1932:8.

²⁷¹ Saint Paul Building Permit # 10973, 5-11-87; Richard A. Heath, *St. Paul Fire: A History 1856-1994* (Minneapolis: the Extra Alarm Association of the Twin Cities, 1998), 34; *SPG* 18 April 1887:5.

²⁷² "Manual Training," *SPG* 6 Oct 1885:2.

²⁷³ Connolly (1939), 40.

²⁷⁴ *SPG* 18 April 1887:5. Other school designers in this period, in addition to Hand, included Herman Kretz, Augustus F. Gauger, Omeyer & Thori, and J.W. Stevens.²⁷⁴

²⁷⁵ "Unfinished Business," *SPG* 8 June 1888:9.

²⁷⁶ St. Paul Survey Commission, "Report of a Survey of the School System of Saint Paul, Minnesota: General Administration and School Building Survey," Authorized by the City Council of Saint Paul, February 16, 1917, 54.

²⁷⁷ "4 St. Paul schools Nearly Built," *Minneapolis Star Tribune*, 2 July 1974:15," Saint Paul School Board, Longfellow School file, at Minnesota Historical Society.

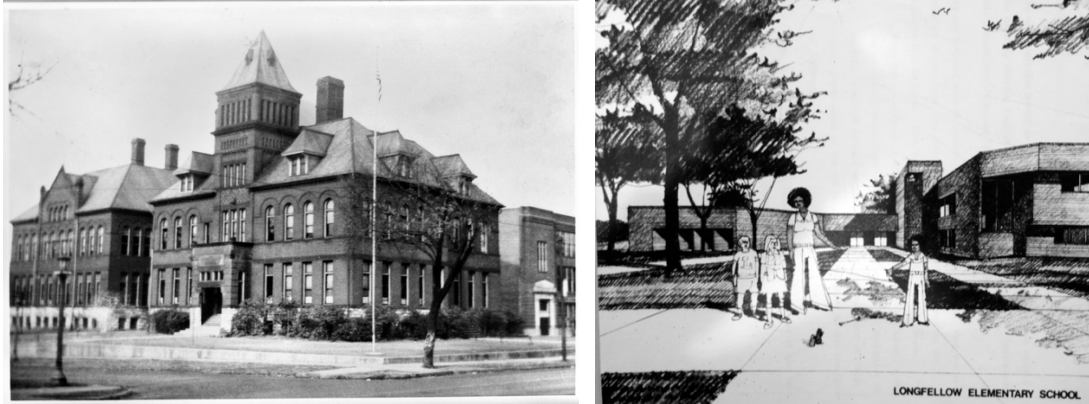


Figure 29. Longfellow School and additions in ca. 1910, at left; new Longfellow School proposal, 1973, at right.

In 1968, the expansion of Merriam Terrace Park and the Longfellow School grounds resulted in the clearance of nine houses from Block 16 including three on the west side of Prior Avenue. The expansion of the Longfellow School grounds, which included a new classroom wing and a library fronting Prior Avenue, was completed by 1925.²⁷⁸ In the late 1940s, the St. Paul Community Service Office operated a facility in a commercial building at 1930 St. Anthony Avenue (razed). In 1951, the City of Saint Paul built a recreation center (now the Merriam Park Community Center) at 2000 St. Anthony Avenue (Figure 35).²⁷⁹ That building appears to have had additions (or total replacement) between 1970 and 1978.²⁸⁰ The 8.75-acre property is bounded by Wilder Avenue at the west, Interstate 94 at the north and Merriam Park at the east and south, and the Four Seasons A+ Elementary School at the south.²⁸¹

Charles Thompson Memorial Hall (RA-SPC-4487, NRHP)



Figure 30. Charles Thompson Memorial Hall, 1824 Marshall Avenue (1916).

Charles Thompson Memorial Hall was built for the local deaf community and was named after Charles Thompson, the deaf son of a Saint Paul banker (Figure 30). It is significant as the nation's first clubhouse

²⁷⁸Sanborn Map Company 1903, updated to 1925, vol. 7, Sheet 703, 711.

²⁷⁹“Midway Center Drive to Start.” *Minneapolis Sunday Tribune* 16 April 1950:2.

²⁸⁰ Saint Paul Building Permit #55839, 7-27-78. No additional permits could be located.

²⁸¹ Ibid.

designed for the deaf, the Classical Revival style building was designed by architect Olof Hanson, a native of Sweden, who was deaf. The building is “credited with helping foster Minnesota as a preferred location among deaf people.”²⁸² The property was listed in the NRHP in 2011.



Figure 31. Cobb Hospital, 2050-56 Iglehart Avenue, in ca. 1910.

Cobb Hospital

Sheridan G. Cobb (1863-1923), a native of Cascade, Minnesota, graduated from Hahnemann Medical College in Chicago and settled in Merriam Park in 1889. He served as the surgeon for the CM&StP Railway and Minnesota Transfer Railway. He founded the Cobb Hospital in 1898, also known as the Merriam Park Hospital.²⁸³ The hospital was first operated in “the upper rooms of a private residence.”²⁸⁴ In 1901 Cobb purchased and remodeled the former Merriam Park School. According to Connolly, the two-story, three-room, brick veneered frame building was formerly at Prior and Iglehart Avenues.²⁸⁵ In ca. 1888 the building was moved to the corner of Iglehart and Cleveland Avenues and converted into a double house, and then into the hospital.²⁸⁶ The hospital opened in 1902, and by 1912 Cobb planned a new building. This did not happen, and Cobb Hospital was absorbed by Midway Hospital in 1920.²⁸⁷ Cobb married Millicent Cutter Cobb (1863-1954) in 1886. In 1890 they built a house designed by James Record at 1852 Marshall Avenue.²⁸⁸ At the time of his death in 1932, they resided at 366 North Mississippi River Boulevard.

Henry Hale Branch Library

The Henry Hale Branch Library was completed in 1930 at 1831 Marshall Avenue (Figure 32).²⁸⁹ Architect James Niemeyer (1890-1957) designed the Collegiate Style building and the contractor was

²⁸² William E. Stark, “National Register of Historic Places Registration Form: Charles Thompson Memorial Hall,” 2011. On file, Minnesota State Historic Preservation Office.

²⁸³ Castle (1912), 745.

²⁸⁴ Ibid.

²⁸⁵ “Manual Training,” *SPG* 6 Oct 1885:2.

²⁸⁶ Connolly (1939), 40.

²⁸⁷ Castle (1912), 746; Jane McClure, “The Midway Chamber and Its Community: The Colorful History of an ‘Unparalleled Feature’ of Saint Paul,” *Ramsey County History* (Fall 1994):4-20.

²⁸⁸ *SPG* 27 July 1891:5.

²⁸⁹ Robert Hybben and Charlene Roise, “Merriam Park Branch Library,” *Historic American Buildings Survey MN-123*, 1991. On file, Minnesota State Historic Preservation Office, Saint Paul.

J. S. Schweitzer of Saint Paul. Local residents donated the building lot in 1916. Construction was completed in 1930 and used funds from the Henry Hale bequest, which also funded the Hamline Branch Library at 1558 W. Minnehaha Avenue (1930; RA-SPC-4629).²⁹⁰ The Merriam Park design was similar to that extant library. The building was razed in 1992 and replaced with the present library.



Figure 32. Henry Hale Branch Library, 1831 Marshall Avenue, 1930 (razed), at left; new building of 1993, at right.

4.4.17 Mid-Century Merriam Park



Figure 33. Aerial view, ca. 1955, looking north at the Midway Transfer Yards.

Until 1931, although long nestled against the Midway Transfer Yards, the north edge of Merriam Park retained a relatively unbuilt buffer of an undeveloped parcel of the Midway Transfer just east of the CM&StP roundhouse. In 1931 the CM& StP built a freight house at 413 Prior Avenue. E. F. Haglin was the contractor. The one- and two-story brick structure extended 300 feet along the tracks. It was later

²⁹⁰ "Branch Library Plans Approved by City Council," *Saint Paul Dispatch* 29 January 1930.

occupied by the Acme Freight Company and was razed in 1965.²⁹¹ By 1959, the formerly open parcel at the northwest corner of Prior and the Short Line was filled with the St. Paul Terminal Warehouse (extant).

Planning for Interstate 94 was assisted by the Federal Aid Highway Act (FAHA) of 1956, and most plans were finalized by 1962. In 1961, Merriam Park residents organized the Merriam Park Residential Association in opposition to the freeway, and especially in protest of a proposed Prior Avenue interchange.²⁹² They (unsuccessfully) lobbied state and local agencies for a north-only freeway exit at Cretin Avenue, but were successful obtaining a depressed roadway section at Fairview Avenue, and an agreement that there would be no exits at Prior Avenue.



Figure 34. 335-337 N. Prior Avenue, at left, and 1942 Merriam Lane, at right, razed for Merriam Terrace Park expansion, 1968. (Ramsey County Historical Society)

As noted in previous sections of this report, the clearance of properties for Interstate 94 construction and the enlargement of Merriam Terrace Park in the mid-1970s resulted in very significant change to the north end of the original village-like neighborhood that John L. Merriam had envisioned. The park remains an anchor of the original plat, as do the streets that retain their original alignment, but the entire commercial district was lost along with the adjacent early residential quarter near the Short Line depot and the north side of Roblyn Avenue. Iglehart and Carroll Avenues, which also had early development, were spared, but the closure of Carroll Avenue in the mid-1970s (after the removal of houses on the east side of Prior and Terrace Park Avenues) interrupted a portion of the historic street grid. The one-story commercial buildings at 348 Prior Avenue N. (1912; RA-SPC-3020) and 366 Prior Avenue N. (1904, RA-SPC-3021) are the only remaining commercial buildings on the south side of Interstate 94.

²⁹¹ Saint Paul Building Permit # 44028 2-7-31; Wrecking Permit # 57372 10-27-65.

²⁹² Tom O’Connell and Tom Beer, “Preserving a ‘Fine Residential District’: The Merriam Park Freeway Fight,” *Ramsey County History* (Winter 2013):3, 6.



Figure 35. Aerial view of the Merriam Park original plat (black outline) in 1966, showing clearance of Prior and St. Anthony Avenue business district for freeway construction. The area outlined in red was cleared in the mid-1970s for park and school ground enlargement. (NETR)

5.0 RESULTS AND RECOMMENDATIONS

5.1 Preliminary Summary

Landscape Research conducted an intensive-level architecture-history survey of the study area shown on Figures 1 and 2. Amy M. Lucas directed the survey and property research and evaluation. Carole Zellie prepared the historic contexts and survey report and served as Principal Investigator. Fieldwork was completed in August through October 2018. A total of 303 properties were photographed with digital photographs using the Arc GIS Collector. Context development and property research has been ongoing as building permits have been supplied. Individual property descriptions, histories, and evaluation narratives prepared for each property and will be entered into the project database. The last phase of the property research and evaluation is currently underway and evaluation results and recommendations will be included in the final draft report.

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Interurban Graphic

Midway News

Midway Monitor

Minneapolis Tribune

Minnesota Daily Tribune

Minneapolis Star

Saint Paul Globe

Saint Paul Pioneer Press

7.0 APPENDIX

Research Design (2018)

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HISTORIC RESOURCES INTENSIVE LEVEL II SURVEY MERRIAM PARK, SAINT PAUL, MINNESOTA

RESEARCH DESIGN

Submitted to the

City of Saint Paul

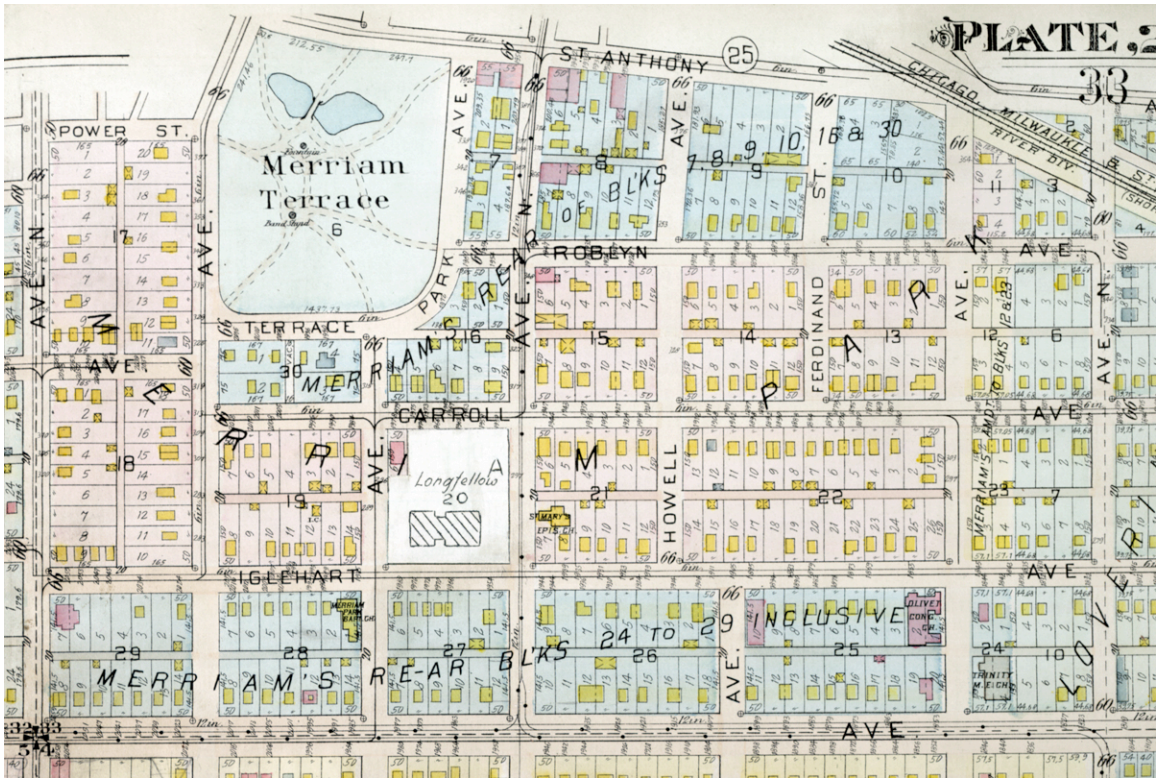
by

Landscape Research LLC

765 Hampden Avenue

Saint Paul, MN 55114

August 10, 2018



G.N. Hopkins, 1916



Merriam Park Research Design

Introduction

The City of Saint Paul/Department of Planning and Economic Development (PED) intends to complete an Intensive Level II Survey for the Merriam Park Neighborhood of Saint Paul. The survey will document all historic buildings, structures, sites, objects, and potential districts for evaluation for potential listing in the National Register of Historic Places (NRHP), and for local heritage preservation designation.

The survey area is bounded by Saint Anthony Avenue and the CM&StP alignment at the north, Cleveland Avenue at the west, the alley immediately south of Marshall Avenue at the south, and Fairview Avenue at the east. It includes more than twenty-five blocks platted as the Merriam Park First Addition, as well as the Chicago, Milwaukee and St. Paul (CM&StP) Shortline corridor and the Interstate 94 right-of-way. Oak-covered Merriam Park (formerly Merriam Terrace Park) occupies the northeastern corner of the area. There is a small commercial area at Marshall and Cleveland Avenues, and another on Prior Avenue between Roblyn and St. Anthony Avenues.

Landscape Research LLC is under contract with the City of Saint Paul to provide the following:

- A research design,
- Fieldwork to complete MnSHPO/Saint Paul individual property inventory forms, including photographs, compiled using the City’s recommended ArcGIS Collector software, and completion of multiple property inventory forms for any historic and thematic districts,
- An illustrated survey report that includes historic contexts developed for this study and other pertinent context studies, and follows other content specifications outlined in the project contract,
- Participation in neighborhood meetings to discuss project goals and findings.

Research Design Components

1. Existing historic context studies

Four historic context studies for the City of Saint Paul that are most applicable to the Merriam Park study are:

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

The context studies note various properties located in or near the Merriam Park study area, or themes applicable to Merriam Park and the Midway area (Zellie and Peterson 2001). The Statewide Context, “Urban Centers 1870-1940,” is also broadly applicable to the study area.

2. Research questions and issues to be addressed for the study area, with respect to existing and potential new historic contexts

The following research questions and issues will be addressed to examine existing historic contexts and develop new contexts:

- Within the context of “Residential Real Estate Development, 1880-1950,” what is the history and significance of the first period of residential development, ca. 1882 to 1900, and subsequent decades? Which building types, styles, and builders or architects are associated with each period? Who were the initial purchasers of lots and houses, and who were the owners and renters during subsequent periods of development?
- Within the context of “Neighborhood Commercial Centers: 1874-1960,” what is the history and significance of the Prior Avenue and Marshall Avenue commercial nodes? Which building types, styles, and builders or architects are associated with each period?
- Within the context of “Churches, Synagogues, and Religious Buildings: 1849-1950,” what is the history and significance of the churches (and other institutional buildings) within the survey area?
- Within the context of “Transportation Corridors: 1857-1950,” what is the history and significance of CM&StP passenger rail service and the Twin City Rapid Transit Co. streetcar network to the neighborhood’s early residential and commercial development?
- What is the significance of Merriam Terrace Park in the neighborhood’s history, and in Saint Paul’s early park development?
- Do the existing and potential new historic contexts, identified development patterns, resource types, and historic resources meet the criteria for local designation and/or listing on the National Register of Historic Places?

3. Previous research on the Merriam Park area

Merriam Park has been the subject of numerous newspaper articles and other descriptions, beginning with its initial real estate promotion in the *Saint Paul Pioneer Press* and *Saint Paul Globe*. This information is accessible by consulting the weekly real estate sections of the noted newspapers, ca. 1883-1914. The development of the adjacent Midway area was also detailed in various newspaper articles and special editions devoted to commerce and industry.

A total of 65 properties, including sixteen on Marshall Avenue, have been previously inventoried, and the development of Merriam Park within District 13 is described in the *Historic Sites Survey of Saint Paul and Ramsey County, 1980-1983* (Murphy and Granger 1983). Two properties, the Charles Thompson Memorial Hall (1824 Marshall Avenue, 1916), and the Triune Masonic Temple (1898 Iglehart, 1910-11), are listed in the National Register of Historic Places (NRHP) and as Saint Paul Heritage Preservation Sites. St. Anthony Avenue has been part of past cultural resource studies for Central Corridor planning.

4. General research approach

In addition to obtaining an initial understanding of the area’s pre-development topographical character, the pre-Civil War pattern of Merriam Park settlement and development, including the Red River oxcart route at the area’s northern perimeter, will be researched. To understand the post-Civil War agricultural and “suburban” neighborhood development pattern, the characteristics of the early plat (1882), railroad and bridge alignments, and the Merriam Terrace (park) layout will be investigated. Information on dwelling types and styles will be compiled as part of the inventory, and

related to information from existing and new, recommended historic contexts. The area's churches and institutional buildings, and commercial nodes on Prior and Marshall Avenues will be researched and related to existing as well as new, recommended historic contexts. A comprehensive study of architects and builders will accompany this information. Biographical information on early real estate developers, building owners, and residents from all walks of life will also be compiled.

5. Primary and secondary sources

Historic maps and atlases covering the period ca. 1867 through 1959 will be consulted to document the area's overall development pattern. A variety of maps are available, including those published by the Sanborn Fire Insurance Company, and those by Bennett, Foote, Hopkins, and the City of Saint Paul. Historic aerial photographs accessed through the University of Minnesota Borchert Library and other sources, historic photographs from the Minnesota Historical Society and Ramsey County Historical Society, and index card and building permit information from the Saint Paul Building Department are among other primary sources to be consulted. The United States Census schedules and city directories will be consulted to understand the general development of each block of the survey area for the period prior to ca. 1960. Ancestry.com and newspaper databases are also useful in this effort.

Secondary source information from the collections of the Minnesota Historical Society, Ramsey County Historical Society, and the Saint Paul Public Library Special Collections includes general works on Saint Paul history and architecture. The consultants will also be seeking neighborhood input and any research resources that local historians can provide.

6. Project personnel

The survey will be conducted by Carole Zellie and Amy Lucas of Landscape Research. Both architectural historians have more than twenty-five years of experience, including many Saint Paul building studies and inventories, and meet the Secretary of the Interior's Professional Qualifications Standards.

7. Intended use of the intensive survey

The completed survey will be used by the City of Saint Paul to guide general land use planning within Merriam Park, and will also provide information for future local Heritage Preservation Commission, federal Section 106, and other reviews. The recommendations for future intensive survey, additional historic context development, and identification of properties potentially eligible for local designation and/or NRHP listing will be especially useful in future planning.

The study should also provide the Merriam Park community with a broad understanding of the neighborhood's historic resources within the survey area, and provide a framework for further community planning and education activities.

8. Merriam Park intensive survey goals

As noted in the introduction, the intensive survey will provide a comprehensive overview of historic resources, including

- Completion of MnSHPO/Saint Paul individual property inventory forms, compiled using the City's recommended ArcGIS Collector software, and completion of multiple property inventory forms for any historic and/or thematic districts,
- Completion of an illustrated narrative survey report that includes historic contexts associated with the survey area, or developed for this study, and survey findings and recommendations.

As noted in item 7, this information will assist the City of Saint Paul in general planning for Merriam Park, and will also provide information for future preservation planning needs, including local

designation. It will also provide useful educational and planning information for the Merriam Park community.

9. Goal identification

The Saint Paul PED and Saint Paul Heritage Preservation Commission (HPC), initially identified the survey goals, in coordination with the District 13 Community Council.

10. Survey boundaries

The survey area is bounded by Saint Anthony Avenue and the CM&StP alignment at the north, Cleveland Avenue at the west, the alley immediately south of Marshall Avenue at the south, and Fairview Avenue at the east. It includes more than twenty-five blocks platted as the Merriam Park First Addition, as well as the Chicago, Milwaukee and St. Paul (CM&StP) Shortline corridor and the Interstate 94 right-of-way. Merriam Park (formerly Merriam Terrace Park) occupies the northeastern corner of the area.

11. Anticipated community involvement and participation

There is a high level of community interest in Merriam Park's historic resources, and community involvement and participation during the course of the survey is anticipated to be strong. The participation of local residents through sharing historical information and research is welcomed.

12. Project timetable

The project start date is July 9, 2018, with December 7, 2018 completion.

13. Expectations for what will be learned

It is anticipated that the survey will provide an understanding of Merriam Park's broad development pattern, beginning as an early residential "suburb" adjacent to the railroad and industrial area of the Midway. The diversity of its residential, commercial, and institutional building types will be evident, as well as the significance of Merriam Terrace, its early landscaped park. As the first of five Merriam Park additions, this addition had a significant role in securing the western edge of Saint Paul as a dense residential district. Passenger rail, streetcar lines, and improved streets served the area, and resources associated with early and mid-twentieth-century land use change at the north edge of the neighborhood, including rail and highway construction, will be identified.