

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

## 1. Name of Property

historic name Davenport Motor Row and Industrial Historic District

other names/site number \_\_\_\_\_

Name of Multiple Property Listing N/A

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

## 2. Location

street & number E. 2<sup>nd</sup> St., E. 3<sup>rd</sup> St., River Dr. between Perry and Iowa St.  not for publication

city or town Davenport  vicinity

state Iowa county Scott zip code 52801

## 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 at the following level(s) of significance: \_\_\_ national \_\_\_ statewide  local

Applicable National Register Criteria:  A \_\_\_ B \_\_\_ C \_\_\_ D

17 May 2019  
Date

Signature of certifying official/Title: Deputy State Historic Preservation Officer

State Historical Society of Iowa  
State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register \_\_\_ determined eligible for the National Register

\_\_\_ determined not eligible for the National Register \_\_\_ removed from the National Register

\_\_\_ other (explain): \_\_\_\_\_

6/27/19  
Date of Action

Signature of the Keeper

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

**5. Classification**

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

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

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

- private
- public - Local
- public - State
- public - Federal

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

Contributing	Noncontributing	
21	5	buildings
1	0	site
1	0	structure
0	0	object
23	5	<b>Total</b>

Number of contributing resources previously listed in the National Register: 2

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

- INDUSTRY/PROCESSING/EXTRACTION/industrial storage
- INDUSTRY/PROCESSING/EXTRACTION/manufacturing facility
- COMMERCE/TRADE/ warehouse
- COMMERCE/TRADE/business
- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/organizational
- GOVERNMENT/Fire station
- TRANSPORTATION/rail-related
- DOMESTIC/multiple dwelling
- SOCIAL/meeting hall

**Current Functions**

(Enter categories from instructions.)

- COMMERCE/TRADE/ specialty store
- COMMERCE/TRADE/warehouse
- COMMERCE/TRADE/business
- COMMERCE/TRADE/restaurant
- SOCIAL/meeting hall
- DOMESTIC/multiple dwelling
- WORK IN PROGRESS
- VACANT/NOT IN USE

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

- LATE VICTORIAN/Italianate
- LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS/Italian Renaissance
- LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS/ Classical Revival
- LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS/  
Commercial Style
- MODERN MOVEMENT/Art Deco

**Materials**

(Enter categories from instructions.)

- foundation: STONE, BRICK, CONCRETE
- walls: BRICK, STONE, CONCRETE, GLASS, CERAMIC  
TILE, METAL, STUCCO
- roof: TILE, ASPHALT, SYNTHETICS
- other: TERRA COTTA

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS/ \_\_\_\_\_

Prairie Style \_\_\_\_\_

MODERN MOVEMENT/Moderne \_\_\_\_\_

OTHER \_\_\_\_\_

## Narrative Description

### Summary Paragraph

The site of the Davenport Motor Row and Industrial Historic District consists of six-and-half blocks containing 28 buildings, one former rail siding, and one railroad crossing bridge in Davenport, the county seat of Scott County. Davenport is situated on the eastern border of Iowa, located along a prominent bend in the Mississippi River where the river flows west rather than its more typical southern flow. (Svendson et al.) Directly across the river lies Illinois and the Rock Island Arsenal. The Historic District is located on the east end of the downtown Davenport commercial business district, one block north of the river and encompasses about 6 acres. The buildings are primarily located on east-west streets: E. 2<sup>nd</sup> Street, Emerson Place (the alley where the former rail spur was overlaid), E. 3<sup>rd</sup> Street, and a half block of E. River Drive. The Davenport Motor Row and Industrial Historic District boundaries on the east jog from Perry Street to Pershing Street; at the south they extend to E. River Drive and jog to Emerson Place and E. 2<sup>nd</sup> Street. On the east and north the boundaries follow the diagonally curving railroad bed (formerly the Chicago, Rock Island and Pacific Railroad's line), with earthen berms supporting the double rail tracks that continue over intersections including E. 3<sup>rd</sup> Street, with stone abutments upholding plate girders and Warren through-truss bridge spans. The rail tracks connect to the Rock Island Arsenal Bridge (locally known as "Government Bridge"), a historic 1896 steel double-deck train/vehicular/pedestrian bridge that extends from E. 2<sup>nd</sup> Street across the Mississippi River to the Rock Island Arsenal Island; the bridge is part of the Rock Island Arsenal National Historic District (NRHP 1969) and played a key role in the commercial development of Davenport.

The Davenport Motor Row and Industrial Historic District consists primarily of a concentration of attached and freestanding commercial and industrial buildings located on the eastern edge of the downtown central business district. The buildings together form a cohesive grouping that conveys the significance of the district as redeveloped in the early twentieth century by business leaders and city government into light industrial uses that came to include the city's automotive-related "Motor Row." Overall, the buildings, historic rail siding site, and railroad crossing bridge within the Davenport Motor Row and Industrial Historic District are in good condition and retain sufficient historic integrity to portray their significance as part of the late-nineteenth- and early-twentieth-century central business district's light industrial district-turned-Motor Row that continued to play an important role in the local automotive industry until the era of the Interstate freeway construction. River flooding, fires, building collapses, convention center construction, and parking lot development have eroded the historic building stock directly outside of these boundaries. This elevates the importance of these rare-surviving buildings within the historic district boundaries.

## Narrative Description

### *Topography:*

Topography has played a key role in shaping the development of this Historic District and the larger Davenport central business district, which is located between the Mississippi River and the northward-sloping bluffs above 5<sup>th</sup> and 6<sup>th</sup> streets. The first gridded plats were oriented toward the river, which played an important role early on for the industrial development of this area. Ferry connections and 1850s rail connections helped spur growth along the riverfront; construction of the 1872 Rock Island Arsenal bridge that connected to E. 2<sup>nd</sup> Street further spurred commercial and light industrial development. The flood-prone lower

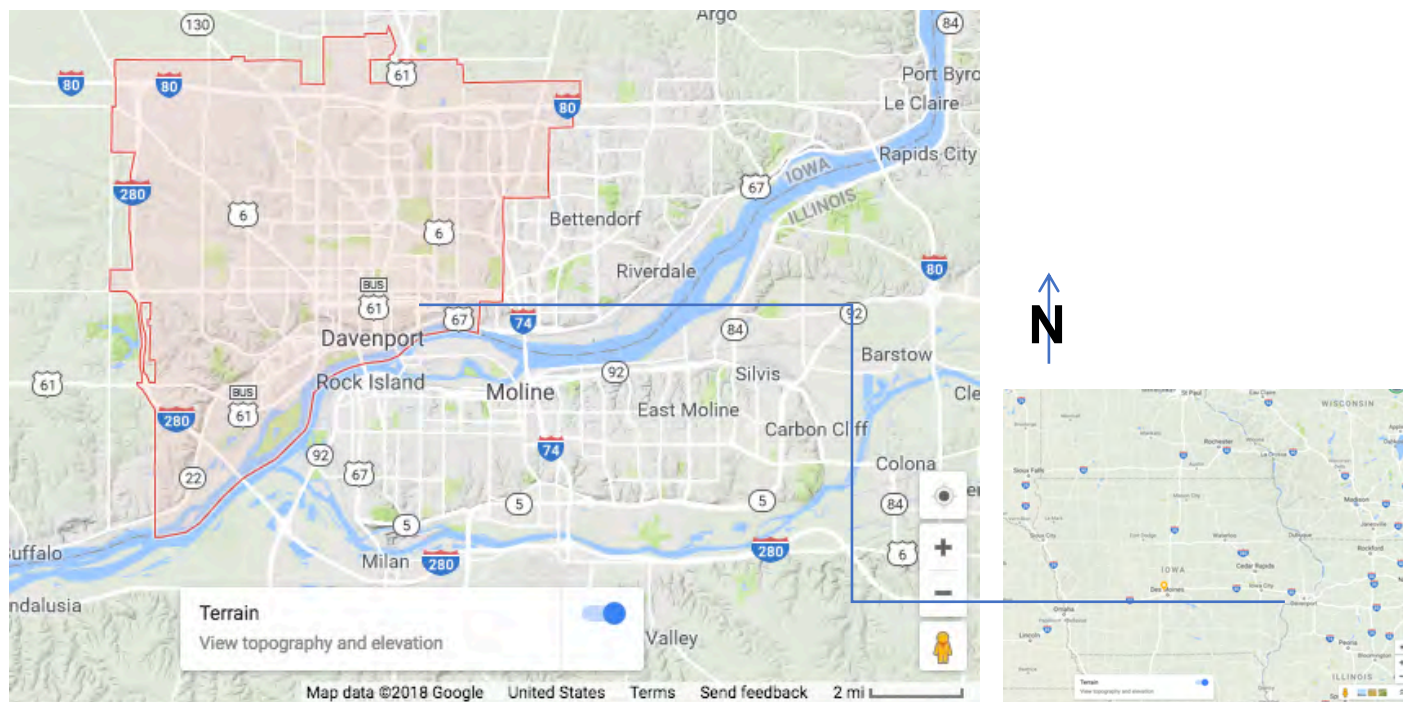
Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

streets eventually led to most retail moving out from the streets closest to the river, from riverfront to E. 2<sup>nd</sup> Street. Today the land in the Davenport Motor Row and Industrial Historic District slopes gradually from E. River Drive up, but is relatively flat now after numerous grading projects over the decades.



Figures 1 and 2: Location terrain maps showing state of Iowa (right) and City of Davenport (left, outlined) and the other “Quad Cities” on the eastern border of Iowa and in Illinois across the Mississippi River. (Google, 2018)

#### Setting and Other Historic Properties:

Davenport is one of five cities clustered along this stretch of the Mississippi; together they constitute the self-defined “Quad Cities”—Bettendorf, Iowa, and Rock Island, Moline, and East Moline Illinois. (Note: Originally self-identified as the “Tri Cities,” the industrial growth of Bettendorf boosted the number to four; growth of East Moline has added it to the metropolitan area, but the name “Quad Cities” endures.) A series of bridges over the river connect the cities, including the fourth-generation 1896 Rock Island Arsenal Bridge (known as “the Government Bridge”; NRHP 1969 as part of the Rock Island Arsenal Historic District), which connects from the Davenport central business district via E. 2<sup>nd</sup> Street. The Davenport Motor Row and Industrial Historic District occupies the easternmost portion of Davenport’s central business district, historically a mixed-used neighborhood demised at Perry Street on the west extending east and north to the curving Chicago, Rock Island & Pacific rail tracks and connecting Government Bridge, and to the south the riverfront where runs another rail track. The Historic District encompasses the extant remaining light industrial and automotive-related buildings, bounded by the north side of E. River Drive at the southernmost, the north side of E. 3<sup>rd</sup> Street at the northernmost, the of Perry Street at the easternmost, and the Government Bridge and connecting curving elevated train track at the easternmost. (Note: “Light industrial” is defined here as relating to manufacturing that uses moderate quantities of power and partially processed materials, as well as wholesaling, jobbing, and warehousing.)

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

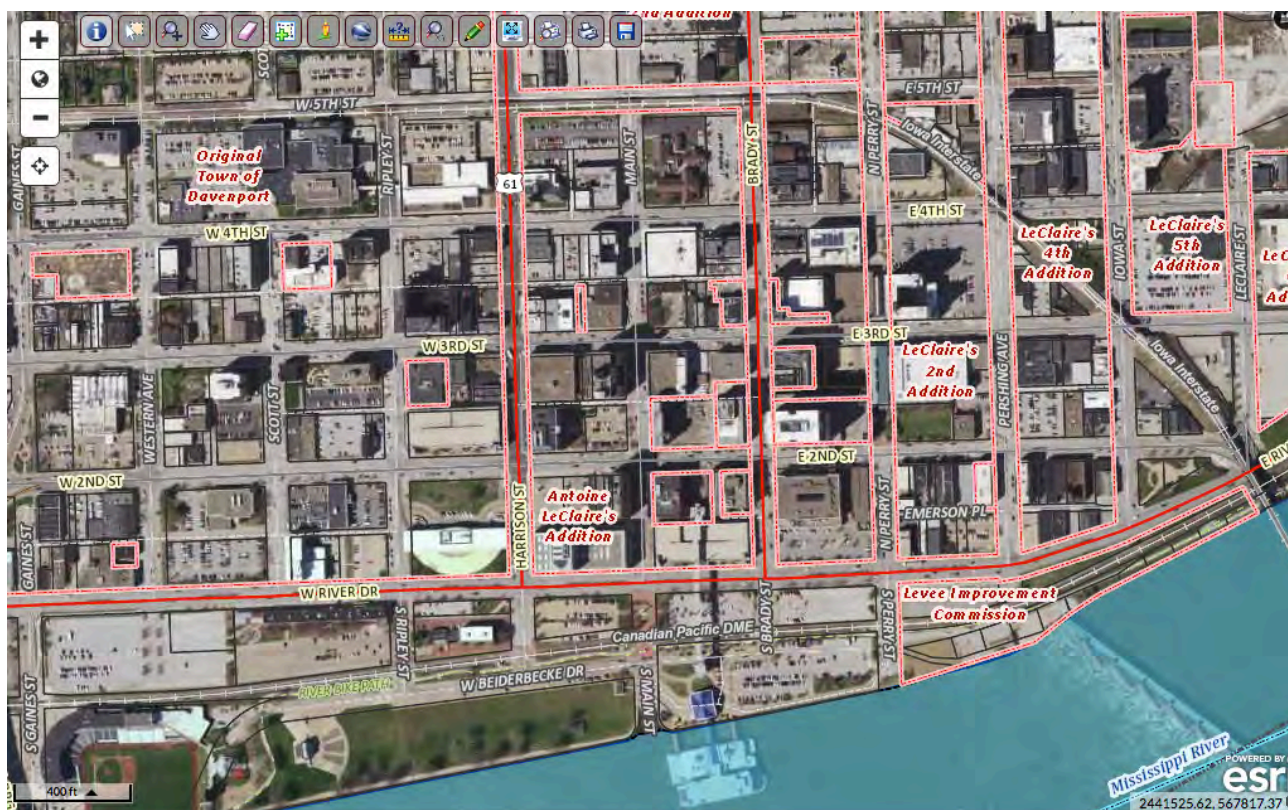


Figure 3: Map shows the Davenport Central Business District, roughly bounded by the riverfront to the south, elevated railroad track to the north and east connecting to the Government Bridge, and Western Avenue to the west. (Scott County Iowa Parcel Search base map, 2018)

Underpinning the built environment in the Historic District are the plats filed by Davenport co-founder Antoine LeClaire, LeClaire's 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> additions. The additions use a standard grid of square blocks, with east-west alleys bisecting the blocks, creating rectangular lots facing north and south—except for irregular lots that abut the diagonal train tracks that define the eastern and northern boundaries of the Historic District and the greater central business district. The grid is based on the 1836 "Original Town" plat for Davenport, located on the western edge of the current central business district, and co-founded by LeClaire, the eponymous George Davenport, and others. (Svendsen et al.: 1-2)

The Historic District is surrounded by historic districts and individually listed buildings in the National Register of Historic Places. North of the Historic District, beyond the 1902 elevated train track of the Chicago, Rock Island & Pacific Railroad, lies the Crescent Warehouse Historic District (NRHP 2003), which contains multi-story factory, warehouse, and rail-related buildings. (Svendsen 2003: 7-1) South beyond E. River Drive and another rail line lies the Government Bridge (NRHP 1969) and the flood-prone riverfront, which has a long history of flooding up to E. 2<sup>nd</sup> Street, leading to the damage and loss of some light industrial buildings such as the four-story masonry warehouse that had stood at the location of today's Bechtel Park, 401 E. 2<sup>nd</sup> Street; farther west a portion of the riverfront was turned into an early-twentieth-century park that includes the NRHP-listed 1918 Dillion Memorial fountain and 1924 W.D. Petersen Memorial Music Pavilion bandshell. To the west of Perry Street lies the balance of the central business district, which includes more than 30 buildings listed in the National Register of Historic Places reflecting the financial, retail, entertainment, governmental, and institutional uses (majority NRHP via Davenport, Iowa, MRA, 1983-1984); in addition, a forthcoming Davenport Main Street Commercial Historic District is now underway. Historically, hotels clustered around Perry Street, where an early train depot (nonextant) brought passengers; the 1931 ten-story Hotel Mississippi/

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

RKO Orpheum Theater (now called the Mississippi Lofts and Adler Theatre, 106 E. 3<sup>rd</sup> St., NRHP 1998), 1915 eleven-story Blackhawk Hotel (200 E. 3<sup>rd</sup> St., NRHP 1983), 1980s and 1990s RiverCenter convention center complex (136 E. 3<sup>rd</sup> Street, 201 E. 3<sup>rd</sup> Street, and 104 E. 2<sup>nd</sup> Street), and 1996 six-story Radisson Hotel (111 E. 2<sup>nd</sup> Street) maintain the tradition.

The east-west streets within the district are, from south to north: E. River Drive (Highway 67), a thoroughfare boulevard with two lanes of traffic in each direction and no parking, which passes under the Government Bridge; Emerson Place paved alley that had rail trackage overlaid in the early 1900s (rail nonextant); Emerson Place narrow alley where the rail siding was added in the early 1900s; E. 2<sup>nd</sup> Street single lane two-way traffic with a mix of parallel and diagonal parking, with sharp turn to connect with the Government Bridge's southbound lane; and E. 3<sup>rd</sup> Street single-lane east-flowing one-way traffic with parallel parking. The north-south streets within the district are, from east to west: Iowa Street, Pershing Avenue, and Perry Street; all three are single lane two-way traffic with a mixture of angled and parallel parking. Nearly all intersections are controlled by traffic signals. There are public concrete sidewalks on these streets, limited street trees, and typical municipal signage. East-west paved alleys exist between the north side of E. River Drive and south side of E. 2<sup>nd</sup> Street (now named Emerson Place), and between the north side of E. 2<sup>nd</sup> Street and south side of E. 3<sup>rd</sup> Street.



Figure 4: Map shows the Davenport Motor Row and Industrial Historic District boundaries. (Scott County Iowa Parcel Search base map, 2018)

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

*Building and Resource Count:*

The district contains 23 contributing resources, as well as two properties that were previously listed in the National Register of Historic Places individually and that also contribute to the district. The five non-contributing resources currently lack sufficient integrity to contribute to the district because the facades are covered by post-Period of Significance (post-POS) cover-up materials that obscure the historic massing and siding, or the buildings have undergone modern façade renovations that have removed or obscured significant historic fabric. The remodeling of older commercial and light-industrial buildings via new facades and expansion in some cases complicates the building count. Separation via structural devising walls, the historical building record, as well as the duration of the functional relationship have been taken into consideration in counting buildings.

The Davenport Motor Row and Industrial Historic District encompasses nearly all the pre-1960 industrial and commercial buildings in the vicinity, plus the 1877 former fire station, except for scattered buildings that have been greatly altered or covered with post-POS materials. The district includes mainly one- to three-story brick buildings with first-floor storefronts, some with historic garage door bays; where upper stories are present, historically they served light industrial, warehouse, office, or residential uses. The late-nineteenth-century buildings are stylistically Italianate; the early-twentieth-century buildings range from Commercial Style, Prairie Style, and early-twentieth-century Revival styles, Art Deco, Streamlined Moderne, and utilitarian light industrial (without a style). Common details on Italianate buildings include arched windows (round top and segmental), stone windowsills and lintels, and pressed metal cornices; the 1877 former fire station includes a hose tower. Details on early-twentieth-century buildings vary from decorative brickwork and stonework, ceramic tile and stucco, terra-cotta and concrete detailing, cornice treatments and shaped parapets; a few of the warehouse and automotive service-related buildings are undecorated utilitarian. Multi-story buildings have two-part fronts, with storefronts visually separated from the upper stories. Most of the architecture appears to have been designed and built by Davenport building professionals, however, at least one building appears to be a possible example of corporate architecture (the modernistic Firestone Tire and Rubber Company auto supply store and service center, 301 E. 3<sup>rd</sup> St.). Several of the auto-related commercial buildings are distinguished through architectural design; several of the industrial buildings are distinguished through materials such as fireproof concrete block construction and rear rail-car loading docks that opened to the rail trackage (nonextant) in the rear alley now known as Emerson Place. Signage largely is painted or affixed to building facades or windows; some historic painted signs remain.

*Overview of Historic Building Use within the Historic District*

The Davenport Motor Row and Industrial Historic District contains a variety of light industrial and commercial buildings constructed and/or used for manufacturing, jobbing/warehousing, automobile and carriage industry, and rail-related transportation. This Historic District includes most of the historic light industrial and commercial buildings that survive on the near eastern edge of the downtown commercial business district. The manufacturing, jobbing, and warehousing buildings are located to the south, along the historic rail siding in the alley now addressed as Emerson Place. Carriage and automobile industry buildings are found at the northern end of the district, especially along E. 2<sup>nd</sup> Street and E. 3<sup>rd</sup> Street. Auto-related buildings include super service stations, auto dealerships, tire and auto parts service and stores, gas stations, implement dealership, and a taxi company garage. Rail-related resources directly or indirectly illuminate the use of rail: the rail siding location in an east-west alley (Emerson Place) between E. 2nd Street and E. River Drive, commercial and light industrial buildings built up to the rail siding with rear loading docks, and potentially an elevated rail bridge at E. 3<sup>rd</sup> Street.

A note about addresses: Some buildings historically used an address of two cross streets or proximity to a larger business. Some street names have changed: Rock Island Street became Pershing Avenue; E. Front Street became E. 1<sup>st</sup> Street and now E. River Drive; and the alley where a rail siding was located in the early 1900s is now labeled Emerson Place. Sanborn maps provide some addresses, but these do not always

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

correspond with street numbers used in city directory listings. As such, current addresses are used as per the Scott County Assessor's Office, with known historic addresses noted in parentheses.



Figure 5: Map showing contributing and noncontributing properties as marked by C and NC. (Scott County Iowa Parcel Search base map, 2018)





Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

*Table of Contributing/Noncontributing Buildings and Resources*





<b>Motor Row Historic District</b>					
<b>#</b>	<b>Address/Historic/Legal</b>	<b>Year(s) built (A= Assessor) (S=Sanborn) Historic name/use</b>	<b>Description, remodeling, architectural style, architect/builder</b>	<b>Historical significance</b>	<b>C/NC</b>
<b>E. River Drive (north side)</b>					
1	208 E. River Dr.  (208 E. Front St., 210 E. Front St., also E. 1 <sup>st</sup> St.)  LeClaire's 2nd Add Lot: 002 Block: 062 LeClaire's 2nd Add E 24' Of W 32' Of	1926  (A 1900)  Charles Schick Estate Warehouse	1-story brick commercial building with flat roof. Three large transoms; large loading bay infilled post-POS with glazing; and decorative brickwork with stone accents. 	Building permit from October 1926 for \$3,200 warehouse; historic photos show the loading bay on the façade and train cars pulled up to the front of the building. The Davenport branch of Val Blatz operated here as of 1928.	C
2	210 E. River Dr.  (210-212 E. Front St.)  LeClaire's 2nd Add Lot: 002 Block: 062 LeClaire's 2nd Add E/2 Of Lot 2 & W 16' Of Lot 3	1900, remodeled 1923, remodeled 1944-45, remodeled façade 1957 (A 1900)  R. Vogel Distributing House / Gierke- Robinson Co.	John Halligan, contractor 2-story brick warehouse with 1900 overhead door on façade per assessor. Vogel remodeled the building in 1923, and the façade was streamlined by the Gierke-Robinson Co. in the midcentury. 	R. Vogel built a distribution house for Anheuser-Busch wholesaling, plus wines and liquors; the building reflects the German pro- saloon movement and the importance of rail access (location was sited up to a trackage laid by the Milwaukee railway company). The Gierke-Robinson Co., distributors and jobbers of construction and industrial machinery, streamlined the building, representing changing tastes for warehouse buildings in the interwar and postwar eras. Contributes for its massing, brick walls, and garage door, along with historic location to trackage.	C
<b>Emerson Place (alley/street)</b>					
3	220 Emerson Place	1921 remodel and expansion of 1888 factory	Clausen & Kruse, architects Priester Construction	1921 remodel and expansion of 1888 Reimers & Fernald	C

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State


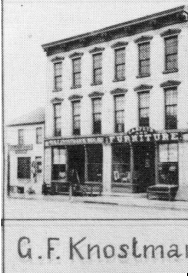

	<p>(217 E. 2<sup>nd</sup> and 213-215 E. 2<sup>nd</sup>)</p> <p>LeClaire's 2nd Add Lot: 008 Block: 062</p>	<p>(A 1905)</p> <p>Crane Co. Building</p>  <p>Historic label showing 1888 Reimers &amp; Fernald candy and cracker factory #2 (Davenport Iowa History)</p>	<p>4-story brick building with façade fronting E. 2<sup>nd</sup> St. Brick piers enframe three sections of the building; stone accents including stone name plate. Bays are not symmetrical – this appears to relate to the underlying 1888 Reimers &amp; Fernald Co. candy and cracker manufacturing plant. West side wall shows original factory construction. New rear entrance added and possible remodeling of rear elevation in the 1980s.</p> 	<p>candy and cracker factory #2, sold to National Biscuit (used through c. 1905). Crane rebuilt it as the Iowa “factory” home office for the Chicago-based Crane Co. plumbing showroom and sales office during the era of the company’s greatest influence on defining modern bathroom fixtures and designs. Building was an early historic rehabilitation in the 1980s for Davenport Cement Co. (<i>Quad-City Times</i>, December 18, 1984: 3)</p>	
4	<p>Site of rail siding (In east-west alley behind 200-300 blocks of E. 2<sup>nd</sup> St. and E. River Drive)</p>	1906	<p>Site is paved alley running east-west behind the 200–300 blocks of E. 2<sup>nd</sup> Street and E. River Drive (rail lines not visible).</p> 	<p>Rail siding proved key for early-20<sup>th</sup>-century redevelopment of red-light district into warehouse light industrial district.</p>	C
<b>E. 2nd Street (south side)</b>					
5	<p>201 E. 2nd St. and 205 E. 2<sup>nd</sup></p> <p>LeClaire's 2nd Add Lot: 010 Block: 062                  LeClaire's 2nd Add W 44' Of N 90' &amp; N 20' Of S 60' Of....</p>	<p>c. 1879, circa-1921 façade for auto row uses, 1940 remodeling</p> <p>(A 1900)</p> <p>Reimers &amp; Fernald Candy Manufacturers / saloon / Bowman &amp; Sanner Auto / DuPont paint store</p>	<p>Corner semi-attached 3-story brick painted, flat roof. Upper stories contain multiple windows.</p> 	<p>G.F. Knostman &amp; Son furniture manufacturers purchased a 3-story building here in 1879, before building a new factory two doors east. Reimers &amp; Fernald Candy Manufacturers leased space by 1882. By 1886 Sanborn 3-story multi-tenant industrial building housed saddlery and candy manufacturer; candy company in 1888 moved next door into its own building at 207-209 E. 2<sup>nd</sup>.</p>	C

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State





				Saloons operated on site from circa 1893 – 1915. By 1921 Bowman & Sanner auto agency; building permits show 1921 and 1940 remodeling. E.I. DuPont de Nemours & Co. (DuPont Paint) paints and supplies, from 1940 – at least 1955. ( <i>The Daily Times</i> , "Retail Store Here," November 16, 1940: 4)	
6	205 E. 2nd St.  LeClaire's 2nd Add Lot: 010 Block: 062 LeClaire's 2nd Add E 20' Of N 90' Of...	By 1886 Sanborn (A 1908)  Reimers & Fernald Candy Factory Addition / Hotel Linden	Narrow attached 3-story brick painted flat roof, 1 storefront, rectangular upper story DH windows.  	Addition built for use by tenant Reimers & Fernald Candy Manufacturers by 1886; used as hotel by 1893 – 1903+, cited as a 10-cent lodging house with cheap lodging rooms and a dormitory that failed the city's fire safety in 1903.	C
7	207 E. 2nd St.  (historically 207-209 E. 2 <sup>nd</sup> )  LeClaire's 2nd Block: 062 LeClaire's 2nd Add W 44' Of Lot 9	c. 1884 (A 1908)  G.F. Knostman & Son furniture factory / Union Mission – Salvation Army / Davenport Candy Co.    (Huebinger)	3-story brick double storefront with cast-iron system, recessed entries, window heads, basement, elevator. Cornice missing but otherwise exterior retains much historic fabric.  	G.F. Knostman & Sons furniture factory operated here c. 1884-1895, when the company moved to larger quarters. Later the Union Mission / Salvation Army c. 1900-1910; Buck Motor Car Co. 1911 until new dealership built; Davenport Candy Co. by 1920-1931 when it moved to a new building; Mace Chemical & Supply by 1940-1950s.	C
-	217 E. 2 <sup>nd</sup> St.  (historically 213-217 E. 2 <sup>nd</sup> St.)	1921 Crane Co. remodel of Reimers & Fernald Factory (#2)	See 220 Emerson Place	Crane expanded and remodeled the second Reimers & Fernald Factory on the 200 block of E. 2 <sup>nd</sup> Street.	-
8	221 E. 2 <sup>nd</sup> St.  LeClaire's 2nd Add Lot: 007	1911, with 2000 addition (A 1915)	2-story brown brick auto showroom with rear service. Two-part façade with large	The Bucks operated an auto dealership here 1911-1919, and were influential in	C

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State





	Block: 062 LeClaire's 2nd Add	Buck Motor Car Co. / Blackhawk Chevrolet	showroom window and arched doorway. Decorative vertical brickwork on upper story and two sets of windows. Flat roof.  	getting the River-to- River road early highway (Whiteway) to Davenport. Longtime home of Blackhawk Chevrolet, c. 1926-1967+, which remodeled the façade in 1967. (The Bucks exited auto sales in 1919 to return to farm implement sales in the then-new Kahl Building on W. 3 <sup>rd</sup> St.)	
9	225 E. 2nd St.  (229 E. 2 <sup>nd</sup> St.)  (No legal description located; listed by assessor as Bucktown Center for the Arts Condos)	1910 (A 1915)  J.F. Kelly Co. Warehouse, Western Grocery / Robert Hall Clothes    <i>(The Daily Times, "New Buildings in Davenport," October 3, 1910: 1)</i>	Charles R. Spink architect Harry Phillips contractor 4-story brick warehouse with raised concrete foundation; wood interior. Originally built with front office and display room; rear adjoined rail sidetrack for shipping. The front entrance was remodeled in c. 1940.  	Long-time Davenport wholesale grocery business of John F. Kelly Co. (1884- c. 1938) erected this warehouse on the site of a once-popular saloon. By 1943 Western Grocery occupied the building through c. 1948. Discount clothing chain Robert Hall Clothes Inc. opened in 1949.	C
<i>Pershing Avenue intersects (formerly Rock Island Street until 1919)</i>					
10	301 E. 2nd St.  LeClaire's 3rd Add Lot: 015 Block: 063 LeClaire's 3rd Add W 41'5 1/2" Of....	1904-1908 (A 1907)  Davenport Bag & Paper Co. / Peterson Paper Co.	Hanssen and Harfst architects, Walter Hass, contractor 5-story concrete block building with raised concrete foundation; use of Chicago-style windows; cornice with oversize brackets. Corner entrance is recessed and reached up stairs.  	The building was advertised as "fireproof reinforced concrete" when it opened and noted as one of the first of its kind in the city. Davenport Bag produced paper bags, wrapping paper and flour sacks. At the rear, the building was designed to access a rail siding.	C (NRHP 2018)
11	311 E. 2nd St.  (311 and 313-	c. 1907 311 E. 2 <sup>nd</sup> and c. 1911 313-315 E. 2 <sup>nd</sup> (A 1900)	Temple, Burrows & McLane architects; Concrete Construction Company contractor	George S. Johnson president of "produce company" dealt in wholesale flour when	C

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State




	<p>315 E. 2<sup>nd</sup>)                   LeClaire's 3<sup>rd</sup>                  Add Block: 063                  W/2 Lot 13 &amp; E                  34' Lot 14</p>	<p>G.S. Johnson                  Co. Wholesale                  Flour, 311 E.                  2<sup>nd</sup> St.                   J.P. Hand                  Storage                  Batteries, 313-                  315 E. 2<sup>nd</sup></p>	<p>Concrete 2-story brick                  double storefront; west                  section completed first,                  east as an addition.                  Steel and concrete                  fireproof building.                  Cornice and window                  tops clad in EFIS-type                  material, but                  storefronts retain brick                  piers with stone                  accents that define the                  storefront fenestration                  openings.</p> 	<p>he built this c. 1907                  warehouse. G.S.                  Johnson was a long-                  time Pillsbury                  distributor; firm closed                  and building sold in                  1953. Johnson                  appears to have                  leased the adjoining                  c. 1911 storefront                  (addition) to auto-                  related concerns,                  including John P.                  Hand Co. storage                  batteries in 1911 and                  Motor Rim and Wheel                  Co. by 1920.</p>	
<p>12</p>	<p>321 E. 2nd St.                   LeClaire's 3rd                  Add Lot: 012 &amp; E                  1/2 of Lot 13                  Block: 063</p>	<p>1922-1923,                  c. 1934 rear                  seed mill                  addition                  (A 1922)                   N.O. Nelson                  Mfg. Co. branch                  office / Daven-                  port Seed Co.</p>  <p><i>(Davenport                  Democrat and                  Leader, "New                  Home of Nelson                  Plumbing,"                  December 31,                  1922: 28)</i></p>	<p>Temple, Burrows and                  McLane architects                  Brick and reinforced                  concrete 2-story with                  basement. Front                  finished office and                  display room, with rear                  equipped with crane                  for loading and                  unloading off the rail                  siding, and second –                  floor warehouse. In                  1934 the rear brick                  multi-story seed mill                  was built.</p>  	<p>St. Louis-based N.O.                  Nelson Co. opened                  new display room for                  the public and                  wholesale warehouse                  for its "Nonco" brand                  plumbing fixtures and                  heating supplies.                  Provided distribution                  for Iowa and Illinois;                  new facility for pre-                  existing Davenport                  office. The company                  closed its Davenport                  branch circa 1932. In                  1934 the building sold                  to Davenport Seed,                  which added the rear                  seed mill. <i>(Davenport                  Democrat and                  Leader, "Bruns Buys                  Building of N.O.                  Nelson," October 9,                  1934: 15)</i></p>	<p>C</p>
<p>13</p>	<p>325 E. 2nd St.                   (325-331 E. 2<sup>nd</sup>                  St.)                   LeClaire's 3rd                  Add Block: 063                  Lot 11 (Exc Com                  At Sw Cor Lot                  11-E Alg S/L Of</p>	<p>1910 original;                  1919 remodel                  into automotive                  use                  (A 1895                  warehouse; A                  1920 store)                   Grupe Drier and</p>	<p>Unknown builder                  Corner property built in                  1910 for                  manufacturing, and                  reconfigured in 1919                  for auto-row use. Front                  open canopy extends                  back to small 1-story                  triangular store that                  attaches to a 2-story-</p>	<p>John P. Grupe,                  second-generation                  owner of the Grupe                  Drier and Boiler Co.,                  built the factory                  building in 1910 for                  distributing                  Kewaunee boilers                  and manufacturing                  drying machinery</p>	<p>C</p>

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State


	<p>Lot 23' -Nwly                  23'8" M/L To Pt                  In W/L Lot 11 Wh                  ls 6' N Of Sw Cor                  Of Lot-S On W/L                  Of Lot, 6' To                  Beg...)</p>	<p>Boiler Company                  / garage</p>	<p>volume factory                  building. Paving under                  canopy said to date to                  1933. Brick painted;                  flat roof on canopy.                  Large steel windows                  remain at rear of                  building.</p> 	<p>used in breweries,                  distilleries, glucose,                  starch, and cereal                  mills throughout North                  America. Founder                  Drubin Grupe                  patented the drier.                  New plant included                  welding. John Grupe                  closed the firm in                  1919, and remodeled                  it into a leased auto                  garage. (<i>The Daily                  Times</i>, "Will Build                  New Garage," July                  16, 1919: 8) A variety                  of auto-related                  tenants from car                  dealerships to parts                  suppliers and service                  station occupied the                  space through the                  1950s.</p>	
<i>Iowa Street Intersects</i>					
<b>E. 2nd (north side)</b>					
<p>14</p>	<p>318 E. 2nd St.                   (316-320 E. 2<sup>nd</sup>)                   LeClaire's 4th                  Add Lot: 004                  Block: 065 E/2                  Lot 3 &amp; W/2                  Of....</p>	<p>1916-1917                  (A 1900)                   Wolfer Cadillac                  Co. / Davenport                  Buick Company</p>  <p>(<i>The Daily                  Times</i>, "New                  Wolfer                  Cadillac...."                  September 21,                  1916: 9)</p>	<p>Clausen &amp; Kruse                  architects                  1-story brick Spanish                  Revival-style auto                  dealership of brick with                  terra-cotta detailing                  built for a Cadillac                  dealership, and quickly                  occupied by 1919 by                  Davenport Buick Co.                  Thin masonry piers                  allowed for an almost                  fully glass façade to                  showcase autos                  (windows reach nearly                  to sidewalk). These                  extra-large display                  window openings and                  auto garage bay                  remain, but infilled.                  Clay tiled roof                  overhang and original                  urns at parapet.</p> 	<p>Dealership built on                  the former site of a                  saloon and "house of                  assignation"                  (prostitution)                  shuttered as part of                  efforts to replace vice                  with light industrial                  uses. The auto row                  uses were celebrated                  as part of the "New                  White Way" river-to-                  river highway created                  in the 1910s.                  Designed by an                  important local                  architecture firm, the                  dealership was hailed                  as "the finest west of                  Chicago." (<i>The Daily                  Davenport Times</i>,                  "New Wolfer Cadillac                  Garage..."                  September 21, 1916;                  9.) The dealership                  opened in March                  1917; it remained an                  auto dealership under                  various names                  through circa 1959.</p>	<p>C</p>
<p>15</p>	<p>322 E. 2nd St.                   LeClaire's 4th                  Add Lot: 004                  Block: 065 E/2 Of</p>	<p>1929-30                  (A 1940)                   Motor Services                  Inc. super</p>	<p>Clausen, Kruse &amp; Klein                  architects                  John Steffen general                  contractor                   L-shaped 1-story brick</p>	<p>Construction was                  announced weeks                  before the stock                  market crash of 1929.                  Dr. Karl Vollmer, a</p>	<p>C</p>

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State





	S 80' Of ....	service station	super service station built with the façade recessed to provide a paved gas pump courtyard in front. "80x65 feet... L-shaped with an irregular corner facing Second and Iowa streets used for the filling station part. Ornamental concrete will be used in the construction material. It will cost approximately \$25,000." ( <i>The Daily Times</i> , "To Erect Super Service Station at Second and Iowa at \$25,000 Cost; Dr. Karl Vollmer Owner," October 9, 1929: 6)	prominent physician, owned it.	
<i>Iowa Street intersects</i>					
16	402 E. 2nd St.  (Historically 217 Iowa St.)  LeClaire's 5th Add Block: 074 S 88' Of Lot 1 & S 88' Of W 21 1/2' Of Lot 2	1952  (A 1940, 1950, 1955)  Martin Oil Co. Station	1-story white tiled station remains on original site, but with large porch making it difficult to see the lines of the building. 	Operated as a gas station by the Chicago-based Martin Oil Service. Continued under different names through the early twenty-first century. City permits list a \$21,360 cost.	NC (due to full-length porch added to façade; could be re-evaluated if removed)
17	410 E. 2nd St.  (414 E. 2 <sup>nd</sup> St.)  LeClaire's 5th Add Lot: 002 Block: 074 W 19 1/2' Of E 42 1/2' Of S 80' ....	1925 (A 1890)  Davenport Alemite Co	Contractor: J.F. Nebergall & Son 1-story brown brick 20x80 feet. Shaped parapet, decorative brickwork and stone or concrete accents enliven the façade. Large storefront with transoms and recessed entry – likely the original drive-in garage bay.	Built on the former site of a house associated with vice. Davenport Alemite Co. offered transmission greasing for autos equipped with alemite lubricating system. The company distributed Quaker State and Mobile Oils to 22 counties. ( <i>The Daily Times</i> , "Alemite Co. Opens In New Building on East	C

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

				Second," August 5, 1925: 5.) By 1934, Willey's Auto-Radio Sales and Service was advertising new drive-in service station. ( <i>Quad-City Times</i> , June 17, 1934, ad: 13.)	
18	418 E. 2 <sup>nd</sup> St.  (412-426 E. 2 <sup>nd</sup> St.)  LeClaire's 5th Add Lot: 004 Block: 074 Pt 2,3, & 4 Com 24' E Of Sw Cor Sd Lot 4-W 111'-N 80' To 8' Alley-E 45'-Sely Alg 10' Alley To Beg...	1914 (Sanborn for 2-story), c. 1917 1-story (A 1900)	2-story brick building with garage door on facade, storefront window; upper level five windows; chimney. Some decorative brickwork; stone or concrete sills and foundation cladding. 1-story three-bay building of brick with stone or concrete accents; hipped roof on one portion appears to encompass pre-existing theater building. Large storefront window openings.   	Auto dealership and garage for Holmes Motor Co. built on former site of saloon and theater. The one-story wing appears to incorporate the hipped-roof theater. The showroom located just off the Government bridge was noted as the Tri Cities longest auto retailing spaces (125 feet). gave it a distinctive address—and built on or even incorporating elements of saloon and prostitution-related businesses. ( <i>The Daily Times</i> , "Paige Tour From Chicago," March 3, 1917: 12) The auto-related uses changed frequently: Sessions Motor Co. (Ford), Firestone Tire & Rubber Co., Kuehl Motor Co. (Cord and Auburn), among others. A ghost sign for Firestone is located on the west upper wall.	C
<i>Iowa Interstate Railroad Line intersects</i>					
<b>Perry Street</b>					
<i>E. River Drive intersects</i>					
19	115 Perry St.  (111 Perry St. or corner of Perry and E. Front St.)  LeClaire's 2 <sup>nd</sup> Add Block: 062 Lot 1 & W 8' M/L Of Lot 2	c. 1915, rebuilt after 1924 fire (A 1900)  Tri-City Fruit Co.	3-story brick, stone cornice and accents; Revival architecture. Loading bays for trucks located along E. River Drive (formerly E. Front St.)  	The building may encompass part of the 3-story Young and Hartford Carriage factory. The Tri-City Wholesale Grocer was ensconced by 1914; Tri-City Fruit Co. by 1918. Rear cold storage addition destroyed by fire 1924.	C








Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

		(The (Waterloo) Courier, November 15, 1919: 5)			
<i>Alley intersects</i>					
20	117 Perry St.  LeClaire's 2nd Add Lot: 010 Block: 062 S 40' Of...	1877 (A 1877)  Fire King Station / Hose Co. No. 1    c. late 1870s	John Ross, architect 2-story brick with central tower. Symmetrical facade; standalone on corner of alley. Italianate details include segmental-arch top windows with decorative brick window hoods and arched carriage door openings.  	This Italianate-style fire station served the southern portion of the central business district. Originally operated by independent "Fire King" firefighters, the city took over operation in 1882. It remained as Hose Co. No. 1 until 1929. At that time, a veterans group, Battery B Association, purchased the building for use as social hall on upper level, with variety of auto-related tenants below.	C (NRHP 1983)
<b>Iowa Street (west side)</b>					
21	210 Iowa St.  LeClaire's 4 <sup>th</sup> Add Block: 065 Pt Lots 4, & 5 Com At Ne Cor Of Sd Lot 5-S Alg E/L Of Lot 5, 60'- W 96'-N 60' To S/L Pub Alley-E To Beg...	1925 (A 1925)  Joehnke & Lage Garage	Blunk & Joehnke, contractors 1-story auto row, 64x90 feet, shaped parapet, skylights  	Built as auto garage as part of concentrated improvement of east end of commercial district. The garage included new car sales.	C
22	218 Iowa St.  (216-224 Iowa St.)  LeClaire's 4th Add Lot: 006 Block: 065 S 105' ...	1920 - 1923 (A 1923)  Emeis Manufacturing Co.	Wide 1- and 2-story auto-related building. Newly refaced brick façade and replacement windows; garage bays retained with wheel guards.  	Emeis Manufacturing Co. occupied this building from construction through the 2000s. ( <i>Quad City Times</i> , May 20, 1923: 18) Recent remodeling has covered the historic brick façade and replaced windows.	NC (Due to recent remodel of the building with post- POS brick and windows)

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

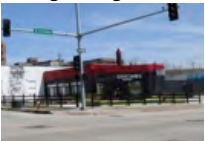


E. 3rd St					
23	301 E. 3rd St.  LeClaire's 4th Add Lot: 008 Block: 065 Lots 9 & 10 & W 10' Of S/2 Of ....	1933-1934 (A 1944)  Firestone Service Center	J.H. Huntinger Co. contractor Modernistic Streamlined Moderne design with dual facades for corner auto sales and service building. Includes broad canopy with geometric patterns in relief, glazed recessed walls (some covered with post-POS materials), and 2-story brick warehouse section. Garage bays remain on north and west facades.	Fireproof service station and warehouse at 301- 311 E. Third St. Large canopy that originally held 12 gas pumps plus glassed-in store connected to 2-story brick warehouse. Streamlined Moderne with multi-lite windows. ( <i>Quad-City Times</i> , "Permit For New Station Issued..." October 27, 1933: 13)	C
24	313 E. 3rd St.  LeClaire's 4th Add Block: 065 W/2 Of Lot 8 Ex W 10' Of S/2 Of Sd Lot 8 ...	1887 (A 1895)  McCrellias blacksmith shop/ Carriage Works	2-story Italianate brick store building. Storefront window and garage bay at first story; four segmental- arch-top windows with decorative window hoods on upper, plus "carriage works" ghost sign on east elevation.	Converted early on to a livery with blacksmith shop in west storefront, then a carriage works. Auto use continued past the period of significance. Businesses have included Tri-City Carriage Works, then Woeber Carriage Works and Auto (c. 1905-1936), and Schwieder Motor Co. (c. 1937-c. 1950s+).	C
25	323 E. 3rd St.  LeClaire's 4th Add Lot: 008 Block: 065 Lot 7 & E 1/2 Of ...	1923 and 1929 remodeling of earlier buildings (A 1890, A 1970 addition)  Yellow Cab Co. / Blackhawk Garage	Stucco 1-story façade combines three separate structures into one use by 1923	Livery/garage buildings combined into Yellow Cab Co. by 1923, remodeling by owner Frank Camp in 1929 into Blackhawk Garage with cab company. Yellow Cab remained in the building by 1923 – c. 1962. The Blackhawk Garage in 1929 offered car storage, washing, greasing, and simonizing.	C

Davenport Motor Row and Industrial Historic District


Scott, Iowa

Name of Property

County and State

26	304 E. 3rd St.  LeClaire's 4th Add Lot: 001 Block: 066 S 75' Of .....	(A 1932)  Bruckman's Super Service/ Field's Standard Service	1-story brick painted, asymmetrical gas station recessed on corner lot. Garage door openings infilled with glazing. 	Well-preserved corner service station. Post-POS use as Tri- City Musical Society, Local 67 (Musician's Local Union), for which signage remains.	C
27	308 E. 3rd St.  LeClaire's 4th Add Lot: 002 Block: 066	(A 1946)  Bill Riepe's Parking Lot	Rectangular 1-story building set back on lot to create front parking area, which is now fenced. Masonry building is covered by post-POS faux turf. 	Simonizing, car wash, wheel balancing offered, as well as truck rental. ( <i>The Daily Times</i> , typical ad March 14, 1946: 25)	NC.  Due to post-POS façade cladding; building could be re- evaluated with removal.
28	314 E. 3rd St.  (314-316 E. 3rd)  LeClaire's 4th Block: 066 Pt Lot 3 & 4 Com At Sw Cor Lot 3-E 128' To Se Cor Lot 4 - Nwly To Pt On W/L Of Lot 3 143' N Of Sw Cor Of Sd Lot 3 -S To Beg...	1923 remodeling of earlier building (building permits), c. 1980s EFIS (A 1900)  Commercial building	Triangular shaped building built to the elevated train track embankment. Older storefront windows; garage bay; EFIS applied over masonry surfaces on façade; side and rear are masonry. 	Service Transfer Co. as of 1920; Davenport Spring Co., W. Munroe blacksmith shop at rear, and Food Products Co. by early 1930s. (City directories) Davenport Spring appears to have expanded into the full building and moved to new quarters in 1966; the company did auto-related service and repair work.	NC  Due to post-POS façade cladding; building could be re- evaluated with removal.

**Pershing Avenue**


29	315 Pershing Ave.  (309-315 Rock Island)  LeClaire's 4th Add Lot: 001 Block: 066 N/2...	1919  Avery Branch House farm machinery / Velie auto dealership	Remodeled exterior – painted brick, parapet altered, garage bay infilled, faux columns added. 	Built as a farm machinery dealership, that transitioned to Velie auto dealership. The Velie Motors Corp. was manufactured in the Quad Cities, across the river in Moline, Illinois, by Williard Velie, a grandson of steel plow manufacturer John Deere, whose Deere & Co. continues manufacturing based from Moline.	NC  Due to recent remodel- ing that removed historic parapet, changed fenestrati ons, and added post-POS materials; building could be
----	---	---	--	---	---

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

					re-evaluated.
<i>At elevated tracks at E. 3<sup>rd</sup> and Iowa streets</i>					
30	E. 3 <sup>rd</sup> St. at Iowa Street Bridge	c. 1928	Subdivided Warren through truss bridge spanning E. 3rd St. at Iowa St. on elevated rail tracks. 	This structure calls attention to the Rock Island Road elevated train tracks. ( <i>Davenport Democrat and Leader</i> , "Part of Railroad Systems' 1928 Improvements Here," December 30, 1928: 7)	C

**Building Alteration and Loss**

As this nomination attests, this light industrial and "motor row" historic district has been in the making and remaking since its early start with manufacturing along the Mississippi River. Flooding and fire have claimed a number of buildings through the decades, and reshaped others through post-disaster rebuilding and new construction. Given the flammability of materials within manufacturing and warehousing buildings, large destructive fires made front-page news, as will be discussed in Section 8. Scattered residential use continued through the period of significance, but most housing within this industrial historic district was removed in the early 1900s through 1920s, following concerted efforts to clean up the riverfront and remove red-light districts including one that flourished around E. River Drive, E. 2<sup>nd</sup>, and E. 3<sup>rd</sup> streets between Perry Street and the Government Bridge. The early-twentieth-century riverfront redevelopment and late-twentieth-century convention center development also removed a range of light industrial and auto row buildings to make way for government construction projects. Blight removal has underpinned post-war government and private redevelopment projects—and these efforts have removed several blocks of pre-WWII building stock between E. River Drive and E. 4<sup>th</sup> Street. The rise of the automobile also has played a role in reshaping the nineteenth-century landscape: Creation of parking lots has occurred since the mid twentieth century, to serve customers and display vehicles in auto dealerships that once existed; and to clean up buildings deemed to be in poor condition. The loss of buildings in these ways, although unfortunate, further elevates the importance of those buildings that remain.

The contributing buildings retain their original form, ornament, and portrayal of their original use and design. Many of the windows have been replaced and storefronts have been remodeled through the decades, as is typical for buildings of their age and style. Although individual buildings have been altered, as a whole the district retains integrity of design, location, workmanship, setting, feeling, association, and materials. Few buildings have been altered so that they are no longer recognizable as contributing to the district. The buildings within the district retain facades that date to the period of significance, and there are few modern intrusions. Where buildings have been demolished, or lost to fires and flooding, parking lots or open space most often have replaced them, with most of these located outside of the district. Some paving/parking is historic auto-related paving.

**Historic Preservation Efforts**

Historic preservation in Davenport began in earnest the mid 1970s after city officials decided against building a central business district bypass from the Centennial Bridge at the southwest corner of the central business

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

district to Interstate 80 to the north. Successful bicentennial-era historic preservation projects led Davenport in 1979 to become the first city in Iowa to hire a full-time historic planner, Marlys Svendsen, with a state grant. Svendsen undertook and directed surveys and National Register nominations, culminating in the 1982 publication of *Davenport, Where the Mississippi Runs West: A Survey of Davenport History & Architecture*, followed by the listing to the National Register of a dozen historic districts and nearly 250 individual buildings—the most in the Register of any Iowa city. (Svendsen et al.; Meginnis: 6) The 1877 Hose Co. No. 1 fire station (117 Perry Street) was one such building listed in the National Register, and the elevated CRI&P rail bed and overpass bridges were also recommended for listing. However, some of the interwar auto row buildings in the area were not surveyed, as they were not yet eligible for the National Register (not having yet met the typical 50-year threshold). This city in 1986 added a historic preservation amendment to its comprehensive plan. However, the 1980s farm crisis hit Davenport hard, and “[h]istoric preservation took a backseat to survival,” according to Davenport historic preservation consultant Marion Meginnis’s 2016 report *Heritage in the Heartland: A Plan for Davenport*. “About the same time, “Rejuvenate Davenport,” was organized to find ways to revitalize a struggling downtown and a sagging regional economy. Their solution was to purchase and demolish buildings in the central business district, believing that the cleared parcels could entice developers. When the final building fell, more than fifty structures, some recently included in the National Register listing process, were gone.” (Meginnis: 6) The new RiverCenter convention center, opened in the early 1980s, combined new construction with rehabilitation of historic theater and hotel properties—and spurred interest in historic preservation along Perry and E. 2<sup>nd</sup> streets. (*Quad-City Times*, “Another boost for downtown,” December 18, 1984: 3) Restoring the former fire station to its 1877 appearance guided by historic photographs became Rejuvenate Davenport’s first historic preservation project, completed in 1988. Three other adjoining buildings were also restored in the late 1980s: the produce commission building at 111 Perry Street; G.F. Knostman Building, 207-209 E. 2<sup>nd</sup> Street; and the Crane Building, 220 Emerson Place, which received a preservation award from the Scott County Historic Preservation Society in 1987. (*Quad-City Times*, “Historic group to give honors,” October 4, 1987: 1F; “Davenport fire station acquires a new purpose,” August 1, 1988: 17) Meanwhile, interest in converting industrial buildings into lofts sparked creation of the Crescent Warehouse Historic District, listed in 2003; developers also took interest in some of the industrial properties within the current Historic District area. Meanwhile, artists and supporters banded together to open the Bucktown Center for the Arts in a former wholesale grocery warehouse (225 E. 2<sup>nd</sup> Street), offering studio, gallery, and workshop space as of 2005. (*The Dispatch and the Rock Island Argus*, “Figge and Bucktown celebrate five years,” July 29, 2010: B1) A 2010 historical resurvey of the central business district by historian Alexa McDowell noted the light industrial and automotive uses of buildings within the eastern portion of the central business district. Since then, several historic tax credit and private rehabilitations have been undertaken.

#### *Integrity of the District:*

While some changes and limited parking lots have been the result of tenants and property owners remodeling or rebuilding to attract customers and tenants during the period of significance, other changes have occurred due to flooding, fires, storm damage, and building collapses. Fires and natural disasters have damaged and destroyed buildings that once stood adjacent to the historic district and others that could have contributed to the district. The nearby convention center and parking garage development also has occurred post-POS. Despite such alterations, the district as a whole retains a significant group of buildings containing essential physical features set within the historic layout along the grid street system to represent the significance to the community. Examining the seven aspects of integrity demonstrates this:

Location: The district and buildings within it remain in their original locations. With regard to location, its integrity is excellent.

Design: The grid and alley layout of the Historic District was established by nineteenth-century developers and further shaped by merchants and local government seeing the need and opportunity for commerce above

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

the flood-prone river bottoms. Buildings within the district range from utilitarian to stylized architectural statements. These groupings of buildings and the streetscapes they create, particularly along E. 2nd Street and E. 3rd Street are largely intact and historic. All elements of the district contribute to the form, plan, space, setting, and style of a Midwestern light industrial and auto row district developed and continually redeveloped from the mid nineteenth century through the mid twentieth century. Some exhibit excellent integrity of design. Other buildings retain fair to very good integrity.

Setting: Overall the integrity of setting is good to fair, depending where in the district one is standing. The character of the district remains intact, nestled against the elevated train bed and the connecting Government Bridge. Sidewalks, streets, and alleys remain in place and operational. The removal of commercial buildings outside the Historic District boundaries, particularly to the west and south of the district, began during the period of significance. Some building loss has been mitigated to a degree within the last decade by construction of sensitively designed infill mixed-use development (retail storefronts with two to four stories of housing above) that retains the historic building profile of the greater downtown area.

Materials: The integrity of materials remains good. Buildings within the Historic District retain character-defining features and historic fabric. Missing cornices, upper-level window changes, and storefront window and entrance doorway remodeling have resulted in loss of some historic fabric—although some of these changes should be considered historic given that they occurred during the period of significance. Other changes are cosmetic, with cover-up materials merely obscuring original materials.

Workmanship: The integrity of workmanship is good to excellent. The craftsmanship of the district is largely that of masons who neatly laid brick and clay-tile walls with tidy fenestration openings and some decorative inlaid patterns and detailing on parapet walls, as well as some detailed cast-stone accents. The craftsmanship of stoneworkers is found less frequently, but is represented in masonry buildings featuring carved and chiseled stone elements.

Feeling: Collectively, the buildings within the district portray the neighborhood's hardworking light industrial – auto row commerce through the decades—and reflect the continual evolution that typify Midwestern auto row nodes as well as the ever-unfolding history of this eastern portion of downtown. Architectural details on the retail buildings and streetscapes within the district continue to express the unique historic character of the area and help visitors to experience the history and importance of the Davenport Motor Row and Industrial Historic District as a place of retail shopping with offices and residences in upper levels.

Association: Viewed together, the buildings retain a high degree of association because the surviving physical features and streetscapes, which directly connect visitors to the history of the Historic District as an important light industrial and auto row destination, located in the shadow of the Government Bridge. Due to a new generation of building owners, merchants, and residents, the Historic District is undergoing a retail and housing renaissance: Once again, the streets bustle with pedestrians, cyclists, and automobiles on their way to places within the district that continue their historic uses as storefront retail establishments with upper-level offices and residences.

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

**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 old or achieving significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions.)

COMMERCE

INDUSTRY

TRANSPORTATION

**Period of Significance**

1877 – 1959

**Significant Dates**

1877

1959

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation** (if applicable)

**Architect/Builder**

Ross, J.W.; Clausen & Kruse, et al.; Priester Construction;

Phillips, Harry Steffen; John J.F. Nebergall & Son;

J.H. Huntinger Co.; Spink, Charles R.; Hanssen and Harfst;

Hass, Walter; Steffen, John

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

---

### Statement of Significance

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

The Davenport Motor Row and Industrial Historic District is locally significant under Criterion A for Commerce, Industry, and Transportation. The commerce and industry represented includes warehousing, wholesaling, specialty manufacturing including furniture, food, and carriages, and auto-related retail and service typical in Davenport during the late-nineteenth through mid-twentieth centuries. The district provides a rare-surviving grouping of late nineteenth-century and early-twentieth-century manufacturing, warehousing, automotive-related commercial, and railroad-related properties in Davenport. The district's commercial and industrial building stock includes locally rare-surviving examples of automotive and industrial building types and styles in an evolution of architectural styles and responses; also included is an 1877 fire station, built by a private fire brigade to provide fire protection to commercial and industrial businesses. Transportation is represented via adjoining railroad grade and bridges and the location of a former rail siding that played an important role in local early-1900s efforts to redevelop the southern portion of the neighborhood from a red-light district into an industrial area. The period of significance is 1877, the date of the earliest resource in the district, to 1959, the year prior to the opening of the interstate freeway north of the city, which would lead to changes in traffic and retailing patterns.

There are two previously listed resources: The 1877 Italianate Hose Company No. 1 fire station building (117 Perry Street, NRHP 1983) and the five-story Commercial-style Davenport Bag and Paper Company Building (301 E. 2<sup>nd</sup> Street, NRHP 2018). The fire station testifies to the flammable materials and operations present in a commercial and light industrial area; after private organization, it became a city-owned facility that operated until 1929, after which time it was used for auto-related commercial uses with upper fraternal association social hall. The Davenport Bag and Paper Company Building was an early building in Davenport built of concrete.

---

### Narrative Statement of Significance

 (Provide at least one paragraph for each area of significance.)

(Iowa SHPO Additional Instructions: For properties not nominated under Criterion D, include a statement about whether any archaeological remains within or beyond the footprint of the property were assessed as part of this nomination under the subheading **Archaeological Assessment**.)

#### *Brief Commercial, Industrial, and Rail History of Davenport*

Davenport began in 1836 as a riverfront town platted opposite the military Fort Armstrong located on the Rock Island (now Arsenal Island) in the Mississippi River. The nucleus of Davenport's commercial business district, today's downtown core, began as small square blocks oriented toward the river, platted by a group of speculators that included George Davenport, whose name graces the city, and Antoine LeClaire, a French-Indian interpreter, lawyer, and speculator. After a slow start to lot sales due to title uncertainty, LeClaire platted additions to the east on a reserve of land he had been granted while he was official American interpreter for the 1832 Black Hawk Treaty, which ended the Black Hawk War and turned over former Sac and Fox land to the United States Government. (Svendsen et al.: 1-2) Portions of LeClaire's 2<sup>nd</sup>, 3, 4, and 5<sup>th</sup> Additions make up the Motor Row Historic District; the blocks are square with east-west alleys serving north-south lots. Early settlers were Yankees from the East. Meanwhile, in 1840, Davenport prevailed in being the Scott County seat, and European wars and famine led to Germanic and Irish immigrants settling in Davenport. (Svendsen et al.: 1-3–1-4)

Adding value to LeClaire's own eastern plats were river traffic and railroad building, which came to place Davenport at a national crossroads of trade. (Wood: 10) As noted by Svendsen et al.: "Illinois communities opposite Davenport were favored with similar transportation advantages, but Davenport's location on the western side of the Mississippi proved a special aid. With the tide of settlers moving from east to west it was logical and economical to unload supplies and people closer to the area of expansion." (Svendsen et al.: 1-4)



Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

The earliest commercial and industrial development occurred along the riverfront, centered on E. Front Street (now E. River Drive). Ferries landed at Main Street a few blocks west and steamboats from St. Louis brought passengers, cheap bulk goods, and commerce. But railroads would revolutionize Davenport's role as a gateway to the west and reshape the commercial and industrial riverfront in Davenport, including this eastern end. In the 1840s, Davenport promoters began investing in the bringing of a rail line from Chicago to Rock Island, Illinois. Re-chartered as the Chicago and Rock Island Railroad, it was completed to the Mississippi River in 1854; Davenport lawyer and jurist Judge James Grant became president of the company. A private bridge company formed in 1853 to build the first rail bridge to cross this segment of the Mississippi River, the Rock Island Arsenal Bridge, completed in 1856. (Svendsen et al.: 3-1-3-2)

Meanwhile, in 1852 LeClaire and other Davenport residents, joined by the City of Davenport and Scott County governments, invested in building a rail line from Davenport west across Iowa to Council Bluffs, Iowa; first incorporated as the Mississippi & Missouri Railroad Company, the line merged with the Rock Island Railroad after the Civil War to become the Chicago, Rock Island & Pacific Railroad—with Council Bluffs and transcontinental connection to California from Omaha both reached in 1869. (Wood: 10) Other railroads followed in Davenport and the Illinois side, opening additional avenues for trade while decreasing importance of river traffic. According to Svendsen et al.: "Construction of the various railroads between 1865 and 1900 caused significant changes for Davenport.... [T]he railroad construction boom caused local land values to soar, commerce and industry to expand and compete more vigorously.... Davenport's position as a regional center was enhanced. Business from western communities funneled into the city from both the main line and branches.... Davenport became the place for consolidating and warehousing shipments and for farmers to gather to market their products." (Svendsen et al.: 3-5) After 1900, railroads improved upon existing systems. And Davenport increasingly became a jobbing center, distribution point, and diversified manufacturing location, with a mix of local industries and branch factories for national corporations.

The Government Bridge, a rail-related property that is already part of the part of the Rock Island Arsenal National Historic District (NRHP 1969), is the oldest surviving Mississippi River rail crossing in the Iowa-Illinois region. The first-generation wood Rock Island Arsenal Bridge, built in 1856 east of the current Government Bridge, was the nation's first permanent rail bridge across the Mississippi River, and its presence led to steamboat companies suing over its presence; attorney Abraham Lincoln represented the M&M and Rock Island railroads. The bridge location shifted to its current configuration with construction of the 1872 third-generation bridge, a metal double-deck bridge with a single lane for trains and a single lane for vehicles, plus pedestrian access from Davenport's central business district at E. 2<sup>nd</sup> Street. Traffic congestion led Congress in 1895 to authorize the War Department to build a larger bridge, with double lanes as well as the double deck. Chicago engineer Ralph Modjeski, in his first major bridge commission, remodeled the substructure and designed a new superstructure; Modjeski became one of the foremost U.S. bridge engineers. (HAER 1985: 1-5) Completed in 1896, the steel bridge by the Phoenix Bridge Company of Pennsylvania is situated on the remodeled stone piers of the 1872 third-generation bridge; the 1,854-foot-long bridge incorporates five spans. (Moy and Karłowicz: 89) The bridge's swing span is encased in the 1931-1934 Lock & Dam No. 15, Upper Mississippi River (Arsenal Island), the first lock to be built as part of the Mississippi River 9-Foot Channel Project, Rock Island. (HAER 1968)

Of particular note, in 1901-1902, the CRI&P elevated its track that curves from the Government Bridge to 5<sup>th</sup> Street, and west through the northern end of the central business district ending at Western Avenue. Bridge spans traverse streets and one alley. (The rail lines are now operated by Iowa Interstate Railroad.) During the period of significance, the Government Bridge provided the only rail/vehicle/pedestrian entrance point into the City of Davenport from Illinois, aside from ferry and barge. In 1898, the bridge averaged 5,000 people a day in good weather, via streetcar (190 streetcar trips), horse-drawn vehicles (about 1,200 teams), and by foot (more than 3,200) — excluding passenger trains. (*The Davenport Democrat*, "Items in Brief," October 7, 1898: 1) This traffic brought great numbers of residents of Iowa and Illinois through the eastern edge of the commercial business district. This eastern entrance into the city via the Government Bridge remained an important trans-

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

Mississippi transit point even after the 1936 opening of the Iowa-Illinois Memorial Bridge toll-way between Bettendorf and Moline and the 1940 opening of the Rock Island Centennial Bridge toll-way between Rock Island and Davenport (exit/entrance at Gaines Street and W. 2<sup>nd</sup> Street a few blocks west of the Davenport central business district). In the 1930s, motor traffic on the Government Bridge averaged 9 million vehicles a year; in contrast, the Iowa-Illinois Bridge only saw 600,000 vehicles its first year. (*Quad-City Times*, "Happy 60th, Centennial Bridge," July 11, 2000: B1)

*Proliferation of Vice in "Bucktown," late 1870s – 1909*

In the late 1870s—as river, rail, and arsenal traffic into Davenport increased and housing development pushed north near the location of large brothels on the outskirts of Davenport—saloons, gambling, and prostitution began relocating to smaller more discreet locations in the eastern edge of the commercial business district. By the end of the 1880s, the former mixed-use neighborhood had become a red-light district known as "Bucktown," as carefully researched by historian Sharon E. Wood, who detailed the impacts of prostitution and vice in Davenport from 1875 through 1910 in her book *The Freedom of the Streets: Work, Citizenship, and Sexuality in a Gilded Age City*. (Wood: 213) During this same time period, Davenport's population doubled from about 17,650 in 1867 to about 35,250 in 1900. (Svendsen et al.: 1.4-1.5) In addition, the rails and the river contributed to transient populations, including traveling salesmen, soldiers stationed at the Arsenal, river boat and railroad workers, lumbermen floating timber rafts down the Mississippi River, who intermixed with women migrating from rural areas to seek work in urban centers like Davenport. Wood notes that just as Davenport was an important division point on the Rock Island rail line and manufacturing base, it was also the shopping and entertainment center for the trans-Mississippi region; residents of the Tri Cities along with transients came to Davenport to shop on W. 2<sup>nd</sup> Street, attend events at the Burtis Opera Hall (415 Perry Street; extant although remodeled after a 1920s fire into an advertising office) and other halls, and visit beer gardens, resorts, and billiard parlors—and some to partake of the scores of saloons and numerous prostitutes. (Wood: 11-12) Davenport's culture and the type of entertainment found there were shaped in part by the Germanic immigrants, who imported music, theater, beer making and drinking, socialism, and opposition to women's suffrage.

An 1885 snapshot of downtown prostitution, created by Wood comparing the 1885 Iowa census, 1885 city directory, and 1886 Sanborn fire insurance map shows: "The heaviest concentration of brothels lay within a triangle bounded by Front Street [now E. River Drive] along the river to the south, Brady Street to the west, and the Chicago, Rock Island & Pacific (CRI&P) embankment starting at the foot of the Government Bridge and angling northwest toward Fifth Street.... Like most central urban neighborhoods in the 1880s, this was a mixed-use district where dwelling places, factories, and shops crowded close together.... The CRI&P yard—with its noisy round-the-clock traffic—lay just east of the tracks. A coal-gas plant spewing noxious fumes loomed nearby. With three-fourths of the city's livery stables in the neighborhood, residents enduring more than their share of dung heaps.... [I]t was a neighborhood where prostitutes plied their trade alongside other struggling women and where legitimate businesses rubbed shoulders with illicit ones." (Wood: 25-26) *The Daily Times* noted in 1889 that prostitutes operating around the new expanded candy factory for Reimers & Fernald at 213-215 E. 2<sup>nd</sup> Street "make the neighborhood of Messrs. Reimers & Fernald's candy factory a most undesirable place for the employment of decent girls." (*The Daily Times*, "Reimers & Fernald," December 28, 1888: 4)

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State



## “HELL AT MIDNIGHT IN DAVENPORT”

The most Terrible Arraignment of Municipal Vice  
Under Saloon Rule Ever Written

Contents:—Maggie Darling, Mayor Becker, Wages of Sin, Certificate of Death, The Traffic in Girls, White Slave Traffic, The Scarlet Woman, Gambling Devices, Mob Rule, Corrupt Police, Matron Hill, A Disgraced City, Yellow Journalism, Bijou, Standard and Orpheum Theatres Exposed, Attorney Sharon, Brick's Place and the Brick Row, Saloonkeeper's Advertisement, The Savoy Hotel, The State House, The Story of Tessy White a brothel inmate.

200 Pages. THE BOOK OF THE HOUR.

If you want to know what the saloon is, read it. Startling contents but every statement true. Worth its weight in gold if you want the truth.

Order a copy today. Price 50 cents.

## “FROM THE BALLROOM TO HELL”

By Ex-Dancing Master, Prof. T. A. Faulkner  
A Book of Plain Facts. Price 25 cents

These books are clean, wholesome and will arouse opposition to these enormous evils of our day. Sent postpaid on receipt of price

**HOME BOOK CO.**

3250 N. 41st Avenue

CHICAGO, ILL.

Figures 6 and 7: Left: “Keep Out of Bucktown” reads the caption below a 1903 cartoon illustrating a satirical piece about Bucktown titled “Tinhorn Toots,” with a sketch of a saloon storefront as part of the “illuminated” letter. (Davenport Democrat, “Tinhorn Toots,” June 14, 1903: 4) Right: Advertisement for the 1908 “Hell at Midnight in Davenport,” a self-described 200-page book about “municipal vice,” corrupt police, and Bucktown saloons and brothels. (The West Coast Magazine, Hell at Midnight ad, January 1910, Vol VII No. 4: 5)

What was deemed illicit elsewhere in Iowa was embraced in Davenport. Iowa enacted a state prohibition against alcohol in the 1880s, but Germanic-influenced Davenport city government did not enforce it. Some 200 saloons operated, and the city collected a licensing fee on them. After high profile cases of prostitution, rape, and city protection of brothels in the late 1880s, the city hired in 1889 a police matron who oversaw women and children (such as for inebriation and prostitution). In 1893, mayor Henry Vollmer instituted a system of licensed prostitution, which would continue through April 15, 1909; he city registered prostitutes and assessed a monthly fine that operated as a license fee. (Wood: 178) Davenport’s registration was a European prostitution system modeled after Hamburg, Germany; it contrasted with Davenport’s prior approach of toleration and women’s temperance organizations’ preferred approach of suppression. (Wood: 151-159) An 1894 state statute, the mulct law, continued the ban on the sale or manufacture of alcoholic beverages, but also provided cities with populations over 5,000 (such as Davenport) with the local option of assessing a tax on saloons in lieu of prosecution. The saloon and prostitution licensing fees became money makers for the city, bank rolling the 1894 new City Hall (4<sup>th</sup> Street, extant, NRHP). (Wood: 181) The saloon and prostitution businesses were complimentary, encouraging an even great concentration to operate within Bucktown. “Saloons crowded into the neighborhood, and it rapidly grew to include dance halls, bawdy theaters, and gambling dens catering to the same male audience that visited the brothels,” Wood found. (Wood: 210) Comparing city directories from before and after the mulct law (1892-1893 and 1900), revealed 50 of 192 saloons (26 percent) operated in Bucktown as of 1892, while 47 of 146 saloons (32 percent) operated in the same area as of 1900. (Wood: 181-182) And looking at census figures, Wood calculated that for every 21 Davenport women working legitimately, one woman worked as a prostitute—nearly 4 percent of the female workforce. (Wood: 217)

In 1903, Catholic Bishop Cosgrove of Davenport took a stand against vice, instructing all five Davenport Catholic churches to start a crusade from the pulpit—and invited all creeds to participate. In an interview with

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

*The Davenport Democrat*, buried on page 6, he called Davenport “the wickedest” American city of her size, and announced he would target the ills of gambling, prize fighting, all-night and Sunday saloons, wine rooms serving young women until inebriated, and prostitution. In an interview with *The Davenport Democrat*, Cosgrove gave the following explanation for his crusade: “I like Davenport. I like its people, and its young people; and I don’t like to sit still while it is going to the devil.... I have heard enough, and I have been sufficiently told by men who travel and have the chance to know, to convince me that we have a city here with worse conditions of immortality than any other town in America. I believe from what I have heard that Davenport is the wickedest of them all.” (*The Davenport Democrat*, “A Moral Crusade May Soon Sweep Davenport,” January 19, 1903: 6) Midwestern newspapers picked up the story, including *Hearst’s Chicago American*, which detailed the experience of a young actress who appeared at a Bucktown theater on E. 2<sup>nd</sup> Street and “rather than drink a bottle of champagne with the son of one of Davenport’s wealthiest men and his roistering companions, defied her manager and was turned penniless into the street at midnight.” Elsewhere in the issue, the *Republican* sarcastically reported on two aldermen making a first-ever tour of Bucktown to learn of its ills under the headline “The Naughty Things the Alderman Found.” (*Davenport Republican*, “Was Great Sensation: Mayor Becker’s Order With Regard to Wine Rooms,” January 22, 1903: 6; “The Naughty Things the Alderman Found,” January 22, 1903: 8) Cosgrove and the church tried negotiating with city leaders, but eventually hired lawyers to seek injunctions on seven saloons in Bucktown, but the effect was short lived. (Wood: 239-242) A June 1903 *Davenport Democrat* satire piece about Bucktown titled “Tinhorn Toots” (a “tinhorn” being a flashy gambler who pretends to be important but has little money, influence or skill, and a “toot” being an idle worthless creature) led with a sketch of a saloon storefront as part of the “illuminated” letter. It included a cartoon captioned “Keep Out of Bucktown.” (Figure 6, *Davenport Democrat*, “Tinhorn Toots,” June 14, 1903: 4)

The city rejected reform, and instead in 1904 mayor Harry Phillips enacted licensing for gambling, which brought additional money to city coffers. The city’s embrace of vice became the subject of Illinois hardliner William Lloyd Clark’s 1908 treatise against prostitution, *Hell at Midnight in Davenport, or, The History of a City’s Shame*, as noted by Wood. (Figure 7, *The West Coast Magazine*, “Hell at Midnight” ad, January 1910, Vol VII No. 4: 5) A variety of reformers in 1906 through 1908 attempted to force the city to curtail saloon operations and/or follow the mulct law. The Civic Federation’s injunctions resulted in some saloons closing including the popular Brick Munro’s Pavilion (229 E. 2<sup>nd</sup> Street; nonextant, replaced by Kelly grocery warehouse, extant), which had operated a 24-hour saloon, with restaurant, cabaret, and dance hall.

Despite inroads on saloons, vice continued in Bucktown until 1909, when the state legislature championed by Governor Albert Cummins of Des Moines passed several new laws designed to shut down such vice districts across the state. The “Cosson red light law” abolished houses of prostitution and gambling by empowering any citizen to bring an action in equity court in the name of the State of Iowa, and if evidence established it as a house of ill repute, the law required issuing a permanent injunction closing the business. (The Cosson law was named for its author, state attorney general George Cosson.) It was paired with a malfeasance law that held public officials accountable: It permitted any five citizens to take to court a mayor, county attorney, or police chief for failed enforcement of red-light abatement, potentially leading to removal from office. (Wood: 250-252; *The Davenport Democrat and Leader*, “Cosson Red Light Law Not Signed,” May 25, 1913: 12, and “The Anti-Vice Crusade in Davenport,” January 16, 1916: 1) Davenport Mayor G.W. Scott shut down brothels in spring 1909; a few weeks later, *The Daily Times* reported “for rent” signs in former brothel locations. (*The Daily Times*, “Not One Brothel Exists in City, May 27, 1909: 4)

#### *Commercial and Industrial Growth during the Bucktown Era, 1877–1909*

Many of the extant buildings within the district demonstrate local significance under Criterion A –Industry.

- 1877: Fire King Engine House / Hose Co. No. 1., 117 Perry St., 2-story Italianate with 3-story hose tower designed by architect J.W. Ross, who also designed the City Hall building among others. The Fire Kings was an independent fire organization launched in the late 1850s. The city paid for the new engine house, with

Davenport Motor Row and Industrial Historic District

Scott, Iowa

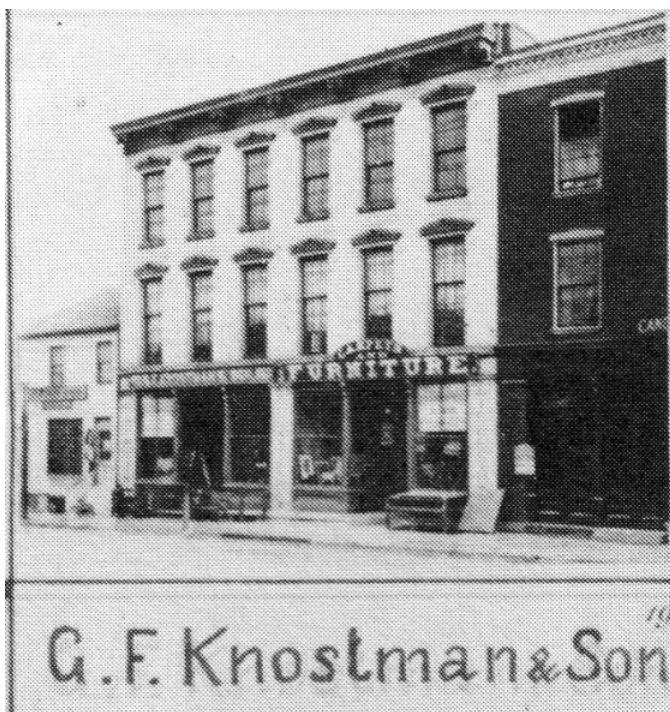
Name of Property

County and State

volunteers filling the firefighting roles; in 1892 the city established a paid fire force. (*The Davenport Democrat*, "Laying of the Fire King Corner Stone," November 8, 1877: 1; Bushnell-Hamlin) The fire department used the station as such through 1929. In 1929 into the 1960s, the Battery B Association (fraternal organization for military veterans of the Battery B, 1<sup>st</sup> Iowa Field Artillery, who saw action in the 1916 Mexican border campaigns and World War I) owned the building and used the upper-level for a social hall, leasing the first-story for automotive uses including a car wash. (*Quad-City Times*, "Battery B is Granted Use of Fire House," May 2, 1929: 13; city directories; *The Daily Times*, "Club Survives Another Close Call," June 11, 1962: 3)



STATION NO. 1.



Figures 8 and 9: Left: Circa-1902 view of the Hose Co. Station 1. (Bushnell-Hamlin) Right: 1887 image verifies excellent integrity of this circa-1884 furniture manufacturing plant (207-209 E. 2<sup>nd</sup> Street) and the adjoining circa-1886 former Reimers & Fernald Candy Factory Addition. (Huebinger Brothers)

• By 1879: In 1879 the 3-story building 203 E. 2<sup>nd</sup> St. sold to G.F. and G.H. Knostman furniture makers. By 1882 Reimers & Fernald Candy Factory leased 201-203 E. 2<sup>nd</sup> Street, noted as a 3-story brick with plentiful windows for light and ventilation. The 1886 Sanborn shows the building leased to a candy company and saddlery. By 1893 through circa 1915, the building had been converted to a saloon. (City directories) The exterior was remodeled in 1921 for what appears to be an auto dealership (city permit on file for \$1,000 exterior); the storefront was again remodeled in 1940 for a DuPont paint store that remained there through at least 1955. (*The Davenport Democrat*, "Items in Brief," August 1, 1879: 1)

• Circa 1884: G.H. Knostman & Sons furniture factory, 207-209 E. 2nd. This 3-story brick Italianate with stone sills and lintels was built for a furniture making company founded in 1858. Furniture manufacturing continued here through circa 1895, after which the works moved to 1405 E. River St. The People's Union Mission occupied the building 1898-1901; Salvation Army 1906-1910; Des Moines Patterns & Model Works 1915; Davenport Fruit Co. and Davenport Ice Cream Co. 1918; Davenport Candy Co. 1920-1931; Mace Chemical & Supply Co. circa 1942 to 1958. A 1931 "for rent" advertisement noted 9,000 square foot of space available with the rear tracks listed as a benefit of the property. (*The Daily Times*, want ads, May 11, 1931: 17)

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

• By 1886 Sanborn: Reimers & Fernald Candy Factory Addition, 205 E. 2<sup>nd</sup> St. This 3-story narrow brick building was built to match 201-203 E. 2<sup>nd</sup> St. By 1893, Hotel Linden occupied the building, and was cited as a fire hazard in 1903 by the city. (*The Davenport Democrat*, "The Fire Committee is Taking a Short Rest," January 18, 1904: 7) The Tri-City Barber College resided here circa 1915 to 1935; and Toledo Scale operated here with upper level apartments by circa 1940 through 1956.

• 1887: Brick store built at 313 E. 3<sup>rd</sup> St. Two-story Italianate, with garage bay, storefront window, and upper window hoods. Painted ghost sign for carriage works on upper east elevation. (*The Morning Democrat*, October 29, 1887: 4) Blacksmith R. McCrellias located his blacksmith shop on the first floor by 1888; and Charlie Benton opened a sale and feed stable. Tri City Carriage Works was operating there by 1899, followed by Woeber Carriage Works (successor to Woeber Bros. Carriage Works, which had operated on W. 3<sup>rd</sup> St. from the 1850s through 1887; at this location from c. 1905 to c. 1936). (*The Daily Times*, October 7, 1907: 2)

• 1888: Reimers & Fernald Candy Factory #2, 213-215 E. 2<sup>nd</sup> St. This was a 3-story brick building with stone foundation built for expansion of candy and cracker manufacturing. The building was sold to National Biscuit Co. in the early 1900s. The building was vacant for a few years before Crane Co. plumbing supplies purchased the property, remodeling and expanding the factory into display room, offices, and warehouse for its operations; the west wall still shows the 1888 stone foundation and brick. (*Quad-City Times*, "To-day the candy firm ..." August 17, 1888: 1; *The Daily Times*, "Reimers & Fernald," December 28, 1888: 4) See Crane Building below for further information.

#### *Commercial and Industrial Growth during the Warehouse and Motor Row Era, 1900–1959*

The Davenport Motor Row and Industrial Historic District is locally significant under National Register Criterion A - Commerce for light industrial and automotive sales and service buildings. The vice reforms of the early 1900s spurred new warehouse and light industrial development on sites formerly occupied by saloons and brothels on the eastern edge of the commercial business district. Redevelopment initially occurred at the same time that the Bucktown vice district still operated. Transportation-related retailing and service have taken place within extant buildings within the Historic District since at least the late 1880s. Horse-drawn transportation services and sales are represented on E. 3<sup>rd</sup> Street. Auto-related sales and services are represented by buildings along E. 2nd, E. 3rd, and Perry, and Iowa streets and Pershing Avenue. The State of Iowa enacted gambling and prostitution enforcement laws in 1909, and then imposed a state Prohibition in 1916, three years ahead of the federal law. During this same period, the auto industry grew and required additional space—creating the opportunity to carve out a Davenport auto row where saloons and brothels once flourished. By the 1920s and 1930s, several out-of-state corporations including distribution branch houses and auto-related sales and service entities had constructed facilities within this district.

Scholarly study has documented the rise of the automobile in the United States: Michael L. Berger's *The Automobile in American History and Culture: A Reference Guide* encapsulates how what started as a luxury curiosity for entertaining the wealthy in the 1890s quickly grew in the first decades of the twentieth century to become a desired and relatively affordable necessity for work and leisure transportation on the farm as well as in the city. The advent of assembly line manufacturing and financing of car sales helped make auto purchases accessible to middle-class consumers, fueling sales demand in the 1910s and 1920s. Historian Barbara Beving Long in a 1983 architectural and historical report found that Iowa led the country in auto sales: "The number of [vehicle] registrations in Iowa grew from just 40 in 1900 to 30,000 in 1911, 198,584 in 1916, and 707,231 in 1927. Ambitious entrepreneurs hurried to cash in on this popularity. However, many were poorly financed and soon went out of business, only to be replaced by other eager businessmen." (Long 1983b: #21) In *Main Street to Miracle Mile*, scholar Chester H. Liebs examines how the "car met commerce" in the United States, changing spatial relationships, reimagining architecture through the lens of a speeding windshield, and producing new types of buildings and cultural landscapes to meet the needs of an auto-driven culture. (Liebs: 7-3) With the evolution of new "houses of commerce" for cars (and trucks) came the

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

development of a new type of commercial district: the automobile row. Liebs describes the creation of an auto row as starting with dealers building their own often larger "sales palaces" outside of cramped central-city quarters, with speculators infilling between with one-story, less ornate showrooms rented by agents of smaller, lesser-known automakers. (Liebs: 83) While the auto industry seemed to be limitless in sales growth in the 1910s, the demand for autos crashed against forces out of the control of dealers and manufacturers. Several problems occurred in 1919 and into 1920: a shortage of raw materials to make auto parts, strikes by auto plant workers and railroad workers, and shortage of rail freight cars that combined to slow production, assembly, and distribution. (*The Des Moines Register*, "Some Troubles of the Auto Dealer," October 19, 1919: 4-S) The Great Depression and World War II also proved difficult times for auto dealers, as the middle class was hollowed out, and the number of manufacturers rapidly decreased as industry consolidation occurred. (Berger xvii-xxiv) Between 1900 and 1920, some 600 different manufacturers produced autos, but following World War I, there were fewer than 120 remaining given the demands of scale forcing major changes in manufacturing and distribution, according to automotive writer Robert Genat's *The American Car Dealership*. (Genat: 9-17)

In Davenport, the clustering of auto-related businesses on the eastern edge of the central business district led a Davenport real estate agent in 1916 to take out a large ad titled "Automobile Row," in which he laid out key advantages E. 2<sup>nd</sup> Street enjoyed: 1) E. 2<sup>nd</sup> was rapidly redeveloping due to low land values, keeping rentals affordable for the auto trade, 2) E. 2<sup>nd</sup> St. offered proximity to downtown, and 3) E. 2<sup>nd</sup> St. was the main traffic artery between the Quad Cities. (*The Daily Times*, "Automobile Row" ad, September 23, 1916: 17) At the same time, Davenport business leaders worked during the 1910s through 1930s to include and retain Davenport as the eastern entrance point for various early "river-to-river" highway routes, spanning the state from the Mississippi River on the east to the Missouri River on the west; in Davenport, early highway auto traffic was routed across the Government Bridge to E. 2<sup>nd</sup> Street and through downtown Davenport. And so, by 1923, E. 2<sup>nd</sup> St. had been transformed with redevelopment, and celebrated as part of the "New White Way" highway. Local industrial and auto-related businesses donated new bright street lights to illuminate the path of the highway along E. 2<sup>nd</sup> Street; local businesses that contributed included N.O. Nelson Co., John P. Hand Co., Goodyear Tire Co., G.S. Johnston Flour Co., Davenport Bag, John F. Kelly Col, and Crane Co. (*The Daily Times*, "East Second Street, Out of Darkness into Light, Will Celebrate Tonight," October 26, 1923: 30).

Many of the extant buildings within the district from this era demonstrate local significance under Criterion A – Industry or Criterion A–Commerce.

- 1900: R. Vogel warehouse and bottling works, 210 E. River Drive (formerly Front St). Larger 2-story building built for Annhauser-Busch and Vogel's own lines of wines and liquors. The façade has been remodeled over time to strip away the decorative elements from 1900, but a garage door bay remains, as do four (replacement windows). This building was remodeled in the interwar/postwar era to streamline the exterior and interiors, becoming home to Gierke-Robinson Co., distributors and jobbers of construction and industrial machinery. (Building permits) This building's importance lies in the use of a track from the Milwaukee Railway Company, laid from the alley into the building where cars could load in and out. The warehouse was built in the same year the city began cleaning up E. Front Street, reclaiming saloons and brothels for redevelopment into light industrial and warehouse sites. (Wood: 182; *Daily Leader*, "The New Warehouse," September 18, 1900: 14)

- 1904–1908: Davenport Bag and Paper Co., 301 E. 2<sup>nd</sup> St. (NRHP 2018). In 1904 the company began planning new quarters, and in 1907-1908 the company built a new warehouse to avoid being located next to a saloon. Founded in 1891, Davenport Bag and Paper had been located at 119 Brady Street (nonextant) when, in 1904, the firm was pressed to sue for an injunction against the property at 120 Brady Street (nonextant) to stop the construction of a saloon in violation of the city's statutes that gave property owners in close proximity the right to block a new saloon. Davenport Bag and Paper successfully argued that the injunction was required due to the negative impact a saloon would bring on its property value and young women employees.

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

This was one of a number of saloon requests for 120 Brady Street that Davenport Bag and Paper had to defend against. (*The Daily Times*, "Muxfeldt Can Not Run Saloon," January 9, 1904: 6) In response, Davenport Bag and Paper purchased a corner site at E. 2<sup>nd</sup> and Rock Island streets (now Pershing Avenue), then occupied by a saloon still under lease for a year; Davenport Bag president Gus Eckhardt envisioned Bucktown being redeveloped into a wholesale district. (*The Daily Times*, "Davenport Bag & Paper Co. Buys Large Property," September 22, 1904: 7; "Splendid Concrete Building Which Marks a New Era in Davenport's Business Development," October 26, 1907: 11)



Figure 10: Wholesaler GS Johnson Co. advertised its building in a special section of *The Daily News*, Oct 28, 1911: 176.

Meanwhile, in 1906 the Davenport Bag company and other property owners in the vicinity petitioned the city to bring a sidetrack from the Milwaukee tracks east of the intersection of E. 2<sup>nd</sup> and Iowa streets into the north side of the alley, in order to provide shipping facilities (discussed further below). G.S. Johnson, an adjoining property owner to Davenport Bag and Paper, also pledged to build a commercial building on his property if a sidetrack was brought into the alley. (*The Daily Times*, "Will Erect Five Story Building," May 29, 1906: 5) The city council approved the trackage, which *The Daily Times* emphasized was crucial for transforming the red-light district (Bucktown):

The sidetrack is to pass by the rear of the property purchased by Davenport Bag and Paper company and G.S. Johnson and as soon as the action is made a formal one, the owners of the property will make immediate arrangements to build on their ground.

This means that East Second Street is to be converted into a business center and the disreputable houses that now occupy the ground there are to be crowded out. The importance of the action of the council is much more than can be estimated for without the sidetrack the owners of the two pieces of property could not build on their land as they would have no shipping facilities.

In order to be sure and secure the right to have the sidetrack laid both parties donated the south 10 feet of their property so that the sidetrack will not be laid in the alley but just north of the alley, the south rail being just on the alley line.



Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

.... [O]ne business man stated today that in two years that section of the city would be converted into a business center. (*The Daily Times*, "Paves Way for New Buildings," June 5, 1906: 4)

Assembly of the right of way land for the sidetrack was completed in February 1907. Construction of the Davenport Bag and G.S. Johnson buildings began after that. Upon completion in 1908, the approximately \$40,000 Davenport Bag building was named the only fully concrete building in the city, being clad in concrete masonry units on the exterior, in contrast to others that used brick over concrete block on their facades. (*Davenport Democrat and Leader*, "Only Building of Entire Concrete," January 22, 1908: 6)

- 1906–circa 1907: As referenced above, flour dealer G.S. Johnson, an adjoining land owner to Davenport Bag and Paper, pledged to build on his property if a sidetrack was brought through the alley to the rear of his lot. Johnson hired noted architects Temple, Burrows & McLane in spring 1907 to design a two-story 36x140 reinforced concrete warehouse with a brick façade. The new building consolidated his operations that previously had been on Front Street, plus those of a competing business he purchased. (*The [Des Moines] Register and Leader*, "Iowa Improvement Record for the Week," May 6, 1907: 3) In 1911, the operation incorporated as G.S. Johnson Co. Wholesale Flour, was noted as having a Davenport branch established in 1898 plus branch houses in Des Moines and Cedar Rapids.

- 1909–1910: The first known building announced for new construction after prostitution was outlawed by the state was the J.F. Kelly Company's purchase of the southwest corner of E. 2<sup>nd</sup> and Rock Island streets (now Pershing Avenue), site of the Brick Munro's popular 24-hour saloon and dance hall pavilion. (*The Rock Island Argus*, "Brick Munro, the Good Samaritan of the Underworld, is Bankrupt," January 16, 1914: 11) The Kelly Company, founded in the late 1860s, had occupied several sites along E. Front Street before purchasing land for a new wholesale grocery house in 1907 at E. 4<sup>th</sup> and LeClaire streets, adjoining the Washburn–Halligan Coffee Company. (*The Daily Times*, "Jonathan Brand Emblem of Quality," June 22, 1907: 11) However, several months after the 1909 prostitution shut down, the Kelly firm announced a warehouse plan on the former E. 2<sup>nd</sup> St. Brick Munro saloon site. *The Daily Times* reported in September 1909: "The location is a good one for the wholesale grocery business, giving the company ample room for future growth. A sidetrack extends along the alley, giving good shipping facilities. The entrance of the Kelly company into this district, which was formerly the tenderloin district of the city, marks its further development as a wholesale section. A number of wholesale houses have already located here and the property is coming into demand for business of this kind." (*The Daily Times*, "J.F. Kelly Company Buys a New Site," September 17, 1909: 6) A photograph of the completed \$24,000 warehouse ran on the front page of the *Daily Times* in October 1910, with a caption calling it "Among the handsome new warehouse buildings of Davenport erected this year..." (*The Daily Times*, "New Buildings in Davenport, J.F. Kelly Company Warehouse," October 3, 1910: 1) The Kelly warehouse contractor, Harry W. Phillips, was a former alderman and mayor who was noted for having inaugurated midnight closings of saloons during his 1903–1905 term, a politically unpopular stance that led to his losing his seat. (*The Davenport Democrat and Leader*, "The Anti-Vice Crusade in Davenport," January 16, 1916: 1)

- 1909–1910: Grupe Drier and Boiler Co., 325 E. 2<sup>nd</sup> St. In 1909, John P. Grupe, president of Grupe Drier and Boiler, 317 E. 2<sup>nd</sup> St., purchased land at the end of the block for a new fireproof drier and boiler manufacturing plant. The quarter-century-old company showcased its new facility in the June 1910 Factory Days tours, demonstrating electrical machinery and its oxy-acetylene welding plant. (*The Daily Times*, "Interesting Process of Making Driers...." June 20, 1910: 1) In 1919, J. Grupe took out a building permit for \$11,000 of remodeling to the building, followed by a second permit for \$15,000. Grupe's remodeling created an auto-related tenant building, with the façade recessed to accommodate a drive-through canopy across the front. Franklin Motor Car Co. was an early tenant. In 1930, the building was again remodeled into a filling station. (Building Permits) Auto use varied, but continued through the POS.

- 1911: Buck Motor Car Co. garage, 221 E. 2<sup>nd</sup> Street. Built by veteran carriage and implement dealer John W. Buck and his son Emil, the two-story building was an early (and perhaps first) purpose-built auto-related

Davenport Motor Row and Industrial Historic District

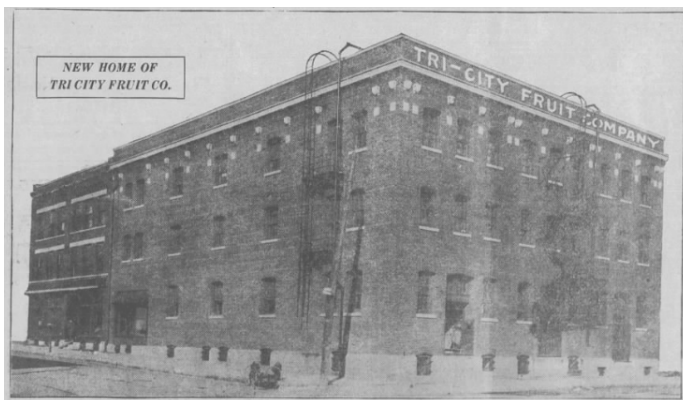
Scott, Iowa

Name of Property

County and State

building constructed on the East End. The \$12,000 garage incorporated a front showroom, rear workroom, and upper offices. The Bucks promoted inclusion of Davenport on early "river-to-river" highways, and Emil Buck was elected a director to the Great White Way highway organization in 1914. The building retains original brick two-part façade with large storefront window opening. (*The Davenport Democrat and Leader*, "Location Secured for Auto Concern," April 11, 1911: 11; *The Daily Times*, "Local Men White Way Directors," January 8, 1914: 11) The Bucks operated their dealership here until 1919. (*Quad-City Times*, "Pioneer Auto Men to Enter New Business," January 16, 1920: 11)

- c. 1911: G.S. Johnson Co. addition (leased tenant space), 313-315 E. 2<sup>nd</sup> St. The eastern addition facade is nearly a mirror image of the wholesale flour company's c. 1906-1907 western warehouse.



Figures 11-12: Left: 1919 image of "new home of Tri-City Fruit Co." (*Waterloo Courier*, November 15, 1919: 5) Right: 1959 image of 111 Perry St., then known as the Farber Building, with eastern portion having a three-story façade but only ground floor with a roof. (*The Daily Times*, "Parker Co. Buys Farber Building for Warehouse," May 6, 1959: 33)

- c. 1916: Tri City Fruit, 111 Perry St. The corner 3-story Classical Revival warehouse may encompass part of the late-nineteenth-century 3-story Young and Hartford Carriage factory. Martin-Woods Co. produce firm operated there prior to the selling of the property to Tri-City Fruit Co. in 1915. (*Quad-City Times*, "Controversy Over Property," December 23, 1915: 12) A 1919 photo shows the south and west facades, with loading bays on the E. River Drive (previously E. 1<sup>st</sup> St.) elevation and stone detailing near the roofline. The building was damaged by fire in 1924, including the rear cold storage addition, which was later removed. The property includes three historic loading bay areas for trucks located along E. River Drive (formerly E. Front Street). (*The Daily Times*, "Loss \$127,000 in Fruit House Fire," February 5, 1924: 1.) By 1927, Firestone was leasing space for use with tire handling, storage, and offices. (*The Daily Times*, "Firestone Branch Leases Building at Front, Perry," April 14, 1927: 6) By 1935, the Nash-Finch Co., noted as one of the world's largest wholesale grocery firms, operated a branch office out of the building. (*The Daily Times*, "Grocery Firm is 50 Years Old," August 9, 1935: 18) By 1959, the building was a mixture of three stories and one story when the M.L. Parker department store purchased the property for use as a warehouse; Iowa Bearing Co. operated in the southwest portion of the building. (*The Daily Times*, "Parker Co. Buys Farber Building for Warehouse," May 6, 1959: 33)

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State



Figures 13-14: Left: 1916 architectural rendering of the Clausen & Kruse-designed Wolfer Cadillac dealership building, 316 E. 2<sup>nd</sup> St. (*The Daily Times*, September 21, 1916: 8) Right: The once-notorious saloon and prostitution triangle at the foot of the Government Bridge was reworked into a large auto dealership in circa 1916. (*Davenport Democrat and Leader*, "Spacious New Home of the Holmes Motor Co.," March 14, 1917: 11)

- 1916-1917 Wolfer Cadillac Co. dealership building, 316 E. 2<sup>nd</sup> St.: Clausen & Kruse architects designed this 1-story brick Spanish Revival style auto dealership of brick with terra-cotta detailing and tile roof, built for a Cadillac dealership. It was quickly occupied by 1919 by Davenport Buick Co. Thin masonry piers allowed for an almost fully glass façade to showcase autos (windows reach nearly to sidewalk). Built on a former "house of assignation" (brothel), the building helped replace vice with light industrial uses. Designed by an important local architecture firm, the building was hailed as "the finest west of Chicago." (*The Daily Times*, "New Wolfer Cadillac Garage..." September 21, 1916; 9.) The dealership opened in March 1917; it remained an auto dealership of various names and types through circa 1959.

- c. 1916: Holmes Motor Co., dealers in Paige cars, was occupying one the Tri Cities' widest auto retailing spaces, with the façade measuring 125 feet. The showroom/work space was located just off the Government bridge, gave it a distinctive address—and built on and likely incorporating elements of saloon and prostitution-related businesses. (*The Daily Times*, "Paige Tour From Chicago," March 3, 1917: 12; *Davenport Democrat and Leader*, "Spacious New Home of the Holmes Motor Co.," March 14, 1917: 11) The auto-related uses changed frequently: Sessions Motor Co. (Ford), Firestone Tire & Rubber Co., Kuehl Motor Co. (Cord and Auburn), Warren C. Skinner Inc. (Cord and Auburn), among others. A ghost sign for Firestone is located on the west upper wall.

- 1921: Crane Co. Factory Building, 213-217 E. 2<sup>nd</sup> St.; 4-story brick addition and new façade applied to the former Reimers & Fernald Candy and Cracker Factory #2 / National Biscuit Cracker Factory. The Crane Building façade was designed by noted firm Clausen & Kruse, which adapted the Chicago Style in grouping windows enframed by brick piers; the building was constructed by Priester Construction and incorporated a display area on the first floor. (*The Daily Times*, "New \$85,000 Building to Be Built by Crane Co.," September 30, 1921: 3)

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

# AUTOMOBILE ROW

East Second Street is rapidly becoming Davenport's Automobile Center.

**REASONS**

First.—Low ground values, consequently rentals are not prohibitive to the automobile trade.

Second.—Proximity to heart of Davenport's business district.

Third.—East Second Street is the main traffic artery between the Quad-Cities. The Government's figures show 6,490 vehicles pass the automobile man's door every day.

Cadillac, Chalmers, Ford Service Station, Paige-Detroit, United States Tire, Penn Gas Filling Station, Willard Storage Battery, U. S. L. Storage Battery, Three Vulcanizing Companies are locating in this district. I have negotiations under way with two outside automobile companies contemplating on locating in this territory. I have sold over \$30,000 of property on East Second Street and closed three leases.

Fortunes are made in Real Estate by the man with foresight.

I still have one exceptional buy on East Second Street.



M. W. Hies, Mgr., Real Estate Dept., Lane Bldg.



Figure 15-16: Left: A 1916 ad for land in the provided a concise history of the Davenport "Auto Row." (*The Daily Times*, September 23, 1916: 17) Right: The 1921 Crane Building's architect rendering by Clausen & Kruse shows the high degree of integrity retained in the building.

- 1922–1923: N.O. Nelson Co. Branch Plant, 321 E. 2<sup>nd</sup> St. This 2-story brick plant of concrete and brick construction with stone accents cost \$150,000 to build, making it the most expensive early-twentieth-century building in the Historic District. The building has a wide frontage as compared to other buildings in the Historic District (96-foot front by 150-foot depth), and was tailored for manufacturing and wholesale distribution of plumbing, gas, and steam-fitters supplies, while also selling plumbing fixtures out of large display room open to the public. The Nelson Co. was based in St. Louis, Missouri, with branches; the Davenport branch operated until circa 1932. (*The Daily Times*, "N.O. Nelson Mfg. Co. Building Is Formally Opened," October 3, 1923: 12)
- 1923: Emeis Manufacturing Co., 216-224 Iowa St. Established in 1906, this manufacturing plant razed five houses along Iowa Street to build a combined garage, repair shop, battery station, and machine shop, all under one roof. The company remained at the site into the 2000s. (*The Daily Times*, "Buys Iowa St. Property for Building Site," January 2, 1920: 10)
- 1923: Standard Oil Co. Filling Station No. 7, 204 E. 3<sup>rd</sup> St. Small one-story masonry gas station building with a garage bay in the front.
- 1926: Charles Schick Estate warehouse., 208 E. River Dr. This 1-story brown brick warehouse building with front loading bay was built for \$3,200 after a 1924 fire destroyed the prior building. Val Blatz Brewing Co. Davenport branch operated here as of 1928. (Building permits; *The Daily Times*, Blatz ad, August 17, 1928: 27).

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State



Figure 17: The 1924-1925 Joehnke & Lage Garage, 210 Iowa St., was by 1957 operating as the Wilson Bros. Chrysler and Plymouth dealership. (Photo: Putnam Museum and Science Center)

- 1924-1925: Joehnke & Lage Garage, 210 Iowa St. This spacious 1-story garage includes a garage door opening on the facade. The owners razed existing buildings in 1924 to erect this \$18,000 masonry garage with a frontage of 64 feet, depth of 90 feet, and skylights. The business included auto sales of Star vehicles. It remained in auto use through the period of significance. A 1935 fire damaged the roof. (*Quad-City Times*, "Fire Damage in Downtown Garage, \$1,000," March 5, 1935: 15)
- 1925: Davenport Alemite Co., 410 E. 2<sup>nd</sup> St. This 1-story brown brick building at 20x80 feet is one of the smaller buildings in the district. The shaped parapet, decorative brickwork, and stone or concrete accents enliven the automotive-related façade built by contractor J.F. Nebergall & Son. The large storefront with recessed entry was likely the original drive-in garage bay. The business was built upon the former site of a house that was related to prostitution. The transmission greasing station handled autos equipped with alemite lubricating system. The company distributed Quaker State and Mobile oils to twenty-two counties. (*The Daily Times*, "Alemite Co. Opens In New Building on East Second," August 5, 1925: 5.) By 1934, Willey's Auto-Radio Sales and Service was advertising new drive-in service station. (*Quad-City Times*, June 17, 1934, Willey's Auto-Radio Sales and Service ad: 13.)
- 1930: Vollmer Motor Service Building, 322 E. 2<sup>nd</sup> St. Dr. Karl Vollmer, Jr., announced in late 1929 that he would build a \$25,000 super service station with brake testing department, car washing, battery service, tire sales and service, alemiting, gasoline, oiling, and general accessories. Clausen, Kruse & Klein drew up the plans, and John Steffen was awarded the general contract for the "ornamental concrete" Streamlined Moderne corner station. (*The Daily Times*, "To Erect Super Service Station At Second and Iowa....", October 29, 1929: 6)
- 1934: Firestone Rubber and Tire Co., 301 E. 3<sup>rd</sup> St. This 1-story Streamlined Moderne concrete masonry block auto showroom and service center was built at the prominent corner of E. 3<sup>rd</sup> Street and Pershing Avenue. The Streamlined Moderne architecture included the Firestone logo, canopy for gas pumps, multi-lite glass garage doors, fireproof warehouse. (*Quad City Times*, "Permit for New Service Station Issued Thursday," October 27, 1933: 13) J.H. Huntinger Co. was the contractor; the building may represent corporate architecture. In 1944 Firestone remodeled, enclosing some openings.

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State



Figure 18: Part of a full-page ad for the new Firestone “one-stop service store,” 301 E. 3<sup>rd</sup> St. (*The Daily Times*, Firestone ad, April 11, 1934: 11)

- c. 1934 Davenport Seed Co. addition to former N.O. Nelson Branch Plant: The wholesale seed company purchased the former plumbing supply house as a permanent home and added the rear multi-story masonry seed mill. (*Davenport Democrat and Leader*, October 9, 1934: 15)
- 1952: Martin Oil Co. Station, 402 E. 2<sup>nd</sup> St. This 1-story white tiled station operated as a gas station through the early twenty-first century. City permits list a \$21,360 cost.



Figures 19-20: Resources closest to the river were most vulnerable to flooding – and fires. Here, left, 1924 newspaper coverage of fire at the Tri-City Fruit building, Perry and E. River Drive, and right, 1965 flood covering E. 2<sup>nd</sup> Street with boat rowing past Peterson Paper Co. (built as the Davenport Paper & Bag Building). (Left: *The Daily Times*, February 5, 1924: 1; right: Blackhawk Films, Davenport Public Library via Upper Mississippi Valley Digital Image Archive)

A note about the role of floods and fires in reshaping the built environment within the historic district: A number of buildings within and around the district suffered disastrous fires, some of which caused complete or partial losses. For example, Reimers & Fernald Candy Manufacturers, established in 1874, had by 1882 moved to 203-205 E. 2<sup>nd</sup> Street where a fire broke out in chimney flues; workers were able to extinguish it. (*The Davenport Democrat*, “Items in Brief,” August 31, 1881: 1) In 1924, fire ravaged the Tri City Fruit Company, 111 Perry Street), causing \$125,000 in damage and leading to rebuilding. (*Davenport Democrat*

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

and Leader, "Let Contract for Commission...." February 17, 1924: 11. In early 1940, several commercial buildings including the striking Holbrook Furniture on the south side of the 100 E. 2<sup>nd</sup> Street block burned in a dangerous fire. (*The Daily Times*, "Loss is Near \$250,000 as Flames Wreck Holbrook's and Other Second St. Stores," February 2, 1940: 1) These massive fires merited front-page newspaper coverage, with headlines capturing the dangers inherent within buildings filled with machinery, heat-related processing, and/or flammable materials. Flooding also caused damage and building loss. Major floods in the 1950s, 1960s, 1993 among others particularly affected buildings located on E. 2<sup>nd</sup> Street and south to the riverfront, as is shown in photographs and newspaper coverage such as above.

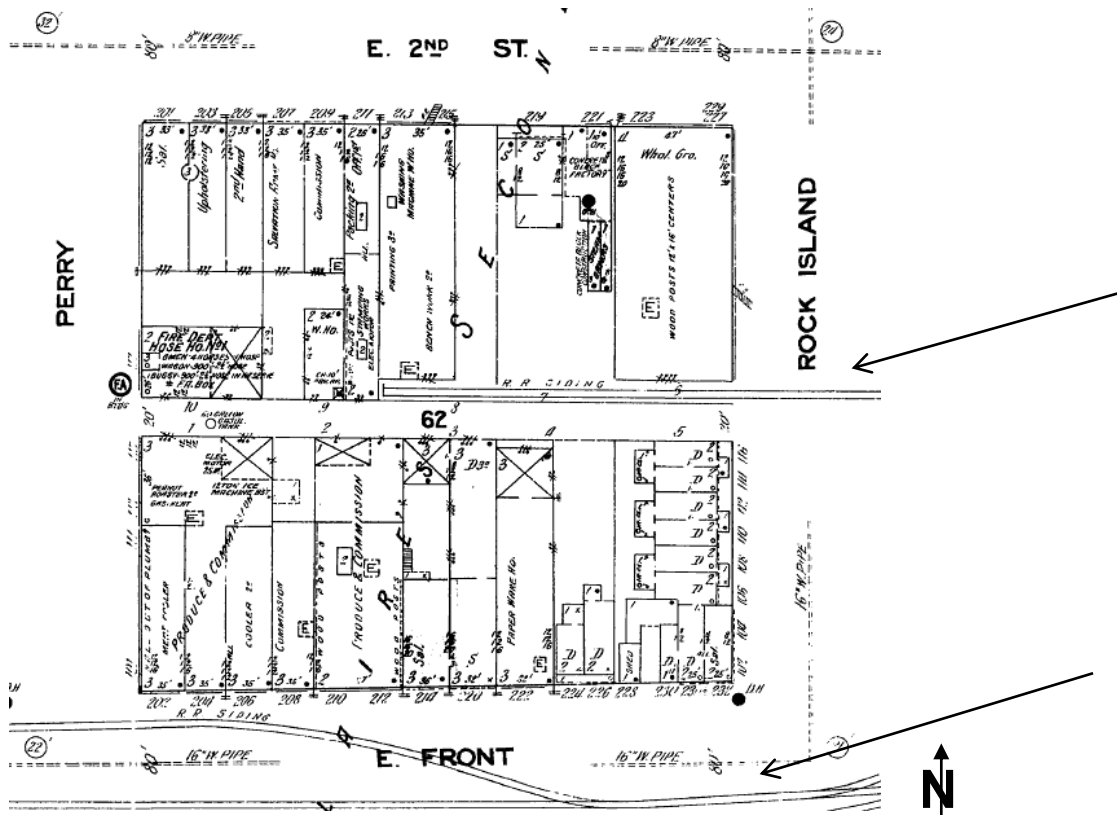


Figure 21: The 1910 Sanborn map shows two different rail connections serving businesses within the Historic District: Here, the Milwaukee track siding curves up to E. Front Street (now E. River Drive), and another siding extends in the alley behind the Kelly Grocery warehouse at 225 E. 2<sup>nd</sup> St. (arrows point). (Sanborn map 1910)

**Transportation: Rail Significance to Industry**

Local significance under Criterion A—Transportation is provided via a two-block segment of the location of a rail siding that was negotiated c. 1906-1907 in order to further the conversion of former vice properties into warehouse, jobbing, and other light industrial business locations. As previously addressed, local property owners began lobbying for a railroad siding to be added to provide service to future and existing buildings and businesses along E. 2<sup>nd</sup> Street and E. River Drive; this extant section of the siding (paved, without rails) in the east-west alley between those streets is considered a site for the purpose of this nomination. The rear loading docks at selected buildings within the Historic District call attention to the former rail siding.

Another rail-related resource is the E. 3<sup>rd</sup> Street Bridge (rail crossing overpass) that is an element of the elevated train track that forms the northern and eastern boundaries of the Davenport Motor Row and Industrial Historic District. Bridgehunter.com identifies this as a subdivided Warren through-truss bridge by the American Bridge Company. The Chicago, Rock Island & Pacific Railroad started building this steel bridge in 1928, along with the E. Fourth Street Bridge. (*Davenport Democrat & Leader*, "Part of Railroad System's 1928

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

Improvements Here," December 30, 1928: 7) As a contributing resource, the E. 3<sup>rd</sup> Street Bridge calls attention to the early 1900s Rock Island Railroad's three-quarter-mile-long elevated track that connects to the double-deck Government Bridge (NRHP 1969, as part of the adjoining Rock Island Arsenal Historic District) and originally served the trackside elevated depot (non-extant) in the center of the central business district. (Svendsen 2003) The rail line is now part of Iowa Interstate Railroad.

*Postscript: From Down and Out to Historic Preservation Renaissance, 1960s–present*

The eastern edge of downtown lost traction with the loss of bridge traffic due to new toll bridges, destructive floods in the 1950s and 1960s, the 1957 announcement of the Interstate 80 freeway route through Iowa north of the central business district, and interest growing in suburban-style development on the city's northern edge. Aging buildings slid into disrepair, and the area again became associated with crime and unsavory activities. Since the 1980s, interest has continued to grow in converting existing buildings within this historic district into creative new uses. The fire station rehabilitation was an early example. (Meginnis)

*Archaeological Assessment*

The potential for archaeology was not assessed as part of the present National Register nomination. The successive redevelopment, zero-lot line building footprints for most properties, and limited presence of paved parking areas associated with buildings in the historic district increases the likelihood that repeated ground disturbance (resulting from the construction of those elements) has possibly destroyed any localized archaeological resources. However, paving may have been laid over ground previously occupied by pioneer- and Victorian-era residences (as well as resources pre-dating the housing) with a minimum of earth movement. In that case, archaeological resource may merely have been encapsulated. In the future, any significant excavation and/or grading should take into consideration the possibility that archaeological and/or sub-grade historic or prehistoric resources may remain.

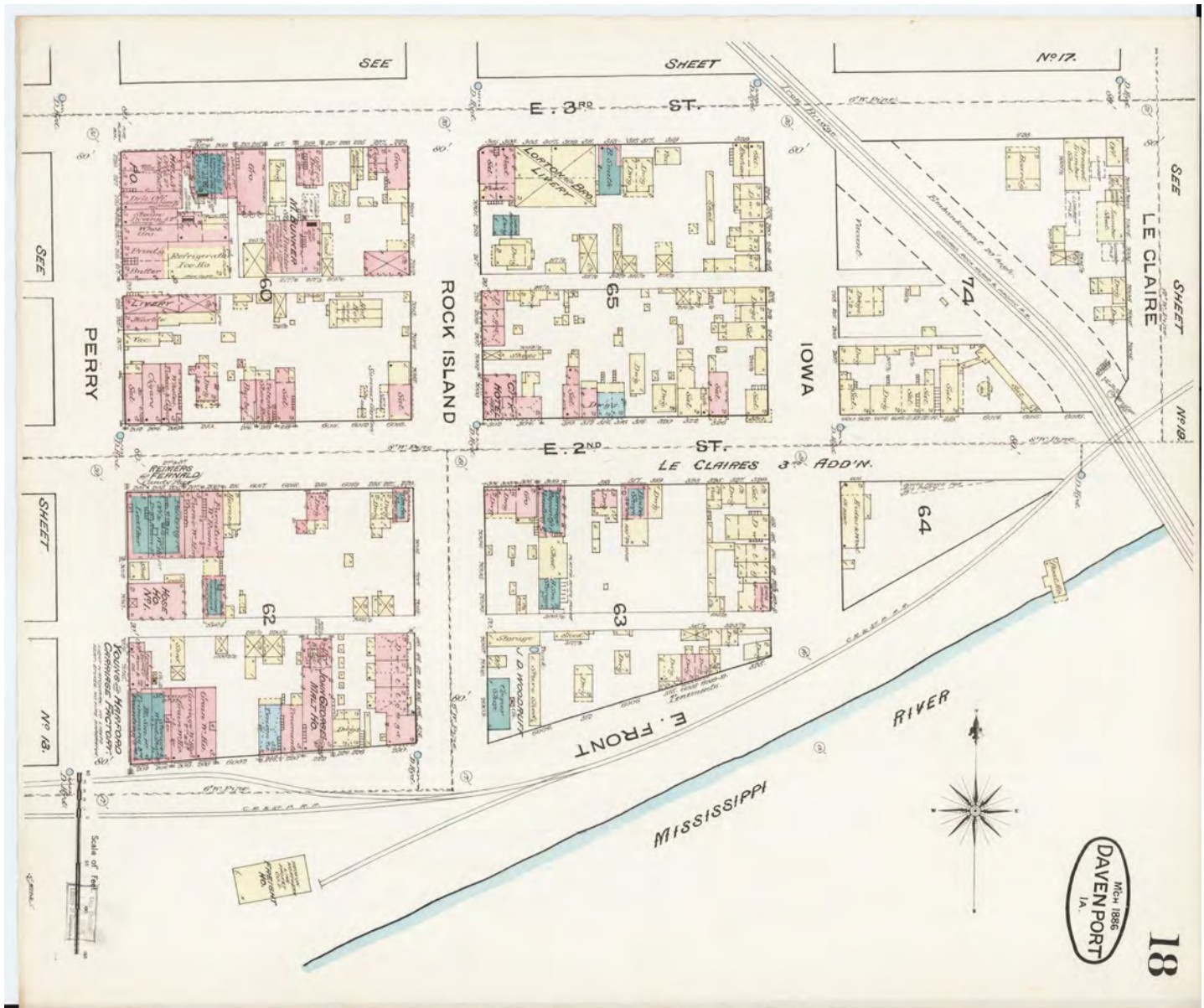


Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State



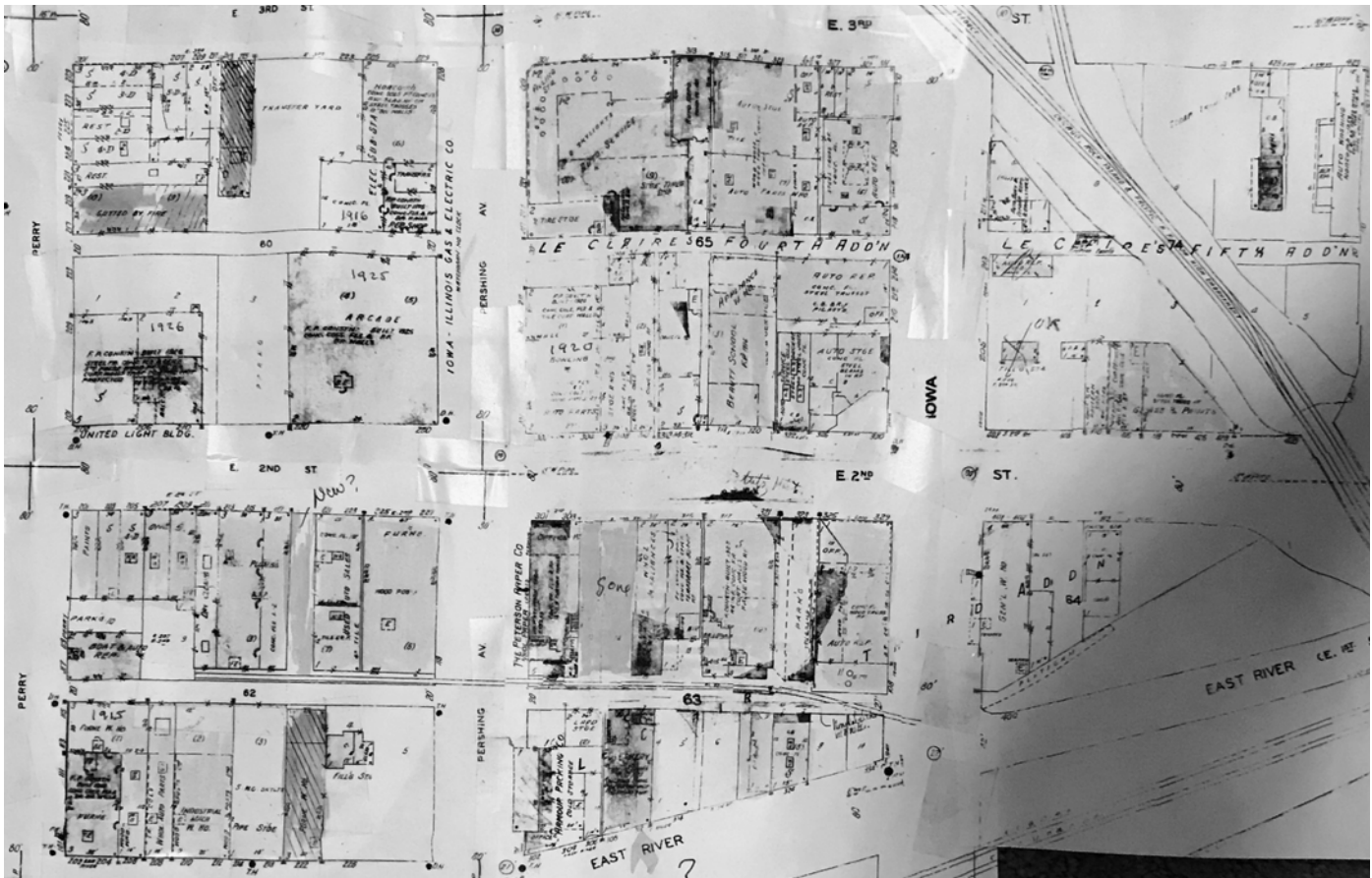
Map: 1886 Sanborn map showing the Historic District, located on the eastern edge of the central business district. (Library of Congress)

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State



Map: 1956 Sanborn map showing the Historic District, located on the eastern edge of the central business district. (assembled by John Zeller, 2018)

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

---

## 9. Major Bibliographical References

---

### Bibliography

*Newspapers and trade journals as cited in text, as well as:*

Berger, Michael L. *The Automobile in American History and Culture: A Reference Guide*. Greenwood Press, Westport, Connecticut: 2001.

Bowers, Martha H. "Historical and Architectural Resources of Davenport, Iowa, MRA (Multiple Resource Area)," National Register of Historic Places Nomination. 1983. Copy on file at SHPO.

Note: Affiliated resources were largely listed in the National Register in 1983 and 1984.

Bridgehunter.com database of historic and notable U.S. bridges including Davenport, Iowa. <Available online at [bridgehunter.com/ia/scott/](http://bridgehunter.com/ia/scott/)>

Bushnell-Hamlin, Ella G. ed. *Davenport Fire Department: History from First Volunteer Company to Present Time*. Davenport: Trident Publishing Co., 1911.

City of Davenport. Building permits. <Available online at [cityofdavenportiowa.com](http://cityofdavenportiowa.com)> (Building Permits)

#### *The Daily Times and The Davenport Daily Times*

"Reimers & Fernald," December 28, 1888: 4.

"Davenport Bag & Paper Co. Buys Large Property," September 22, 1904: 7.

"Splendid Concrete Building Which Marks a New Era in Davenport's Business Development," October 26, 1907: 11

"Jonathan Brand Emblem of Quality," June 22, 1907: 11

"J.F. Kelly Company Buys a New Site," September 17, 1909: 6

"New Buildings in Davenport, J.F. Kelly Company Warehouse," October 3, 1910: 1.

G.S. Johnson Co. ad, October 28, 1911: 176.

"New Wolfer Cadillac Garage..." September 21, 1916: 9.

"New \$85,000 Building to Be Built by Crane Co.," September 30, 1921: 3.

"N.O. Nelson Mfg. Co. Building Is Formally Opened," October 3, 1923: 12.

"Alemite Co. Opens In New Building on East Second," August 5, 1925: 5.

#### *The Davenport Democrat*

"Items in Brief," August 31, 1881: 1

"Items in Brief," October 7, 1898: 1.

"A Moral Crusade May Soon Sweep Davenport," January 19, 1903: 6.

"The Fire Committee is Taking a Short Rest," January 18, 1904: 7

#### *The Davenport Democrat and Leader*

"Only Building of Entire Concrete," January 22, 1908: 6

"The Anti-Vice Crusade in Davenport," January 16, 1916: 1.

"Part of Railroad Systems' 1928 Improvements Here," December 30, 1928: 67.

Wiley's Auto-Radio Sales and Service ad, June 17, 1934: 13.

Davenport Public Library, Richardson-Sloane Special Collections. Collections reviewed included maps, books, postcards, government reports, and historic photographs. Selected historic images available via Upper Mississippi Valley Digital Image Archive.

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

*Davenport Republican*

"The Naughty Things the Alderman Found," January 22, 1903: 8.

"Was Great Sensation: Mayor Becker's Order With Regard to Wine Rooms," January 22, 1903: 6.

*The Des Moines Register*: "Some Troubles of the Auto Dealer," October 19, 1919: 4-S

*The Dispatch and Rock Island Argus*: "Hotel Blackhawk reopens Wednesday," December 14, 2010: D6.

Downer, Harry E. *History of Davenport and Scott County, Iowa, Vol. 1 and 2*. Chicago: S.J. Clarke Company, 1910.

Huebinger Brothers. *First Album of the City of Davenport, Iowa*. Davenport, Iowa: Huebinger's Photography Art Gallery, 1887.

Genat, Robert. *The American Car Dealership*. Osceola, Wisconsin: MBI Publishing Company, 1999.

Historic American Engineering Record, creator, Jeffrey A. Hess, and David Arbogast. *Rock Island Arsenal, Rock Island Bridge, Fort Armstrong Avenue, Rock Island, Rock Island County, IL*. HAER No. IL-20P. 1985. <Available online <https://cdn.loc.gov/master/pnp/habshaer/il/il0500/il0536/data/il0536data.pdf>> (HAER 1985)

Historic American Engineering Record, creator, et al. *Mississippi River 9-Foot Channel Project, Lock & Dam No. 15, Upper Mississippi River Arsenal Island, Rock Island, Rock Island County, IL*. 1968. <Available online at [www.loc.gov/item/il0551/](http://www.loc.gov/item/il0551/)> (HAER 1968)

Liebs, Chester H. *Main Street to Miracle Mile: American Roadside Architecture*. Baltimore, Maryland: The Johns Hopkins University Press, 1995.

Lock, Leonard. National Register of Historic Places nomination, "Rock Island Arsenal." 1969. Copy on file with U.S. Department of Veterans Affairs. <Available online [https://www.cem.va.gov/pdf/nrhp/Rock\\_Island\\_HD.pdf](https://www.cem.va.gov/pdf/nrhp/Rock_Island_HD.pdf)>

Long, Barbara Beving and Des Moines Plan & Zoning Commission. "Des Moines, Center of Iowa: Survey of Historic Sites." Architectural and historical report prepared for and by the City of Des Moines. 1983. Available from Iowa State Historic Preservation Office files. (Long 1983a)

Long, Barbara Beving. Iowa Site Inventory Form, "1420-1422 Locust [Des Moines, Iowa]." 1983. Available from Iowa State Historic Preservation Office files. (Long 1983b)

Longstreth, Richard W. *The Buildings of Main Street: A Guide to American Commercial Architecture*. Walnut Creek, CA: AltaMira Press, 2000.

McDowell, Alexa/AKAY Consulting. Iowa Site Inventory Forms for various properties in Davenport, Iowa. Available from Iowa State Historic Preservation Office files. c. 2004-2005.

Meginnis, Marion. *Heritage in the Heartland: A Plan for Davenport*. Planning document prepared for City of Davenport for a Goucher College Historic Preservation course, April 2016. Copy on file with author. (Meginnis)

Meginnis, Marion. Oral history interviews and clippings files about Davenport in the late twentieth century. Copies on file with author. (Meginnis files)

*The Moline Daily Dispatch*, "Bishop Cosgrove Flays Davenport," January 20, 1903: 2.

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

Moy, Henry B. and Titus M Karłowicz. Cultural Resource Inventory and Evaluation of Rock Island Arsenal, Rock, Island, Illinois. Report by Midwestern Archeological Research Center, Department of Sociology, Anthropology, and Social Work, Illinois State University, Normal, Illinois. 1981. <Available online at <http://www.dtic.mil/dtic/tr/fulltext/u2/a128725.pdf>>

Putnam Museum Image Collection and Archives. Selected images available via Upper Mississippi Valley Digital Image Archive.

*The [Des Moines] Register and Leader*: "Iowa Improvement Record for the Week," May 6, 1907: 3. [G.S. Johnson architect]

*The Rock Island Argus*: "Brick Munro, the Good Samaritan of the Underworld, is Bankrupt," January 16, 1914: 11.

Sanborn Fire Insurance Maps: 1886, 1892, 1910, 1910-c. 1950. Available from Davenport Public Library, State Historical Society Library, Library of Congress, and Sanborn company.

Schwieder, Dorothy. *Iowa: The Middle Land*. Ames, Iowa: Iowa State University Press, 1996.

Scott County Assessor and Davenport Assessor records, as Scott County Iowa Parcel Search. <Available online at [www.scottcountyiowa.com/parcels](http://www.scottcountyiowa.com/parcels)>

Svendsen, Marlys A. National Register of Historic Places nomination, "Crescent Warehouse Historic District." 2003. Copy on file at SHPO. (Svendsen 2003)

Svendsen, Marlys A. National Register of Historic Places nomination, "Hose Station No. 1, 117 Perry St., Davenport, Iowa." 1982. Copy on file at SHPO. (Svendsen 1982)

Svendsen, Marlys A., Martha H. Bowers, and John Pfiffner. *Davenport, Where the Mississippi Runs West: A Survey of Davenport History & Architecture*. Davenport, Iowa: City of Davenport, 1982, reprinted 1984. (Svendsen et al.)

*Quad-City Times*.

Upper Mississippi Valley Digital Image Archive, a collaborative project of cultural heritage organizations in the Iowa-Illinois Mississippi River region in which organizations including the Davenport Public Library and the Putnam Museum participate. <Available online at [www.umvphotoarchive.org](http://www.umvphotoarchive.org)>

*The West Coast Magazine*, Hell at Midnight ad, January 1910, Vol VII No. 4: 5.

Wood, Sharon E. *The Freedom of the Streets: Work, Citizenship, and Sexuality in a Gilded Age City* [Davenport, Iowa]. Chapel Hill, North Carolina: University of North Carolina Press, 2005.

Zeller, John. Newspaper and Sanborn map research assistance.

\* Special thanks to Kyle Carter, executive director of the Downtown Davenport Partnership for his vision and leadership, Downtown Davenport Partnership for funding of this district, Davenport Public Library staff for assistance with the Richardson-Sloane Special Collections, and historic preservation consultant Marion Meginnis for sharing her research and insights.

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

**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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository: Richardson-Sloane Special Collections Center, Davenport Public Library,  
321 N. Main Street, Davenport, Iowa

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** about 10 acres \_\_\_\_\_

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1	<u>41.522938</u>	<u>-90.571140</u>	3	<u>41.520350</u>	<u>-90.572623</u>
	Latitude	Longitude		Latitude	Longitude
2	<u>41.521379</u>	<u>-90.568699</u>	4	<u>41.521313</u>	<u>-90.572605</u>
	Latitude	Longitude		Latitude	Longitude

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State



**Coordinates:** 1: 41.522938, -90.571140 2: 41.522938, -90.570507 3: 41.521460, -90.568693  
4: 41.521379, -90.568699 5: 41.521347, -90.569713 6: 41.520760, -90.569718 7: 41.520757,  
-90.571978 8: 41.520319, -90.571986 9: 41.520350, -90.572623 10: 41.521313, -90.572605  
11: 41.521292, -90.571157

Map: Showing GIS coordinates along the Historic District boundary. (Scott County Iowa Parcel Search base map, 2018)

Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State

**Verbal Boundary Description** (Describe the boundaries of the property.)

The Historic District boundaries extend from Perry Street to the west between E. River Drive and E. 2<sup>nd</sup> Street, jogging east to E. Pershing Avenue to E. 3<sup>rd</sup> Street, east to Iowa Street, south to E. 2<sup>nd</sup> Street, terminating at the Government Bridge, south to the 200 block of E. River Drive.

**Boundary Justification** (Explain why the boundaries were selected.)

These boundaries encompass the heart of the nineteenth-century mixed-use neighborhood that was redeveloped into Davenport's light industrial district and "Motor Row" in the early twentieth century, with automotive uses predominating through the end of the period of significance.

**11. Form Prepared By**

name/title Jennifer Irsfeld James, MAHP date August 3, 2018  
organization Jennifer James Communications, LC telephone 515/250-7196  
street & number 4209 Kingman Blvd. email Jenjames123@gmail.com  
city or town Des Moines, IA 50311 state IA zip code 50311

**Additional Documentation**

Submit the following items with the completed form:

- **GIS Location Map (Google Earth or BING)**
- **Local Location Map**
- **Site Plan**
- **Floor Plans (As Applicable)**
- **Photo Location Map** (Key all photographs to this map and insert immediately after the photo log and before the list of figures).



Davenport Motor Row and Industrial Historic District

Scott, Iowa

Name of Property

County and State



Map: Showing addresses of properties within the Historic District boundary; circle marks the E. 3<sup>rd</sup> St. rail overpass bridge, which is included in the district. (Scott County Iowa Parcel Search base map, 2018)

Davenport Motor Row and Industrial Historic District

Scott , Iowa

Name of Property

County and State

**Photographs:**

Submit clear and descriptive photographs under separate cover. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and does not need to be labeled on every photograph.

**Photo Log**

**Name of Property:** Davenport Motor Row and Industrial Historic District

**City or Vicinity:** Davenport

**County:** Scott **State:** Iowa

**Photographer:** Jennifer Irsfeld James

**Date Photographed:** May–June 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of \_18\_: Photo 1 look NE at warehouses on E River Drive and Perry streets

Photo 2 of \_18\_: Photo 2 look NE at fire station, 117 Perry St

Photo 3 of \_18\_: Photo 3 E 2nd Perry streets, factories look SE

Photo 4 of \_18\_: Photo 4 Knostman furniture factory look S 207-209 E 2nd

Photo 5 of \_18\_: Photo 5 Crane Building look S 200 block E. 2nd St.

Photo 6 of \_18\_: Photo 6 look SW at 200 block E. 2nd at Pershing Ave.

Photo 7 of \_18\_: Photo 7 look N up Pershing Ave at rear rail siding location behind Kelly grocery and Davenport /Peterson Paper warehouses

Photo 8 of \_18\_: Photo 8 look SE at 300 block E. 2nd St.

Photo 9 of \_18\_: Photo 9 look SE at warehouses 300 block E. 2<sup>nd</sup> St.

Photo 10 of \_18\_: Photo 10 look SW 300 block E. 2nd St.

Photo 11 of \_18\_: Photo 11 rail siding look W from Pershing Ave.

Photo 12 of \_18\_: Photo 12 look NW at auto row buildings in 300 block E. 2<sup>nd</sup> and 200 block Iowa St.

Photo 13 of \_18\_: Photo 13 look NE at auto row buildings 300 block E. 2nd Iowa St

Photo 14 of \_18\_: Photo 14 look NE at auto row buildings 400 block of E. 2nd

Photo 15 of \_18\_: Photo 15 look NW auto row buildings 400 block E. 2nd St.

Photo 16 of \_18\_: Photo 16 look SW at auto row buildings 300 block E. 3<sup>rd</sup> St.

Davenport Motor Row and Industrial Historic District  
Name of Property

Scott, Iowa  
County and State

Photo 17 of \_18\_: Photo 17 look SE at auto row buildings 300 block E. 3<sup>rd</sup> St.

Photo 18 of \_18\_: Photo 18 look SE at Firestone automotive building, 301 E. 3<sup>rd</sup> St.

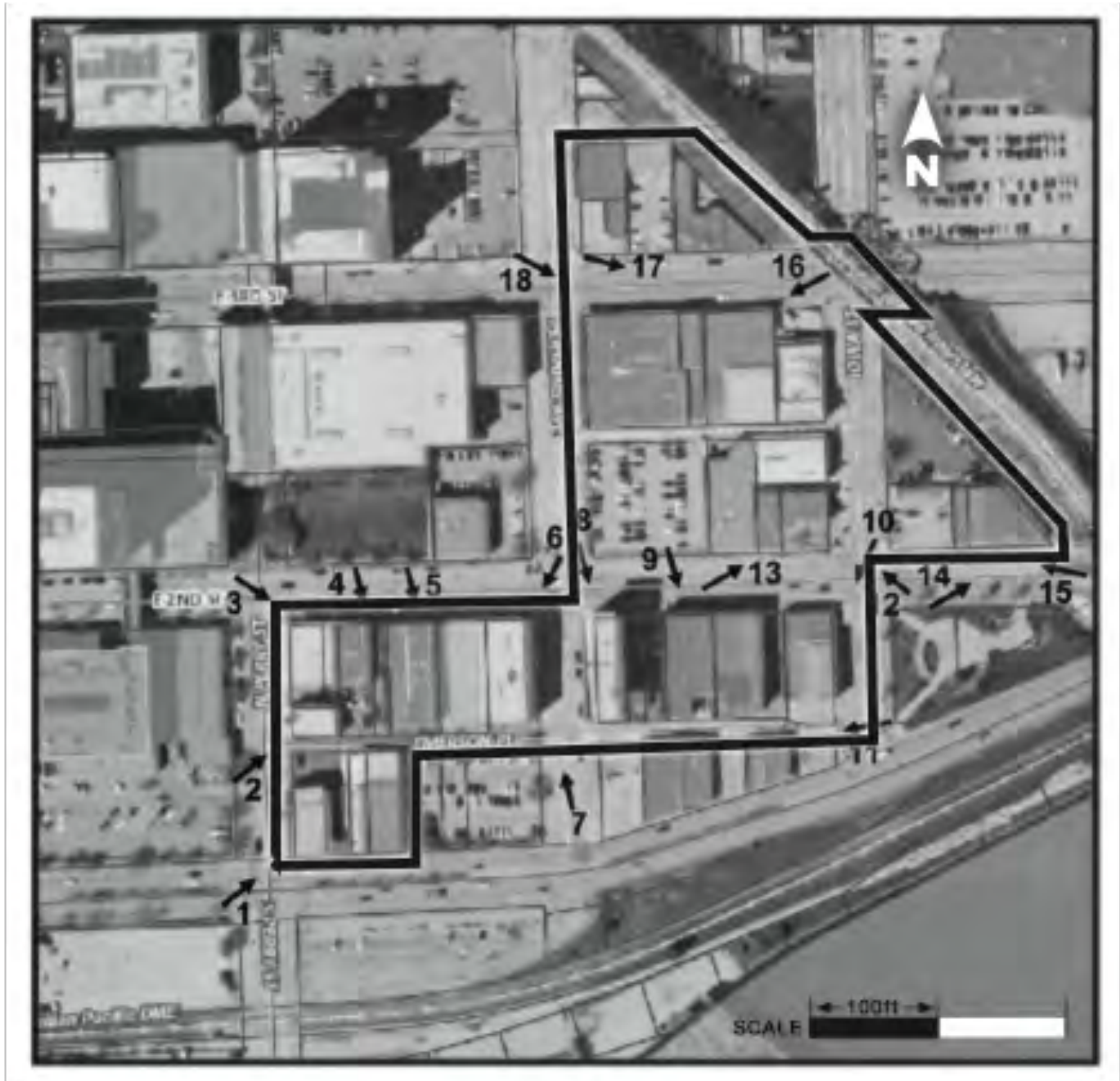


Photo key: Showing location of photographs of the historic district. (Scott County Iowa Parcel Search base map, 2018)

**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.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



River Drive

FRONT STREET



A large, ornate red brick building with a central tower. The building features multiple stories with arched windows and doorways. The tower has a decorative top with a cornice. The building is situated on a street corner.

PERRY ST  
E 2ND ST

NO PARKING  
EXCEPT  
LOADING UNLOADING  
OR DELIVERY

QNTY 51-231



ART & HOBBY

Perry St

ART & HOBBY

- Black pickup truck
- Dark grey sedan
- Silver SUV
- Black SUV

- White sedan
- Red car
- White car



BARREL HOUSE

Salo Static



CRANE CO.

CRAFTED QUAD CITIES

ART

DESIGN

LOCAL

UNIQUE

FINDS







E 2nd Street

Pershing Ave



BUCKTOWN  
Center for the Arts

BUCKTOWN  
CENTER FOR THE ARTS

BUCKTOWN  
CENTER FOR THE ARTS

BUCKTOWN CENTER FOR THE ARTS



Bank

**BUCKTOWN**  
*Center for the Arts*

BUCKTOWN'S  
BACK DOOR

**PETERSON**  
**PAPER CO.**

SPEED  
LIMIT  
25



PETERSON PAPER CO. PETERSON PAPER CO.

Pershing Ave

P

E. 2



HANDMADE  
ACCESSORIES

PATHE'S

VINTAGE  
CLOTHING

VINTAGE  
CLOTHING

PATHE'S



E. 2nd Street

CO.



PET



Iowa St



E. 2nd Street

MISSISSIPPI RIVER VISITORS CENTER →

DO NOT BLOCK INTERSECTION







Dam View Inn

DAM VIEW

11'-0"

OVER HEIGHT  
NO PARKING ON  
STREET OR  
IN DRIVEWAY  
OR IN STREET

NO PARKING  
FOOD TRUCK ZONE  
TUESDAY AND  
THURSDAY  
3:00PM TO 1:00PM



DAM VIEW



SERGEANT PEPPERS AUTO SHOP







Piercing Ave

WELLS



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Davenport Motor Row and Industrial Historic District

Multiple Name:

State & County: IOWA, Scott

Date Received: 5/21/2019      Date of Pending List: 6/11/2019      Date of 16th Day: 6/26/2019      Date of 45th Day: 7/5/2019      Date of Weekly List:

Reference number: SG100004113

Nominator: SHPO

Reason For Review:

Accept       Return       Reject      6/27/2019 Date

Abstract/Summary Comments: The Davenport Motor Row and Industrial Historic District is locally significant under National Register Criterion A in the areas of Commerce, Industry and Transportation. Located at the eastern edge of the downtown central business district, the area's resources represent a cohesive collection of late nineteenth and early twentieth century industrial manufacturing, warehousing and commercial buildings. Reflecting common utilitarian styles and forms, the buildings represented the city's efforts to transform the city's former red light area into a modern light industry district with a particular focus on automobile and transportation related services.

Recommendation/ Criteria      Accept NR Criterion A

Reviewer Paul Lusignan      Discipline Historian

Telephone (202)354-2229      Date 6/27/2019

DOCUMENTATION:      see attached comments : No      see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



Iowa Interstate Railroad, LTD.  
5900 6<sup>th</sup> Street Southwest  
Cedar Rapids, Iowa 52404-4804  
Office: (319) 298-5400  
FAX: (319) 298-5457

**COPY**  
**RECEIVED**  
JAN 25 2019  
by SHPO

January 21, 2019

Ms. Laura Sadowsky  
National Register Coordinator  
State Historical Society of Iowa  
600 E. Locust Street  
Des Moines, IA 50313

RE: Davenport East Side Industrial and Motor Row Historic District  
Railroad Bridge at E. 3<sup>rd</sup> St. and Iowa St.

Dear Ms. Sadowsky,

We are in receipt of your correspondence of January 3, 2019, relating to an application to include a railroad bridge located at East Third and Iowa Streets, in Davenport, Iowa, within a historic district.

Iowa Interstate Railroad, Ltd., objects to the inclusion of its railroad bridge within the proposed historic district as the bridge is not associated with historic events or persons that or who have made a significant contribution to the broad patterns of local history. Additionally, the structure itself contains no distinctive characteristics relating to its construction nor does it represent a work of a master. Finally, the structure itself does not possess a design, tradition, or symbolic value of exceptional significance. See 36 CFR § 60.4. Accordingly, as the railroad bridge at Third and Iowa streets is not an integral part of the proposed historic district, Iowa Interstate Railroad, Ltd. objects to its inclusion therein.

The undersigned certifies that Iowa Interstate Railroad, Ltd., is a sole or partial owner of the railroad bridge at Third and Iowa Streets in Davenport, Iowa. The undersigned further certifies that he possesses the authority to object to the inclusion of said railroad bridge within any proposed historical district, and hereby submits this objection pursuant to 36 CFR § 60.6 (g).

Sincerely,

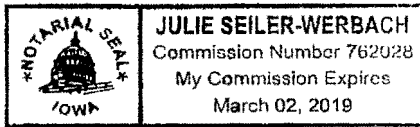
A handwritten signature in blue ink, appearing to read "Greg D Mitchell", is written over a blue horizontal line.


Greg D Mitchell  
Assistant Chief Engineer- Engineering Services  
Iowa Interstate Railroad Ltd.

STATE OF IOWA                    )  
  )ss  
COUNTY OF LINN                )

On this 22 day of January, 2019, Greg D. Mitchell, Assistant Chief Engineer—Engineering Services, Iowa Interstate Railroad, Ltd., personally appeared before me and is known to me to be the person whose name is subscribed to the foregoing instrument, and swore and acknowledged to me that he executed the same for the purpose and in the capacity therein expressed, and that the statements contained therein are true and correct.

In witness whereof, I set my hand and official seal.



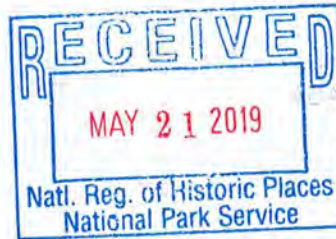
  
Julie Seiler-Werbach  
Notary Public—State of Iowa  
My Commission Expires: 3-2-2019



IOWA DEPARTMENT OF  
CULTURAL AFFAIRS

IOWA ARTS COUNCIL    PRODUCE IOWA    STATE HISTORICAL SOCIETY OF IOWA

CHRIS KRANER, DIRECTOR



REYNOLDS BUSHAW  
GREGG L. COLLIER

IOWA ARTS  
COUNCIL

May 17, 2019

PRODUCE  
IOWA

Joy Beasley, Keeper of the National Register of Historic Places  
National Park Service  
National Register of Historic Places  
1849 C Street, NW, Mail Stop 7228  
Washington, DC 20240

STATE HISTORICAL  
SOCIETY OF IOWA

Dear Ms Beasley:

STATE HISTORICAL  
MUSEUM OF IOWA

The following National Register nomination(s) from Iowa are enclosed for your review and listing if acceptable. For the **Davenport Motor Row and Industrial Historic District** there was one objection received (enclosed) out of 24 property owners. No objections were received for either of the other two nominations.

STATE HISTORICAL  
LIBRARY & ARCHIVES

**Samuel and Sarah Hulme House**

STATE HISTORIC SITES

The Samuel and Sarah Hulme House is eligible for listing on the National Register of Historic Places at a local level of significance under Criterion A for its significance within the agricultural history of northwest Henry County and under Criterion C for the significant architecture of the house. The brick house was built for Samuel and Sarah (Howard) Hulme around 1862, noted for its early date of construction and for its brick construction in the middle of the 19th century in northwest Henry County. Samuel Hulme was a prominent rural resident in this period, pursuing agricultural interests as well as being actively involved with the Henry

STATE HISTORIC  
PRESERVATION  
OFFICE OF IOWA

County Institute of Science (non-extant) in nearby Trenton. The period of significance spans from 1862 when the house was constructed until 1913 when Samuel Hulme retired from farming and passed the operations of the property to his grandson.

IOWA HISTORICAL  
FOUNDATION

**Davenport Motor Row and Industrial Historic District**

The Davenport Motor Row and Industrial Historic District is locally significant under Criterion A for Commerce, Industry, and Transportation. The commerce and industry represented includes warehousing, wholesaling, specialty manufacturing including furniture, food, and carriages, and auto-related retail and service typical in Davenport during the late-nineteenth through mid-twentieth centuries. The district provides a rare-surviving grouping of late nineteenth-century and early-twentieth-century manufacturing, warehousing, automotive-related commercial, and railroad-related properties in Davenport. The district's commercial and industrial building stock includes locally rare-surviving examples of automotive and industrial building types and styles in an evolution of architectural styles and responses; also included is an 1877 fire station, built by a private fire brigade to provide fire protection to commercial and industrial businesses. Transportation is represented via adjoining railroad grade and bridges and the location of a former rail siding that played an

important role in local early-1900s efforts to redevelop the southern portion of the neighborhood from a red-light district into an industrial area. The period of significance is 1877, the date of the earliest resource in the district, to 1959, the year prior to the opening of the interstate freeway north of the city, which would lead to changes in traffic and retailing patterns.

### **Pleasant View Stock Farm Historic District**

The Pleasant View Stock Farm Historic District is eligible at the local level under National Register of Historic Places (NRHP) Criterion A for the significant association of this property with the world-famous Aberdeen-Angus sire bull, Earl Marshall. This bull lived the majority of his reproductive life on this farmstead and is the traceable ancestor to over 99.9% of all purebred Angus cattle registered by the American Angus Association between 2000 and 2010. In other words, of the 3,072,429 cattle registered during that period, all but 964 have pedigrees that can be traced to Earl Marshall. The farm is further significant under Criterion A for its association with the purebred Angus cattle operation of Charles Escher Jr. and Earl Ryan (as the firm of Escher & Ryan). Under their management, the farm produced a disproportionately-high number of national and international purebred Angus champions. They were leaders in the transition of American agriculture to commercialization, helped increase the national awareness of the breed overall, and propagated the breed's most significant genes. The district is also locally significant under Criterion C for the architectural significance of the extant residential and agricultural buildings that reflect the peak of this cattle raising operation and its success overall until felled by farm crisis of the 1920s and the onset of the Great Depression in 1929. The period of significance for this district is 1882 when the farmstead was established by Thomas J. Ryan and 1924, when the property was lost and the farm was no longer associated with the raising of Angus cattle. Significant dates include: 1884 when the extant gable-front-and-wing house was built by Thomas Ryan and the oldest extant barn built soon after; circa 1910 when the two other extant barns were built; 1913 when the foursquare house was built; and 1916 when Escher & Ryan purchased the Angus herd that included the bull Earl Marshall.

Thank you for your consideration.

Sincerely,



Laura Sadowsky  
State Historian and National Register Coordinator  
State Historical Society of Iowa

Enclosures.