

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

☒ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

Architectural & Historical Resources of Iowa Falls, Iowa

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Settlement Era: 1851-1865
Railroad Era: 1866-1909
Ellsworth Era: 1890-1907
Automobile Era: 1902-1932
Depression Era: 1930-1941

C. Form Prepared by

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organization Iowa Falls Historic Preservation Commission date March 1993
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city or town Iowa Falls state IA zip code 50126

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (☐ See continuation sheet for additional comments.)

[Signature] SHPO
Signature and title of certifying official

Date 7/27/93

State Historical Society of Iowa
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

[Signature]
Signature of the Keeper

10/1/93
Date of Action

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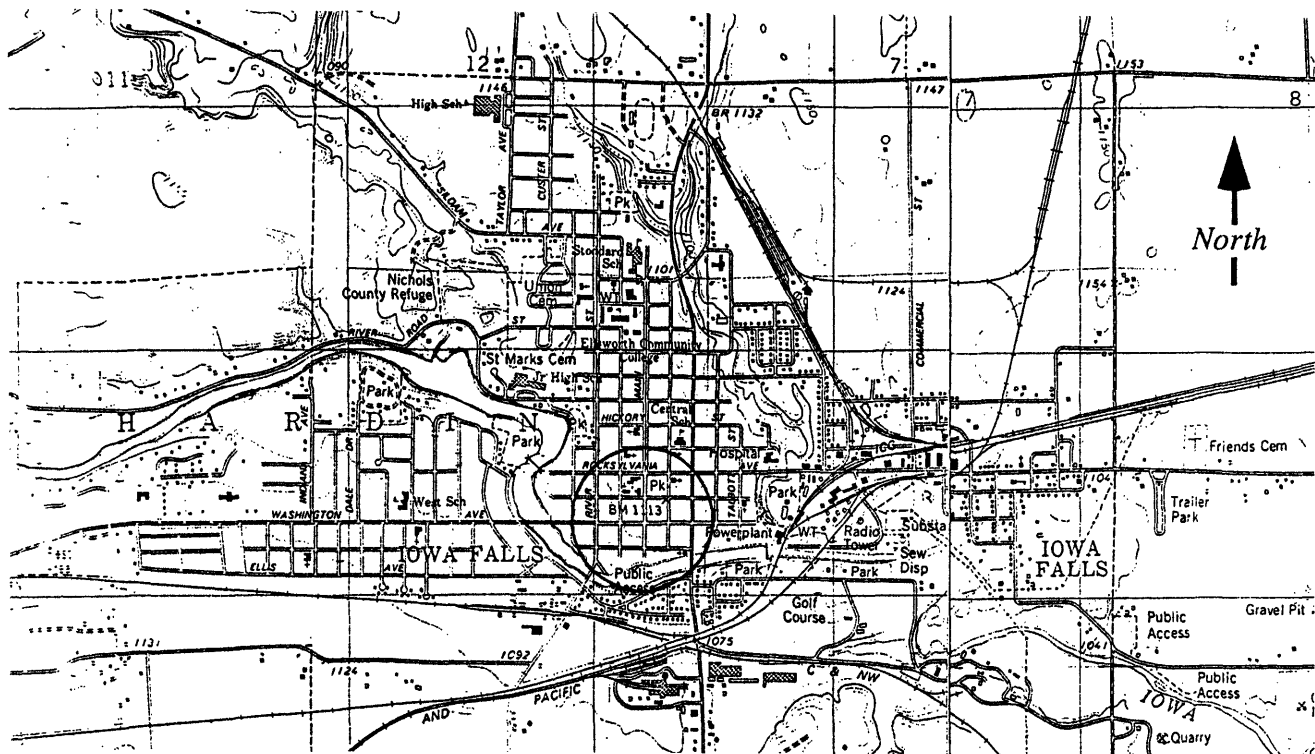
CFN-259-1116

Architectural & Historical Resources of Iowa Falls, Iowa Hardin County

Historic Contexts:

INTRODUCTION

The Iowa Falls Historic Preservation Commission received a Certified Local Government grant in 1990 to conduct an architectural & historical sites survey of the community. This project was accomplished in two phases: 1) an "intensive" level survey was conducted of the properties located in the central business district and the small business district near the depot; and 2) a "reconnaissance" level survey was conducted of the rest of the community. The five historic contexts which were identified pertain to the town as a whole, not just the business district. All five of these contexts are addressed in this Multiple Property Documentation Form. Additional information about this survey project is included in Section H.



Central Business District is circled.
U.S.G.S. Map

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Architectural & Historical Resources of Iowa Falls, Iowa Hardin County

Historic Contexts (continued):

SETTLEMENT ERA: 1851-1865

For the purpose of this document the period of significance for this context has been determined to begin in 1851 with the first settlement in the area, and end in 1865, the year before the railroad arrived.

The first settlement in the vicinity of Iowa Falls was made in 1851 by Benjamin I. Talbott.¹ The following year two men from Pleasant Plain (Jefferson County), Iowa, Nathan Townsend and John Caldwell, settled near-by with their families. Talbott's claim included the land where the present town is located as well as the land east of Rock Run and southeast of the depot. He built a mill and planned to lay out a town on the site of Iowa Falls and call it Rocksylvania. A number of people said the name was too difficult to pronounce and spell. Dr. J.F. Simonds arrived in 1853, and suggested naming the town Iowa Falls because just above Elk Run the bed of the river was solid rock with a ripple, or fall, of two feet in about ten rods.² Talbott was adamant. As Simonds told the story years later,

"Don't thee see," he said to me, "how Pennsylvania was named... sylvania is woods, and so it was named Penn's woods, or Pennsylvania, and here are the rocks and woods which make Rocksylvania." I tried to compromise with him and call it Rockwood but did not succeed.³

Finally Talbott sold his mill site and settled on his land east of Rock Run with some other families of the Society of Friends. Here he laid out a town he called Rocksylvania in 1854. It consisted of twenty-five blocks around a public square (now known as Julia O'Neil Park, but once the site of the east side elementary school). Much later, the town of Rocksylvania became part of Iowa Falls, but the original blocks and streets remain as Talbott planned them. For many years Rocksylvania was almost exclusively inhabited by Friends, and the Friends Cemetery is located just to the northeast of the town.

With Talbott's move, Dr. Simonds applied for a post office in the name of Iowa Falls, and the name has remained since that time. The town was actually laid out in October 1855 (plat recorded June 1856) by J.L. Estes, Hosmer Stevens, and J.R. Larkin.⁴ The original town was bounded by the Iowa River on the west and south, Union Street on the north, and by the section line (one half block east of Oak Street) on the east. In 1856 a three story stone mill was built near the south end of Main Street, and about the same time Alfred Woods built a stone hotel called the Western House on the southwest corner of Washington and Main. Although timber was readily available for building, limestone was also abundant. It is described as being

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Historic Contexts (continued):

easily quarried in unlimited quantities.....admits of a finish almost equal to marble....many substantial and neat stone buildings have been erected here from this material, and it is now being extensively shipped on the railroad to other points. It is well adapted for door and window caps and sills, as well as for ornamental stone work generally..... this limestone is of the best quality for the manufacture of quick-lime, large quantities of which are supplied at Iowa Falls, Alden and other points.⁵

Portions of the stone walls of the Western Hotel are said to still exist in the present (1993) Woods Hotel, but the other stone commercial buildings have been gone for decades. While there were once many limestone houses in Iowa Falls, the remaining ones can be counted on the fingers of one hand. One of the finest of those remaining is the J.S. Smith House at 704 College, built by a Swedish stone mason by the name of John Hanson in 1858.

When Iowa Falls was platted most people felt it would grow up the hill from the river on the west (up Washington Street). However, the town actually grew on the hilltop or plateau, some sixty to seventy feet above the river which cuts its way through a deep gorge with perpendicular palisades rising on either side. As it developed, plans were made for a future railroad, and it was thought that the best place for the tracks would be along the south edge of town, at the crest of the palisade above the mill. Thus, the street nearest the river is named Railroad Street, not River, Front, or Water.

Despite the Civil War, new settlers were arriving rapidly. In 1863 and '64 the Hardin Sentinel at Eldora noted the growth of Iowa Falls. Business was brisk, there were many new faces, several first class stores were being built, and others were planned. Many people were locating here because of the certainty that the railroad would arrive the next year (1866). Mills were driven to capacity, and a lumber yard was opened in 1865.⁶ That same year Lyman Wisner established the first bank in Iowa Falls.

In December 1865 the editor of the Hardin Sentinel, Marcus Woodruff, decided to move the paper from Eldora to Iowa Falls. In the first paper printed in Iowa Falls he wrote

Ten years ago the 7th day of August (1855) we alighted from a lumber wagon within 40 rods from where we are now penning these lines and turning our eyes in every direction saw but a single dwelling, a log cabin, and around about it a small farm lot from which had just been harvested

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Historic Contexts (continued):

a small patch of wheat and on which stood a few acres of corn. Some ten or a dozen faces, the entire population of the town, smiled a welcome to White's Mill, now Iowa Falls, which at that time had neither local habitation nor a name. Where now exists the teeming mart of our town, then stood a maturing crop of corn. Where now is heard the constant hum of active industry, the clink of the mechanic's hammer and trowel, the rapid stroke of the mill saws, the lumbering rattle of wagons and the tramp of teams, the Babel of tongues waging upon all sort of subjects, where now stand nearly 200 buildings where now move to and fro in the active pursuits of life over 1,000 human beings, then could be seen the single farmer's unpretending cabin and its half dozen inmates, surrounded by an almost illimitable solitude of woodland and prairie. Then an unreliable weekly mail brought us news ten days old. Now we have three mails per day. Then our nearest railway market was 150 miles away. Now we are within earshot of the locomotive's scream. Then the arrival of a stranger was the theme of comment for days and even weeks. Now the lack of arrivals daily is a wonder. Then a wilderness, now a rapidly growing flourishing village. It should be borne in mind that the bulk of this improvement has been made in the single year past.

What then may we expect in the near future? In a few months at most the railroad will have given the town additional emphasis. The telegraph will transmit to us with lightning speed the intelligence of the busy world.⁷

Marcus Woodruff wrote that editorial from the second floor of a building still standing at 704 Washington Avenue. Built in 1857, Sayer's Hall has played a very important role in Iowa Falls' growth. All kinds of social and political gatherings have been held in Sayer's Hall: conventions, district court, the Grange, railroad meetings, and lodge meetings. Although the facade has been altered several times, the building has strong local significance.

On April 15, 1866 the first train arrived in Iowa Falls. The life of the community was to be changed forever.

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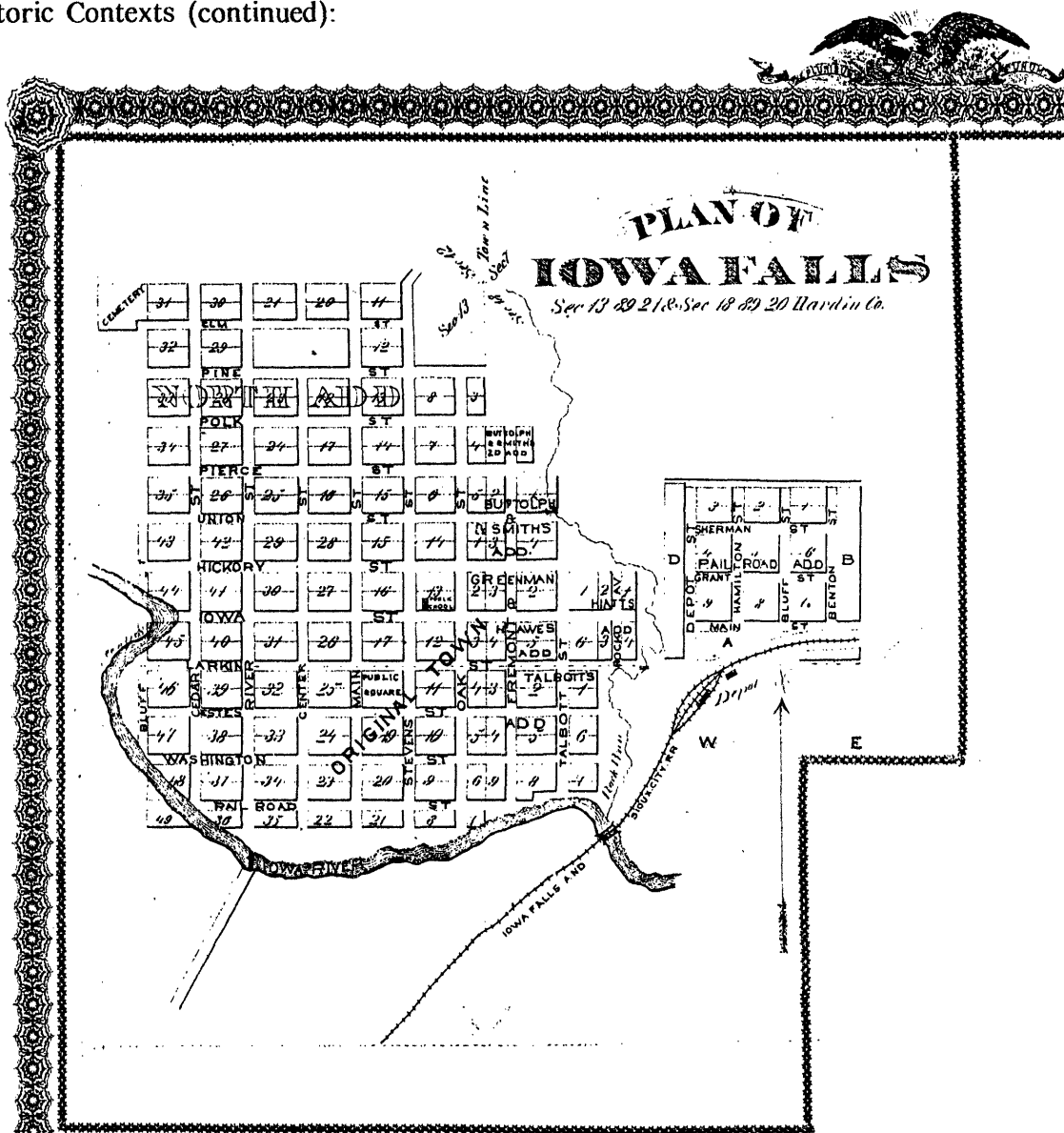
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Architectural & Historical Resources of Iowa Falls, Iowa
Hardin County

Historic Contexts (continued):



Map of Iowa Falls from the 1875 Andreas Atlas

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Architectural & Historical Resources of Iowa Falls, Iowa Hardin County

Historic Contexts (continued):

RAILROAD ERA: 1866-1909

For the purposes of this document the period of significance for this context has been determined as beginning in 1866, the year the railroad arrived in Iowa Falls, and ending in 1909, the year that the last major railroad new construction took place.

The first survey of the Dubuque and Sioux City Railway (later to become the Illinois Central) was made in 1857, but it was not until 1866 that the first train reached Iowa Falls. On April 15 there was a large crowd of people at the depot awaiting its arrival. A three day celebration was held, with a special excursion train running from Dubuque to Iowa Falls on April 24. Both the Dubuque Herald and Dubuque Times carried stories of the celebration. Evening entertainment, dinner and dancing, was held at Sayer's Hall. The following day the excursion returned to Dubuque where another grand celebration was held.⁸

For two years Iowa Falls was the end of the rail line. In 1868 a bridge was built across the Iowa River at the site of the present bridge. By May 1869 the Iowa Falls and Sioux City Railroad Company had completed the track from Iowa Falls to Fort Dodge, and another celebration was held. The Burlington, Cedar Rapids and Northern reached Iowa Falls in September 1880. A daily passenger train from Iowa Falls to Cedar Rapids connected with east/west trains. The town became both a freight and bridge division on the road, and a ten stall round house was built.

The Chicago, Iowa and Dakota Railway (locally known as the Slippery Elm) was a short track that connected Alden, Iowa Falls, and Eldora. For many years there were two trains a day, one in the morning and one in the evening. This provided access to the county seat, and the line did a good business until the automobile became the favored mode of transportation.

The Short Line Railway was proposed by E.S. Ellsworth to run between Iowa Falls and Des Moines, and later extended to Mason City. There had been a dire need for years for such a connection to the capitol city, and in 1903 the line was built. Known as the Des Moines, Iowa Falls & Northern, it became part of the Rock Island system.

The changes brought by the railroads were many. Building materials, groceries, all sorts of goods, could be shipped rapidly and inexpensively by rail. No longer did everything have to come overland by wagon. The accessibility of these materials helped Iowa Falls grow. New businesses were added along Washington Avenue (locally just called "the avenue") to meet the needs of a growing population. A bridge was built across the Iowa at River Street in 1868, and in 1869 when the town was formally incorporated, the population had reached 1,200. At that time the town could boast of five general stores, six groceries, two hardware stores, two drug stores, two furniture stores, two harness shops, a marble shop, four boot and shoe stores, three hotels, a printing office, four blacksmith shops, a wagon shop, four farm machinery dealers two liverys, two grain

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Historic Contexts (continued):

dealers, a flouring mill, a saw mill, a machine shop, a woolen factory, a photo gallery, two millinery shops, one bank, four lawyers, three doctors, and three land agencies.⁹

To have an idea of just how important the railroads were, freight records from April 1, 1873 to April 1, 1874 show the following shipments out of Iowa Falls: 280 cars of grain, 70 cars of stone and lime, 12 cars of potatoes, and 20 cars of miscellaneous cargo. Shipped in were: 130 cars of lumber, 40 cars of coal, 15 cars of implements and household goods, and 12 cars of miscellaneous.¹⁰

The July 1874 fire which destroyed almost all of downtown Iowa Falls necessitated the immediate re-building of the business district. By January 1875 twenty-three new business buildings had been erected. During the Fall of 1874 the Sentinel had written

Whack, bang, rip, apparently all is tumult for the length of nearly two blocks on Washington Avenue. Twenty-six carpenters, ten masons, thirty-six skilled workmen in all, together with an army of shovelers, teamsters, hod carriers, and men of all work, though it may look like confusion, still you find all working systematically and rapidly, accomplishing a vast amount of work each day.¹¹

The town was forced to take on a more cosmopolitan appearance by the fire. For decades there was a certain uniformity of design in the downtown area because so many of the buildings had been built at the same time, by the same builders, using the same materials.

News articles from the 1870s note many happenings in the community. When Susan B. Anthony lectured in April 1875 there was a 25c admission fee. The spring of 1876 saw new brick buildings being erected for Israel Klopp and J.L. Estes, a new fence placed around the public square (now Estes Park), and E.S. Ellsworth was elected mayor. In September 1877 the Central Railroad transported thirteen coaches of Nez Perce Indian captives through Iowa Falls.....the total cost to the government was said to be \$2,000. Settlers on their way to the Dakotas came through in long trains of prairie schooners.

A new woolen mill opened in 1880, and Farrington and Taylor built a new agricultural warehouse.¹² In November of 1880 the Sentinel noted that "it is almost impossible to hire a carpenter, mason, painter, or laborer, every man that can build is busy, because the town is growing so fast".¹³ By 1882 the excitement of the telephone had reached Hardin County, and a petition was being circulated to put telephone instruments in the courthouse in Eldora to connect Iowa Falls and Ackley. February 1882 saw telephone wires up in Iowa Falls, and four businesses "have instruments in place".....the office was in the Western Hotel.¹⁴

Improvements were not limited to the downtown. The ladies of Iowa Falls had been

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Historic Contexts (continued):

in charge of the Union Cemetery for a number of years and were responsible for many improvements, such as the iron fence, gateway, and the planting of rows of evergreen trees. In 1882 they decided to take on a new project, the construction of a pagoda in the public square. The fund-raising for this project took sixteen years (until 1898), total cost of the pagoda was \$277. Some property owners decided to lay plank sidewalks in front of their residences, and many similar sidewalks were also found in the business district. Stone crossing were laid across major downtown intersections. Plans were made for the construction of a new school on Seminary Square (present Ellsworth College campus). The First National Bank was constructing a new building on Washington which had "very fine" ornamental stonework on the facade. The local foundry cast iron columns for the front of Winslow's new store, and the paper noted that there was no need to go to Chicago for such iron work anymore. A skating rink was opened at the corner of Oak and Washington. Measuring 110' x 44', it had a large reception room to on the skates, a hard maple floor, and a 4' platform on all sides for the spectators.¹⁵ In later years a stage was added so this could be used as a theater and meeting hall as well. In a move that would have great importance to Iowa Falls' future development, E.S. Ellsworth took L.E. Jones into his business as a partner. John Weiland recorded a total of 1,521 people in Iowa Falls in 1883.

The 1890s brought the opening of Ellsworth College, the establishment of a city water system, and in 1895 electricity became available. Assessor Bowman took a census in 1895 which showed a population of 2,257 people. The town was growing physically as well. In 1893 the Sentinel noted "Nearly a hundred residences will be built in Iowa Falls the coming summer. About one-third will be built east of Rock Run."¹⁶

Construction downtown included two fine two story brick blocks built on the northwest corner of Oak and Washington in 1895 for Shipley, Herriott & Shoenhair, and Daniel Griffiths. At the west end of the business district the Women's Relief Corps (W.R.C.) #48 decided to build a new two story lodge hall on their lot in 1898.

E.S. Ellsworth started buying up lots on the south side of Washington between Oak and Stevens. On June 28, 1899 he announced plans for a magnificent opera house. This served as the impetus for the construction of several new business blocks, as well as the installation of "cement" sidewalks in front of the newest buildings. The city voted to install a municipal sewer system that same year. Two years later Ellsworth added two new buildings just east of the Opera House. Iowa Falls' continued growth seemed assured.

The railroads provided excellent passenger as well as freight service. In 1891 the Burlington, Cedar Rapids & Northern had two passenger trains and two freight trains leaving Iowa Falls northbound daily except Sunday, and two passenger and two freight southbound also. The Illinois Central had two passenger trains and an "express" plus two freights leaving eastbound daily except Sunday, and two passenger and three freights westbound. The Chicago, Iowa & Dakota had two passenger trains daily southbound, and

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Historic Contexts (continued):

two northbound.¹⁷



Womens's Relief Corps (W.R.C.) Hall, 1898

In 1897 Byron Bliss brought about the opening of the north/south road leading out of Iowa Falls across the river. He platted the land on the south side of the river, and helped finance the building of the first Oak Street bridge in 1898. This was a major development in the growth of Iowa Falls in the coming decades. There was immediate talk of the Illinois Central building a modern depot at the intersection of Oak and the tracks, just south of the new bridge. This turned out to be just rumor, but it did plant the idea of a new depot, which finally was built as the Union Depot in 1902-03 east of Rock Run.

The first decade of the new century saw the city consulting with officials of the Illinois Central about an underground crossing at Oak Street, listening to a suggestion from a citizen that waste receptacles be placed in convenient places "to improve untidy appearance," and deciding to replace old wooden sidewalks with new "cement" ones. The fire department asked the city to connect the Central Iowa Telephone office with the light

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Historic Contexts (continued):

plant to facilitate prompt fire alarms.¹⁸ A new city hall was planned for part of the old Stevens Hotel property, and the population had reached 3,680.

The two rival newspapers each decided to build a new building in 1904. The Hardin County Citizen built a two story artificial stone (concrete block) building on the east side of Stevens, just south of the park. The Sentinel had a two story brick, complete with rounded corner oriel window, built at the corner of Main and Washington.



Sentinel Block, 1904

Throughout the years the newspapers had always noted the construction of new residences as well as commercial blocks, but in 1904 there were many notes concerning the construction of the L.E. Jones residence which was designed by the Des Moines architectural firm of Smith and Gage. Originally estimated at \$15,000, by the time it was completed the cost had risen to \$30,000. One of the art glass windows alone was said to cost \$500. The Jones residence is now the Masonic Temple and remains one of Iowa Falls' finest examples of residential design.

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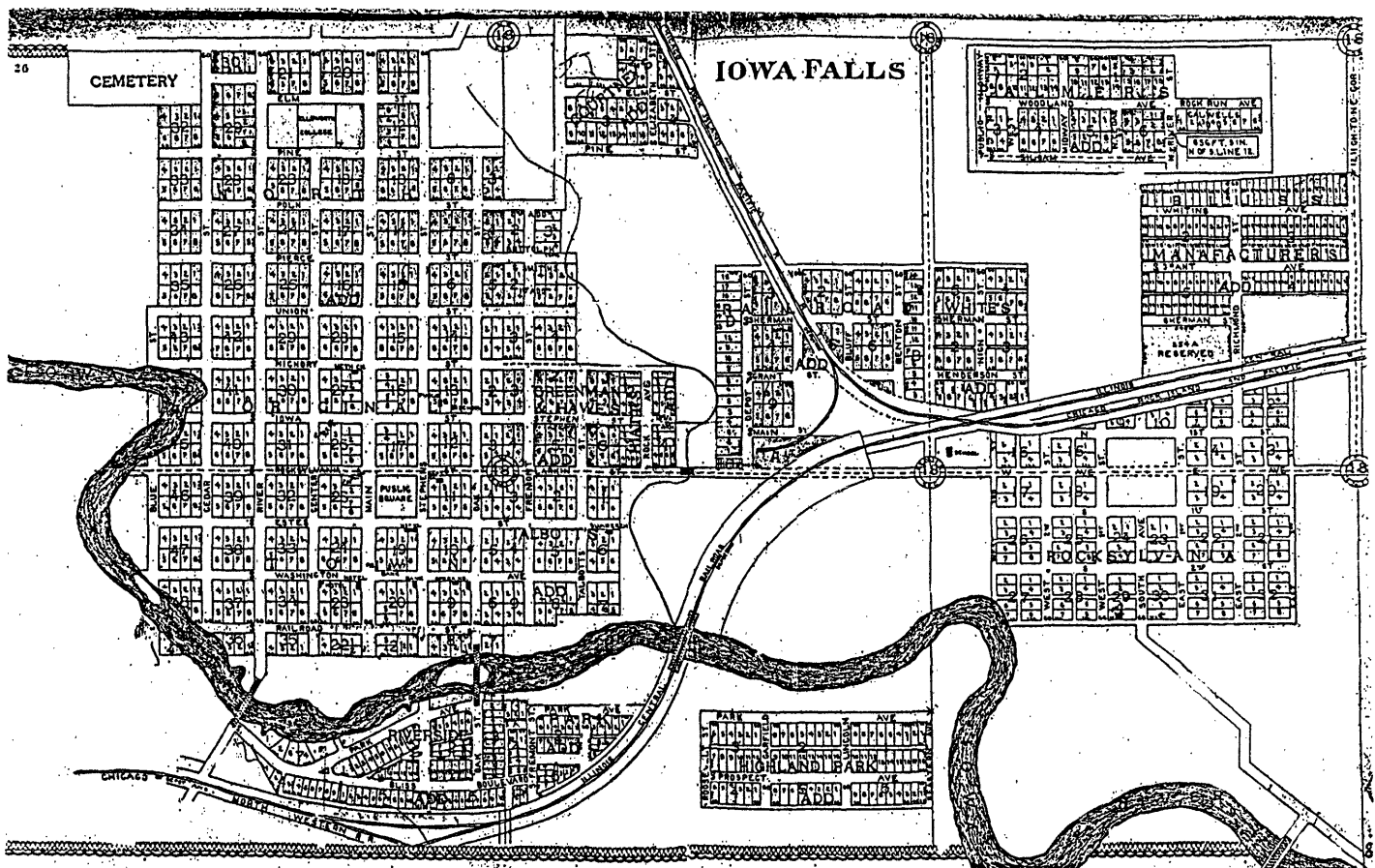
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Railroad construction continued. The new brick Union Depot (NRHP) constructed in 1902-03 on East Rocksylvania replaced the old wood frame Illinois Central depot from 1866. The newest road, the Short Line, constructed a "new electric interlocking tower" where their road crossed the Rock Island and Illinois Central tracks on the east side. Known as the Mills Tower, this complex is now listed on the NRHP. In 1909 the Short Line built a new high bridge across the Iowa River. The era of major railroad construction had ended.



1903 map of Iowa Falls showing railroads and development of community to the east and south.

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Architectural & Historical Resources of Iowa Falls, Iowa Hardin County

Historic Contexts (continued):

ELLSWORTH ERA: 1890-1907

(The information contained in this context is taken from I.A. Nichols' Pioneer Days in Iowa Falls, pp 325-335. Some of the information is quoted directly while other parts are paraphrased. The paraphrased information is contained in parentheses. As a longtime Iowa Falls newspaper editor and publisher I.A. Nichols was eminently qualified to tell the story of E. S. Ellsworth. He arrived in the community in 1895 to serve as the editor of the Hardin County Citizen, a position he held for almost 40 years. While controversial, Nichols was well known for his directness, and his community involvement. Following his retirement he authored four books, including the one cited above. During his lifetime he was sole or part owner of seven newspapers.)

The period of significance for this context has been determined to begin in 1890 with E.S. Ellsworth's first philanthropic acts, and to end with his death in 1907.

"I think that it can be said in all truth that Eugene Ellsworth did far more toward the upbuilding and advancement of Iowa Falls than any other citizen in the history of the town....He was a man of restless energy and keen business ability and rapidly amassed considerable wealth." (p. 325)

"The story of his decision to use his ability, energy, and wealth for the welfare of Iowa Falls is most interesting. Mr. Ellsworth had been in business some 20 years. It was August 1889, and news had just come to him of the death of his friend Lyman Wisner, the wealthiest man in northern Iowa. Death had been caused by an accidental discharge of a shot gun, the load hitting him in the back of the head. Wisner's heir was his son George who was in love with the daughter of Wisner's bitterest enemy. With George's marriage, the Wisner fortune was able to profit the enemy, a situation which Ellsworth found intolerable. He made up his mind then and there that he would use his energy and much of his wealth for the advancement of Iowa Falls. In 1890 E.S. Ellsworth began his career as a benefactor." (pp. 325-6)

"He furnished the push and nearly all the money that erected and equipped the Ellsworth College buildings, took up the annual deficits of the institution, and endowed the school with 4,992 acres of Iowa land. Shortly before his death in 1907 he bought the property east of the college library with a view of erecting another college building." (p. 326)

(The city library building and the original Ellsworth hospital building and equipment were largely the fruits of Mr. Ellsworth's labors. The Metropolitan Opera House was another contribution to the town. Ellsworth was the man with the energy, vision and ability to get eastern capital, with which he, with the assistance of local citizens, built the Short Line railway from Iowa Falls to Des Moines, then to Mason City, forming a connecting link in a transcontinental railway from Minneapolis to Los Angeles and San Diego. He built the first golf house and furnished the house and grounds to the golf club

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Historic Contexts (continued):

free of charge, even paying the taxes. He created the Zoological Park and placed in it deer, elk, and buffalo. He was the force behind the scenes that secured the land and made possible the Baptist Assembly grounds. He built the Ellsworth crusher, put in the dam, and built a railway to the plant. He built four large business blocks on Washington Avenue, and at the time of his death had plans ready for the building of one of the largest and best hotels in northern Iowa, to be located on the southwest corner of Washington and Oak. These are just the high spots of the remarkable career of Eugene S. Ellsworth.)

(E.S. Ellsworth was born in Milwaukee in 1848, son of Orlando Ellsworth and Almira Shaw Ellsworth. Following the Civil War the senior Ellsworth moved his family to Iowa Falls where he opened a livery business. Young Eugene helped his father, often driving prospective land buyers out to look at land. In this way he gained a first hand knowledge of real estate. In 1869 he bought his own livery equipment, began handling land on the side, and found time to take a business course at a Dubuque Business College. In 1872 he opened his own real estate agency offering land in several surrounding counties. A year later he announced a loan business in connection with the real estate agency. Thus we have the beginning of the mammoth land and loan business of Ellsworth & Jones.)

(In 1872 he married Miss Harriet Northrup of Otisville, and in 1875 he had an elegant Second Empire residence constructed at the corner of Oak and Rocksylvania. The house was demolished following W.W. II).

"In 1880 the Cedar Rapids, Iowa Falls and Northwestern Land and Town Lot Company was organized to handle the sale of business and residential lots in the towns along the B.C.R.&N. line. Ellsworth was made secretary of the company, and the town of Ellsworth, Minnesota was named for him." (p. 330)

(That same year he took L.E. Jones in as office man, and in 1884 took him in as partner under the firm name of Ellsworth & Jones. In 1881 he installed a telephone in his office and one in the B.C.R.&N. depot and thus connected up the town with the depot. He owned thousands of acres of farmland. He put the first steamship on Spirit Lake in 1882, and with some other investors built the Hotel Orleans at Okobojo a year later. In 1884 he built the first of his commercial buildings in Iowa Falls, the Ellsworth Block, a two story brick double storefront on the north side of Washington between Oak and Stevens. This building is still in use.)

(In the 1890s Ellsworth continued his land and loan business on a mammoth scale. He owned much land in northern Iowa, southern Minnesota, South Dakota, and the Red River valley. The Ellsworth and Jones loan business developed into a marvelous affair. They maintained offices in Boston, Chicago, Iowa Falls, and Crookston, Minnesota. There were ten or twelve employees in the Iowa Falls office. About every 60 days we (the Citizen office) used to print 2,000 applications for loans. Mortgages were taken bearing perhaps six or seven per cent interest and sold in Boston or Chicago perhaps for five to six per cent interest. This gave Ellsworth & Jones one per cent for their yearly pay for

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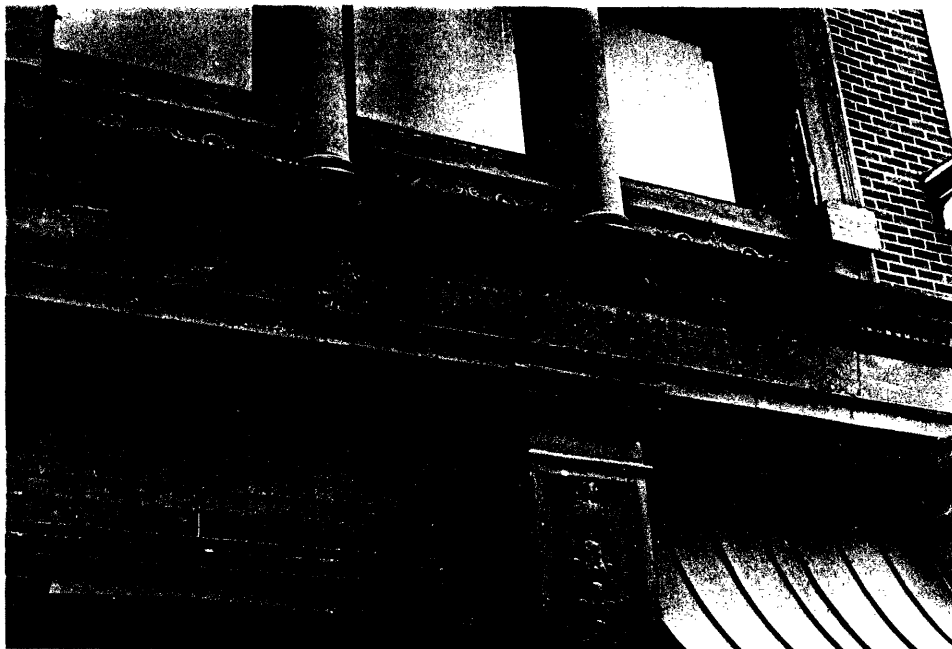
Architectural & Historical Resources of Iowa Falls, Iowa Hardin County

Historic Contexts (continued):

handling the loan. All interest was paid promptly on the day it was due, no matter whether the interest money had been paid to Ellsworth & Jones or not. It may be worthy of note that from the time Mr. Ellsworth began lending money in 1873 until his death in 1907 no mortgage was ever foreclosed on a loan that he or his firm made.)

"In 1899 Ellsworth built the Metropolitan Opera House, a theater that was unsurpassed by any in the state. Among the actors playing the Metropolitan in the early years were Otis Skinner, Charles H. Hanford, Walker Whiteside, and Sousa's Band. Theater parties came from surrounding towns, often by special trains. The Metropolitan orchestra furnished the music for all opera house performances. From 1899 to 1944 E.O. Ellsworth (son of E.S.) was the manager." (pp. 330-1)

(E.S. was a major contributor to the Ellsworth Hospital which opened in 1902 (it was replaced in 1935-36). In 1900 he interested eastern capital in building a railroad from Iowa Falls to Des Moines. 1902 saw Ellsworth buying land for a city library. Andrew Carnegie furnished \$10,000 and Ellsworth provided the balance of the cost of the library which was dedicated in 1904.)



Ellsworth-Jones Building, 1902

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"In 1901 the Ellsworth-Jones office building was constructed (completed in 1902) immediately east of the Metropolitan, followed by the construction of a three story double storefront building next door (non-extant). That same year he had a two story double storefront built on the north side of Washington, three and four doors east of Oak." (p. 333)

(He was responsible for getting a promise from the Illinois Central to build a new Union Depot. Nichols says "the Illinois Central built the present little turtle-back structure, much to the disgust of the people." This is a reference to the depot listed on the NRHP in 1990.)

(In 1901 Ellsworth laid out Highland Park Addition and the golf ground, erected a golf house, and organized a golf club. In 1903 he bought the old Kelley woolen mill property, built a dam, erected a stone crusher plant, and built a railway switch across the river to it.)

"In 1905-06 he was busy trying to put Ellsworth College on a permanent footing. In 1905 he brought Ido Franklin Meyer to Iowa Falls from Macomb, Illinois where he was head of a small private college. A four year standard liberal arts course was established and the credits of Ellsworth College were accepted at all the larger colleges and universities. In 1906 Ellsworth raised some \$70,000 (much of which was given by himself) and built and equipped Caroline Hall (women's dormitory) and the college library, and installed a new heating plant with capacity to heat all the buildings and such other buildings as might be built. In 1907 he endowed the college with 4,992 acres of Iowa land." (pp. 333-4)

"Ellsworth owned stock in a number of banks in Iowa and Minnesota, including the First National, State National, and Peoples Trust & Savings Bank in Iowa Falls and the State Bank of Dows." (p. 334)

(Eugene S. Ellsworth died in February 1907. His funeral services were held at the Metropolitan Opera House which was packed to overflowing. Special trains were run from Clarion and Eldora, and many other communities sent delegations. Such is a brief history of the life of Eugene S. Ellsworth.)

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Architectural & Historical Resources of Iowa Falls, Iowa Hardin County

Historic Contexts (continued):

AUTOMOBILE ERA: 1902-1932

For the purposes of this document the period of significance for this context begins with the arrival of the first automobile in Iowa Falls in 1902 and ends with the completion of paving of U.S. Highway 20 across Hardin County in 1932.

The biggest news of this period was the routing of two federal highways through Iowa Falls. Talk of two great automobile routes passing thorough the community was heard in 1911, but it was 1916 before the dream became reality. The north/south Jefferson Highway (U.S. 65) was graded during the spring and summer of 1916, while the grading for the east/west Grant (or Hawkeye) Highway (U.S. 20) was approved in August 1916. Both of these highways were transcontinental in scope, the Jefferson running from New Orleans to Winnipeg; and the Grant from Boston to Seattle. Oil stations (a new building type) were constructed in Iowa Falls along Oak and Washington, the two highways. In 1924 there were five oil stations located on Oak alone. It does not appear that any of these early stations are extant. In 1927 the city bought three stop and go signs for use on Washington.

The first automobile had arrived in Iowa Falls in 1902 with Frank McMillan at the wheel. By 1906 E.S. Ellsworth owned a Winton "Model K", and several other autos were seen around town.

The spring of 1909 brought the opening of the first automobile garage in Iowa Falls. Built by W.G. Gohring just south of his blacksmith shop on Stevens, the 22'x50' building was designed for the sale as well as repair of autos. Sheridan Babcock soon joined the firm as a partner. Four different kinds of automobiles were offered by the firm of Gohring and Sheridan: Reo, Mitchell, Ford, and Overland. Within a few months two other dealerships opened. C.L. Gade was the agent for the "Lampert", and Nelson and Son decided to handle Jackson and Mason cars in addition to their implement business. The Sentinel was full of information about autos, dealers, owners, and speed limits.

Speed limit set by city council is six miles per hour,
but everyone is violating this ordinance. It seems
the ordinance should ask all autos to drive on the
right side of the street to help avoid accidents.¹⁹

It would appear that many of the sixty-seven autos in Iowa Falls in 1910 were being driven in a somewhat reckless manner. Not content with driving in town, auto owners planned excursions to neighboring cities. A caravan of twenty-two autos carrying ninety-three people drove down from Mason City to have dinner at the Woods Hotel. The trip from Mason City was made in about three hours.

Northwest of the business district Mrs. Simplot began construction of her domestic

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Historic Contexts (continued):

school "Edgewood" at 719 River Street, and new houses were being built throughout the community. There was talk of a new bridge across the river at the west end of Washington, and some citizens were recommending that the streets in the business district be paved. Ornamental electric cluster street lights were ordered by the Commercial Club to line both side of Washington "from the Sentinel corner (Main) to the Farrington corner (Oak)."²⁰ With the installation of the new lights it was said that Iowa Falls had gained a metropolitan appearance. The official census figures for 1910 showed Iowa Falls with a population of 2,797, but many businessmen disagreed. The directors of the Commercial Club completed their own count and found a population of 2,965, a gain of 168 over government figures.²¹

The much hoped for Washington Avenue bridge was completed in 1912. This opened a whole new area of town west of the river for development. Frank Foster was the first to plat a new addition, but others were to follow. By 1913 houses were going up in every direction on the west side. These houses represented the most popular residential designs of the time, with bungalows and English cottages in the majority. A number of summer cottages, or cabins, were also built along the river in the western part of Iowa Falls.

Eighteen blocks of paving were laid in 1912, ten on Main (leading from downtown to the college campus), six on Washington, and two on Stevens. As soon as it became known that Main was to be paved, the residents got busy and had a 20' strip in the center landscaped, creating a boulevard through their neighborhood. The following year twenty more blocks were paved, with six more being done in 1916.

Railroads continued to play an important role in daily life in Iowa Falls. In 1912 Iowa Falls became a junction point for the Dakota division of the Rock Island. The citizens passed a resolution asking the Rock Island for a new depot. That did not come to pass, but the R.I. did make schedule and equipment changes that vastly improved passenger service. "Solid steel vestibules were installed....you can go to California without a change....."²² There were thirty-four trains a day in Iowa Falls on three different railroads in 1913.

Among the new construction downtown was the triple front Cuplin Block, built in 1913 on the north side of Washington. A block west, and on the south side of the street, Dr. McClanahan erected a substantial two story brick block. St. Matthew's by the Bridge Episcopal Church was built on the corner of Railroad and Oak that year, perched on the palisade overlooking the Iowa River. Lots across Main Street from Estes Park were selected as the site for the new Federal Building (Post Office). In December the Sentinel reported that Iowa Falls had had a prosperous year with over one half million dollars spent for improvements in 1913.²³

While the first movie theater had opened in 1907 (the Bijou, later renamed the Lyric), the first to be built specifically as a movie theater was the Rex at 615 Washington

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Historic Contexts (continued):

in 1914 (it continued in operation until 1954). In 1917 an elegant new bank building was designed for the southwest corner of Washington and Stevens by a firm which specialized in bank designs, the Lytle Company of Sioux City. Just twenty-two feet wide, the two



McClanahan Block (1913) on left, Rex Theater (1914) on right

story building was of brick with lavish terra cotta detailing in the Neo-classical style popular for banks of the period.

J.E. Dougan opened an auto dealership early in 1914, then purchased a lot on East Washington for the construction of a fine large (66'x132') garage. This is the earliest of the extant auto garages. Around the corner Burkett-Johnson Motor Co. built their garage in 1920 on the west side of Oak.

Apartment buildings were under construction in 1914 just west of the business district. Orlando Stubbs' building was called the Orlando Apartment House, and Elwood Brogan followed with the Brogan Apartment House. The Sentinel noted the construction of the new apartment house on Estes Street, "38'x62', pebble dash finish with brick on the front.....cost \$15,000."²⁴

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Historic Contexts (continued):



First National Bank, 1918

During the second decade of the new century the Woods Hotel was sold and remodeled, street lights were installed along the business section of Stevens Street, Rocksylvana Avenue was graded and graveled, and the first rumors were heard about a new hotel on the east side. (The Arling Hotel was actually built in 1916 on Rocksylvana just west of the depot.) Swift & Company built a new multi-story brick building near the depot to house their poultry, egg, and butter operations in 1920, replacing their original building which burned. A new Foster Bridge was built across Elk Run in 1925. Houses in the west part of Iowa Falls had been built so rapidly that a numbering system had to be instituted for addresses.

The Chautauqua was a major summer event. Iowa Falls contracted with the Redpath-Vawter Chautauqua to provide a seven day event. Redpath-Vawter furnished everything that was necessary for a chautauqua

.....including all talent, auditorium tent, rest tents,
extra fence, seating, staging, lights, crew, superintendent,
advertising of every kind and description.....The chautauqua
to be put on in Iowa Falls is the very best the Redpath

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Historic Contexts (continued):

people have to offer, and the same grade talent will appear at Iowa Falls as appears in the largest cities in Iowa visited by this chautauqua institution.²⁵

The only obligation the city had was to sell 750 tickets for the event. Each ticket sold for \$2.00 and was good for all seven days. Since there were five "superb programs" each day, the \$2.00 ticket was a bargain. Once the show started the ticket price went to \$2.50.

When the new Federal Building (Post Office) opened in December 1914 the Sentinel carried a front page story with pictures. However, the month before, the paper had been less than enthusiastic about the building.



Federal Building (Post Office), 1914

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Historic Contexts (continued):

The work on new federal building seems to be progressing rather slowly. There is too much "gingerbread" about the building. It would have been a better plan to cut out some of the "flub-dubbery" and given us stone pillars in front rather than wooden posts. It is rather a surprise that the government builds extravagant along certain lines and then reduces expenses by using wooden pillars on outside.²⁶

After years of talk and planning, in 1925 the Iowa Falls Electric Company (which became Central States Electric that same year) built a hydro electric plant and dam across the river downstream from the Oak Street bridge. The resultant high water level destroyed the power for the old flour mill and covered the romantic River Drive.

For a period of ten years the citizens of Hardin County argued the pros and cons of paved roads. After many problems, the whole primary road system of Hardin County was drained, graded, and graveled (68 miles in all) by November 1922. By 1929 it became generally recognized that gravel was not the answer for primary roads, and the decision was made to pave. By October 1930 Highway 65 was paved across the county, and in 1932 the paving of Highway 20 was completed.

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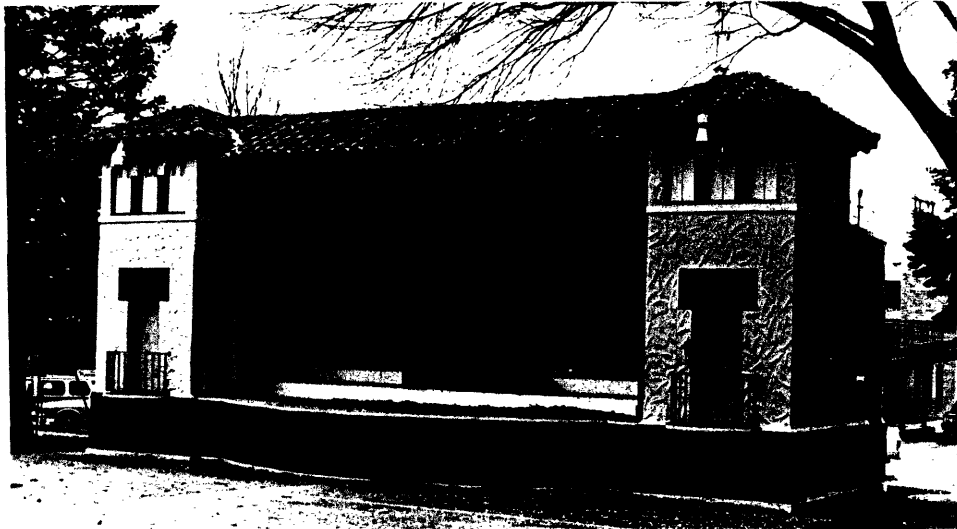
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Historic Contexts (continued):

DEPRESSION ERA: 1930-1941

Although the stock market crash occurred in 1929, the real crunch in Hardin County (like much of Iowa) came in 1932 and 1933. A review of the Sentinel from late 1929 does not reveal a feeling of foreboding. People were continuing to carry on their everyday lives. As noted in the Automobile Era section, road paving was accomplished between 1930 and 1932, providing jobs for not only the laborers but also for people involved with the manufacture of the machines and materials necessary for the project. There continued to be a few construction projects in Iowa Falls during the 1930s, and the opening date for this context is based on the planning for the new Estes Park band shell which began in 1930. The closing date is 1941 when the economy was changed by world events.



Estes Park Band Shell, 1931

The present configuration of Estes Park dates to 1931. A landscape artist by the name of N.F. Guernsey planned the walks, shrubbery, pool, drinking fountain, even the amphitheater effect for the band shell. This band shell designed by L.L. Klippel replaced the pagoda built in 1898 with funds raised by the ladies of Iowa Falls. The new band shell was also built by private contributions made during the spring of 1931. The Hardin County Citizen (I.N. Nichols' paper) published a list of donors (Band, \$500; Ira Nichols,

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Historic Contexts (continued):

\$500; George Beebe, \$200; Central States Electric Co., \$100; Iowa Falls Fair Association, \$100; etc.). Practically everyone contributed something in money or work, the grand total being \$3838.25. The band shell was dedicated in September 1931.

About the only good thing to happen in 1932 was the completion of a new Washington Avenue bridge (extant). The first of the Iowa Falls banks closed its doors in June 1932 (State National). The mayor called for a ten day business holiday on July 4. Bank customers were asked to sign waivers promising not to deplete accounts by more than 10% per month. Three banks were able to reopen under this waiver system (First National, People Trust & Savings, and Security Savings). On Wednesday December 21, 1932 all three banks closed. It was five months before a new bank opened.....the Iowa Falls State Bank opened for business in the old First National building.

A stone bridge was completed in 1933 on Glen Drive across Wild Cat Glen linking residential areas built up in the teens and twenties. The city park staff built shelter houses and fireplaces in Foster Park about this same time.

In 1929 two Greek emigrants (Harry Pergakis and Ernest Karrys) combined their businesses into the Princess - Sweet Shop, a candy kitchen, ice cream parlor, and cafe. It rapidly became one of the most popular establishments in Iowa Falls. Christmas Eve 1934



Princess-Sweet Shop, 1935

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Hardin County

Historic Contexts (continued):

the Princess burned. Even in the midst of the Depression the business was immediately rebuilt. Today the Princess, in the 600 block of Washington Avenue, retains the sparkling black Carrara glass facade, and sophisticated lettering of the 1935 Art Deco design.

There was little, if any, new construction between 1935 and 1941. In that year the city decided to build a new City Hall, and two new buildings were constructed on Washington immediately west of the Metropolitan Opera House. All are of light tan brick and similar design. City Hall is a two story free-standing design, with a symmetrical facade. The building closest to the Met (I.O.O.F.) is a two story double storefront, and the building on the corner (Strutz Bldg.) is a two story single storefront. All of these buildings depend on simple cast concrete panels for decorative detailing and all reflect the simplicity of design that is common to commercial structures from the 1930s and '40s.

Industrial design in the community during this period appears to be restricted to the construction of the gas plant building in 1930. Residential construction continued, but certainly on a more limited scale than before.

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Historic Contexts (continued):

NOTES

¹ A.T. Andreas, Illustrated Historical Atlas of the State of Iowa. (Chicago: Andreas Atlas Co., 1875), p. 485.

² Iowa Falls Sentinel, June 3, 1914, p. 1, c. 6. A Letter to the Editor from Dr. J.F. Simonds about the true story of early settlement in Iowa Falls.

³ Ibid.

⁴ Andreas, p. 485.

⁵ Ibid.

⁶ I.A. Nichols, Pioneer Days in Iowa Falls, Iowa. (Fort Dodge, IA: Messenger Printing Co., 1944), pp. 14-15.

⁷ Ibid., p. 13.

⁸ Ibid., pp. 71-72.

⁹ Ibid., p. 18.

¹⁰ Ibid., p. 20.

¹¹ Ibid., p. 136.

¹² Iowa Falls Sentinel, January 21 and January 28, 1880.

¹³ Ibid., November 10, 1880, p. 3, c. 2.

¹⁴ Ibid., February 15, 1882, p. 3, c. 2.

¹⁵ Ibid., March 12, 1884, p. 3, c. 4.

¹⁶ Ibid., March 23, 1884, p. 5, c. 3.

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Historic Contexts (continued):

- 17 Ibid., January 7, 1891, p. 1 c. 1.
- 18 Ibid., January 12, 1904, p. 1. c. 1.
- 19 Ibid., August 10, 1910, p. 1, c. 1.
- 20 Ibid., October 25, 1910,. p. 1, c. 2.
- 21 Ibid., February 28, 1911, Local page, c. 1.
- 22 Ibid., November 18, 1918, p. 1, c. 6.
- 23 Ibid., December 23, 1913, p. 1, c. 1.
- 24 Ibid., March 29, 1914, p. 1.
- 25 Ibid., September 29, 1914, p. 1, c. 1.
- 26 Ibid., November 3, 1914, Local page, c. 4.

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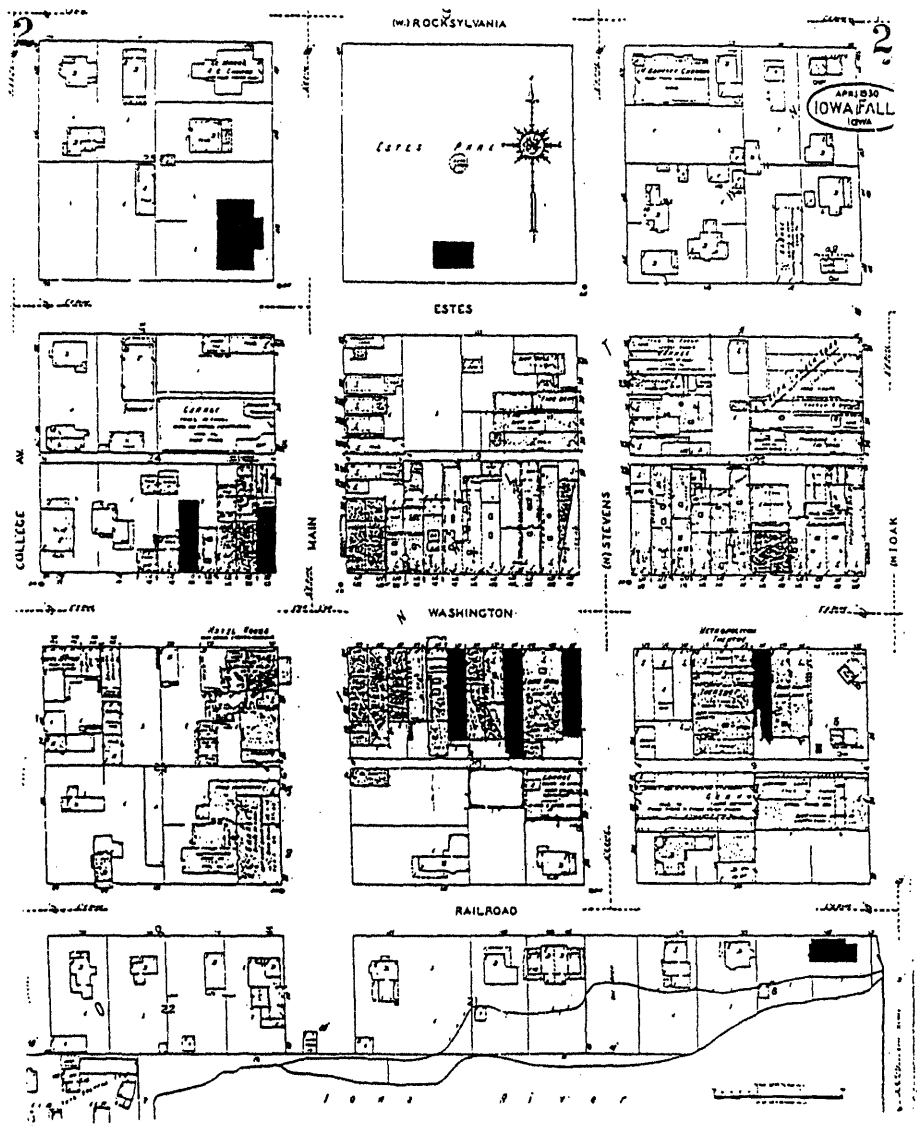
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Historic Contexts (continued):



IOWA FALLS BUSINESS DISTRICT

Shaded buildings are those being nominated.

(1930 Sanborn Fire Insurance Map)

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Architectural & Historical Resources of Iowa Falls, Iowa Hardin County

Property Types:

SETTLEMENT ERA: 1851-1865

- I. **Name:** The buildings, structures, objects, and districts representing "The Settlement Era: 1851-1865."

II. **Description:**

The resources (a collective term for the above named categories) in this property type are varied in terms of use, size, location, and building material. The unifying factor is that each is representative of the early period of Iowa Falls' development. While many of the early buildings were of wood frame construction, no extant examples have been discovered. If such examples should be identified in the future, these should be carefully evaluated for National Register eligibility. Limestone was a common building material during this period. No examples of stone commercial buildings have been identified, but several stone houses survive. Brick was used as a building material by the late 1850s and one extant commercial building and at least one residence from that period have been identified. All resources in this property type are considered to be vernacular in design. That is, they were built by local craftsmen using easily obtained materials, following a traditional straight-forward functional design. These were built without the benefit of an architect although in some cases a few "high style" details may be added to a simple vernacular building.

Commercial Buildings. The earliest buildings would have been wood frame or limestone, and probably were one or two stories high. These would have been rectangular in shape, with the narrow end of the rectangle toward the street. Roofs may have been gabled or hipped, with flat roofs becoming the norm in the 1860s. As brick became available, it was used for commercial buildings and followed the pattern established by the limestone buildings. The facades would usually have been symmetrical, and doors and windows would have featured limestone lintels and sills. Only one example has been identified, and the facade has been altered several times over the years. The street level has been altered more recently than the second floor.

Churches. No extant churches from this period were identified during the intensive survey, though some may be documented in the future in the rest of the community. These buildings would have been simple wood frame, brick or limestone structures. Altered exteriors are to be expected.

Residences. While residences are the most prevalent resource from this period, these are located in the reconnaissance area and have not been adequately evaluated. Several limestone houses with some Greek Revival elements applied have been recorded. These are one and one-half to two stories high, rectangular in plan, with a gable roof. The entry is located on the gable end, and cornice returns are a

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Hardin County

Property Types (continued):

common element. Limestone sills and lintels are used throughout. With additional research it is probable that other residences from this period will be documented. These will be of wood frame and/or brick construction, may reflect the same Greek Revival elements found on the limestone houses, or may be representative of vernacular Gothic Revival or Italianate houses.

The physical condition of the buildings/structures/objects will vary. The only commercial building identified has an altered facade. Churches are expected to be altered. Residences may have been altered by the application of stucco, the addition of wings, and the removal/addition of porches.

III. Significance:

The resources that make up this property type are the best surviving examples of the types of buildings, structures, and objects constructed in Iowa Falls between 1851 when the first white settlers arrived and 1865 with the arrival of the railroad. These are the earliest buildings identified in the community and were built to provide the basics for survival, shelter and warmth. Vernacular in design, and varied in building material, these illustrate the common types of buildings found in new towns across the country during the mid-19th century. The availability and use of limestone is an important characteristic of this period.

IV. Registration Requirements:

1. Significance (use or form) relates to the Settlement Era: 1851-1865.

Criterion A: properties that are directly and importantly associated with business, government, transportation, education, or civic activities of this period.

Criterion B: properties that are directly associated with the productive life of persons directly responsible for the settlement of Iowa Falls during this period.

Criterion C: properties that best illustrate the architectural styles, building materials, and/or building types that are representative of this settlement period.

2. Qualifying building use will include: commercial, governmental, industrial, educational, religious, and residential.

Qualifying building materials will include: wood frame, brick, limestone.

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Hardin County

Property Types (continued):

3. If a building has been moved, the move should have taken place more than 50 years ago, and the integrity (both of building and surrounding) should not have been greatly impaired by the move. That is, there should be limited loss of architectural elements, limited alterations due to the move, and the new site must be sympathetic.
4. Integrity Considerations:
 - Commercial Buildings.** Examples from this period are so rare that each should be evaluated on its own merits. It is expected that street levels will have been altered, and it is very possible that entire facades may have been altered as well. If the historic significance of a building can be documented, the integrity threshold may be somewhat less than expected from an architectural nomination.
 - Churches.** Any remaining examples from this period will have been altered. The type of alteration (additions vs. new facade), material used, location of alterations, and sympathetic treatment, must all be considered. Minor alterations/additions may be acceptable, but the building must retain sufficient integrity that it would be recognizable to the owner (or congregation) during the period of significance.
 - Residences.** The basic shape and proportion of the house should be intact. Windows and doors should not have been moved or substantially changed. Porches should be sympathetic if not original. Alterations made during the period of significance will be accepted. Additions may be acceptable if made to secondary elevations, and of a scale and material sympathetic to the original design. Later application of any material (stucco or siding) which obscures the original surface is not acceptable. The house must retain sufficient integrity that the owner during the period of significance would recognize it.
 - Districts.** Must possess a sense of time and place, contain a number of buildings/structures/objects from the settlement period, have relatively few intrusions, and not have been altered to a high degree. Key structures will have few, if any, alterations, while contributing structures may have a somewhat lesser level of integrity.
5. Known Examples (in the intensive survey area):

704 Washington	Sayer's Hall, 1857, two story brick, single storefront. Facade altered several times. Has served as a meeting hall, court room, lodge hall, etc. Potentially eligible under Criterion A.
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Hardin County

Property Types (continued):

701 Washington

Woods Hotel, 1913, part of the c.1858 limestone walls are said to be extant in the present structure but are not visible. Not eligible

RAILROAD ERA: 1866-1909

I. **Name:** The buildings, structures, objects, and districts representing "The Railroad Era: 1866-1909."

II. **Description:**

The resources (a collective term for the above named categories) in this property type are varied in terms of use, size, location, and building material. The unifying element is that each is representative of this forty-five year period of Iowa Falls' development, when the railroads were a dominant factor in the town's growth. Many of the early buildings were of wood frame construction and are no longer extant (the first depot is an exception). Brick became the major building material for commercial and industrial buildings, replacing the limestone that had been used during the earlier decades. With the arrival of the railroads it became possible to order mass produced building materials such as cornices, hoodmolds, storefronts, porches, and brackets. Most resources in this property type are considered to be vernacular in design.

Railroad Buildings/Structures. These are located in two specific areas: east of Rock Run in the Railroad Addition (the original I.C. depot, the 1902 Union depot, and the Mills Tower complex); and spanning the Iowa River (both the 1909 R.I. trestle, and the 1944 I.C. trestle). The Union depot is representative of depot design of the period. Mills Tower is somewhat unusual and has been addressed by Rebecca Conard in the NRHP nomination. The two trestles are of interest as engineering structures.

Commercial Buildings. With the availability of mass produced building elements, the business district of Iowa Falls took on the appearance of Main Streets across the country. Because of the 1874 fire, many of the buildings were constructed in 1875/76 and originally shared many of the same details. The commercial buildings are primarily two story brick rectangles with the narrow end toward the street. The roof will be flat, sloping gently to the rear. Most will be a single storefront wide (22'), but toward the end of the century double storefronts become more common. The facade usually features three bays with a recessed entry at street level. Most upper level windows feature simple segmental arched openings, and simple brick patterned cornices topped many of the buildings. In most cases

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Property Types (continued):

the street level has been altered, and some of the upper levels have been altered beyond recognition. While most commercial buildings are located in the area traditionally thought of as the business district (along Washington, Estes, Main, Stevens, and Oak), a small business district was growing up near the depots as well.

Churches. The extant examples are of brick construction, of varied design and size. Most have had additions made over the years.

Residences. The residences are located in the reconnaissance area and have not been adequately evaluated. The houses represent most of the popular styles during these decades, with Italianate and Queen Anne examples being the most common. Few, if any, of these houses can be considered "high style", with most being vernacular designs with some "high style" details being applied. Wood frame construction was the norm, with some examples of brick. Limestone was used early in the period, but became less popular as the century neared its close. Brackets, bay windows, and porches of various types are common elements. The larger houses appear to be located north of the business district, primarily along River, College, Main, and Stevens streets. Smaller houses are located along the river on the west, and northeast of the business district.

Public Buildings. Schools would have been the major building type in this group, but no extant examples from this period survive. Eastside School from 1885 was of wood frame construction, but the other buildings from this period were of brick and followed standard school house design. Objects from Union Cemetery also fall within this building type. These include: fence, gates, landscaping, and the vault.

The physical condition of the buildings/structures/objects will vary. Most of the commercial buildings will have altered street levels. Churches will commonly have additions. Houses will vary from greatly altered (additions, new siding, new windows, loss of porches), to almost original condition. The majority will have undergone some type of alteration.

III. Significance:

The resources that make up this property type illustrate the changes in the built environment made possible by the arrival of the railroad. In addition to buildings and structures directly related to the railroad, hundreds of houses and buildings were constructed utilizing the mass produced materials available due to the new form of transportation. The significant resources are those which best illustrate these changes in terms of new building types (rail related) and through the use of new materials.

IV. Registration Requirements:

1. Significance (use or form) relates to "The Railroad Era: 1866-1909."

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Property Types (continued):

Criterion A: properties that are directly and importantly associated with the railroad industry in Iowa Falls during this period.

Criterion B: properties that are directly and importantly associated with the lives of persons directly involved with, or responsible for, the railroad industry in Iowa Falls during this period.

Criterion C: properties that best illustrate the architectural styles, building materials, and/or building types that are representative of this railroad era.

2. Qualifying building use will include: railroad related, commercial, industrial, governmental, educational, fraternal, religious, and residential.

Qualifying building materials will include: wood frame, brick, metal, limestone, concrete.

3. If a building has been moved, the move should have taken place more than 50 years ago, and the integrity (both of building and surroundings) should not have been greatly impaired. That is, there should be limited loss of architectural elements, limited alterations due to the move, and the new site must be sympathetic.

4. Integrity Considerations:

In all cases, the most important integrity consideration is that the building retain sufficient elements of the original design, materials, and setting, that the owner during the period of significance would recognize it.

Railroad Buildings/Structures. The basic shape and proportion of the building should be intact, with doors and windows not substantially changed. Some minor alterations and/or additions may be acceptable (additions which do not obscure the primary facade, are of a sympathetic building material, and are of acceptable scale, proportion and design). Buildings with strong historical significance may have a somewhat lower threshold for integrity.

Commercial Buildings. It is expected that street levels will have been altered, and it is very possible that entire facades have been altered as well. An altered first floor storefront may be acceptable if the alterations are sympathetic, and if the upper level fenestration and design elements remain in place. Acceptable alterations must be appropriate in terms of scale and building material. A building which is sheathed in modern material

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Property Types (continued):

(fiberglass, metal, stucco, etc.) will be considered intrusive. If such material is removed at some point in the future, the building should be re-evaluated.

Public Buildings. The basic shape and proportion of the building should be intact, with doors and windows not substantially changed. Some minor alterations and/or additions may be acceptable (additions which do not obscure the primary facade, are of a sympathetic building material, and are of acceptable scale, proportion and design).

Churches. The basic shape and proportion of the building should be intact, with doors and windows not substantially changed. Some minor alterations and/or additions may be acceptable (additions which do not obscure the primary facade, are of a sympathetic building material, and are of acceptable scale, proportion and design).

Residences. The basic shape and proportion of the house should be intact. Windows and doors should not have been moved or substantially changed. Porches should be sympathetic if not original. Alterations made during the period of significance may be accepted. Additions may be acceptable if made to secondary elevations, and of a scale and material sympathetic to the original design. Application of modern siding will generally not be acceptable.

Districts. Must possess a sense of time and place, must relate to the building types, styles, and materials of the period of significance, have relatively few intrusions, and not have been altered to a high degree. Key structures will have few, if any, alterations, while contributing structures may have a somewhat lesser level of integrity. Modern siding, new windows, and porch alterations should be carefully reviewed in terms of contributing structures. A new street level storefront on a commercial building, or new siding on a residence, do not automatically negate eligibility as a contributing structure.

5. Known Examples (in the intensive survey areas):

** Denotes resource nominated with this submission.

Rocksylvania at Hamilton	Illinois Central freight depot, single story wood frame, originally the two story 1866 depot with single story freight room. Moved and altered in 1948. Will become eligible in 1998 under the Advent and Development of Railroads in Iowa context, and under Criteria A and C of this context.
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Hardin County

Property Types (continued):

Rocksylvania at Depot	Union Depot, 1902/03, single story rectangle with ells, hip roof, eclectic with Renaissance Revival influences. Eligible as part of this context, already listed individually on the NRHP.
RR at N. 1st Street	Six wood frame buildings form the Mills Tower Historic District c.1909, built for the Illinois Central RR. Tower eligible as part of this context, already listed as part of NRHP district.
Iowa River	Illinois Central R.R. trestle, built in 1944 to replace one dating from 1894 (original wooden trestle built 1868). Potentially eligible in 1994 under Criteria A and C.
320 Stevens	<u>Times-Citizen</u> Building, 1904. Two story brick and concrete block, facade altered, does not appear eligible at this time.
502-506 Washington	Daniel Griffiths Building, 1895. Two story brick triple storefront, altered street level, second floor windows covered on corner section. Not eligible.
508 Washington	Two story brick single storefront, 1897-1902, designed to match the Griffiths Bldg. next door, altered facade. Not eligible.
510-512 Washington	Ellsworth Block, 1884. Two story double storefront, brick patterned cornice (metal cornice is missing), altered at street level, some second floor windows covered. Not eligible.
** 702 Washington	<u>Sentinel</u> Building, 1904. Two story brick single storefront with crenelated corner oriel, second floor windows covered. Eligible under Criterion C.
706 Washington	Two story brick commercial building, single storefront, c.1920 facade on 1873 building which

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Hardin County

Property Types (continued):

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| | survived the 1874 fire. Not eligible as 1873 building. |
| ** 710 Washington | Women's Relief Corps (W.R.C.) Building, 1898, two story brick single storefront, narrow segmental arched windows on both floors (no display windows), narrow entry door, metal cornice. Eligible under Criteria A and C. |

ELLSWORTH ERA: 1890-1907

I. **Name:** The buildings, structures, and objects representing "The Ellsworth Era: 1890-1907."

II. **Description:**

The resources (a collective term for the above named categories) in this property type are varied in terms of use and location. The unifying element is that each is representative of a contribution to the city of Iowa Falls made by E.S. Ellsworth during this period. Some of these are direct contributions (such as the two libraries), while others contribute to the commercial side of the community (the business blocks built along Washington). Brick is the major material used for both the commercial and public buildings, with details provided in stone or concrete. Objects in Estes Park are of stone, while the only apparent structure left in Ellsworth Park is of log construction. Most of the buildings in this property type are thought to have been architect designed, although identification has not been made in all cases.

Commercial Buildings. Ellsworth was responsible for the Metropolitan Opera House and three commercial buildings along Washington (two are extant). These are all of brick construction, rectangular in shape, range from one to three storefronts in width, and are two or three stories tall. All feature a flat roof with a gentle slope to the rear. Neo-classical detailing is common to all of the buildings.

Institutional Buildings. These include the two library buildings, Caroline Hall on the Ellsworth College campus (non-extant), and the log building originally built to house the animals at Ellsworth Park. The two libraries are brick, rectangular in shape with symmetrical facades, hip roof, and feature Neo-classical detailing in stone. Caroline Hall (demolished 1991) was also of brick construction, rectangular, three stories with symmetrical facade and hip roof. The Ellsworth Hospital would

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Property Types (continued):

also have been part of this property type but the original was demolished in the 1930s.

Objects. This type includes the stone benches in Estes Park and may also include properties not yet inventoried.

The physical condition of the buildings/structures/objects will vary. The commercial building will have been altered to a certain extent at street level, and the condition of the upper level will vary from building to building. The libraries have been well maintained. Caroline Hall has been demolished during this project. Objects in the park appear to be unaltered.

III. Significance:

The resources that make up this property type are the best examples of the types of buildings, structures, and objects which E.S. Ellsworth had built during his period of major community activity, 1890-1907. These illustrate his commitment to Iowa Falls in terms of commercial buildings in the business district, the development of Ellsworth College, the beautification of the community through the objects in Estes Park, and the development of Ellsworth Park and Zoo on the south side of the river. The buildings all appear to be architect designed with strong Neo-classical tendencies.

IV. Registration Requirements:

1. Significance (use or form) relates to "The Ellsworth Era: 1890-1907".

Criterion A: properties that are directly associated with E.S. Ellsworth's philanthropy.

Criterion B: properties that are directly associated with E.S. Ellsworth.

Criterion C: properties that best illustrate the architectural styles, building materials, and building types that Ellsworth had constructed during this period of his life.

2. Qualifying building use will include: commercial, education, and recreation.

Qualifying building materials will include: log, brick, stone, concrete, metal.

3. If a building has been moved, the move should have taken place more than 50 years ago, and there should be limited loss of architectural elements, limited alterations due to the move, and the new site must be sympathetic.

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Property Types (continued):

4. Integrity Considerations:

In all cases, the most important integrity consideration is that the building/object retain sufficient elements of the original design, materials, and setting, that E.S. Ellsworth would recognize it.

Commercial Buildings. It is expected that street level will have been altered, and it is very possible that the upper levels will have been modified to some degree. An altered first floor storefront may be acceptable if the alterations are sympathetic, and if upper level fenestration and design elements remain in place. Acceptable alterations must be appropriate in terms of scale and building material. In some instances modern material may have been applied over original elements. If this material is removed, the building should be re-evaluated.

Institutional Buildings. The basic shape and proportion of the building should be intact, with doors and windows not substantially changed. Some minor alterations and/or additions may be acceptable (additions which do not obscure the primary facade, are of a sympathetic building material, and are of acceptable scale, proportion and design).

Objects. The basic shape and proportion of the object should be intact, with the original material readily apparent.

5. Known Examples:

** Denotes resource nominated with this submission.

418 Washington	Ellsworth Building, 1901, two story brick double storefront, street level alterations, second floor windows have panels in top. Not considered eligible without additional information.
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422 Washington	Farrington-Taylor Building, 1901, matches the Ellsworth Bldg. next door, two story brick double storefront, street level alterations, second floor windows have panels in top. Not considered eligible without additional information.
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** 511 Washington	Ellsworth-Jones Building, 1902, three story brick single storefront with highly decorative Neo-classical details, virtually unaltered interior as well as exterior. Eligible under Criteria B and C.
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Property Types (continued):

513 Washington	Metropolitan Opera House, 1899, three story brick triple storefront, Neo-classical detailing, NRHP. Eligible under the Ellsworth context as well, Criteria A and C.
520 Rocksylvania	Carnegie-Ellsworth Public Library, 1903-04, brick, NRHP. Eligible under the Ellsworth context as well, Criteria A and C.
Estes Park	Benches, no date. Potentially eligible under Criterion A.
Ellsworth Campus	Bullock-Jones Library, 1906. Covered as part of reconnaissance survey, more research is necessary. Eligible under Criteria A and C. Caroline Hall, 1906. Covered as part of reconnaissance survey, more research would have been necessary, but was considered eligible. Demolished 1991.
Ellsworth Park	Log building, no date. Not eligible due to alterations.

AUTOMOBILE ERA: 1902-1932

I. **Name:** The buildings, structures and districts representing "The Automobile Era: 1902-1932.

II. **Description:**

The resources (a collective term for the above named categories) that make up this property type are varied in terms of use, size, location, and building material. The unifying element is that each was built during this thirty year period of Iowa Falls' development, when the automobile became a dominant factor in the town's growth. Resources will include commercial, industrial, public, and religious buildings that best illustrate the growth of the community during this period, and the houses and recreation facilities built in areas of town opened by the availability of the automobile, as well as auto related buildings such as sales/service garages, oil stations, private garages, streets and highways, and bridges.

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Property Types (continued):

Commercial Buildings. These are located primarily in the downtown business district, but some are also found in the east side district near the depots. These are primarily two story brick buildings, rectangular in shape, with the narrow end of the rectangle to the street. They vary from one to two storefronts in width, and have a flat roof which slopes gently to the rear. Many exhibit the simplified design of the Craftsman movement with different colors and textures of brick being used, detailing created by brick patterning, rectangular windows often in pairs, and cast concrete panels as decorative elements. There is one excellent example of Neo-classical bank design remaining.

Public Buildings. The major public building from this period is the Federal Building (Post Office). It is of brick and follows the popular style for public buildings, Neo-classical, with a symmetrical columned facade. Other public buildings may exist from this period, but none were recorded in the intensive survey.

Churches. One church from this period was recorded in the intensive survey, St. Matthew's by the Bridge from 1913. This small stuccoed church illustrates a popular style from the period, Tudor Revival. Other examples may be identified outside the business district.

Industrial Buildings. This type is not well represented. The Swift Plant from 1920 is typical of reinforced concrete design from the period with concrete piers and brick curtain walls. The other major industrial site is the hydro electric plant and dam which were recorded as part of the reconnaissance survey.

Residences. These will make up a large part of this property type. Little evaluation has been done since these were part of the reconnaissance survey. However, it appears that there are neighborhoods that developed during this period which contain good examples of the popular house styles of the time: Bungalows, Craftsman houses, English cottages. The area west of the river contains large numbers of these. In addition, there is a group of large two story brick houses located primarily to the north and northeast of the business district which display strong influences from the Prairie School, Tudor Revival, and Classical Revival styles. These large houses appear to have been architect designed. While single family dwellings are the norm, several apartment buildings were constructed just west of the business district during this period. These are two stories with a high foundation, symmetrical facade, and are of masonry construction.

Auto Related Buildings. These will be located primarily along Oak and Washington (though some are also found in east Iowa Falls near the depots) and will be of fire proof construction. Earliest examples are sales/service garages, rectangular in plan with wood or steel truss roof to provide large open interior space. Large display windows across the facade and large garage doors are the norm. Small oil stations would have been an important building type, but no early examples have been identified at this point. Private garages will be located in the

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Property Types (continued):

residential areas and will be evaluated with the reconnaissance properties.

Streets, Highways and Bridges. It appears that the original paving is non-extant. However, at least two bridges date to this period (the present Oak Street bridge, and the Foster bridge over Elk Run). These structures demonstrate the use of reinforced concrete as a building material and may be of as much engineering significance as architectural/historical.

Recreation Areas/Parks. These are located outside of the intensive survey area and have not been properly evaluated.

The physical condition of these buildings, structures, and districts will vary. Public buildings, churches, and industrial sites may have had additions over the years. Residences will range from very altered (changed porches, additions, application of siding, etc.), to almost original condition. Commercial buildings and auto garages will often have altered storefronts at the street level. The commercial alterations are to be expected, but these can range from simple changes that are in harmony with the original design, to the sheathing of the facade with new material.

III. Significance:

The resources that make up this property type are the best remaining examples of the buildings, structures, and districts which were constructed between 1902 and 1932 when the automobile was becoming a major force in daily life. These illustrate the new building types necessitated by the automobile (oil stations, sales/service garages, private garages, paved streets and highways, bridges) as well as the community growth made possible by the widespread use of the automobile (new residential neighborhoods, modern business buildings, and churches).

IV. Registration Requirements:

1. Significance (use or form) related to "The Automobile Era: 1902-1932."

Criterion A: properties that are directly associated with automobiles, or auto related businesses and activities in Iowa Falls.

Criterion B: properties that are directly associated with persons significantly involved with, or responsible for, the automobile industry in Iowa Falls during this period.

Criterion C: properties that best illustrate the architectural styles, building materials, and/or building types that are representative of this period.

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Property Types (continued):

2. Qualifying building use will include: auto related, commercial, industrial, governmental, educational, religious, residential, and recreation.

Qualifying building materials will include: wood frame, brick, metal, stone, and concrete.

3. If a building has been moved, the move should have taken place more than 50 years ago, and the integrity (both of building and surroundings) should not have been greatly impaired by the move. That is, there should be limited loss of architectural elements, limited alterations due to the move, and the new site must be sympathetic.

4. Integrity Considerations:

In all cases, the most important integrity consideration is that the building retain sufficient elements of the original design, materials, and setting, that the owner during the period of significance would recognize it.

Commercial Buildings. It is expected that street levels may have been altered, and it is very possible that entire facades have been altered as well. An altered first floor storefront may be acceptable if the alterations are sympathetic and if upper level fenestration and design elements remain in place. Acceptable alterations must be appropriate in terms of scale and building material. A building which is sheathed in modern material (fiberglass, metal, stucco, etc.), will be considered intrusive. If such material is removed at some point in the future, the building should be re-evaluated.

Public Buildings. The basic shape and proportion of the building should be intact, with doors and windows not substantially changed. Some minor alterations and/or additions may be acceptable (additions which do not obscure the primary facade, are of a sympathetic building material, and are of acceptable scale, proportion, and design).

Churches. The basic shape and proportion of the building should be intact, with doors and windows not substantially changed. Some minor alterations and/or additions may be acceptable (additions which do not obscure the primary facade, are of a sympathetic building material, and are of acceptable scale, proportion, and design).

Industrial Buildings. The basic shape and proportion of the buildings should be intact, with doors and windows not substantially changed. It is anticipated that additions will have been made over the years, and these may

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Property Types (continued):

be acceptable if they do not obscure the primary facade, are of a sympathetic building material, and are of acceptable scale, proportion, and design.

Residences. The basic shape and proportion of the house should be intact. Windows and doors should not have been moved or substantially changed. Porches should be sympathetic if not original. Alterations made during the period of significance may be accepted. Additions may be acceptable if made to secondary elevations, and of a scale and material sympathetic to the original design. Application of modern siding will generally not be acceptable.

Auto Related Buildings. The basic shape and proportion of the building should be intact, with doors and windows not substantially changed. Some minor alterations and/or additions may be acceptable (additions which do not obscure the primary facade, are of a sympathetic building material, and are of acceptable scale, proportion, and design).

Streets, Highways and Bridges. The original design and material must be readily apparent. Any alterations must not obscure basic elements of the structure.

Recreation Area/Parks. The original landscape design and structures in the area must be recognizable. Addition of new structures may be acceptable if they are of sympathetic material, scale, proportion, and design.

Districts. Must possess a sense of time and place, must relate to the building types, styles, and materials of the period of significance, have relatively few intrusions, and not have been altered to a high degree. Key structures will have few, if any, alterations, while contributing structures may have a somewhat lesser level of integrity. Modern siding, new windows, and porch alterations should be carefully reviewed in terms of contributing structures. A new street level storefront on a commercial building, or new siding on a residence, do not automatically negate eligibility as a contributing structure.

5. Known Examples (from the intensive survey area):

** Denotes resource nominated with this submission.

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| 401 Washington | Single story brick auto garage, arched roof, 1917-1930. Not eligible without additional information. |
| 417 Washington | Dougan Garage, single story brick, 1914. Alterations to facade negate eligibility. |

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Property Types (continued):

	514-518 Washington	Cuplin Block, two story brick triple storefront, 1913. Alterations negate eligibility.
**	601 Washington	First National Bank, single storefront brick located on corner, Neo-classical columns and details, designed by the Lytle Company, 1918. Eligible under Criterion C.
**	613 Washington	McClanahan Building, two story brick single storefront, original windows, prism glass transom, 1913. Eligible under Criterion C.
	615 Washington	Rex Theater, two story brick single storefront, glazed brick facade, 1914. Alterations at street level negate eligibility.
	105 Oak	Single story brick auto garage, 1920. Not eligible without additional information.
**	Estes at Main	Federal Building (Post Office), 1913-14, brick, Neo-classical. Eligible under Criteria A and C.
**	Oak at Railroad	St. Matthew's Episcopal Church, 1913, brick, Tudor Revival. Eligible under Criterion C, Criteria Consideration A.
	E. Rocksylvania	Arling Hotel, two story brick, 1916, some Neo-classical elements. Must be considered endangered due to physical condition. Not eligible without additional information.
	509 Hamilton	Swift & Co. Building, 1920, multi-story reinforced concrete with brick curtain walls. Not eligible without additional information.

A number of sites in the reconnaissance survey area fall within this context and property type and appear to be potentially eligible.

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Hardin County

Property Types (continued):

DEPRESSION ERA: 1930-1941

I. **Name:** The buildings, structures, and districts representing "The Depression Era: 1930-1941."

II. **Description:**

The resources (a collective term for the above named categories) in this property type are varied in terms of use, size, location, and building material. The unifying element is that each is representative of construction during the Depression Era in Iowa Falls. Brick was the standard building material for commercial and public buildings, while a variety of materials were used for residential properties. Many of the structures built during the 1930s (bridges, park facilities) were constructed of stone in the rustic tradition that was popular at that time. Reinforced concrete was utilized for structures such as the highway bridges, and fanciful materials such as Carrara glass were used for elegant facades.

Commercial Buildings. These are located in the central business district, are two stories tall, and may be one or two storefronts in width. Rectangular in shape, the buildings feature flat roofs which slope to the rear. Entrances are recessed with large display windows flanking. Cast concrete panels are the major decorative detailing. Light tan brick appears to have been the most popular color. Windows are simple rectangles, often placed in pairs.

Public Buildings. City Hall and two schools are the primary examples from this period. City Hall is quite similar to the commercial buildings in both material and design, the major difference being that it is a free standing structure with a symmetrical facade and no display windows. The schools are in the reconnaissance survey area and have not been adequately evaluated, but appear to be brick structures with detailing from the popular styles of the period.

Bridges. There are at least two, and perhaps more, extant bridges from this period. They differ greatly in both size and building material: reinforced concrete spanning the Iowa River vs. stone spanning a neighborhood creek.

Residences. These are in the reconnaissance survey and have not been adequately evaluated. However, the houses from this period exhibit a variety of both styles and building materials. They appear to be located in most parts of the community, with a heavier concentration on the west side.

Parks and Recreation. Estes Park is the primary location of resources from this period, with the band shell and the landscaping that was accomplished in 1931. Other examples may be found in neighborhood parks in the reconnaissance areas. Structures were built using a variety of materials, and in a variety of styles (the band shell being Spanish Colonial Revival in style).

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Property Types (continued):

The physical condition of the buildings, structures, and districts will vary. The commercial buildings will have fewer alterations than seen on earlier examples, and these will be primarily limited to new windows and doors. Residences may have been altered by additions or application of new siding, but many appear in original condition. The school buildings have undergone more changes than most of the buildings with additions and the installation of new energy efficient windows. It is difficult to assess the changes made to recreation areas without further research.

III. Significance:

The resources that make up this property type are outstanding examples of the buildings, structures, and districts that were built in Iowa Falls during the Great Depression. There was relatively little construction, but what was built had a definite character and style, ranging from rustic to Art Deco. These illustrate the public works building programs, most popular building types, styles, and materials from this period, which was brought to an end by World War II. Different styles and building materials were seen after 1945.

IV. Registration Requirements:

1. Significance (use or form) related to "The Depression Era: 1930-1941."

Criterion A: properties that are associated with Depression Era programs or activities (P.W.A., W.P.A., C.C.C. etc.).

Criterion B: properties that are associated with persons directly and importantly involved with organizing Depression relief programs, or responsible for carrying out activities or public works directly related to the Depression Era.

Criterion C: properties that embody the architectural styles, building materials, and/or building types that are most representative of the Depression Era.

2. Qualifying building use will include: commercial, public, governmental, educational, fraternal, residential, and recreation.

Qualifying building materials will include: wood frame, brick, stone, metal, concrete, stucco, tile, structural glass.

3. If a building has been moved the move should have taken place more than 50 years ago, and the integrity (both of building and surroundings) should not

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Property Types (continued):

have been greatly impaired by the move. That is, there should be limited loss of architectural elements, limited alterations due to the move, no siding applied to hide damage from the move, and the new site must be sympathetic.

4. Integrity Considerations:

In all cases, the most important integrity consideration is that the building retain sufficient elements of the original design, materials, and setting, that the owner during the period of significance would recognize it.

Commercial Buildings. It is expected that some alterations will have been made at street level and it is possible that entire facades may have been altered. An altered first floor storefront may be acceptable if the alterations are sympathetic and if upper level fenestration and design elements remain in place. Acceptable alterations must be appropriate in terms of scale and building material.

Public Buildings. The basic shape and proportion of the building should be intact, with doors and windows not substantially changed. Some minor alterations and/or additions may be acceptable (additions which do not obscure the primary facade, are of a sympathetic building material, and are of acceptable scale, proportion, and design).

Bridges. The original design and building material should be readily visible. Alterations which obscure the original design are considered intrusive.

Residences. The basic shape and proportion of the house should be intact. Windows and doors should not have been moved or substantially changed. Porches should be sympathetic if not original. Alterations made during the period of significance may be acceptable. Additions may be acceptable if made to a secondary elevation, and of a scale and material sympathetic to the original design. Application of modern siding will generally not be acceptable.

Recreation Areas/Parks. The original landscape design and structures in the area must be recognizable. Addition of new structures may be acceptable if they are of sympathetic materials, scale, proportion, and design.

Districts. Must possess a sense of time and place, must relate to the building types, styles, and materials of the period of significance, have relatively few intrusions, and not have been altered to a high degree. Key structures will have few, if any, alterations, while contributing structures may have a somewhat lesser level of integrity. Modern siding, new windows, and porch alterations should be carefully reviewed in terms of contributing structures. A new street level storefront on a commercial

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Property Types (continued):

building, or new siding on a residence, do not automatically negate eligibility as a contributing structure.

5. Known Examples (in the intensive survey area):

** Denotes resource nominated with this submission.

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|---------------------|---|
| ** Estes Park | Band shell, 1931, stucco, Spanish Colonial Revival, eligible under Criterion C. |
| 321 Stevens | City Hall, two story brick, symmetrical facade, 1941. Potentially eligible under Criterion C with additional information. |
| 521 Washington | I.O.O.F. Building, 1941, two story double storefront tan brick commercial/fraternal building. Potentially eligible under Criterion C with additional information. |
| 523 Washington | Strutz Building, 1941, two story single storefront tan brick commercial building. Potentially eligible under Criterion C with additional information. |
| ** 607 Washington | The Princess-Sweet Shop, 1935, two story brick single storefront, Carrara glass street level facade, Art Deco. Eligible under Criterion C. |
| Reconnaissance Area | Bridges, residences, schools, and parks. These have not been evaluated. |

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Architectural & Historical Resources of Iowa Falls, Iowa Hardin County

Geographical Data:

The corporate limits of the City of Iowa Falls, Hardin County, Iowa (4,326 acres).

Summary of Identification and Evaluation Methods:

This Iowa Falls preservation project is part of a long range program to identify, evaluate, register, and protect, the cultural resources of the State of Iowa. The Iowa Falls Historic Preservation Commission received a Certified Local Government (C.L.G.) grant to conduct an architectural/historical sites survey of the community during 1990-91. The goal was to locate properties which reflect and represent the historical events and people which have shaped the community. Five sites in Iowa Falls are already listed on the National Register of Historic Places:

Carnegie-Ellsworth Library	520 Rocksylvania Avenue
Edgewood School of Domestic Arts	719 River Street
Iowa Falls Union Depot	RR at Rocksylvania Avenue
Metropolitan Opera House	515 Washington Avenue
Mills Tower Historic District	RR near North 1st Street

This project was accomplished in two phases:

- 1) An "intensive" level architectural/historical survey of the properties located in the central business district and the small business district near the depot.
- 2) A "reconnaissance" level survey of the rest of the community.

INTENSIVE SURVEY

The objectives of this survey were to identify historic contexts which have played a vital role in Iowa Falls' development, and to define the property types within these contexts which illustrate this development. Research, both archival and field, was used to identify properties in the business district which have historical and/or architectural significance and deserve preservation.

The geographic area of the intensive survey encompasses 37.75 acres. Most of this is located in the central business district, including all properties on both sides of Railroad Street between College and Oak; both sides of Washington between College and Fremont; both sides of Estes between College and Fremont; and both sides of Rocksylvania between Main and Oak. The north/south streets included are Main, Stevens, and Oak, from Railroad to Rocksylvania. This is the area that has traditionally been considered "the business district." In addition, a small business district in the eastern part of Iowa Falls, near the depots, was also surveyed. This included buildings primarily located along Rocksylvania and Main, between Depot and Commercial streets.

The Historic Preservation Commission contracted with a consultant, Molly Myers

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Methods (continued):

Naumann of Ottumwa, to organize and coordinate the survey activities, to define the historic contexts, evaluate the properties, and prepare the final report. The consultant worked closely with the local volunteers, conducting orientation and training workshops for the various survey activities.

The field survey was accomplished by teams, each composed of a photographer and a recorder. Every lot in the business district (including parking lots and new construction) was photographed and mapped. The purpose was to create a record of the entire downtown area, not just the buildings which might prove to be significant. All necessary information was recorded on the photo log sheet. All items on the Iowa Site Inventory sheet were completed for these properties and the appropriate Property Characteristics Form completed. Legal research was undertaken at the Iowa Falls City Hall and the Hardin County Courthouse to provide a legal description for each property and to identify property owners.

Archival research was conducted at the Carnegie-Ellsworth Public Library, Ellsworth Community College Library, and the State Historical Society libraries in both Des Moines and Iowa City. Resources included county and local histories and directories, state gazetteers, an M.A. thesis, plat books and atlases, and Sanborn Fire Insurance Company maps. Volunteers read microfilm of Iowa Falls newspapers from 1874 through 1915, and some years in the 1920s. Iowa Falls journalist Frank Foster photographed the community over a number of years. His photographs are available through the Manuscript Collection at the State Historical Society of Iowa (S.H.S.I.) in Iowa City.

Members of the Historic Preservation Commission were actively involved with the project, conducting the field survey, legal and archival research, and typing, gluing, punching, and collating, the final product. Commission members also recruited other volunteers, including teachers, local history buffs, and photographers.

A total of 141 sites were recorded in the intensive survey area (126 downtown, and 15 in the depot business district). Research identified five historic contexts which appear significant in Iowa Falls' development.

Settlement Era: 1851-1865. This is the period when the town was platted and earliest development took place. The majority of the activity occurred near the river, the area covered in the intensive survey.

Railroad Era: 1866-1909. The first train arrived in Iowa Falls on April 15, 1966. In the following years Iowa Falls became a major livestock shipping point, and later, a major coal stop. Eventually it was linked in all four directions by rail.

Ellsworth Era: 1890-1907. E.S. Ellsworth came to Iowa Falls following the Civil War, and made his name in banking and real estate. While he was viewed as a community leader for many years, it was during the period between 1890 and his death in 1907 that he made a lasting physical impact on the community.

Automobile Era: 1902-1932. Originally it had been thought that "transportation" would be an important context for Iowa Falls. As research progressed, it became obvious

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Methods (continued):

that it needed to be divided into the railroad period, and the era of the automobile. With two federal highways passing through the community, the automobile had a major impact on Iowa Falls development between 1902 and 1932.

Depression Era: 1930-1941. Like most communities, there was little new construction occurring during this period. However, planning began for a new band shell in Estes Park in 1930, the park was landscaped in 1931, a popular restaurant was rebuilt following a major fire, and two commercial buildings plus a new city hall were built in 1941.

As the field work and evaluations were completed, it became apparent that many of the commercial buildings have been greatly altered over the years, some irreversibly. For this reason the potential for a historic commercial district was eliminated. However, nine buildings were evaluated as having potential National Register eligibility on an individual basis.

RECONNAISSANCE SURVEY

The reconnaissance survey recorded 163 individual sites throughout the community (4,326 acres) including public buildings, churches, schools, bridges, and industrial sites as well as residences. Emphasis was on the identification of potential neighborhoods that might deserve a closer look. All resources were viewed in relation to the contexts developed as part of the intensive survey. Of the 163 sites recorded, 134 should receive an intensive level survey. One definite historic district was identified (an early 20th century residential neighborhood just west of the river), as well as a number of potentially eligible individual properties. The individual properties range from early limestone dwellings to the Union Cemetery caretaker's cottage, from the architect designed L.E. Jones residence to the hydro electric plant and dam.

RESULTS

In 1992-93 the Historic Preservation Commission received another C.L.G. grant to prepare a Multiple Property Document and individual nominations for selected buildings in the downtown business district. Naumann was again hired by the H.P.C. as the consultant on the project. The present M.P.D. and nominations are based on the survey and report produced during 1990-91. As additional research was accomplished, the decision was made to proceed with the nomination of all nine buildings identified in the intensive survey. All of these are nominated under Criterion C, and several are also significant under Criterion A or B. Each of the nine represents the best example of its particular building type, style and period, and each retains a high overall level of integrity. The focus of this survey has been on exteriors. However, in several cases, the interior was originally outstanding and has been maintained at a high level. In these cases the interiors have been noted as well.

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The property owners have cooperated with the volunteers in providing access for both measurement and photography.

This project, from the beginning, has dealt only with architectural and historical resources. No attempt has been made to identify potential archeological sites. It is recommended that an archeological survey be conducted at some point in the future as part of Iowa Falls' overall preservation plan. In addition, it is strongly recommended that the Iowa Falls Historic Preservation Commission pursue an intensive level survey of the significant houses and buildings identified outside the business district, with the goal of National Register nominations, both individual and districts.

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