

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property

County and State

Section number _____ Page _____

Name of multiple property listing (if applicable)

SUPPLEMENTARY LISTING RECORD

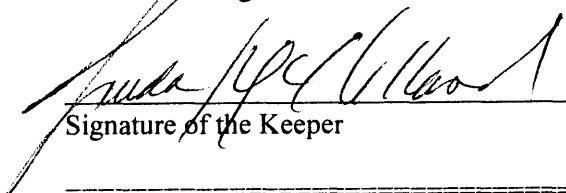
NRIS Reference Number: 08001030

Property Name: Dubuque Millworking Historic District

County: Dubuque State: Iowa

Multiple Name: Dubuque, Iowa, MPS

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

November 07, 2008

Date of Action

=====
Amended Items in Nomination:

Section 10: Geographical Data

A replacement map has been provided for page 10.81 to indicate that the noncontributing element labeled "1b" is a non-contributing addition to Building 1 and not a separate building as previously indicated. This information is, hereby, added to the description of Building 1 on page 10.84.

Section 8: Significance

The references to the Period of Significance in the last paragraph on pages 8.12-13 is hereby, amended, to clarify that "1962" is the appropriate closing date for the period of significance to correspond with the dates given in the summary paragraph and the corresponding date element on the cover form.

The Iowa State Historic Preservation Office provided the information for this amendment.

DISTRIBUTION:

National Register property file

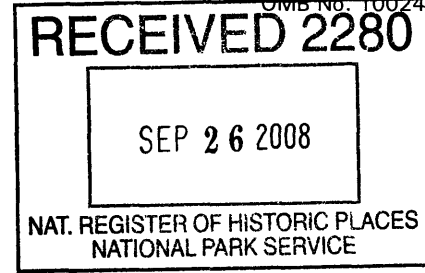
Nominating Authority (without nomination attachment)

SEP 11 2008

OMB No. 10024-0018

United States Department of the Interior
National Park Service

1030



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 Dubuque Millworking Historic District

other names/site number

2. Location

street & number White, Jackson, Washington, Elm between East 6th and East 11th Streets [N/A] not for publication

city or town Dubuque [N/A] vicinity

state Iowa code IA county Dubuque code 61 zip code 52004

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 A. Mitchell / DSHPO September 17, 2008
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:)

Signature of the Keeper

Date of Action

Jane McEllis 11/07/08

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
19	0	buildings
	0	sites
5	0	structures
	0	objects
24	0	Total

Name of related multiple property listing

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

The Architectural and Historical Resources of Dubuque, 1833-1955

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Industry/Processing/Extraction/Manufacturing Facility

Industry/Processing/Extraction/Industrial Storage/Warehouse

Current Functions

(Enter categories from instructions)

Industry/Processing/Extraction/Manufacturing Facility

Industry/Processing/Extraction/Industrial Storage/Warehouse

7. Description

Architectural Classification

(Enter categories from instructions)

Late Victorian/Renaissance

Late 19th & 20th Century Revivals/Late Gothic Revival

Materials

(Enter categories from instructions)

foundation Stone

Concrete

walls Brick

Concrete

Roof Asphalt

other

Narrative Description

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

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 Engineering Record # _____
- recorded by Historic American Buildings Survey (IA-31-Dubuque-13)

Areas of Significance

(Enter categories from instructions)

Industry

Architecture

Period of Significance

1881-1962

Significant Dates

1906
1910
1911
1916
1917
1919
1924

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

Burd, Frederick C.
Heer, Fridolin Joseph, Sr.

Primary location of additional data:

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

Name of repository: # _____

10. Geographical Data

Acreage of Property 17.61 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 [1]5 [6]9[2]16[0] [4]7[0]8[3]0[0]
Zone Easting Northing

2 [1]5 [6]9[1]9[4]0 [4]7[0]8[2]0[0]
Zone Easting Northing

3 [1]5 [6]9[1]0[8]0 [4]7[0]8[8]9[0]

4 [1]5 [6]9[1]9[3]0 [4]7[0]8[0]0[0]

[x] 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 (email address: hp@raccoon.com)

organization History Pays! Historic Preservation Consulting Firm date September 11, 2008

street & 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 See continuation sheet

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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 7 **Page** 1

Dubuque Millworking Historic District

Dubuque, Dubuque County, Iowa

7. Narrative Description:

This 19-building industrial complex comprises the core buildings of two giant Dubuque millwork companies, Carr, Ryder and Adams and Farley and Loetscher. The district also comprises the only intact cluster of surviving major industrial buildings in Dubuque. The massive buildings are without doubt the largest Iowa examples of their era and their structural design is a worthy subject of extensive investigation and documentation. The north four blocks represent the buildings of the Carr, Ryder and Adams Company while the south three blocks area represents Farley and Loetscher Company. There are additional buildings that could be added to the district. It is possible that these will be added to an amended district at some future point.

The district is located immediately southeast of the Dubuque downtown proper. Figure 1 depicts its location. The elevated U.S. Highway 61/151 helps to form the southern and eastern natural boundaries of the district. The district boundary includes all or parts of 9 blocks. The general boundaries are East 11th Street as a north boundary, Elm Street on the east, the highway on the south and White Street to the west. Figure 1 also locates several nearby Dubuque landmarks; the courthouse, the Town Clock pedestal, and City Hall.



Figure 1: District location map (2000 aerial photo base map, City of Dubuque GIS)

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

**National Register of Historic Places
Continuation Sheet**

Section number 7 **Page** 2

Dubuque Millworking Historic District

Dubuque, Dubuque County, Iowa

The defining characteristic of this industrial district is a concentrated array of full-block or half-block buildings that range in elevation from two to five stories. These are all of heavy mill construction with load-bearing perimeter walls and heavy timber interior support systems. Some were built as a single design while others were built incrementally with a unified exterior design. The buildings are architecturally elaborated with pavilions, pilasters, massive entry arches, decorative pediments and parapets, and other distinctive features. Still, it would be difficult to specify a building style across the district. The Carr, Ryder & Adams buildings as of late 1932 consisted of 12 percent reinforced concrete construction, 59 percent "boards on joists," and 29 percent plank on lumber skeleton construction.

Composite blocks that evolved over time are counted as single buildings as long as the height and exterior architecture are unified. Buildings that are a part of a larger complex but have differing architecture, exterior materials or elevation, are counted as individual buildings even when there is unified ownership of the complex. Detailed descriptions of multiple component complexes, counted as single buildings, are given as each is described.

The district includes all or portions of nine city blocks. Six full blocks are included. Two of these are completely occupied by full-block buildings, while three blocks have single buildings that occupy an entire half-block. Vacant blocks are minimal, totaling a half block (site of a demolished building), quarter block (a parking lot), and a half block (also the site of demolished buildings). The larger buildings align along the south end, western edge and northeast corner of the district. Alleyways, a few of which have been vacated and infilled, orient northwest/southeast. The Streets, save for Washington Street north of East 10th Street remain open. East 10th Street, east of Washington Street, was long closed off and remains unpaved. The original street grid remains intact save for the east district boundary where Elm Street has been vacated and Pine Street re-routed to the west. This cleared area, now parking, has been for the most part excluded from the district.

The use of red brick and a consistent combination of pilasters and recessed window sets unifies the district visually. The building designs, while somewhat varied given their differences in construction dates, are more usefully not ascribed to a particular style, but rather, are basic commercial/industrial designs of the period, being influenced by a conservative and over-built local vernacular building tradition. Just one building warrants a distinct stylistic attribution. This is the office of the Carr-Ryder-Adams Company, building #4. This is the only separate office building that is distinctively designed and placed. Even in this instance, style is limited to a minimal overlaying of decorative stone above the double-door entrance and the use of stone belt courses at the raised water table and second floor lintel levels. Fenestration on the façade is symmetrical but limited, providing only the entrance with transom, single narrow flanking sidelights on the first floor, and a five-window set centered above the entrance. The sidewalls are fully fenestrated, including the basement level. The raised parapet is simply ornamented with a row of broadly spaced brick dentils with intervening corbelled brick panels. This feature is placed just below the top of the tile-capped cornice. The other more ornamental design is the Farley and Loetscher building (#18) at 750 White Street. Since it included company offices and because it fronted directly on the county courthouse (due west) and White Street, it was designed with more attention to style and detail. Pilasters and recessed intervening wall sections divide the façade into three bays. The first story is of cut stone construction (emulating the local industrial tradition of both using stone and raising the foundation). On the side walls broad flat pilasters separate recessed panels that continue from the second through the fourth floors. Paired window sets on each floor within these panels are separated by recessed brick spandrels and elaborated with stone sills and lintels. The northeast and southeast corners are angled. The first floor end walls have double door entrances with cut stone bracketed canopies and the walls are fully fenestrated. The attic level is distinctive by the use of continuous individual windows, three per bay. Overall, the style is best described as Second Renaissance Revival. It is interesting that the design avoided the Romanesque, particularly the use of any broad circular entries such as building #9.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 3
Dubuque Millworking Historic District

Dubuque, Dubuque County, Iowa

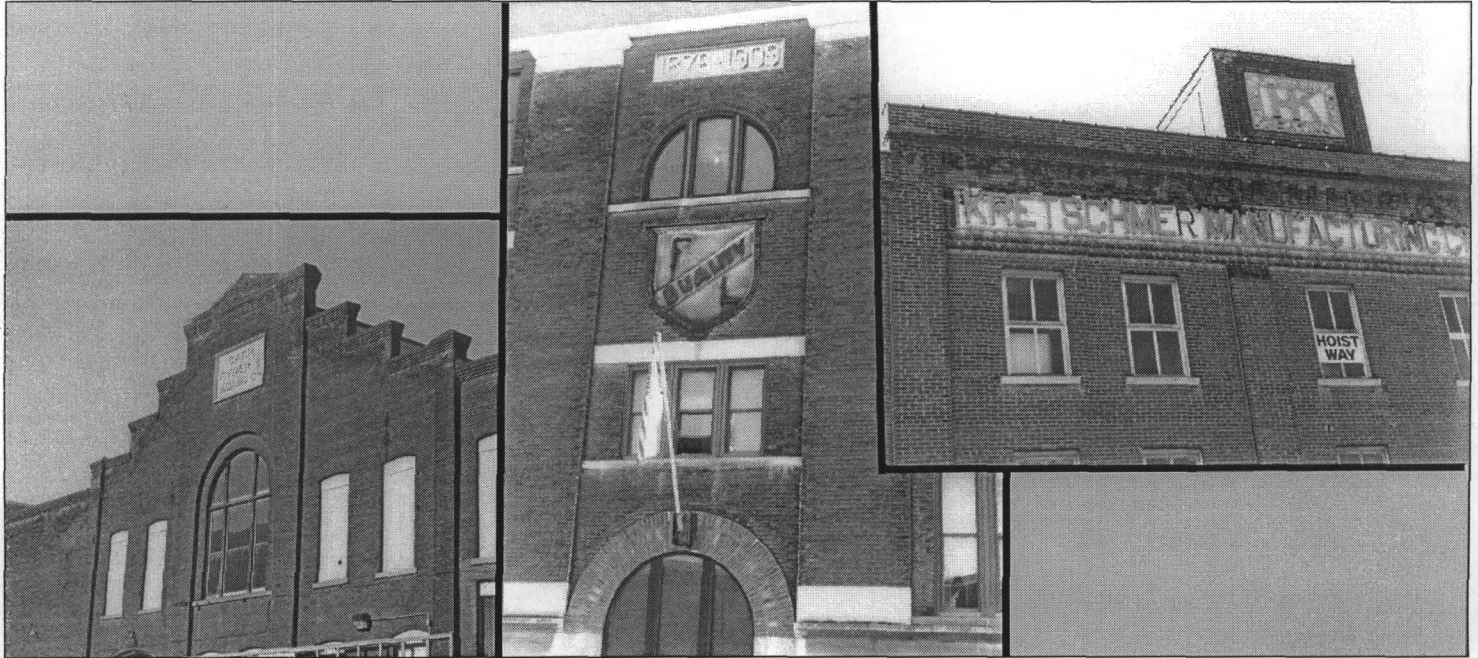


Figure 2: Carr-Ryder-Adams Power Plant (left), Farley and Loetscher Entry (center) and Kretschmer signage (right)
(photos by J. Jacobsen, September 2007)

Architectural distinctiveness is otherwise imparted in two other instances where companies expressed their identities in permanent form. Most notable, is the Farley and Loetscher ornamentation on that company's office building front (building #18, 750 White Street). It consists (Figure 2) of an inscribed stone shield that bears the company initials and a diagonal inscription that reads "QUALITY." Below the parapet base and above the shield, is a building date stone. Kretschmer Manufacturing (building #16) has a metal nameplate sign and the company initials appear on the elevator penthouse. The Carr, Ryder & Adams power plant (building #10) had an enlarged second floor window and a company nameplate set above it. For the most part, painted signage was used by the major millworking firms, to identify their largest buildings. This signage, in long large format bands, was placed between the floor levels and much of these bands remains legible.

Another architecturally distinctive form found within the district is that of prominent pediments. Most notable is the stepped pediment front (Figure 2) on the power plant of Carr, Ryder & Adams (building #10). The two tallest reinforced concrete warehouse buildings (buildings #2 and 5), both located in the north end of the district, employ an elongated stepped pediment form. Otherwise the district buildings present flat parapet profiles with fairly plain brick parapets and cornice lines. There are no metal cornices within the district.

An interesting decorative massing effect is found on two of the Farley & Loetscher buildings (#13, #18). These half-block long buildings feature a tri-partite pavilion effect, with a slight projection of a central unit, and each end unit. The effect is exaggerated in several of the promotional company overviews (also found in the Carr, Ryder & Engler images) where the parapet levels of these pavilion components are vertically exaggerated.

The major buildings almost exclusively abide by an architectural design rule that all facades consist of pilaster-defined bays that have paired full sized windows balanced within each bay. This tradition was followed even when reinforced concrete construction was introduced into the mill buildings. While most of the district buildings pre-dated the use of reinforced

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 7 Page 4Dubuque Millworking Historic DistrictDubuque, Dubuque County, Iowa

concrete, four buildings utilized it. But just two of these have exposed structural concrete on their exterior walls. Building #19 was the first reinforced concrete design (1917) but its exterior follows the conservative traditional brick exterior tradition. The north portion of Building #2 (1919) is the glaring exception with its exposed concrete frame and the use of metal industrial sash. Building #5 (1924) is a curious mix, with a reinforced concrete base and heavy timber superstructure, and its exterior is all in brick with the traditional windows. Building #6 (1937) is a two-story reinforced concrete design and it made no effort to hide its concrete identity, but it was a minor building within a full-block complex when it was built. The use of reinforced concrete was by no means an inevitable substitution for load-bearing brick within the district and its use was frequently hidden from view. There are several instances where building interiors were gutted and replaced with reinforced concrete floors and column/beam designs (the north end of Building #13, undated, and the entire interior of Building #16, 1911). In both instances brick exteriors were retained.

The earlier buildings (#2, #9, #10, #13, #16, #19) tend to have more deeply recessed window panels between the pilasters and there is commonly is a corbelling out of the brickwork at the top of the window panel. The panels are uninterrupted between foundation and parapet base. Semi-circular brick window arches are found on the earlier designs, while the later ones (Buildings #4, #18, #19) have flat-topped arches. Building #19, like building #18, adds a plain attic level without pilasters, but with the same fenestration pattern being continued upwards from the bays below. Building #8 places single window openings, vertically aligned, within each of its bays.

Save for the industrial window sash, original window sash are a rarity in the district. The Carr, Ryder & Adams building (building #9) is exceptional because it retains many all of its original windows and acquired reproductions when the film FIST was made in 1978. A very early metal sash, with wire glass or clear glass infill, is found on many of the Carr-Ryder-Adams buildings (buildings #2, #9) and also on the Kretschmer Building (#16) (Figure 3). These occur in 2/2 and 4/4 pane arrangements.

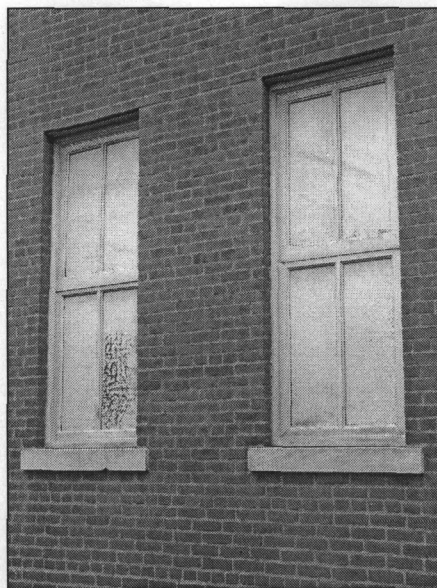


Figure 3: metal window sash (Building #16) (photo by J. Jacobsen, September 2007)

Buildings # 9 and #5 engulfed north/south running alleyways either incrementally or all at once. The vacated alleyways continued to be used to haul materials into the building complexes so broad arched entry doors were necessary (Figure 4).

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

**National Register of Historic Places
Continuation Sheet**

Section number 7 **Page** 5

Dubuque Millworking Historic District

Dubuque, Dubuque County, Iowa



Figure 4: Large semi-circular alleyway door, building #9, north side, view southwest
(photo by J. Jacobsen, September 2007)

The millworking district was well located vis-à-vis the threat of flooding and even the record floods of 1951-52 impacted only the area south of East 7th Street. Nearly every building was built with a full raised basement, using the massive limestone blocks that typified Dubuque construction. These basements were fully fenestrated and many had basement level entrances. Figure 5 illustrates the infilling of what was a block-long open exterior window well at 900 Jackson Street (Building #9). Basements were extensively used from the start but there is some evidence that the basement levels of some buildings were deepened in more recent times. A few buildings have sub-sidewalk underground extensions, mostly used for water services, but in one instance, an entire railroad car was buried alongside the Jackson Street side of Building #13 for use as a storage container. None of these open wells survives today. The south end of building #13 is a good example, where the spread limestone column footings are now exposed for several feet due to the deeper excavating of the cellar floor level. Many buildings have even deeper boiler rooms. The best example of this is found in the Kretschmer Building (Building #16). Stone foundation wall footings were stepped outwards at their bases. The north end of building #13 offers an excellent example where a former courtyard was enclosed and the basement was also deepened (Figure 6). The larger buildings (Buildings 2, 9, 13 and 18) had large interior court yards or light wells which were open at least from the first floor up. All of these remain, that alongside 750 White (Building #18) being exposed by the loss of the building to the east. At one time (c. World War II) the Farley- Loetscher power plant provided steam heat to many of the district buildings through a system of large clay tile pipes (Figure 7).

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

**National Register of Historic Places
Continuation Sheet**

Section number 7 **Page** 6

Dubuque Millworking Historic District

Dubuque, Dubuque County, Iowa



Figure 5: infilled basement windows and exterior window well, building #9, view north
(photo by J. Jacobsen, September 2007)

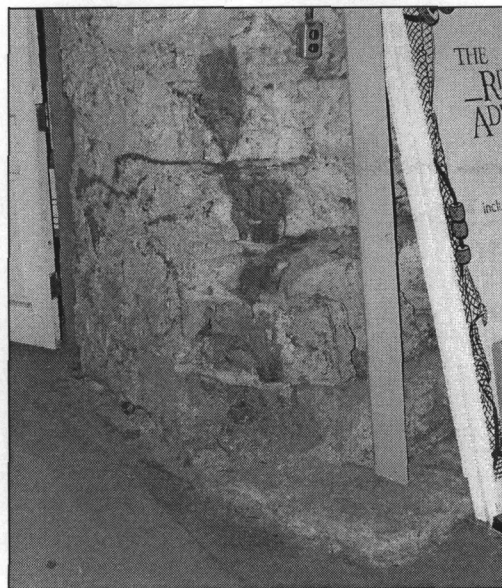


Figure 6: exposed spread stone foundation, interior west wall, building #13
(photo by J. Jacobsen, September 2007)

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

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 7

Dubuque Millworking Historic District

Dubuque, Dubuque County, Iowa



Figure 7: tile steam heat pipe, Jackson Street, building #13
(photo by J. Jacobsen, September 2007)

A broad variety of internal support systems are found throughout the district. These consist of column and beam arrangements or of wooden or metal trusses. The majority of columns are wood and heavy mill construction techniques typify most of the buildings. Metal columns are also found as are reinforced concrete columns. The wood columns diminish in section floor by floor as the live load lessens vertically. Metal collars that support the beams and the succeeding column are quite varied and these are a ready means of distinguishing the boundaries and building dates of buildings that grew incrementally. Collars range from crude custom welded examples to fairly ornate mass-produced designs.

Wood trusses are found in the two buildings that do not have flat roofs. The most important examples are found in building #7 that dates c.1873-81 (Figure 8). These may not be the original trusses but they are structurally of interest. A key feature is the use of metal wedges beneath the end members and metal shoes between the wood and frame members. The form uses no vertical posts, rather tension rods where posts might be expected. Newer truss examples are found in the 1924 building #17 where the chords consist of two layers that are bolted together to tie in the vertical components (Figure 9).

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

**National Register of Historic Places
Continuation Sheet**

Section number 7 **Page** 8
Dubuque Millworking Historic District

Dubuque, Dubuque County, Iowa

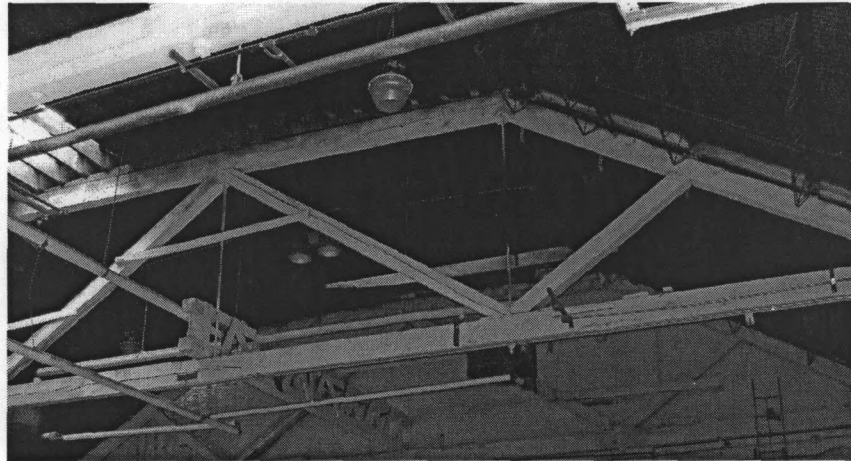


Figure 8: Truss in Building #7, view southeast
(photo by J. Jacobsen, September 2007)

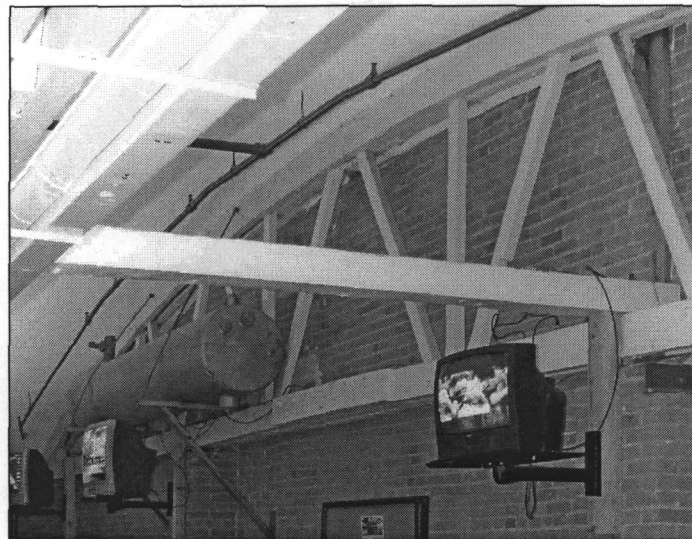


Figure 9: Truss in building #17, view southwest
(photo by J. Jacobsen, September 2007)

Mill construction necessarily produced very large floor plans that were open in plan save for columns, stairs and freight elevators. Interior brick load-bearing walls, often with infilled window and door openings, mark where buildings were expanded. Floors are mostly wood, frequently laid diagonally with narrower hardwood flooring, or laid straight using rougher and larger boards.

Brick Streets and still-functioning railroad spurs add key distinctive features to the district and these are each counted as an additional contributing structure. Brick Streets are exposed on Jackson Street between East 11th and East 7th Streets and on Washington Street between East 8th and East 9th Streets. Railroad tracks, double tracks for the most part, extend along each of these bricked street sections, but also continue south along Jackson Street below East 7th Street.

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

**National Register of Historic Places
Continuation Sheet**

Section number 7 **Page** 9

Dubuque Millworking Historic District

Dubuque, Dubuque County, Iowa

Block-long metal awnings that cover raised concrete loading docks, survive on two buildings (Buildings #19, #13) along the west side of Jackson Street. These are also found on the east and south sides of building #19, the east front of building #16, and the west alley wall of building #2.

Enclosed steel catwalks were commonplace within the district (a total of six structures) but those that crossed Streets were removed as companies closed and their variances expired. One major multi-story structure survives and crosses the vacated Washington Street between buildings #2 and #5. A single-story catwalk crosses the same street, just to the north, between buildings #3 and #5. A third single-story catwalk crosses a vacated alley between buildings #13 and #17. These structures are counted in the district building tally. In the present district area, overhead pipes cross the Streets at a number of points and evoke the form at least of the removed catwalks.

Architects:

Christian Loetscher is said to have designed and supervised the construction of all of his own buildings. Carr, Ryder and Adams designed at least their later large buildings and plans for Building #5, lacking any architect's identification, confirm the company's use of their own in-house designers. Charles W. Skemp and Frederick C. Burdt are both credited with designing buildings or additions for Carr, Ryder, Adams Company but it is not known which ones. Burdt is otherwise (page 31) not known to have been a designer, but was a contractor. Local architect Franklin D. Hyde and ___ Lawther, of Chicago are both credited with designing the first Carr, Ryder and Adams Company building (Building #9) and it is probable that Hyde continued to produce designs for the successive additions to what would become a full block of three-story factory buildings. Hyde also designed the Linseed Oil Works (northern portion of Building #13) and the Linseed Oil Paint Works (south half of Building #12). Fridolin Heer designed a building for the Iowa Iron Works (Building #7 and possibly #8).¹

Alterations:

The level of integrity is surprisingly high, despite the tendency of industrial buildings to be considerably altered over time. Because of its near pristine industrial condition the district served as the primary filming site for the film F.I.S.T. in 1978. It was thought to be a perfect substitution for a storyline that took place in Cleveland, Ohio.

The district necessarily evolved over time as new buildings replaced others. The number of surviving early buildings is rather remarkable given this tendency of the larger mill working firms to take over entire blocks and then groups of blocks.

Demolitions have been few in number but they have not been small in scale. The most critical loss was the half-block sized four-story original Farley and Loetscher building that was east of building #18. It and its north and south catwalk connectors were summarily demolished when the company closed down in 1962. The half block remains empty and is used for parking. Otherwise demolitions have involved the removal of catwalks, prominent brick chimneys, rooftop tanks, and the loss of most of the Klauer Manufacturing buildings (the remnants being buildings #6-8) and the demolition of the east half (a full half-block) of Building #18. All of these latter changes have been relatively recent, post-1988. Many doors and windows have been in-filled and basement openings were uniformly closed and in-filled. Later-date construction added two loading docks, the south half of building #16 gained a fourth and metal-clad floor. The replacement of wood with fiber resulted in the installation of numerous prominent roof-top tanks, conveyors and pipes in the south part of the district. Today these features, along with their sound and their generous distribution of a daily dosage of sawdust, continue the industrial tradition of the district.

¹ All efforts to obtain architect Lawther's full name have failed.

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

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 10

Dubuque Millworking Historic District

Dubuque, Dubuque County, Iowa

On the positive side, buildings #11 & #12 lost their metal slip screen covers and the white paint was removed from building #12 exposing a most interesting building evolution. A three-story side-gable brick building gained a fourth floor, the former roof having been capped and leveled and the additional floor placed on top of it. The new floor, being of white brick, necessitated the painting of the lower three floors. Today, the most distinctive fourth floor with its buried roofline profile, is quite striking.

The Millworking District 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 buildings, illustrated by its industrial setting and Streetscapes, contributes to the district's ability to maintain integrity of feeling and association. The massive form and scale of the key district buildings, combined with the surviving lesser buildings survives and reflects a building assemblage that has remained unchanged once it assumed its intended scale just after World War I. The retention of railway spurs and the brick Streets as well as the continued industrial uses of many of the buildings further conveys a historical continuity with the past millworking glory of the district. The 1988 construction of the adjacent Highway 61 followed a historic railroad right-of-way. It is elevated along the district's south and east boundaries, but it is closest to the district at the district's southern end. To the east a substantial grassed open area and parking to the east of the former Elm Street, separates the highway and the district. The highway construction demolished a number of lesser individual buildings, none of which directly addressed the major millworking firms or the other companies that are central to the districts significance. The Klauer buildings were demolished at the same time but this was not related to the highway construction. The highway has the impact of visually isolating the district from its historic riverfront associations, but none of the other major factories that stood further east survive. The highway also now frames and highlights the district as well.



Figure 10: District parcel map (2000 aerial photo base map, City of Dubuque GIS)
Many district buildings had no permanent street addresses so they have been numbered to identify each of them.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 11

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

8. Architect/Builder, Continued:

Keenan and Hyde
Lawther, _____

Stiles, George, Construction Company

8. Significance Statement:

The Dubuque Millworking District is locally significant and National Register of Historic Places eligible under Criterion C and Criterion A. Architecturally, the district comprises the core of Dubuque's only concentrated cluster of substantial industrial buildings (additional buildings qualify and might be added in a future amended application). Historically the district represents the industrial transition of Dubuque from lumber production to millwork production, and the replacement of Upper Mississippi River timber sources with West Coast sources. Two industrial giants, the Farley and Loetscher Company, which claimed to be the largest millworking firm in the world, and the Carr, Ryder and Adams Company, emerged over time and dominated the district with their respective warehouse and factory complexes. These collectively illustrate both the styles and the building technologies of this class of building. Historically, the district is directly associated with Dubuque's industrial history. As of 1870, Dubuque was the most industrialized city in the state and that economic sector remained vital to the city's continuing prosperity. The most notable district buildings and firms included in this district were the largest of their trades in the world.

The district contains the majority of the key buildings that were associated with the Carr, Ryder & Adams and Farley-Loetscher millwork companies, two firms that were leaders in the city's industrial sector. Lumber-processing was a major Dubuque industrial sector and the long-term success of these firms transcended the regional demise of lumber shipping and processing that otherwise ended along the Mississippi River during the years prior to World War I. The beginning year of the period of significance, 1881, is based on the oldest surviving building, while the closing date, 1958 corresponds to the 50-year significance cutoff. The period of significance, 1880-1962, is extended beyond the 50-year cut-off date of 1958 because the closure of the Farley & Loetscher Company, a major historical event, represents a short and reasonable extension. The significant year dates of 1906 (Building #18, half), 1910 (Building #2, half), 1911 (Building #18, half), 1916 (Building #4), 1917 (Building #19), 1919 (Building #2, half) and 1924 (Building #5) correspond to the years during which the most substantial buildings were constructed.

Multiple Property Document Linkage:

The applicable multiple property documentation form is James E. Jacobsen's , *Dubuque—The Key City: The Architectural And Historical Resources of Dubuque, Iowa, 1837-1955*. This MPDF was first developed in June 2002 and has been sequentially expanded and refined over each of the successive five survey, re-survey and district nomination phases through 2004. This document defines four chronological historical contexts, establishes registration requirements for industrial buildings, and recommends the National Register eligibility of this district under three of the four contexts, these being "The Key City, 1859-1893;" "Fitful Growth and Maturation, 1894-1911," and "An Era of Stability, 1911-1955." The district and the buildings meet the registration requirements as set forth in the multiple property documentation form. The district was surveyed and documented during the Phase III Dubuque Downtown Survey in 2003 and an Iowa Historic Site Inventory Form was prepared and submitted for SHPO review (Jacobsen 2002, pp. 43-50, 90-96, 126-132, 154, 284, 293, 299 and 311). The district period of significance is extended to 1958, the fifty-year cutoff point (from 2008, the year that this district will be formally listed). The 1955 date was the cutoff point when the MPDF was developed. The historical significance of the district continues

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 12

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

beyond 1958 given that the two principal millworking firms continued in operation until 1962 and 1971. No attempt is being made at this time to develop a case for exceptional significance to extend the period of significance past 1958 however.

Historic preservation consultant Clayton Fraser, of Loveland, Colorado, documented most of the district buildings individually as a part of the U.S. Highway 61 relocation and bridge approach survey of 1988. He noted that many of the buildings were individually National Register of Historic Places eligible.

Contextual Background History:

Dubuque emerged as Iowa's foremost city almost from its founding in 1837. Dubuque was the state's largest city by population until 1870 when it was eclipsed by another German river city, Davenport. Second place was retained until 1890, and then regained in 1900. The city continued to grow slowly but other developing cities exploded in population and Dubuque ranked fourth place in 1910 and fifth in 1920. The city retained its number one position as the most industrialized Iowa city and as of 1870, Dubuque was the 93rd largest industrial city in the United States, as measured by gross product. Twenty years later it was ranked 70th. Lead mining and processing were the initial basis of the city's wealth. Dubuque had no local fuel source apart from its timber and this source was quickly exhausted. Beginning in the late 1830s pine timber from the Upper Mississippi River Valley was being rafted down river to Dubuque and by 1861, this industrial sector, the production of lumber and building materials, had attained substantial scale. By late 1869 the Dubuque lumber market claimed to be "the largest lumber market on the Mississippi River above St. Louis" (*Herald*, December 29, 1869; Jacobsen 2002, pp. 34, 85; Wilkie, p. 333; Johnson, pp. 166, 234-39).

Critical mass in terms of transportation advantages was achieved during the early 1870s as Dubuque perfected an excellent railroad-shipping network. One key industrial sector, destined for explosive growth, was the local value added processing of lumber in the forms of vehicles, furniture, and doors, sash and blinds (Jacobsen 2002, p. 44).

The lumber industry on the Mississippi River was reduced in scale as the upriver timber sources were exhausted, beginning in the mid-1890s. Between 1900 and 1903, the number of Mississippi River sawmills above St. Louis declined from 80 to 36. The last river lumber raft floated downriver to the city in 1915 but Dubuque was already out of the lumber sawing business, its vast yards and facilities having burned in a series of massive fires in 1911 (Jacobsen 2002, p. 49; Lyon, p. 366).

The lumber planing and its allied manufacturing interests co-existed with the lumber companies that turned out the rough lumber. In Dubuque this vital industrial sector produced products valued at \$3.5 million in 1889 and this figure peaked in 1923 when that value was \$23 million. Dubuque's industrial base necessarily included other vital sectors. These included meat packing, wagon and vehicle production, and foundries. Massive industrial complexes, all non-extant, and all located just east or south of the Millworking District, were the A. Y. McDonald Company (maker of plumbing materials), the Adams Company (maker of gears and transmissions) and the Key City Furniture Company. The latter two firms still exist in Dubuque at other locations. Had these buildings survived, the industrial district would be considerably larger and inclusive of these other industries (Jacobsen 2002, p. 49).

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 13

Dubuque Millworking District

Dubuque, Dubuque County, Iowa



Figure 11: View of the southwest portion of the district, c.1902, view northeast, from the county courthouse
(Courtesy of Tim McNamara)

Figure 11 offers a rare detailed overview of a part of the district at a point in time prior to the erection of the largest millworking buildings. Prominently depicted are the Dubuque Linseed Oil Works (right foreground, note the three storage tanks), and Carr, Ryder and Engler, which dominates, right of center. This is the only known visual depiction of the two linseed oil factories and clearly shows the original elevation and roof line of building #12.

It was the two principal millworking firms, Farley & Loetscher and Carr-Ryder-Adams (Caradco) Company that assumed immense scale and national and international markets for their products. Collectively the two giants accounted for virtually all of the Millworking District. Figure 12 depicts how Farley & Loetscher dominated the south half of the district, while Caradco, the final incorporation of Carr, Ryder and Adams Company, did the same in the north half. Caradco's holdings extended to East 11th Street, the northern boundary of the district.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 14

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

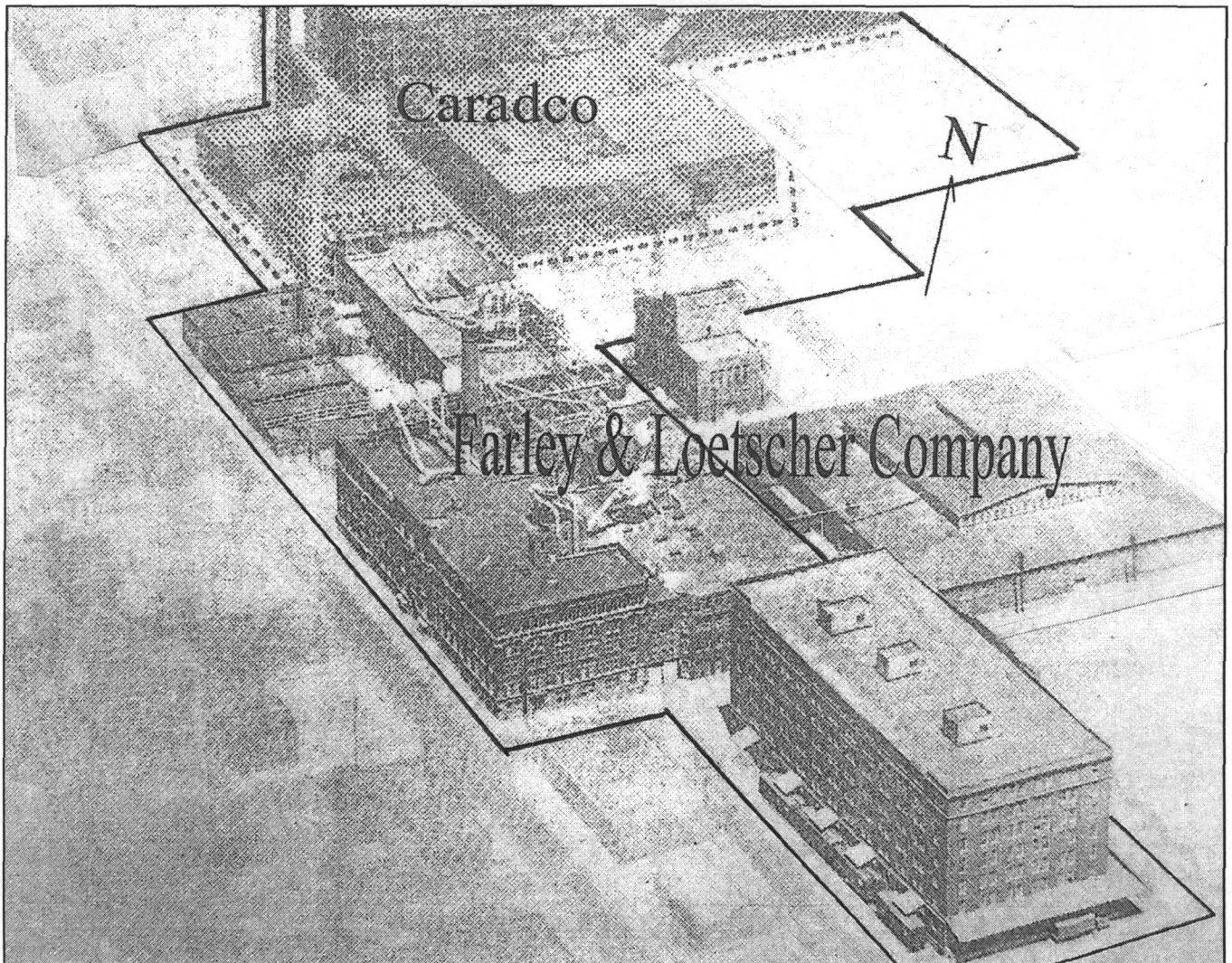


Figure 12: Dominance of two millworking firms, 1962
(*Telegraph-Herald*, January 12, 1962)

In early 1930 the *Telegraph-Herald* noted "Lumberwork and millwork has always stood as the principal product in Dubuque's industrial history," adding "Dubuque today is the home of several of the largest millwork plants in the world." *Dubuque Business*, a few months previously, pronounced "Five Great Industrial Plants and Mills Assure Dubuque's Position as The World's Greatest Millwork Center." It continued:

The woodworking industry, one of the oldest Dubuque industries, is also the greatest. Dubuque, the largest millwork center in the world, has five separate companies, two of which are the greatest of their kind, engaged in the manufacture of products in this class, and operating branch factories and warehouses in practically every section of the country.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 15
Dubuque Millworking District

Dubuque, Dubuque County, Iowa

These five great companies were the following:

- The Farley & Loetscher Manufacturing Company
- The Carr, Ryder & Adams Company
- The Brunswick-Balke-Collender Company
- The Metz Manufacturing Company
- The Hurd-Most Sash and Door Company

These companies employed a total of 2,500 persons, utilize raw material from widely separated parts of the country and turn out manufactured products, the combined value of which is many millions of dollars each year."

The international market included Canada, South America, Mexico and Cuba. The two largest firms had a combined total of 11 branch factories with five distribution warehouses and wholesale distributors in 30 major cities and at many other points (*Telegraph-Herald*, April 30, 1930; *Dubuque Business*, December 1929).

The District as Icon:



Figure 13, Farley & Loetscher building #18, viewed northeast from East 7th and White Streets, April 1940
(Photo by John Vachon, <http://memory.loc.gov/ammem/index.html>)

The sheer scale and the monumental smokestacks of the district made them ready symbols for Dubuque's industrial might. During the Great Depression Federal photographer John Vachon regularly used the plants as symbols of the city and in contrast to the unemployment and poverty that were in close proximity to the busy mills. In 1978 the district and particularly the Caradco building #9 was the scene of the filming of the film *F.I.S.T.* starring Sylvester Stallone. The film, its storyline set in Cleveland during the 1930s, was shot in Dubuque because the factory buildings were more authentic and because of the lack of intrusive roof top satellite receivers in the city. The key building received new windows during the filming and many of these were smashed out during the filming and replaced in kind when the film was finished.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 16

Dubuque Millworking District

Dubuque, Dubuque County, Iowa



Figure 14: Building #13 is visible to the far right, the block in the foreground is non-extant, view northwest along Jackson Street, from near 7th Street, April 1940
(Photo by John Vachon, <http://memory.loc.gov/ammem/index.html>)



Figure 15: Building #18, Farley & Loetscher Company, viewed to the south from White Street, April 1940
(Photo by John Vachon, <http://memory.loc.gov/ammem/index.html>)

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 17

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

District History:

From the earliest years this part of the city was dominated by industrial land uses. As early as 1856, a local newspaper reporter visited the area and tallied off a list of the factories that were in operation near Jackson and East 10th Streets; Farley & Rouse (machine shop), Cummings & Matthews (threshing machine manufacture), J. L. Dickinson (sash and door factory), Herancourt (cabinets, bedsteads and chairs). This was just a sampling "of a number of other foundries and shops carrying on in the different mechanical branches." By 1867 eight manufacturing firms occupied sites within the district. These were the Rouse and Dean Foundry (later Novelty Iron Works), Washington and 9th Streets, the Dubuque Manufacturing Company (foundry), 10th and Washington Streets; William Marshall's boiler works, 9th and Washington Streets; L. Gordon and Company, planing mill (later Patch & Waite and then W. W. Carr), 10th and Jackson Streets; the Key City Planing Mill (later Farley & Loetscher), 8th between Washington and Jackson Streets; H. Lembeck and Company (planing mill), Washington and 11th Streets the Dubuque Cabinet Makers Association, foot of 9th Street, and V. Herancourt's Cabinet Factory, Elm and 11th Streets. Washington Street was more substantially industrialized than was Jackson Street, a block west (*Daily Herald*, June 27, 1856; *Herald*, December 15, 1867).

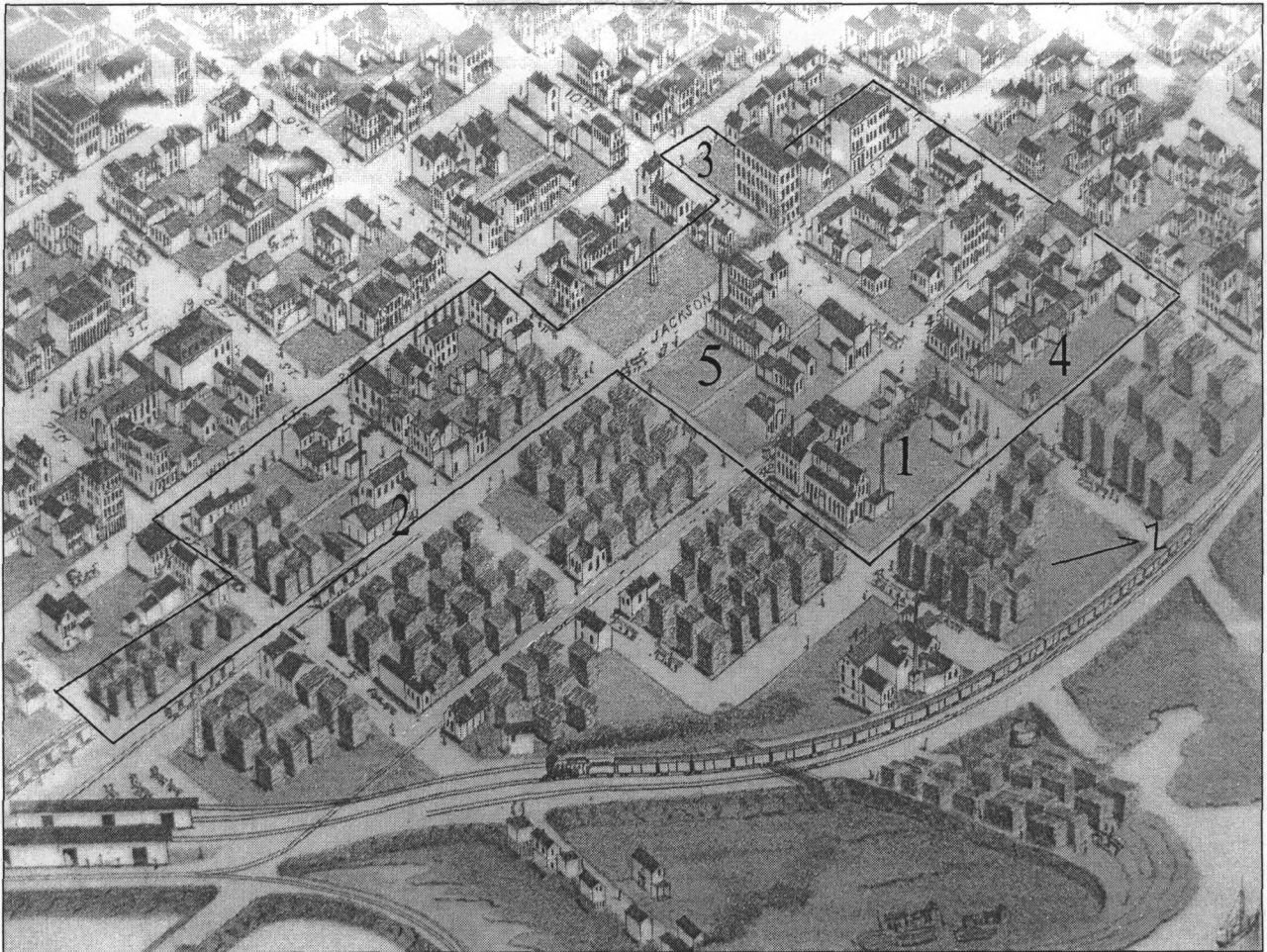


Figure 16: The district as of 1872
(Koch, Augustus, "Birds Eye View of the City of Dubuque, Iowa, 1872")

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 18Dubuque Millworking DistrictDubuque, Dubuque County, Iowa

The millworking district developed during the 1870s and early 1880s in a relatively flood-proof level area that was located immediately east of the downtown proper. The high water mark lay between Washington and Elm Streets. Marshall's boiler works was located on then northeast corner of Washington and 9th Streets as early as 1881. After experiencing the floodtide of October 1880, the buildings were raised two and a half feet to avoid the experience once again. Marshall's firm was later engulfed by the expanding Carr, Ryder and Adams Company sometime after 1891. The Iowa Iron Works, located a block to the east of Marshall's, also suffered periodic inundations along its eastern edge. That company also hauled in fill to elevate its new foundry, built in 1867, above the flood level. To the north, the foundry at Novelty Iron Works was flooded out in the June 1880 rise. The real flooding, as measured by the record June 1880 flood, was north of 11th Street and from Jackson Street east. Lumberyards, with their vast piles of open-air lumber had dominated land use in the area. A particular push for industrialization in the area came in 1881-1882 when such newly-established firms as the Dubuque Linseed Oil Works and the Dubuque Oat Mill built new and extensive brick factory buildings at 9th and Jackson Streets (building #12) and 7th and Washington streets (non-extant, power house demolished 1988) respectively (Historic American Building Survey, cited hereafter as HABS, 31-Dubu-AU; *Herald*, May 1, 1867; June 18, 22, 1880; April 23, 1881).

Figure 16 depicts an emerging industrial district that is largely dominated by lumber drying and storage yards on the south end. Four industrial firms are already on the ground. Klauer Manufacturing Company (#1), Eagle Planing Mill, the antecedent of Farley & Loetscher Company (#2), Novelty Iron Works (#3), and the Patch & White Company (a Carr & Austin acquisition that brought that firm to this location) are all present by this time. No surviving district building was extant at the time this image was drawn. Railroad spur tracks have already been laid on Jackson and Washington Streets. By 1884, these had both been extended north to East 11th Street, thereby defining the northern reach of industrial development within the developing district.

Railroad spur lines developed within the district as factories required them. The lumber yards, clustered east of the railroad tracks and close to river shipping along Waple's Cut, drew the woodworking factories into the area. Once these were established, and were joined by new factories like the Linseed Oil Works and the Linseed Oil Paint Works, the tracks followed. Jackson Street, between 7th and 10th Streets was impeded with new tracks as of October 1881 and the City Council instructed the Illinois Central Railroad to put those streets "in the condition it was in before their track was laid in said street, and to fill the inside of their track in accordance with the ordinance in relation thereto." Both Washington and Jackson streets were single-tracked as far north as 11th Street as of 1884, but Jackson had a switch and spur track that serviced the Linseed Oil Works at 9th Street. Elm Street, a block west of Washington Street was the right-of-way of the Chicago, Milwaukee and St. Paul Railroad. Tracks were laid both on Elm and Washington Streets, beginning in early January 1884 (*Herald*, October 4, 1881; Sanborn Maps; *Die Iowa*, January 3, 1884).

In successive years, the factory buildings that comprise the district would be built or re-built largely from north to south. As the two principal millworking firms grew, most of the district acreage was built up by those two companies. The district historically was immune to catastrophic fires, save for those somewhat peripheral to it, these being the catastrophic lumberyard fires of 1911 and 1915.

The district witnessed Dubuque's longest and largest labor strike in 1911. While Dubuque was heavily industrialized, there was little corporate tolerance for unions, particularly in the larger companies. The city advertised that Dubuque was a cheaper place to live than most comparable factory cities and apparently this claimed advantage was deemed sufficient as a benefit to the workers. The city had experienced massive transit strikes in 1903² and there was a good history for strikes

² Carr, Ryder & Adams Company at least briefly closed during the 1903 strike, but only 50 workers were effected (*Cedar Rapids Gazette*, June 22, 1903).

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 19

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

leading up to the millworking strike of 1911. Union organizers organized and recruited the United Brotherhood of Carpenters Local 1289 beginning in February 1911. Encouraged by a successful short strike by the employees in late March, the strike was called to push for a shorter workweek and union scale wages. Over 1,200 workers struck and the strike would last over ten months. The community was strongly supportive, the strike was non-violent, the courts were even supportive by refusing to grant an injunction against the strike. The mills brought in strikebreakers who actually were paid the wages demanded by the strikers. In the end, the strike failed although the strike goals were soon achieved anyway, although the union was not immediately accepted (Knuth, pp. 56-74; *Herald*, March 28, 31, 31; April 12, 14, 22; May 25, 1907; January 30, 1908; *Semi-Weekly Waterloo Courier*, April 26, 1907; *Daily Courier*, April 23, July 10, 1907).

A brief strike against both of the giant millworking companies took place in mid-August 1935. A total of 1,400 workers were on the picket line but settlement was quickly made with the Farley & Loetscher Company, and all were back at work in just over two week's time (*Telegraph-Herald*, August 11, 15, 22, 23, 1935).

Farley and Loetscher Company alone endured a strike that lasted five weeks and four days in early 1939. Nine hundred unionized mill workers (Local 1646 of the United Brotherhood of Carpenters) struck on April 17 after their contract expired. Demands included a wage increase, closed shop steward system and a 40-hour workweek. As the strike continued, both sides used to newspaper to stake out their negotiation positions. After four weeks, the company announced plans to reopen and asked for a court injunction to prevent any obstructing of the plant. In a tense series of events, 160 strike breakers were besieged in the plant. Plant superintendent Robert Loetscher was charged with "assault" on a female observer and thousands were drawn to the plant to observe events. The strikebreakers, armed with oak clubs, were finally evacuated. The injunction was issued on May 18 and restricted the strikers to having just two pickets at each of the three company gates (the east side of White Street, between 7th and 8th Streets; the Warehouse entrance on the south side of 7th Street, between White and Jackson Streets; and the north side of 8th Street, between White and Jackson Streets). A back story of the strike was the necessity to support the strikers. Catholic Charities was instrumental in both providing that support and in negotiating an end to the strike. Smoke from the factory preceded the actual settlement, which occurred on May 26. The strikers realized little from the strike but they did keep their jobs without recrimination (*Telegraph-Herald*, April 18, 21, 23, 25, 26, 28, 29, 30, May 2, 10, 11, 12., 13, 14, 16, 19, 20, 21, 23, 24, 25, 26, 27, 1939).

The buildings of the district and a range of related but less substantial factory buildings to the southeast and east remained virtually intact until quite recently. The latter were demolished in 1988 to make way for the elevated U. S. Highway 61/151 that now forms the eastern and southern boundaries of the district. The lost buildings and most of the surviving ones were documented by the Historic American Building Survey in 1988.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 21

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

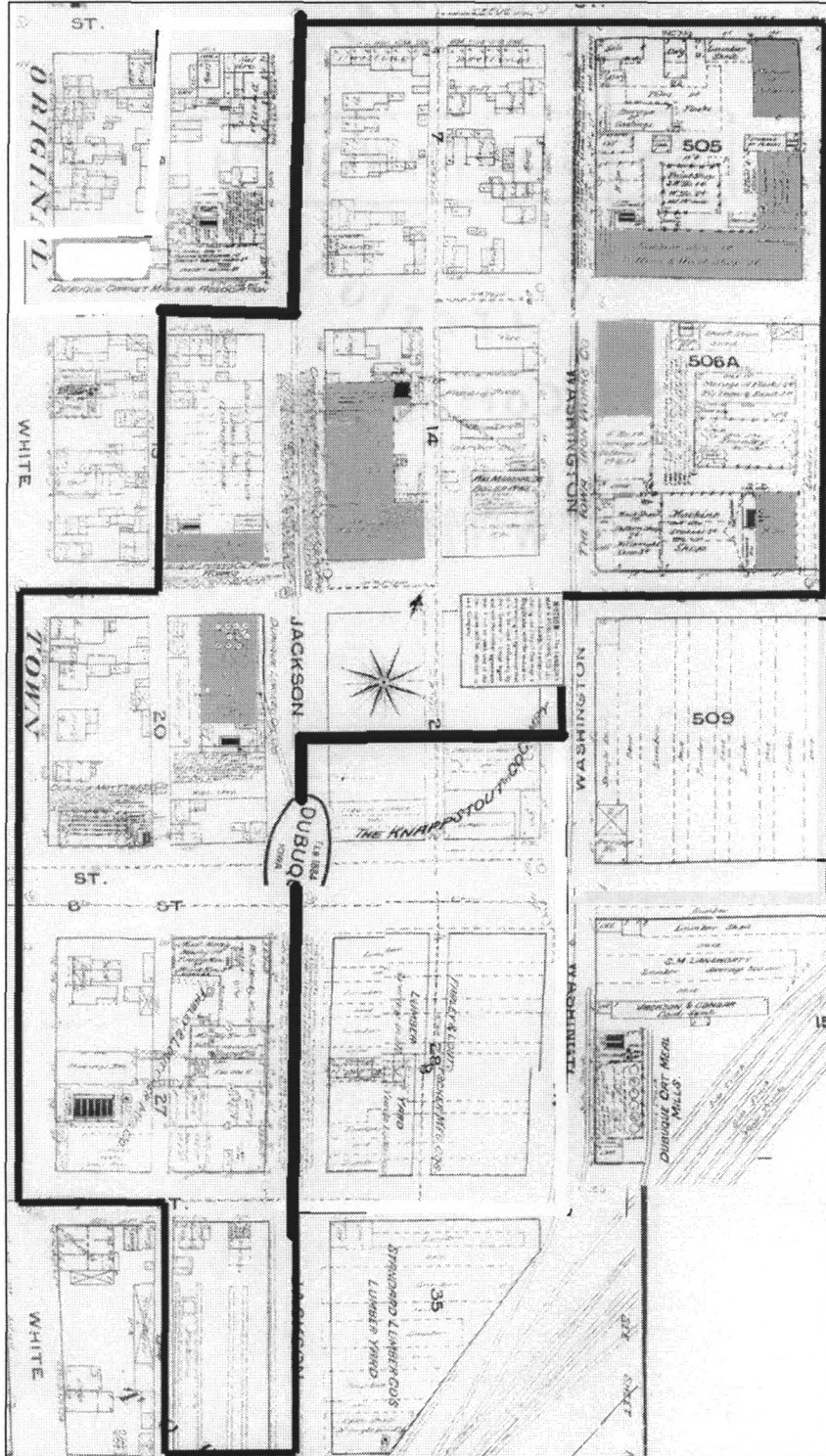


Figure 18: 1884 Sanborn Fire Insurance Map Detail
District boundaries marked with black line, extant buildings are shaded

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 22

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

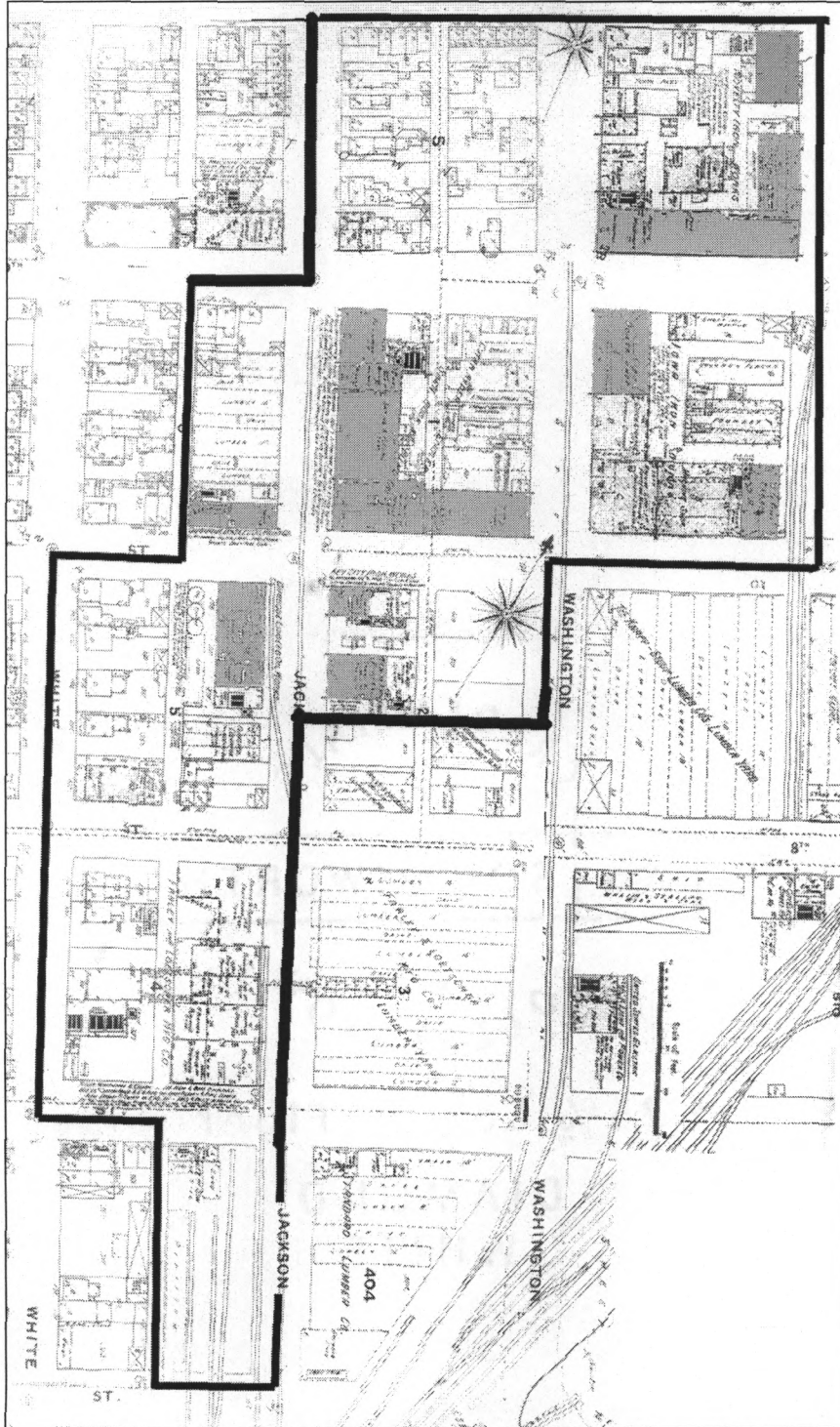


Figure 19: 1891 Sanborn Fire Insurance Map Detail
District boundaries marked with black line, extant buildings are shaded

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 23

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

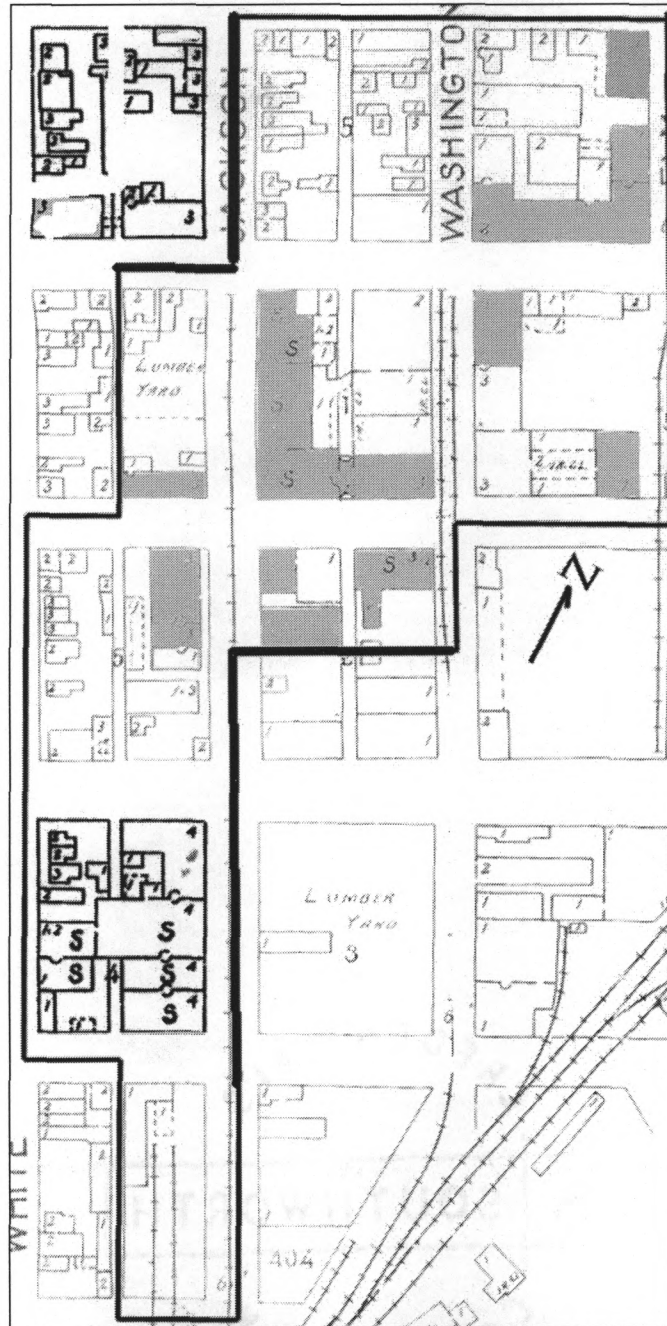


Figure 20: 1906 Sanborn Fire Insurance Map Detail
District boundaries marked with black line, extant buildings are shaded

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 24

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

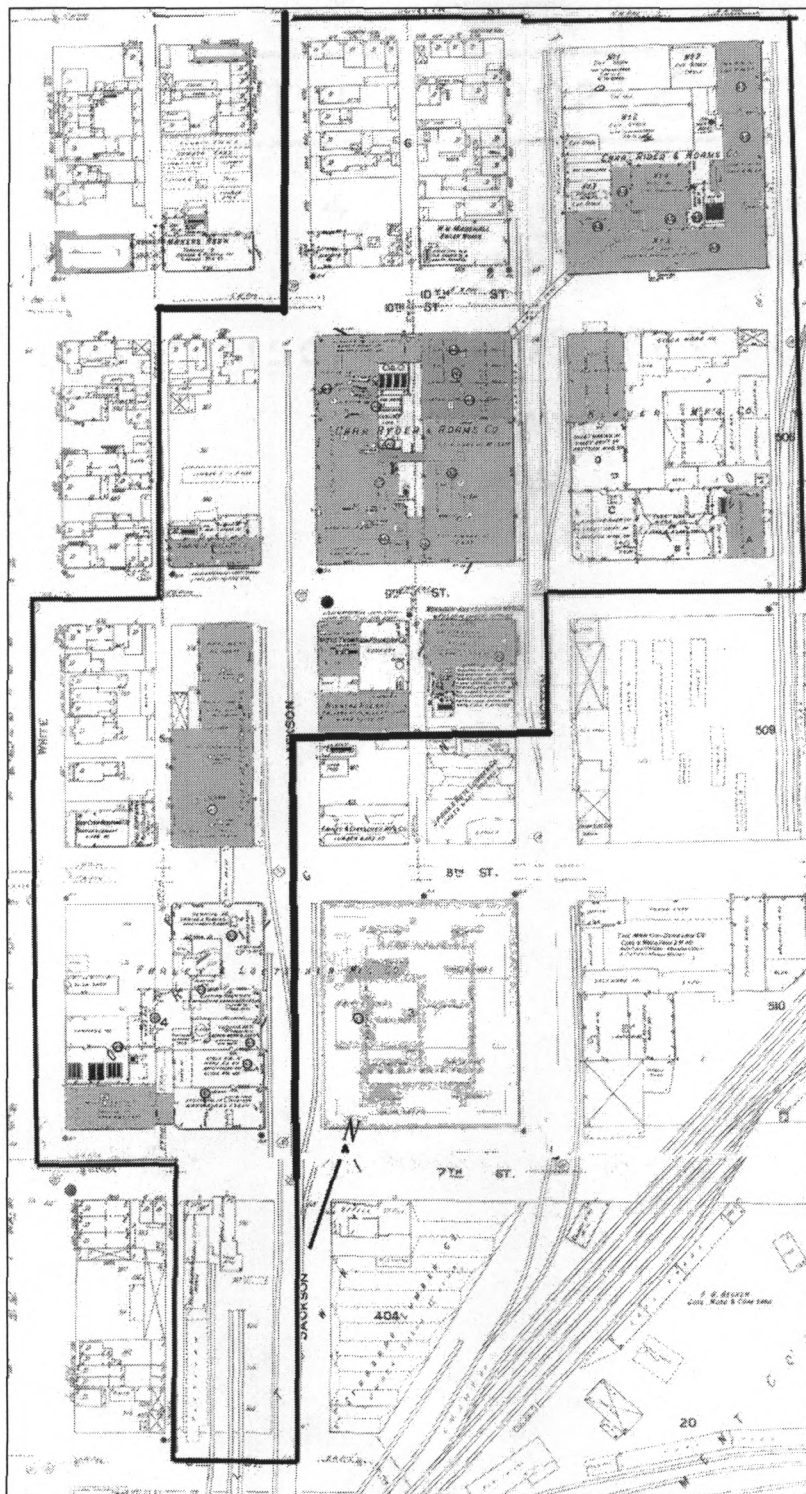


Figure 21: 1909 Sanborn Fire Insurance Map Detail
District boundaries marked with black line, extant buildings are shaded

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 25
Dubuque Millworking District

Dubuque, Dubuque County, Iowa

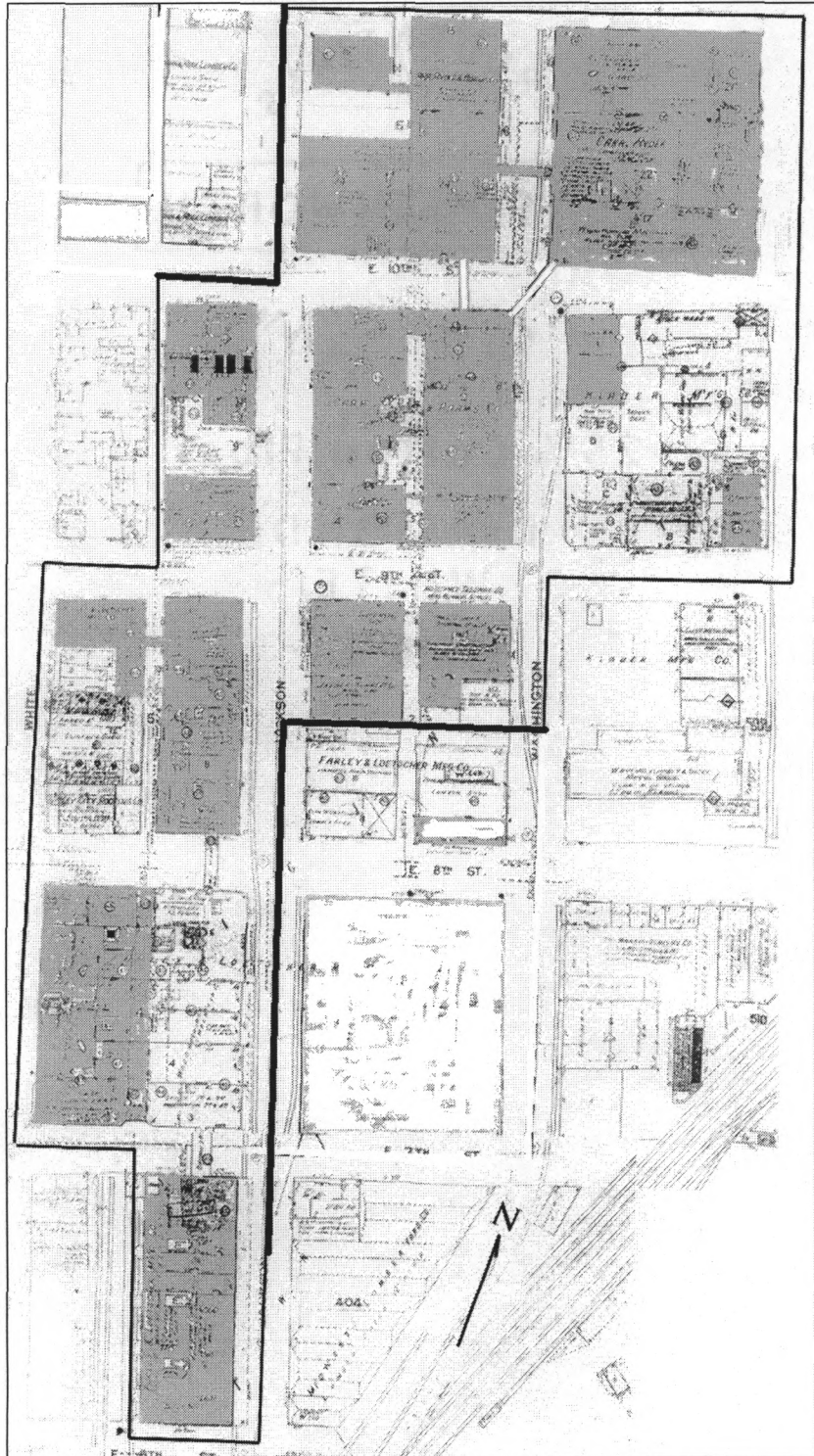


Figure 22: 1936 Sanborn Fire Insurance Map Detail
District boundaries marked with black line, extant buildings are shaded

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 26

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

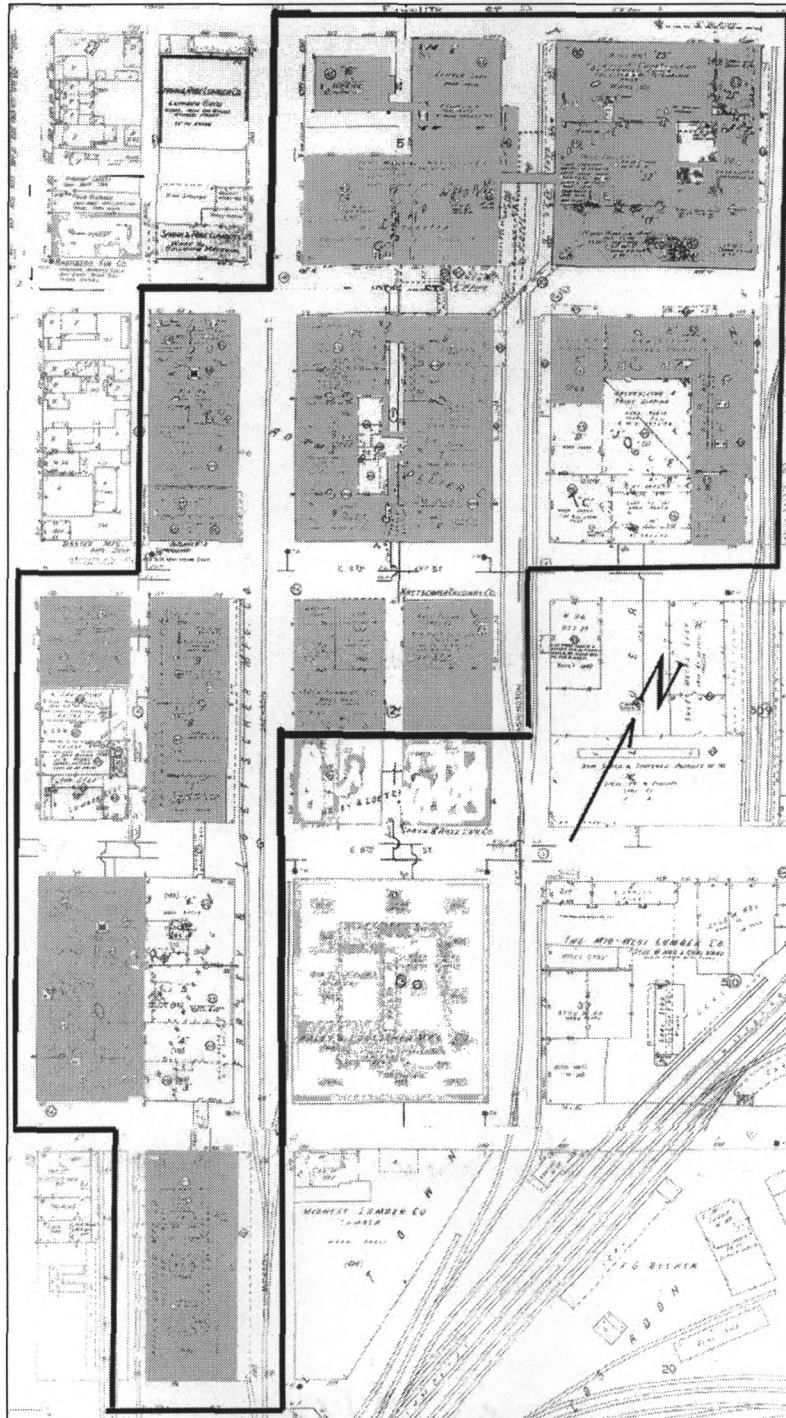


Figure 23: 1950 Sanborn Fire Insurance Map Detail
District boundaries marked with black line, extant buildings are shaded

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 27

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

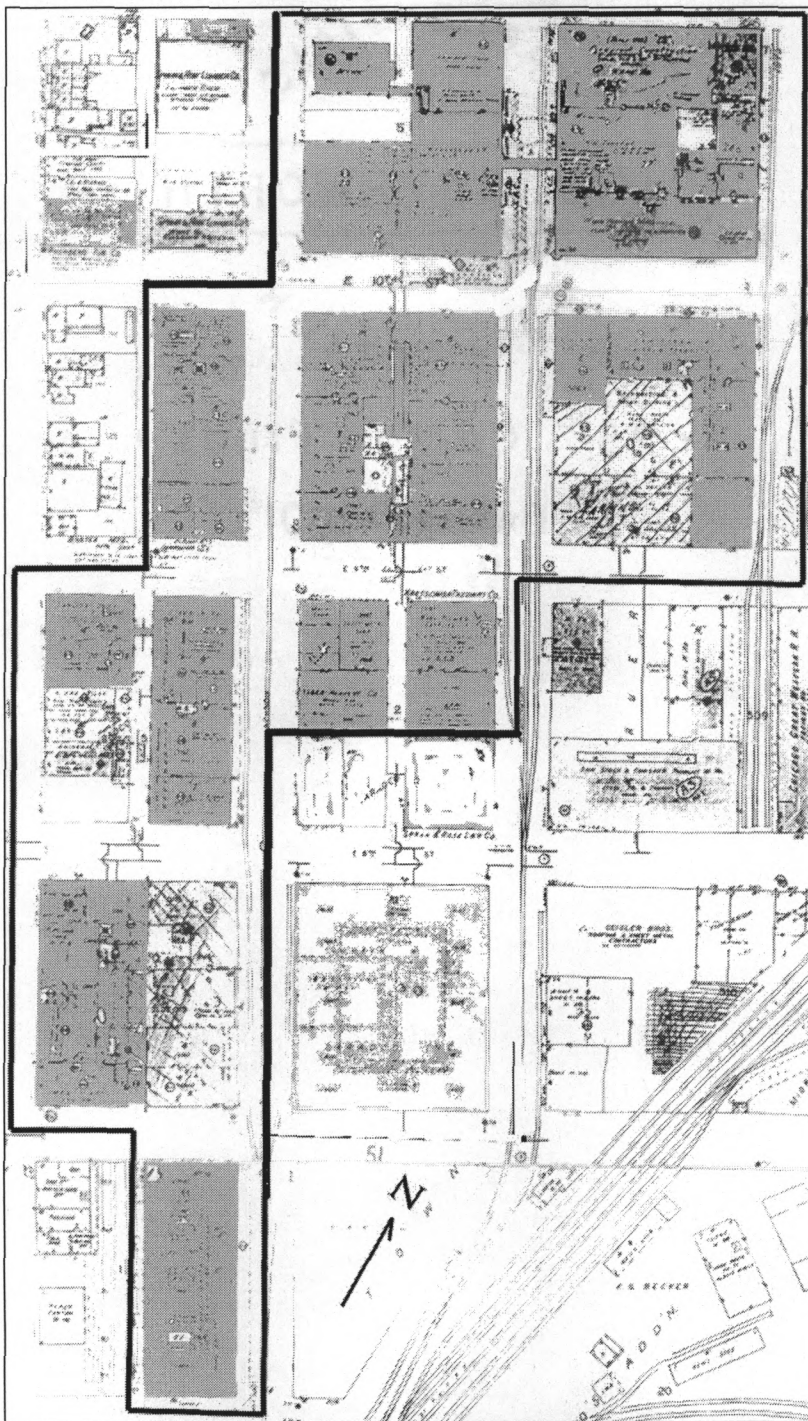


Figure 24: 1962 Sanborn Fire Insurance Map Detail
District boundaries marked with black line, extant buildings are shaded gray

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 28

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

Individual Company Historical Overviews:

Carr, Ryder and Adams Company/Caradco:

By 1895 this firm was termed “one of the largest concerns in this country, devoted to the manufacture of sash, doors, blinds, etc.” By 1911 this leading Dubuque millworking company occupied a dozen acres of ground and claimed to be “the largest producer in the world of white pine doors and sash.” During its 112-year long presence in Dubuque, Caradco claimed that it manufactured over 30 million doors and 55 million windows. What Dubuque historian Randolph Lyon described as “one of the nation’s premier millwork companies” claimed that its products were found in the White House, at West Point, at Northwestern University (Evanston, Illinois) and at the University of Iowa (Iowa City, Iowa). As early as 1895, company products could be found as far away from Dubuque as the Forth Worth County Courthouse (Fort Worth, Texas) (*Daily Herald*, January 1, 1895; *Gardner*, p. 16; Lyon, pp. 56-57).

Farley & Loetscher Company sold off its plastic sheet manufacturing patents and facilities to Caradco in 1960 and when the other mill buildings were closed in 1962, Caradco acquired many of the buildings and became the largest millworking firm in the country. During World War II the company produced footlockers and ammunition boxes for the war effort. In 1958 it became Caradco and continues under that name today. At one time the company had extensive branch plants and subsidiaries and these were divested of after World War II. The Scoville Manufacturing Company acquired Caradco in 1968 and over time all manufacturing was removed to Rantoul, Illinois. Door manufacturing continued until October 1978 when 84 jobs were discontinued (Lyon, pp. 56-57; <http://www.jeld-wen.com>).

William Wyatt Carr (1824-1909) reached Dubuque in 1866 from New York State. He partnered with W. H. Austin and the Carr & Austin Company was established in 1866. He was credited “with a rare foresightedness that few men have, he discovered that Dubuque was a good distribution point for sash and doors, near the Wisconsin timber and a veritable empire at its western gateway...” The Carr family name has the distinction of surviving as the lead name in each of the successive corporate name changes. The firm occupied two other sites and was burned out twice, in 1871 and again in 1879. It purchased the Patch & White Sash, Door and Blind Company and Planing Mills, located on the east side of Jackson Street, between East 9th and East 10th Streets. That acquisition brought their company into the district. Two early partners, A. B. Carlin and J. A. Rickard, later worked with Christian Loetscher. The company went through numerous reorganizations during its history (*Daily Herald*, May 21, 1881; *Telegraph-Herald*, December 4, 1909):

1866: Carr & Austin Company

1887: Carr, Ryder & Wheeler Company (incorporation July 1, capital 125,000)

1890: Carr, Ryder & Engler Company (stock increased to \$150,000)

1897: Carr, Ryder & Adams Company

1938: Carr, Ryder & Collier Company (James Collier joined the firm in 1895, and was president 1939-47)

1958: Caradco (Lester G. Wendt joined the company in 1915, and served as president 1947-63+)

John Taylor Adams (1862-1939) was a key leader in the company’s history and was a nationally significant political operative in the Republican Party. He was aware that the company needed a new timber source and that that source was to be the West Pacific Coast. The western wood source was Sugar and Ponderosa pine in contrast to white pine. As of 1900 a developing western lumber industry was failing because they didn’t understand how to properly dry the cut timber. Adams was called west in mid-1901 to help the struggling West Side Timber and Flume Company of Tuolumne, California. The company owner, William H. Crocker, was a conservative Republican leader who was a long-time ally of Adams during his political career. Adams and at least seven other company employees remained with the California company for three years and they too

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 29
Dubuque Millworking District

Dubuque, Dubuque County, Iowa

invested in the operation. The Dubuque group quickly turned things around. Adams was instrumental in helping his protégés, George D. Rose and Charles J. Spahn, Jr. in financing and founding the Spahn & Rose Lumber Company, upon their return to Dubuque. John Adams' prescience was invaluable to the company's long-term survival but it also helped that the factory location, while originally close to the lumberyards, was also directly accessible to the Illinois Central Railroad (*Telegraph-Herald*, May 22, 1927; October 29, 1939; Lyon, pp. 56-67, 418; White, p. 3; <http://www.tuolumnemuseum.org/rt0905.htm>).

Politically, Adams served as the vice chairman of the Republican Central Committee from 1917-21, and as national chairman from 1921-24. In Iowa he was instrumental in preventing the progressive Republican Iowa Governor Albert B. Cummins from replacing Senator William B. Allison in the U. S. Senate in 1908, and he helped William Howard Taft secure the 1912 GOP presidential nomination against Cummins. This work was awarded with a state seat on the party's Executive Committee. Pro-German pre-war letters prevented his selection as national chairman in 1918, but his efforts during the 1920 election campaign for Warren G. Harding, and a timely retirement, secured that position for him in 1921. Adams redefined the role, bringing business practices to the office. One major reform was making the chairman the distiller and marketer of the core party message and Adams gave particular attention to the introduction of women voters to the presidential campaign process. This new role of policy promotion got Adams into serious difficulties in mid-1923 when Adams deviated from President Harding by opposing American support for the World Court. The president acquiesced, and then died in August 1923, and Adams survived. Calvin Coolidge was the accidental president. Adams continued as he had and further distanced himself with the new president as the Teapot Dome scandal began to unfold in the fall of 1923. Adams resigned his chairmanship and limited his political activities to political strategy as a member of the party's "Old Guard" (White, pp. 3-10, 12, 31-36, 40-43, 46-47, 68-70, 76-78, 82-83, 92-97).

ESTABLISHED 1866.

CARR, RYDER & WHEELER,
MANUFACTURERS OF

Doors, Glazed Sash, Blinds, Mouldings, Stairs,
NEWELL POSTS, BALUSTERS and BRACKETS.

SPECIALTIES

From SEASONED and KILN DRIED PINE and
HARD WOODS.

Fine Front Doors and Frames.
PEW ENDS, PULPIT DESKS, AND ALTAR
RAILS COMPLETE.

BANK and STORE COUNTERS,
And Inside Finishing.

WALNUT & ASH FLOORING
We are HEADQUARTERS for

Plate Glass,
And Plated Metal Bars for STORE FRONTS.

BUILDING PAPERS
ROOFING FELT, and CEMENT.

Stained, Ground and Cut Glass.

Factory and Office, Northeast Corner 9th and Jackson-sts., **DUBUQUE, IOWA.**



Figure 25: Carr, Ryder & Wheeler Factory (Building #9), 9th and Jackson, view east
(*Dubuque Trade Journal*, August 21, 1882)

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 30

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

Figure 25 is the earliest depiction of the Carr, Ryder & Wheeler plant. The entirety of the company fits within a single block, although the image strives to make the whole all the more impressive. Carr & Austin were completely burned out in November 1879 and moved to a new location. Their plant again burned in May 1880. These early plants were relatively modestly in scale and the second fire loss totaled just \$12,000. Rumors circulated to the effect that the firm would relocate to Wisconsin but in mid-November 1880 the company purchased lumber yard to the east of the railroad and between 11th and 12th Streets. Proximity to “the lumber interests” was a key factor in the new location. Within the district, they also acquired “a piece of ground diagonally opposite to the new linseed oil factory, on which they will erect a warehouse” (*Die Iowa*, November 20, 1879; *May* 26, 1880; *Times*, November 11, 1880; *Herald*, November 12, 1880).

Architect F. D. Hyde was preparing plans for a new sash, door and blind factory as of late November 1880 and it was hoped to start the foundation work within a few weeks, weather permitting. Things did not proceed so very quickly and in early January the company reorganized as Carr, Ryder & Wheeler, N. C. Ryder having joined the firm. The enlarged partnership had changed the company’s building plans. Originally the Jackson and 9th Streets site was envisioned as a warehouse and shipping point, while the factory itself was to have been on the other site well to the north. But additional land on Jackson Street and existing facilities became available in early February, as this account details:

Sale of a Planing Mill

Messrs. Carr, Ryder & Wheeler have purchased, from A. Kaiser, the old Patch & Waite property, including the stone planing mill and other buildings. The new firm intend to build additional buildings covering the ground as far south as Ninth street, making it the largest sash, door and blind factory in the city or perhaps in the west. The price paid for the Patch property is between \$8,000 and \$10,000. This purchase changes the proposed erection of a factory on the Langworthy lots, as the grounds offer ample room for sash works and warehouse.

At any rate, architects Keenan and Hyde were once again revising the plans for what was described as being “larger than those destroyed by fire.” Architect Hyde called for stone foundation bids for “our warehouse and factory” in mid-March. William J. Woods (Woods, Butt & Frick) received the brickwork contract in early February. Work was underway by mid-April. Incredibly the company’s temporary quarters burned in late May, so they quickly assembled a temporary worksite. New machinery for the permanent plant was arriving from Pennsylvania by mid-September (*Herald*, November 23, 1880; January 7, February 2, 8, March 16, April 12, May 21, September 10, 1881; *Times*, April 12, 1881).

Stone walls from Patch’s plant survive in the northwest portion of Building #9 and Figure 25 shows the combined buildings with a unified brick façade, the whole of which comprised most of a half city block. Supportive structures including wood drying kilns and the like occupied the half block to the east. Typical of industrial lithographs, the plant is shown divorced from its surrounding milieu. Much of the core building was built in 1881-1882 at a cost of \$35,000. Substantial additions followed in 1883, 1888, 1890, 1892, 1897, 1901-02, 1903 and 1905. The 1903 addition infilled along 10th Street and “added greatly to the appearance of the factory.” The 1905 addition, 100 feet square, added a third story to a pre-existing two-story drying kiln that occupied the northeast quarter of the block (the kiln units remain in place). This improvement added 50,000 square feet to a plant total of 200,000 square feet (*Daily Times*, November 11, 1880; April 21, 1881; *Herald*, May 21, December 4, 1881; December 19, 1883; March 15, 1888; January 18, 1891; December 25, 1892; January 5, 1898; August 2, 1901; *Telegraph-Herald*, December 13, 1903; May 12, 1905; *Enterprise*, June 20, 1903).

By the end of 1882 the company facilities were termed “one of the most extensive planing mills and sash and door factories in the west.” The company’s market area was rapidly expanding as newspapers reported large shipments as far distant as Texas and Mexico. At that same time, it was reported that 32 carloads of lumber were accumulated on nearby railroad tracks

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 31Dubuque Millworking DistrictDubuque, Dubuque County, Iowa

for the firm, and several cars were arriving daily. The firm consumed "immense quantities of lumber for their business" (*Herald*, December 6, 8, 1882).

Sash and door factories were obviously prone to fire but also to boiler explosions. The company's brick powerhouse was destroyed in a late May 1884 explosion that killed five, including two neighborhood children who were struck by the flying debris. Damage totaled \$5-6,000 (*Die Iowa*, May 29, 1884).

The company's growth, following its relocation into comparatively fireproof quarters was greatly hindered by the national economic downturn of the early 1880s. A company report for 1884-85 noted that while the company was operating at the same volume during those two years, prices for their products were lower and "they [the prices] had been lowering steadily since the spring of 1881, but have now probably reached bottom" (*Herald*, December 20, 1885).

The 1888 factory addition was contracted to C. Burdt in mid-April (*Herald*, April 11, 1888).

The company began what would be a national market development in 1892 with the establishment of a first jobbing house in Omaha, Nebraska. Driven by its own production level, the single jobbing warehouse outlet grew to eight by 1916 with factories located in Des Moines, Peoria, Indianapolis, St. Joseph, and St. Louis. Each of these was separately incorporated and was operated from Dubuque and had Dubuque company officers. By late 1929 it was noted that while Dubuque was smaller than any of the cities that housed the branch factories, the Dubuque company complex was "larger than any two of the branch plants." Wholesale distributors extended the market nationally and internationally across North America (*Telegraph-Herald*, April 30, 1930; *Dubuque Business*, December 1929, p. 11).

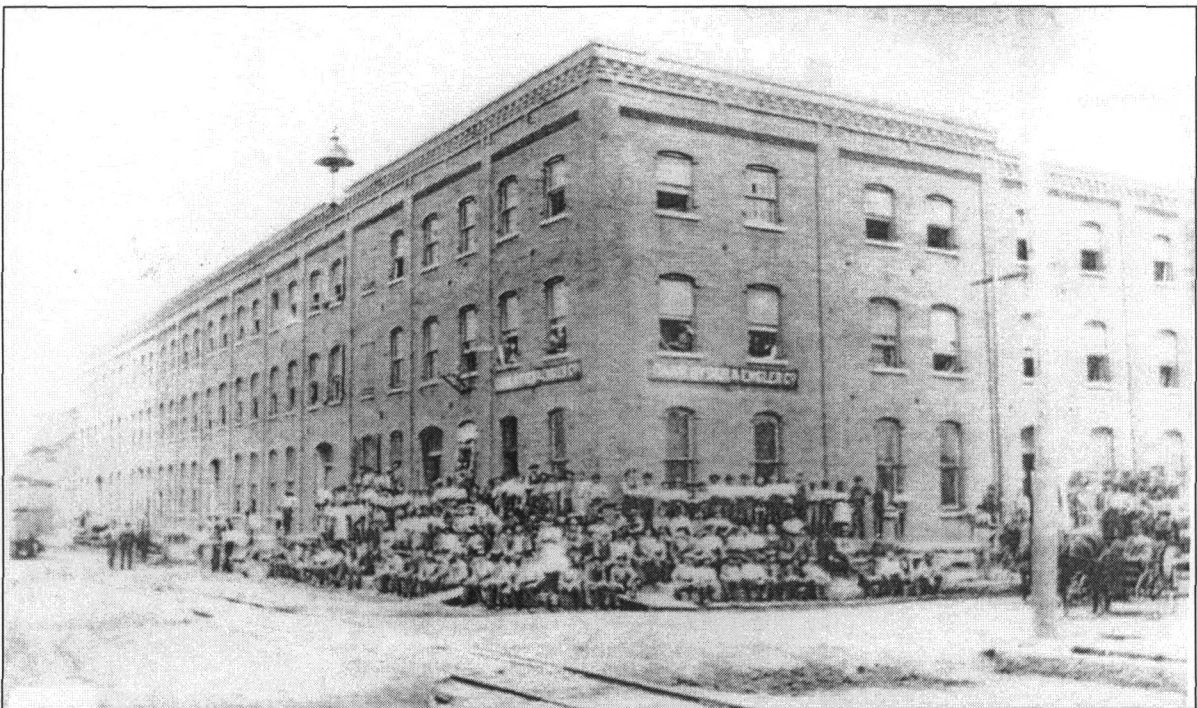


Figure 26: Carr, Ryder & Engler Company employees, 9th & Jackson Streets, view northeast, c.1890
(Center for Dubuque History, Nagle Photo Collection, #1709)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 32Dubuque Millworking DistrictDubuque, Dubuque County, Iowa

By the end of 1894 the company was termed "one of the largest concerns in this country, devoted to the manufacture of sash, doors, blinds, etc." With 300 employees, the company had its own water and electric plants and the steam plant powered engines having a total of 500 horsepower. While factory work was dangerous and working conditions harsh, workers were, by 1893, given ten days off, likely without pay, so that they could attend the county fair. These lengthy shutdowns, often accomplished in early January, also allowed for the refitting of machinery and equipment. The early 1902 shut down lasted a full three-weeks for example (the prolonged closing was due to the installation of four new boilers that replaced those that had, in turn, replaced the ones that exploded in 1884). By the end of 1894 the entire plant was protected by a Grinnell water sprinkler system. The improvement resulted in a legal battle with the water company when the latter demanded a \$100 per year fee for it in lieu of the usual meter based system. A railroad spur line was added on Washington Street, along the east side of the factory, in 1897. In 1901 the plant installed an extensive new mill outfit for the manufacture of sash, doors, etc. "that will employ not less than 100 men." By mid-1902 the block to the northeast, the former Novelty Iron Works, was leased for additional factory space and daily door production increased from 1,500 units to 2,500. The work force was 350 men, excluding the office and sales force. It was then locally rated as "the largest [complex] of its kind in the Northwest." The block was finally purchased and it would be solidly built up and expanded as the company continued to expand. In 1903 a 10th Street void in the original factory was infilled with a new three-story building. A company official reported that 1905 was likely the firm's "banner year" for business. That same year saw the final infilling of the original factory, adding 50,000 square feet to what was a plant that occupied an entire block to the three-story level. By 1906 the company's business was large enough that officials declined to provide cost estimates on its continued expansion. The *Telegraph-Herald* estimated \$25,000 in improvements made that year and reported that the company had acquired adjoining buildings to its parcel on the west side of Jackson Street (*Daily Herald*, July 4, 1893; January 1, December 29, 1895; December 22, 1896; October 13, 1897; *Telegraph-Herald*, January 9, June 8, 1902; December 13, 1903; May 12, 1905; December 30, 1906).

The company also expanded westward across Jackson Street, between East 9th and East 10th Streets. A new power plant (building #10) was built on the west side of Jackson Street and the five-story reinforced concrete building (building #3) was built to the northeast, at Washington and East 11th Streets. The company had also expanded to the east where they had leased the entire Novelty Iron Works, adding another full block to company operations. The lease was in place by August 1901 and an entire set of sash and door machinery was placed in the buildings by October 1901. An additional 100 employees worked in these new facilities. At that time they had a railroad switch located within a building east of Washington Street. In early March a 16-inch wide iron pipe was erected across the same street, between the two buildings, to move wood shavings. The considerably enlarged plant now emboldened the *Telegraph-Herald* to proclaim that the factory was "the largest of its kind in the Northwest." The company offices were also remodeled and enlarged at this time, "forming a splendid suite commensurate with the growth and prosperous condition of the business" (*Daily Telegraph*, August 2, 1901; *Telegraph-Herald*, March 4, June 8, 1902; *Enterprise*, October 20, 1901).

Further construction work was envisioned on the newly-acquired block above East 10th Street. The *Times-Journal* described the planned work:

Immense Factory Plant: Carr, Ryder & Adams Co. Plan A Gigantic Structure:

What will be the largest single factory building in the city will be the immense new plant which Carr, Ryder & Adams Co. will start work on as soon as spring opens up. The plans as prepared contemplate improvements that will more than double the present capacity of the company.

The new factory plant will be on the south side of Eleventh Street on Washington, and will be 171 by 187 feet, five stories and basement. It will be of brick and stone and of fire proof construction modern in every detail and built especially for factory purposes.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 33

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

It will be built in two divisions with fire walls and fire proof openings between. It will have a fire proof tinned roof, and metal window frames and wire glass.

In contemplation of the great addition to the capacity of the factory, a new power station is to be erected across Jackson street from the present factory north of the Biscuit Company's plant, where Carr, Ryder & Adams Co. recently purchased three lots. Contracts for this building were let last week and the foundation for the great smoke stack was put in last fall.

This power station will be 40 by 100 feet, and will be a two-story brick building with wide entrance and large windows.

The present plant now covers the entire block between Tenth and Eleventh, from Jackson to Washington Streets and part of the block east. The completion of the new building with other improvements which the company contemplates will give it a plant of solid buildings covering more than two and a half blocks. The plans for the new building are practically complete and the contracts are to be let and arrangements made for beginning work as soon as spring opens up.

The "entire block" reference should read from Washington to Elm Streets. Apparently just half of this planned building was built, the north half being added, using reinforced concrete construction, in 1924 (*Times-Journal*, January 21, 1910).

The year 1910 also marked the first city allowance for carrying overhead pipes across Jackson Street. This feature would and still does typify the district. A year later, in 1911, building #10 was expanded to the north and south with a warehouse to the south and a 40 feet by 100 feet warehouse to the north at a cost of \$50,000 (*Times-Journal*, January 21, October 2, 1910; January 1, 1911; Building Permits).

The company suffered the loss of lumber sheds and lumber in the great fires of May 1911 and April 1915. Losses in the latter, which consumed the entire company lumberyard and 2.5 million board feet of seasoned pine and hardwood lumber, were \$150-175,000 (*Times-Journal*, May 27, 1911; *Telegraph-Herald*, April 27, 1915).

A \$200,000 160,000 square foot storage building addition was built in 1919 and was notable for both its wintertime construction and the fact that a building of this scale was unusual at a time when very little new construction was underway. The contractor was the George Stiles Construction Company, which claimed to be the only builder capable of doing winter building using concrete. Smoky "salamanders" or open stoves heated the new concrete to allow for the concrete to cure. The new building, intended for storage, had a live load rating of 259 pounds to the square inch. The north half of building #3, a five-story reinforced concrete design valued at \$400,000 was built in 1919. The first of three block-long lumber warehouses was built east of Elm Street in 1948 (non-extant, outside of district boundary). The final major building (building #5), an "absolutely fireproof" five-story combination warehouse and factory, was built on the northeast corner of Jackson and 10th Street in 1924. Its completion would add 100 men to the company workforce and its estimated construction cost was \$100,000. A research building was built in 1954 (*Times-Journal*, December 19, 31, 1919; *Telegraph-Herald*, January 4, December 28, 1924).

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 34

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

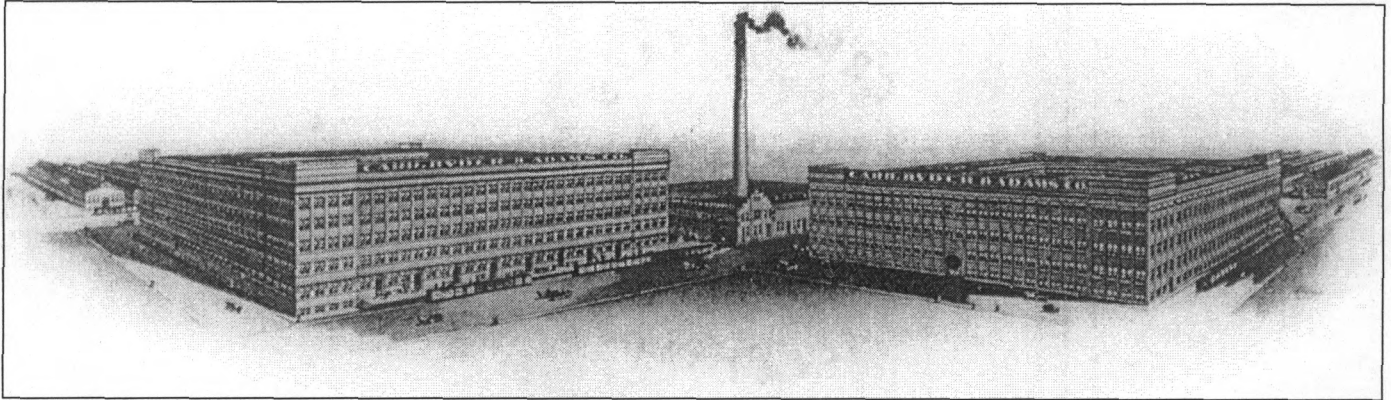


Figure 27: Carr, Ryder & Adams complex, view southeast, 1911 (Gardner, 1911)

As of 1911 the block in the foreground of Figure 27 was completely residential, save for Marshall's boiler plant. The power plant in the center includes Building #10 in the district. The matching raised corners on the two main blocks might have been planned but they were never actually built. The entire block to the left (northeast) post-dated 1909, as did the smokestack and relocated power plant, moved from the far right to the center for the convenience of this presentation. The lumber warehouses (rear left) were also moved and turned so as to be visible.



Figure 28: c.1920 aerial photo, view east
(Dubuque County Historical Society)

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 35

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

Figure 28 depicts the expansion of Carr, Ryder and Adams from its original block (building #9, visible right center) north and northeast. A second full block had been built up and a warehouse and company office had been completed to the west. The old Morrison Boiler Works still stands (just below the diagonal catwalk). The company lumber warehouses are just visible in the upper left corner.

By 1930 the company's product list consisted of "sash, windows, screens, doors, frames, blinds, mouldings, stairwork, cabinet work, panel cases, ironing board cabinets, wardrobes, radiator covers, book cases, breakfast nooks, colonnades, mantels, mantel shelves, porch work and garden furniture." A 400-page color catalog enumerated the product details (*Telegraph-Herald*, April 30, 1930).

The Carr-Ryder and Adams Company was the first to voluntarily adopt the National Recovery Act code of 1933. That code implemented a 40-hour workweek and raised pay scales, in an effort to increase employment nationally. A brief strike against both of the giant millworking companies took place in mid-August 1935. Almost immediately, the employers called upon the governor to call out National Guard troops and Carr, Ryder and Adams placed advertisements for strikebreakers. A total of 1,400 workers were on the picket line but settlement was quickly made with the Farley & Loetscher Company, and all were back at work in just over two week's time (*Telegraph-Herald*, August 6, 1933; August 11, 15, 22, 23, 1935).

During World War II the company, like the American home front, was completely committed to the war effort, both in terms of production and the support of the 118 company employees who were in the service. A monthly "Bilt-Well Serviceman's Bulletin" was issued throughout the war. The bulletin tallied the five employees who died in service, encouraged the writing of letters to the servicemen and otherwise kept employees and servicemen in touch. Special "VE" and "VJ" issues celebrated the milestones in winning the war.

During the war the company provided anything that could be made out of wood. This included 382,000 105 mm howitzer shell crates, 75,000 boxes for 3-inch gun ammunition, and 25,000 foot lockers along with other packing forms and furniture. Building materials also absorbed much of the plant's manufacturing capacity. The company produced 100,000 cello-glass sash and screens for South Pacific building construction, as well as woodwork for such domestic facilities as ordnance plants, the Great Lakes Naval Training Station, naval bases in Trinidad and Newfoundland, hospitals in the Pacific and US, war housing and essential service needs ("Bilt-Well Serviceman's Bulletin," August 1945).

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 36
Dubuque Millworking District

Dubuque, Dubuque County, Iowa

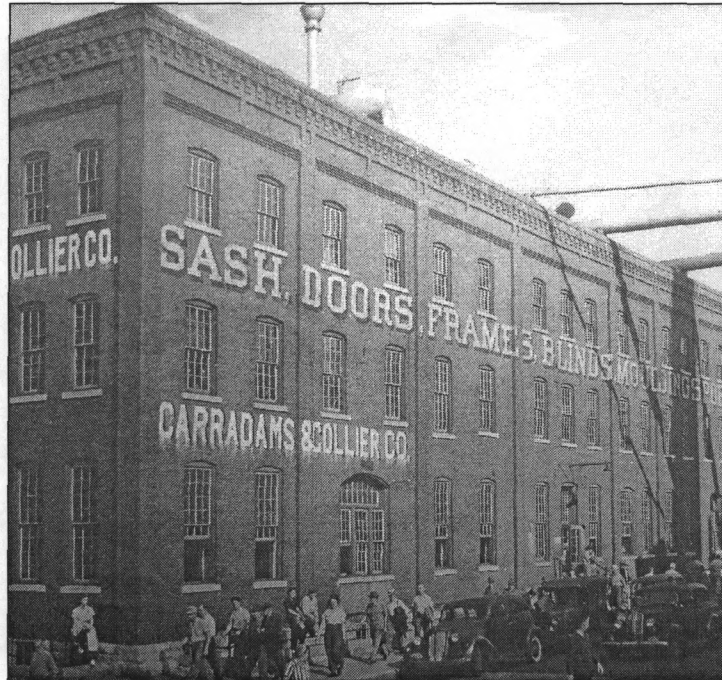


Figure 29: wartime view of the main plant, view northeast
("Bilt-Well Serviceman's Bulletin," July 1944)

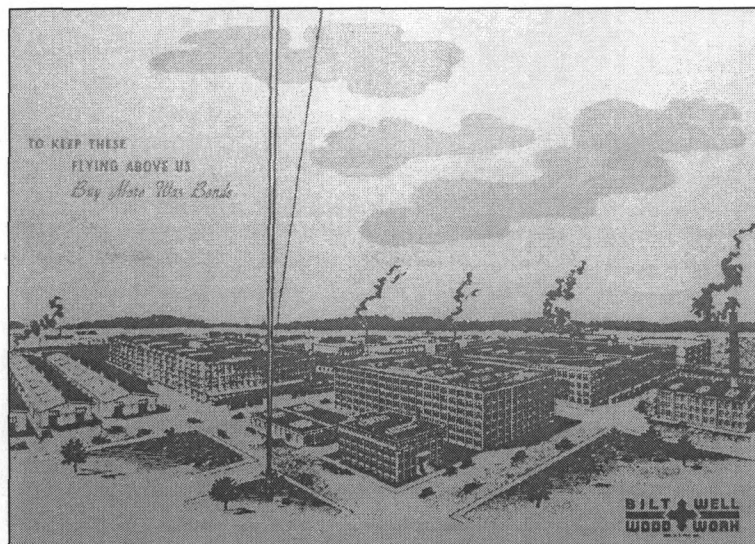


Figure 30: Wartime depiction of the Carr, Ryder, Collier Company, view southeast
("Bilt-Well Serviceman's Bulletin," August 1944)

Figure 30 takes the usual amount of artistic license so as to show all of the company's Dubuque buildings. The buildings themselves are spread out so as to enhance their individual visibility and the lumber storage sheds, visible at the far left, are moved west two blocks and turned so as to depict them as well. Wartime lumber was being shipped to the company from California, Oregon, Washington and Idaho ("Bilt-Well Serviceman's Bulletin," August 1944).

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 37

Dubuque Millworking District

Dubuque, Dubuque County, Iowa



Figure 31: Aerial view of the Carr, Adams & Collier Company plant, view southeast
("Bilt-Well Bulletin," November 1947)

Figure 31, an actual aerial photograph, can be compared to the previous artistic image, Figure 30. This image places the company complex within the urban context. Note that the sloughs associated with the Mississippi River were just three blocks to the east of the district. In this image, # 2 properly places the lumber warehouses well east of the plant (non-extant, outside district boundaries). Otherwise the buildings as shown are those extant today, excluding the massive brick smokestack on the company power plant (#9 in the image) ("Bilt-Well Bulletin," November 1947).

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 38
Dubuque Millworking District

Dubuque, Dubuque County, Iowa

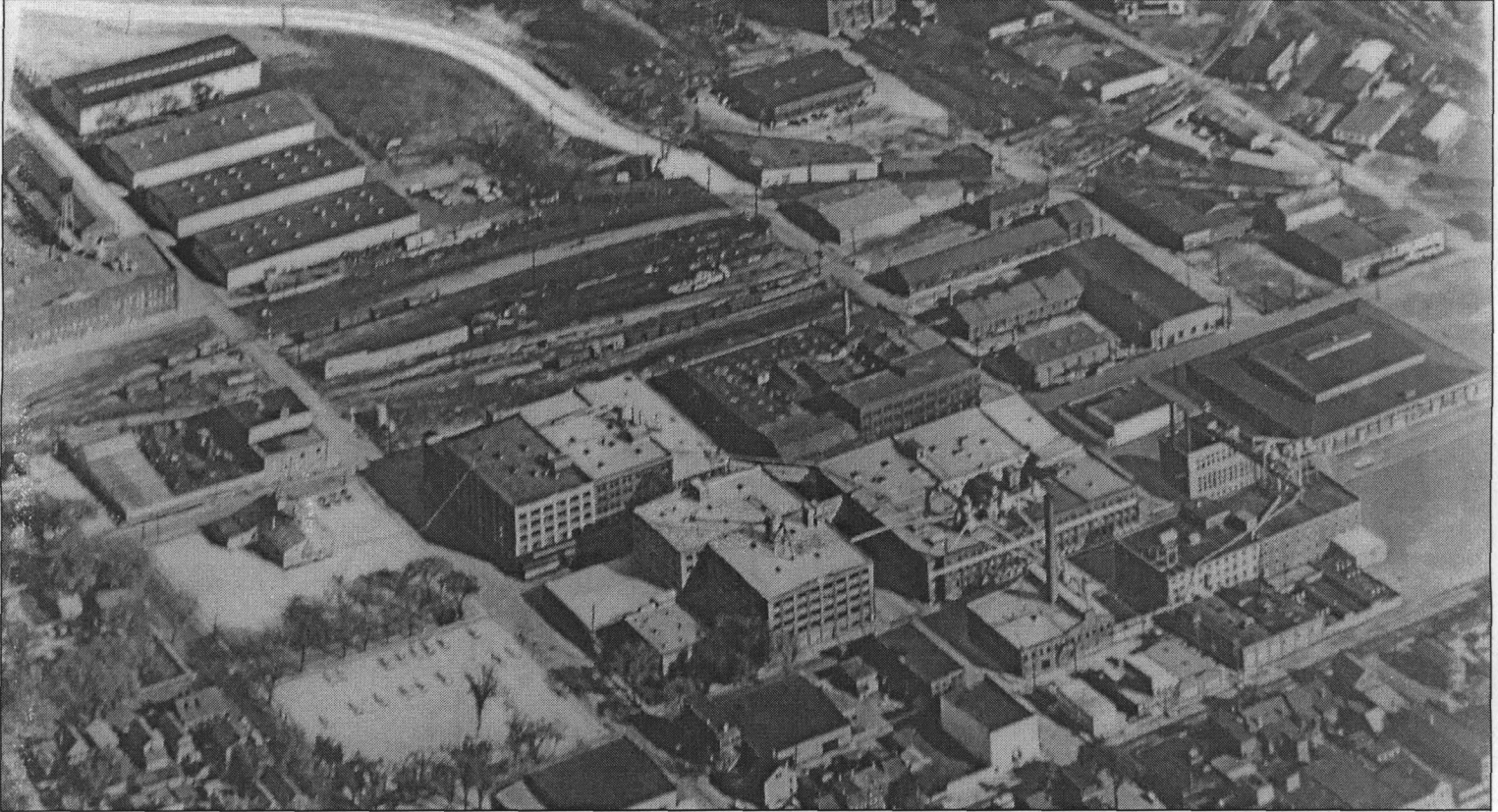


Figure 32: Aerial view, 1950
(Dubuque County Historical Society)

Figure 32 proves that even a photograph can be manipulated if the goal is to depict the company complex without any interruptions. In this example building #18 has disappeared and the company buildings to the south have been moved northward (lower right hand corner).

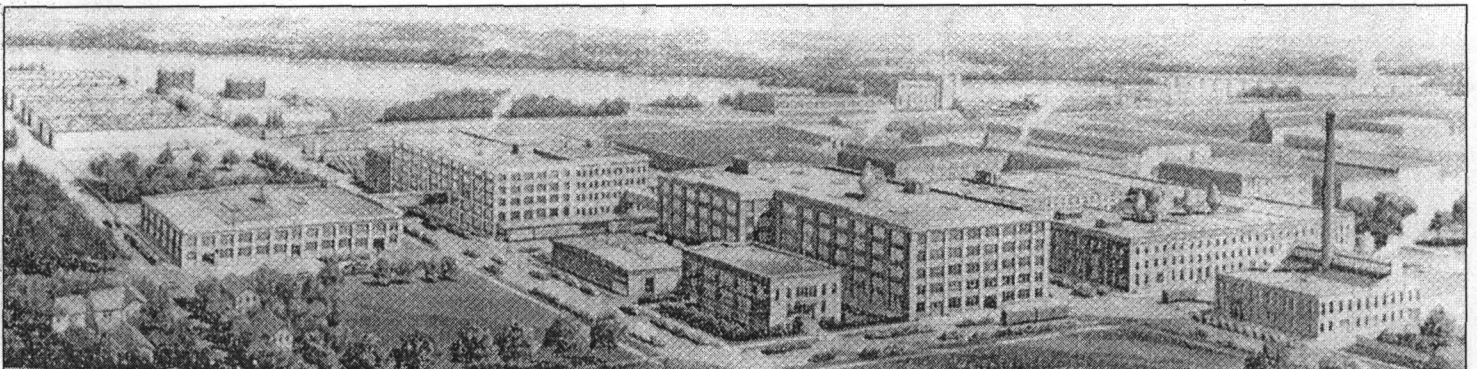


Figure 33: Caradco, 1951, view to southeast
(Dubuque, Iowa, As A Stranger Sees It)

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 39

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

Figure 33 depicts industrial expansion to the north of the plant. The two blocks located north of East 11th Street were completely residential as late as 1950. The image shows the company research center, as it was envisioned in 1951. Built in 1954 it was considerably less imposing than this picture anticipated. The empty block shown in front of the new building was still residential as late as 1962 (Building Permits, Sanborn Fire Insurance Maps).

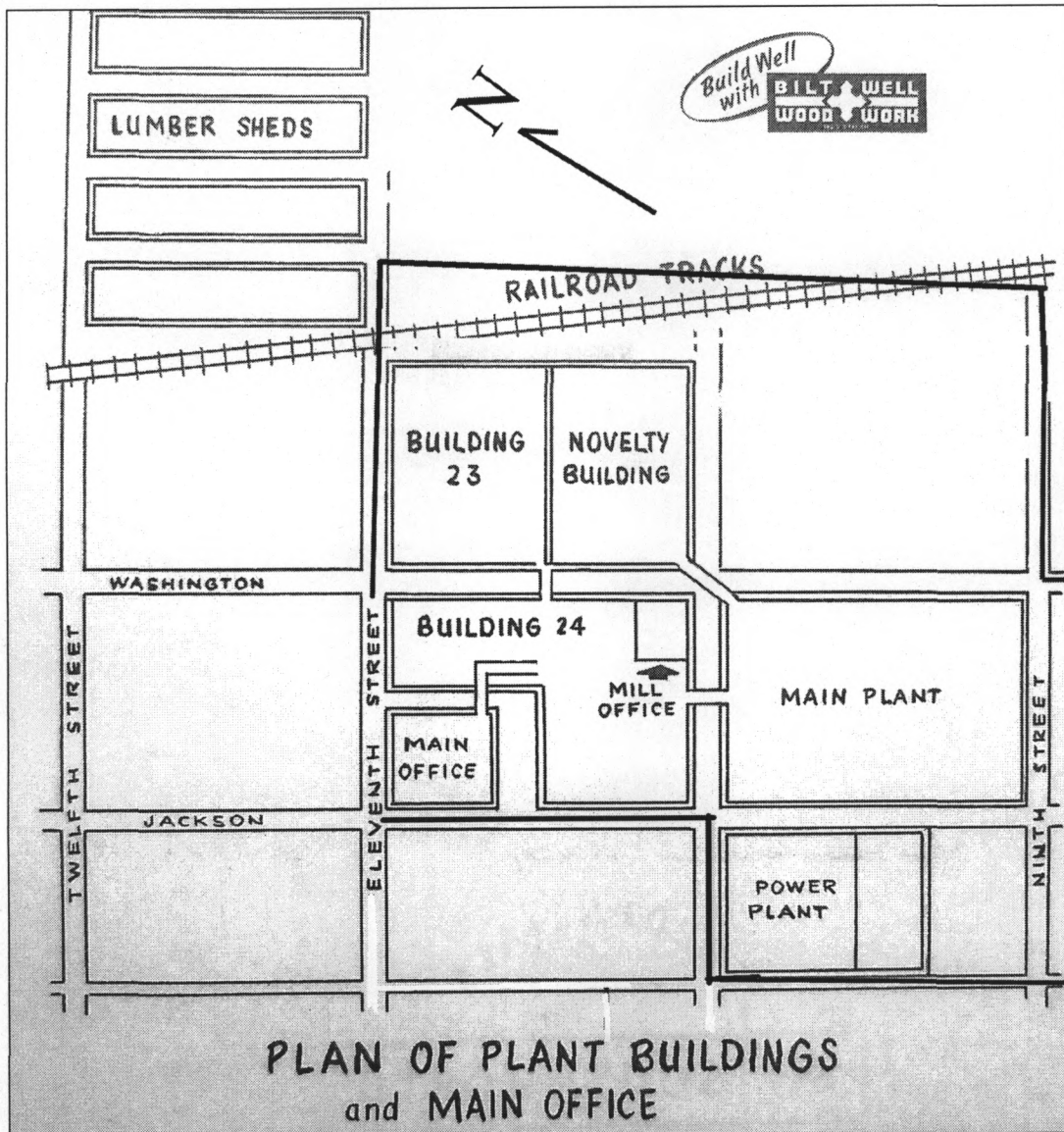


Figure 34: Caradco plant layout (partial district boundary marked with black line)
The third floor mill office area noted in Building #5 has been preserved although enlarged for office use
("Bilt-Well Bulletin," September 1955)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 40

Dubuque Millworking District

Dubuque, Dubuque County, Iowa



Figure 35: Caradco plant layout, aerial view southeast

The proper scale of the research building, north of the plant, and the actual lumber storage area are accurately depicted, also indicated are Caradco's southward expansion using former Farley & Loetscher buildings ("At A Glance," 1966)

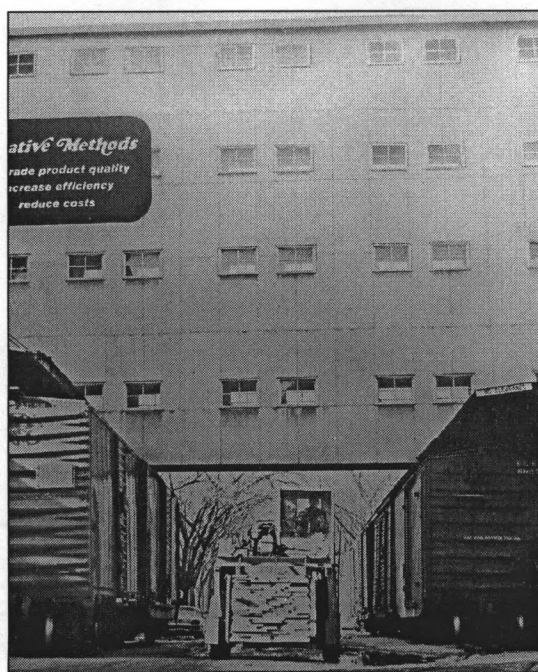


Figure 36: 1909 Washington Street Catwalk, view south, this was before the street was vacated and infilled with a loading dock ("At A Glance," 1966)

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 41
Dubuque Millworking District

Dubuque, Dubuque County, Iowa

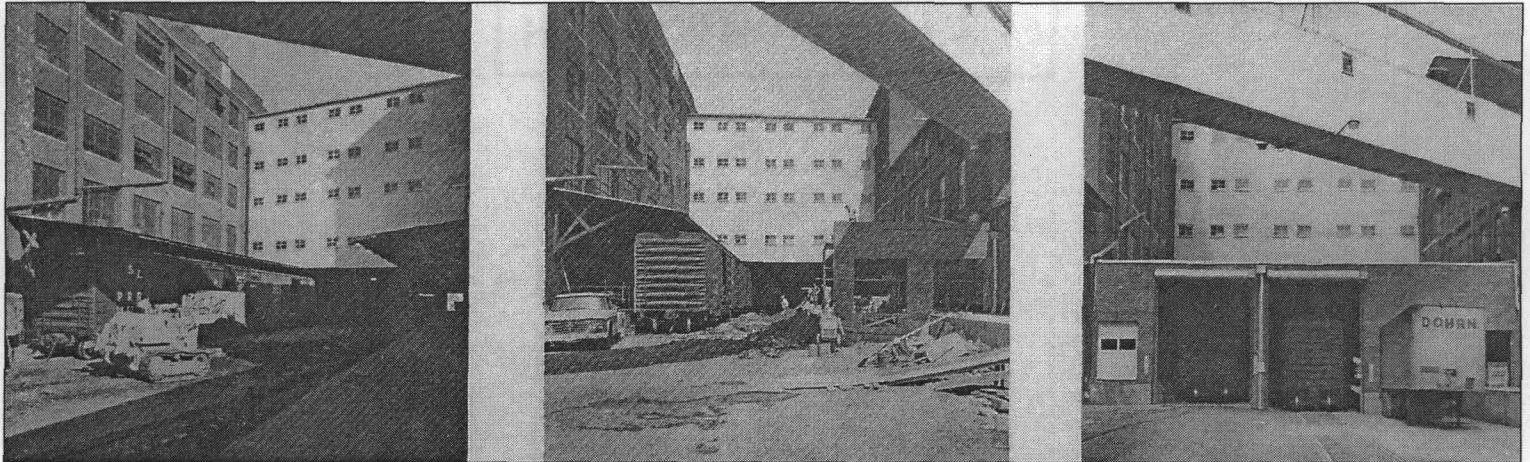


Figure 37: The gradual infilling of the Washington Street Catwalk, 1950-1970
("The Caradco Century," 1970)

Caradco acquired five of the former Farley & Loetscher Company buildings in 1962 and also acquired that company's plastic sheet production patents and facilities. Beginning in 1967, intensive research and development, costing a million dollars, focused on wood fiber as a substitute material for making doors. The first molded fiber door was introduced to the national market in the fall of 1970. The last all-pine door was produced on February 5, 1971, marking the end of an era ("Caradco Century," Vol. #5, Issues #2, 1970, same, 1971, Issue #1).

Farley-Loetscher Manufacturing Company:

The Farley & Loetscher firm was less loath to make big claims in contrast with Carr, Ryder & Engler, but by 1911 it claimed the distinction of having "the world's largest plant of its kind in the world." Its enclosed lumber shed, occupying a full block, was similarly claimed to be the world's largest such structure and Dubuque's largest building up until the construction of the John Deere plant after World War II. A year earlier the *Times-Journal* credited the expanding firm with ten acres of floor space and was "the most modern and best equipped industrial plant in the world for the manufacture of millwork of all kinds...The millwork of this company is found in every state and is favorably known from coast to coast" (*Times-Journal*, June 23, 1910; Gardner, 1911, p. 32).

Farley & Loetscher and Carr, Ryder & Engler produced virtually the same range of products but Farley & Loetscher focused much of their early business on designing, producing and marketing hardwood trim work in addition to making sash, doors, blinds and mouldings. The products from the company were found in the Dubuque-built United States Navy vessels, the *Ericsson* and the *Wisdom*, and comprised the entire interiors of such notable buildings as the Willard Hotel in Washington, D.C. The First and Second Dubuque banks along with innumerable city halls, hotels, post offices (including Dubuque's) and major residences across the country used the company's products. The company was also a leader in recognizing the need to obtain a West Coast lumber source at an early date and Christian Loetscher is credited having "pioneered the use of west coast white pine lumber in 1900." While few details are known about this aspect of company operations, it is known that the company amended its articles of incorporation in January 1903 to increase the capitalization to \$400,000. The move was "made necessary by reason of the fact that the company has large lumber interests in California, which require the addition of more money in order to advance the enterprise." It was also claimed that the growing company successfully penetrated under-served markets in St. Louis and Chicago. In later years the firm was notable for its research and development. It was the first domestic

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 42

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

firm to research and produce a successful particle board (1929-36) and it developed and produced a range of innovative plastic products, including plastic sheeting and even plastic propeller blades during World War II. In 1951, Robert F. Loetscher was the recipient of the annual National Management Association's Executive of the Year Award, the only Dubuque firm to be so honored (*Telegraph-Herald*, January 23, 1903; Lyon, p. 145; http://nmal.us/recognition/National_Awards.html/).

Christian Loetscher (1850-1922) was born in Switzerland and was apprenticed there as a cabinetmaker. He emigrated to America in 1868 and first worked on the Pacific Coast prior to coming to the city in 1872. He first worked for Patch & Waite at 9th and Jackson Streets, a firm that was later acquired by Carr & Austin Company. In mid-1875 he started his own millwork firm in a small space leased from the Key City Planing Mill, located at Jackson and East 8th Street. His solo effort was soon integrated into that of his landlord and in 1879, the Farley & Loetscher Company, and then in 1881 it became the Farley-Loetscher Manufacturing Company (its final name change), with partner Jesse P. Farley (1813-1894). Curiously the company subsequently dated its founding from 1876 (Lyon, pp. 145-146, 269).

Jesse Farley was always the passive investing partner so it was Christian Loetscher who made the company a success, "largely because of his sagacity and foresight, his practical knowledge and executive ability." Loetscher was a national leader in the United States wood working industry and was a notable Dubuque community leader, serving for many years as a Director of the University of Dubuque (Lyon, p. 145; Myers, pp. 64-65; *Portrait and Biographical Record of Dubuque, Jones and Clayton Counties*, p. 195).

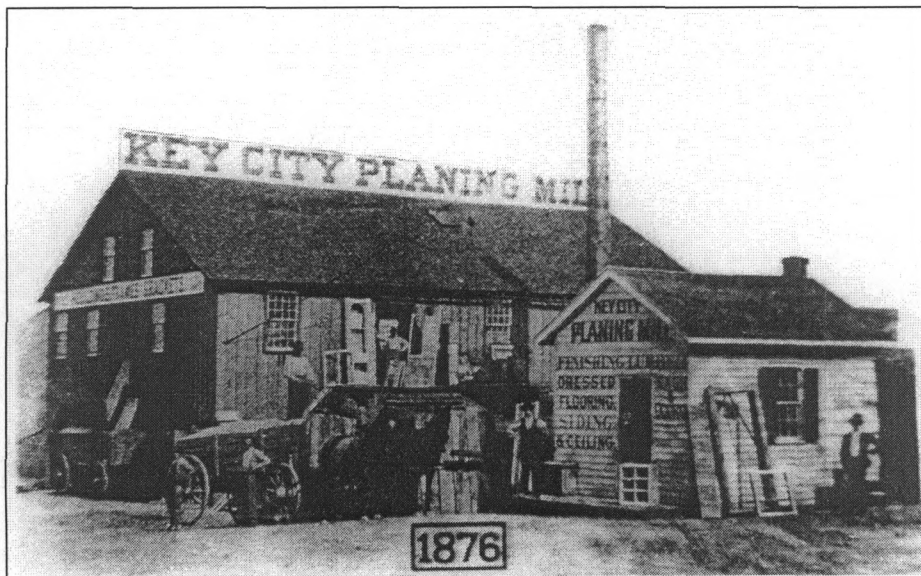


Figure 38: Original Key City Planing Mill
Eighth and White Streets, view southeast (Gardner, 1911)

Figure 38 depicts the first Key City Planing Mill and Figure 39 indicates that a much more substantial replacement building, housing Farley & Loetscher, continued to bear the preceding firm's name on its East 8th Street frontage. The building became the north part of a full-block building (building #13), the west half of which remains extant.

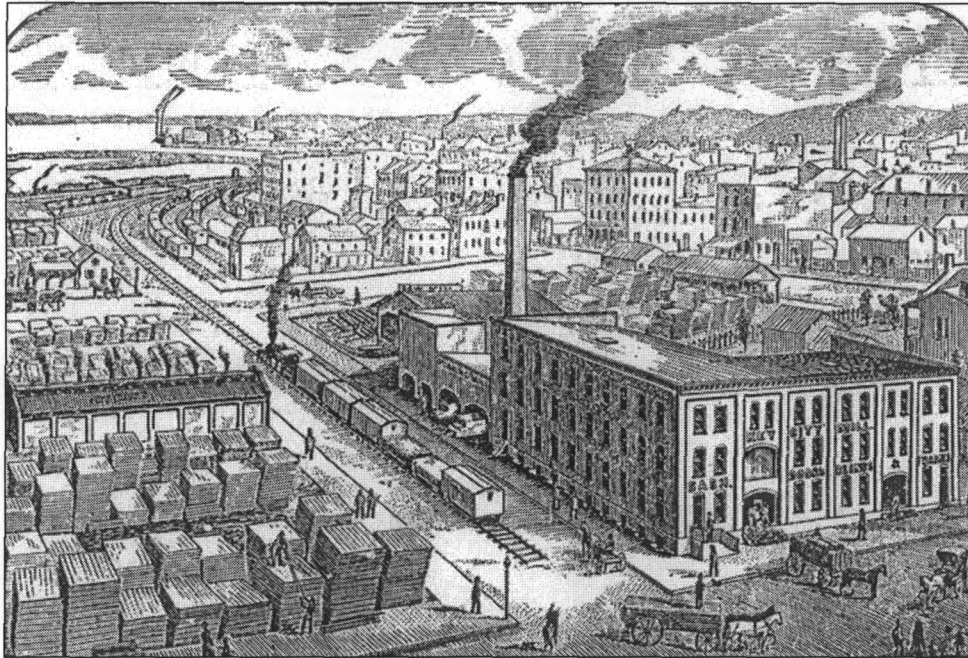
**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 43Dubuque Millworking DistrictDubuque, Dubuque County, Iowa

Figure 39: Farley & Loetscher Manufacturing Company, view southwest
(*Dubuque Trade Journal*, August 21 1882)

Figure 39 depicts the original company buildings. At the south end of the half-block was the \$15,000 planing mill, built in late 1879 to replace the original mill pictured in Figure 38. To the north was a factory that was built just north of the Key City Planing Mill, begun in April 1880. Further north was a warehouse that was built the next spring. The new building actually consisted of two buildings, a factory addition (40 feet by 52 feet, reported as four stories in height but actually was three with a raised basement), that was done by mid-summer and a 100 feet by 50 feet warehouse that was finished in late summer. Another addition, completing the half-block frontage on the east, was constructed in the fall of 1882. The company was far behind in fulfilling its orders even with all of these expansions. At this same time, the first of what would be a solid four-story building was added to the center of the half-block, raising the roof by 24 feet. The company's yards and planing mill were located across Jackson Street to the immediate east of the factory and a railroad spur to the mill was laid in November 1882. By January 1883 the first purchase of the west half of the factory block was made. In September 1883 plans were announced for a three-story addition to be built on the southwest corner of the half-block (*Times*, November 16, 1879; *Herald*, April 18, July 30, 1880; May 20, 1881; August 10, September 7, November 21, 1882; January 4, September 6, 1883; *Die Iowa*, August 7, 1882).

By early 1883 the company's business had expanded to such an extent that it was unable to suffice on lumber that was procured from the several substantial local lumber yards. The company by this time had the will and the wherewithal to solve the problem and one million board feet of "dry upper lumber" was contracted at Wausau and other points in Wisconsin (*Herald*, February 13 1883).

The land on the west half of the factory block provided room for a new and much enlarged boiler room and power plant. The old boilers were relocated to the new plant in late July 1883. Novelty Iron Works produced the new flywheel for the power plant. It weighed 22,000 pounds and was delivered to the plant in early September 1883. The massive new engine was first tested in mid-October (*Herald*, July 25, September 20, October 13, 1883).

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 44

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

Some insights are known about the social aspect of the growing company workforce. When worker J. T. Nowlin died in late 1882, possibly in a work-related accident, one hundred fellow workers collectively purchased a floral wreath for the funeral. In 1883 the entire workforce was conveyed by two canopied omnibuses and a bandwagon to a company picnic that was held at McKnight's Springs (*Herald*, December 16, 1882; August 14, 1883).

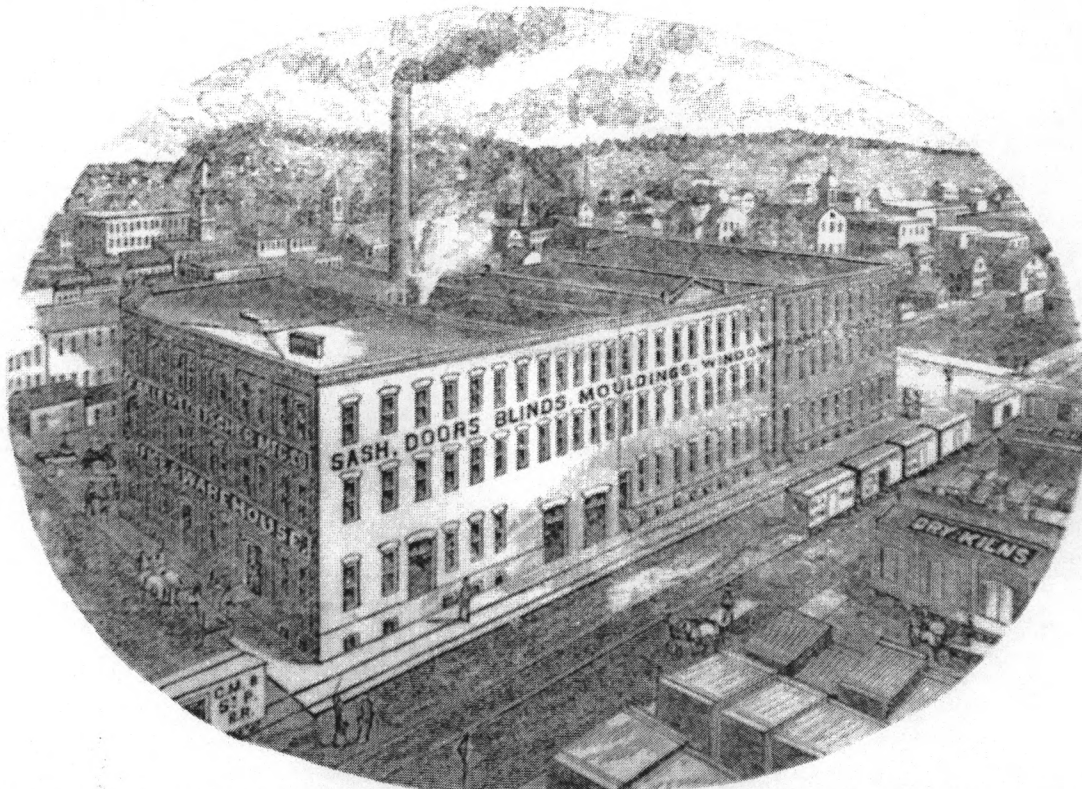


Figure 40: Farley & Loetscher Manufacturing Company, view northwest (cover, 1883 Dubuque city directory)

This view, figure 40, is directed to the northwest, from East 7th and Jackson Streets. The entire half-block has been filled in as has each corner, back to the alley. The new power plant is shown on the west half-block. This entire building is non-extant, and is now the vacant half block to the east of Building #18. It was this building that suffered a \$50,000 loss in an August 1891 blaze. Improvements valued at \$10,000, made during 1892, likely repaired the fire damage (*Herald*, August 19, 1891; December 25, 1892).

When, in 1883, the company secured a trimwork contract for the Dakota territorial capital building, the *Herald* observed that "Dubuque is getting a name in the west for fine work." The company was shipping nationally from an early point, but this particular sale caught local attention and perhaps marked what was a fast growing trend, the development of a national market for the company's products (*Herald*, October 13, 1883).

Even today, the issue of sawdust everywhere, remains a concern. It is in fact almost a defining characteristic of the district. Farley & Loetscher had a particular reputation for producing "shaving dust" and the City Council sent an alderman to look into the matter in the fall of 1897. Alderman Lagen reported back that "the proprietors have promised to use either water or steam to keep the shaving dust from annoying any one." The company was given 30 days to fix the matter. The plant

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 45

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

already had a sprinkler system and that protection saved the factory when the boiler house burned in late March. The boiler roof was partly burned and the boiler room interior nicely scorched, but the factory was spared. Another improvement, made in 1899, was the electrification of the entire factory. The Star Electric Company was contracted to set up an independent electric plant and to wire the buildings for 25 arch lights and 350 incandescent lights. Carr, Ryder and Adams had electrified years before, but the massive Dubuque Brewing and Malting Company had just been electrically lighted a few years after it was put into operation, so that was at least one incentive for Farley and Loetscher. Was increased business the final justification? Did the electric lights allow for more continuous plant operation? (*Herald*, March 24, 1896; September 8, 1897; July 14, 1899).

The company, while no small operation, was just realizing a regional scale of market success by 1894, by which time its market area included Iowa, Illinois, Minnesota, Wisconsin, Kansas, Nebraska, North and South Dakota. The company workforce was 175 workers with two salesmen. By that time, the company's specialty was "producing fine interior house finishing material in all the different kinds of hardwood" commanding "a trade from New York to the Pacific Coast (Portrait and Biographical Record of Dubuque, Jones and Clayton Counties, p. 195; Portrait and Biographical Record of Dubuque, Jones and Clayton Counties, Iowa, p. 126).

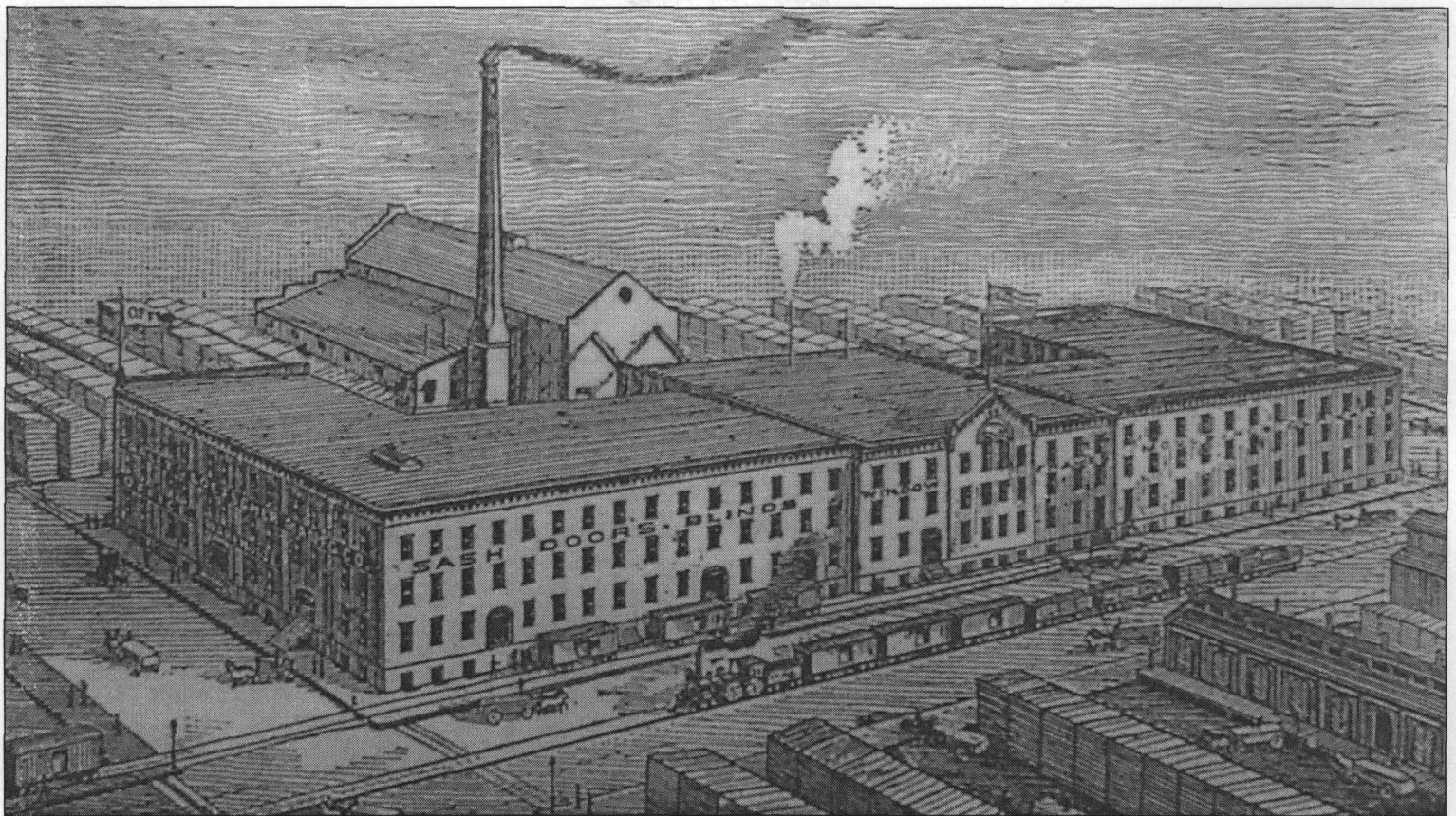


Figure 41: Farley & Loetscher, view northwest, 1887 (*Dubuque Trade Journal*, December 20, 1887)

The national financial panic that began in 1893 served as a brake on the company's expansion. This most comprehensive account of the effects of that depression was offered in 1898 by Charles M. Peaslee, who was writing in *Timberman Magazine*:

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 46

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

...In 1897 some Iowa cities did a very large amount of building, but this year there seems to have been a lull. Iowa has had a rather peculiar record since the panic of 1893. It took two or three years for its people to find out that there has been any panic, and prosperity prevailed while most states were complaining bitterly of business depression ; but in 1895 there began to be some falling off in requirement [of sash, doors, etc.], which was greater in 1896; and even the tremendous spurt of demand in the fall of last year was not so noticeable in Iowa as in most Western states. This year there is a very fair volume of business in lumber, but the sash and door and interior finish trades do not seem to be profiting in proportion. Still the Farley & Loetscher factory has been kept fairly busy all the seasons, and particularly so on stock goods which it has supplied in large quantities to the jobbing trade....(*Herald*, August 26, 1898).

Incendiarism was another obstacle. The first of several lumber fires struck the company in 1899. This one targeted Farley & Loetscher and these losses were severe because they destroyed expensive high quality dried hardwood stocks (*Cedar Rapids Gazette*, April 6, 1899).

The Dubuque *Enterprise* termed the firm as "among the largest manufacturers of fine interior finish, doors, windows, blinds, mouldings and fine mill work in general in the entire country" by 1902. The same source noted that the firm was notable both for its national market and its national reputation for quality workmanship (*Enterprise*, August 10, 1902).

The plant of the company is one of the most extensive of its kind in the United States, comprising, as it does, a mammoth four-story structure, covering an entire block 100 by 225 feet in dimensions. It is needless to say that in the equipment of this immense plant the company have called to their aid all the latest improvements in wood-working machinery (*ibid.*).

A year later, the same source added:

Sash and door manufacturing is one of the leading industries in the city and the great factories of Farley & Loetscher Mnfg. Co., and the Carr, Rider [sic] & Adams Co. each occupy solid blocks and employ between them upwards of 750 men (*Enterprise*, January 24, 1903).

Farley & Loetscher accounted for 350 of this total worker figure, and was the lesser of the two firms at least by that measure. The company plant, enlarged by the addition of a fourth floor, continued to occupy all of one city block (Figure 42).

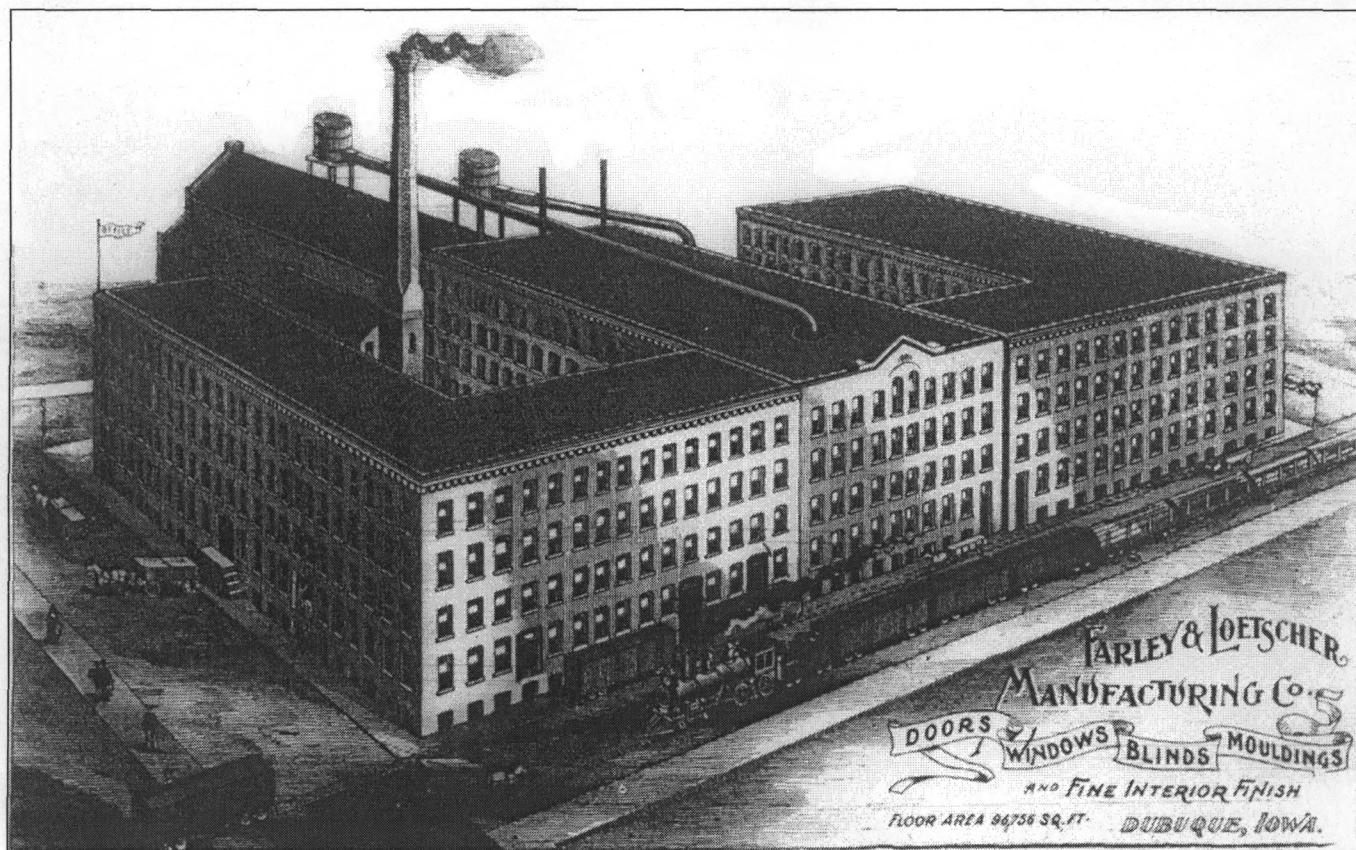
United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 47Dubuque Millworking DistrictDubuque, Dubuque County, Iowa

Figure 42: Farley & Loetscher Manufacturing Company
(*Enterprise*, January 24, 1903)

Figure 42 shows that at some undetermined point, since 1891, the main plant had gained a fourth floor. Recalling that the company had amended its articles of incorporation in January 1903, the capitalization had been advanced to \$400,000. A considerable company expansion followed and most notably, the half-block fronting on Jackson Street, between 8th and 9th Streets, was acquired. The massive three-story Dubuque Linseed Oil Works, unused since 1901, occupied the northern two-thirds of the half block. The new building filled in the south end of the block with a four-story brick building, and very likely added a fourth floor to the oil works building. The exterior façade matched that on the factory block to the south. The core of the linseed oil plant, and particularly its west wall, survive within the enlarged block (Building #13). The City Council passed an ordinance that allowed the company to build and maintain a bridge (26 foot elevation) over 8th Street, linking the two factory half-blocks. They also were allowed to bridge the alley behind the original factory (elevation of 12 feet) and to move the oil plant's Jackson Street railroad switch south 150 feet. This addition prompted the company to term its plant "the largest institution of its kind in the western country and one of the very largest there is." A first for the district was the City Council's approval of a connective catwalk across East 8th Street (Figure 43). The very ornamental design provided connections on the uppermost two floors and used steel framing so as to create a clear span over the street (*Enterprise*, January 24, 1903; *Telegraph-Herald*, March 3, April 13, 1903).

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 48

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

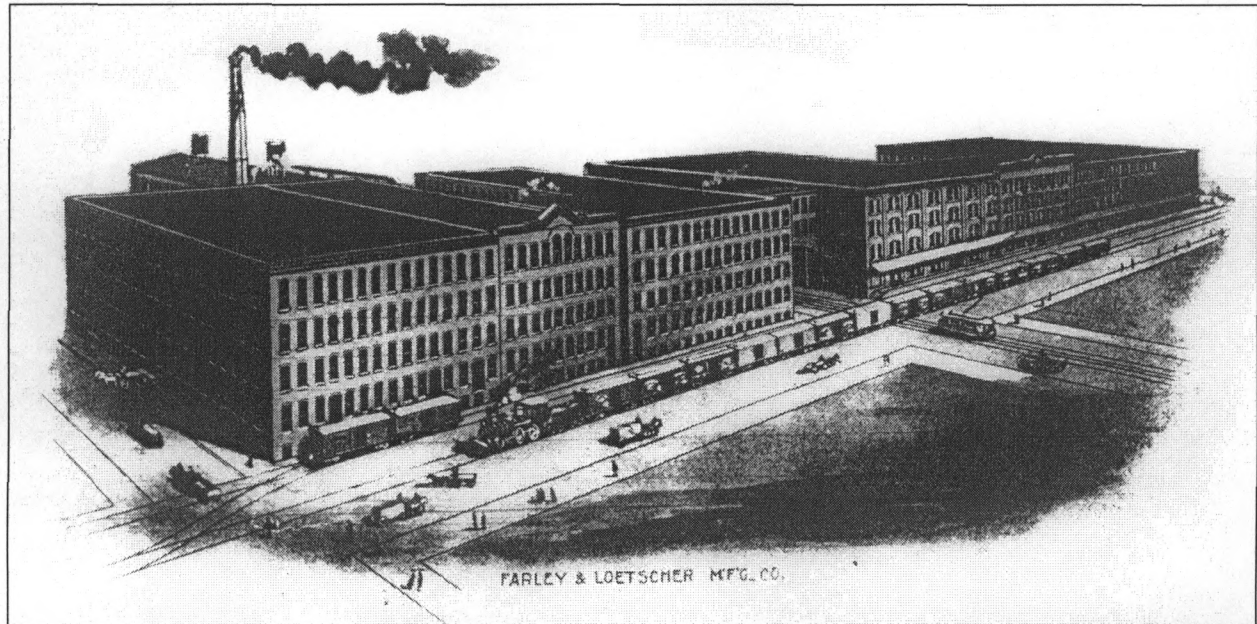


Figure 43: Building #13 to the right, block to the left non-extant (*Enterprise*, June 20, 1903)

Figure 43 depicts the company plant, now doubled in size. The image also depicts the entire factory layout of the company as of 1903. Figure 44 depicts the connective catwalk between the original plant, on the south, and the enlarged former linseed oil plant to the north.

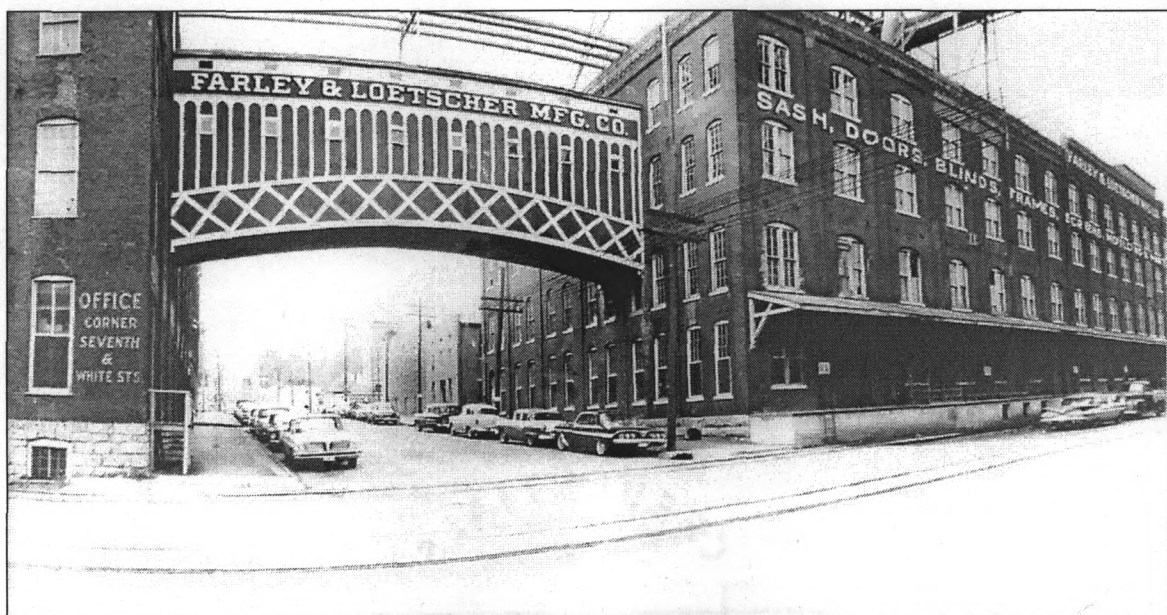


Figure 44: Catwalk, view west (non-extant, demolished 1962)
(courtesy of Tim McNamara, property owner)

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 49

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

Some humility remained in local newspaper circles as of late 1906 when the plant was termed “one of [the] world’s biggest” and it was acknowledged that Farley & Loetscher was “sharing with another Dubuque institution the honor of being the largest sash, door and blind factory in the world...” Anticipating the building work to be accomplished three years later, it was stated that the factory complex “rising five stories in height and covering two whole city squares...entirely without regard to the warehouse which covers another entire square.” In fact, the factory fully occupied two half-blocks, neither of which reached five stories absent counting the raised basements. Five hundred employees and 25 traveling salesmen were also tallied, the exponentially larger latter number representing real progress in growing a national market since the mid-1890s. The *Times-Journal* observed that “whole forests are cut down every year to supply the lumber which this factory uses” and that all of the annual building realized in Dubuque could be supplied with just a fortnight’s production from this factory (*Times-Journal*, September 30, 1906).

The north five-story section of building #18 was built in 1906. The foundation was finished by July 1. The ground floor was faced with Bedford, Indiana, limestone. The building was completely fireproof, with tile sub walls and a brick veneer. The company offices occupied the first floor and the upper floors, devoid of any heavy machinery, were to be used for the finishing of fine products, free from dust. The building was the first local use of the Kahn system of reinforced concrete and it also employed the first gasoline engine powered hoist used in Dubuque (*Telegraph-Herald*, August 5, 1906).

Julius Kahn contributed to the development of reinforced concrete construction by advocating that the nature of the reinforcement was more critical than was the quality of the concrete and its mixing. He developed a system of reinforcement that relied on broad concrete-encased horizontal beams that worked with the reinforced columns. He advocated for this approach in an article titled “A Plea For Reinforced Concrete,” which appeared in *The American Architect* on January 30, 1904. While over-built, his approach enabled the confident construction of massive experimental buildings, the most noteworthy and early being the 15-story Marlborough House, built in Atlantic City, New Jersey, in 1905-06. The Farley & Loetscher building, built in 1906, pre-dated Kahn’s patents by a full year and represents what might have been a first large-scale use of reinforced concrete construction in Dubuque at least (Wafer, p. 8-3).

Four years later, the *Times-Journal* was content to count Farley & Loetscher as “one of the most mammoth industries in the country.” It observed:

...Because such great industries as the Farley & Loetscher Manufacturing Co. are leading the city and its kindred interests to better and more prosperous times through its own spirit of enterprise and determined effort [Dubuque] is forging to the front, greater than ever before...

This architecturally beautiful manufacturing plant covers more than ten acres of floor space, its buildings cover block after block. Its dry kiln and lumber sheds are enormous in size, Streets are artistically bridged as thoroughfares from one department to another, its equipment embraces every known modern design for the accurate and thorough development of finished work...As an entirety the Farley & Loetscher Manufacturing Co. is the most modern and best equipped industrial plant in the world for the manufacture of millwork of all kinds...”

Well there it is, maybe not the world’s largest such plant but the most modern in its equipment (*Times-Journal*, June 23, 1910).

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 50

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

ONE OF THE WORLD'S LARGEST

Farley Loetscher Company Manufactures Sash and Doors on Mammoth Scale

Sharing with another Dubuque institution the honor of being the largest sash, door and blind manufactory in the world is the Farley-Loetscher company, of Dubuque, Ia. Its tremendous size is one of the most impressive facts in the industrial life of Dubuque and accounts of additions and enlargements threaten to become an old story.

The undirected visitor to the factory is practically sure to become lost. Rising five stories in height and covering the two whole city squares the main buildings of the company afford a remarkable amount of floor space and this is entirely without regard to the warehouse which covers another entire square.

Likewise impressive are the facts regarding the number of hands and traveling men. Nearly five hundred of the former and twenty-five of the latter are kept busy throughout the year and in addition an office staff which is larger than the total number of employees in some factories not contemptible in size.

Whole forests are cut down every year to supply the lumber which this factory uses in making doors and sash and in general and special mill work.

Large as it the amount of new building every year in Dubuque, the total here would not keep going the Farley-Loetscher company a fortnight (*Times-Journal*, September 30, 1906).

The next building project, accomplished in 1909-10, added a five-story half-block sized southward extension to the 1906 building on White, 7th and 8th Streets. The new building, costing \$100,000, contained a replacement power plant site and housed finishing rooms that were completely separated from any operating machinery. It also housed the company offices (Fraser, HABS Iowa 31-DUBU-13-AC, Gardner, p. 32).

Great Factory Addition: Farley & Loetscher Mnfg. Co. To Push Work In Spring:

Only the excessive cold weather has put a stop to the work on the great addition which the Farley & Loetscher Mnfg. Co. is building to its plant. This building will cover the entire west half of the block on White, between Seventh and Eighth Streets, and it is one of the very largest factory projects the city has ever had.

The fifty feet fronting on White at the Seventh street corner was built up last year, and is a five story and basement structure. It is the intention to build up the remainder of the block, 206 feet front, the structure to conform to the corner in style and design. This will make a solid five story and basement structure covering the entire east [west?] half of the block. Its dimensions will be 100 by 256 feet. Since the entire east half of the block is occupied by the present factory, the completion of the new building will give the company a factory plant covering a solid block, 220 by 256 feet.

The largest single building under one roof in the city is its lumber sheds and dry house on the block east of the factory block, this being a brick structure also 220 by 256 feet. In addition to these two solid blocks the company several years ago built up the half block on Jackson, from Eighth to Ninth, which is north of the factory plant, with a four story and basement brick building for warehouse and shipping purposes. This plant of two and a half blocks is unquestionably not only the largest factory plant in Iowa, but one of the very largest in the western country.

The new building will be of fireproof construction throughout and is designed for the special purposes of the company.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 51

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

The enlargement of the plant which the new building will effect has made necessary the installation of a complete new power plant, the new smokestack for which is 153 feet high and the largest in diameter of any in the city.

The development of the Farley & Loetscher Mnfg. Co. is indeed marvelous. It was started in 1875, thirty-five years ago, by Mr. Christian Loetscher, the present head of the business, and the genius of its development, and the late Jesse F. Farley, under the style of Farley & Loetscher. Its beginning was indeed modest, it being a planing mill occupying a story and a half frame at the corner of Jackson and Eighth Streets. The first brick building was put up on the site of the frame structure in 1879, and from this has been developed the immense business of today, which takes rank as the largest sash and door factory in the world.

Mr. Christian Loetscher is the president, James M. Burch, vice president and treasurer, and J. A. Loetscher, secretary. These with Messrs. Eugene Ryan and A. A. Loetscher comprise the board of directors.

Mr. Christian Loetscher, who has designed and personally superintended all the building operations and other improvements is giving his personal attention to the new work.

The power plant was built last fall and to make way for the new structure the old smoke stack was taken down and the former power plant dismantled. The corner at Eighth and White street [sic] has been built up one story and a good start has been made on the foundation along White street, so that with the opening of spring the work will be pushed vigorously and it is expected to be complete by fall (*Times-Journal*, January 21, 1910).

Incendiarism reared its nefarious head big-time in mid-April 1910. Two major fires broke out within hours of each other, destroying the Julien Hotel and consuming ten acres of dried lumber owned by the Standard Lumber Company, located at the foot of 7th Street. The threat of loss was far greater than lumber alone. The *Waterloo Reporter* observed:

..To the west, southwest and northwest is located the principal manufacturing district of the city—the plants of the Farley, Loetscher, the Carr, Ryder, Adams company, both sash and door manufacturing establishments covering several blocks, each with plants worth hundreds of thousands of dollars and filled with and surrounded by highly inflammable material. This district seemed in greatest danger for a time but at the time of writing it was thought it might be saved if the wind kept to the north.

The fires returned a year later and destroyed the city's lumber milling industry forever. The Farley & Loetscher Company escaped the massive losses suffered by Carr, Ryder and Adams, which lost its lumber stores. Farley & Loetscher next suffered losses, two employee deaths and one serious injury, when its shaving shed exploded in April 1917, with a loss of \$25,000 to the firm. The plant closed and 700 employees were put out of work while the damage was repaired. A year later the engine room exploded killed two and injured three others. A freak windstorm in late April 1921, tossed lumber piles against the company's office building breaking over 25 windows (*Waterloo Reporter*, April 12, 1910; *Iowa City Daily Citizen*, April 10, 1917; *The Renwick Times*, April 26, 1917; *Waterloo Courier*, February 21, 1918; *The Oelwein Daily Register*, April 26, 1921).

By 1911 the company was using "Quality-Bilt" as its brand imprimatur. There were two branch factories, located in Des Moines and in Sioux Falls, each being separately incorporated. This was the year of labor unrest across all of the millworking plants. The ten-month long strike, involving in excess of one thousand workers, has been described previously (Gardner, p. 32).

Figure 45 represents a rather creative inflation of the company buildings as they appeared in 1911. The image better depicts the aspirations of the company than it does the actual building layouts. Ostensibly the two full half-blocks that fronted east along Jackson Street are presented, with all of the other company buildings being conveniently tucked behind them to the west (www.Dubuquepostcards.com).

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 52

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

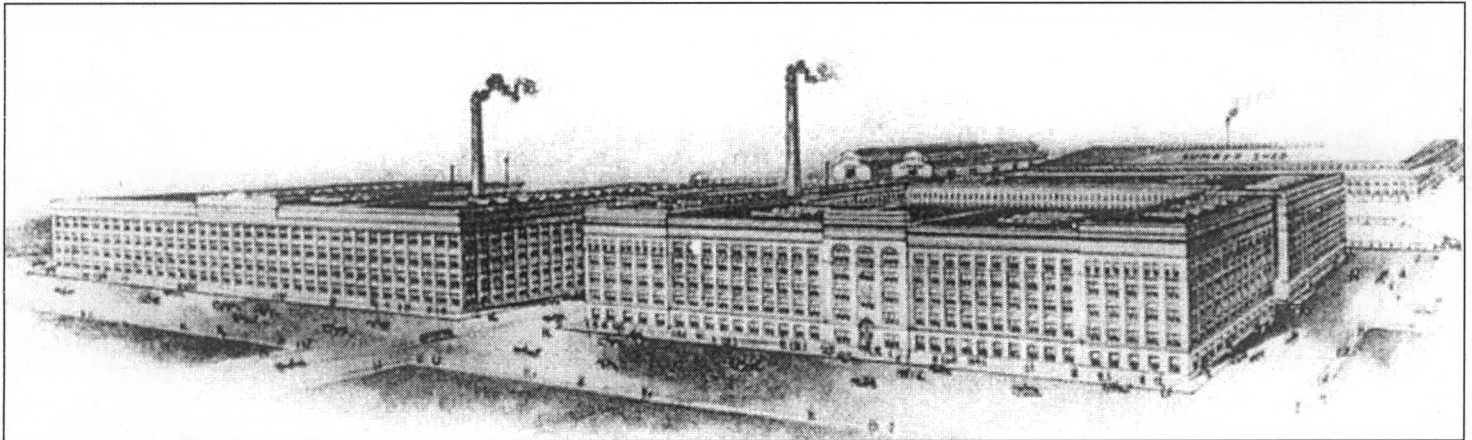


Figure 45: Farley & Loetscher Manufacturing Company, 1911, view northeast (Gardner, 1911)

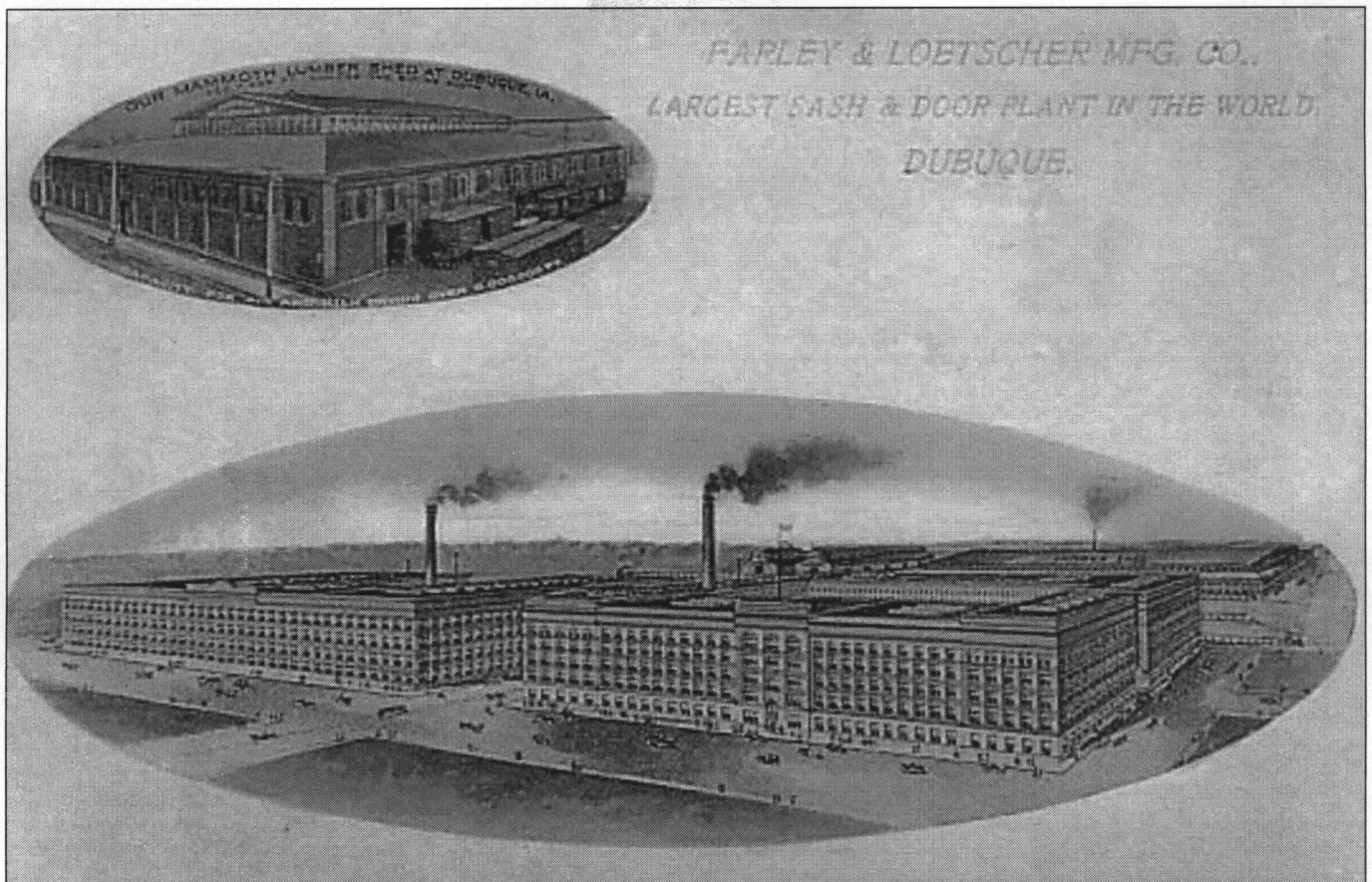


Figure 46: Postcard, Farley & Loetscher lumber shed insert at the top and an overview, view northeast (www.Dubuquepostcards.com)

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 53

Dubuque Millworking District

Dubuque, Dubuque County, Iowa



Figure 47: Construction of the south portion of building #18, 1910, view southeast from White and 7th
(*Telegraph-Herald Photo Archives*)



Figure 48: Farley & Loetscher Company, completed building #18, view northeast, c.1912
(Loras College, Center for Dubuque History, Photo 312)

In 1917 the company expanded southward, building a seven-story \$200,000 reinforced concrete warehouse that occupied half of a block. A three-story enclosed catwalk connected the new building across East 7th Street to the original plant. A block-long loading platform was built between the railroad tracks on Jackson Street, immediately east of the new building.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 54

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

Save for the 1948 power plant, this would be the final installment in Farley & Loetscher's physical expansion and development (*Times*, January 1, 1918; Building Permits).

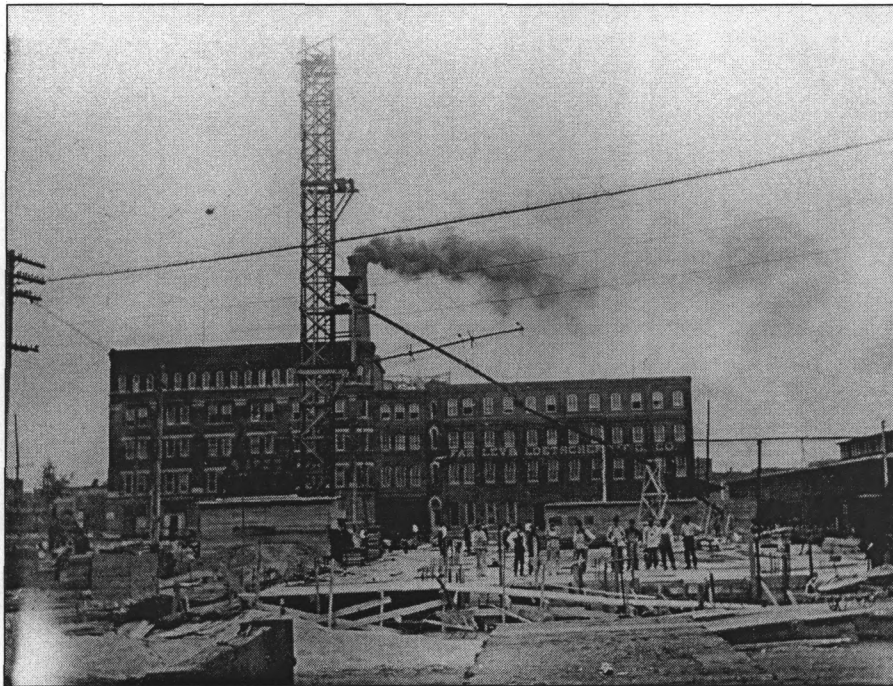


Figure 49: Construction of Building #19 in the foreground, building #18 left background, 1917, view north (Telegraph-Herald, Photo Archives)

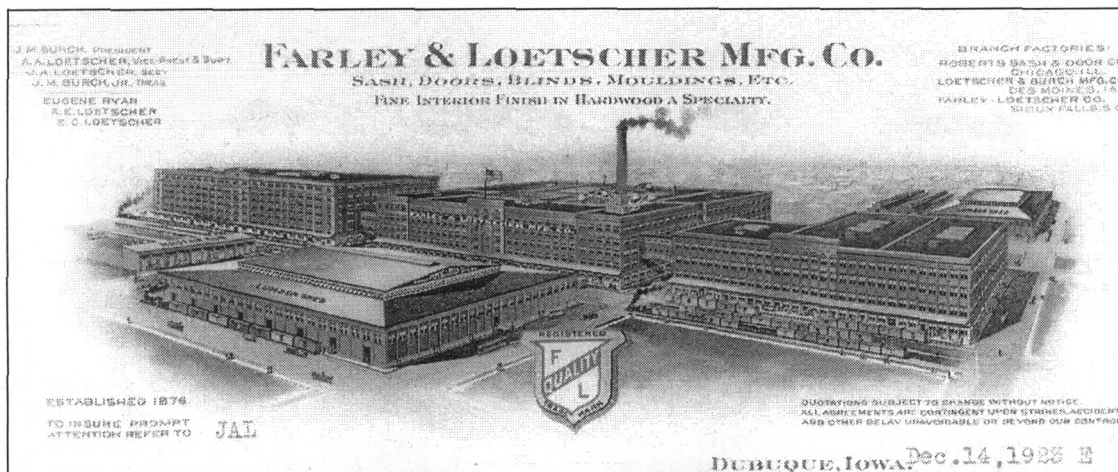


Figure 50: A reasonably accurate depiction of the overall plant, the buildings at the upper right are actually located on the west half block behind the main building, and the latter, was not yet a full-half block deep, let alone a full block as shown (Company letterhead, 1923, courtesy Dale Wiegand, Dubuque Sash & Door Mfg.)

This c.1922 view (Figure 50) of the company complex documents the high point of its development, save for the power plant that came several decades later. This view is to the southwest from East 9th and Washington Streets. The lumber shed and

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 55Dubuque Millworking DistrictDubuque, Dubuque County, Iowa

other buildings shown to the west of White Street are not documented by any Sanborn Map and likely represent buildings that were located elsewhere.

Christian Loetscher, the company founder died in mid-1922 and was eulogized in the company newsletter, titled the "Re-Saw." This publication noted that the company was by this time "one of the largest sash and door and exclusive millwork manufacturing concerns in the country." There were three branch factories (Sioux Falls, Des Moines, and Chicago, where two millwork factories were consolidated) and company employees now numbered nearly one thousand with a sales force of 15. Christian Loetscher's role in securing white pine lumber for the company was credited to his initial residency on the West Coast when he first immigrated to the United States. He was credited with being the first to experiment with using coastal pine for producing stock doors and windows, giving Farley & Loetscher an advantage over those mills that were dependent upon local depleted timber sources. Loetscher was also credited with being both the architect and contractor for all of his buildings, now covering a total of 15 acres with its total floor space. A brother Andrew A. Loetscher (1857-1925), died just three years later. He had risen from being the company's first employee to its vice president and superintendent. John A. Loetscher (1873-1954), the son of Christian Loetscher, became the company president in 1927 (following J. M. Burch who served as president for 20 years) and "under his leadership [the company] obtained a leading position in its line" and it was stated that the company's buildings' interior space covered an equivalence of 23 acres (or 21 acres per the Re-Saw of 1944. It was in 1927 that the company had its largest number of employees, reported to be 1,250 workers ("Re-Saw," May 1922; March 1925; *Telegraph-Herald*, January 12, 1962; 1944, No. 3; 1951, No. 1; Social Security Death Index).

By the end of 1930 Farley & Loetscher operated their three branch factories and had distributor warehouses at Salt Lake City, Kansas City, Missouri, Rockford, Illinois, Washington, D.C. and Atlanta. Large wholesale distributors were also located in 30 major cities and otherwise across the country (*Dubuque Business*, December 1929, p. 11).

The 1930s witnessed the hard economic times of the Great Depression. The company struggled to avoid layoffs and on March 31, 1938, finally made Saturday a full holiday to reduce labor costs. Some indications of an improved economy and more new construction had simply failed to improve sales. One industrial development was the appearance of the first manufacturing company that specialized in producing cabinet hardware, the American Cabinet Hardware Corporation, of Rockford, Illinois, founded in 1928. Farley & Loetscher was one of its largest initial new customers. Farley & Loetscher added a Plastics Division in the late 1930s, and that division produced laminated plastics. Its products were produced under the patented brand of Farlite. The plastics laboratory and production site were contained within new single-story buildings (building #17) built in 1924 at White and East 9th Streets. The Company also experimented with particle board beginning in 1929. A broader product line was also introduced, one that added rolling garage doors and complete kitchen cabinet sets (*Telegraph-Herald*, January 12, 1962; "Farley & Loetscher Bulletin," March 31, 1938; <http://www.fundinguniverse.com/company-histories/Amerock-Corporation-History.html>).³

The role of the company during World War II is less well understood. As already noted, plastic three-bladed airplane props were produced and one of these props was long on display at the plant site. Company salaries were frozen in late 1944 and the company struggled to find a way to provide bonuses or to increase salaries. There were several improvements made during the war years and in the late 1940's. Four underground tanks were buried along Jackson Street at the southwest corner of its intersection with East 9th Street in 1942 and the alley to the east of building #18 was vacated and infilled in 1943 and a

³ The list of company millworking corporate customers, in addition to Farley & Loetscher also included the following firms: Boro Wood, Curtis, Del-Mar, Geneva Modern, Hot-Point, Kitchen Maid, Lyon, Morgan, American Central, Mutschler, Shirley, Coopes Inc. and Youngstown Steel (<http://www.fundinguniverse.com/company-histories/Amerock-Corporation-History.html>).

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 56

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

new rail spur was laid to that point three years later. In 1948-49 a pipe bridge was built across the same street when the new company power plant was finished ("Farley & Loetscher Bulletin," December 15, 1944; Building Permits).

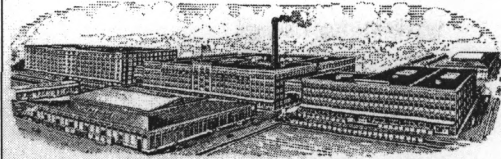
<p>FARLEY & LOETSCHER MFG. CO. DUBUQUE, IOWA</p> <p>APEALING design, fine craftsmanship and consistent quality have established the enviable reputation of "Qualitybilt" Woodwork and "Farlite" high pressure laminated plastics. Our modern plant offers every facility for rapid and economical production of these high quality materials.</p> <p>Established 1875</p> <p>Over 21 Acres of Floor Space</p>	<p>FARLITE REG. U.S. PAT. OFF.</p> <p>LAMINATED PLASTICS DECORATIVE SHEETS COMPREG INDUSTRIAL STOCK PUNCHING STOCK GEAR STOCK TABLE TOPS SINK TOPS COUNTER TOPS POST FORMING STOCK ENGRAVING STOCK</p>	<p>Qualitybilt WOODWORK REGISTERED</p> <p>SASH DOORS FRAMES BLINDS SCREENS STORM SASH MOLDINGS TRIM CABINET WORK STAIRWORK FRONT ENTRANCES BASEMENT SASH UNITS "DELUXE" KITCHEN UNITS "UNIPAK" CASEMENTS "GLIDE-AWAY" STAIRS "UNI-ROL" GARAGE DOORS "FARLO-VENT" UNITS "FARLO-SEAL" WINDOW UNITS "E-Z-GLAZE" PUTTYLESS SASH "NON-SAG" SCREEN DOORS</p>
		

Figure 51: Farley & Loetscher Ad, 1948-49 (Directory of Dubuque Manufactures, c.1948-49).

Figure 51 nicely itemizes the range of company products as of the late 1940s.

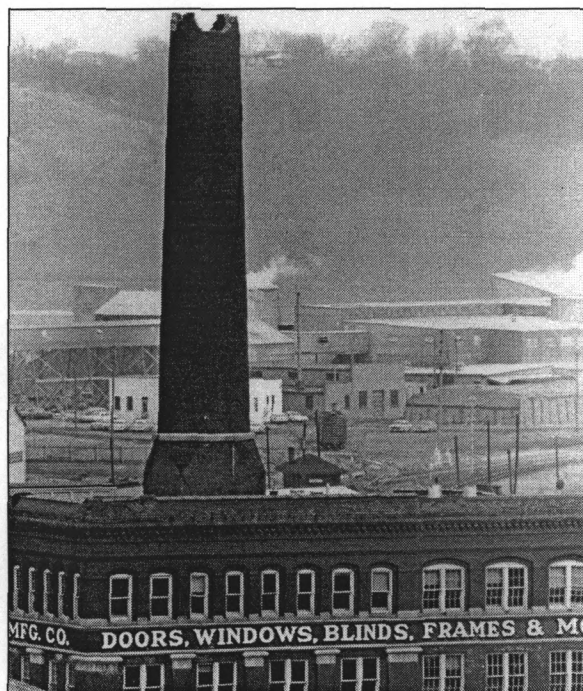


Figure 52: Removal of the Farley & Loetscher chimney, c.1962, view southeast (Telegraph-Herald Photo Archives)

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 57
Dubuque Millworking District

Dubuque, Dubuque County, Iowa



Figure 53: Dubuque Makes the Most of the Closing of Farley & Loetscher
(*Telegraph-Herald*, January 12, 1962)

Farley & Loetscher sold off its plastics division to the Durel Company in 1960 when it was acquired by Clear Fir Sales Company, a Springfield, Oregon, trust. The company workforce had dwindled to about 500 when the Dubuque plant was finally closed in mid-January 1962. Caradco absorbed its holdings and some of its employees. The company name, Farley & Loetscher survived the closing, being represented by the 25 Midwestern lumberyards that continued to operate under the old corporate title (*Telegraph-Herald*, January 12, 1962; Lyon, pp. 145-46).

Iowa Iron Works:

This firm had its origin in 1851 as Farley, Rouse and Company. Hammond Rouse (1824-1885) came to the city that spring and he partnered with local capitalist J. P. Farley. Rouse is credited with founding the first iron works manufacturing business north of St. Louis. In 1858 Rouse took full control of the company and it was re-titled Rouse & Williams and then Rouse & Dean in the early 1860s. By 1867 it was sub-titled the "Iowa Iron Works." The company was adding a new building annually by that same year, the one for that year measuring 70 feet by 80 feet. The new wing completely filled the block that the company occupied. Pilfner Brothers laid the stone foundation and 750 cubic yards of fill was hauled in to place the site above the highest flood stage level. N. Heeb furnished 145,000 bricks and Woods & Sellers did the brickwork. Lumber totaled 60,000 board feet. F. Kammuller built the metal roof. Partner George Dean died in early 1873, necessitating a reorganization but the name "Rouse and Dean" was still in use a year later. By 1874 the company was capitalized at \$100,000 and employed

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 58

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

75 hands with an annual payroll of \$30,000. Products included boilers, steam engines, iron yachts, water wheels, steam fittings, steamboat castings, mill equipment and cast iron architectural columns and storefronts. As of 1884 this firm occupied an entire block to the northeast of East 9th and Washington Streets. It was at that time formally incorporated as the Iowa Iron Works but that title was used well before that time (1884 Sanborn Map; *Herald*, May 1, 1867; March 14, 1873; *Daily Times*, January 1, 1874).

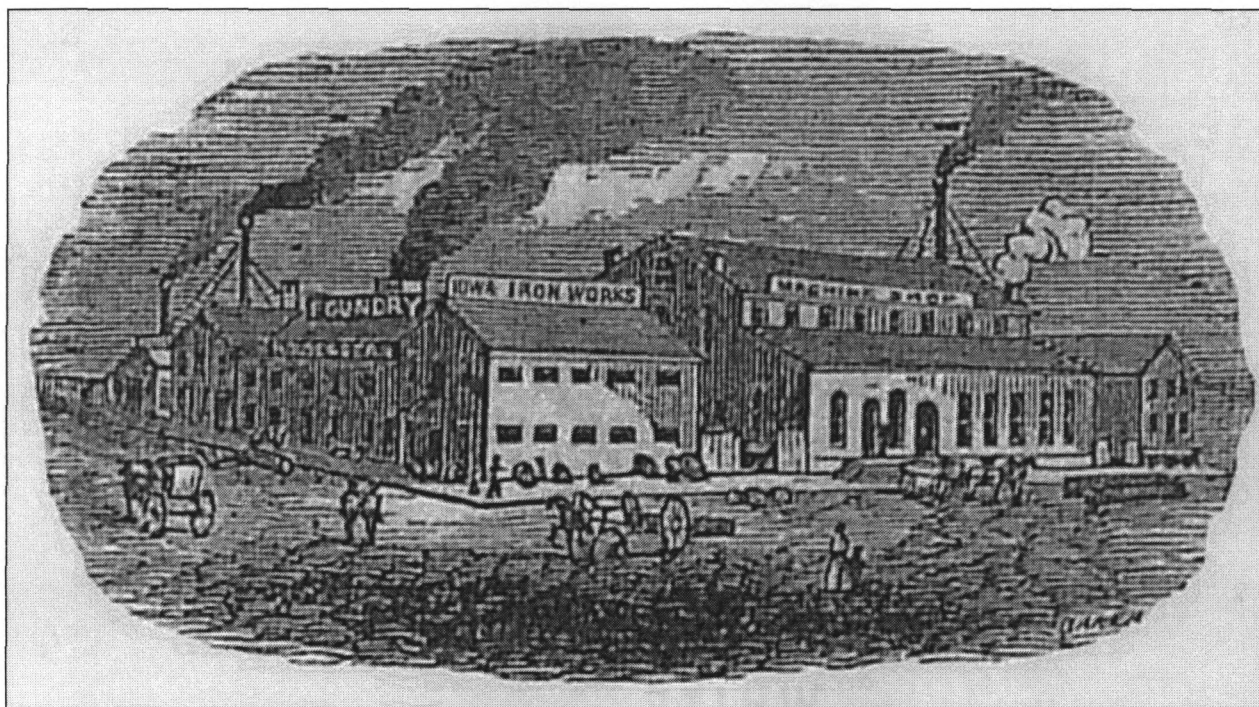


Figure 54: Iowa Iron Works or Rouse and Dean, view north (*Herald*, May 11, 1867)

The machine shop, pictured in Figure 54, might be the new building erected in 1867, although this seems unlikely, given that the building was just being finished. The same building arrangement is, however, depicted in Figures 56 and 57.

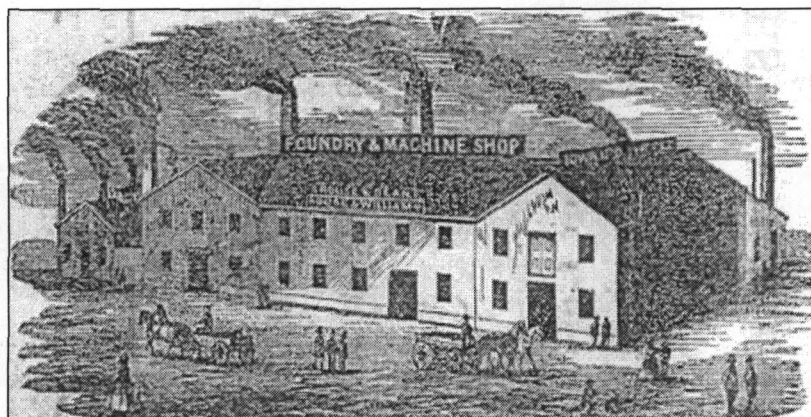


Figure 55: Iowa Iron Works, undated *Gazetteer* advertisement, view northeast, c.pre-1872
(Tigges and Schaffer, *Images of Dubuque In the 19th Century*)

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 59Dubuque Millworking DistrictDubuque, Dubuque County, Iowa

Figure 55 shows the 1867 addition to the east of the Washington Street array of three buildings. Figure 56 shows the identical buildings from an aerial perspective, and clearly the block is not substantially built up. Neither buildings #7 or #8 are present as of 1872. The former would occupy the uppermost corner while the latter would occupy the lowermost corner. Other sources date one or both to the founding of the company in 1851 but this source, deemed to be very accurate, shows neither (Fraser, HABS, Iowa-31-Dubu-12-AR).

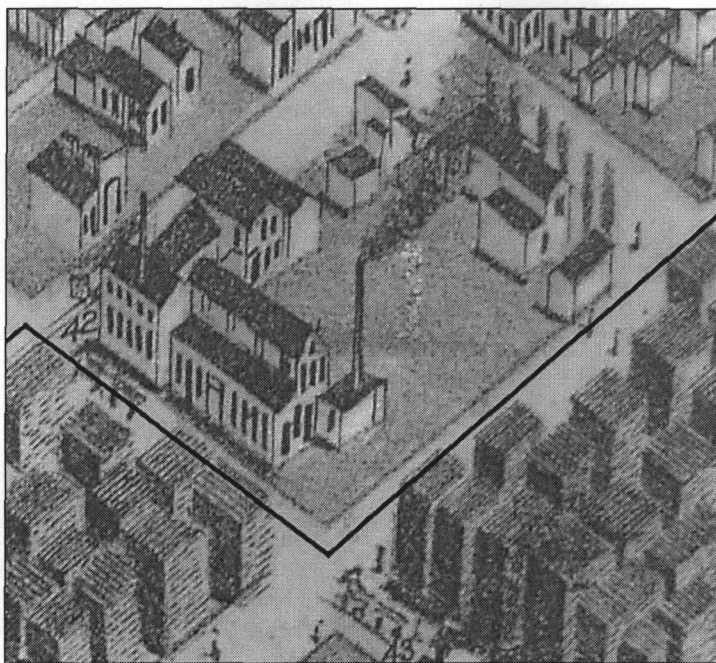


Figure 56: Detail, 1872 Birdseye View, view northwest

A major expansion took place in mid-1880 along Washington Street, between 9th and 10th Streets. A number of buildings were removed to make way for new ones. The improvements continued into the next year when local architect Fridolin Heer prepared plans for a factory addition (Buildings #7, #8?). The new building, requiring 600,000 brick, was begun in April 1881. Finished by the year's end, the *Herald* rated the improvements, saying "The new buildings of the Iowa Iron Works are a credit to the city." The 1881 improvements included a doubling of the foundry and the construction of "a solid brick front...from Ninth to Tenth Streets, on Washington." Building #7 was part of this building effort. The work of improvements continued in 1882 with the addition of two more boilers to the power plant. One of the new 1882 buildings was apparently thrown up rather hastily. The newspaper reported in late December "Yesterday the pattern makers in the Iowa Iron Works, who have been stationed in one of the new buildings were transferred to their old quarters as it is feared that the outer wall of the new building will give way" (*Herald*, March 16, June 9, 1880; March 1, October 15, 1881; October 15, December 23, 1882).

Ninth Street, between Washington Street on the west and the C. M. & St. Paul Railroad tracks to the east, was barely a street as of 1882. The street was so low in elevation that 2,933 cubic yards of fill was needed to level it prior to grading and macadamizing it. The cost was high and the timing was bad. While it was the policy of the City to improve Streets, bearing the full cost, to support its "large manufacturing establishments," the City Council's Committee on Streets noted that "the expenditure of so large a sum at this time for any improvement not absolutely necessary is incompatible with the financial situation of the city's finances and contrary to the present endeavors of the

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 60

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

council in attempting to lighten the burden of taxation upon the people.” The Committee also noted “The improvement is especially desirable to the proprietors of the Iowa Iron Works, in order to enable them to complete their Ninth street front, and to put the sidewalk and street in a proper condition to accommodate their business.” The compromise was to surface only that part of the road between Washington Street and the alleyway to the east of it (*Herald*, June 6, 1882).

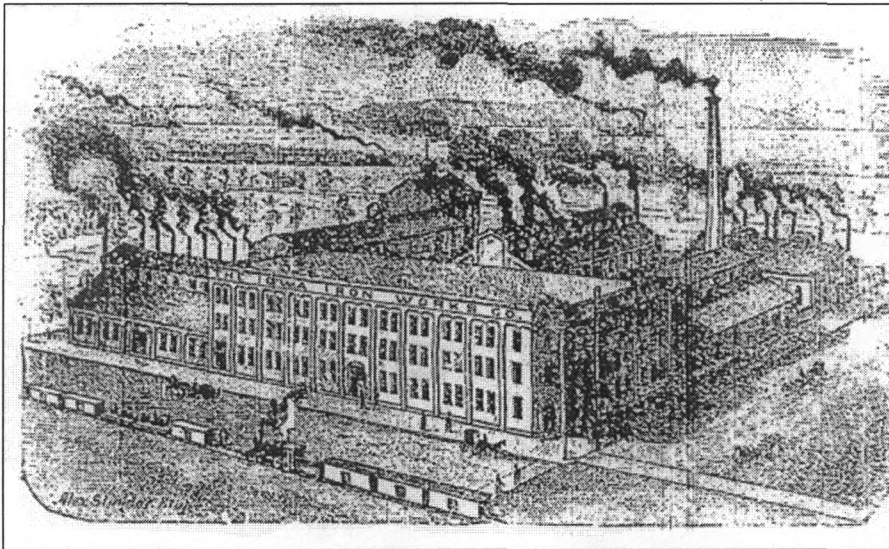


Figure 57: Iowa Iron Works, view northeast from East 9th and Washington Streets *Dubuque Trade Journal*, April 20, 1884), the building at far left survives as Building #7, that at far right as Building #8 (lower story only)

By 1880 the firm was regarded as one of the principal city industries and it acquired local prestige when it provided much of the cast iron work and metal cornices for the growing downtown. The firm as of 1880 employed 60 men and had an annual product of \$75,000. It was already regarded as the oldest iron working firm upriver from St. Louis. Rouse retired in 1880 and J. McMurchy replaced him, the firm being Dean, Hopkins and McMurchy. In 1881 it incorporated with a capitalization of \$150,000. By 1883 some of its buildings were three-stories high with a total of 58,000 square feet. During 1883 the firm built three massive boilers for the new Farley & Loetscher power plant and loaned a 14-horsepower engine to produce electric power for the lights at the annual Iowa National Guard encampment, held at Cedar Falls in late August. The mill supply market area included six states. The company enjoyed its zenith in the mid-1890s (*Dubuque Trade Journal*, May 23, 1883; *Herald*, June 27, 1856; March 9, August 26, 1883; January 1, 1895; *Dubuque Trade Journal*, May 23, 1883)..

The economic downturn of the mid-1890s doomed the company and the German Bank called in a \$57,000 mortgage note in early 1897. The owners lacked the wherewithal to challenge the bank and it claimed the \$150,000 property for \$43,000. A new Iowa Iron Works, with all new leadership, was incorporated with capital stock of \$100,000 that fall, took over the factory. The *Herald* reported “The new company proposes operating the old plant of the Iowa Iron Works, and at the rate business is improving and orders coming in, expects to have it booming very soon” (*Herald*, March 7, September 28, 1897).

One important change was the establishment of a boat-building yard adjacent to the Ice Harbor, located south of the factory. The company obtained the use of a 600-foot wide section of land in early February 1898 for boat building. The tract was fenced and gained some temporary buildings a month later and the first hull launching was accomplished

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 61

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

in July, to the enjoyment of a large audience. The boatyard was enlarged by 300 feet in early 1899. By March the company again was employing 150 hands and had several orders in for boat machinery. Three months later the workforce numbered 250 and a threatened strike was avoided, "Chicago instigators" having been paid off and dismissed. (*Herald*, February 8, March 22, 29, June 8, July 24, 1898; January 24, 1899).

A small foundry roof fire was put out with little loss in August 1898. Rumors of impending failure circulated at that time and a public assurance stated that 200 workers were employed in day and night shifts. That fall, another newspaper article noted that the company had already "made its reputation building big steamboats and supplying the iron for such great structures as the [Dubuque] Malting company's brewery" as well as small orders. The public was again reassured that the company would "operate its machine shop and foundry full time all winter." An article in Engineering News lauded the boat-building record of the company. The outlook for producing steel boats was rosy and Dubuquers were reminded that "there are now several cities on the Mississippi river anxious to have such a plant as the Iowa Iron works and its boat yards...and no stone should be left unturned by Dubuque men to hold the lead they now have in the most extensive and best boat building plant on the Mississippi" (*Herald*, August 15, 17, November 18, 1898; January 11, 1900).

While the boat yard location lies beyond the boundaries of this district, the factory worked directly with the boat assemblage, supplying all of the materials. The largest towboat in the world, the *Peter Sprague*, was launched on December 15, 1901. The revenue cutter *William Windom* and the torpedo boat *Ericsson* had preceded the Sprague down the ways. Apart from a riverfront location and skilled labor, the *Herald* wondered that boats were being built at Dubuque. "That Dubuque, which is remote from the sources of iron, steel and coal supplies, should acquire national reputation as a ship building center is remarkable." By year's end the company had contracts that would exceed its 1902 production capacity and partner Robert Bonson, quit his law practice and joined the management team to help keep up with the growing business. A major 1902 contract was to provide \$45,000 in iron (500,000 pounds of castings) and structural steel (750,000 pounds) for another expansion of the Dubuque Malting Company plant. Boat building activities were included at its Ice Harbor plant until 1906 when the Dubuque Boat and Boiler Company bought out that facility. The Iowa Iron Works relocated to Eagle Point (HABS documentation; *Herald*, November 1, 13, December 12; 1901; February 16, May 9, 1902).

The move by Iowa Iron Works was prompted in part by a very destructive fire on May 9, 1902, which destroyed the foundry with a \$20,000 loss. The fire was a disaster for the firemen, with three of their men dying and another being seriously injured. In fact, these were the only direct fire-caused deaths in the entire history of the Dubuque Fire Department. Klauer Manufacturing Company succeeded the company on this site (Washington Street to Elm Street, East 9th to East 10th Streets) in 1905 (*Herald*, May 9, 1902).

Klauer Manufacturing Company:

Peter Klauer (1842-1919) was born in Germany and came to Dubuque in 1850 with his family. His father John was a local potter. Peter's initial tinsmiths shop, established in 1870, outgrew three successive buildings and locations prior to its purchased of the burned-out Iowa Iron Works site (see same). The firm began to produce eave troughs in 1894 and that jobbing trade increased the company's business. By 1902 company products also included metal roofing, ornamental steel ceilings, metal cornices and a broad range of architectural metal, rubber and paper products. The firm incorporated in 1906 as Klauer Manufacturing Company and the acquired works were rebuilt. Products included drain trough fittings, conductor pipe, metal roofs, siding and beginning in 1908, metal castings. Additional land was acquired in 1911 and a new plant was built to produce corrugated metal culverts. In 1912 the firm started producing charcoal-

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 62Dubuque Millworking DistrictDubuque, Dubuque County, Iowa

fueled railroad car heaters. Smedley Steam Pump Company was acquired in 1910 and its foundry was used. In 1917 a branch plant was established in Ottumwa (Midland Metal, closed 1924). The company was featured on the cover of *The Saturday Evening Post Magazine* in 1941 (Figure 58). In 1926 it developed a rotary snowplow (called the "Snogo") that was very profitable, particularly with U.S. military needs during WWII. Peter's son William Henry Klauer (1878-1952) graduated from Bayless Business College and became a partner in the firm by 1906. He served as a director for the Chicago, Great Western Railroad, and the Union Trust and Savings Bank, and served on the Loras College Board of Regents. He saved the bankrupt Julien Hotel in the 1930s, paid off the debt and reopened it. The company continued in operation on this same site as late as 1988 (William Klauer, "History of the Klauer Manufacturing Company," Loras College Thesis, 1961; Fraser, HABS, Iowa-31-DUBU-13-AR; *Telegraph-Herald*, June 8, 1902).

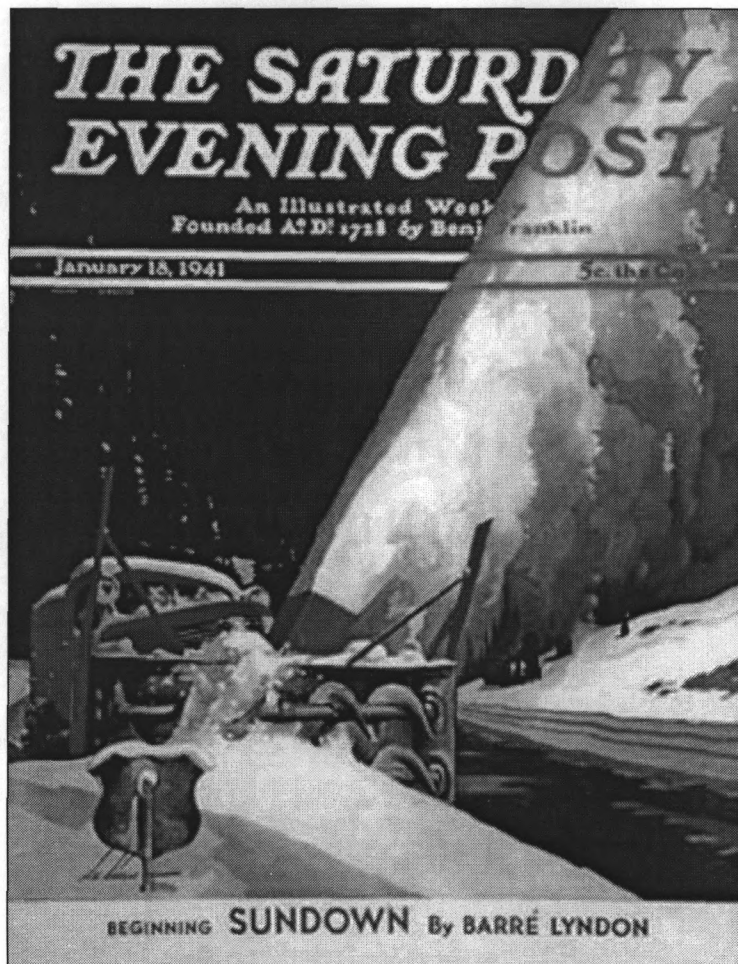


Figure 58: Klauer Company snow plow
(*Saturday Evening Post*, January 18, 1941,
(<http://www.curtispublishing.com/other-artists/html/Weld.html>)

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 63
Dubuque Millworking District

Dubuque, Dubuque County, Iowa



Figure 59: Photo c.1908, Klauer Manufacturing Company, northeast corner Washington and East 9th, view northeast. The building visible at the far left is Building #8, that to the far right is Building #7 (Center For Dubuque History, Loras College, Photographs).



1870

Klauer Manufacturing Co.

DUBUQUE, IOWA

1933



Manufacturers of

Eave Trough and Fittings Conductor Pipe and Fittings Metal Roofings and Sidings "Faultless" Metal Shingles Corrugated Sheets Steel Stock Tanks Steel Ceilings Barn Cupolas	Zinc and Copper Products Refrigerator Car Heaters Metal Corner Bead John-Manville Line of Composition Roofing Underground Garbage Receivers Coal Chutes Ash Pit Doors and Frames Man Hole Rings and Covers	Cistern Rings and Covers Stock Waterers Adjustable Everlasting Chimney Caps Foundation Grates Perfect Galvanized Corrugated Road Culverts Klauer-Jarmin Road Fixers Road Drags
---	---	--

Sole Manufacturers KLAUER--"SNOGO"--Snow Remover

Makers of Good Sheet Metal Building Products Since 1870!

THE members of this organization welcome the opportunity to cooperate in commemorating the Hundredth Anniversary of the founding of our city and to do homage to the memory of our ancestors who were instrumental in its development which we are enjoying today.

It is a far cry back to the little log cabin village pictured on the title page of this section, and a far cry back to the beginnings of many of the important industrial and business institutions of today. As the little hamlets of 100 years ago contrast with the busy, prosperous city of today, so does the sheet metal shop our father, Peter Klauer, started over sixty years ago at 17th and Washington Streets compare with the plant into which it has developed and expanded, and which we are operating today.

Started as a shop for making nave trough and sheet metal roofing and building ornaments and utilities, larger quarters were soon needed and it was removed to 1331 Iowa Street, where the expansion of the business made necessary acquiring the adjoining property, thus doubling the capacity. These quarters again proved inadequate in 1903, the site of the present plant, then occupied by the Iowa Iron Works, was purchased. Additions have been made until now the plant and its necessary buildings occupy the two blocks on the east side of Washington Street from Eighth to Tenth Streets, and extend a block back to the railroad tracks.

Hence, as appears from the list printed above, everything in the sheet metal line including many specialties is manufactured. Much of the machinery used in our own organization, patented by us and built in our own machine shops. We also own and operate the former

Smedley Foundry at Garfield and Kristel Street, manufacturing complete lines of cast iron products.

The Klauer Company specializes in sand-making and coal-dragging machinery, and is the owner of the patents and the manufacturer of "Sno-go" the super-snow remover.

The manufacturing, business, and civic institutions of Dubuque today emphasize the natural resources and advantages of our city. Combining them with the modest ones of yesterday impresses us with the possibilities of the future in felicitating our fellow citizens on the achievements of the past and present generations and joining with them in commemorating this Centennial, we pledge this organization to wholehearted cooperation in these efforts we know will be made to realize these opportunities.

Figure 60: Klauer Company advertisement (Telegraph-Herald, August 6, 1933)

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 **Page** 64

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

Klauer Manufacturing added building #6 in 1937, an ell-shaped reinforced concrete building. The full block of buildings remained intact as of 1988 but the three-story building and the East 9th Street single-story building, both visible in Figure 61, were subsequently demolished and the site of both remains vacant (Building Permits).

Kretschmer Manufacturing Company/Kretschmer-Tredway Company:

Brothers Herbert C. and Frederick N. Kretschmer partnered with Andrew Morrison in February 1907 to form the Morrison & Kretschmer Manufacturing Company, producers of plumbing fixtures and supplies. The precursor of Building #16, the former Dubuque Turbine and Roller Mill, was acquired that same year. By 1910 the firm was re-titled Kretschmer Manufacturing Company. That building was destroyed above the foundation walls in the district's most spectacular fire on July 31, 1911 and the present building replaced it. The company loss in the fire totaled \$75,000 and for the next two years, it leased quarters a block to the north. The brick walls on three sides survived the blaze but were pulled down in early August 1911. The basement, company vault, and the roller mill engine house and sub-basement boiler room all survive. In 1929 Frank Kretschmer and Harry E. Tredway formed the Kretschmer-Tredway Company and continued operations in this building to the present day. While the company was a small one compared to other Dubuque iron-working firms, this company left a legacy in the form of one of the city's first truly fireproof buildings in the form of a reinforced concrete building interior. The company products were collectively issued under a "Made Well" product line. Company "firsts" included the first plumbing fixture showroom in the three-state area, offered the first colored plumbing fixtures and supplied plumbing fixtures to Dubuque's first major housing project. The company became solely a retail business in 1987. It was acquired by Steven Arthur in 1991 and he sold off the various other corporate holdings. First Supply Group purchased the company in 1998 and the business was relocated. Rettenmaier Flooring Company now occupies the building (*Times-Journal*, July 31, August 12, 1911; *Telegraph-Herald*, August 24, 1930; Fraser, HABS-31-IOWA-DUBU-13-AL; Kretschmer Company History; <http://www.1supply.com/htdocs/about/history.html>).

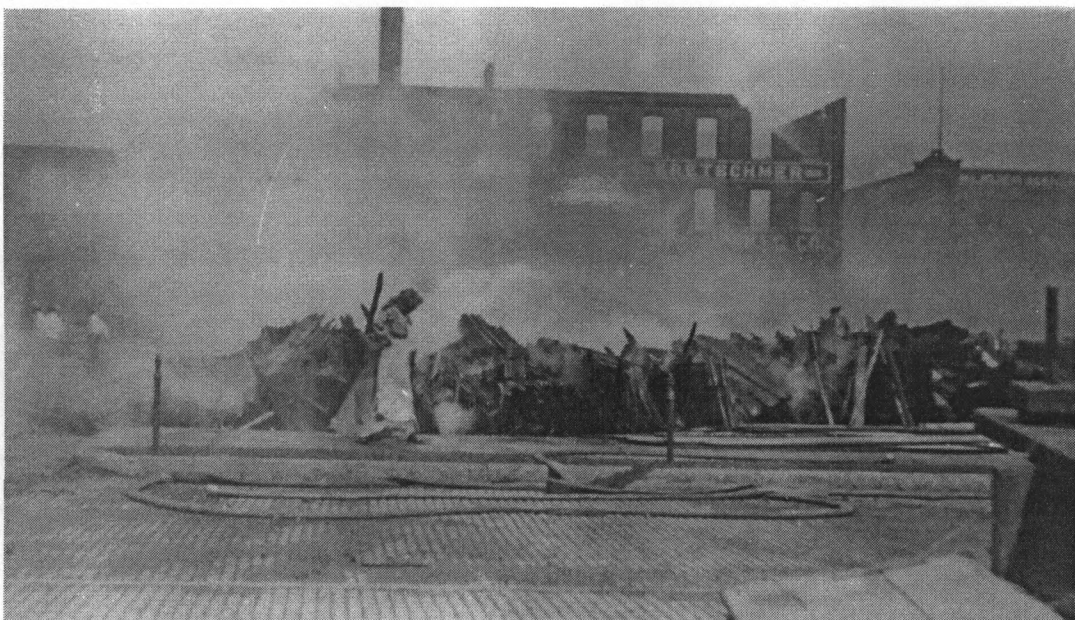


Figure 61: Kretschmer-Spahn & Rose fire, view north (building #16 rear center, Klauer Manufacturing (non-extant, far right)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 65

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

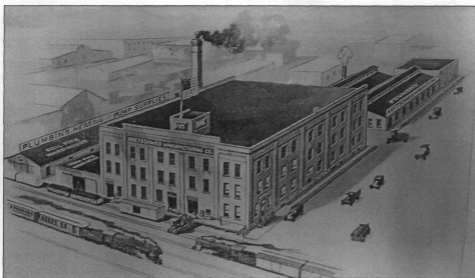


Figure 62: Kretschmer Manufacturing Company, view southwest, the rebuilt building
(Dubuque County Historical Society)

The Kretschmer building is of particular architectural interest because it was the city's first truly fireproof building. Reinforced concrete construction with typical mushroom column forms was employed. The re-built building retains the power plant sub-basement of the original building as well as its foundation, basement vault and perimeter walls and it was further improved in 1914 at a cost of \$20,000. A two-story south addition with unusual square-cut mushroom columns extended the building in 1941 (*Telegraph-Herald*, December 27, 1911; Building Permits; Fraser, HABS, Iowa-31-DUBU-13-AL).

Wieneke-Hohenadel Company, Manufacturers of Canned Goods:

This pickles, sauerkraut, vinegar, canned vegetables and condiment processing firm was founded in 1883 by Louis F. Wieneke and Peter Hohenadel and incorporated in 1890 with a capital stock of \$25,000. The business located to this site and built this building (Building #15) in 1890. The hard times of the early 1890s necessitated a re-incorporation and a relocation to White and Fourth Streets in 1896, but the business was back at this address by 1901. The building was gutted by the fire of July 30, 1911 with damages to building and contents totaling \$15,000. By 1911 the canning plant employed 100 workers. It was replaced prior to 1920 by Brede Company Wholesale Grocers. The Jaeger-Kunnert Wholesale Grocers followed by 1937, and in turn F & S Radiator Repair in the early 1960s. The current occupant, F & S Radiator, has been in the building since prior to 1965 (*Gardner*, 1911; *Times-Journal*, July 31, 1911; Fraser, HABS-IOWA-31-DUBU-AJ).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 66Dubuque Millworking DistrictDubuque, Dubuque County, Iowa

Figure 63: Wicneke-Hohenadel Company, building #15, view northeast (Gardner, 1911).

Novelty Iron Works:

This ironworks firm was established in 1866 as the J. L. Dickinson Company, and was titled the Novelty Iron Works in 1876 and a new building, valued at \$6,000, was built that same year. Its products included "Convex Turbine Water Wheels, steam engines, saw and flour mill machinery, band saws, shingle machinery...shafting, hangers and pulleys and belting and supplies." The equipment was massive and so were the products of the firm. By 1876 the company was producing massive pulleys, flywheels, entire machinery sets for breweries, ferries and flour mills (*National Demokrat*, December 30, 1875; *Herald*, February 29, 1876).

A new brick pattern house, measuring 55 feet by 80 feet (the northernmost end of building #1), had its foundation underway as of August 1880 and was occupied by late October. A foundry addition was also built in 1880 but space was still so tight that an auxiliary shop was being operated in East Dubuque. Total hands numbered 75. A new office with a façade that "gives the appearance of a Swiss cottage" was built in late 1881, to the north of the existing office. At year's end it was observed "Everything about the Novelty Iron Works is changed." By mid-1882, a 40x80 addition was almost finished. The *Herald* reported "The Novelty Iron Works are increasing their facilities." In late 1882, plans were announced to erect a new building for storage and painting. The factory was one of the first in the district to install electric lights. Sixty lights were installed in November 1882. (*Herald*, August 18, October 20, 1880; December 21, 1881; July 12, October 19, November 14, 19, 1882; *Die Iowa*, December 8, 1881; June 15, 1882).

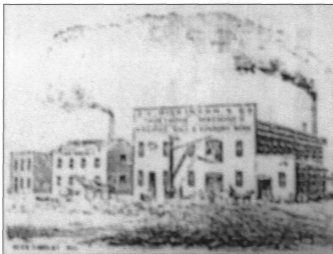
United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 67Dubuque Millworking DistrictDubuque, Dubuque County, Iowa

Figure 64: Earliest image of Novelty Iron Works, c.1876
(Dubuque County Historical Society)

The company foundry was located on the east of the property and when the floodwaters of the nearby Mississippi River rose, it was the foundry that was first submerged sufficiently to halt its operations (Building #8). The other company shops could continue their work until they ran out of forged materials. Dubuque's riverfront usually flooded twice annually, in the spring and in mid-October. The 1880 floodwaters surrounded the foundry and workers scrambled to save the moulding sand from the rising waters. In 1881, the foundry struggled on as long as it dared, but was closed by October 15. Four days later the plant was running out of material (*Herald*, June 18, 1880; October 15, 19 1881).

The company produced machinery for several of its neighbor manufactories. The boilers and engine for the new W. W. Carr & Company factory, located a block west, were ordered in early 1881. A 500 horsepower engine for Farley & Loetscher's new power plant was manufactured in early 1883. Later that same year a 20,000 pound flywheel for the same company, with a 16-foot diameter, was built (*Herald*, January 1, 1881; March 10, August 1, 1883).

As of 1884 this firm occupied an entire block to the northeast of East 10th and Washington Streets. The firm won first premiums at the Centennial Exposition in 1876 and the Columbian Exposition of 1893. At that time the firm employed 100-150 workers. Long-distance customers included Rhine, Canada, a Louisiana sawmill, and a Columbia, Dakota, factory. The hard times of 1883 resulted in falling orders by the end of the year and 15 workers were laid off on September 11, a rare interruption of what had been continuous growth (*Herald*, December 2, 1876; March 21, April 10, November 19, 1883; 1884 Sanborn Map).

The company reincorporated in May 1898 with a capitalization of \$15,000. The company had failed by 1901 when the George Richardson Company, burned out of its quarters, leased the facilities. Carr, Ryder & Adams acquired

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 68

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

the company plant by 1909 and the northern portions of Building #1b survive from the Novelty Iron Works period
(*Telegraph-Herald*, May 5, 1898; April 28, 1901).

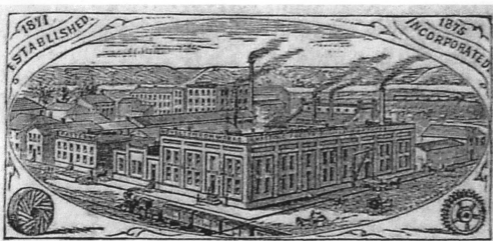


Figure 65: Novelty Iron Works, c.1883
(Dubuque County Historical Society)

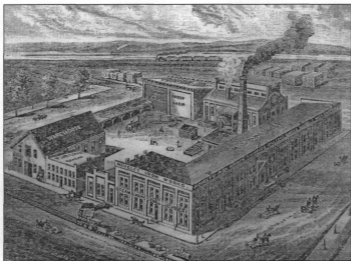


Figure 66: Novelty Iron Works, 1883, view northeast from East 10th and Washington Streets
(*Daily Times Journal*, March 27, 1883)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 69

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

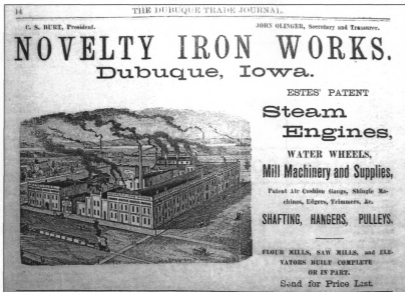


Figure 67: Novelty Iron Works, 1887, view northeast from East 10th and Washington Streets
(*Daily Times Journal*, November 20, 1887)

Three buildings survive in whole or in part from the Novelty Iron Works period of occupancy. Building #1, a three-story ell plan, comprises these buildings. The northernmost component appears to have an earlier foundation and ground floor. The central component (monitor roof portion of Figure 67) is the earliest surviving building and its gable roof end walls survive. The building as pictured in Figure 67 remained unchanged as of early 1895 (*Herald*, January 1, 1895).

Key City Iron Works:

The northwest corner of the block bordered by East 8th and East 9th Streets, Jackson and Washington Streets, was simultaneously built up in 1890 by this re-located firm and the Wieneke-Hohenadel Company, located immediately south (Buildings #14 and #15). Blacksmiths Frank Zehetner and Alexander Hodel formed this company in 1870. They built their small-scale foundry and machine shop on this location in 1890. Key products included trip hammers, ornamental ironwork, and wood shavers. By 1891 Zehetner was partnered with Ernest J. Voggenthaler, who became a noted local producer of architectural iron products. Louis Pitschner was a new partner, replacing Mr. Hodel, by 1909 and the building gained a south side addition. The firm continues to occupy the same building after 117 years and the building (#14) is of special note because it escaped damage during the district's worst fire. The July 30, 1911 fire consumed all of the rest of the block's buildings and threatened those to the north and west. The building contains very early large scale equipment and its interior, including its office area, is original. The rear addition, recently rebuilt in concrete block, is now separately owned was later occupied by the Kretschmer-Tredway Company (*Iowa State Business Men's Association Second Annual Report, 1891*; Fraser, HABS, IOWA-31-DUBU-13-AK).

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 70

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

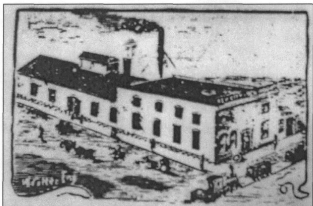


Figure 68: Key City Iron Works, view south from 9th and Jackson Streets
(Iowa State Business Men's Association Second Annual Report, 1891, Dubuque County Historical Society)

Frank Zehetner (1855-1947) was born in Vienna, Austria, and immigrated to America as a one-year old, reaching Dubuque in 1857. He was finally the sole owner of the company and operated it until his retirement in 1922. He was also a noted musician and was the last survivor of the original Grand Opera House orchestra when he died. The building was jointly occupied by Key City Iron Works and the Pitts-Thompson Foundry as of 1909. It is probable that the latter firm expanded both the rear foundry building and built the single-story additions to the south (*Telegraph-Herald*, August 10, 1947; 1909 Fire Insurance Map).

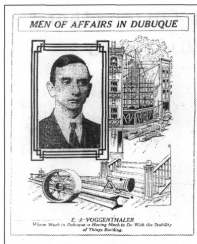


Figure 69: Ernest J. Vogenthaler (*Daily Herald*, March 23, 1909)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 71
Dubuque Millworking District

Dubuque, Dubuque County, Iowa



Figure 70: Key City Ironworks (HABS-31-DUBU-13-AK)



Figure 71: Key City Ironworks (HABS-31-DUBU-13-AK)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 72

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

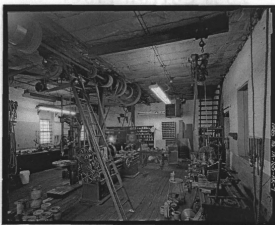


Figure 72: Key City Ironworks (HABS-31-DUBU-13-AK)

The Dubuque Linseed Oil Works:

The northern half of Building #13, later incorporated into a Farley & Loetscher Company building, was built by the Dubuque Linseed Oil Works in 1880-1881.

Flax production expanded exponentially in the Upper Midwest in response to increased tariff protection, improved plant strains that produced a higher oil content, and the opening up of vast tracts of new farmland. A number of Iowa linseed oil plants were established during the early 1880s across the state in response and the plants further encouraged area flax seed growing by distributing free seed and by offering very attractive payments for what was increasingly a very profitable alternative crop. The Dubuque company was organized in August 1880. A three-story brick building based on the height of the perimeter walls, but otherwise described as five stories high, measuring 80 feet by 150 feet, with a monitor roof (see Figure 12) was first built. That building survives as the core of building #13. The new company selected its building site on the basis of its being a convenient location for shipping by rail (*Herald*, August 19, 1880).

The initial architect was ___ Lawther, of Chicago, who was a specialist in designing this type of factory. Lawther's plans were being reviewed by the company directors as of September 3, 1880. As of late September local architect Franklin D. Hyde was at work on the plans and these were nearly finished. It is possible that the two architects cooperated on the design work, with Hyde serving as the superintendent of construction. Ground was broken on September 21 and the goal was to complete the plant during the fall. A full raft of lumber for the new plant was received by Knapp, Stout and Company from its Wisconsin mills in late October. A quarter of a million brick were ordered in late August 1880 as construction began. T. J. Donehue was the foundation contractor and 2,000 perch of stone were used. The initial building, three stories high, measured 58 feet by 153 feet. The actual construction was sufficiently delayed that the work was rushed when the building was finally started. William Rebman had the contract to excavate and he removed 1,200 yards of earth in just four days during early October. Company stockholder Jacob Rich closely oversaw the contractors as superintendent of the works. Cold weather hampered the work in late November. The brickwork was done on December 4. At that time the *Herald* observed that the building would "be one

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 73Dubuque Millworking DistrictDubuque, Dubuque County, Iowa

of the largest and most substantial buildings in the city." The total building cost was put at \$50,000, including the machinery. The machinery, costing \$13,000, was being ordered by mid-December. By that time, contractor Peter Klauer was finishing an iron roof on the new plant. McMurchy, Hopkins and Company fabricated the massive boilers. By early March 1881 the machinery was being put in place. The building was sufficiently complete as of early March 1881 and operations began in mid-April. The plant capacity was 500 bushels of flax seed a day or 300-500,000 bushels of see annually. A major improvement during the winter of 1881-82 was the construction of the first of three massive oil storage tanks (1,000 barrel capacity) (Jacobsen 2007, Sioux City Linseed Oil Works, pp. 8-23-24; *Herald*, August 29, 1880; September 3, 22, October 8, 24, 30, November 24, December 3, 8, 11, 23, 1880; March 2, 10, 20, 23, April 12, 14, 17, 29, May 28, December 20, 1881).

One major product was oil cake, the seed residual that had lost most of its linseed oil. Ideal for livestock as a feed, the product enjoyed a European rather than domestic market at this time. The first recorded oil cake shipment, to Bremen, Germany, was announced in mid-June 1881. Subsequent notices identified Liverpool, London, England, and Europe as points of shipping. The largest single export, was ten full carloads of oil cake in March 1882. At that time the company had been in constant operation for 168 hours. The plant also received carloads of flax seed which it distributed or sold to area farmers to encourage a seed supply (*Herald*, June 15, 1881; January 19, February 5, 8, 23, March 5, September 29, November 25, December 28, 1882; July 24, October 23, November 14, 1883).

Linseed oil has a peculiar odor and by early October 1882 it was noted that "Ninth street, between White and Jackson, probably smells the loudest of any street in the city." The financial difficulties of 1882-1883 resulted in record low prices for linseed oil and by mid-1882, it was reported that very large orders for oil were being contracted at hardly favorable prices. Still, new equipment was being installed as of the fall of 1882 and the company amended its incorporation, increasing its capital stock from \$25,000 to \$35,000 in December 1883 (*Herald*, July 26, October 4, 1882; December 2, 1883).

One of the climactic fires that threatened the entire industrial district took place on October 6, 1890 when a blaze occurred in the south end of this building. It is possible that extensive surviving fire scorching marks in the south basement of building #13 were caused by this blaze. The two hour battle on the part of the firemen saved the three massive oil storage tanks that lined the west side of the plant, and finally, saved the plant itself. The damage was extensive (*Herald*, October 7, 1890).

The oil works continued its operations at least until early March 1898 when it was shut down indefinitely and its seed was shipped to Chicago. By this time it had been acquired by the National Linseed Oil Company, a linseed oil trust. A year later it was sold to the American Linseed Oil Company, the successor trust, with a value of \$56,000. It was back in operation as of that time. The plant is listed in city directories through 1901. By November 1901 the vacant plant was being stripped of its brass when the salvors triggered a small fire in the engine room. Once again, the building was barely saved (*Herald*, March 4, 1898; January 13, 1899; November 2, 1901; *City Directories, Iowa State Gazetteer*, 1910-11).

The former oil works began a new life in March 1903 when the Farley & Loetscher Company acquired it and announced plans to expand the building southward. The Dubuque City Council approved a 26-foot high connective arched enclosed catwalk that would link the expanded building with the company's original building, located due south across 8th Street (*Telegraph-Herald*, March 20, 1903).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 74Dubuque Millworking DistrictDubuque, Dubuque County, IowaThe Dubuque Linseed Oil Paint Works/Dubuque Biscuit Factory:

The Linseed Oil Paint Works appears to have been established a year after the adjacent Linseed Oil Works began its operations in the spring of 1881. The origins of the new company remain historically murky, but the initial announcement was made in late December 1882. The construction of the factory was somewhat delayed and the stone foundation work was begun only on July 9, 1883. It was completed by the next spring and its new road agent, Mr. M. F. King, was selling its product as of early March 1883. The building architect was Franklin D. Hyde and the building contractor was the firm of Speer & Lee (*Herald*, December 27, 1882; January 1, March 9, July 8, 28, 1883; *Times*, May 24, 1883).

The company likely succumbed with the demise of the oil works in 1901. The James Beach & Sons Soap Factory expanded the north side addition when it expended \$10,000 on the building in the spring of 1905. The building was then vacant for some years before the Dubuque Cracker Factory remodeled and occupied it in 1913. This firm added a fourth floor in a white brick and painted the whole building to match. Surviving brick ovens in the basement could date from this time. The Dubuque Biscuit Company was there as of 1918-21, followed by the White House Biscuit Company as of 1936. The three-story frame addition to the north evolved from the original brick power plant in the rear to its present form between 1909, when it was full length but only a single story plan, to 1950, when the Baxter Soap Manufacturing Company occupied it and the building was three full stories high. The same firm was there as late as 1962 (Sanborn Fire Insurance Maps, 1884-1962; *Telegraph-Herald*, March 19, 1905; December 23, 1913).

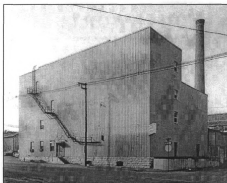


Figure 73: Former Linseed Oil Paint Works Company, view northwest, 1988, Carr, Ryder & Collier chimney extant at the right (HABS, Iowa-31-DUBU-13-AE)

The long-term historical association of this building with baking companies was itself a continuation of a series of that industrial activity in this part of the city. The massive three-story Farley & Wolcot Key City Steam Cracker Factory, located at White and 6th Streets, burned in 1879. The same site was then occupied by the National Biscuit Company, and that plant burned in 1903 (*Herald*, January 3, 1879; December 11, 1903).

Figure 73 depicts the building's covered appearance until just a few years ago, when the slip screen was removed and the building exterior restored. This improvement was a major contribution to the appearance of the district.

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

**National Register of Historic Places
Continuation Sheet**

Section number 9 **Page** 75

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

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

**National Register of Historic Places
Continuation Sheet**

Section number 9 **Page** 76

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

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

**National Register of Historic Places
Continuation Sheet**

Section number 9 **Page** 77

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

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Carr, Ryder and Adams Company Powerhouse, HABS-31-DUBU-13-AF
Carr, Ryder and Adams Company Factory, HABS-31-DUBU-13-AN
Carr, Ryder and Adams Company, HABS-31-DUBU-13-AM
Farley & Loetscher Manufacturing Company, HABS-31-DUBU-13-AU
Farley & Loetscher Manufacturing Company, Lumber Warehouse, HABS-31-DUBU-13-AH
Farley & Loetscher Manufacturing Company, Powerhouse, HABS-31-DUBU-13-AI
Farley & Loetscher Manufacturing Company, Factory, HABS-31-DUBU-13-AC
Farley & Loetscher Manufacturing Company, Factory, HABS-31-DUBU-13-AD
Iowa Iron Works Blacksmith Shop, HABS No. IA-160-AR
Klauer Manufacturing Company Factory, HABS No. IA-160-AS
Kretschmer Manufacturing Company Factory and Warehouse, HABS No. IA-160-AL
Dubuque Linseed Oil Paint Company Factory, HABS-31-DUBU-13-AE
Wieneke-Hohenadel Company Factory, HABS-31-DUBU-13-AJ
Key City Iron Works, HABS-31-DUBU-13-AK

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

**National Register of Historic Places
Continuation Sheet**

Section number 9 **Page** 78

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

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Oral Interviews and Special Thanks:

Mr. Bill Meisner [Bill is Dubuque's expert on historical fire records and the Dubuque Fire Department]

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

**National Register of Historic Places
Continuation Sheet**

Section number 10 **Page** 79

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

10. Geographical Data:

UTM References, Continued:

5/E	Zone 15	692000	4707820
6/F	Zone 15	692080	4707740
7/G	Zone 15	692120	4707760
8/H	Zone 15	692110	4707890
9/I	Zone 15	692160	4708100

Boundary Description:

The district is roughly bounded by White Street on the west and continues along the alleyway between White and Jackson Streets. The western boundary continues along Jackson to E. 11th Street. The north boundary is East 11th Street. The east boundary is the vacated Elm Street south from East 11th Street for two blocks, west one block along East 9th Street, then one-half block south along Washington Street, west a block between E. 9th and E. 8th Streets, and south along Jackson Street. The boundary continues west one-half block, north one block, west one-half block and closes at White Street.

The district includes Lot 1 Center City Place, City Lots 428 & 429 & N Part City Lot 427, City Lot 389 & N 30.83' City Lot 390, City Lots 391 Thru 393, 389A, 425, 426, & S Part of 427 S 20.17' of 390, N 1/2 -W Bal, Lot 2 Center City Place (375 East 9TH ST), Lot 2 Center City Place (375 East 9TH ST), Lot 2 Center City Place (375 East 9TH ST), City Lots 394 Thru 398, 420 Thru 424, & S 1/2 - W Bal of City Lot 505A & City Lot, City Lot 383, City Lot 382, Lot 2 of City Lot 381, Lot 1 of City Lot 381 N 36'2" of City Lot 380, City Lot 379 & S 15' of City Lot 380, City Lots 349A, 349, 350, 351, 352, 353, 374, 375, 376, 377, & 378, W 45' City Lot 399 W 45' - N 1/2 - City Lot 400, E 55' of City Lot 399 E 55' - N 1/2 - of City Lot 400, S 1/2 of City Lot 400 City Lot 401, Lot 1 of City Lot 417 & City Lot 418 & 419, City Lots 354, 355, 356, 357, & 358 Also W 1/2 Alley Between White, City Lots 364-368, Also Vacated Alley Between City Lots 359 to 363.

Boundary Justification:

This area was historically associated with the surviving industrial buildings that now define the district, including residual buildings from several earlier firms. Additional buildings qualify for inclusion within the district. These include an enclosed lumber shed and a 1948 power plant that were associated with Farley and Loetscher Company, and a factory that was built by the Dubuque Cabinet Makers Association. There is also a saloon building, located on the southwest corner of Jackson and 11th Streets. These latter two buildings are located to the west of the northwest corner of the district as submitted. The former two are located to the east of Buildings #13 and #18. They were excluded at this time because they were not included in Dubuque City Council authorization for the preparation of this district. It is possible that they will be added at a later date through an amendment process.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 10 Page 80

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

Map:



Figure 74: District Boundary Map

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

**National Register of Historic Places
Continuation Sheet**

**Dubuque Millworking District
Dubuque County, Iowa**

Section 10 Page 81



Figure 75: Contributing Buildings within District

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

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 82

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

Photos:

Photographer: James E. Jacobsen

Date of Photographs: October 8, 2007

Original Negatives: City of Dubuque Planning Office

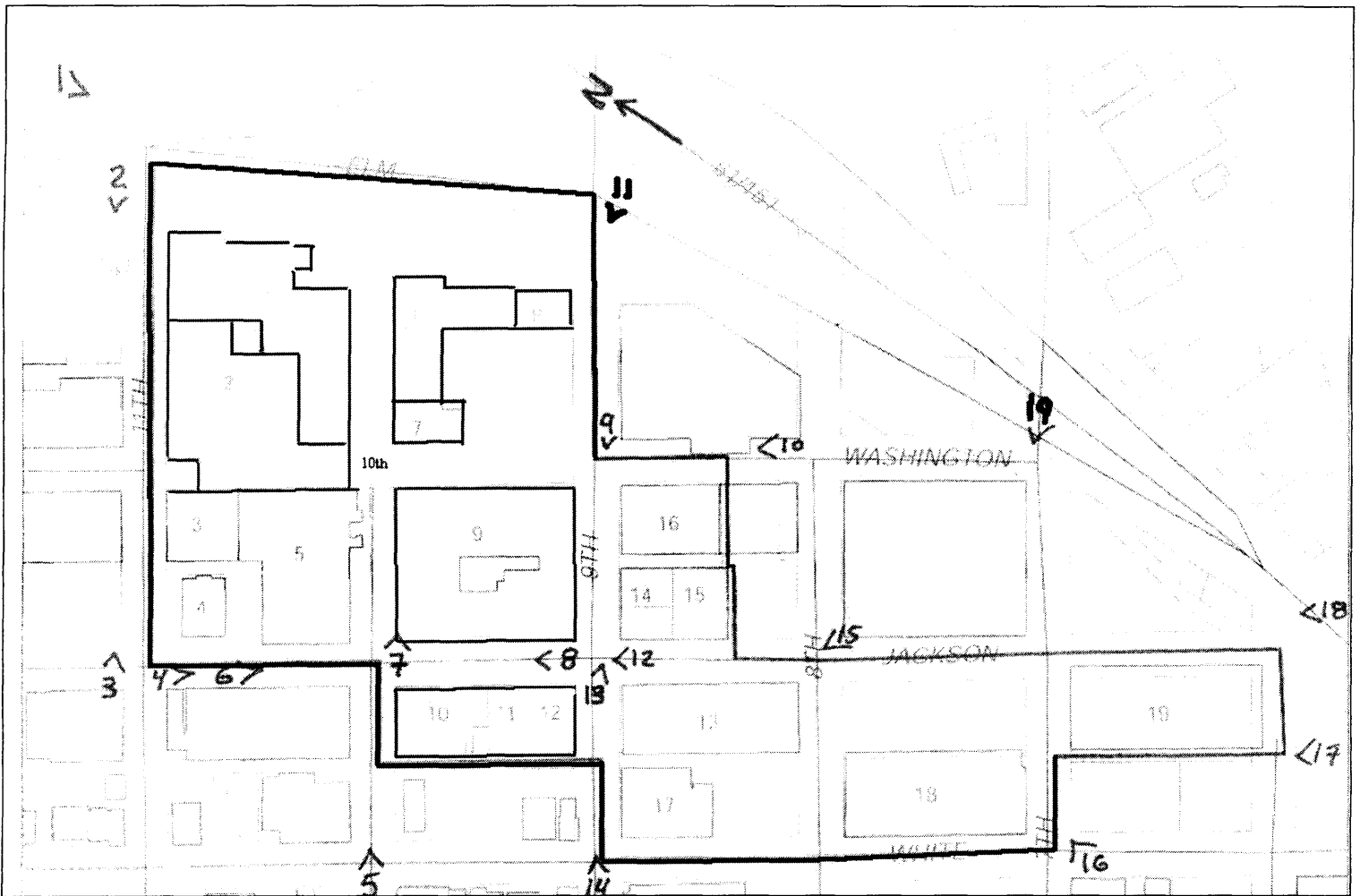


Figure 76: Photo map

Photo	Direction	Description
1	northwest	northeast corner, towards E. 11 th and Elm, buildings 1-2, 5
2	west	along E. 11 th from Elm, buildings 1-3
3	east	along E. 11 th from Jackson, buildings 2-4
4	southwest	along Jackson from E. 11 th , left buildings 4, 5, 9, right, 10-13
5	southeast	along E. 10 th from west of White, buildings (left) 5, 1, (right), 10
6	south	along Jackson from E. 11 th , buildings 4, 5, 9
7	southeast	along E. 10 th from Jackson, buildings (left) 5, 1, (right), 9, 7, 6
8	north	from Jackson and E. 9 th , buildings 9, 12

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

**National Register of Historic Places
Continuation Sheet**

Section number 10 **Page** 84

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

Additional Information:

#	Address, Owner/Tenant	Legal Description	Construction Date	Description	Evaluation and count
1	11 th Street Owner: Mid America Holdings Tenant: Restoration Warehouse	Parcel 1024480013 Lot 1 Center City Place	North, pre-1884 as single-story brick Center, pre-1884 power house South, lower two stories pre-1884 or new walls on old foundation, 1909 (Fraser) (or 1919 per 1932 Associated Factory Mutual Fire Insurance Map)	Three-story brick ell factory, in three sections, wood columns and beams, north/center 80 feet by 53, center 45 feet by 108, south 222 feet by 71. There is a raised ashlar limestone foundation. Open courtyard in ell interior corner. Alterations include loss of enclosed catwalks to southwest and south. South building has solid joist floors/ceilings on lower two levels, indicating addition of third floor (also partly rebuilt with metal columns and steel roof. <u>Historical association</u> , Novelty Iron Works	1, contributing
2	E. 11 th & Washington Owner: Mid America Holdings Tenant: Restoration Warehouse	Parcel 1024480013 Lot 1 Center City Place	North, 1919, south, 1910-11, catwalk 1924, loading dock 1971	Two five-story brick warehouses, the southernmost being load-bearing brick, the north one of reinforced concrete designs with brick spandrel infill, northernmost is rectangular on plan, 168 feet by 91, with its longer side oriented east/west. The south plan, 128 feet by 94. The later design frames its windows with pilasters and has industrial sash windows. A raised concrete foundation and mushroom columns contrasts with a stone foundation and timber columns in the south building. South building also employs pilasters in brick work, paired window sets in each bay level. The north building is of interest due to its winter season construction. Alterations include some strengthening of concrete columns, and windows. The four-story enclosed catwalk dates to 1924. The alley loading dock dates to 1971 <u>Historical association</u> , Carr, Ryder & Engler Company	1, contributing, key

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

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 85

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

#	Address, Owner/Tenant	Legal Description	Construction Date	Description	Evaluation and count
3	11 th Street Owner: Stuart W. and Mary P. Mabusth Tenant: warehouse for construction materials	Parcel 1024480002 City Lots 428 & 429 & N Part City Lot 427	1916	Single-story square brick plan (100 feet by 104, 10,400 square feet) with wood columns and beams. There is no basement and the foundation is of stone construction. The current floor level ramps up three feet from grade. This was originally a covered lumber shed. There are six bays and wooden column roof supports. The original building had sidelights. Alterations include sealing of east windows, raised floor. <u>Historical association, Carr, Ryder & Engler Company.</u>	1, contributing
4	1098 Jackson Owner: Stuart W. and Mary P. Mabusth Tenant: vacant	Parcel 1024480001 City Lot 389 & N 30.83' of City Lot 390	1916	This is the office building for Carr, Ryder & Adams Company. It features the most distinctive architecture of the district, the style being of a Second Renaissance Revival style. The building is two stories with a raised foundation, basement hall, and its footprint measures 81feet by 61. It is spatially separated from the complex on most of its four sides. The building is virtually unaltered. <u>Historical association, Carr, Ryder & Engler Company.</u>	1, contributing, key
5	1000 Jackson Owner: Wilmac Property Co. Tenant: offices in southeast quarter of third floor, art gallery use of southwest quarter, second floor, ground floor leased to Spahn & Rose Lumber Co.	Parcel 1024480003 City Lots 391 Thru 393, 389A, 425, 426, & S Part of 427 S 20.17' of 390, N 1/2 -W Bal	1924	Five stories high factory/warehouse building in two sections that covered a vacated alley, the west half measures 121 feet by 121, the east half 100 feet by 154. The basement only is of reinforced concrete construction, wood columns and beams are used above the basement level, concrete columns in the basement. Floors are of solid joist construction. The foundation is an unusual combina-tion of stone and concrete. Original plans bear no architect's name so the building was designed in- house. Alterations include bricked in south alleyway entry, window replacements. <u>Historical association, Carr, Ryder & Engler Company.</u>	1, contributing, key

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

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 86

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

#	Address, Owner/Tenant	Legal Description	Construction Date	Description	Evaluation and count
6	955 Elm Owner: Warehouse Redevelopment LLC Tenant: largely vacant, some storage, workshop	Parcel 1024480014 Lot 2 Center City Place (375 East 9TH ST)	1937, 1977, 1990	This is an L-plan two-story reinforced concrete warehouse building. Alterations: The eastern front has been clad in a vertical wood front and the building serves as offices. <u>Historical association</u> , Klauer Manufacturing Company	1, contributing
7	955 Elm Owner: Warehouse Redevelopment LLC Tenant: storage, workshop	Parcel 1024480014 Lot 2 Center City Place (375 East 9TH ST)	Post 1872 and pre-1884	This is the oldest surviving building in the district. Single story brick power shop/warehouse (58 feet by 94). No basement presently with a raised floor. The end walls have a stepped gable effect and the roof is a gambrel form. Brick pilasters define five bays on the north/south running west front and three on the southern end wall. Trusses appear to be original and combine timber and cast-iron components. Alterations include the loss of an original monitor roof form, the infilling of original windows, and rebuilding of at least the east side wall. <u>Historical association</u> , Rouse & Dean Ironworks Co., Iowa Iron Works, Klauer Manufacturing Co.	1, contributing
8	955 Elm Owner: Warehouse Redevelopment LLC Tenant: River City Auto Sales	Parcel 1024480014 Lot 2 Center City Place (375 East 9TH ST)	Post-1872 and pre-1884 (miss-dated to 1851 but site vacant 1872), single-story enlarged to two stories between 1909 and 1936	This is the earliest surviving building in the district and very likely the oldest industrial buildings that survive in the city as a whole. It is a two story brick plan (58 feet by 80). Brick pilasters form five bays along the longer north/south dimension and four across the south end wall. There is an elaborate brick parapet. Alterations: The upper windows have been replaced but semi-circular brick arches remain on the lower level corroborating earlier date for first story. <u>Historical association</u> , Rouse & Dean Ironworks Co., Iowa Iron Works, Klauer Manufacturing Co	1, contributing

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 10 Page 87

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

#	Address, Owner/Tenant	Legal Description	Construction Date	Description	Evaluation and count
9	900 Jackson Owner: Curadco Building LLLP Tenant: Dubuque Sash & Door, Hometiques	Parcel 1024480009 City Lots 394 Thru 398, 420 Thru 424, & S ½ - W Bal of City Lot 505A & City Lot	Southwest portion, pre- 1882, northwest corner 1884- 1891, north, northeast and east sections 1891-1909, northeast corner gains a floor, 1919	This massive three-story brick factory building fills an entire block (250 feet by 220 feet) and encloses a vacated alleyway. An interior court remains. Wood columns and beams support the live load. Columns are of composite construction (bolted broad planks). It comprises eight parts or additions (numbered 1-8 on the 1909/36 Sanborn Map). Former exterior walls with windows remain in place within the plan. There is a raised stone foundation. Alterations: Massive I-beams have been added throughout the building over time to support an ever-increasing weight of machinery. Heavy diagonal braces tie together columns and beams throughout the plan. A complete west side series of window wells and windows has been infilled. This building retains many original windows, but many date from the FIST filming in 1978. <u>Historical Association:</u> Carr, Ryder & Adams, served as the original factory and office complex.	1, contributing, key
10	Owner: Jakd LLC (north bldg-168 E. 10th) Tenant: offices Owner: Ryan Montague (center, 975 Jackson) Tenant: Adult Warehouse Owner: John H. White (south, 955 Jackson) Tenant: owner storage	<u>Parcels</u> 1024479009 City Lot 383 1024479010 City Lot 382 1024479011 Lot 2 of City Lot 381	1910-1919	This one/two story brick power house consists of a core with side wings (core 53 feet by 100 feet, north wing 54 feet by 100 feet, south wing 28 feet by 61 feet). Sections held wood shavings (south), boilers (center) and engines (north). Alterations: Covering/loss of windows, removal of massive brick chimney (post 1988), construction of interior floors in central building. <u>Historical Association:</u> Carr, Ryder & Engler Co.	1, contributing, key
11	925 Jackson Owner: John H. White Tenant: owner storage	Parcel 1024479007 Lot 1 of City Lot 381 N 36'2" of City Lot 380	1919	This is timber frame metal clad garage with L-plan that measures 100 feet by 55 feet. There are front and rear garage doors with an elevated floor. Alterations: Well preserved but deteriorated. <u>Historical Association :</u> Carr, Ryder & Engler Co.	1, contributing

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

**National Register of Historic Places
Continuation Sheet**

Section number 10 **Page** 88

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

#	Address, Owner/Tenant	Legal Description	Construction Date	Description	Evaluation and count
12	901 Jackson 151 E. 9 th Owner: Wilmac Property Co. Tenant: leased offices first floor	Parcel 1024479008 City Lot 379 & S 15' of City Lot 380	1881-1884, fourth story 1913, addition evolves out of single-story frame and rear brick power wing, 1891- 1909, present by 1936	This is a four-story brick building (29 feet by 100 feet) has a full raised stone basement. Fourth floor built with whit brick and whole painted, fully clad in metal until c.2006. Ceiling levels are eight feet in the basement, 12 feet ground floor, and ten feet on the upper floors. Elements of interest, ovens in basement, loose soap remains between floors. Alterations: Metal cladding and white painted exterior removed, facades restored. Chimney removed. <u>Historical Association:</u> Dubuque Linseed Oil and Paint Works, Dubuque Cracker Company (fourth floor and addition)	2, contributing, key
13	801 Jackson Owner: Wilmac Property Co. Tenant: leased offices	Parcel 1024483001 City Lots 349A, 349, 350, 351, 352, 353, 374, 375, 376, 377, & 378	1881, 1906- 1909, 1924	This four-story half-block building is the northernmost of the Farley & Loetscher Company complex and is their earliest surviving factory, the second building block to be built. Its north core is a re-building of the Dubuque Linseed Oil Works press building and a westward addition to the alley covers what was oil tank storage. A floor was added and the full half block building was in place by 1909. The northwest corner (that portion running north/south and east of the alley) dates to 1924 when building #24 was added to the west and an enclosed catwalk was built to link them. The north three bays were rebuilt internally as fireproof reinforced concrete construction, and the system continued through the roof to support tanks. The rest of the plan uses wood columns and beams. There is a raised stone foundation wall. The building measures 255 feet by 90 feet with a full-length east side loading dock (90 feet by 15 feet). Alterations: Loss of roof tanks, alteration of some southwest corner windows to light an interior atrium. <u>Historical Association:</u> Farley & Loetscher Co., Dubuque Linseed Oil Works.	1, contributing, key

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

**National Register of Historic Places
Continuation Sheet**

Section number 10 **Page** 89

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

#	Address, Owner/Tenant	Legal Description	Construction Date	Description	Evaluation and count
14	898 Jackson Owner: Mark Redmond (front) Tenant: Key City Iron Works Owner: John Rettenmaier (rear) Tenant: not determined	Parcel 1024484001 W 45' City Lot 399 W 45' - N ½ - City Lot 400 1024484002 E 55' of City Lot 399 E 55' - N ½ - City Lot 400	1890, 1891-1906, pre-1936	Two-story brick blacksmith/ foundry building (30 feet by 45 feet) with a combination of wood and iron columns. Alterations: Single-story rectangular plan addition (77 feet by 55 feet) was replaced in recent years with a concrete brick building with same footprint, south single-story brick addition (47.5 feet by 35 feet). The building is remarkably well preserved. Has lost a front metal hoist that was mounted on upper façade as late as 1988. <u>Historical Association:</u> Key City Iron Works	1, contributing
15	850 Jackson Owner: Michael J. Fincel Tenant: F&S Radiator	Parcel 1024484003 S ½ of City Lot 400 City Lot 401	1890, post-1909	This two-story brick factory building with basement (50 feet by 98 feet) built by the Alterations: three front windows blocked in. The south the addition measures 25 feet by 98 feet. <u>Historical Association:</u> Wieneke & Hohenadel Pickle & Kraut Factory.	1, contributing
16	220 E. 9 th Washington Owner: John Rettenmaier Tenant: Carpet Depot	Parcels 1024484004 Lot 1 of City Lot 417 & City Lot 418 & 419	1892-1905, 1911-12, 1950	This three-story reinforced concrete block (67 feet by 100 feet) is an internal fireproof re-building of an earlier building gutted by fire in May 1911. Alterations: 1911 rebuilding, relocation of elevator to front of plan, south addition (80 feet by 100 feet) and adding metal third floor to same. <u>Historical Association:</u> Kretschmer-Tredway Company, Kretschmer Manufacturing Company, notable as city's first fireproof building.	1, contributing
17	801 Jackson, same parcel as #13 Owner: Wilmac Property Co. Tenant: Phoenix Fitness	Parcel 1024483001	1924, post-1936 and pre-1950 (south addition), post-1962 garage conversion of south kiln remnant	This two-story brick plan (100 feet by 100 feet) has a double vaulted roof, wood truss roof framing and a south garage wing addition. Alterations: The row of garages on the south side are kiln remnants from a partly demolished building (1937-49). <u>Historical Association:</u> This was built by Farley & Loetscher to house its plastics warehouse and laboratory (its "Farlite Department").	1, contributing

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

**National Register of Historic Places
Continuation Sheet**

Section number 10 **Page** 90

Dubuque Millworking District

Dubuque, Dubuque County, Iowa

#	Address, Owner/Tenant	Legal Description	Construction Date	Description	Evaluation and count
18	750 White, 100 E. 8 th Owner: Plastic Center Tenant: owner occupied first floor only	Parcel 102448001 City Lots 354, 355, 356, 357, & 358 Also W ½ Alley Between White	1906, 1911 built in two halves	This is the west half of what was once a full block of three story brick buildings of the Farley & Loetscher Company. This five story brick office/warehouse building with full basement measures 256 feet by 120 feet. Alterations: The east half of the block was the original Farley & Loetscher factory block and it was promptly demolished in 1962 along with its connecting north/south covered catwalks when the company ceased operations. The east/back walls of this building were stuccoed to protect then then-exposed interior walls. <u>Historical Association:</u> Farley & Loetscher Co.	1, contributing, key
19	Jackson & 7 th Owner: Plastic Center Tenant: owner occupied, storage	Parcel 102491002 City Lots 364-368 Incl. Also Vacated Alley Between City Lots 359 to 363	1917	This is a massive seven-story reinforced concrete building (101 feet by 255 feet) with a full brick veneer and east and south full-length loading docks and metal canopies on the ground floor. No alterations are known. <u>Historical Association:</u> This is the final and southernmost Farley & Loetscher building.	1, contributing, key
20	Railroad tracks		Pre-1872, replaced	700s block of Washington, 600s-1000s Jackson	1, contributing
21	Bricked street		Undetermined	700s-1100s Jackson	1, contributing
22	Enclosed catwalk		1924	Four-story, metal clad, links buildings #2 and #5	1, contributing
23	Enclosed catwalk		1916	Single story, wood clad, links buildings #3 and #4	1, contributing
24	Enclosed catwalk		1924	Single story, wood clad, links buildings #13 and #17	1, contributing