

JAN 13 2010

NPS Form 10-900  
(Oct. 1990)

078



United States Department of the Interior  
National Park Service

### National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

#### 1. Name of Property

historic name Schmitt and Henry Manufacturing Company  
other names/site number Sealy Building

#### 2. Location

street and number 309 Southwest 8<sup>th</sup> Street [N/A] not for publication  
city or town Des Moines [N/A] vicinity  
state Iowa code IA county Polk code 153 zip code 50309

#### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( see continuation sheet for additional comments).

Barbara Mitchell NSHPD January 27 2010  
Signature of certifying official/Title Date  
STATE HISTORICAL SOCIETY OF IOWA  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date  
\_\_\_\_\_  
State or Federal agency and bureau

#### 4. National Park Service Certification

- hereby certify that the property is:
- entered in the National Register.  
 See continuation sheet.
  - determined eligible for the National Register.  
 See continuation sheet.
  - determined not eligible for the National Register.
  - removed from the National Register.
  - other, (explain:)

Edson H. Beall 3-17-10  
Signature of the Keeper Date of Action

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

**Category of Property**  
(Check only one box)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

- private
- public-local
- public-State
- public-Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
3	0	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
3	0	Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

**Number of contributing resources previously listed in the National Register**

The Architectural Legacy of Proudfoot and Bird in Iowa

N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

**Current Functions**

(Enter categories from instructions)

Industry/Processing/Extraction/Manufacturing Facility

Commerce/Trade/Warehouse

---

---

---

---

---

---

---

---



---

---

---

---

---

---

---

---

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

**Materials**

(Enter categories from instructions)

Late 19<sup>th</sup> and Early 20<sup>th</sup> Century American Movements/Commercial Style

Late 19<sup>th</sup> and 20<sup>th</sup> Century Revivals/Classical Revival

foundation Brick

walls \_\_\_\_\_ Brick

roof \_\_\_\_\_ Asphalt

other \_\_\_\_\_

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 7 Page 1Schmitt and Henry Manufacturing CompanyPolk County, IowaDescription:

The Schmitt and Henry Manufacturing Company factory complex is a part of what was once a large industrial and jobbing district that borders the southern edge of Des Moines' west side downtown (that portion of the downtown that lies east of the Des Moines River and north of the Raccoon River). Historically large railroad yards separated the area between this industrial area and the downtown proper. Today these tracks have been replaced in part by the Martin Luther King, Jr. Parkway, an east/west running arterial highway. Concrete and steel viaducts carried traffic and streetcars across the railroad yards at key points, one of which was 7<sup>th</sup> Street Southwest. That viaduct was replaced more recently by 9<sup>th</sup> Street Southwest viaduct that is elevated along the west and principal façade of these buildings. The factory complex occupies the northern three-quarters of an entire half block. The buildings are bordered to the west by 9<sup>th</sup> Street Southwest, by the parkway to the north, an alley to the east and Tuttle Street to the south.

The Schmitt and Henry Manufacturing Company factory buildings functioned as a single building once the last of three component buildings was completed in 1914. The three buildings (Figure 1) will be termed the north building, built 1901-02 and comprising the north end of the complex; the south building, built in 1906, and occupying the southern half of the complex, and the middle building, built 1914, and comprising the middle part of the plant. Each will be considered in the chronological order of its construction. The term "building(s)" will reference the entire building. The nomination is counted as three contributing buildings due to the sequence of their construction, the final or middle building having connected the first two separated buildings.

The North Building (1901-02):

The principal façade is largely defined by the visual dominance of its raised brick cornice, which steps up to the west to accommodate a low sloped flat roof. Window and door openings are aligned to the centers of the five structural bays, with the innermost two ranks being fully fenestrated with single double-hung window openings and semi-circular brick arches and brick lintels. The exception to this is the allowance of a loading dock door right of center. In the outer two ranks, windows are found only on the ground and third floors. The basement on all sides is elevated and originally half-windows were aligned with each rank of openings above, twin half-lights being placed beneath each loading dock door. A darker purple face brick, was used on the basement wall, being carried up to the ground floor sill level and forming the Romanesque brick arch (consisting of five rowlock brick courses) around the dock door. The cornice line, while broad, consists of a simple denticulated baseline, a corbelled line of projecting flat arches, and a plain short parapet with terra cotta coping.

The back or east wall has identical mirror image fenestration, with the loading dock door in line with its opposing west door. The parapet is open between the side walls and lacks ornamentation. The side walls are similarly mirror-imaged, with complete fenestration, which is to say, ranks of identical single window openings are aligned with the center line of each structural bay, with matching loading dock doors being substituted for windows in the third and sixth bays from the each end of the plan. The basement windows on the south side wall were full-sized, but necessarily that wall is now hidden by the middle building.

This four-story brick warehouse building has a rectangular footprint (66 feet by 128 feet) and an east/west orientation. The perimeter walls are load bearing, while the interior structure is of mill construction, wood columns and beams, with cast iron or steel bases and caps, which tie the structural members together. Three rows of seven columns each divide the plan into eight bays deep and four bays wide. A freight elevator with adjoining stairway occupies the north of center bay, three bays in from the back wall. Columns measure 14 inches by 14 inches in section in the basement, 12 inches by 12 inches in section on the lower two floors, and 10 inches by 10 inches in section above that point. The main beams consist of paired 8 inch by 16 inch timbers separated by one-inch spacers (composite beams consisting of five bolted 2 inch by 12 inch beams are used on the fourth floor, no metal collars are used and beams are paired atop each column). The joists have the same dimension and are hung using iron

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 2

Schmitt and Henry Manufacturing Company

Polk County, Iowa

saddle braces which fit over and on either side of the main beam sets. Joists are set four feet on center. The sub floors consist of six inch wide planking. All of the flooring is diagonally set using four inch wide tongue and groove hardwood. The roof framing consists of 2 inch by 10 inch joists set 16 inches on center.

The spread foundation consist is of brick sections which are interrupted beneath each of the loading dock doors. These footings are in turn supported by cast concrete pilings. The details of this piling system are presumed to match those depicted in the south building plans. The column support system consists of 5 feet 4 inches by 5 feet 4 inches spread brick footings, which are similarly based on five concrete pilings.

This building was built without a boiler/coal room and in-wall flues were provided for in the northwest and southeast sidewall corners. Curious board inserts are set into the diagonal flooring in the southwest portion of floor plan, apparently marking the former location of vertical partitions which were used to store products or raw materials. All brick walls are laid up in American or common bond style. The stairway sidewalls that terminate at the handrail level are sheathed in beaded board. The interior brick walls are unfinished. The basement ceiling and framing is unpainted and stained with smoke and coal dust. The basement floor is of concrete, as was the original floor. There is a roof hatch in the southeast corner.

The South Building (1906):

This second three-story brick factory building fronted west and had a rectangular footprint (113x128). The plan includes two nearly equal rectangular end wings, that on the south end being 44 feet wide, its northern counterpart 48 feet. An office section, 21 feet wide, was centered on the front of the plan, with a small open courtyard immediately behind it to the east. A single-story powerhouse, with its own flat roof, slopes from the alley to the center of the plan, infilled the remainder of the layout. Two combination truss/catwalks linked the side wings above the powerhouse. These were apparently replaced with an enclosed two-story skywalk c.1935, and the whole void was infilled during the early 1950s.

The façade cornice, basement detailing, window and door size and type, all match those of the North original building. This façade is also symmetrical in its fenestration, but to a greater degree, given that each row is fully opened up with openings. One key difference is that the windows are paired visually in six sets, the gaps between the sets being half that of the distance between the sets. In the broader center bay, triple window sets, while more broadly spaced, comprise a visual grouping. Basement openings too are paired and vertically aligned and the two loading dock doors, also raised above ground level, are located in the second bay from each end of the façade. Each door replaces one window set. The office entry, consisting of a double door and high transom, is centered on the façade plan and substitutes for a single window.

The rear wall has identical fenestration, although there is no loading dock door in the south side wing. A ground level double door was centered on the powerhouse alley front. There is no cornice given the slope of the roof. The same darker brick face the raised basement exterior. The sidewalls are mirror imaged with twin loading dock doors in the first and fifth bays from the back of the plan. The side walls are fully fenestrated, but the windows are not visually paired and they do not align with the structural bays, as was the case with the north building. Half-sized raised basement windows are aligned with those above, and the parapet wall steps up to the main cornice to the west. An elevator penthouse on the north side wing and a chimney projects from the inside wall of the south wing. The courtyard interior as well was fully fenestrated with identical openings (all window arches have triple rowlock brick, set flush, with brick sills), indicating a great need to capture natural light.

The concrete piling support system employed by all three of the buildings was a first for Des Moines. Each piling is two feet in diameter and about nine feet in length. These were excavated, circular metal linings were inserted and these filled with concrete. These were paired beneath the wall perimeters, the pairs being four feet on center. The column supports

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 3

Schmitt and Henry Manufacturing Company

Polk County, Iowa

utilized five pilings while the rear wall of the powerhouse, visible at lower right, required a single line of pilings. Spread brick footings capped the pilings, but unlike the system employed in the north building, these footings did not break beneath the loading dock door points.

Each side wing interior was supported by two rows of square wooden columns, arrayed in three bays, north and south, and eight bays east and west. The structural support system and materials were identical to those used in the north building. One noted exception is that the paired beams are set flush while those in the north building were separated with one inch spacers and floor joists were set closer, three and a half feet on center, an indication of a need for a heavier load bearing capacity in the factory, rather than in the warehouse. Roof beams too are heavier, consisting of seven bolted 2x12 boards. A freight elevator, again paired with a stairway, was nearly centered in the north wing, while a stairway was in the third central bay from the front in the south wing.

The Middle Building (1914):

Structurally, this final building in completing the factory complex consisted only of connective walls to fill in the gap between the North and south buildings. The needed south side fourth floor sidewall was added to the north sidewall of the south building. Two lateral walls, supported by twin alternating rows of concrete pilings formed the rear east wall, evenly divided the overall plan (60 feet by 128 feet). Eight interior columns, the two western ones being incorporated into the central lateral wall, defined three bays across the plan and four front to back. Round 5 feet 10 inch cast concrete pilings (with larger angled bases) supported these columns (as opposed to the multiple smaller piling scheme used in the two earlier designs). The front part of the plan consisted of a completely independent structural system.

The three front support points in this building measure seven feet in diameter, reflecting the weight of the façade that had to be supported. An 18 inch by 30 inch concrete beam, set across these three pilings, provided the façade support. The interior column supports set off three more structural bays, front to back, and as many across the plan. The rearmost of these bays was fully 24 feet deep and accommodated an interior drive and unloading function that was accessed from matching ground-level garage doors, set at each front corner of the façade. The rounded interior footing system formed what would be an office/mezzanine area, and the reinforced corner of that area was to have supported a vault (actually installed on the other side of the office area).

The façade of this building was different from its predecessors in that it was fully fenestrated with large square industrial sash windows (with flat invisible lintels and stone sills) and its formal entrance, while set off-center, was designed in the Neo-Classical style, and it and the flanking garage doors were set at grade. Fenestration was vertically aligned, but otherwise, brickwork and cornice matched the other buildings and the north building in particular as regards to massing.

The major structural difference was the use of composite steel beams, bolted assemblages of five pieces, along with steel I-beams (bearing roller marks "Illinois" and "Jones-Mclaughlin"). The steel bases for each column was carefully encased in concrete but no effort was made to fireproof the exposed steel. The building was built to align horizontally with the south building in particular, and the window alterations made to the north wing of that building indicate that this building installment was functionally more of an addition to that part of the second building. At the roof level I-beams run north/south and support 2 inch by 12 inch joists set 16 inches on center, which run east/west.

The basement was not excavated under the interior driveway (third bay from the west) and the floor levels in the office and back of the plan were not on line (the basement was subsequently opened and the floor adjusted, exposed column supports in the basement are the result). South sidewall fenestration, using smaller rectangular industrial sash, consists of windows centered

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 7 Page 4

Schmitt and Henry Manufacturing Company

Polk County, Iowa

on the second through sixth bays. A chimney is in the northeast corner but the associated boiler/coal rooms were added to the north building. The back five bays of the second floor (13 feet 5 inch high ceiling) is formally appointed with a pressed tin paneled ceiling and exposed boxed beams. The metal columns are curiously left exposed. This level served as a display room and indeed, the columns step down from ten inches to eight inches, above the floor level, being tied together with angled side plates. In the front of this level, a mezzanine area and the front office area retain much of the original paneled sidewalls, the safe, and raised beam ceiling. A row of sales offices infill the front bay of the second floor.

Building Integrity:

The exterior of the overall building maintains a high degree of all seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. The integrity of the immediate setting of the building, illustrated by its industrial setting and streetscape, contributes to the building's ability to maintain integrity of feeling and association. The overall form of the building has remained unchanged once it assumed its intended scale between 1902 and 1914. No additions or alterations, apart from the additional buildings added to the south, have been built. All the original architectural materials and detailing, including cornice, window openings, and ornament remain as built. The interior is perfectly preserved, apart from some temporary interior stud walls or partitions. The presence of the 8<sup>th</sup> Street Viaduct (1968) in close proximity to the façade of the subject building precludes a Criterion C-architectural significance claim.

Summary of Alterations Since Construction:

When the center building was built the original exterior walls of the first two buildings were necessarily subsumed within the overall building. The original door and window openings survive largely intact in the south buildings' north wall. The openings in the south wall of the north building have been bricked in, and doors have been cut or enlarged on each floor. The middle building filled in what had been an open light court within the plan.

Loading door openings survive in their original locations save for the north wall, where four additional loading doors have been added over time. The central west pedestrian entrance to the office area has been bricked in. All basement windows necessarily have been bricked in as well. The original fenestration pattern is largely intact (apart from the north wing, where the window sets were combined to match the square openings and industrial sash of the middle building, built in 1914). Many windows are currently covered with panels. Original metal fire escapes remain on the façade and south wall. Original historic signage also survives on the upper facade. One original loading dock door survives on the south end of the facade, and most sliding fire doors similarly remain intact. An additional dock door was cut into the north corner of the façade. In the former powerhouse, which was left intact, a 1904 Murray Ironworks boiler, set within a mausoleum-like housing, survives in place. One curious feature is the use of a horizontal transfer pipe between the boilers and the chimney to the south. Numerous vestiges of machinery mounts, patches in floors and cuts in beams, mark the locations of former power shafts or belts. Two hinged antique fire hose holders remain in place.

The interior is well preserved, apart from some temporary interior stud walls or partitions. The major alterations include the closing off of the central entrance and the brick infilling of the south garage door, while the north one was converted into a recessed entrance. All basement windows have been bricked in as well. The original fenestration is largely intact. Original metal fire escapes remain on the façade and east wall.

Physical Context:

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number   7   Page   5  

**Schmitt and Henry Manufacturing Company**

**Polk County, Iowa**

The factory is located south of the downtown proper, on the West side of the Des Moines River. Viaducts played an important role in the development of the immediate area, given the presence of multiple lines of railroad track north of West Elm Street. The Seventh Street Viaduct, located half a block east, was built in 1916, and was recently replaced. The Ninth Street Viaduct, located a block west, was of later date and also was replaced. The Eighth Street Viaduct, which now closely obstructs the façade of this factory, was first built in 1968 and is the newest of these raised crossings. The block on which the factory stands, is undeveloped, apart from the Hawkeye Transfer Company Building, a four-story brick warehouse that stands immediately east, across the alley.

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- recorded by Historic American Engineering Record #

**Areas of Significance**

(Enter categories from instructions)

Industry

**Period of Significance**

1902-1960

**Significant Dates**

1902  
1906  
1914

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

**Architect/Builder**

Proudfoot and Bird  
Rawson, Harry D.

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: #



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 6

Schmitt and Henry Manufacturing Company

Polk County, Iowa

**8. Significance Statement:**

The Schmitt and Henry Manufacturing Company complex (built 1902-14) is locally significant under Criterion A for its association with the leading Iowa architectural firm of Proudfoot and Bird and Proudfoot, Bird and Rawson. Significance rests architecturally on the fact that the factory is both unaltered and the only major industrial design prepared by that firm. The buildings also represent the work of a significant building contractor and brick producer, the Capital City Brick and Pipe Company. The firm of Schmitt and Henry Manufacturing Company was the leading producer of furniture in Des Moines, and the building is locally significant for its industrial role in association with this long-term successful firm (Criterion A, industry). Criterion C (architecture) is not claimed, due to the proximity of the 8<sup>th</sup> Street Viaduct across the building façade. The period of significance dates to the placement of the first building building into service (1902) and the period of significance, 1902-1960, denotes the association of this building with Schmitt and Henry, from the building's initial construction up to the 50-year cutoff date.

The Architects:

The Des Moines architectural firm that marshaled the design talents of William Thomas Proudfoot (1860-1928); Harry Dustan Rawson (1873-1934), Henry Clark Souers (1888-1970), John Woolson Brooks (1897-1982) and Elmer Herman Borg (1893-1970) was considered by architectural historian Wesley Shank to have been "Iowa's preeminent early-twentieth-century architectural firm." Proudfoot and Bird first worked in Wichita, Kansas, and then Salt Lake City, Utah, before finally locating in Des Moines, in 1896. Within two years the firm gained statewide prominence with its awarded commissions for several university buildings. The partners designed the north and south buildings of the Schmitt and Henry factory complex in the fall of 1901, design work that coincided with their designing the Polk County Courthouse. The expanded firm of Proudfoot, Bird and Rawson designed the final middle building in the fall of 1914. The firm was the subject of a 1988 historical study and multiple property document, authored by Barbara Beving Long and titled "The Architectural Legacy of Proudfoot and Bird In Iowa, 1882-1940." Ms. Long evaluated this factory complex in that document, finding:

Among the oldest examples in Des Moines (a Proudfoot and Bird commission) is the former Schmitt and Henry mattress and furniture factory and warehouse. Notable are the Romanesque round arches of the loading docks, one of the few nineteenth century motifs that harkens back to Proudfoot and Bird's transient years in Kansas.

She also prepared an Iowa Historic Site Inventory form for the buildings in 1983, and prepared a survey and evaluation of significant Des Moines downtown buildings titled "Des Moines: Center of Iowa: Survey of Historic Sites," in which she recommended:

Because of its size, relatively intact appearance and importance of a turn-of-the century employer in Des Moines the Schmitt and Henry Manufacturing Company factory ranks highly among Des Moines' historical industrial sites.

Just two other industrial design examples by the same firm are identified in Des Moines, the Standard Chemical Company (1013 High Street), which has been greatly altered, and the Des Moines Marble and Mantle Company (1120 Walnut) which is non-extant. Neither of these commissions approached the scale or complexity of the Schmitt and Henry projects (Shank, pp. 25-26; 127-30, 138-139, 153-54; Long, The Architectural Legacy..., p. E-14).

The design of the three buildings required the provision of concrete pilings, cast in place, beneath the brick spread footings. The filled nature of the site required that a layer of gravel had to support the massive buildings, and the piling system, the first use of such a system in the city, was the solution. The third building design evidenced an adaptation of the original

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 7Schmitt and Henry Manufacturing CompanyPolk County, Iowa

concept, inasmuch as the interior column supports were single broader square concrete pilings in lieu of using five grouped smaller circular pilings *Leader*, September 25, 1901, p. 5).

As would well be expected, the three building designs, spanning thirteen years, evidenced changing building design in a structural sense. The client required each successive exterior to match previous ones, so stylistic change was limited to a Neo-Classical stone entryway in the 1914 middle building. The same building design employed a steel internal support system but it is important to note that all of the columns were composite assemblages, bolted together. The 1914 building exterior also took advantage of evolving window lintel supports and sash infill, the result being large square openings with steel industrial sash infill. The 1901 designs are categorized as a late Victorian Romanesque style due to the use of massive semi-circular arches above the loading dock doors and corbelled brick cornice lines. The buildings are otherwise straight forward industrial designs, being devoid of stylistic affectations. Windows in the north building are said to have been placed along the center lines of the north/south bays so as to maximize natural light within the work areas.

In terms of style, each of the three buildings can be most simply classified as embodying a commercial building design. The stone entry ornamentation on the west façade of the middle building represents a simplified Neo-Classical style. Twin flat stone engaged columns, with partial engaged capitals supports a frieze and cornice. The frieze is inscribed with the company name and decorative circles flank that inscription. The west façade shipping doors have broad Romanesque-like brick arches but this is a functional rather than a stylistic application.

The Contractor:

The Capital City Brick and Pipe Company was established in South Des Moines in 1890 as a brick-making firm. John B. McCorrisk acquired the firm and expanded its product line, partnering successively with Congressman E. H. Conger in 1894 and then J. C. Mardis, in 1895. Mardis was a long-term partner throughout the company's significant years, being in charge of the construction department. Paving brick was produced and soon after, paving contracts were taken on, a major contract being the paving of Grand Avenue. Building construction began in 1895. By 1900 the firm was involved in the construction of truly massive buildings and their rise to prominence coincided with the emergence of taller building construction in Des Moines. A June 1902 newspaper article about the company included photos of three of their buildings, one of which was the first (North) Schmitt and Henry building. Two seven-story buildings, the Citizens National Bank Building (architects Liebbe, Nourse and Rasmussen) and the Capital City Bank Building (Hallett and Rawson, architects) were also pictured (neither survives). The firm also did the brickwork for the Polk County Courthouse and the four-story Hawkeye Transfer Company Warehouse (West Seventh and Elm, immediately east of the Schmitt and Henry factory), then the largest warehouse in the city (Des Moines *Leader*, June 8, 1902; *Daily News*, September 27, 1903).

The Significance of the Schmitt and Henry Manufacturing Company:

The Schmitt and Henry Manufacturing Company occupied this factory complex for 71 years, from 1902 until 1973. These buildings enabled the firm to become, by 1909, "one of the largest furniture manufacturers in the entire West." By that time the company's employees numbered 85, including five women. Within two years, that number had increased to "about 100," employment reached its zenith in 1967 with 168 employees. The plant, beginning in the summer of 1908, was a leader in Saturday afternoon closings. Its workforce was well populated with baseball enthusiasts and a seasonal request by the workers in 1908 became the norm, although the closing whistle wasn't sounded until two p.m. on a Saturday.

A 1909 article claimed "The company has unequalled facilities for shipping goods over a constantly increasing area of business, and it is a big factor in making the Greater Des Moines what it is destined to be, one of the largest jobbing centers in the West." At that time a dozen salesmen covered a solid market that extended west to include Montana, Utah, and Arizona, and south to include what was then the Indian Territory (now Oklahoma) and Missouri. To the north, Minnesota was the eastern

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 8

Schmitt and Henry Manufacturing Company

Polk County, Iowa

market boundary. By 1911 it was said "The territory of the Schmitt and Henry Co. includes all of the middle western states with a constantly increasing area. It is one of the strongest and best established houses in Iowa and [is] headed by two men who stand in the front rank as citizens and business leaders of the city and state" (*The Midwestern*, May 1909, April 1911).

The firm was long associated with two leading manufacturers, Mohawk Carpet Mills, Inc. and Sealy Mattress Company. The former, established in 1878 in Amsterdam, New York, was establishing distributors by the 1920s and Schmitt and Henry was one of these. While not a production site, this was an important product offering and remained in the company's product line as late as the 1970s. The Sealy firm had its origin in Sealy, Texas, in 1889 and it was the first mattress maker to copy the distributor model of Coca Cola, by licensing the manufacture and sale of its products. The firm began making mattresses and sofa beds for Sealy in 1942. A separate Sealy Mattress Division was formed in 1970 and this part of the firm stayed in the old factory after Schmitt and Henry departed it for a West Des Moines location in 1973. Thus the buildings became known as the "Sealy Buildings." The Sealy interest was sold off in May 1978 (*Register*, April 6, 2004; [www.platformbeds.com](http://www.platformbeds.com); [www.mohawk-flooring.com](http://www.mohawk-flooring.com)).

Des Moines, while the state capital city, languished in its growth compared to other Iowa urban areas until the mid-1890s, when a manufacturing and jobbing growth explosion set the stage for its development as a true city by World War I. Furniture production, while not a major sub-sector of the city's manufactories, was still an important one, and Schmitt and Henry was the dominant manufacturer. Measured by the number of employees, it was always the largest furniture maker. Its principal competitor, L. Harbach and Company, never had half the number of employees and was always restricted to a single, though substantial building. The Des Moines *News* observed in mid-1903 "Two large furniture manufactory establishments are those of L. Harbach Sons Company and the Schmitt and Henry Manufacturing Company. Both are old in years and ripe in success" (*Des Moines News*, July 16, 1903; *Iowa State Register*, September 30, 1907).<sup>1</sup>

As president, Philip Schmitt was active in the Greater Des Moines movement and "Group 26" was composed of furniture manufacturers and dealers (*News*, November 1916, p. 36; April 1918, p. 34; April 1919, p. 19; May 1921, p. 25).

The firm was notable for its autonomy relative to sub-vendors. The best example is that of mattress production. Schmitt and Henry or Carman and Schmitt had its origin in mattress making and the use of the buildings by the Sealy Mattress Company after Schmitt and Henry relocated, further impressed on the public mind, the firm's role in mattress production. The firm always produced its own mattresses while others relied on the Des Moines Mattress Company as a source for this commodity. Established in 1910, within a year it was claimed that "nearly every furniture house in town buys their mattresses of the Des Moines Mattress Company" (*The Midwestern*, April 1911, p. 74).

Firm and Buildings History:

The furniture manufacturing firm of Schmitt and Henry had its origin in 1884, as [Joseph L.] Carman and Schmitt, located at Second and Vine, fronting the Des Moines River, as a maker of mattresses and springs. The firm expanded by 1901 to occupy an entire half block with three massive buildings but railroad interests were awarded the north half of the property for freight depot expansion, setting in motion the relocation that resulted in the construction of the subject factory. It is also worth noting that the first factory complex also had separated buildings with a connective bridge so as to guard against fire loss (*The Midwestern*, May 1909, p. 94; *The Leading Industries of Des Moines*, pp. 78-79; *Daily News*, August 1, 20, 1901, p. 8).

The new factory location was within what would, six years later, be belatedly re-platted as the Factory Addition. The future site, as of mid-1901, was primarily residential, with a scattering of cottages (mostly fronting north on West Elm Street) and

<sup>1</sup> A 1906 *Plain Talk* article titled "The Jobbing Interests of Des Moines" listed Harbach and not Schmitt and Henry, while another article, titled "Des Moines and Its Manufacturing Interests" did just the reverse, an indication that Harbach was more a jobber rather than a manufacturer of furniture (*Plain Talk*, October 7, 14, 1906).

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 9

Schmitt and Henry Manufacturing Company

Polk County, Iowa

one large single-story frame warehouse. A hint at what drew the partners to this more southwesterly site, dates to a 1906 observation of the building up of the area. This entry coincides with the completion of the second Schmitt and Henry building on the new site:

Down on South Ninth street and vicinity, where railroad trackage is available and hence shipping direct from the factory is possible, there are several important buildings just completed or about ready for occupancy. Building has been especially active in this class this year, showing that there is a substantial growth in the larger commercial interests of this city (*Plain Talk*, July 15, 1906).

In Des Moines it was commonplace for buildings to be erected on leased land with long-term leases and this was the original intention on the part of Schmitt and Henry. The following excellent newspaper report is descriptive of the larger plan and the initial building:

SCHMIDT [sic] and HENRY FACTORIES

A contract will probably be closed today for the sale by F. M. Hubbell, Son and Co. to the Schmidt and Henry company of a half block of ground at the corner of Eighth street and the Des Moines Union tracks. In the contract will be the stipulation that the purchasers shall erect on the ground within four years, three buildings. The first, a warehouse is to be begun at once and will cost \$20,000. The three will cost between \$75,000 and \$100,000. The deal for the purchase by Schmidt and Henry of a corner of First and Vine has been called off. The new location of the big furniture factory of Schmidt and Henry will be just north of the Des Moines Poultry Company's building on Eighth street, south of Elm. The block of ground is 132 by 300 feet. A spur from the Des Moines Union tracks will run along the east side of the factory ground. The warehouse, for which plans have been under way at Proudfoot and Bird's offices for several days, will be 128 by 66 feet. It will be of brick an four stories high, with deep basement. Mill construction will be used throughout the building. The main girders will be 16 inches square. Sections for storing products of the factory will run lengthwise, from north to south, on all the floors, the windows at the ends being so placed as to light the aisles between the sections. Two other buildings, to complete the Schmidt and Henry plant, are to be built within four years. These will be the mill and the factory buildings. They will be built on the same generous plan as the warehouse, and the plant when completed will be one of the finest in the West. The ground is to be bought outright from the Hubbells, the plan to lease the ground having been given up. The factory will lend life to the Hubbell factory district and enhance the value of neighboring tracts considerably.

The final point hints that Frederick Hubbell's willingness to actually sell the parcel, with only the requirement to build it up fully, was motivated by the need to secure what was perhaps a first or early factory in the future Factory Addition. The Factory Addition was finally platted around existing buildings (most of which were likely on leased land) and filed for record on April 30, 1907. The land deal was finalized on August 19, 1901 with the payment of \$6,000 to F. C. Hubbell (*Iowa State Register*, August 16, 1901; *Daily News*, August 20, 1901; Polk County Recorder's Office, Deed Book E, page 270).

Architects Proudfoot and Bird apparently prepared plans for two separate buildings, the plan sets being numbered 433 and 434. Neither plan set is dated but the newspaper account noted above indicates that the design work was initiated in August 1901. The construction contract was awarded to Capital City Brick and Pipe Company. A simultaneous and adjacent construction effort, just to the east of the alley behind the first Schmitt and Henry building was a Hubbell construction effort to house the Hawkeye Transfer Company (southwest corner West Elm and Seventh streets). That four-story brick warehouse, known today as the Rockett's Building, was to cost \$60,000, and at this time it was the city's largest warehouse, faced with the

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 10

Schmitt and Henry Manufacturing Company

Polk County, Iowa

highest quality of vitrified brick. The same contractors built this building simultaneously, the work beginning in September 1901 (*Daily News*, August 31, 1901, p. 8; *Iowa State Register*, August 24, 1901).<sup>2</sup>

The first Schmitt and Henry building cost \$19,875 for the plant itself and \$50,000 complete with machinery and other equipment. The masonry cost was \$8,675. A problem with the building site, presented engineering problems to the architects:

In the erection of the buildings for the Schmidt and Henry furniture factory at West Eight and Elm streets, an innovation in Des Moines is being used. Most of the site for the building is filled ground and it was found necessary to secure a foundation from the gravel bed up to carry the buildings. At first it was the intention to drive piling but instead concrete is to be used. Big holes have been drilled down to the gravel bed in which metal tubes are sunk and these are being filled with concrete made of crushed stone and Portland cement.

The plans for the south building are the most descriptive relative to this novel foundation system. The round concrete pilings measured two feet in diameter, were generally nine feet in length (some had broad rounded bases), and were spaced in pairs beneath the spread brick footings, two feet apart. The interior columns were each supported by five such pilings, one centered and one in each corner. The 1914 building used the same piling system for its wall supports, but its columns were based upon more massive squared concrete pilings (*Iowa State Register*, September 31, 1901; *Leader*, September 25, 1901, p. 5; Building plans, Proudfoot and Bird).

The only construction progress report dates to mid-November 1901, at which time the Hawkeye Transfer building was within a week of being enclosed, while the Schmitt and Henry building enclosure was delayed by the non-arrival of the dimension lumber. Its enclosure was estimated at December 1, 1901. A photo of the completed building appeared in mid-1902, as part of a promotional article about its contractor. The building was one of three Capital City Brick and Pipe Company commissions of 1901 (*Leader*, November 16, 1901).

It is likely that the completion of the building was further delayed. An *Iowa State Register* article that projected building plans for 1902, noted that cold weather could shut down construction work, and added "This condition is true in regard to some of the larger structures commenced last year, but the smaller buildings were pretty nearly all finished." The same source proudly observed "the buildings erected in Des Moines are almost without exception as solid and substantial as they can be made, and that in the work of construction, permanency and durability have been the continual aim... (*Iowa State Register*, January 10, 1902).

It would appear that the company intended to fulfill its commitment to F. M. Hubbell to erect three buildings within the promised four years. Perhaps the threatened encroachment on its original plan failed to materialize as rapidly as had been feared? There was also the financial panic of 1905-06 which most surely slowed building plans. The company ended up with an isolated building, located seven blocks away from its main plant. While reports state that was to have been an all-inclusive company building with machinery, and so on, it is likely that it was used only as a warehouse initially. While the architects titled the building a warehouse, the interior brickwork on the third floor was "finely struck" because that floor was intended for use as a showroom. It is also worth noting that this first building was built without a power or heating plant. Two in-wall flues allowed the building to be heated using stoves. The lack of this equipment and a coal room hints that the second building's completion was anticipated and that it would have heated both buildings. Attributed construction dates for the three Schmitt and Henry buildings are uniformly incorrect and later than the actual dates. Recorded building dates fall mostly within the years 1903-04. The company, with 75 employees, is still listed at their old address, 103 West Second, as late as early October 1906. Thus, it

<sup>2</sup> The Hawkeye Transfer and Storage Company was in the Rockett 's Building as of 1913. The job numbers on the two sets of plans might be later-date inventory numbers, awarded sequentially for undated plans. No similar project numbers, comparable in date, were found in the inventory. The Middle building did have a regular project number, originally inscribed.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 11

Schmitt and Henry Manufacturing Company

Polk County, Iowa

continued to use that site as its primary place of business. In fact, the first city directory listing for the north building, on Southwest Eighth Street, appears in 1904 (*Plain Talk*, October 7, 1906).

The 1906 Sanborn Fire Insurance Map shows only the north building in place on the new site as of that year. This is a summary type of map, showing only building outlines and elevations. The actual date might be questionable, perhaps reflecting 1905 building data? A single-story rear wing appears to be linked to the building and was likely a loading dock.

The company advertisement in December 1906 *The Midwestern* clearly documents the presence of two buildings on the site. The north building is labeled a warehouse, the new south building a factory. The year of construction for the new building must be 1906 despite the absence of a reference to it in a late July 1906 pictorial article that featured seven new factories (*Plain Talk*, July 22, 1906).

The two buildings are separated for fire safety reasons and are complete, free-standing buildings. It is possible that the loading dock (1906 Sanborn Map) or rear extension on the north building infilled much of the space between the two buildings.

The accuracy of the 1906 advertisement lithograph (Figures 9-10) is attested by the 1907 photograph (Figure 11). It also confirms the presence of an unrelated two-story factory to the south of the south building. This photo was associated with an article about Des Moines as a jobbing and manufacturing center.

With the completion of the three-building complex, the purposes for each of the buildings became clear. The original north building, as noted, was designed as a warehouse and appears to have been used for storage and shipping. The company had a penchant for placing their showrooms on upper floors and the north building had no provision for a ground level public entrance. The firm was not involved in retail sales until 1932 and the showroom was for wholesale customers. A retail division was established in 1932, at which time the company began to advertise to the public. The architects titled the south building a factory and only the south building of that building has evidence of power line shafts and cuts in the floor for belts and hoisting equipment. The original plans identify the south building as housing the machine room on the first floor, felting room on the second floor, and frame stock and finishing room on the top floor. The south building had no rear rail loading docks, only twin truck loading docks on the south side wall. The office, with a ground level front entrance was in front of the courtyard and fan and engine room. The north part of the building housed the woven wire room on the ground floor, mattress room on the second floor and upholstery on the top floor. The middle building provided a Neo-Classical ground level combination office and retail/wholesale entrance. Once again, the public showroom, with elaborate pressed metal ceilings and boxed beams, was on the third floor, behind and above a mezzanine level. The architecture of the 1914 middle building attested to the impact of truck shipping on factory design. A feature common in auto showrooms, a drive in garage door, was employed with two matched garage doors being set at each outside corner of the building façade. These were linked by a semi-circular interior driveway and it was this feature that produced the rounded (on the east end) office and hall plan. The double-wide driveway produced a bay (third from the west) that was 24 feet in the clear between columns.

A major 1911 improvement was the addition of a 25,000-gallon rooftop water tank on the front center building of the south building. The Wendnagle Company provided the tower and served as contractor. The architects designed a new support system for the tank (plans, Proudfoot and Bird and Root, October 11, 1911).

The third or middle building was constructed between May and September, 1914, the architects having finished the plans in mid-March. This new building had its own chimney, located in the northeast corner, although the associated heating plant was located in the north building.<sup>3</sup>

<sup>3</sup> Barbara Beving Long dates the building to 1916.

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 12Schmitt and Henry Manufacturing CompanyPolk County, Iowa

The 1914 construction effort also resulted in the modernization of the front and rear windows of the north part of the south building. The paired sets of single window openings were opened and squared off to receive industrial metal sash windows, and new stone sills were put in place. During the summer of 1935 plans were prepared to transform the original office area into an entertainment room, complete with bar and kitchen. Post-World War II plans by Brooks and Borg offered variant plans for a new main entrance. The final plan, not found, apparently included the closing off of that formal entrance. This entrance was likely finally carried out in 1957, when the base of the present entrance was infilled with limestone and the upper area with block glass. The north garage door opening was converted to a main entrance. A building permit for \$15,000, issued August 2, 1957, likely authorized this work. It is also probable that the courtyard void above the power plant in the south building was infilled about this time. Another building permit, issued to the Sealy Mattress Company and Kevin Friednigal and dated March 1, 1977, for \$30,000, involved the enclosing of elevator shafts and possibly stairwells to meet fire code needs.

The Schmitt and Henry Company had a well-established reputation for employee loyalty and longevity and individual craftsmanship. *The Midwestern* 1909 article about the company reported that one middle-aged employee had been with the firm since he was aged 13 years, and two female employees had worked there for twenty years. A supervisor in the jobbing department during the 1950s had three workers who collectively had worked 100 years for the company. The firm also had a well-deserved reputation for producing quality products and its motto was "The Quality Kind." Much of the work was done with little or no mechanical assistance. Pat Sirianni, the descendant of several employees, recalled "They didn't have power tools. It was a real skill. If a piece of furniture had a damaged leg he [her father-in-law] could carve a new leg to match perfectly." Naturally, there was plenty of heavy machinery used in the plant, particularly that used to process cotton for mattress ticks. The several production images show a range of smaller machines in use. The point is that skilled workers were mandatory to produce quality furniture (*The Midwestern*, May 1909, p. 95; *Des Moines Register*, April 8, 1934; May 4, 2004).

The 1920 Sanborn Fire Insurance Map (Figure 13) shows that the north building was fully in warehouse use with shipping from the loading docks on the north side of the ground floor. The interior half-circle drive and loading area is clearly indicated in the middle building. The uses of each building (the building sections are numbered 1-5 running north to south) are enumerated. Neither chimney is depicted, nor is the boiler in the north Building shown.

The buildings received fire sprinkler systems at a relatively early date, given the highly combustible nature of the raw materials and finished products. The downside of such a system is that the entire sprinkler system is activated by even a small isolated blaze. Such a fire, in February 1948, caused more water damage than did the fire itself (*Register*, April 6, 2004).

In this c.1930 image (Figure 12) the architects have updated the 1906 drawing, adding the middle building as well as the 1911 water tower.

Extensive office remodeling, prepared in May and September 1935, followed the establishment of a retail division (1932). Two entry way remodeling versions were prepared, one of which used block glass, and both of which produced a projecting entrance vestibule. Neither option appears to have been built, but the current interior range of offices indicates a nearly complete makeover during 1935. Similarly, an enclosed two-story concrete bridge, with a corrugated iron roof, set above the engine house in the south building, was designed in late 1935 but was apparently not built.

The fire that struck the third floor of the middle building was one of a number of serious fires that took place across the Factory Addition during that same period of time. Cobb Manufacturing, at 8<sup>th</sup> and Park was gutted in early February. The worst fire destroyed the A. A. Schneiderhahn Company at 319 S. W. 5<sup>th</sup> on the same day as the Schmitt and Henry blaze. Another fire victim was Casady Elementary School. While not a fire, the nearby L. Ginsberg and Sons Furniture Warehouse at 121 S. W. Fifth suffered \$65,000 in damages to stock when a sprinkler malfunctioned in the extreme cold weather (*Des Moines Tribune*, February 10, 13, 15, 16, 1948).

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 13

**Schmitt and Henry Manufacturing Company**

**Polk County, Iowa**

As of 1950, the buildings and firms on the rest of the block had completely changed. Tuttle Street would be realigned and shifted north at some later date. The building details are unchanged from the 1920 map version.

The importance of the c.1055 aerial photo (Figure 17) is that it shows that the center of the south building has been infilled. The view also depicts the Seventh Street Viaduct, long in planning and finally constructed in 1913.

Sealy of Des Moines purchased the property from Schmitt and Henry Realty Company on July 30, 1976. F. M. Hubbell, Son and Company purchased property from the Sealy Mattress Manufacturing Company on March 30, 1990. The Sealy operation ended in mid-May 1989 and 31 employees were let go. The tradition of employee loyalty had continued, six of those workers having worked there for between six to 11 years, and four for over twenty years (Des Moines *Register*, May 17, 1989, p. 5S).

**Eighth Street Viaduct:**

The 1965 failure of the Seventh Street Viaduct, located a block to the northeast of the subject building, inaugurated a \$12 million dollar bridge and viaduct improvement campaign. Eleven bridges or viaducts were built or substantially improved between 1965 and 1968. This viaduct, opened for traffic on October 21, 1968, was the last of these elevated crossings. The viaduct was constructed, beginning in mid-December 1967 by the Jensen Construction Company, at a total cost of \$1.2 million. The viaduct was designed as a one-way (north) elevated viaduct, with the Ninth Street viaduct (southerly one-way traffic) being built first (Des Moines *Register*, March 13, October 10, 1966; November 12, December 11, 1967; July 19, October 17, 1968).



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 9 Page 14

Schmitt and Henry Manufacturing Company

Polk County,

Iowa

### 9. Major Bibliographic References:

*The Leading Industries of Des Moines*, Des Moines: Peoples Publishing and Advertising Company, 1888

Johnson, Brigham, *Des Moines The Pioneer of Municipal Progress and Reform of the Middle West, Together with the History of Polk County, Iowa*. Chicago: Clark Publishing Company, 1911

Long, Barbara Beving. Des Moines: "Center of Iowa: Survey of Historic Sites." Des Moines: Des Moines Plan and Zone Department, 1983

Long, Barbara Beving. "The Architectural Legacy of Proudfoot and Bird In Iowa, 1882-1940." Des Moines: State Historical Society of Iowa, 1988

Shank, Wesley. *Iowa's Historic Architects: A Biographical Dictionary*. Iowa City: University of Iowa Press, 1999

*The Midwestern* [Magazine], 1901-15

"Schmidt and Henry Manufacturing Company." May 1909, pp. 94-96

"The Schmidt and Henry Manufacturing Company." April 1911, pp. 51-52

#### Newspapers (and as cited in text):

"Great Industry Built Up in Des Moines During the Years of the Capital City Brick and Pipe Company." Des Moines *Leader*, June 8, 1902.

"Whirling Machines Turn Cotton Into Mattresses." Des Moines *Register*, April 8, 1934

"Where Cotton and Wood Becomes a Finished Product." Des Moines *Register*, April 8, 1935, p. 8-Commercial

[Banger, Linda] "S. W. Eighth and Elm." Des Moines *Register*, January 22, 1997, 11AT-LC

[Lutz, Renda] "Southwest Eighth and Elm Streets: Des Moines mattress maker flourished for a century." Des Moines *Register*, April 6, 2004, p. 9-West

[Lutz, Renda] "Sharing memories of Schmitt and Henry." Des Moines *Register*, May 4, 2004

Architects' Plans (courtesy of Brooks, Borg and Skiles Architecture Engineering LLP)

Proudfoot and Bird (1886+):

Warehouse for Schmitt and Henry, undated, penciled project number "433," pages 1-9, 11-12,  
A Factory For Schmitt and Henry Manufacturing Company, Des Moines, Iowa, undated, penciled  
project number "434," pages 1-11

Proudfoot, Bird and Rawson (1910+):

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number   9   Page   15  

**Schmitt and Henry Manufacturing Company**

**Polk County,**

**Iowa**

Factory Building for Schmitt and Henry Manufacturing Company, Des Moines, Iowa, Building No. 1062, March 31, 1914, pages 1-6

Sketch Showing Preparation of Walls for 25,000 Gal. Tank Supports, Schmitt and Henry Factory, Des Moines, Iowa, October 11, 1911 (one page), F. R. Hubbard, Engineer

Proudfoot, Rawson, Brooks and Borg (1932+):

Detail of Cased Opening, Second Floor, Schmitt and Henry Manufacturing Company, Des Moines, Iowa, September 1935 (one page)

Proposed Entertainment Room, Schmitt and Henry Manufacturing Company, May 24, 1935 (one page)

Reinforced Concrete Bridge, Schmitt and Henry Manufacturing Company, December 13, 1935 (one page)

Brooks and Borg (1945+):

Second Floor Office, Schmitt and Henry Manufacturing Company, no date (one page)

A Remodeled Entrance For Schmitt and Henry Manufacturing Company, no date (two variations, Two pages)

**Schmitt and Henry Manufacturing Company**  
Name of Property

Polk County, Iowa  
County and State

**10. Geographical Data**

**Acreage of Property** less than one acre

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	[1] [5]	[4] [4] [7] [9] [0] [0]	[4] [6] [0] [3] [3] [5] [0]	2	[ ] [ ]	[ ] [ ] [ ] [ ] [ ] [ ]	[ ] [ ] [ ] [ ] [ ] [ ]
	Zone	Easting	Northing		Zone	Easting	Northing
3	[ ] [ ]	[ ] [ ] [ ] [ ] [ ] [ ]	[ ] [ ] [ ] [ ] [ ] [ ]	4	[ ] [ ]	[ ] [ ] [ ] [ ] [ ] [ ]	[ ] [ ] [ ] [ ] [ ] [ ]
							[ ] See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title James E. Jacobsen  
organization History Pays! Historic Preservation Consulting Firm date December 24, 2009  
street and number 4411 Ingersoll Avenue telephone 515-274-3625  
city or town Des Moines state IA zip code 50312-2415

**Additional Documentation**

Submit the following items with the complete form:

**Continuation Sheets**

**Maps**

- A **USGS map** (7.5 or 15 minute series) indicating the property's location.
- A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name Hubbell Realty Company  
street and number 6900 Westown Parkway telephone \_\_\_\_\_  
city or town West Des Moines state Iowa zip code 50266-2520

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 10 Page 16

Schmitt and Henry Manufacturing Company

Polk County,

Iowa

10. Geographical Data:

Verbal Boundary Description:

Lot 59 excluding parcel described as beginning at the southerly corner then northwest 19.98 feet southeast 28.07 feet southwest 18.06 feet to point of beginning, west 128 feet south and adjacent to Lot 59, and Lot 60, Factory Addition, City of Des Moines

Boundary Justification:

The factory complex was historically associated with this parcel. The boundary excludes unassociated open ground to the immediate south.

Map (see Figure 19, page 25)

Photographs:

Name of Photographer: James E. Jacobsen

Date of Photographs: August 2007 (Image #10 taken April 6, 2009, note that the building has not been modified since 2007)

Location of Original Negatives: Property owner

Description of views:

- Figure 1, facades viewed to the northeast
- Figure 2, facades viewed to the northeast
- Figure 3, façade shipping doors, view south
- Figure 4, principal façade entry, view northeast
- Figure 5, façade, northernmost and central buildings, view east
- Figure 6, north end, view southwest
- Figure 7: east/back wall, view southwest
- Figure 8: east/rear wall, view northwest
- Figure 9, south wall, view north
- Figure 10: west alley wall, view southeast

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number imbedded images Page 17

Schmitt and Henry Manufacturing Company  
Iowa

Polk County,

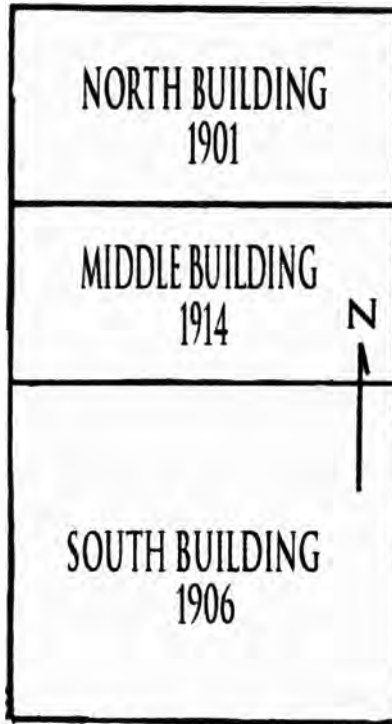


Figure 1: Building labels and year of construction (Jacobsen, 2009)

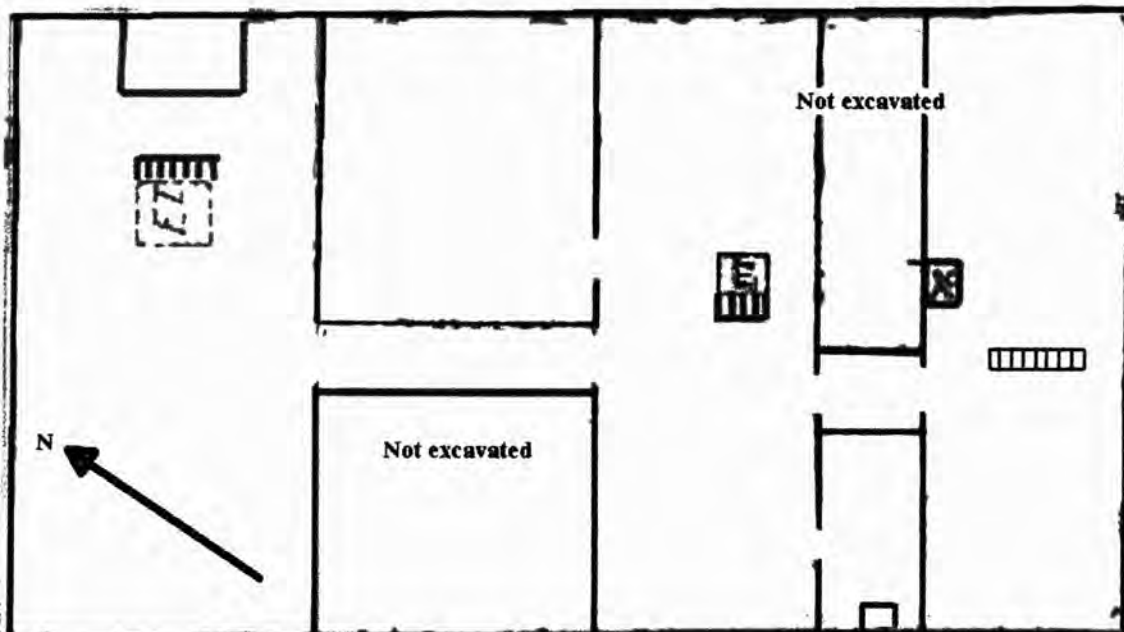


Figure 2: Basement plan (Jacobsen, 2009, based upon posted fire exit maps)

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number imbedded images Page 18

Schmitt and Henry Manufacturing Company  
Iowa

Polk County,

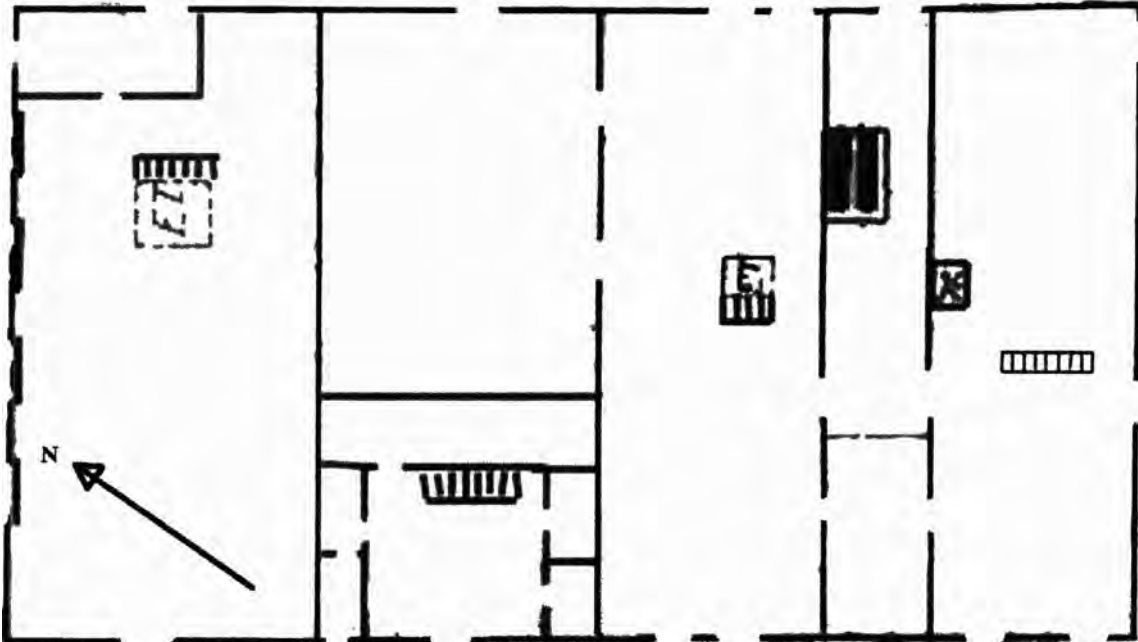


Figure 3: First floor plan (Jacobsen, 2009, based upon posted fire exit maps)

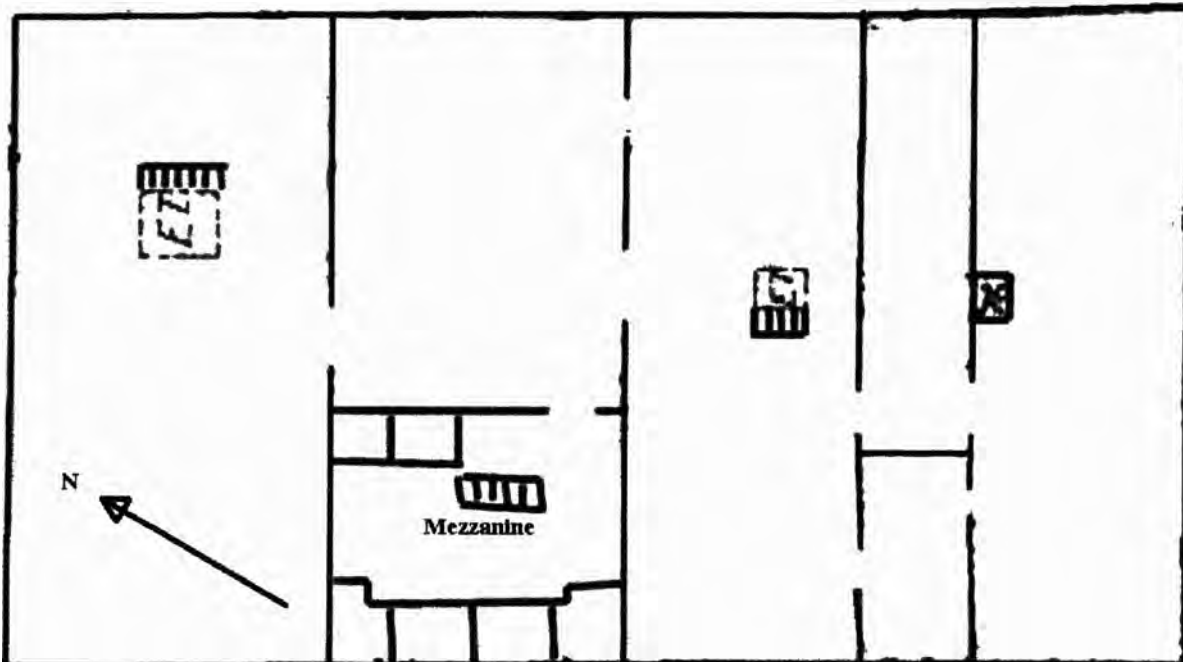


Figure 4: Second floor plan (Jacobsen, 2009, based upon posted fire exit maps)

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number imbedded images Page 19

Schmitt and Henry Manufacturing Company  
Iowa

Polk County,

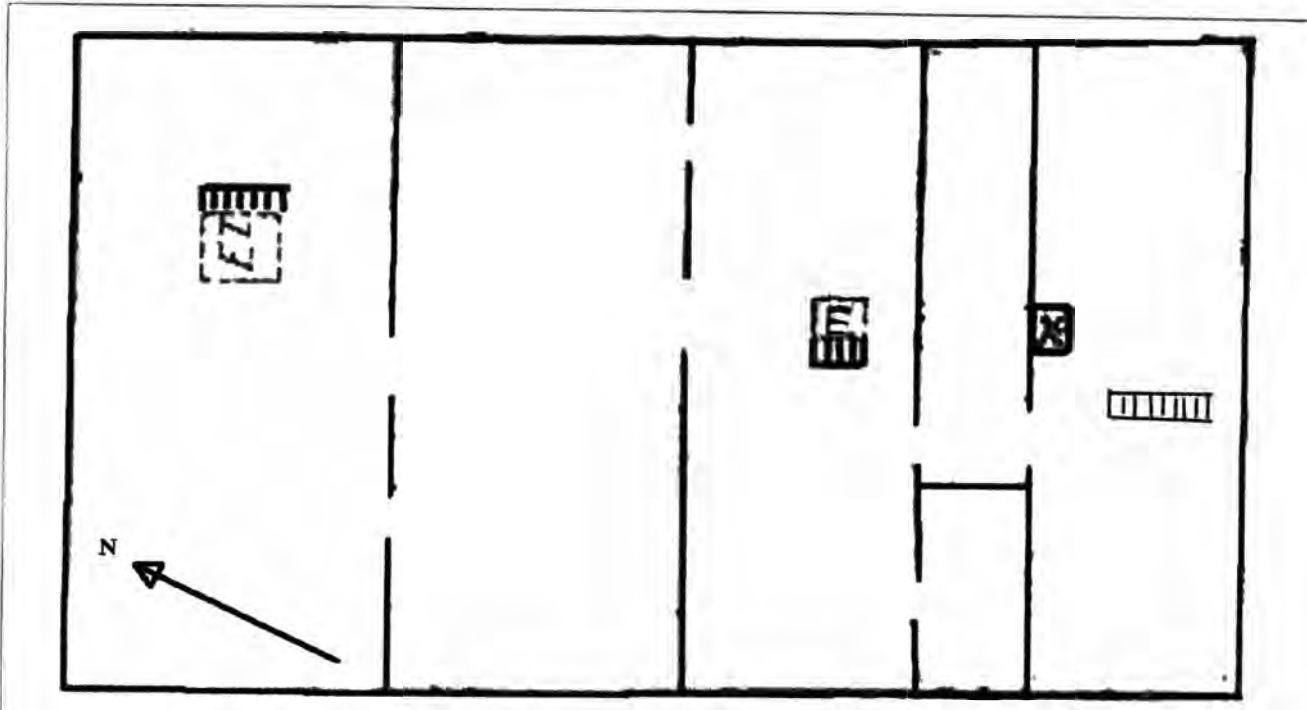


Figure 5: Third floor plan Jacobsen, 2009, based upon posted fire exit maps)

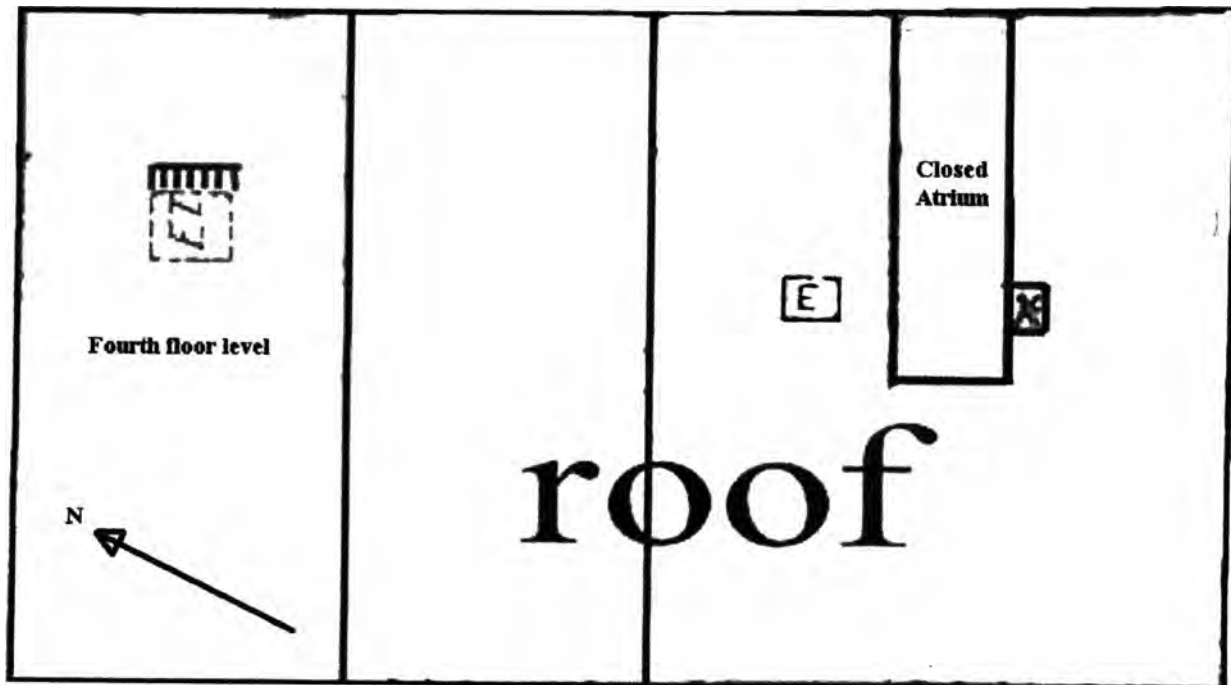


Figure 6: Fourth floor plan (Jacobsen, 2009, based upon posted fire exit maps)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number imbedded images Page 20  
Schmitt and Henry Manufacturing Company  
Iowa

Polk County,



Figure 7: Earliest known photograph of the first or North Schmitt and Henry building  
(Leader, June 8, 1902)

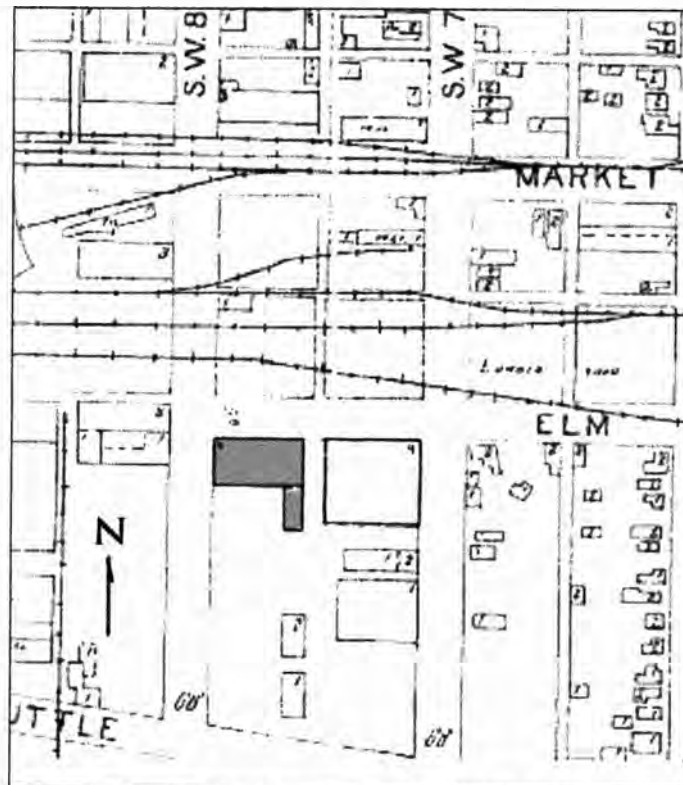


Figure 8: North Schmitt and Henry building with rear wing  
Detail, 1906 Sanborn Fire Insurance Map (north building shaded gray)



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number imbedded images Page 21

Schmitt and Henry Manufacturing Company  
Iowa

Polk County,



Figure 9: Schmitt and Henry Manufacturing Company, December 1906  
(*The Midwestern*, December 1906, p. 96)

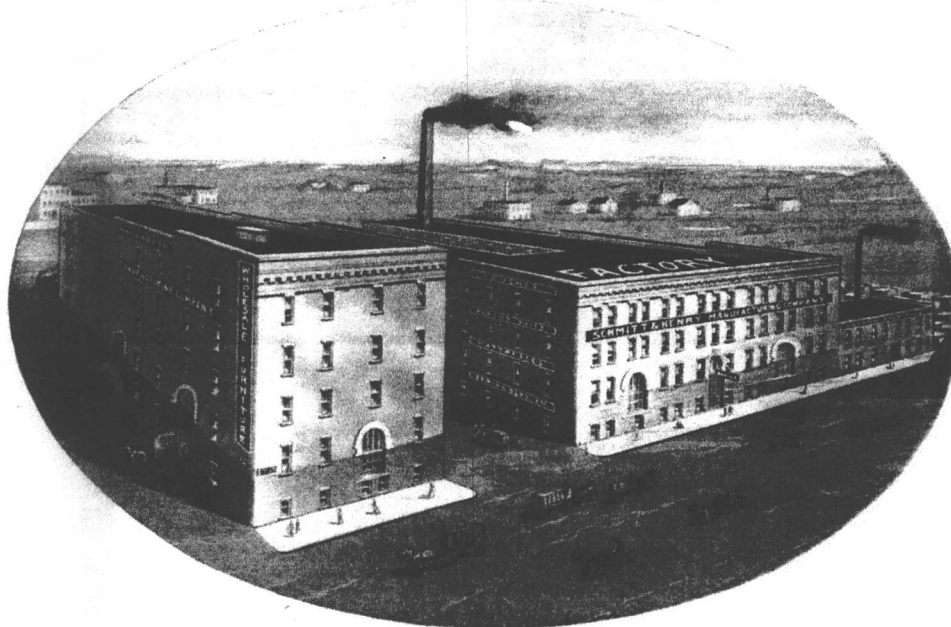


Figure 10: Schmitt and Henry Manufacturing Company, December 1906  
(enlargement of Figure 9 image)

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number imbedded images Page 22

Schmitt and Henry Manufacturing Company  
Iowa

Polk County,

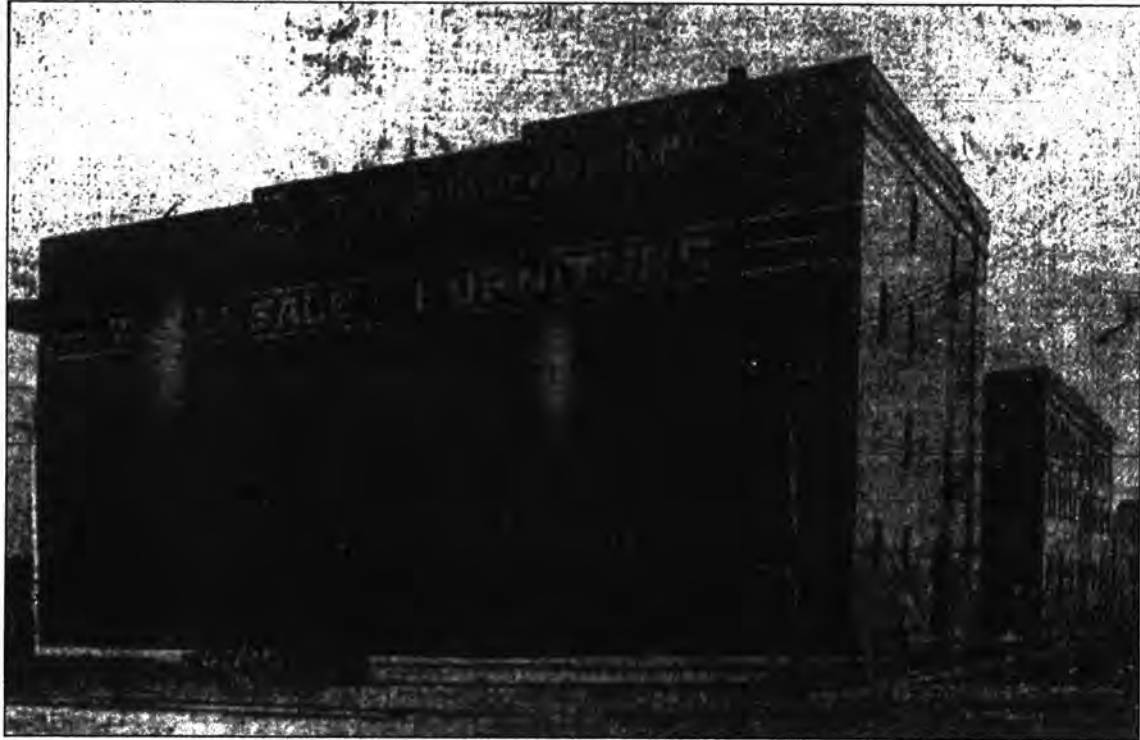


Figure 11: Schmitt and Henry Manufacturing Company, view south  
*Des Moines Iowa State Register*, September 30, 1907



Figure 12: Schmitt and Henry Manufacturing Company, note the elevator penthouse on the north building  
(*Des Moines Register*, May 4, 2004, reproduced from a 1930-31 company catalog, the image certainly dates to 1914, when plans for the middle building were finalized)

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number imbedded images Page 23

Schmitt and Henry Manufacturing Company  
Iowa

Polk County,

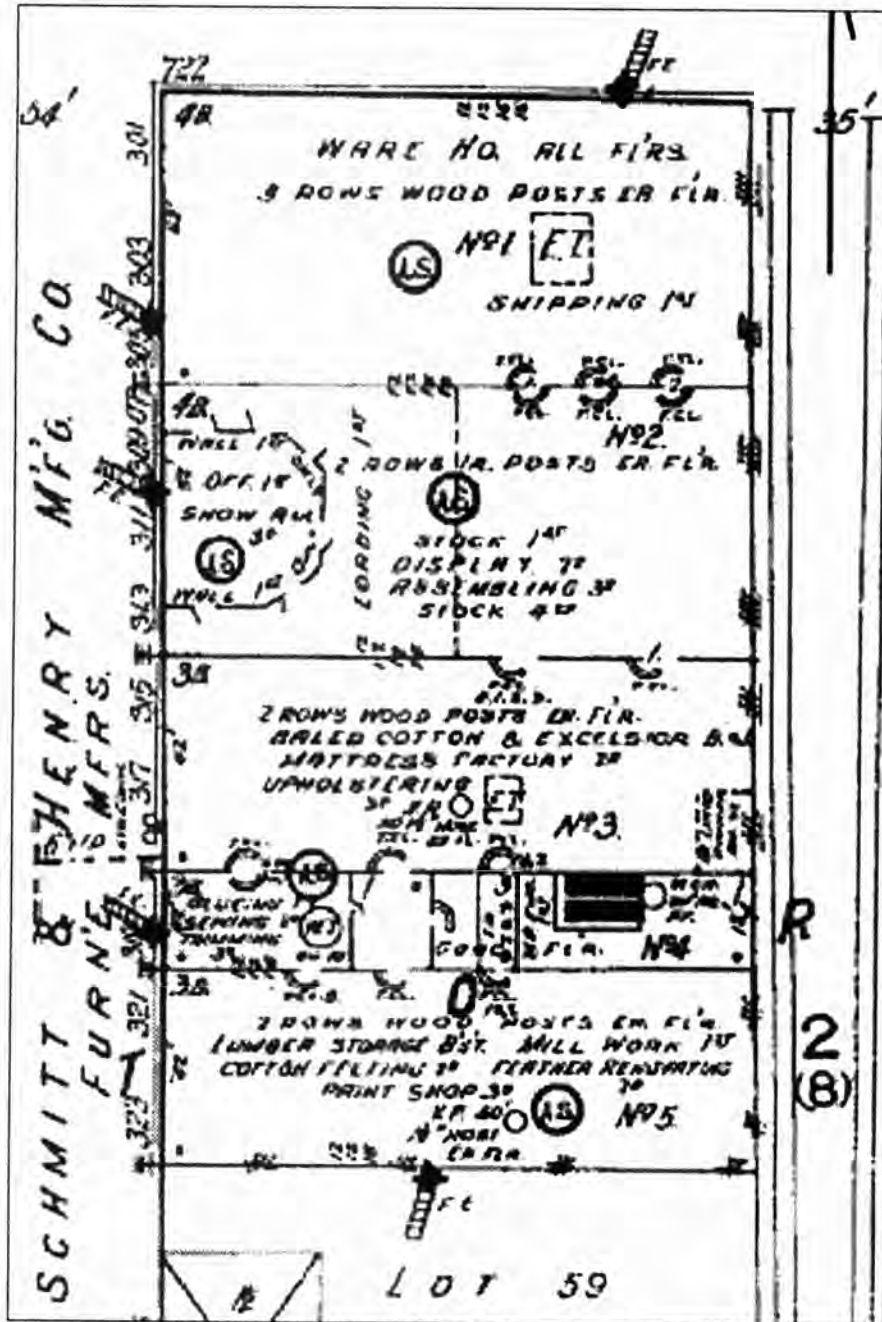


Figure 13: Factory Detail, 1920 Sanborn Fire Insurance Map

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number imbedded images Page 24

Schmitt and Henry Manufacturing Company  
Iowa

Polk County,



Figure 14: Schmitt and Henry Manufacturing Company, view south  
(Des Moines Register, April 8, 1935)

WE RETAIL IN DES MOINES ONLY

*Des Moines Citizens Are Privileged to Visit Our  
Display Rooms and Buy at Unusually Low Prices*

## FURNITURE

Unlimited  
Parking

Credit  
Terms

Free  
Delivery

*It Pays to Go  
a Few Blocks South*

**Schmitt & Henry Mfg. Co.**

— RETAIL DIVISION —

301-329 E. W. 8th St. Five Blocks South of Walnut on Eighth Phone 2-4246

FURNITURE RUGS CARPETS GAS STOVES

WE RETAIL IN DES MOINES ONLY

Figure 15: Company advertisement  
(Des Moines Register, April 14, 1935)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number imbedded images Page 25

Schmitt and Henry Manufacturing Company  
Iowa

Polk County,

WE OFFER YOU

*the Newest*

# FURNITURE

WE OFFER YOU

THE  
Lowest  
Prices  
IN  
Des Moines

● So be sure to visit our display rooms before you buy furniture.

*We Retail in Des Moines Only.*

301-325—S. W. 8th St.—(5 Blocks South of Walnut)

## Schmitt & Henry Mfg. Co.

RETAIL DIVISION

RUGS      CARPETS      GAS STOVES      FURNITURE

Figure 16: Company advertisement  
(Des Moines Register, May 11, 1939)



Figure 17: 1955 aerial photo, view northwest, buildings are just visible at the far left background  
(State Historical Society of Iowa, Pioneer Club Photos, Image #13154)

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number imbedded images Page 26

Schmitt and Henry Manufacturing Company  
Iowa

Polk County,

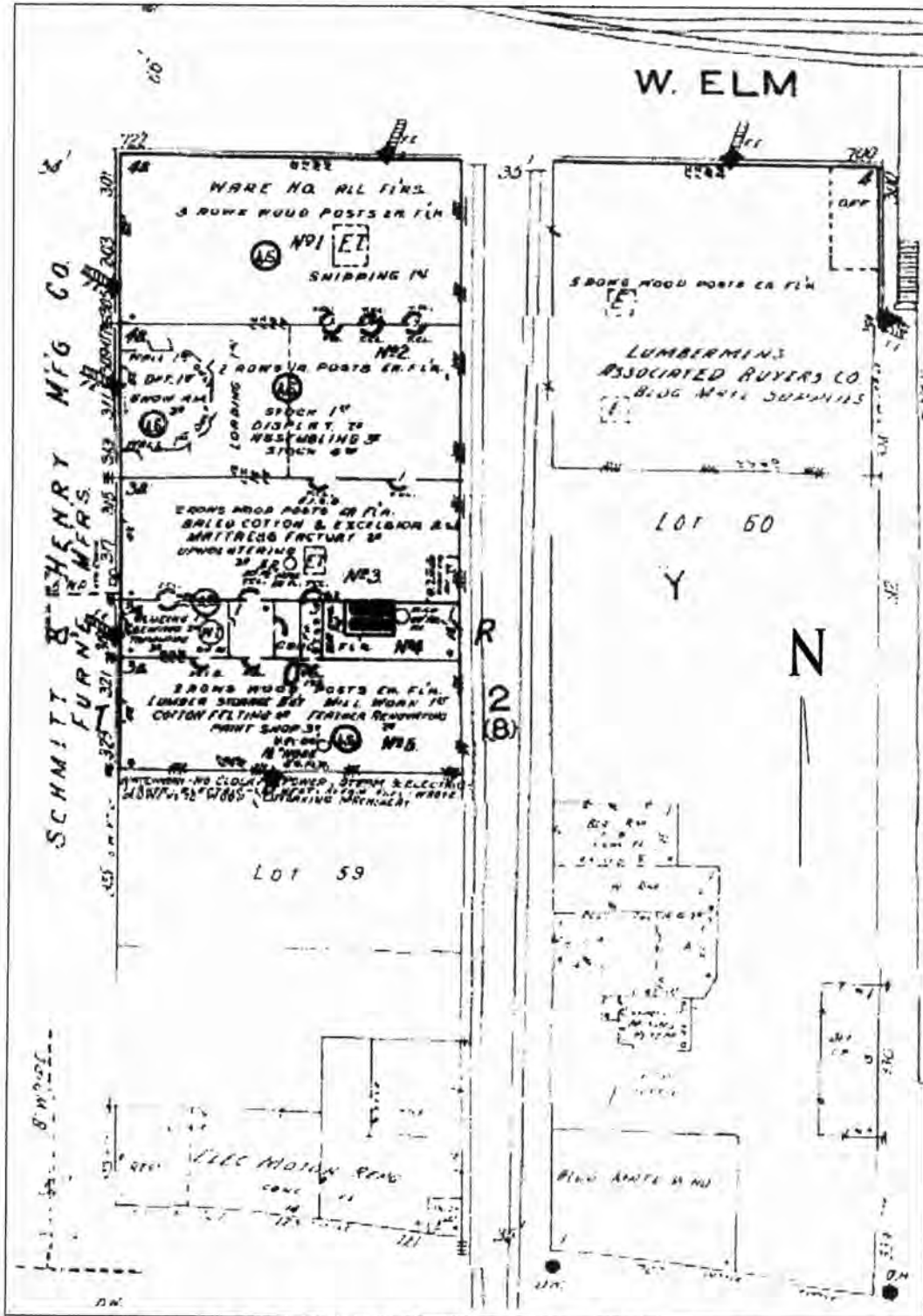


Figure 18: Block Detail, 1920/1950 Sanborn Fire Insurance Map

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number imbedded images Page 27

Schmitt and Henry Manufacturing Company  
Iowa

Polk County,

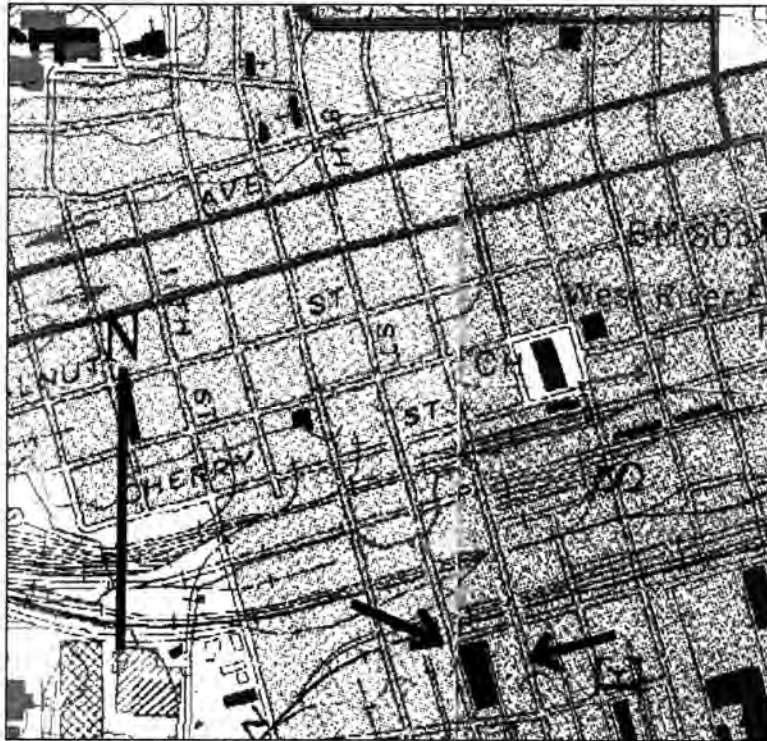


Figure 19: Locational Map  
(Jacobsen, 2009, annotated current USTopographical7.5-Minute basemap)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Schmitt and Henry Manufacturing Company  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: IOWA, Polk

DATE RECEIVED: 2/05/10      DATE OF PENDING LIST: 2/24/10  
DATE OF 16TH DAY: 3/11/10      DATE OF 45TH DAY: 3/22/10  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000078

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    3-17-10 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in  
The National Register  
of  
Historic Places**

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.





35  
P

FOR LEASE  
FURNISHED  
243-3228  
L. J. BROWN

Schmitt & Henry Manufacturing Company, Des Moines, Polk County  
IOWA

Photo #1

HR 09 01514 NNNNH



Schmitt & Henry Manufacturing Company, Des Moines, Polk County, Iowa

Photo # 2

MAR 09 01314 NNNNA



Schmitt & Henry Manufacturing Company, Des Moines, Polk County  
Iowa

Photo # 3

MAR 09 01314 NNN5H



Schmitt & Henry Manufacturing Company, Des Moines, Polk County  
IOWA

Photo # 4

MAR 09 01314 NNNIA





Schmitt & Henry Manufacturing Company, Des Moines, Polk  
County, IA

Photo # 5

HR 09 01514 NNNNH



STORAGE  243-3228

Schmitt & Henry Manufacturing Company, Dos Moinos, Polk County  
FOUR

Photo #6



Schmitt & Henry Manufacturing Company, Des Moines,  
Polk County, Iowa

Photo # 7

HRR 05 01514 NNNHH



Schmitt & Henry Manufacturing Company, Des Moines, Polk County  
IOWA

Photo # 8

MAR 09 01314 NNNAA



STORAGE ■ Libbell 243-3228

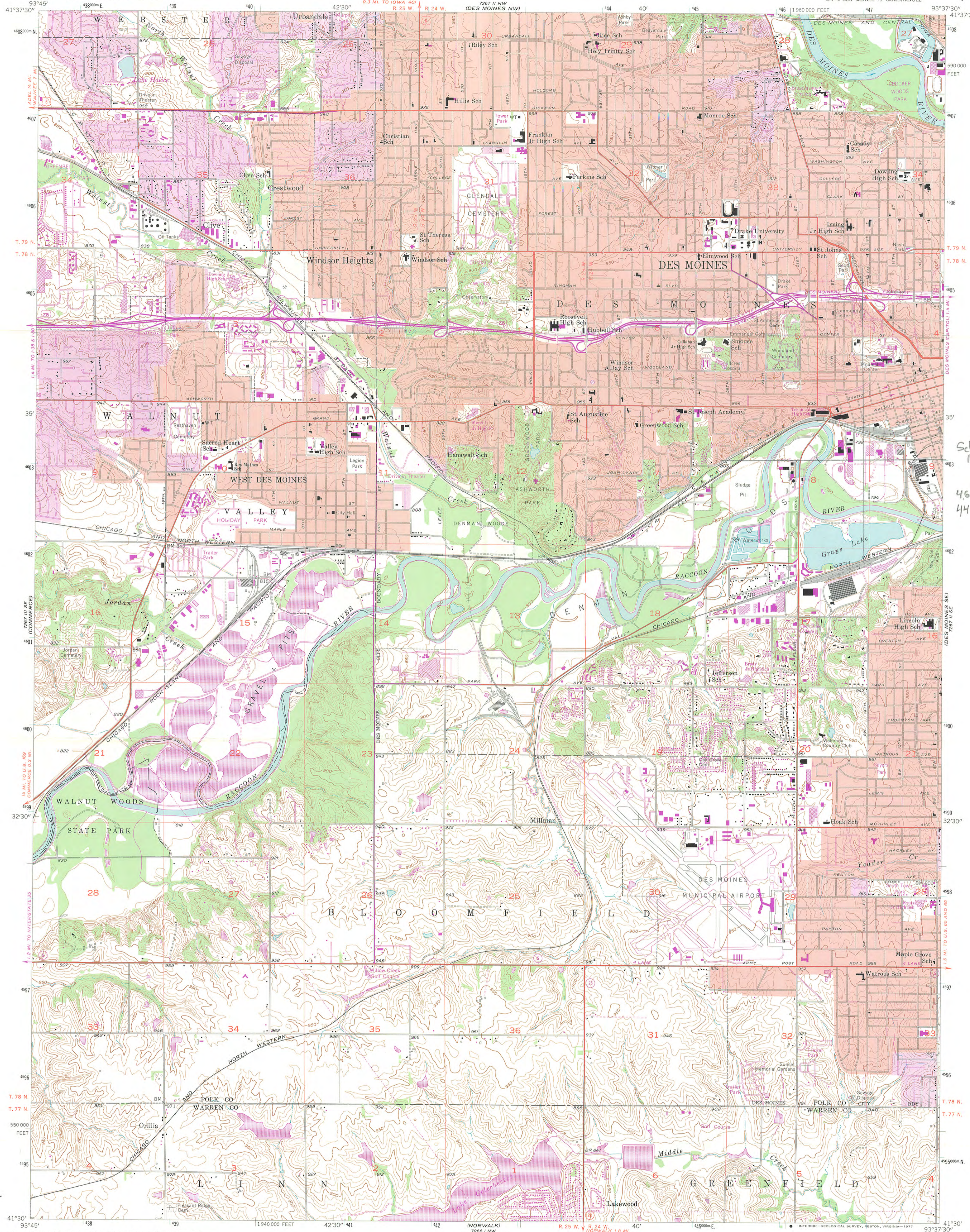
FOR RENT  
CALL  
LIBBELL  
243-3228

NORTH IOWA  
EXPRESS



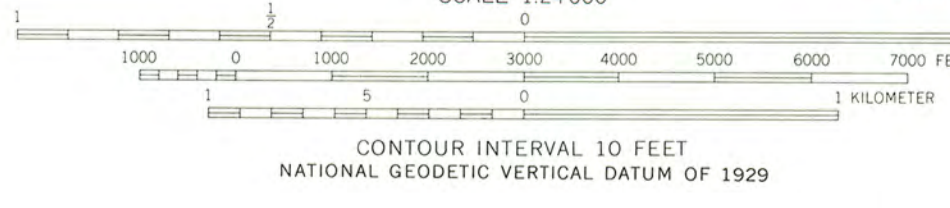
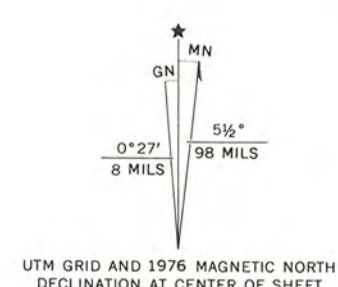
Schmitt & Wenny Manufacturing Company, Des Moines,  
Polk County, Iowa

Photo # 9



Schmit & Nony  
Manufacturing Co.  
4603350  
447900

Mapped, edited, and published by the Geological Survey  
in cooperation with Polk County and City of Des Moines  
Control by USGS, USC&GS, and Iowa Geodetic Survey  
Topography from aerial photographs by Kelsch plotter  
Aerial photographs taken 1956. Field check 1956  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Iowa coordinate system, south zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 15, shown in blue  
Red tint indicates areas in which only landmark buildings are shown  
City boundaries of Des Moines, West Des Moines, Clive,  
Urbandale, and Windsor Heights are in litigation  
Revisions shown in purple compiled from aerial photographs  
taken 1967, 1971, and 1976. This information not field checked  
Purple tint indicates extension of urban areas



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U.S. Route
	State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
AND IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

DES MOINES SW, IOWA  
SW 4 DES MOINES 15' QUADRANGLE  
N4130-W9337.5/7.5

1956  
PHOTOREVISED 1967, 1971, AND 1976  
AMS 7267 II SW-SERIES V876

CLG NATIONAL REGISTER REVIEW

CLG Name Des Moines Date of Public Meeting 9/16/09

Property Name Schmitt and Henry Manufacturing Company, 309 Southwest 8th Street, Des Moines, Polk County

1. For Historic Preservation Commission:

- Recommendation of National Register eligibility
- Recommendation of National Register ineligibility

Signature [Signature] Date 9/24/09

Print Name Jason Van Essen

Title Senior City Planner

Reason(s) for recommendation:

Concur with the findings in the nomination form.

2. For Chief Elected Local Official:

- Recommendation of National Register eligibility
- Recommendation of National Register ineligibility

Signature [Signature] Date 9/30/09

Print Name T. M. Franklin Cownie

Title Mayor

Reason(s) for recommendation:

3. Professional Evaluation:

- Recommendation of National Register eligibility
- Recommendation of National Register ineligibility

Signature [Signature] Date 10/16/09

Print Name Ralph J. Christian

Title SHPO Historian

Reason(s) for recommendation:



January 26, 2010

Carol Shull, Chief  
National Park Service  
National Register of Historic Places  
1201 Eye Street, N.W.-- 8<sup>th</sup> Floor  
Washington, D.C. 20005

Dear Ms. Shull:

The following National Register nomination(s) are enclosed for your review and listed if acceptable.

- Roshek Brothers Department Store, 250 West 8<sup>th</sup> Street, Dubuque, Dubuque County
- Brown Apartments, 1234 4<sup>th</sup> Avenue SE, Cedar Rapids, Linn County
- Younkers Brothers Department Store, 713 Walnut Street, Des Moines, Polk County
- Hawkeye Transfer Company Warehouse, 702 Elm Street, Des Moines, Polk County
- Schmitt and Henry Manufacturing Company, 309 Southwest 8<sup>th</sup> Street, Des Moines, Polk County

Sincerely,

A handwritten signature in cursive script that reads "Elizabeth Foster Hill".

Elizabeth Foster Hill  
Tax Incentive Programs Manager/  
National Register Coordinator