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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

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

1. Name of Property

historic name Hawkeye Transfer Company Warehouse

other names/site number Luthe Hardware Warehouse No. 3

2. Location

street & number 702 Elm Street

[N/A] not for publication

city or town Des Moines:

[N/A] vicinity

state Iowa code IA county Polk code 153 zip code 50309

3. State/Federal Agency Certification

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

Barbara Mitchell DSHPO
Signature of certifying official/Title

January 27 2010
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

Patrick Andrews

Date of Action

3/22/2010

Name of Property and State

County

5. Classification

Ownership of Property

(Check as many boxes as apply)

- [X] private
[] public-local
[] public-State
[] public-Federal

Category of Property

(Check only one box)

- [x] building(s)
[] district
[] site
[] structure
[] object

Number of Resources within Property

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

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, and Total.

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

Industry/Processing/Extraction/Industrial storage/warehouse

Current Functions

(Enter categories from instructions)

Industry/Processing/Extraction/Industrial storage/warehouse

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and Early 20th Century American Movements/

Commercial

Materials

(Enter categories from instructions)

foundation Brick

walls Brick

roof Asphalt

other

Narrative Description

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

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Hawkeye Transfer Company Warehouse

Polk County, Iowa

7. Narrative Description:

The Hawkeye Transfer Company Warehouse is located on the southwest corner of Elm Street and Southwest 7th Street in the industrial district that is located immediately south of the principal west side business district in Des Moines. Des Moines is the capital city of Iowa and the city is located south of center in the state, in the fourth tier of counties counting from the south border. The Factory Addition, of which this building is a key-surviving element, occupies a flat low-lying plain that is bordered to the west and south by a curve of the Raccoon River. The business district proper begins along Cherry Street, which is two blocks north. In recent years the Martin Luther King Jr. Boulevard has replaced railroad tracks and Elm Street to the immediate north. The new boulevard runs east and west and eventually will be connected to East Des Moines as a high-traffic arterial that circumvents the downtown.

The Hawkeye Transfer Company Warehouse is a four-story nearly square plan (120 feet width, 123 feet depth). The building fronts east and the flat roof drops slightly in grade to the west and drains via gutters and downspouts along the west side. The building is a load-bearing brick design with a heavy mill internal support system. Foundations and footings are presumed to be of stone. Five rows of columns on each floor are oriented east/west and consist of eight columns. Brick walls loose thickness with each additional floor, until, by the fourth floor, they measure 1.5 brick lengths in thickness. The square wooden columns similarly are scaled back floor-by-floor. On the basement level they measure 15 inches square. On the fourth floor they measure eight inches square.

The building is designed in no formal style. The single stylistic element is the use of Romanesque-like brick arches on the main entrances. Otherwise the style is simply commercial or warehouse design. There are two designed facades on the north and east frontages, the latter being the actual principal façade. The façade is enhanced by the use of a darker purplish colored brick that is wrapped around the northwest and southeast corners. Fenestration is quite simple and consists of vertical rows of elongated single window openings, each of which contains a double-hung sash. On the facades the window openings correspond to every structural bay, so there are nine openings per floor. Fenestration is the least regular on the south sidewall.

On the east or principal façade the original double-door opening, set beneath an ornamental brick semi-circular arch with transom, is located on the south end of the frontage (southeast corner). A second though smaller arched opening, presumably a shipping door, is located to the north in the second bay from the north end. The exterior darker veneer brick substitutes single Flemish bond courses in lieu of rowlock courses. There is a prominent two-brick thick projecting water table that is raised and runs at the sill level of the ground level windows.

The building never had a central heating plant. In-wall chimneys placed towards either end of the east façade serviced stoves at least on the ground level. Twin freight elevators are located in the second bay east from the west wall and a stairway, consisting of unconnected floor by floor ascents, is located along the east side of the north elevator shaft. The original building had a rectangular office space located in the northeast corner of the main floor plan. Otherwise, all floors are open in plan and any subwalls are of wire or plywood formulation and are of recent vintage.

The facades employ a Classical three-part vertical division. A raised foundation and water table, which runs at the ground floor window sill level, is the base. The shaft consists of the middle three floors. There is an uninterrupted brick veneer surface (apart from fenestration) on these three levels. The capital is the uppermost floor, with a base that is a matching two-brick wide projecting belt course (again at the window sill level) and shorter windows. A corbelled brick parapet base is topped with a plain brick parapet.

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The two facades have a matching fenestration pattern. Narrow double-hung sash windows are centered and aligned vertically within each structural bay. The east/principal façade is symmetrical, with two segmental arch doors, each being set in one bay from the outer corners. Six columns of windows complete the fenestration (originally there were four basement windows aligned with the columns of windows that didn't align with the two entrances. The northern façade has nine columns of identical windows. Today there are four shipping overhead doors in the third and the sixth through the eighth bays. On both facades a metal exterior fire escape is centered on the wall plane. A short square-in-section chimney projects from the northwest corner.

The west wall fronts on the north-south running alleyway. It has no fenestration above the ground level. Three shipping doors, all original, are located along the ground floor. The south sidewall offers a distinctly different fenestration pattern. While each bay has centered windows in vertical alignment like the other walls, this wall has only alternating bays fenestrated on the two upper and two lower floors. There is also a shipping door in the westernmost bay on the ground floor. Thus, the lower two levels have windows in the third, fifth, seventh, and ninth bays, while the upper two floors have their openings in the even-numbered bays. The roof as noted drains to the west, so there are parapet walls on three of four sides. The parapet wall on the south side steps up west to east in three even stages. The south wall also had basement windows in each bay (these are bricked in or sealed, and remain clearly visible. The original metal sash for one window opening survives in the northwest corner.

Inside the building's floors remain largely open. The basement is the most impressive. While a concrete raised floor covers the northern one-fourth of the floor area, the remainder is of brick surfacing. A series of relieving arches are visible along the base of the south, north and east walls. There is no boiler, coal room and there is no evidence that these elements were ever in the building. A chimney or flue in the northwest corner has vents and appears to be a ventilation system. Brick pilasters are aligned with each row of wood columns and the beams at each end of these rows is supported by the pilasters (except on the basement level, west wall where the beams are set directly into the wall itself. The surviving undersides of two wooden stairs identify the southeast entrance and northeast entrances as original pedestrian entrances. The water service is located in the northeast corner. There is no indication of any basement vault extensions beneath sidewalks or the alley. Basement windows have been bricked in but much of their openings remain unfilled. In-wall chimney flues in each corner bay on the east façade serviced heating stoves.

The ground floor originally had a rectangular office in the northeast corner but no original office wall or floor surfaces remain. The first floor is largely broken up by temporary dividing walls or partitions and wire cages. The entire floor surface has been covered with plywood panels. The southeast entry appears to be intact with its transom and is simply sealed with panels. The building's electrical service is located in the northwest corner. There are three overhead doors on the north ground level.

The column and beam arrangement on each floor is identical. Only on the basement level are iron capitals or collars employed on the columns to support the beams. The basement columns are also set within square iron bases. At each junction point, the two beams flank the base of the succeeding column base (or a short support for that column). As noted, column and beam dimensions diminish on each floor level. Beams are paired and spaced, and are tied together with rods and nuts. Floor joists (3 inches by 15-18 inches) are overlapped and cross-braced. Subflooring consists of one-inch by six-inch boards that are laid east/west in line with the beams. The flooring proper, of the same dimension, is aligned the same way so there is likely intermediate sub-flooring that is laid perpendicularly or is angled.

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The south elevator is encased in plywood paneling on every floor, while the north elevator is not encased on the basement, first floor and third floor. The second floor ceiling is covered with bat insulation but is otherwise uncovered. Window interiors are covered with plastic panels (third floor) or plywood panels on most floors. The north elevator penthouse has been completely rebuilt and no direct access to the roof was to be found. The roof was not investigated as a result. Another area that is closed off is the westernmost bay on the ground floor. At least one of three west side shipping doors retains its original door and it would appear that these doors are the best preserved, apart from the southeast main entrance, in the building.

Alterations:

The building is a very simple arrangement and its overall integrity is very high. The following general sequence of alterations is based upon observation and available building permits.

Alteration	Date	Description	Source
Brick paving extension	?	Cut in present north-side paving indicates two different paving sequences	Observation
New north shipping doors, reorientation to Elm Street	Feb. 11, 1946	By Keefner Construction Company, \$59,560	Building Permit, City of Des Moines
Storage garage	Nov. 17, 1972	By White Central Company, \$2,000	Building Permit, City of Des Moines
Undetermined [present-day office area-bathrooms?]	Dec. 15, 1972	By White Central Company, \$3,500, commercial alteration	Building Permit, City of Des Moines
Demolition [garage?]	Feb. 16, 1976	By White Central Company	Building Permit, City of Des Moines
Present storage temporary walls	In past 10 years	By most recent tenant	
Seventh Street Viaduct removal			
Shipping door, southwest corner	Likely most recent?		

The major visual change impacts the ground floor of the north sidewall. It would appear (absent any early photographs of this building) that there were two original shipping doors on the north side. These are marked broad semi-circular arches (second and fourth bays from the alley/west). Regular windows filled the other bays, matching those above. A third shipping door was added between the original ones. Wooden beams were recessed into the wall from inside. These run below the original arches and supported sliding doors. The two original shipping doors were lowered in height and squared off. The windows on the easternmost bays were shortened and replaced with metal sash. The north entrance appears to be of recent vintage based on the lack of any physical evidence around the opening. However there is a basement stairway although it might be resultant from this new entrance. All of this work likely dates to 1946 when the building's address switched from S. W. 7th to Elm Street.

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The Hawkeye Transfer Company Building maintains a high degree of all seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. The industrial setting of the building remains despite the nearby construction of MLK Jr. Parkway (which is separated to the north by a generous grassed buffer). Elm Street survives on this block only. The removal of the Seventh Street Viaduct actually exposes the building's east façade to a degree that it never enjoyed during most of its history. The original design, reflected in its massing, materials, window openings, survives virtually intact, the only distraction being the changed north side shipping doors and the replacement of the office area windows with rectangular metal sash windows. The original main openings remain in place and can be readily restored. Workmanship, reflected in both the exterior and interior wood support system, floors, stairs and elevator shafts, are also retained. The overall form of the building has remained unchanged once it assumed its intended scale in 1902. All the original architectural materials and detailing, including belt courses, cornice, window openings, and chimney remain as built. Most of the original windows survive although these are in poor condition. The interior retains its open plan, historic surfaces, and structural elements.

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.

Areas of Significance

(Enter categories from instructions)

Commerce
Community Development

Period of Significance

1902-1941

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.

Significant Dates

1902

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Hallett and Rawson
Capital City Brick and Pipe Company

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository: #

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8. Significance Statement:

The Hawkeye Transfer Company Warehouse (1902) is locally significant under Criterion A-Commerce for its direct association with two of Des Moines' preeminent warehousing firms, Hawkeye Transfer Company and Luthe Hardware Company. The construction of this warehouse enabled the growing company to add storage to its retail and moving business. That growth continued and a new retail building was built five years later as was a replacement warehouse in 1913. These two successive company warehouses are the last survivors of a much larger number of transfer and storage warehouses once located in Des Moines. The building is also significant under the context of Community Development for its association with the development of the city's industrial and warehousing district that was established by Frederick M. Hubbell and his Factory Addition Plat. Hubbell built this building as an incentive to lure major tenant companies west to his new development. The period of significance is 1902 to 1941 (the year that Luthe Hardware Company left the building). The significant dates, 1902 represents the original construction date.

The Hawkeye Transfer Company Warehouse (1902) was recommended to be individually National Register of Historic Places eligible as a result of the findings of the Martin Luther King Jr. Corridor Study #2, July 1998, by Jan Olive Nash. The Iowa State Historic Preservation Office reviewed the consultant's recommendations and concurred with the eligibility finding on July 9, 1998 (Dr. Lowell J. Soike). The building was found to be, in conjunction with the Schmitt-Henry Furniture Company Building, located immediately to the west, one of two most representative and best preserved of Des Moines historic Factory Addition. As such, the period of significance for this building was set at 1902-1910, the period of occupancy by its original tenant company, with a local level of significance. The building's construction coincided with a substantial expansion on the part of Hawkeye Transfer and at the point in time where that firm began to specialize in agricultural implements and heavy equipment sales and moving. It appears to be one of two surviving transfer warehouses in Des Moines, the other being the 1913 replacement building at the corner of Tuttle Street and S.W. 5th Street, which was built by the same company. Structurally the building represents what was at the time a very large storage warehouse that was built prior to the development of reinforced concrete construction building technology.

The building site was purchased from Frederick M. Hubbell, the leading Des Moines landowner and developer. The same contractor, the Capital City Brick and Pipe, built both the Schmitt-Henry Furniture Factory building (located immediately to the west, across the alley, and also being nominated at this time to the National Register of Historic Places) and this building. That building company was enjoying immense success at the time this building was built and in fact so very many major buildings were being constructed when this building went up, that this one, while still sizeable, was dwarfed by the other building efforts (Schmitt-Henry's first building, comparable in scale, was included in a full-page treatment of the Capital City Brick and Pipe firm (*Daily Capital*, May 25, 1902).

Hallett and Rawson, Des Moines Architects:

George E. Hallett (1863-1910+) was born in Des Moines and first worked as a carpenter prior to studying architectural design under Denver architect Fred A. Hale. He returned to Des Moines and started a solo design firm in 1890, specializing in the design of high-end residences. He enjoyed some considerable stature in that he was chosen to design the city's Union railroad station in 1897 (not built) and the Campanile for Iowa State College (also 1897). In 1898 he partnered with Harry Duston Rawson as Hallett and Rawson. Rawson (1873-1934, also a Des Moines local, was trained at the Massachusetts Institute of Technology (1896) following undergraduate work at Grinnell College (Grinnell, Iowa). Rawson had influential brothers in the U. S. Senate and the construction and insurance trades and these associations and his social connections, elevated the design trade of the new partnership to a regional level. Notable design commissions included a number of important Grinnell College buildings, lodge halls, Carnegie libraries, and many substantial residences. This warehouse design

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was a fairly early commission for a partnership that lasted a dozen years. In 1910, Hallet retired and headed to California, while Rawson joined the notable design firm of Proudfoot and Bird (as Proudfoot, Bird and Rawson) (Shank, pp. 73-74, 138-39).

Frederick M. Hubbell, Des Moines Developer:

Frederick Marian Hubbell (1839-1930) was the founder of Des Moines' most prominent family-based engine of development and investment, one that continues to play a leading role in metropolitan advancement. Hubbell reached the city as a cash-poor single man in 1856 and immediately secured a post as a clerk in the local U.S. land office. He next clerked for P. M. Casady and J. S. Polk, a legal and real estate firm and in 1864 the partnership was refined to Polk and Hubbell. Their first major endeavor was the construction of a narrow gauge railroad link between Des Moines and Minnesota. It took ten years of maneuvering before the first spike was driven in 1874 but the line finally developed as the Chicago and Northwestern Railroad as a standard gauge line. The municipal streetcar system and the establishment of the Equitable Insurance Company and the Des Moines Water Works Company followed during the 1880s. In 1881, and reflective of his increasing wealth, Hubbell purchased the B. F. Allen residence, then said to be the costliest residence in the state. It was also called Terrace Hill and is today the governor's residence (National Register of Historic Places). In 1887 the 22-year old partnership between Messrs. Polk and Hubbell was dissolved. Polk kept the street car system and Hubbell turned to real estate and the development of the Des Moines Union Railway, the in-city connecting link between the various railroad companies, and most important, the link between factories, warehouses and those lines. By 1907, Hubbell's real estate holdings totaled 54 square miles of key commercial and industrial land within Des Moines. At that time, local historian L. F. Andrews cited the most significant of Hubbell's earlier building projects. Three examples were offered, these being the Victoria Hotel, the Merchant Transfer Company warehouse and the subject building, Hawkeye Transfer Company Warehouse, at Seventh and Elm streets (*Iowa State Register and Farmer*, January 25, 1907).

The building's construction figures prominently in Frederick M. Hubbell's effort to promote the development of his Factory Addition, finally platted in 1913. A great many factories, jobbing houses and warehouses clustered along the west side of the Des Moines River, to the immediate south of the downtown proper, but the vast flat area lying to the west was occupied only by scattered small residences and the various railroad lines and yards. Hubbell needed to draw them westward. Frederick Hubbell needed to attract factory and warehouse buildings to his building lots to the south of the downtown. This is the advertisement that the Hawkeye Transfer Company leadership certainly read and responded to, in mid-1901:

SOMETHING FOR NOTHING**BUILDING SITES FOR FACTORIES.**

During first ten years a tenant only required to pay the taxes. After than, 4 per cent on value of ground.

I have lots on Seventh, Eighth, Ninth and Tenth streets south of Elm street with railroad facilities, which I am willing to lease on long time for factories, warehouses and other industries, free of rent, except taxes, for the first ten years and after that time 4 per cent annually on the value of the ground, with taxes.

F. M. Hubbell, Des Moines, Iowa

In later years Hubbell would allow a company to build on leased land, and in that manner he retained an interest in every project. Here he was doing the building for the tenant firm and providing the site. Furniture manufacturers Schmitt and Henry were allowed to buy their building lot, but Hubbell kept the ownership of the Hawkeye lot. He built their new warehouse building and negotiated a long-term lease. Other buildings followed and in 1913 the area was formally re-platted as the Factory Addition. As the buildings were being finished, Hubbell became ensnarled in another matter, the long-planned construction of the 7th Street viaduct. The viaduct was central to promoting both industrial and more important, South Des Moines residential growth. The viaduct's principal function was to allow streetcars to by-pass the railroad yards that ran east/west between Elm

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and Cherry streets to the north of this building site. Now that Hubbell was erecting his buildings he suddenly opposed the viaduct's location and urged that it would be shifted one block to the west. Hubbell threatened to empty another warehouse that fronted on the planned viaduct and promised to extend S. W. 8th Street south to the Raccoon River if the viaduct went up on that street. He lost the battle and gained a viaduct (*Des Moines Capital*, June 18, 1901).

Hawkeye Transfer Company:

The transfer and storage business was a vital business sector in a growing city. The transfer function involved moving large quantities of business inventory, stock or household goods, while the storage naturally entailed providing temporary, seasonal or long-term secure storage for the same range of goods. Transfer companies ranged in scale from the itinerant mover to massive firms with correspondingly massive and fireproof storage facilities. While the nuances of this sector have yet to be fully researched and understood, it appears that the industry achieved some level of critical mass c.1900, at which time the leading firms began to build their own warehouses and in some cases, expanded sufficiently to require multiple warehouse buildings. The Hawkeye Transfer Company started out in small scale sometime prior to 1901, at which time it was located at 401-03 East Walnut, with F. L. Oldfield as its manager. In the fall of 1900 the firm relocated to the west side business district, replacing the Patrick and Luthe Hardware Company in a building located at 2nd and Walnut streets (the Patrick and Luthe firm had dissolved, the Luthe brothers then reorganized and occupied or built a substantial building at 9th and Cherry streets). The move by Hawkeye was necessitated because "the old location at East Locust was too small to accommodate the growing business. One measure of its lack of prominence, was its absence from the indexed list of transfer companies in the 1900-01 Des Moines city directory (although such a list was a subscription list and not necessarily a comprehensive list). Just a year later, the entire firm was at the west side location with J. A. Hosmer as manager. In August 1901 the company expanded by leasing and overhauling the adjacent three-story brick Harbach Building which it would use as a showroom. In late August 1902, soon after the subject building was finished and occupied, partner J. A. Hosmer bought out Frank L. Oldfield and assumed exclusive control of the business. Oldfield entered into the wholesale stove business. Hawkeye Transfer up until 1902 and its occupancy of its new warehouse, was for the most part a retailer of large things, stoves, wagons and buggies, farm implements and the like. It was this warehouse building that enabled it to enter into the storage trade in addition to its retail and moving business. Its principal competitor in the storage and transfer trade was the Blue Line Warehouse and Van Company. As of the end of 1901 the latter competitor claimed to have the "best and most extensive warehouse facilities in Iowa." With the completion of the new Hawkeye Transfer Warehouse the Blue Line advertisements focused on the fact that they could offer separate locked storage vaults. The Blue Line Company hastened to further expand its warehousing capacities and added cold storage to its range of services even as this building entered into service. This was a disadvantage for Hawkeye and one that was underscored by a series of warehouse thefts that became public knowledge in the spring of 1906. Mr. Hosmer praised the local detectives who broke the ring of thieves and recovered the missing property. Later that same year he urged the parole of the ring leader who had left a wife with four children without support (*Iowa State Register*, August 14, 1901; 1900-01 Des Moines City Directory; *Daily News*, September 27, 1900; August 22, 1902; March 14, August 8, 1906; *Des Moines Leader*, December 22, 1901).

A good number of the city's transfer companies were really moving or cartage firms. The largest firms, having massive warehouses in most cases, were the Blue Line, Merchant's, Red Line, White Line and Hawkeye transfer and storage companies. None of the warehouses built for and used by these firms, apart from Hawkeye Transfer and Storage Company, are extant. The Hawkeye firm, as noted, expanded in 1901 and by 1907 was selling delivery vehicles and similar lines. Within the next three years, the firm claimed to be "the largest implement firm in the central west" and conducted both retail and wholesale sales of carriages, wagons, automobiles, harness, saddlery, stoves and ranges. Again, this sales component is not well understood relative to other similar firms or their main function of moving and storing goods. Clearly, Hawkeye Transfer Company was developing a special market niche that differed from its key competitors. The company was so successful that it built its own

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fire-proof warehouse as S.W. 5th and Tuttle streets and used architects Proudfoot, Bird and Rawson to prepare the plans (this firm did not design the 1901 building for Hubble and Hawkeye) (1910 Des Moines City Directory: *Tribune*, September 28, 1907).

In late 1909 and early 1910 the growing company erected what was termed "the largest implement firm in the Central West" at 5th Street and Court Avenue. This advancement reflected real growth since 1901 when it had expanded into the storage business. Beginning in late 1904 the company expanded into wholesale wagon sales and secured a county-wide agency to sell Studebaker "farm and teaming wagons, city gears, driving wagons, buggies, phaetons, surreys, carriages, station wagons, landaus, broughams, open and top delivery and business wagons, as well as single and double light and heavy driving and work harness." The new business relationship was advantageous both ways, as it afforded Studebaker "the Hawkeye Transfer company[']s...advantageous transfer facilities, enabling them to supply from a common base at Des Moines dealers in vehicles and harness in all parts of the state." Automobile agencies necessarily followed and played a key role in the scale and design of the new 1910 retail sales center. The Imperial Automobile was being sold by 1910 (Figure 5). The Jackson and Fuller automobile agency was also in hand by early 1910. By 1913 the retail outlet housed the Chevrolet-Little Motor Car Company that was headed by W. A. Oldfield. The Oldfield and Hosmer families were tied together, Ellen Hosmer, the wife of Julius A. Hosmer was born Ellen Oldfield. The company also bought out the Des Moines Implement Company at that same time (Figure 4). By 1915 the main company building also housed the Matthews Automobile and Tire Company. Four years later, Hawkeye Transfer Company erected a replacement warehouse at Southwest 5th and Tuttle streets. This fireproof warehouse had individualized storage vaults as well as cold storage facilities (Des Moines *Daily Capital*, September 29, 1904; Des Moines *News*, March 1, 7, 17, 1910; May 18, 1913).

An apparently independent corporation was the Hawkeye Buggy and Implement Company, that was also headed by Julius A. Hosmer as its president. The company was organized as early as 1917 and began to aggressively buy out competing buggy and buggy equipment retailers in the city. By 1913 number of acquisitions totaled six firms, and that year included H. C. Klingman, the pioneer buggy dealer in Des Moines. By that same year, the company building at 5th Street and Court Avenue was being advertised under the alternative corporate name (*National Democrat*, September 11, 1913; Des Moines *Daily News*, September 9, 1913).

In early 1910 they had purchased a summer cabin on Fort Dodge Lake, at Okoboji, Iowa, and Mrs. Hosmer had spent the summer of 1914 there. They lived in Highland Park, a notable middle-class residential suburb in North Des Moines and were much involved in promoting that part of the city. They were also associated with the Highland Park Presbyterian Church. Mrs. Hosmer was "prominent in religious, social and charitable work of the city." Her health worsened in the fall of 1908 and she died in early October 1914 (Des Moines *Daily News*, April 19, 1910; October 8, 1914 March 16, 1909; *National Democrat*, June 19, 1913).

The finances of both the Hawkeye Buggy and Implement Company and the Hawkeye Transfer Company collapsed in mid-1915. The creditors of the company met in late June and H. H. Whitaker was appointed the bankruptcy trustee. Frederick M. Hubble and "the other landlords of Julius Hosmer, bankrupt" secured a Federal District Court ruling in their favor over the interests of Polk County. Some \$7,000 in rent was over due. Property taxes for the years 1913-15 also remained outstanding. The court overruled a finding by Mr. Whitaker in the matter. The impact of the bankruptcy proceedings is unclear. The company, that is Hawkeye Transfer Company at least, survived. Julius Hosmer did as well, at least briefly. He established a company stable at Murphy and Southwest 8th streets by the fall of 1918 and purchased a 99-year lease for the property, known as the old McClure Silo plant, and remodeled the building into a garage and warehouse in early 1919. He finally disappears

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Hawkeye Transfer Company Warehouse

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from the record and is not to be found in the 1920 federal census in Des Moines (Des Moines *Capital*, June 25, 1915; Des Moines *Daily News*, November 17, 1918; January 1, 1919).

The Site History and Development Context:

The new factory location was located in what would (six years later) be belatedly re-platted as the Factory Addition. The future plat site, as of mid-1901, was primarily residential, with a scattering of cottages (mostly fronting north on West Elm Street) and one large single-story frame warehouse. A hint at what drew the partners to this more southwesterly site, dates to a 1906 observation of the building up of the area. This entry coincides with the completion of the second Schmitt & Henry building on the new site:

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

Figure 1 shows a largely vacant block as of 1901. An explanation is provided by a ten-year growth retrospective that was published in early 1906:

With the exception of the White Line Transfer, Robertson, Getchell & Martin and Des Moines ice company buildings, every brick building south of the railroad tracks of any consequence has been built in the last ten years. What was then the baseball park on Seventh is now occupied by the Hawkeye Transfer, Schmidt-Henry, Stone Wall Paper and other buildings (*Register & Leader*, May 13, 1906).

As Figure 1 indicates, Globe Supply Company was the first warehouse tenant on the block and occupied the property to the south of the future Hawkeye Transfer Company building site.

When work was started on the nearby Schmitt and Henry Company building, it was noted that "the factory will lend life to the Hubbell factory district and enhance the value of neighboring tracts considerably." The two buildings in combination also had their impact. The Daily Leader noted at year's end "Fortunately for Des Moines, the Hubbell's have a way of doing things which is a great factor in these same building operations. The Schmitt and Henry factory and Hawkeye Transfer company warehouses, under construction below the railroad tracks, between Seventh and Eighth streets, immense and important, are of this parentage" (*Iowa State Register*, August 16, 1901; *Daily Leader*, December 11, 1901).

Frederick M. Hubbell was issued the building permit for a four-story warehouse, located at the southwest corner of Elm and 7th, with an estimated building cost of \$25,000, in August 1901. Land ownership records confirm that Hubbell retained ownership of the land associated with the new building (*Iowa State Register*, January 10, 1902; Polk County Auditors Office, Transfer Books; *Iowa State Register*, August 31, 1901).

The planned building, while built in then traditional warehouse heavy mill construction design and materials, was rated "the largest in the city" and this general reference attested at least to its impressive scale. The likely context was that of warehouse buildings. Hubbell announced that the best vitrified brick would be used (*Iowa State Register*, August 24, 1901).

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The construction contract, with Capital City Brick and Pipe Company, began by the end of October. Remarkably, the *Daily Leader* could report, by mid-November: "The new house of the Hawkeye Transfer Company at West Seventh and Elm streets will be enclosed early next week and the company will then commence moving into the building." The adjacent Schmitt and Henry Company building, being raised up by the same building firm, encountered substantial foundation problems and the architects were forced to devise an unusual cast concrete piling support system to solve the problem. It is not known whether the same sub-surface conditions were encountered in the construction of this building. Different architects were employed by the two building efforts (It is known that Proudfoot, et al, did not design the Hawkeye building). Apparent physical evidence of similar foundation problems is the use on at least three sides of the building, below grade, of fairly massive brick relieving arches. Unlike most relieving arches, these are not reversed but appear to bridge between two points to bolster the support system. Do the spring points of each arch mark the presence of similar piling supports? (*Iowa State Register*, August 31, November 6, 1901; *Daily News*, October 31, November 16, 1901; *Daily Leader*, December 11, 1901).

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

The subject building was also on the list of the many substantial buildings that were constructed by the Capital City Brick and Pipe Company when a retrospective company history appeared in several city newspapers in mid-1902. That source stated "Some idea of the immense business done by the Capital City Brick & Pipe company may be gained from a list of buildings which it has erected or has under way. Among the more noted instances are...Buildings for the Hawkeye Transfer Company, the Schmitt-Henry Mfg. Co..." One of the curious features of the 1901 construction season in Des Moines was that local brickyards had largely contracted their brick outside the city, having misjudged municipal needs. As a result, it was estimated that a quarter of a million brick had to be imported to meet those local building needs. The *Des Moines Leader* observed "...building operations have been kept back all season and there have been innumerable delays. Builders have put up with these until this time, but now the season is so far advanced that they can not take chances on a freeze-up and have to go away from Des Moines to get brick to close up their work." The subject building apparently avoided these problems, likely because the contractor was also a brick-maker (*Des Moines Daily News*, May 25, 1902; *The Des Moines Leader*, November 21, 1901; June 9, 1902).

The Seventh Street Viaduct:

The viaduct concept developed in late 1901 just as the subject building was being discussed. The Commercial Exchange formed a 15-man working committee, and then quickly winnowed it down to just five members. The concept was to facilitate traffic, principally streetcar traffic, from South Des Moines across the rail yards that ran across the south side of the business district. The rails of the Chicago, Rock Island and Pacific, Des Moines and Fort Dodge, the Chicago, Burlington and Quincy and the Des Moines Union railways, constituted a major obstacle to the South-siders. Some on the committee wanted to continue the viaduct as an "artistic elevated boulevard" all the way south over the Raccoon River to the Clifton Heights

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subdivision. Such an approach, running “through a district which is not as attractive as it might be” (the factory district) represented the ideals of the City Beautiful movement. As Figure 14 indicates, the steel viaduct as it was designed and built, was quite ornate (*Iowa State Register*, November 30, 1901).

The viaduct was delayed in its construction far longer than most public building efforts. Plans weren’t finished until May 1906, were again revised at the end of 1907, and construction didn’t begin until mid-1911. The first photo of the finished crossing was finally published in mid-October 1912. Of course viaduct users also needed to get across the Raccoon River and the second viaduct over that river wasn’t finished until the spring of 1916 (*Register and Leader*, May 14, June 23, October 26, November 29, 1906; December 15, 28, 1907; June 8, 1908; *Tribune*, September 28, 1907; February 25, 1909; June 28, 1911; October 18, 26, 1912; January 12, 1915; May 31, 1916).

The south approach to the viaduct completely obstructed the ground floor of the Hawkeye Transfer Company Building. Stairways on either side of the viaduct, at Elm Street, enabled passengers to access the sidewalks. The viaduct was demolished in 1965 after a beam fell onto a passing freight train. A new viaduct was built 1965-66 but was in turn demolished in early 1999. Today the 8th Street viaduct, a block to the west, replaces it, although most of the tracks have been removed. Seventh Street is now at at-grade crossing. This view corroborates with Figure 19, the 1920 Sanborn Map, which shows the Globe and Luthe Hardware buildings in this same distribution (*Des Moines Register*, May 7, 2003).

Figure 15 shows both the viaduct and its physical relationship to the subject building, but also the context of major warehouse and factory buildings to the west and east of the building as of the middle 1950s. As of 1950, the buildings and firms on the rest of the block had completely changed. Tuttle Street would be realigned and shifted north at some later date. The building details are unchanged from the 1920 map version.

Later Building History:

The Hawkeye Transfer Company warehouse building is not individually listed in city directories prior to 1908 because the building was a simple warehouse with no known retail function or public access. Such buildings are commonly “invisible” to directory categorization or individual listing. Beginning in 1908, and when a street address cross-index first appears in the directories, it is listed under the address of 300 S.W. 7th Street. J. A. Hosmer (1859-?) was born in Cleveland, Ohio, and his first wife was Ellen F. Oldfield (1861-1914), who apparently provided the family link to the company. He came to Des Moines in 1894. He managed as late as 1929 and also served as treasurer and a board member for the Highland Park Presbyterian College. As last as 1929, the company offices were located at 115 8th Street, and were not in occupants even the 1914 warehouse on S. W. 5th Street (*Who’s Who in Des Moines*, p. 133).

Hawkeye Transfer Company relocated between 1915 and 1916 to its new building at 340 S.W. 5th (it disappears city wide as a company between 1935 and 1940) and was replaced by Luthe Hardware Company in 1916. That firm specialized in the wholesale distribution of “Tinware, cutlery, sporting goods, guns, ammunition, metals, roofings, paints, varnishes, oils, wooden ware, cordage [and] harness.” The building was that company’s number three warehouse and painted signage on the south side wall survives from this period. Luthe Hardware dated from 1893 and was founded as Patrick and Luthe. By 1900 it was the city’s largest such firm and dominated the regional market. The firm reorganized in 1900 and relocated. In 1908 it added a floor to its three-story, quarter-block large building at 9th and Cherry streets (Figure 18), an indication of successful growth. By 1916 it was one of two major firms (the other being Brown-Camp Hardware). Figure 17 depicts a sole surviving relic from the Luthe Company (along with the exterior signage). Signed graffiti on the north interior wall, ground floor, mentions the Hawkeye company and dates to December 1922. The Luthe Company leadership at this time consisted of

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president Frederick H. Luthe, vice president Charles J. Luthe, and secretary Addison G. Cook. The principal company office was located at 817-23 Cherry Street (non-extant). Figure 19, the 1920 Sanborn Fire Insurance Company map, places the Luthe company in the building as of 1920 (1916 Des Moines City Directory; *Daily News*, October 17, 1899, September 10, 1908).

The Luthe firm continued to occupy the building until 1941. The Keefer Concrete and Construction Company remodeled the building in 1946 and reoriented its address to Elm Street. The Lumberman's Association Buyers Company, which dealt in building materials also occupied the building at this time and remained there until 1951. The Ashton Wholesale Service, also dealing in building materials, was the next principal tenant firm, from 1951 through 1971. Also known as Ashton Wholesale Services, its officers were president John P. Ashton and vice president D. Dale Ashton. The Distributors Furniture Outlet, dealers in new furniture, are briefly listed in city directories (1972) and their painted signage remains on the upper north façade. Todd and Associated Distribution Company, dealer in wholesale furniture, was in the building during 1973. The Rocket Transfer Company, Inc., Iowa Paper Warehouse and the Bell Moving Company and Storage are all listed there 1974-75. Rocket alone is listed through 2000 (Des Moines city directories, 1925-2004). The building is currently being redeveloped as a residential and commercial property by the Hubbell Realty Company.

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Des Moines *National Democrat*, June 19, 1913

Des Moines *Plain Talk*, July 15, 1906

Des Moines *Iowa State Register*, August 14, 16, 31, November 6, 30, 1901; January 10, 1902

Iowa State Register and Farmer, January 25, 1907

Des Moines *Register and Leader*, May 13, 14, June 23, October 26, November 29, 1906; December 15, 28, 1907; June 8, 1908;

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Des Moines Register, May 7, 2003

Des Moines Tribune, September 28, 1907; February 25, 1909; June 28, 1911; October 18, 26, 1912; January 12, 1915;
May 31, 1916

The Iowa Unionist, March 3, 1910

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	[1][5]	[4][4][7][9][3][0]	[4][6][0][3][3][8][0]	2	[][]	[][][][]	[][][][][]
	Zone	Easting	Northing		Zone	Easting	Northing
3	[][]	[][][][][]	[][][][][][]	4	[][]	[][][][][]	[][][][][][]
							[] See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title James E. Jacobsen

organization History Pays! Historic Preservation Consulting Firm date December 9, 2009

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 Hubbell Realty Company

street & number 6900 Westown Parkway telephone _____

city or town West Des Moines state Iowa zip code 50266-2520

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

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

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10. Geographical Data:

Verbal Boundary Description:

The north 152,34 feet of Lot 60 Factory Addition (except the west 35 feet of the east 163.2 feet

Boundary Justification:

The factory complex was historically associated with this parcel.

Map:

[refer to Figure 23, page 30]

Photographs:

Name of Photographer: James E. Jacobsen

Date of Photographs: November 2008 (Photo 7, May 2009)

Location of Original Negatives: Property owner

Description of views:

Photo 1: north façade, view southwest

Photo 2: Detail, north façade shipping doors, view southwest

Photo 3: East façade, view northwest

Photo 4: East façade, view west

Photo 5: South side, view northeast

Photo 6: West side, shipping door detail, view southeast

Photo 7: West side, overview, view south

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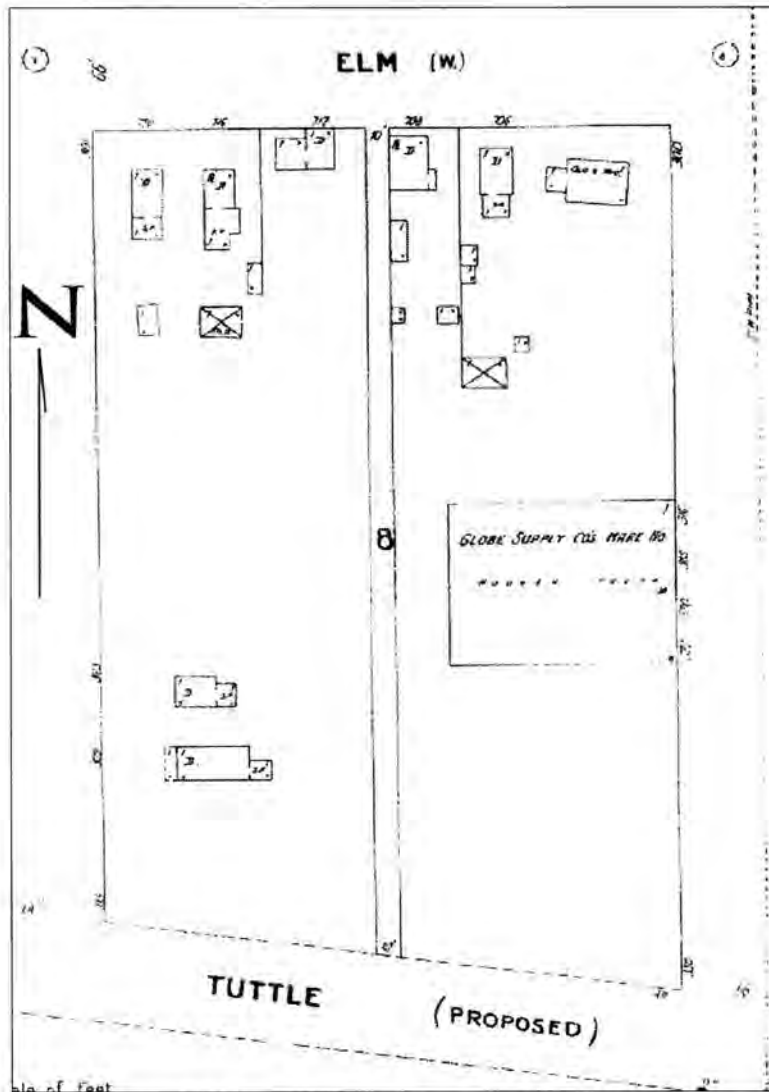


Figure 1: Detail, 1901 Sanborn Fire Insurance Map

STORAGE BEST AND LARGEST, new Building now ready.
HAWKEYE TRANSFER COMPANY.
Will store all kinds of goods. Household goods a specialty. Dealers in Brooms, Wagons, Buggies, Harness and latest patterns of Farm Machinery.
West Second and Walnut Streets. Tel. 322 Iowa, 374 Mutual.

Figure 2: New building ready (Des Moines Capital, January 31, 1902)

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STORAGE **HOUSEHOLD GOODS**
Lowest Rates, Best Service, Estimates Free.

Best and Most Extensive Warehouse Facilities in Iowa. **PACKING**
Refrigerate Compartments, Private Locked Rooms, Fire Proof Van-in
309 FIFTH ST. PHONE 138. **MOVING**

BLUE LINE Warehouse and Van Co.,
Transfer Co.
ONLY MOVING VAN LINE IN THE CITY.

STORAGE **LOW Rates** **MOVING**

Largest, Newest, Cleanest Rooms for Storage of Household Goods
Pianos, Buggies, Etc.

HAWKEYE TRANSFER CO. Office West Second
and Walnut Sts.

Figure 3: "largest, newest, cleanest" storage rooms and the competition
(Des Moines Daily Leader, February 28, 1902)

ANNOUNCEMENT!

We have sold our stock of implements and vehicles. Also our name and good will to the Hawkeye Transfer Co., who will continue to handle the strong lines we have handled for years. We cordially recommend them to all our friends and former customers.

Des Moines Implement Co.

BY H. C. HARGROVE.

Figure 4: Acquisition of Des Moines Implement Co. by Hawkeye Transfer Company
(Des Moines Daily News, March 4, 1910)

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IMPERIAL CARS

HAVE ARRIVED
and are now on exhibition at
Hawkeye Transfer Company's
new building.

BE SURE AND LOOK THEM OVER

Figure 5: New building (Des Moines *Daily News*, March 10, 1910)

**A LOW PRICED SALE
OF
BUGGIES and IMPLEMENTS**

We have just purchased the good will
and entire stock of buggies, wagons and
implements of the

DES MOINES IMPLEMENT COMPANY

who have been doing a retail business at
313-315 East Walnut street and we will
now close out all their extra stock.

AT AN UNUSUAL CUT IN PRICES

We also wish to invite all their old
customers to call and inspect our new
seven story retail house at West Fifth
and Court avenue.

And we invite you to look over our
regular lines which consist of the fol-
lowing:

BUGGIES	WAGONS
SURRIES	TRUCKS
IMPLEMENTS OF ALL KINDS	
HARNESS	AUTOMOBILES
STOVES	SAFES

Cash or Payments

HAWKEYE TRANSFER CO.
WEST FIFTH AND COURT AVENUE
OPENS SATURDAY EVENINGS

Figure 6: Hawkeye Transfer Company Advertisement
(Des Moines *News*, March 17, 1910)

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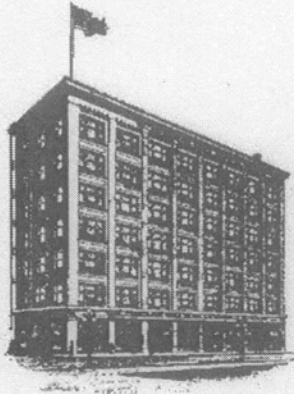
Polk County, Iowa



**This is the Home of the
Hawkeye Transfer Co.**

Fifth and Court Avenue
Wholesale and Retail

- BUGGIES
- WAGONS
- HARNESS
- IMPLEMENTS
- SEWING MACHINES
- LAWN MOWERS
- CASH OR PAYMENT



- AUTOMOBILES
- DELIVERY WAGONS
- HEATING STOVES
- RANGES
- FIRE PROOF SAFES
- GERMAN HEATERS

OPEN SATUR DAY EVENINGS

**The Largest Implement
Firm in the
Central West**

"YOUR PATRONAGE IS CORDIALLY SOLICITED."

Figure 7-8: New Hawkeye Transfer Company retail house, corner of 5th Street and Court Avenue, 1910 (left, 1910 Des Moines City Directory, right, *The Iowa Unionist*, March 3, 1910)

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HAWKEYE TRANSFER CO. BLDG.

A Welcome To Fair Visitors
Make This Building Your Headquarters
These Firms Will Be Glad To See You

The World's Best
Smith Manufacturing Co.
City Sample 4th Floor Hawkeye Bldg.
Des Moines, Ia.

The Thomas Mfg. Co.
SPRINGFIELD, OHIO
Grain Drills, Hay Loaders,
Side Delivery Rakes
Celebrated Crown Mower
HAWKEYE TRANSFER BLDG.

DURANT-DORT CARRIAGE CO.
Famous Blue Ribbon Vehicles
W. A. OLDFIELD
Iowa Manager

DIRECTORY
FIRST FLOOR
SECOND FLOOR
THIRD FLOOR
FOURTH FLOOR
FIFTH FLOOR

JACKSON AUTOMOBILES
Will be exhibited during the State Fair
See The New Gun Boat Model!
JACKSON 50 PASSENGER
JACKSON SUN BOAT
DISTRIBUTORS
CAPITAL CITY CARRIAGE CO., Des Moines Iowa

A HOME INDUSTRY
Des Moines Silo Mfg. Co. (Inc.)
Des Moines, Iowa

BUERKENS WAGONS AND FARM TRUCKS
BUERKENS MFG. CO.
Des Moines, Iowa

Rock Island Plow Company
D. A. GILTNER, Representative

This Large Building Is the Retail Home in Des Moines of the "GERMAN HEATER"
See the Exhibit on the Fair Grounds in Booths 18 & 19 Power Hall.
R. H. Smith

WE FURNISH
Des Moines Electric Company
575th and Mulberry

Town and Country
The Taplin-Rice-Clerkin Co.
Des Moines, Iowa

CLIMAX FURNACES
The Taplin-Rice-Clerkin Co.
Des Moines, Iowa

TO VISIT
HAWKEYE TRANSFER COMPANY

"WHITE"
Steam Cars Gasoline Cars
White Motor Car Co.
Hawkeye Transfer Bldg.

When You Come to the State Fair Don't Miss Seeing The Improved Dowden Potato Digger
Dowden Manufacturing Co., Prairie City, Iowa

Figure 9: Iowa State Fair season Hawkeye Transfer Company Building advertisement (Des Moines Daily News, August 23, 1910)

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SEVEN FLOORS INTERESTING EXHIBITS FOR FAIR VISITORS

KIMBIRE INCUBATOR IS A GOOD ONE
The Kimbire Incubator Co. is the largest and best manufacturing plant in the world at this time. We have a complete line of incubators, brooders, and other poultry equipment. Write for a catalogue.

MITCHELL WAGONS
MITCHELL TRUCKS
The Mitchell-Wagon Co. is the largest and best manufacturing plant in the world at this time. We have a complete line of wagons, trucks, and other agricultural equipment. Write for a catalogue.

STOVES
A FACTORY SALES ROOM AT YOUR VERY DOOR
The Stove Co. is the largest and best manufacturing plant in the world at this time. We have a complete line of stoves, ranges, and other household appliances. Write for a catalogue.

BLUE RIBBON VEHICLES
One of the many popular styles of which we have a complete stock.
Manufactured by the Durant-Dort Carriage Co., Flint, Michigan.

PETER SCHUTTLER WAGON
OLD RELIABLE
THE ONE BEST WAGON

The Celebrated "Birdsell"
World-famous as "The Wagon of Quality"

SIDNEY
HAWKEYE BUGGY AND IMPLEMENT CO.

The Wonderful Howard Overdraft Heater
Write for a catalogue.

Light Draft Plows
Parlin & Orenduff Co., Clinton, Illinois.

Mitchell-Lewis Motor Co.
1075 and 1077 East 10th St., Des Moines, Iowa.

The Globe Stove and Range Co.
Des Moines, Iowa.

Hawkeye Buggy and Implement Co.
Des Moines, Iowa.

Figure 10: Iowa State Fair season Hawkeye Buggy and Implement Company advertisement (Des Moines Daily News, August 19, 1913)

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Figure 11: Replacement Hawkeye Transfer Warehouse, Southwest 5th and Tuttle streets
(Des Moines Daily News, January 26, 1914)

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Polk County, Iowa

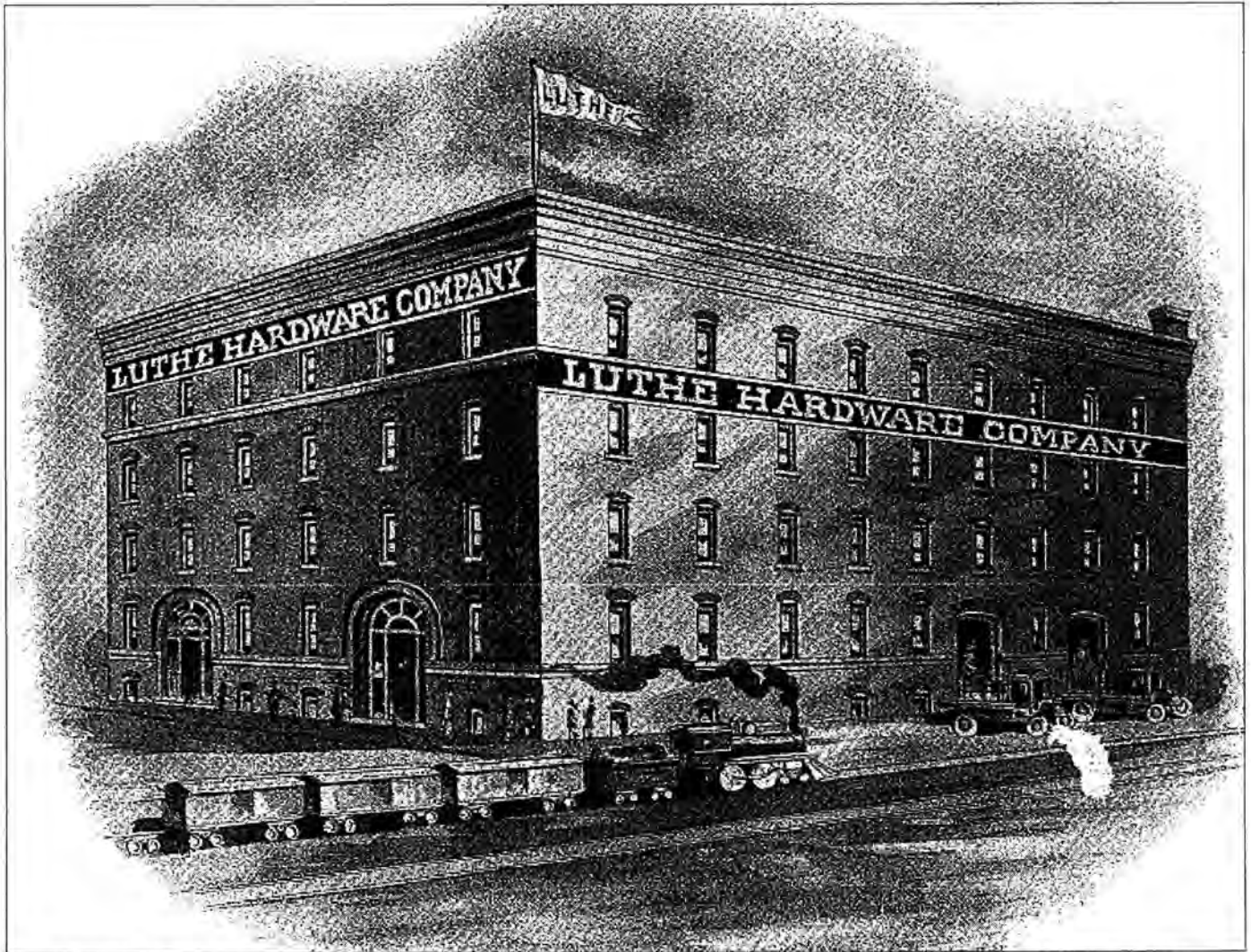


Figure 12: Lithographic view as Luthé Hardware Company Warehouse Number 3, view southwest, c.1920
(Undated company catalog excerpt, provided by Ralph Christian, State Historical Society of Iowa)

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

**National Register of Historic Places
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Hawkeye Transfer Company Warehouse

Polk County, Iowa

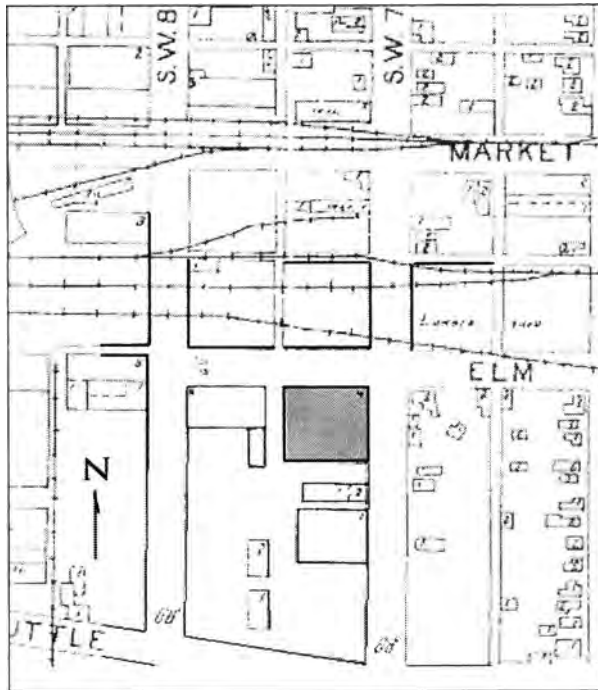


Figure 13: 1906 Sanborn Fire Insurance Company summary map



Figure 14: Seventh Street viaduct, view northeast from the Schmitt-Henry Factory
(*Des Moines Magazine*, July 1916; *Des Moines Register*, May 7, 2003)

**United States Department of the Interior
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Hawkeye Transfer Company Warehouse

Polk County, Iowa

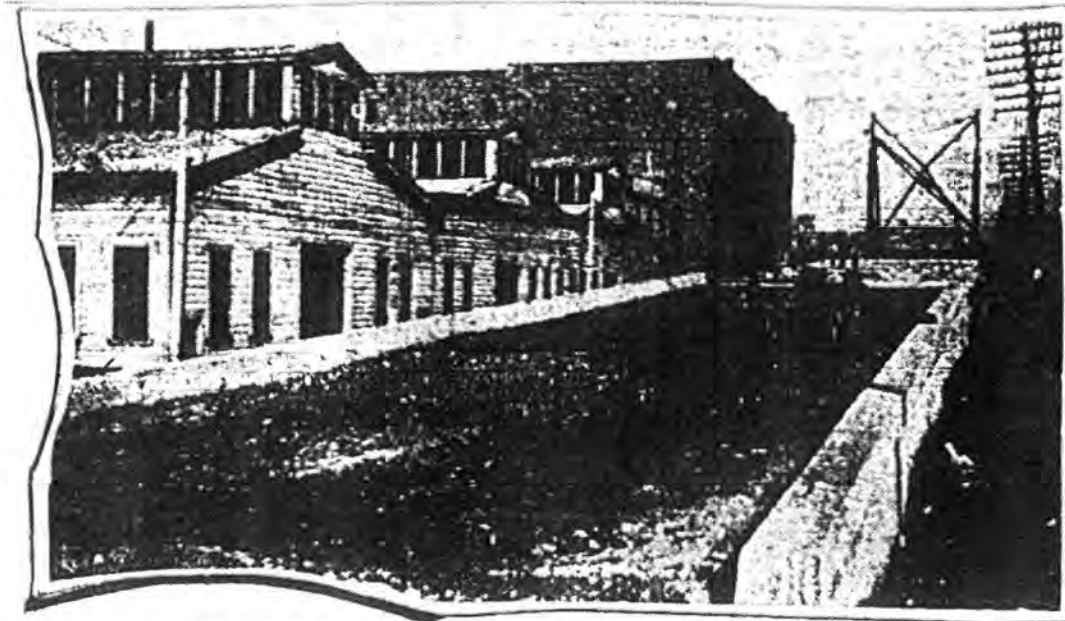


Figure 15: The south approach to the viaduct, view northwest, Globe Machinery (front left), Hawkeye Transfer (center rear)
(*Tribune*, October 18, 1912)



Figure 16: 1955 aerial photo, view northwest, the subject building (black arrow) to left of center above the viaduct (note stairs)
(State Historical Society of Iowa, Pioneer Club Photos, Image #13154)

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Continuation Sheet**

Section number imbedded images Page 26

Hawkeye Transfer Company Warehouse

Polk County, Iowa

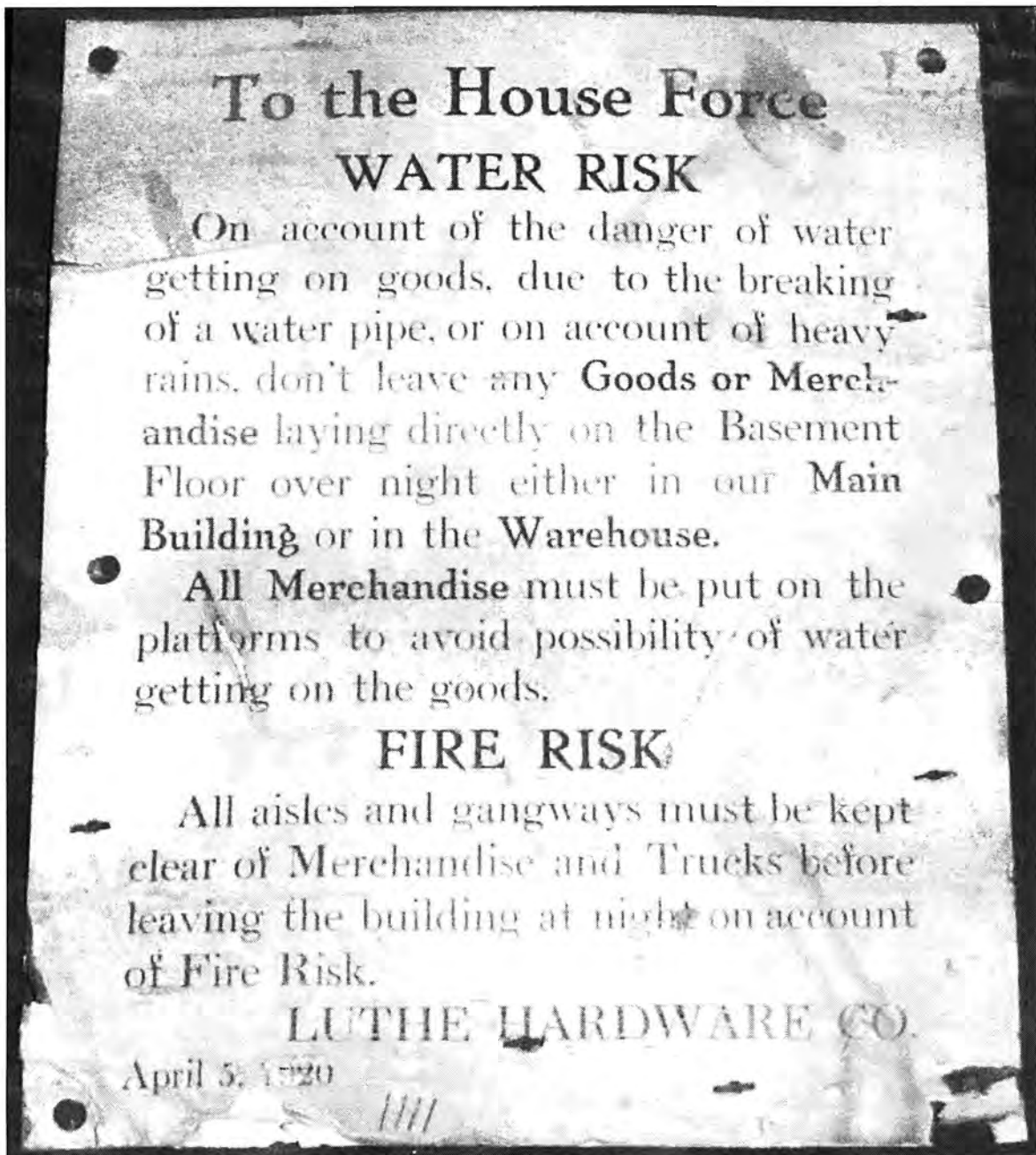


Figure 17: Safety posting, Luthé Hardware Co., April 5, 1920, first floor, north elevator
(photo by J. Jacobsen, October 2008)

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Hawkeye Transfer Company Warehouse

Polk County, Iowa

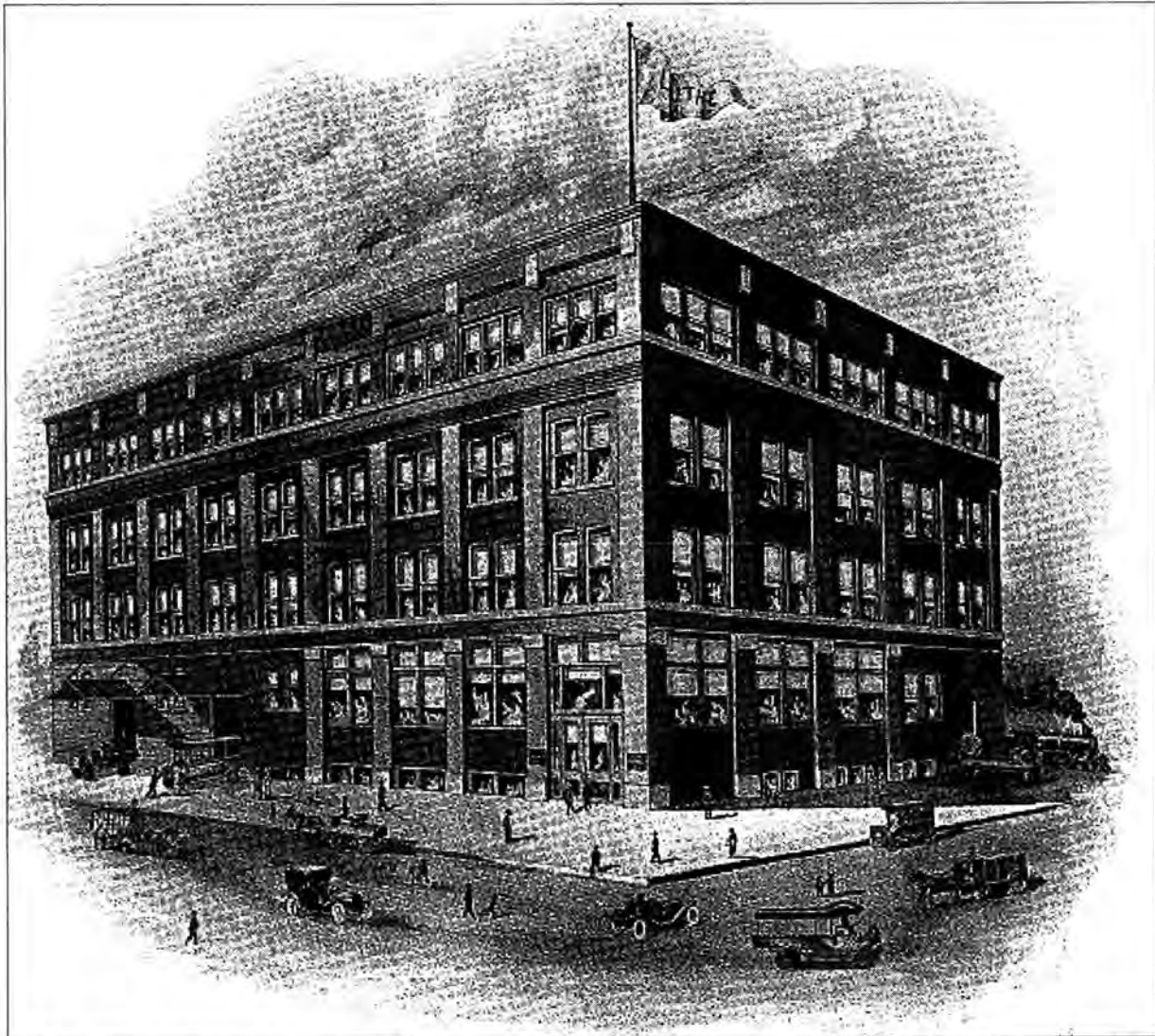


Figure 18: Lithograph, the main Luthe Hardware Company building, 817-23 Cherry Street, c.1920
(Undated company catalog excerpt)

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Hawkeye Transfer Company Warehouse

Polk County, Iowa

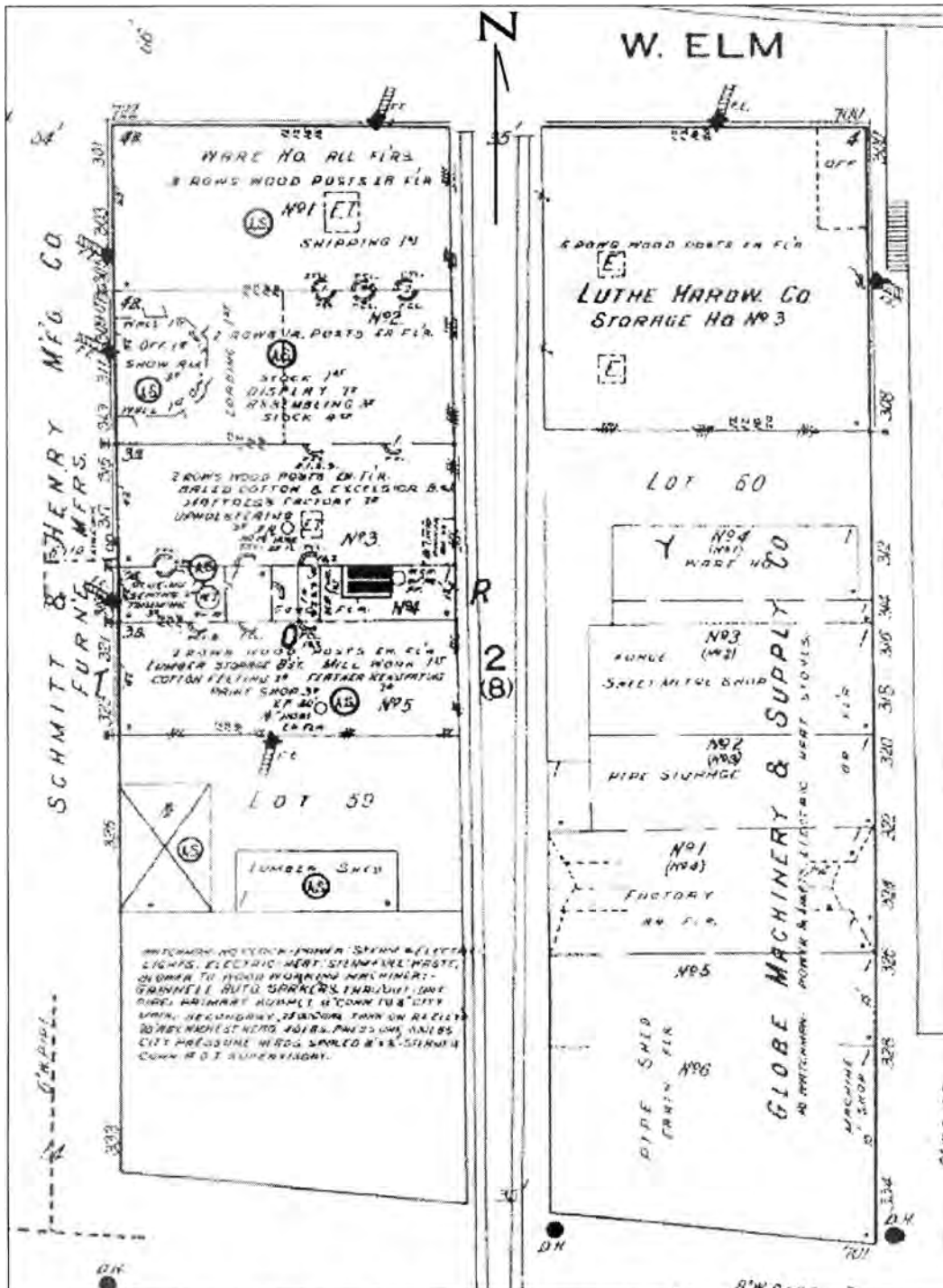


Figure 19: Detail, Sanborn Fire Insurance Company, 1920

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Hawkeye Transfer Company Warehouse

Polk County, Iowa

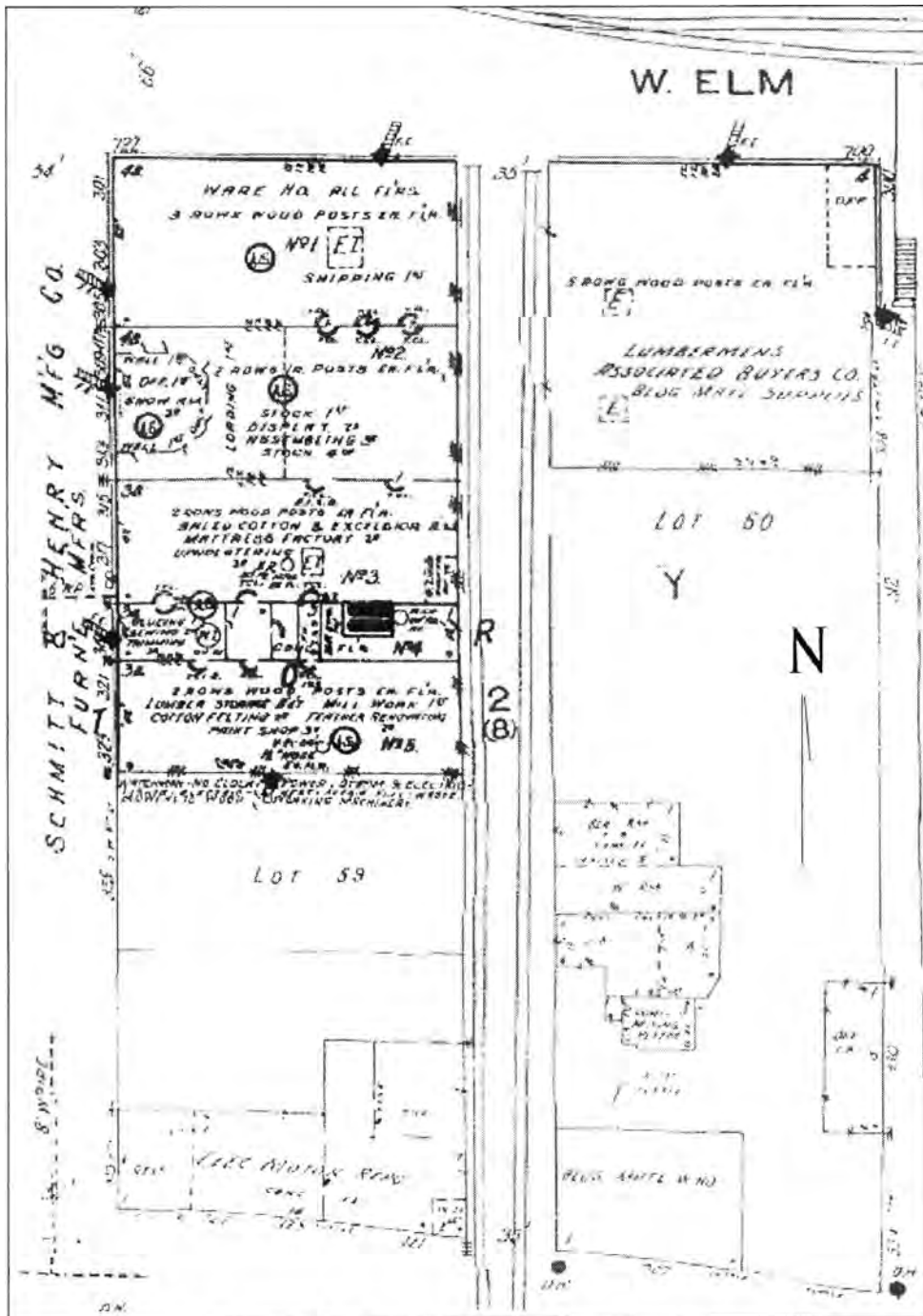


Figure 20: Block Detail, 1920/1950 Sanborn Fire Insurance Map

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Hawkeye Transfer Company Warehouse

Polk County, Iowa



Figure 21: 1962 overview of the area to the south of the business district, view southeast
(Iowa State Historical Society, Photo #13154)



Figure 22: 1963 photo, showing concrete mixing plant to the south of the building
(City of Des Moines)

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Hawkeye Transfer Company Warehouse

Polk County, Iowa

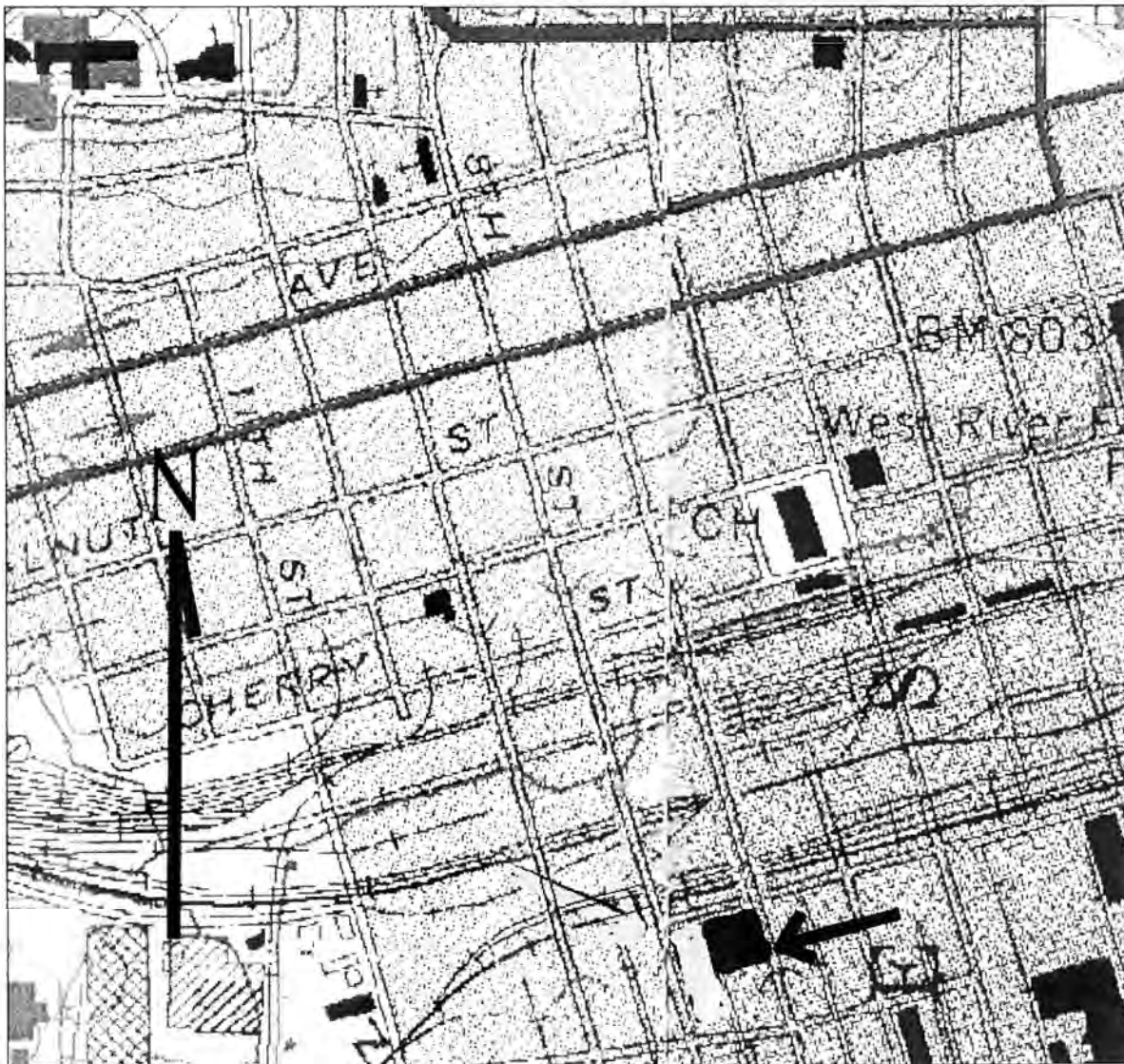


Figure 23: Locational map using USGS base map (arrow locates subject building)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Hawkeye Transfer Company Warehouse

MULTIPLE
NAME:

STATE & COUNTY: IOWA, Polk

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

REFERENCE NUMBER: 10000077

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 3/22/2010 DATE

ABSTRACT/SUMMARY COMMENTS:

The Hawkeye Transfer Company Warehouse is listed in the National Register on the local level under Crit. A-Commerce for its role in the development of the Des Moines transfer industry. It is also listed for Community Development in the development of Des Moines industrial and warehouse district, Factory Addition, during the early to mid-20th cen.

RECOM./CRITERIA A - Commerce & Community Development

REVIEWER Turkiya Lowe DISCIPLINE HISTORIAN

TELEPHONE 202-354-2266 DATE 3/17/10

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

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

DISTRIBUTORS FURNITURE WAREHOUSE

ROCKET TRANSFER WAREHOUSE

STOTTENHE
283-3208
LADDER

CUSTOMER PARKING

CUSTOMER PARKING

Hawkeye Transfer Company Warehouse, Dos Menses, Polk County
Iowa

Photo #1



Hawkeye Transfer Company warehouse, Os Mounts, Polk County
IOWA

Photo # 2

MAR 09 01314 NNNNA

DISTRIBUTORS FURNITURE WAREHOUSE



Hawkeye Transfer Company warehouse, Des Moines, Polk County
Iowa

Photo # 3

MAR 09 01415 NNNNN

DISTRIBUTORS FURNITURE WAREHOUSE



Hawkeye Transfer Company Warehouse, Des Moines, Polk County
IOWA

Photo # 4

MAR 09 01414 NNNAA



Hawkeye Transfer Company Warehouse, Des Moines, Polk County,
IOWA

Photo #5

MAR 09 01314 NINHA



Hawkeye Transfer Company Warehouse, Des Moines, Polk County
IOWA

Photo #6

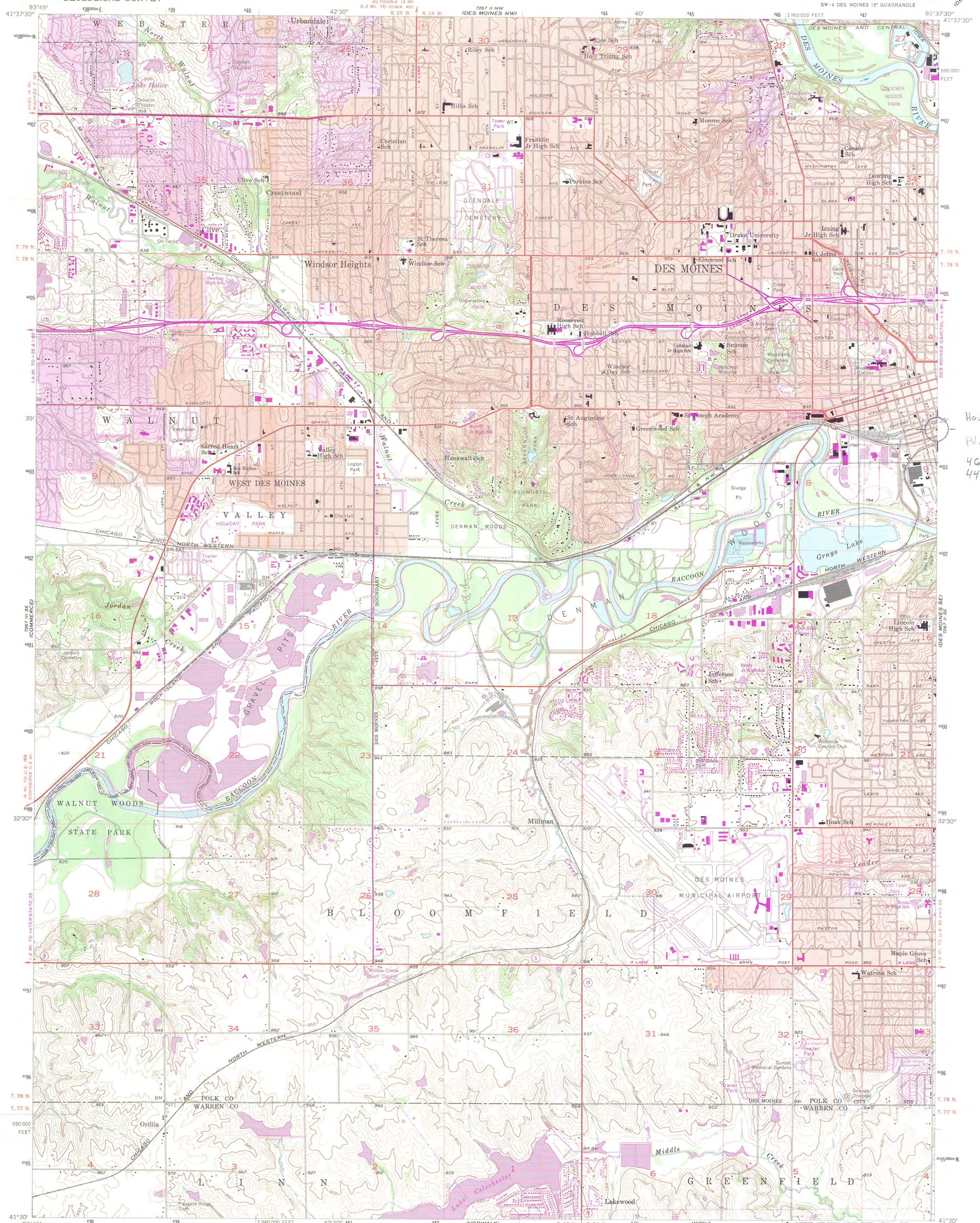
MAR 09 01314 NINNH



Hawkeye Transfer Company Warehouse, Des Moines,
Polk County, Iowa

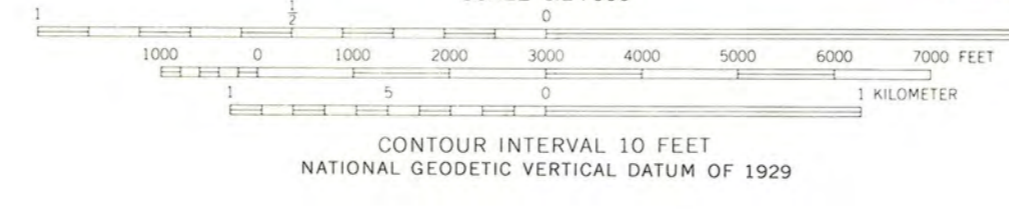
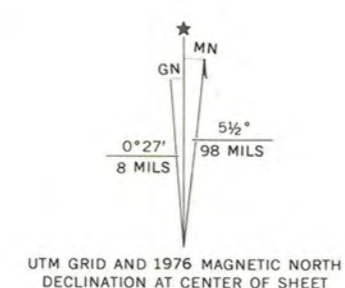
Photo # 7

05/22/89 020 79-842495
24950007 JPS L0880A6



Howkey Transfer
Company
Polk County, Iowa
4603380
447930

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



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

DES MOINES SW, IOWA
SW 4 DES MOINES 15' QUADRANGLE
N4130—W9337.5/7.5
1956
PHOTOREVISED 1967, 1971, AND 1976
AMS 7267 II SW—SERIES V876

CLG NATIONAL REGISTER REVIEW

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

Property Name Hawkeye Transfer Company Warehouse, 702 Elm Street, Des Moines, Polk County

1. For Historic Preservation Commission:

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

Signature [Signature] Date 9/24/09

Print Name Jason Van Essen

Title Senior City Planner

Reason(s) for recommendation:

Concur with the findings in the nomination form.

2. For Chief Elected Local Official:

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

Signature [Signature] Date 9/20/09

Print Name T. M. Franklin Cownie

Title Mayor

Reason(s) for recommendation:

3. Professional Evaluation:

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

Signature [Signature] Date 10/18/09

Print Name Ralph J. Christian

Title Site Historian

Reason(s) for recommendation:



January 26, 2010

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

Dear Ms. Shull:

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

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

Sincerely,

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

Elizabeth Foster Hill
Tax Incentive Programs Manager/
National Register Coordinator