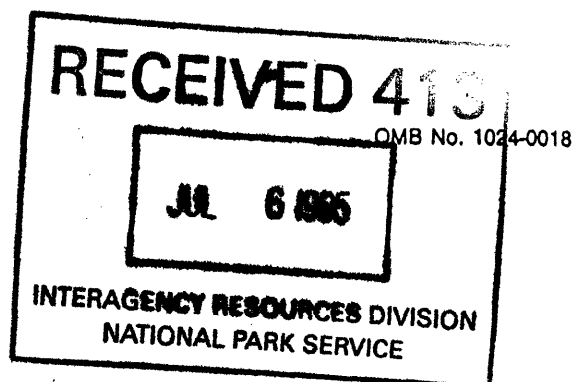


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National Register of Historic Places Multiple Property Documentation Form



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.

XX New Submission Amended Submission

A. Name of Multiple Property Listing

Architectural & Historical Resources of Ottumwa, Iowa

B. Associated Historic Contexts

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

The Des Moines River & Its Role in the Settlement & Development
of Ottumwa: c.1843-c.1960

Industry: c.1860-c.1940

Architecture: c.1850-c.1945

C. Form Prepared by

name/title Molly Myers Naumann, Consultant (515) 682-2743

organization Ottumwa Historic Preservation Commission date 2/95

street & number City Hall, 105 East Third telephone (515) 683-0606

city or town Ottumwa state IA zip code 52501

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.)

Patricia Shunkin Acting SHPO
Signature and title of certifying official

6-29-95
Date

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.

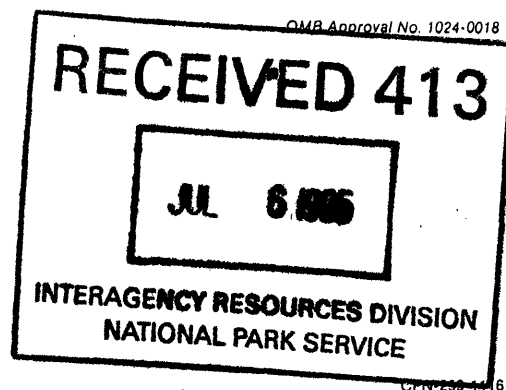
Edson H. Beall
Signature of the Keeper

6.11.95
Date of Action

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National Park Service

National Register of Historic Places Continuation Sheet

Section number E Page 1



ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA
WAPELLO COUNTY

Historic Contexts:

INTRODUCTION

The Ottumwa Historic Preservation Commission received a Certified Local Government Grant in 1992 to conduct an intensive level architectural/historical sites survey and re-evaluation of selected areas of the community. The project report at the end of that survey identified and developed three historic contexts: The Des Moines River & Its Role in the Settlement & Development of Ottumwa, c.1843-c.1960; Industry, c.1860-c.1940; and, Architecture, c.1850-1940. In addition the report identified three historic districts and a number of individually eligible sites. In 1994 the Commission received another C.L.G. Grant to prepare this Multiple Property Documentation Form and the National Register nominations being submitted with it. All three of the identified contexts are addressed in this Multiple Property Documentation Form. Additional information about this project is included in Section H.

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

THE DES MOINES RIVER & ITS ROLE IN THE SETTLEMENT & DEVELOPMENT OF OTTUMWA: c.1843-c.1960

For the purpose of this document the period of significance for this context has been determined to begin c.1843 with the first settlement in the area, and end c.1960 with the completion of the river straightening and levee projects.

Even before Wapello County was opened for settlement in May 1843 the site of the future county seat had been selected by a group of speculators. The Appanoose Rapids Company consisted of a group of eleven men and was formed in 1841, more than a year before the signing of the treaties of cession. It was known that new counties were to be of uniform size and shape, 24 miles by 18 miles, and that the county seat was to be located in the geographic center. With this in mind, the company organizers selected an area on the north bank of the Des Moines River. Here an island divided the river, with rapids in the north channel (at the foot of Green Street). It is from this Appanoose Island that the company took its name.

The Des Moines River cuts a diagonal swath through the center of Wapello County from northwest to southeast. It is the largest of the inland rivers in Iowa, and served as a path for many of the early settlers to the interior of the state. However, until May 1, 1843, the only inhabitants of the area were supposed to be the Indians of the Fox and Sac tribes. Keokuk, a Sac chief, had his village on the south side of the river near Ottumwa, and Appanoose, chief of the Foxes, had his village within the present city limits of Ottumwa.¹ An Indian agency had been established a few miles to the east of Ottumwa in 1838. That same year, when Wapello, a chief of the Foxes, moved west from Fort Armstrong (Rock Island), he located his village on the river just south of the present site of Ottumwa. Wapello became good friends with the Agent, General Joseph Street. (Street died in 1840 and Wapello in 1842. At Wapello's request he is buried next to his old friend on the site of the Indian agency, NRHP.)

Van Buren County, to the southeast, had been settled as early as 1834, and a number of people had followed the river upstream into what was to become the "New Purchase." James Jordan settled on the north bank of the river just south of the Wapello County line near the town of lowaville (Van Buren County). J.P. Eddy was given the license to open a trading post on the river in the far northwestern corner of what was to become Wapello County. Obviously, some members of the Appanoose Rapids Company also traveled up the Des Moines valley, and discovered the big bend in the river, the rapids, the bluffs rising steeply to the north, and a broad flood plain to the south. Their surveyor, John Arrowsmith, had made at least a preliminary survey before the opening, and prepared a true plat of the town in the summer of 1843.

The original plat of Ottumwa included 467 acres. The river continues on its northwest/southeast path here, and the streets in the original plat were laid out parallel to the river, thus creating a town "on the diagonal." Although the company used the Indian name for the new town, Ottumwa, the county commissioners called it Louisville. The meaning of "Ottumwa" or

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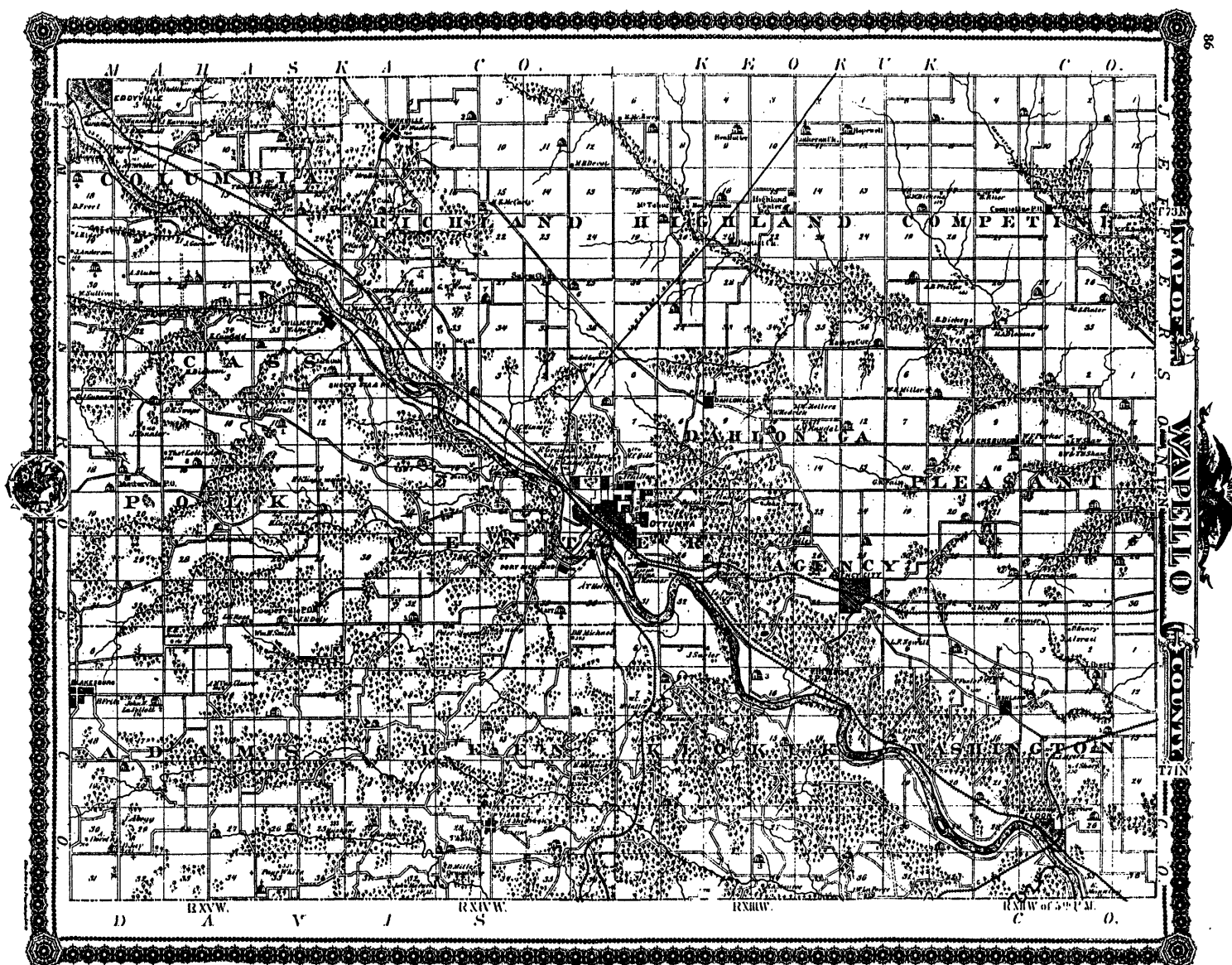
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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):



Map of Wapello County from 1875 Andreas Atlas.
Note ox-bow at the site of Ottumwa.

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National Register of Historic Places Continuation Sheet

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

"Ottumwanoc" has been widely disputed. "Noc" means place. "Ottumwa" has been variously interpreted as "the place of the departed," "swift water," "place of the hermits," and "perseverance or self-will." Uriah Biggs, one of the original members of the Appanoose Rapids Company, said the Indian themselves informed him that "Ottumwanoc" means "the place of perseverance" because Appanoose refused to leave there.² No matter what the name means, both names were used until 1845, when the local favorite finally won out. The company offered to donate every other lot to the county if the town was named county seat. That designation was made in 1844.

When it became the county seat Ottumwa contained nine log cabins and one small frame house. The first store building and the first hotel, the Ottumwa House, were built that year. Two early problems in the community were people cutting the trees off the south slope of the hills, and building fences wherever they wanted.

On the 3rd of July ('43), the company forbade anyone cutting timber from the 'southern face of the hill in and adjoining town.' It was also resolved that 'no streets or alleys be hereinafter fenced in, and all fences now built on any street or alley be removed as soon as the present crops are in.'³

The first industry in the new town was river-based, a saw and grist mill that was built and operated by David Armstrong, Joel Myers and Thomas C. Coffin. The Appanoose Rapids Company donated the mill lot which was located on the river bank between Market, Main, and Green streets. Construction of the mill was started in 1845 and completed in 1846.⁴ The milling operation continued at this site for many years.

The young town spread out along the river bank. Much of the land was marshy, especially the area between Main Street and the river west of Market. In the early years little construction took place on the hills. The Indians on the other hand, had always selected sites on the hills for their councils and camp grounds. Major Beach (who succeeded Street as Indian agent) told of meeting with the Indians on the bluff at what is now the corner of Fifth and Market, and also noted that the site of the present high school was a favorite camping spot.⁵

A ferry operated at the foot of Green Street. Although the Appanoose Rapids Company had planned their town for the north side of the river, there were two very small settlements on the south side. Pickwick was located near the present intersection of Church and Myrtle streets, and Port Richmond was near the present intersection of Richmond and Ferry. Appropriately, another ferry crossing was located at the end of Ferry Street and connected with Central Addition.

Growth was very slow, and it wasn't until 1848 that the town began to flourish. It was that year that the claims of the early settlers were actually secured by land sales in Fairfield. 1849 was a big year for building in the community. The steamer *Revenue Cutter* arrived in April 1849, and a number of Ottumwans joined those from Farmington and Keosauqua on a river excursion to

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

Eddyville.⁶ For the next dozen years steamboats plied the Des Moines River, bringing in food, clothing, and building supplies.

In 1846 the U.S. Congress had passed an act authorizing the Des Moines River Improvement Project. This was a plan to build a series of twenty-six locks and dams to make the Des Moines navigable from the mouth of the river near Keokuk to the Raccoon Fork (present site of the City of Des Moines). It was felt that the river would be a major avenue for both settlement and trade. In addition, the dams would provide water power for mills and other industries in towns along its banks. Suffice it to say, this magnificent dream never came to pass. By 1856 Edwin Manning of Keosauqua reported to the state legislature that only "three stone-masonry locks and two dams had been completed."⁷ In March 1858 the legislature passed an act giving all the lands and materials which remained from the Des Moines River Improvement Project to the Keokuk, Fort Des Moines & Minnesota Railroad Company for the purpose of building a railroad up the Des Moines valley. There had been no lock and dam planned for Ottumwa, but two were to have been built nearby, one just upstream, and one a short way downstream. Even without the locks, boats were a common sight in Ottumwa. In the 1850s the *Demoiner Courier* (as the *Ottumwa Courier* was first known) noted the arrival and departure on a regular basis of boats with names like the *Clara Hine*, *Skipper*, *Edward Manning*, *Des Moines City*, *Defiance*, and the *Flora Temple*. These steamers not only delivered cargo to Bonaparte, Keosauqua, Ottumwa, Eddyville and Des Moines, they also carried passengers, and meeting the boats was a social event. When the Improvement project ended without the promised locks and dams, steamboating on the Des Moines basically came to an end. With the outbreak of the Civil War all boats were called into service for the Union troops, and few boats traveled the Des Moines after that time.

The summer of 1851 brought the worst flooding in the history of the area.

Never perhaps in the history of the country, have the people been visited with such a complication of afflictions as has fallen upon them for the last two months. During that time, at short intervals, have come the heaviest storms ever experienced. For six or eight weeks it has rained almost without cession. The consequence, all rivers in the state have been swollen to an extent never before known, producing suffering and devastation all along the river. Three different times the Des Moines River overflowed its banks, driving out merchants and no one can estimate damage done. A loss of crops, stock, lumber, rails, etc. all along the river has been immense.⁸

Long-time Ottumwa resident A.C. Leighton was a small boy at the time of the 1851 flood but he had strong memories of the event.

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

Overman's ferry crossed the river from the South Side at old Richmond and came to the north bank of what is now Central Addition; then on through the timber road, the ferry boat was poled to Wapello and Main streets, and turning there proceeded down to Sinnamon, now the Ballingall Hotel (Green and Main).⁹

Henry Mudge was four years old during the flood and he also remembered boats being rowed along Main Street, but he added, "Of course, Main Street has been filled in a great deal since that time."¹⁰ During the flood steamboats tied up to large cottonwood trees that stood in Main Street. A few years later the city decided to build a wharf at the foot of Court Street for the boats.

In 1853 Ottumwa was considered to be a thriving village, with the need for more houses and places of business to rent. There were now two steam saw and grist mills, a carding machine, a land office for the sale of river lands, and one daguerrean gallery, in addition to the usual amenities of dry goods stores, wagon shops, churches, lawyers, physicians, etc. "An excellent chain ferry was kept constantly running immediately opposite the town by T. Sinnamon."¹¹ The following year the *Des Moines Courier* (that was the spelling they were using at that time) noted that two brickyards were "in full blast" and the demand for brick would "be supplied by these gentlemen at fair rates."¹² One of the first brick houses was built for Thomas Devin in 1854. It was said to be the finest house in town at the time and was located on the lot immediately east of the present *Courier* building on Second Street. It later served as the home of the Wapello Club for many years. Prior to 1854 most of the houses and buildings were constructed of native lumber (white oak and walnut) which was sawed at the Myers & Coffin mill at the foot of Market.¹³

In the spring of 1854 it was announced that the Burlington and Missouri River Railroad would definitely pass through Ottumwa. It took five years to complete, but in August 1859 the railroad arrived in Ottumwa. The tracks ran through the valley, parallel to the river. The businesses and industries located along the riverbank were just as conveniently located to the railway. The town had continued to grow along the river, stretching along the north bank. As it expanded, the earliest houses were replaced by brick business blocks, and residences were built higher on the hills. The *Courier* spoke of residences being built "on the bluff",¹⁴ the area along Fifth Street overlooking the river valley. Construction of fine residences was to continue "on the bluff" throughout the 1860s, '70s, and '80s. It was the place to live.

One of the first bridges across the Des Moines was built in Ottumwa in 1860 and only existed for two days. During the Lincoln-Douglas campaign a big Republican rally was to be held on the south side of the river, not far from the present John Deere plant. The only way to cross the river was by ferry or fording. Area farmers were asked to bring their wagons. At the foot of Green Street the river was no more than three feet deep, so the wagons were driven into the river and lined up end to end, two rows wide. The wagon gates were removed so that people could walk

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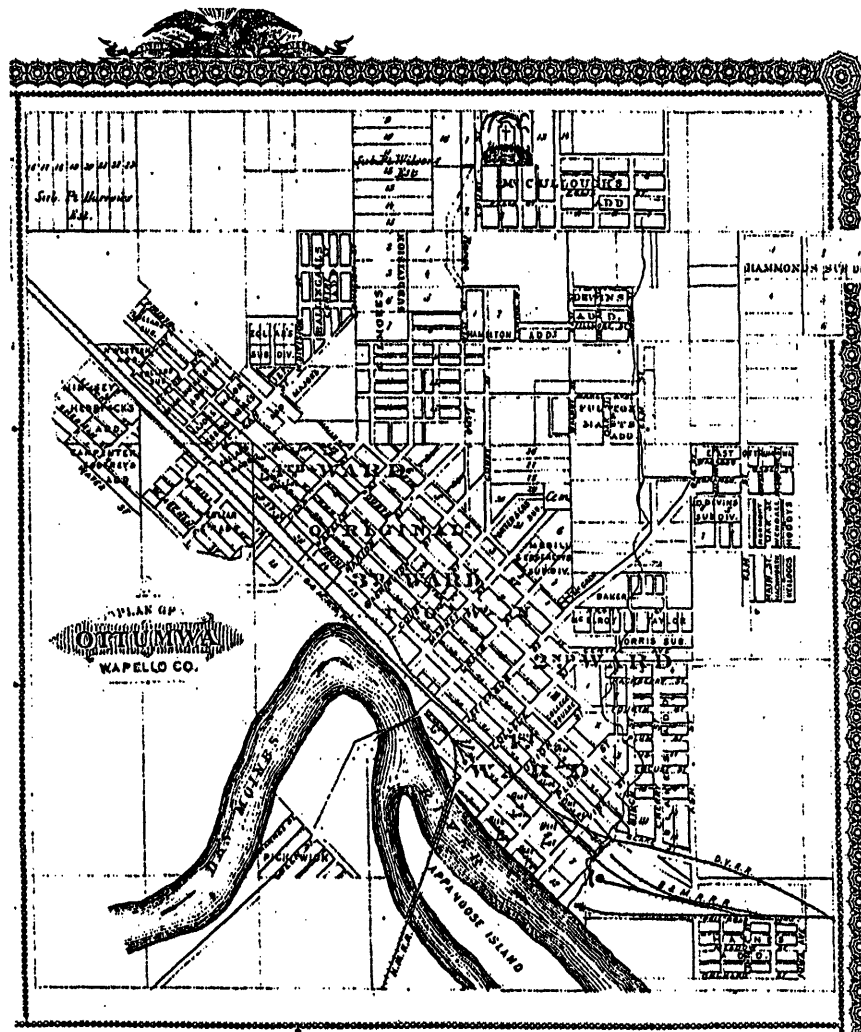
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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):



Map of Ottumwa from 1875 Andreas Atlas.
Note location of Appanoose Island.

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

easily from one wagon to another. At the end of the two day meeting the farmers claimed their wagons and went home.¹⁵

With the continued growth of the community, the ferries no longer provided adequate means for crossing the river. The first real bridge was constructed in 1870 on the same site, the foot of Green Street. It was 1200 feet long, with seven 100 foot spans across the river, and five 100 foot spans of trestle work on the west (south) side.¹⁶ This was a toll bridge owned by a private firm, the Ottumwa Bridge Co., and was swept away by a flood on March 26, 1881. A bridge was built at Market Street in 1880 and replaced in 1892 by an iron Pratt through truss (non-extant) constructed by the Penn Bridge Co., of Beaver Falls, Pennsylvania. The need for these bridges was strengthened by the growth occurring on the south side of the river. The hamlet of Pickwick had grown slowly during the 1870s and '80s, but from 1885 to 1890 about one hundred buildings a year were constructed on that side of the river, and the population had reached about 1,600.¹⁷ In addition to bridges, the people desired water, sewer and street car service. Through a number of discussions, not all amicable, these things all came to pass. By the late 1890s it was obvious that additional bridges were necessary. The Vine Street bridge was constructed in 1898 by the Fair-Williams Bridge and Manufacturing Co. of Ottumwa. The Blackhawk bridge at the far west end of the city dates from about the same time. No date has been established for the original Wabash railroad bridge. When this was constructed it crossed both the north and south channels of the river and Appanoose Island itself. The original wooden bridge was replaced by a steel structure in 1888.

Following the fiasco of the Des Moines River Improvement Project few people were interested in waterpower development. It took years for the memories to fade. However, in February 1875 a group of Ottumwans gathered to draft Articles of Incorporation for the Ottumwa Water-Power Co. The first purpose "was the improvement of the undeveloped force of the river by the erection of a dam or dams within the limits of Center Twp., and the construction of a race along the river-front in Ottumwa."¹⁸ In June the Board of Directors accepted the proposal of D.B. Sears & Son of Rock Island, Illinois. Sears was to build two dams at Turkey Island (at the far northwestern part of town), a guard-lock, and head race. The work was to be completed before January 1, 1876. Construction started during the summer of 1875. Flooding slowed the project, and additional high water that winter caused damage to the west dam. The contractor finally finished in January 1877 and left town. When the water company tried to make use of the dams the pressure was such that the west one failed completely. Sears responded that he was unable to correct the problem, and the case went to court.

In 1877 S.L. Wiley of Greenfield, Mass offered the city a proposal for a water works. He signed a contract, re-built the west dam, and started construction of a new water works. The contract gave Wiley the exclusive privilege for twenty-five years of furnishing the city with water (for domestic, public and fire protection), to be taken from the Des Moines River, and to utilize the vast water-force contained in the Des Moines River. The new pump-house was equipped with two Flanders pumps. The smaller one was driven by a 50 horse power water-wheel, and had a

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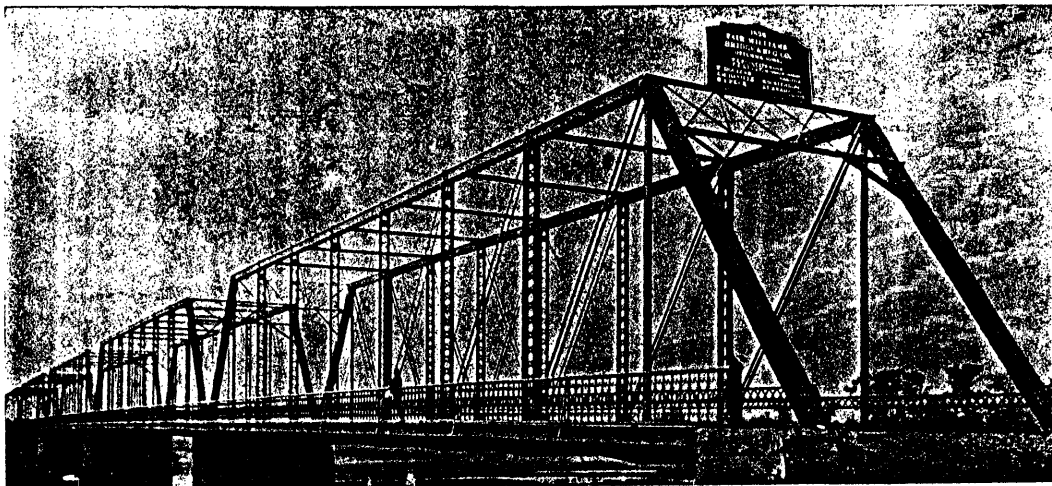
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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA
WAPELLO COUNTY

Historic Contexts (continued):

VINE STREET BRIDGE ACROSS THE DES MOINES RIVER AT OTTUMWA,

Built by THE FAIR-WILLIAMS BRIDGE AND MANUFACTURING CO.



TOTAL LENGTH 800 FEET.

FAIR-WILLIAMS BRIDGE AND M'FG CO..

MANUFACTURERS OF

....Bridges and Architectural Iron Work....

.... Roof Trusses, Iron Stairways, Fire Escapes, Mill Machinery, Engines, Boilers, Mining Machinery, Self-Oiling Pit Car Wheels.

403, 405 AND 407 SOUTH VINE STREET, OTTUMWA, IOWA.

Long Distance Phone 137.

[58]

Advertisement from Ottumwa '98, '99, 1900

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

capacity of 800,000 gallons per day. The larger pump was run by a 150 horse power water-wheel and had a 2,400,000 gallon capacity.¹⁹ Though he completed the job, the cost was so great that the stockholders sunk their whole investment and the stock became worthless.

The good thing to come out of these two projects was the construction of the race. This was cut through on a NW/SE axis, following the railroad tracks. In effect it separated the land in the middle of the oxbow known as Central Addition from the rest of the north side, creating an island. The area between the race and the railroad tracks was very inviting for manufacturing interests. They had access to both water power and rail transportation. "The advantages derived from this arrangement cannot be overestimatedThis grand enterprise is the key to the future growth and prosperity of Ottumwa."²⁰

In 1882 the company was reorganized and incorporated as the Ottumwa Hydraulic Power Company. A series of financial problems forced this new company to transfer its interest to the Iowa Water Company in 1887. Although this company made a number of improvements, including the extension of water mains to South Ottumwa, it defaulted on the interest on its bonds, and in 1897 yet another new corporation was formed, the City Water Supply Company. Plant improvements, including a filter were made but the service was very unsatisfactory. When the twenty-five year franchise expired there was strong support not to renew it, but the company promised to make certain improvements within four years (extension of certain mains, installation of a sedimentation and filtration system, the erection of a new power house, an intake pumping station at Turkey Island with a flow line to the main pumping station). This was approved by the City Council and ratified by the citizens. Only certain of these improvements were made by 1909 (the new power house had been constructed), and following much discussion the city took possession December 1, 1910.²¹ Horace A. Brown was hired as superintendent and engineer in 1912, a position he held for over twenty years. The water works has remained a municipal enterprise since that time.

In the winter of 1930-31 a new hydro-electric plant was built. The power from this plant was sold to the Iowa Southern Utilities Company which provides electric power for the city. "The construction of this new plant furnished work for many men and did much locally to relieve the unemployment so general over the country at that time."²²

Another major construction project during the Depression also involved the river. On May 30, 1936 a street dance was held to celebrate the opening of the new Jefferson Street viaduct. At 3,064.5 feet in length, this steel and concrete bridge was the longest in-state bridge in Iowa.²³ It arched from Main Street on the north, over the railroad tracks and river, connecting with Bardell Street at Cook Avenue (near the north end of the Church Street business district). Construction by the Wisconsin Bridge & Iron Company took over 16 months at a cost of \$600,000 (remodeling of the bridge in 1982-83 cost \$1.93 million).²⁴

Flooding had continued to be a problem. 1903 saw floods in Ottumwa three feet higher

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

than had been experienced in the flood of '51, reaching a crest of 19.4 feet. According to W.R. Daum,

The south channel seldom has any water in it now (1923) except when the river is at the flood stage, although one can readily see where it formerly was along the south side of what is now known as Baker's grove, which formerly was a part of Appanoose Island. There was enough water in the south channel during the flood of 1903 to float a battleship.²⁵

In June 1947 flood waters again struck Ottumwa, rising twice in eight days. The first time was on Saturday, June 7, when the river crested at 20.24 feet.

Through the Saturday night darkness the electric power failed; the city was without light or power which cut off the water supply. Ottumwa was a stricken city. The neighboring towns proved their neighborliness by responding to the appeal for aid. Drinking water, food, clothing by the truckload poured into the city. The personnel at the Ottumwa Naval Air Station, as in 1944, placed every man and facility in its command in the service of saving the city. Public health became a major problem and typhoid inoculation was ordered for every citizen. The damage was tremendous and lives were lost. Ten thousand were driven from their homes.... Hardly had the waters receded within their banks when another flood struck the city, as the weary people were in the act of cleaning up their homes and businesses. This time greater preparations were made. A sandbag barricade was erected from the bridge to Richmond Ave. to deflect the terrific current experienced in the first flood. The business establishments of the city and the residents who suffered previously took greater precautions in saving their property, merchandise, and household good. On Sunday, June 15th, at 6 a.m. the river crested at 20.04 feet, only .20 feet below the first flood and only eight days later.²⁶

The floods of 1947 caused the citizens of Ottumwa to take action. Plans were drawn for a massive river straightening project and levee system which would alleviate future flooding problems. At the same time the two federal highways which passed through Ottumwa were being relocated and widened. The highway and river projects worked hand in hand. The river project was totally locally funded; there were no state or federal dollars involved.

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA
WAPELLO COUNTY

Historic Contexts (continued):



CORNER MARKET AND MAIN—LOOKING WEST

First National Bank surrounded by flood waters in 1947.
Photograph from Disaster at Ottumwa, Iowa.

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

On June 1, 1955 the City Planning Commission issued a report, The Plan for Ottumwa, Iowa, Looking Ahead 50 Years. This included plans for the relocated highways, showing that U.S. 63 and U.S. 34 would intersect in the middle of Central Addition, the area which had become an island when the race was cut through in the 1870s. Central Addition had been covered with water during every period of flooding. The race was to be widened and straightened, while the old river channel (the ox-bow) was to become a controlled level lagoon. The first contract for the river widening was let in August 1956.²⁷ With the new levees along the widened channel, Central Addition would no longer be in danger of flooding. Plans released in September 1956 show proposed recreation areas to be created in Central Addition, an area to be renamed Greater Ottumwa Park. In addition to the intersecting highways, Wapello Street was to be extended south across the park and lagoon to connect with Ferry Street, creating a new north/south link for the community. It was estimated that it would be ten years before the park became fact because the river work and highways had to be completed first. Two new four lane reinforced concrete bridges were built across the Des Moines, one near the southeast corner of town (for U.S. 34), and the other as an extension of Wapello Street (U.S. 63). The U.S. 63 bridge opened in July 1964, while the new U.S. 34 bridge opened in early 1967. Greater Ottumwa Park today consists of 340 acres providing baseball and softball diamonds, tennis courts, trails for biking and walking, camp sites, shelter houses, boat rentals, and a new water park area. The flood prone island has become a major attraction, and the Des Moines River continues to flow through the center of the community.

The Des Moines River is one of Ottumwa's assets. It belongs to the city and its people, insofar as its uses are concerned, and its natural beauties are enjoyed by all, free of cost.²⁸

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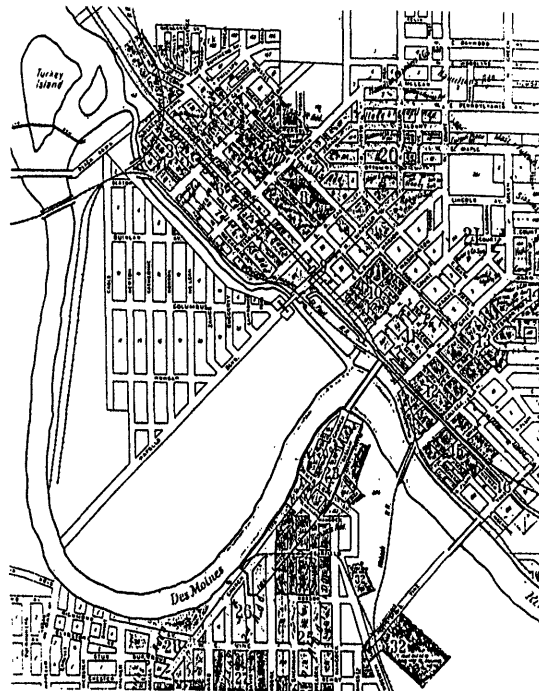
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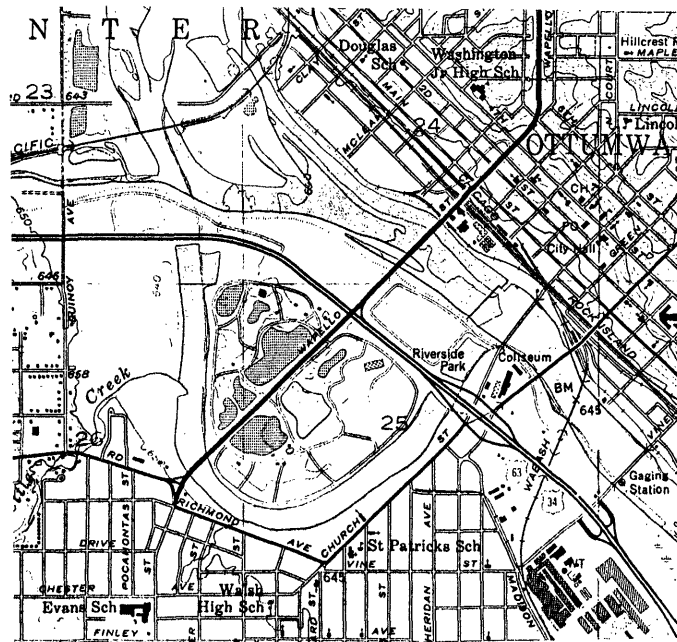
ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

TOP: 1917 Sanborn Map shows the race and Central Addition before widening and straightening.



BOTTOM: U.S.G.S. map shows the widened river, highways, park and lagoon.



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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

INDUSTRY: c.1860-c.1940

For the purpose of this document the period of significance for this context has been determined to begin c.1860 following the arrival of the railroad, and ending c.1940 just prior to the beginning of the "war effort" in local industries.

Industrial development came slowly to Ottumwa. The earliest industries were located directly on the riverbank, the saw and grist mills operated by David Armstrong, Joel Myers and Thomas Coffin at the foot of Market Street. Completed in 1846, these mills were to provide service to the people of the Ottumwa area for decades. Approximately half of the large lot was used as a mill-yard, with logs scattered about. People frequently assembled there for public meetings, or "for the purpose of passing leisure moments in conversation."²⁹ While it has been said that Tay Sinnamon operated a brickyard between Main Street and the river in the late 1840s, the first actual documentation of brick operations is the paragraph in the *Demoiné Courier* in July of 1854 noting that James Starnes and the Dibbles had their brickyards in operation.³⁰ It appears that there was little, if any, other industrial activity until after the arrival of the railroad in 1859. It is important to remember that Ottumwa was the western terminus of the tracks until after the Civil War. Ottumwa became the center not only of retail trade, but a major wholesale jobbing center as well. Small industries started up as supplies were now more easily obtained.

The first issue of the *Ottumwa Daily Courier* mentioned two local enterprises,

THE FOUNDRY – Messrs Drake & Spivey have the frame of their Foundry up and Mr. Drake returned a few days ago from St. Louis with a large amount of machinery for the same. Weather permitting they expect to be in full blast sometime in May. Success to the Foundry.

THE WOOLEN FACTORY – Messrs Zulauf & Knight are manufacturing some 100 yards of cloth per day, besides their other business. They are giving employment to a large number of hands, and in this and other ways are decidedly a public benefit.³¹

In 1866 B.B. Durfee and W.W. Pollard began making wagons in a small frame building on Wapello street between Main and Second streets. In 1885 Mr. Pollard was joined by James A. Belmont, with Belmont continuing the operation after Pollard's retirement in 1895. The old building burned about that time and was replaced by a single story brick to which a second story was added some time later. This building appears to be extant on the east side of Wapello at the alley between Main and Second. It was still identified as a wagon factory as late as the 1917 Sanborn map.

With the cutting of the race for the water works project in 1877 several industries located between this waterway and the railroad tracks. Included in this group were the Schaffer Ice

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

Company, Ottumwa Linseed Oil Mills, L.C. Cook steam flouring mill, and the Ottumwa Oatmeal Mill. Other milling interests were located in South Ottumwa, such as the Ainley Roller Mill, and the Home Milling Company, and later the L.T. Crisman Planing Mill. Changes along the river banks (both natural and man-made) have obliterated all signs of these early industries.

The development of the Ottumwa Water Works has been discussed in the Des Moines River context, and the 1859 arrival of the railroad was noted there as well. The Burlington and Missouri River Railroad was followed by the Keokuk, Fort Des Moines and Minnesota (later known as the Keokuk & Fort Des Moines, and commonly called the K.D.) which became part of the Chicago, Rock Island and Pacific system. A number of small railroads had stops in Ottumwa during the 19th century. In 1900 there were four major lines serving the community: the Milwaukee, Wabash, Burlington, and Rock Island. Today Ottumwa is served by two rail lines, the Burlington Northern with twenty freight trains and two Amtrak passenger trains a day, and the Soo Line with eighty freight trains a week.³²

The first telephone in Ottumwa arrived in 1880, two instruments connecting the owner's home and office. The Western Union Telegraph Company started a telephone exchange in Ottumwa in 1884, with approximately 100 telephones in service. Several different companies offered telephone service until 1914 when a consolidation was made and the Northwestern Bell Telephone Company came into being.

The Ottumwa Gas Light Company was organized in 1871. It produced gas from coal, and the major use was for lighting. As time passed, and the company changed owners, the use for gas changed also. Gas stoves, replacing old-fashioned wood burners, became an important consumer of the product.

The first two streetcars appeared on Ottumwa streets in 1881. These horse-drawn vehicles traveled from McPherson in the west end to downtown, then east to Cherry Street. In 1887 a line was started connecting North and South Ottumwa. It ran from the Ottumwa Cemetery (on North Court) to downtown, across the Market Street bridge, along Church and Ward streets, ending at the old Star School (corner of Milner and Mary streets).

After the Shea (1887) line started operation it was found that the two little mules had great difficulty pulling a car-load of passengers up Court hill, and in order to increase the power an auxiliary plant named Larry was installed to help pull the car on this portion of the line. Larry was hitched to the street car at the courthouse and when the car reached Marion Street he was unhitched and tied to a telephone pole to await the return trip of the car, when he was taken from the telephone pole, tied to the rear of the street car and unhitched at the courthouse.³³

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

The first electric system in Ottumwa was a private plant owned by the Palliser Brothers to light their own store in 1883. The following year a company was organized to provide commercial lighting to stores and downtown streets. In 1885 this company moved its equipment to the waterworks where the dynamos were operated by water power. "In 1888 W.R. Daum organized a company to build an electric street railway and electric light and steam-heating system. The first electric cars began operation on Thanksgiving Day, November 28, 1889, making Ottumwa one of the first cities in the United States to have electric street cars. It was also one of the first to have central station steam heat."³⁴ There was a great deal of rivalry between the two electric companies over the years. They were finally consolidated into the Ottumwa Railway and Light Company in 1906. In the 1920s this industry provided light and power service to Ottumwa and Agency, and wholesaled electricity to the municipal plant at Eldon and to the plant of the Iowa Electric Company at Fairfield, which in turn served Fairfield, Batavia, Birmingham, Hillsboro, Bonaparte, Lockridge and Oakland Mills.

Ottumwa boasted the varied industries of many other towns of its time, but several have been of paramount importance in the community's development, and these are the ones to be addressed here.

The major industry in Ottumwa for almost one hundred years was meatpacking.³⁵ There had been one or two pork plants in Ottumwa as early as 1860. This was a seasonal activity, only taking place in the cold fall and winter months. In 1877 an English packing company by the name of John Morrell & Company leased the old Ladd packing house and started production in Ottumwa. Thomas D. Foster, a grandson of the company's founder, had first seen the label "Mitchell, Ladd, and Co., Ottumwa, Iowa, U.S.A." as a young man watching bacon being unloaded in Ireland. It is said that he remembered the name because of the exotic sound of the town. Many years later Foster was to meet an Ottumwan (Capt. J.G. Hutchinson) during an Atlantic crossing. In 1877 he visited his friend in Ottumwa while looking for a site for a new Morrell & Company plant. After completing the trip through numerous midwestern cities, Foster decided upon Ottumwa as the location for the company's new packing plant. The rationale behind his decision reflects Foster's good business sense. He stated, "I chose Ottumwa because of the railroad facilities, the abundant water supply, the proximity to the raw product, the natural beauty of the city, and the friendliness of the people..... I never regretted the choice."³⁶

Although Morrell & Company began its killing, cutting and curing operations in the old Ladd facilities, the following year a commodious new building (three stories in height, measuring 96' x 160') was constructed. The growth of the packing industry in Iowa was rapid. By 1880 Iowa was the primary pork producer in the midwest. By 1928 meatpacking was Iowa's largest industry. As the city of Ottumwa and John Morrell & Company entered the decades of the 1880s and '90s, change would greet both. Packing operations pushed on and business steadily grew, bringing the company headquarters to Ottumwa from Chicago in 1888. The company withstood the financial crisis of 1893 because T.D. Foster had some helpful connections with Chicago financiers. That

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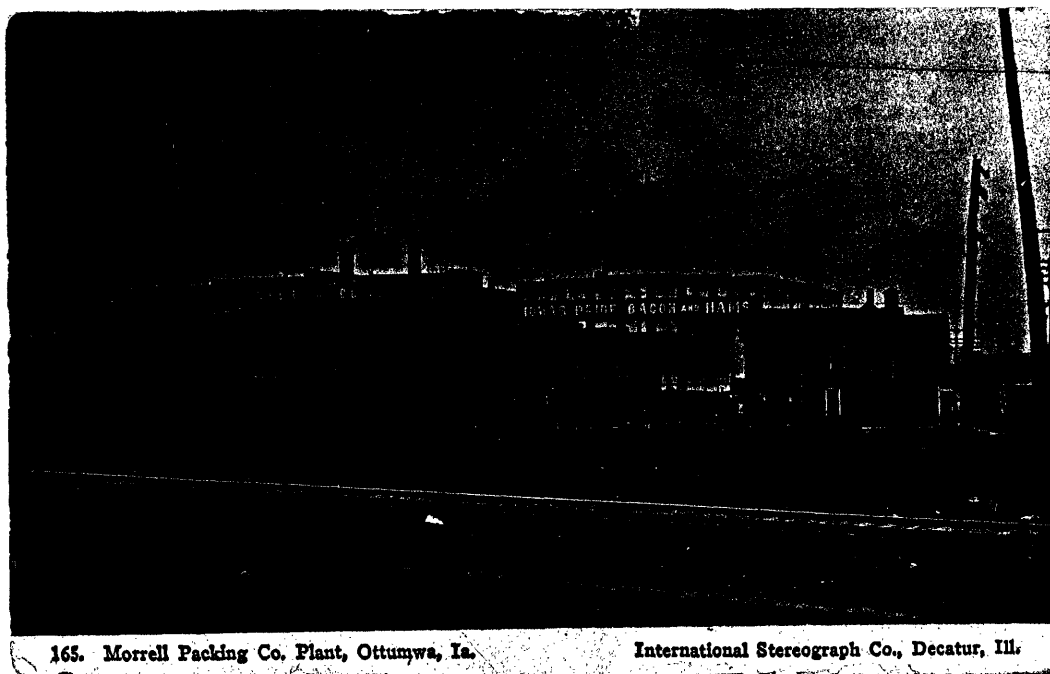
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WAPELLO COUNTY

Historic Contexts (continued):



Postcard of John Morrell & Co., 1908.

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

same year however, a disastrous fire destroyed the largest building at the Ottumwa site. Although Foster requested that the Ottumwa plant be closed and operations moved to Memphis, Tennessee, for some reason his request was denied. Foster then pursued a policy of plant modernization.

Construction and improvements moved on at the Ottumwa site while a new plant began operation in Sioux Falls, South Dakota. In 1903 the Yorkshire Creamery began operations in Ottumwa as the company moved into butter production and in 1909 a beef processing center was constructed. Prior to that time beef slaughter had been insignificant. By the time World War I began, Morrell & Company was thriving and would continue to do so during the war years.

Serious labor problems developed during the 1920s, with a massive three month strike in the fall of 1921. Following the strike the company took two steps to ensure stability among the workforce. First, it disbanded the American Federation of Labor, leaving the workers without union protection. Second, a policy of employee appeasement was implemented in an effort to prevent future organization of the laborers. Plant councils were formed, vacation pay was initiated, life insurance was made available, an increased emphasis was placed on the development of community spirit among the workers, and the Morrell Magazine was created to stimulate pleasant relations between management and labor.

A new machine shop and cattle stockyards were built. In 1930 a chemistry lab was established as research and development became essential to the company's success. Red Heart Dog Food was created in 1932 and proved so popular that an entire production facility was established in Ottumwa in 1936 for the product.

Production in Ottumwa skyrocketed during the war years as women and young men joined the industrial work force. Following the war however, new labor disputes developed, culminating in a major strike in June 1946. While meat consumption on a per capita basis was steadily increasing, changes in the meatpacking industry were also taking place. The shift in locations for meatpacking plants, automated technologies, and mass production techniques altered the face of the industry. As early as 1963 there was talk of the out-dated nature of the Ottumwa facility. When the company was sold to AMK in 1967 plant inefficiencies were obvious: the vertical technologies utilized were on the way out, meat was passed from building to building by truck, and each building possessed its own unique system of elevators and tramways. Changes made to the plant in the following years were primarily cosmetic in nature. The Ottumwa John Morrell plant which once had boasted over 3,500 employees, was permanently shutdown in June 1973.

The Morrell plant occupied almost 100 acres in the east part of Ottumwa, north of the Des Moines River and south of the railroad tracks with the main access to the plant from Iowa Avenue. Today, only a handful of the buildings remain due to two massive demolition projects in recent years. When the last major construction project was completed in 1941 the plant was a bustling compound boasting over sixty buildings. A brick Tudor arched gateway spanned the main entrance. The lawn in front of the Executive Office Building was manicured with privet hedge and a vine-covered garden wall. Major buildings in the complex (industrial as well as office) were designed by a Chicago architectural firm which specialized in cold storage facilities and meat packing plants (H.P.

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Historic Contexts (continued):

Henschein, and Henschein & McLaren). Morrell Pride products were shipped by both rail and truck to markets throughout the midwest. The plant was totally self-sufficient. It had its own heating plant, paint shop, car maintenance shop, and railroad spurs. There was no need for a blacksmith or cooper to open a shop across the street from the plant, because the packing house had everything it needed.

A pedestrian bridge across the railroad tracks allowed the plant workers to walk home without waiting until one of the many daily trains had passed. At one point 85% of the Morrell employees lived in the area near the plant. Whole residential neighborhoods grew up because of Morrell, with a small business district, schools and churches. The impact of the plant did not stop there. The Morrell and Foster family residences dominated the most prestigious neighborhoods. Local institutions such as the Y.M.C.A. and Y.W.C.A. were established and supported by these families. John Morrell & Company impacted almost all areas of life in Ottumwa.

Another major force in 19th century Ottumwa was the Johnston Ruffler Company which was established in 1872. It was described in 1878 as,

Probably the largest manufacturing establishment at Ottumwa is the Johnston Ruffler Co., and the Ottumwa Iron Works, the former being an incorporated company, comprising as members Allen Johnston, A.G. Harrow, J.T. Hackworth, W.T. Major; the Iron Works composing the same members, yet the enterprise not being an incorporation. Their works were all built in 1872, with a capital stock of \$24,000 in each company -- a total of \$48,000. The buildings, which occupy a total space of 165 x 195 feet, and the grounds included, cost \$20,000; the machinery, \$15,000. The Companies employ about sixty-five hands. This factory is the only one of the kind at Ottumwa. It is run by steam-power. The province of this Company and corporation covers every class of foundry and machine work, besides sewing-machine attachments. The enterprise of the gentlemen comprising the firm has, through incessant labor, placed this manufactory on a footing second to none and equaled by few in the State.³⁷

H.L. Waterman noted in 1914 that the company manufactured "a ruffler and other sewing machine attachments (all inventions of Mr. Johnston), which immediately became necessary parts of every sewing machine wherever made or used."

After many successful years, the Ruffler Manufacturing Company sold its entire equipment of the ruffler works to the Greist Manufacturing

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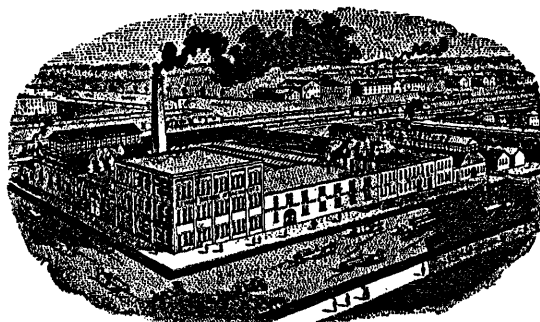
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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA
WAPELLO COUNTY

Historic Contexts (continued):

...Ottumwa Iron Works...

OTTUMWA, IOWA,



—MANUFACTURERS OF—

Improved Hoisting Engines and Mining Machinery,

CONSISTING IN PART OF

Hoisting, Hauling, Prospecting.

Sanitary Engines, Steam Boilers,

Box Car Loaders, Gravity Inclines,

Coal Handling Machinery, Cameron Steam Pumps,
And Machinery Supplies.

BUTTE, MONTANA.
SALT LAKE, UTAH.

—WESTERN AGENCIES:—

(c)

ANACONDA, MONTANA.
SAN FRANCISCO, CAL.

Advertisement from Ottumwa '98, '99, 1900.

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

Company, of New Haven, Connecticut. The Ottumwa Iron Works then began the making of machinery on a large scale. Among the concern's products are electric hoists, gasoline locomotives, stationary engines, coal cars, with roller bearing wheels, etc. The company has mammoth shops, consisting of a foundry, forge shops, machine shops, and a huge traveling crane. The Ottumwa Iron Works ranks high among the big industrial concerns of the country and gives employment to a large force of men.

The Johnston & Sharp Manufacturing Company has a large plant just west of the Church Street bridge, in south Ottumwa, where is made ball bearings, ball bearing sheaves, hollow steel balls, hollow brass balls, star furnace pulleys and mouse traps. The concern gives employment to about forty people. In the same building is the Johnston Pressed Gear Company, manufacturers of pressed steel gears.³⁸

By 1923 the Ottumwa Iron Works was considered one of the five big companies in the country manufacturing large mine hoisting equipment. "Today (1923) the company holds a number of patents on electrical controlling devices. An entirely new, practical and economical advance was made several years ago.....in the perfection of the cylindro-conical drum for hoists, which revolutionized hoisting in mines where it is adaptable"³⁹ The company's products were sold throughout North and South America, South Africa, and Australia.

The truly significant aspect of the Johnston Ruffler, Ottumwa Iron Works, and Johnston Pressed Gear Company is that each was based on the inventions of one man, Allen Johnston.

Honored by many as the most remarkable man in Ottumwa, Allen Johnston, creator of nearly a hundred and fifty useful inventions is a quiet, energetic, agreeable man who has not made a fortune from his labor, but his has been the insuperable joy of creating that which make the everyday life of the masses more comfortable....It is the inventor's lot to add the common touch. Devices to bring fine garment ornamentation within the reach of all by taking it from the class of tedious and costly handwork, machines for the manufacture of cutlery, the pressed gear for lawn mowers, the hollow "ironies" with which the children play marbles and a number of other creations which play their part in the daily lives of millions are the work of Allen Johnston of Ottumwa.⁴⁰

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

Johnston had been born and reared on an Ohio farm, with little formal schooling. Even in his youth he was intrigued by developing new and easier ways of doing things. At the age of nineteen (in the late 1860s) he came to Ottumwa to study dentistry in the office of his brother W.T. Johnston, who was also a sewing machine agent. Allen began experimenting and soon developed an embroidery attachment for which he and his brother took out a patent. Although they contracted with a Chicago firm to make the attachment, the joint effort was not successful. The one thing that Johnston did get out of the temporary arrangement was some machine shop experience. Shortly after this Johnston invented the ruffler attachments for sewing machines. The brothers set up production of the device, but demand soon exceeded their capacity. With the help of other young men (J.T. Hackworth, W.T. Majors, J.G. Hutchinson, and A.G. Harrow) the Johnstons were able to set up a factory to produce the ruffler. This combined effort was to have long term effects on the city of Ottumwa. The men involved with the Johnston Ruffler were later to sit on the board of directors of almost every major business and industry in the community. It was while Hutchinson was traveling on Johnston business that he met T.D. Foster and encouraged him to visit Ottumwa, leading to the local establishment of John Morrell & Company. Allen Johnston remained active in his various enterprises until an advanced age. "It isn't the man in the office or the wealthy man who invents things, but the man who is close to his job," he once explained to a visiting Englishman.⁴¹

The Ottumwa Iron Works building was located at the southwest corner of Wapello and Second streets and the other Johnston factory buildings were in South Ottumwa near the Armory (Coliseum). The buildings are gone, but Allen Johnston's large brick residence is a landmark in the community.

Another Ottumwa inventor was responsible for three major manufacturing plants in the community. Martin Hardscog was born in Germany, and brought to this country by his parents at age six. The family settled in Agency. At age fifteen he apprenticed to a blacksmith, and set out on his own three years later. Finding no opportunities in Ottumwa, he went on to Happy Hollow, a coal mining camp about five miles to the west. He worked with a blacksmith by the name of George Thornton who paid him off with a set of tools and a bellows. With these Hardscog was able to establish his own business. Part of the time he worked in the mines, and later in a rock quarry, all the time gathering experience on tools and how to improve them. In the 1880s he decided there was greater opportunity for him in Ottumwa and moved his business here.

"You've got to rough it to get on top," Martin Hardscog declares as he relates how he carried his first rock drill through the snowbanks of Colorado and lived among the rough miners while he was personally demonstrating his invention. When he told one mine superintendent that he could drill a hole in solid rock six inches deep in one minute the engineer thought he was crazy and asked to be shown. After his demonstration, he was convinced.⁴²

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Historic Contexts (continued):

This was the beginning of the Little Wonder Drill. It was used in the coal mines of southern Iowa and later was introduced into the anthracite coal mines of Pennsylvania. On the recommendation of another salesman, Ben Work of Ottumwa took the Little Wonder Drill to New York to interest the engineers building the new subway system. Through a curious set of circumstances he met an engineer with Ottumwa connections. Following his demonstration the engineer placed an order for a large number of drills for use on the subway project and ultimately on other major New York projects.⁴³

Hardscog's first Ottumwa plant was located near the foot of Vine Street. This building was destroyed in a fire, and the new factory was built in the western part of the city, between the railroad tracks and the race. In the following years another large brick building was built a block or so farther east. In addition to the Little Wonder Drill, Hardscog Manufacturing produced miners' pants, caps, oil lamps, and later electric and carbide lamps. The two brick plant buildings are extant, as is the Bungalow-style home of Lester Hardscog who succeeded his father as the head of Hardscog Manufacturing.

In 1901 four men formed a partnership for the manufacture of a framing square (carpenter's square) on which Moses Nicholls, a carpenter, had secured a patent. The four men were Nicholls, Martin Hardscog, T.F. Norfolk, and A. Wheeler. Hardscog bought out the shares of Nicholls and Wheeler, while his son Fred purchased the stock of Norfolk. Ultimately the younger Hardscog obtained his father's shares as well. Nicholls Manufacturing was one of only five factories in the United States which made such squares and had an annual production of 55,000.⁴⁴ The factory was located in a building at the northwest corner of Wapello and Second (non-extant).

Coal mining was a major activity in the Ottumwa area, with Wapello County leading the state in production in the 1880s. The coal mining industry produced some towns which have long since disappeared. When mines played out the miners often literally picked up their houses and moved on. There were some coal mines were located in what is now Ottumwa proper, but most were in other areas of the county. The mining companies often maintained offices in Ottumwa. The Little Wonder Drill is a direct outgrowth of this industry, as is the Ottumwa Box Car Loader Company.

Henry Phillips, with his father Ira, was a pioneer in the coal business, establishing the Phillips Fuel Company. In 1899 Henry Phillips and W.E. Hunt invented a machine which would load coal into box cars without breaking and smashing it. They originally started production of this machine at the Union Iron Works, but the City of Ottumwa donated \$2500 to build a new plant. This 75 x 160 foot brick building is located on West Second Street at the Milwaukee tracks.⁴⁵ Originally this was the only company in the country engaged exclusively in the manufacture of box car loaders. In later years the plant expanded into the production of steel tipples, shaker screens, self-dumping cages, and car hauls.

Another coal-related business must be noted briefly. The American Mining Tool Company was formed in 1906 and was located on East Main Street between Ash and Elm. The long slender

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA
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Historic Contexts (continued):

Phillips Fuel Co.

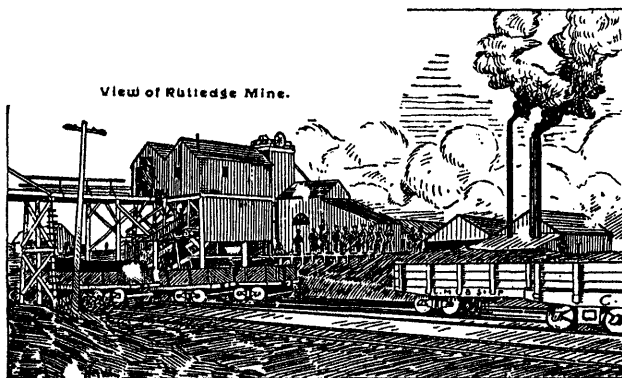
OTTUMWA, IOWA.

MINERS AND SHIPPERS OF RUTLEDGE



MINES ON C. & N. W. RY.

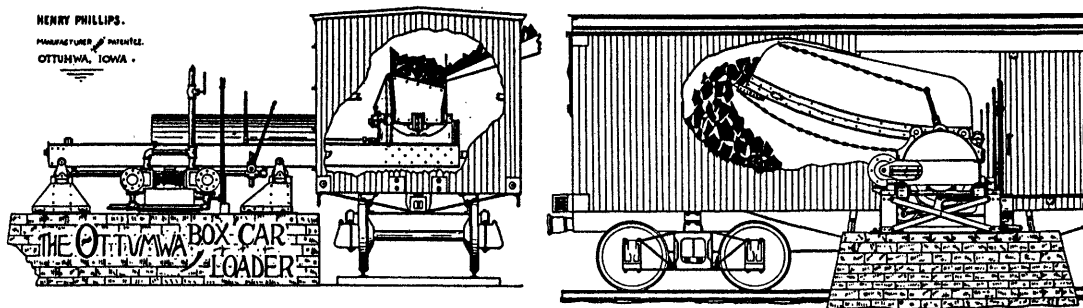
View of Rutledge Mine.



The Ottumwa Box Car Loader.

The best and only practical coal loader on the market. It conveys the coal instead of throwing it, as is done with other loaders, and thus avoids breaking the coal and cars. Full particulars and description furnished on application. Correspondence solicited. HENRY PHILLIPS, Ottumwa, Iowa.

HENRY PHILLIPS.
MANUFACTURER & PATENTEE.
OTTUMWA, IOWA.



(59)

Advertisement from Ottumwa '98, '99, 1900.

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Historic Contexts (continued):

brick plant buildings were adjacent to the railroad tracks. This company produced miners' tools and clothing. Although there are buildings of similar dimensions on this site today, they are covered with modern cladding and it has not been determined if these were part of the original complex.

An outgrowth of the coal mining industry in this area was the construction and promotion of the famed Ottumwa Coal Palace in 1890-91. This was basically a mammoth exhibition building to promote not only the coal industry, but all of the other industries and businesses in this multi-county area. This building will be discussed more fully in the Architecture context.

Around 1890-1900 there were two major bridge companies in town. The Ottumwa Bridge Company was a sister enterprise of the Box Car Loader Company. In August 1890 one of the local newspapers noted,

The Ottumwa Bridge Co. is doing a great deal of good for themselves as well as Ottumwa, the orders received by them daily attest. This week they have received orders for a number of bridges, among them two forty foot iron structures to go to Glenwood; also a sixty foot bridge to the same place, and a 100 foot bridge to Page County. Everything about the establishment gives evidence of prosperity, and lots of it. The company is working on twelve iron bridges at present. Have twelve men at work and may increase the force soon.⁴⁶

The other firm was Fair, Williams and Company. The Ottumwa Daily Democrat mentioned in 1888 that it was the producer of all kinds of bridges and special agricultural implements such as potato planters. Two years later the paper noted that the company was preparing plans and figures for the proposed new bridge at Vine Street.⁴⁷ Ultimately it was Fair, Williams and Company that received the contract and built the Vine Street Bridge (non-extant).

Brickyards were among Ottumwa's earliest industries, and they played an important role in the community until the late 1980s. The largest, and most prominent, was organized as the Ottumwa Brick & Construction Company in 1888. This plant, located on a large tract of rich clay at the western edge of the city, produced common brick, paving, vitrified and hollow brick, as well as tile and fireproof material. D.F. Morey was one of the original organizers of the company, and he attained the position of major stockholder, changing the name to Morey Clay Products. Morey designed and built a continuous kiln, that was at one time the largest in the world. This brick plant employed well over 100 persons and had an annual production of 50,000 tons of building brick and tile.⁴⁸ This plant was probably responsible for the large numbers of brick residences which are found throughout the community.

The production of farm implements has been a long-time industry in the community. The Bauer & Kiester Plow Factory was founded about 1868 with sixteen employees. Their capacity was "eight plows per day, bright and shining from the tip of the colter to the handles."⁴⁹ By 1878 this

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Historic Contexts (continued):

business was more involved with wagon making than plows.

In 1899 the Janney Manufacturing Company opened in Ottumwa. Located next to the railroad tracks on East Main Street between Ash and Elm the factory manufactured the Janney Common Sense Corn Husker and Fodder Shredder, the Janney Corn Planters and Grinders, and other agricultural implements and machinery. It employed about 150 people. This firm was not in Ottumwa very long, and the plant buildings were apparently taken over by the American Mining Tool Company.

Joseph Dain, an inventor of hay implements, undertook their manufacture in Carrollton, Missouri in 1882. The name of the business was the Dain Mower Company. A number of businessmen in Ottumwa became familiar with Dain's products and offered financial incentives for him to move his operation here. Ground was broken for a large plant in South Ottumwa (near what had been Appanoose Island), and in the spring of 1900 several hundred employees began producing the "Great Dain Line" of hay tools. By 1914 the plant was producing an average of ten to twelve carloads of equipment per day. The Dain was purchased by John Deere and Company in 1910. Joseph Dain became a vice president of Deere and moved to the Quad Cities in 1912. Even though it has been part of Deere and Company for decades, as recently as the 1960s people spoke of working "at the Dain" and many of Ottumwa's older citizens continue to refer to the John Deere Ottumwa Works in that manner. Today it is the city's largest employer.

Ottumwa was the home of a more unusual industry from the 1880s through 1953, cigar making.⁵⁰ Interestingly, the man who started it all was Daniel F. Morey, later of Morey Clay Products. He opened a small cigar factory in 1871 to meet local demand. His success was duly noted, and soon a handful of other cigar factories were in business. By 1878 the value of cigars made in Ottumwa reached \$52,000. Ottumwa's cigar factories accounted for ten percent of the total value of products manufactured in the city. In 1879 there were five cigar manufacturers in town. Most employed a dozen or fewer employees, and some operated out of the owner's home, while others were headquartered on the second or third floor of downtown commercial buildings. Many people who would later start their own cigar factories learned the process during the early years. The industry grew fairly slowly until 1890 when there were eleven factories in the city. There was a need for boxes in which to package the local cigars, and in 1888 the first wooden cigar box factory opened in Ottumwa on East Main. Two years later a new two story building was built at 410 S. Green (now 708-710 Church Street) in South Ottumwa. The cigar box factory employed twelve people and produced up to 1,000 boxes a day.

The heyday of cigar making in Ottumwa was from 1890 until the mid 1920s. Well over 400 people were employed in the industry on a regular basis from just after the turn of the century until the early 1920s. In 1899 there were sixteen cigar manufacturers. During the next twenty-five years the number of manufacturers declined, but the companies were larger, employing more people. Nearly one-half of the cigar makers in 1910 were young, unmarried women living at home with their parents. In those days, the cigar industry provided many young people with their first jobs

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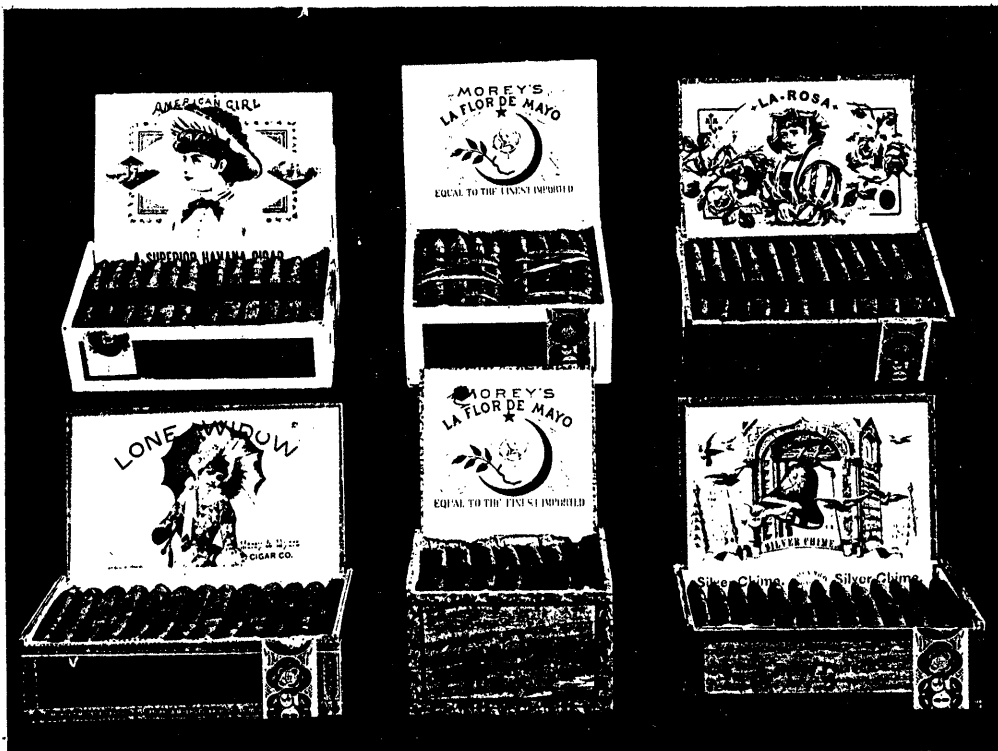
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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

- like the fast food industry today.

In the early days the heart of the cigar manufacturing industry was centered in downtown Ottumwa, in the 200 block of East Main and the 100 and 200 blocks of South Market. The larger factories (such as Morey & Myers, and Julius Fecht) occupied entire buildings while some of the smaller ones were located above ground floor retail stores.



Products of the Morey & Myers Cigar Co.

Advertismet from Ottumwa 1889 Illustrated.

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Historic Contexts (continued):

Cigar making was labor intensive. Salesmen traveled the country promoting the products and taking orders. In the factory everything was done by hand, and there were strippers, cigar makers, packers, shippers, foremen, time keepers, bookkeepers, stenographers and salesmen. The tobacco would arrive at the factory in large bales. Much of it was imported from Cuba (Julius Fecht of Three Star Cigars had a partner in Cuba who supplied him directly). The highest quality, largest leafed tobacco was used as an outside wrapper on the cigars, while the lesser quality was used to make the cigar's core or "filler". This filler tobacco sometimes came from Pennsylvania.

The cigar manufacturing industry began to wane in the mid 1920s. By 1929 there were only four cigar manufacturers left in Ottumwa. The Ottumwa Cigar Box Factory closed down that year. Three cigar firms struggled through the Depression. The Julius Fecht Cigar Company was the last manufacturer in Ottumwa, closing its doors on December 28, 1953, after seventy years in business. Today, only two buildings remain from this once thriving local industry, the cigar box factory on Church Street, and Julius Fecht's factory at the corner of Main and Marion. On each building can be seen the faint shadow of the advertising signs painted on their exterior walls so long ago.

In the 19th and early 20th centuries the logical place for industries, both large and small, was along the river and adjacent to the railroad tracks. Today, industry builds near highways and airports. This "new" pattern of industrial development is just as visible in Ottumwa today as the "old" pattern was forty years ago. There are few visible signs of most of the industries discussed here. The Dain (John Deere Ottumwa Works) remains an active part of the community, but the early buildings have been covered with modern cladding. A scattering of Morrell buildings gives no idea of what the complex once looked like. Progress in general, and urban renewal specifically, have left few of the brick buildings standing. In downtown Ottumwa all signs of the cigar industry have been obliterated except for the Fecht building. The entire area between the river and the railroad tracks was leveled, except for the two buildings belonging to Hardscog Manufacturing. Just to the west of that area, along Second Street, can be seen the brick street car barn, and across the tracks, the Ottumwa Box Car Loader building. The Ottumwa Iron Works and Ottumwa Mill Works, and Nicholls Manufacturing all fell to urban renewal or fire. The impact of these varied industries can be seen however as you drive through the community. There are neighborhoods of small, worker, houses not far from both Morrell and Deere, and throughout much of the west part of Ottumwa as well. The large houses of the industrial leaders grace the bluffs above the river, and medium size houses fill in the spaces in between. There are still a few signs of neighborhood shopping areas, and elementary schools still dot the city map (although all the pre-1940 elementary buildings have been replaced by new ones). While the oldest churches are still to be found near the downtown, others illustrate the growth that occurred near the factories. It is not difficult to see how Ottumwa's physical appearance was driven by industrial development.

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

ARCHITECTURE: c.1850–c.1945

For the purpose of this document the period of significance for this context has been determined to begin c.1850 with the construction of the first "permanent" houses and buildings in Ottumwa, and ends c.1945, just prior to the post-WW II construction "boom".

The architecture discussed in this context will not necessarily be that which was typical of the community at any one time. Instead, it will be the houses and buildings which were documented in some way. These are the ones that people think of when you mention early architecture. There were hundreds, perhaps thousands, that were never mentioned in the newspaper, and never photographed. It is not the vernacular architecture of Ottumwa which is being considered.

There was little "permanent" construction in the town of Ottumwa until around 1850. Although there had been at least one brickyard in operation for several years, it appears that these bricks were used primarily for a few commercial buildings, and these were not necessarily well constructed. Of the commercial buildings constructed prior to 1870, few, if any, remain, and the integrity of any remaining has been greatly impaired.

It has been said that Thomas Devin's two story brick residence on Second Street (on the lot east of the present Courier building) was one of the first brick houses in the community (1854),⁵¹ and it certainly would have been one of the finest. Historic photos show this to have had a symmetrical five bay facade, low pitched hip roof and bracketed cornice. This was considered impressive enough that it was used as the home of the prestigious Wapello Club for about twenty years around the turn of the century. Early photographs show other two story houses in the block of Second, sharing a common set back, and all with fences separating them from the street. These houses were replacing the simple small houses originally built as settlers arrived in the community. As the town took shape, the retail and industrial buildings grew up primarily along the riverbank, with the houses to the east, west, and north toward the hills. The newspaper in the late 1850s seemed delighted to be able to report on all the new residential construction taking place in the growing town,

July 28, 1858...C.G. Packard is engaged upon a cottage residence on the bluff.....James S. Major has a residence in a forward state, on a sightly spot, on the west hill....

August 19, 1858...The dwellings in progress are too numerous to mention. On Market Street, Mr. Jackson is putting up a two story dwelling...On top of the bluff, Mr. Campbell has a neat brick residence in a forward state. On Second Street, in the eastern part of the city, Mr. Charles F. Blake is completing a beautiful cottage, costing some \$2,000....

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):

August 26, 1858...We neglected to mention last week the fine two story brick residence of A.L. Graves at the corner of Front and College Streets, the outside of which is just being completed. It is a valuable acquisition to that part of the city.

Classified ads that same month listed one architect in Ottumwa – "Morris Sowers (Architect and Builder), Enquire at the mill of Hunter, Sower & Co., or of Devin & Brother." There was enough construction taking place on the hills that work needed to be done on Court Street.

Extension of Court Street. Marshal Myers has had a large force at work the past week opening Court Street up the Bluff. An easy grade has been secured, and they are making a fine piece of work of it. The road bed is being graveled which will insure a hard and smooth track in all seasons. This is an important and very desirable improvement.⁵²

The residential construction "on the Bluff" continued into the 1860s, with the Ottumwa Weekly Courier reporting each new venture.

March 29, 1860...The residence of J.H. Merrill, Esq., on the Bluff, is up and enclosed. The site is one of the most beautiful in the city.

June 28, 1860...mentions houses "on the Bluff" for Mrs. Spaulding and John D. Devin.

August 23, 1860...Cary Inskeep is building a fine residence to cost \$1,400 on a beautiful site on the Bluff on Jefferson near Fifth.

May 8, 1861...Catholic Church walls going up, to cost \$10,000 (this is the stone Church of the Visitation at the corner of Fourth and Court, site of present St. Mary's).

May 29, 1861...Residences being built on the Bluff for J.W. Dixon, T.C. Woodward, Dr. Thrall, and M.J. Williams.

April 3, 1862...New Improvements, H.B. Hendershott will build this season at Fifth and Market.

April 23, 1863...notes J.W. Edgerly's residence on the Bluff.

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Historic Contexts (continued):

Of all of these early houses, the only one that has been identified as being extant is Charles Blake's \$2,000 "cottage". This is located at 607 East Second Street, east of the business district, at the crest of a hill. Originally a Gothic Revival design, it was remodeled shortly after 1900 by the Joseph Dain family and today has a number of Neo-classical elements. The house at 227 E. Fifth is said to have been built in 1858, and recent research verifies a date of 1857/58. Photographs are available of many of the other homes, notably those of Hendershott, Edgerly and Merrill which were located on the north side of Fifth Street between Market and Green. Each of these was Italianate in style, with the Merrill house featuring an Italian villa tower. The Italianate style was reflected in almost all of the large early residences, even farm houses. The Courier of January 7, 1864 mentioned the new residence of N.C. Hill on his farm north of the city, and described it as a brick building, two stories high, the main block being 26' x 33', with a rear wing one and one half stories, 16' x 20' with a porch. "One of the finest residences in the county." This same house is featured in the 1875 Andreas Atlas and is shown to be a typical Italianate cube of the period. Today this "farm house" is well within the Ottumwa city limits.

Development continued to take place "on the Bluff" during the 1870s, with the Italianate style continuing to be the most popular. The John C. Fisher and H.A. Zangs houses in the 100 block of West Fifth are outstanding brick examples of the style, while the S.L. McGavic residence at 328 East Fifth is a fine example executed in wood. As the decade progressed houses were built higher and higher up the hills, following Market to Court Street. Two fine brick residences were built on East Court within two years of each other. The first was for Dr. C. C. Warden, pioneer physician who became a dealer in dry goods. His house must have been completed during the nation's centennial year, as a block of wood found in the newel post bears the date "7/17/76" and the names "H.C. Rees, Jas. P. Rees". Historic photographs of this two story brick house show it with a central Italianate tower rather than the two story portico seen today. Directly across the street was another very elegant two story brick Italianate residence (non-extant). A clipping from an 1877 Courier noted that architect Benjamin Bartlett of Des Moines was designing a house for S. Mahon across East Court from Warden. Samuel Mahon was wealthy businessman who could well afford to import an architect from out of town. Bartlett had several commissions in the city during this period. He designed the Congregational Church on Fourth Street, the First Baptist Church, and Lincoln School. None of these buildings are extant.

The First Methodist Episcopal Church, from 1882, was designed by architect F.M. Ellis of Marshalltown. Although it is extant, it has been altered over the years by additions and the application of stucco scored to look like stone. Originally the church was of dark red brick with stone trim. It features two asymmetrical spires and Gothic arched windows. Located at a prominent corner, Fourth and Market, the church is a highly visible historic structure.

A local architect, Edward Clark, was responsible for at least two houses that located "on the Bluff" and on "Court Hill". The first is the two story brick with tower that he designed for inventor Allen Johnston in 1882. Located at the corner of Court and Marion Streets, this house has been a landmark for decades. Originally a High Victorian Italianate design with two rather delicate

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Historic Contexts (continued):

front entry porches, Johnston altered the appearance around 1900 with the addition of a wrap-around porch with Neo-classical posts. This house remained in the family until the late 1960s and the integrity level is outstanding.

The other house that has recently been identified as a Clark design is known as the Congregational Parsonage. It is located in the middle of the Green Street hill, between Fourth and Fifth streets. A single story brick with a Mansard roof, the house was designed for W.E. Chambers. It was trimmed with stone, faced with pressed brick, had a slate roof, was fitted with gas, had hot and cold water, and a bathroom. The cost was to be \$3,200 and it was under construction in 1883.⁵³

Little is known about Clark. He appears to have come to Ottumwa from Des Moines in 1879, and stayed until 1888. In addition to houses, he also designed commercial buildings, churches, and schools. He had commissions in Agency, Eldon, Birmingham in southern Iowa, and several in Trenton, Missouri.

From an early date Court Street was a major north/south thoroughfare. The Ottumwa Cemetery had been established at the far north end of Court Street in 1857 (graves were moved from the old cemetery on East Court in the 1860s). As early as 1887 the streetcar connected the cemetery with downtown Ottumwa and South Ottumwa. In 1886 the cemetery Board of Trustees discussed the need for a receiving vault. They decided that it was a good idea and "that it should be of such ornamental and substantial character as to be a credit to the cemetery."⁵⁴ It was agreed that the vault should be at the east side of the deep ravine near the south fence. This deep red brick High Victorian eclectic design dominates the area. An iron fence was erected in 1896 enclosing the cemetery. Today this fence runs along the Court Street perimeter as far north as Mistletoe, and wraps around the corner to the south along Park. A massive stone gateway was built at the Court Street entrance in 1905 in memory of John W. Edgerly, Jr. Designed by Ottumwa architect George M. Kerns, this gateway matches the nearby 1906 office and chapel of Bedford stone with Gothic arched windows.⁵⁵ This group of cemetery structures retains a high level of integrity.

Major construction on Court from 6th Street (the big curve) north appears to have started in the early 1880's with the Allen Johnston and W.T. Harper houses. In July 1888 the Ottumwa Democrat noted two new houses of importance. "The new residence of W. C. Wyman is a credit to Ottumwa" and "Dal Elliot's new home on Court Street is one of the prettiest places."⁵⁶ When Ottumwa Illustrated, the first book containing photographs of the city was published in 1889, the Wyman house was one of these represented. It was unusual due to the gambrel roof, and the U-shaped veranda across the facade. The house looks directly down Court Street toward the river and must have had a wonderful view. On August 3, 1890 the Daily Democrat noted that the Wymans and Elliots hosted "the event of the season, a lawn fete for 400 guests...." Lawns of both houses were said to be brilliantly illuminated by scores of oriental lanterns, and a platform was erected between the two houses where ladies were received."

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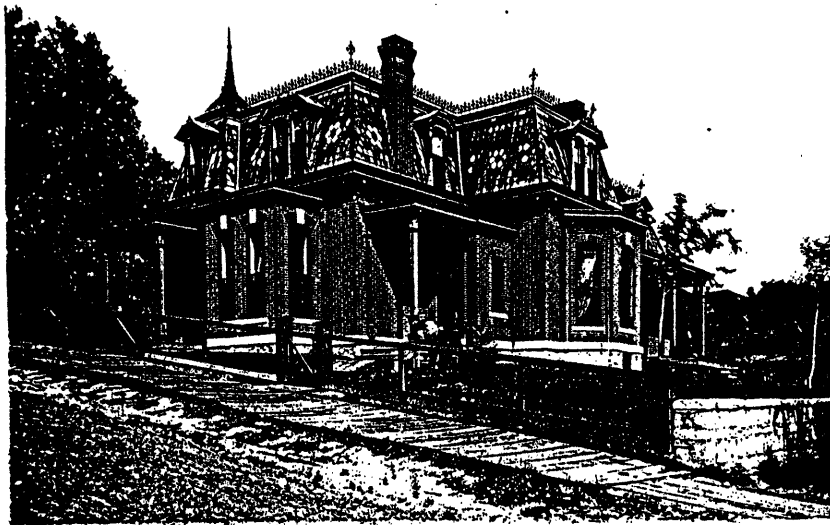
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Historic Contexts (continued):



Parsonage of the Congregational Church, (ALBERT L. SWALLEY, Pastor.)



Residence of W. C. Wyman.

Both photographs from
Ottumwa 1889
Illustrated

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Historic Contexts (continued):

Ottumwa was described as "a thriving city of 20,000 souls" in 1888.⁵⁷ A new brick Gothic Revival Presbyterian Church was under construction at the corner of Fourth and Washington streets. The church was designed by Foster and Liebbe of Des Moines, and the masonry work was done by George Withall. (This church was demolished in 1926.) Construction was starting on the new Union Railroad Depot at the foot of Washington. J.A. Stuart & Co. of St. Louis was awarded the contract to build the depot, at a cost of \$100,000.⁵⁸ The depot was to be finished by December 1. This red brick Romanesque style building was designed for the C.B. & Q. by Chicago architects Burnham & Root and featured a five story tower. Ottumwa was a division point on the C.B. & Q., so the depot served not only passenger and freight purposes, but also had the division offices located on the second floor. This depot was in use until 1950, when portions of it were demolished and the rest was encased in the present "modern" stone depot building that now serves as the Wapello County Historical Society Museum, with both rail and bus facilities on the first floor. The present building was designed by Holabird, Root & Burgee, the descendants of the architectural firm of Burnham & Root.

General James B. Weaver of Bloomfield sat on the Senate committee that authorized \$40,000 for the construction of a "public building" in Ottumwa.⁵⁹ The president approved the appropriation in August 1888. This red brick building, with a resemblance to the Union Depot, was built at the corner of Third and Court, on the east side of Central Park. Completed in 1889 this was to serve as the Post Office until 1910. Although it has not been documented, it is believed that this building was designed by U.S. Treasury Department architects. Following its completion the people of Ottumwa, and the publisher of the Democrat, took a good look at the "alleged" park in front of the new Post Office and declared it "disgraceful." It was suggested that a little time and money could make great changes....repair or remove the fence surrounding it, cut and water the grass, weed out the tree growth, and fix the bandstand. The city council concurred, and instructed the street committee to work on the area now known as Central Park.

1889 was also the year that saw the construction of the new Ottumwa Opera House at the corner of Main and Jefferson streets (non-extant), and building of the Electric Street Railway.

The Electric Street Railway was formally opened yesterday afternoon, when, by invitation of the President, W.R. Daum, two cars were filled and started from the office of the company on Market Street. A trip was made over the entire lines of the road.....the Railway, Electric and Steam Company have spent in the neighborhood of \$200,000 in the plant.....Our citizens cannot too fully appreciate this plant. It is a grand and glorious improvement for Ottumwa.... There is none of the many improvements in Ottumwa during the last few years that will add to our prosperity and reputation more than this one. Ottumwa is the fourth city in Iowa to adopt this improvement....⁶⁰

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Historic Contexts (continued):

The electric streetcars were to play a very important role in Ottumwa's development for the next forty years. As the community grew, the car lines were extended to reach the new areas. The cars went to, or close to, all of the city parks and were the major mode of transportation for many of the citizens. The major north/south line ran up the center of Court Street, first as far as the cemetery, and in later years to Grandview. The streetcars left the cemetery every twenty minutes, and the running time between the cemetery and Market Street was ten minutes.

1890 was an important year in Ottumwa's physical and economic development. The school board was taking bids for the completion of the new school building in Highland Park (Hedrick School, non-extant). The Y.M.C.A. was to have a fine new building constructed at the corner of Second and Washington. Excavation for the foundation began in June of 1890. The brick building, complete with a tower, was designed by the architectural firm of Foster and Liebbe. This was one of at least four major contracts this firm had in the city within a ten year period.

The most significant development during the year was the promotion and construction of the Ottumwa Coal Palace. This exhibition palace was similar in concept to the Corn Palace in Sioux Falls, South Dakota, and the Blue Grass Palace in Creston, Iowa. It was the brainchild of Peter Ballingall, Henry Phillips and Calvin Manning. While it was meant to showcase the area's rich coal deposits, it was also to promote the other industries in the multi-county region. It took two years to create support for the project and to sell enough shares to raise the \$30,000 needed for construction. 395 people bought shares worth \$5 or more to help with the project. The massive building was designed by architect Charles P. Brown of Sioux City. William Reece, local contractor and architect, was in charge of construction. This temporary structure was 230 feet long by 130 feet wide, with a 200 foot central tower. It contained 800,000 feet of lumber and was veneered with a combination of real blocks of coal and papier-mache made to look like coal. The style can best be called a combination of Gothic and Byzantine. The Coal Palace was built next to the railroad tracks, just west of the Union Depot, at the foot of Marion Street. Construction appears to have started in July 1890, and was completed August 17. It took forty-two ten hour working days to build. When the carpenters were finished it still needed twenty car-loads of coal for the veneer.

The interior of the Coal Palace featured large rooms, including an auditorium that could seat 6,000. The walls were covered with mosaics of corn, oats, wheat, rye, wool, hemp, coal, and other agricultural and mineral products. A decorator by the name of Millward was brought in from Sioux City to handle the interior⁶¹ and a scenic artist named William DeLong was hired. The ladies of Ottumwa divided into groups, each in charge of decorating one of the turrets. One of their ventures was a large picture of Riverside Park, grandstand and all, made entirely of grains and seeds. It is said that one of the more remarkable features was a mosaic portrait of Chief Wapello done in corn, and decked out with strings of red haw beads. Located near the center of the building was a 30 foot wide waterfall that cascaded 40 feet down boulders flooded with dancing colored lights. At the base of the waterfall was a tiny lake ringed with flowers. The waterfall used 1.5 million gallons of water per day (from the Des Moines River). Beneath the Coal Palace was a

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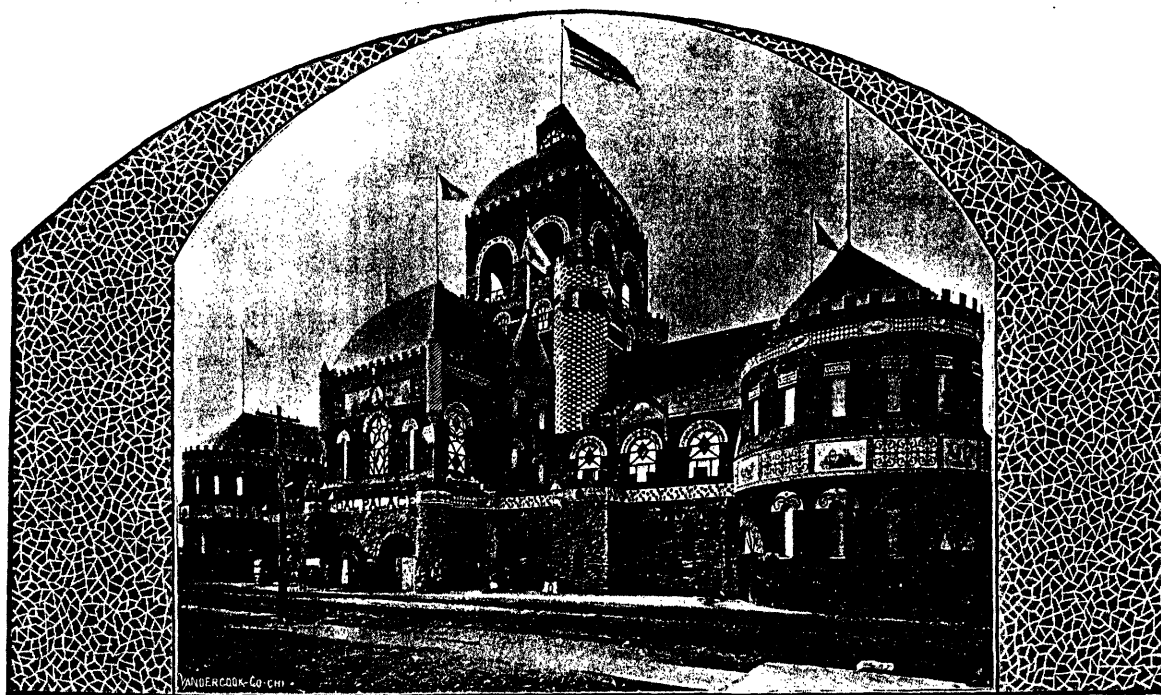
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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Historic Contexts (continued):



OTTUMWA'S COAL PALACE.

Photograph from Flower's Descriptive Illustrated Review of Ottumwa, Iowa. 1890.

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Historic Contexts (continued):

model coal mine, complete with "Maud" the mule who pulled the car from the sunken garden east of the Palace through a dark tunnel to the mine. This sunken park was an important element of the whole design. It was located in front of the Depot, where Ballingall Park is today. It was elaborately landscaped and planted (the trees were brought in by train), complete with lighted fountains.

To advertise the Coal Palace W.H. Hopkirk exhibited a miniature version at the Creston Blue Grass Palace and the State Fair. It was estimated that over 100,000 people saw the tiny model in a two week period.⁶²

On Opening Day, September 16, 1890, the Democrat devoted almost all of page 5 to a description of the building, the exhibits, the committees, etc. It provided all the details about the project. The Palace was open for twenty-two days, from early morning until late at night. There was a different theme each day, such as Railroad Day, Miner's Day, Blue Grass Day, and Traveling Men's Day, and each of the participating counties also had a day of their own. All of the railroads serving Ottumwa offered reduced fares to encourage people to attend. President Benjamin Harrison spoke (his sister, Sarah Harrison Devin was an Ottumwa resident), and P.T. Barnum paid the Palace a visit. The 1890 season was such a success that dividends were paid to the stockholders, and the rest of the profit was used to refurbish the Palace for a second season. During that second season Peter Ballingall died while on a trip around the world and his funeral was held in the Coal Palace. The exposition closed as planned at the end of the 1891 season. The Coal Palace had fulfilled its purpose. People from all over the United States and the world had traveled to Ottumwa, marveled at the sight and exhibits, and had enjoyed the entertainment. The building was razed and now only Ballingall Park commemorates the event.⁶³

1890 was also a year of basic civic improvements. The city council met to discuss the paving question. Ordinances were read and passed for 1) defining the boundaries of paving districts in legal form, and 2) replacing surface water pipes with lead pipes. The chairman of the street committee was taking bids on curbing and paving (taking up, refitting, resetting, and relining old stone curbing in each of the nine paving districts).⁶⁴ There was a great deal of talk about the proper type of paving to use, and the Democrat was more than willing to share its opinion.

The paving boom has struck the town all right, and THE DEMOCRAT is in favor of that as well as all other permanent improvements that are to the interest of the general public. The paving has been mapped out into districts, which probably is all right because it may hurry the work along. In one of these paving districts is the block on Main Street, between Market and Court, probably the best paved block in the business part of the city. If that block was kept clear of mud and dirt with a little repair it would be as smooth as a floor and as permanent, with a little care at the proper time as any pavement can

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Historic Contexts (continued):

be made. Uniformity is all right, and in a certain sense is necessary for convenience and comfort. So a council composed of brainy men once thought in Ottumwa, when they ordered about eight or ten blocks in the business portion of the city paved with lime stone rocks of huge dimensions in part. Before the pavement was well settled the people lamented the serious mistake that had been made and have been lamenting ever since. If the brick paving is so promising permanent and pleasant, as the evidence proves it to be, well and good, but we submit would it not be the part of wisdom to try it first on those blocks where the streets are out of repair and leave the block spoken of also, the successfully macadamized block on Second Street and elsewhere until the brick has had a trial. There is no doubt that a brick paved street will last many years, but macadam properly constructed and kept in reasonable repair at the proper time will endure almost without limit.....THE DEMOCRAT is in favor of brick paving first, but would like to see blocks that are in decent shape left until it is proven that something better is to be supplied.⁶⁵

On the same page the newspaper carried a short paragraph saying that Sioux City was going to pave some miles of streets that year, and "from present appearances will use cedar blocks. What is best as a paving material is difficult to decide. Anything, however, is better than nothing."

In July 1890 the city council awarded the contracts for paving districts #3, 5, 6, 7, 8 & 9 to Rockford Construction Company. They began setting the curb in August and estimated that it would take two months to finish the work.

The street paving on West Main Street is progressing finely. The first block, from Court to Washington, is graded and the limestone is being crushed into the earth in readiness for the gravel and later the paving brick. The heavy iron roller, drawn by four big horses, was more than a load for them, but the great weight crushed down all the rough places in the street like magic. The first brick will probably be laid about Monday.⁶⁶

The brick paving consisted of a three-ply rock bottom covered by two layers of brick. The project did not run smoothly however. In September the street paving was investigated by a special committee as some questions were raised as to the quality of material used by the Rockford Construction Company. The committee felt sufficient care had not been used in selecting brick.

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Historic Contexts (continued):

They recommended a competent inspector examine every brick laid and mark every inferior one with chalk. The contractors expressed willingness to remove all marked bricks. At the same time, "Workmen are engaged in making the necessary preparations for paving Court Street from Second Street to the park, and the work will be pushed rapidly along."⁶⁷

In addition to the street paving, the city was laying new sewer tile up both Court and Marion hills, the water works was laying ten miles of new pipe on the north side, three miles in South Ottumwa, and installing sixty new fire hydrants. As the Democrat noted, "This may not be beauty, but it's certainly business.....and the latter counts in Ottumwa." By the time the paving season was over, Court Street had been brick paved as far as Sixth Street. The following year brick paving on Court was extended all the way to Woodland! The city's improvements must have encouraged property owners too, as the paper is full of various citizens having new sidewalks laid in front of their property. "Permanent sidewalks are all the rage in Ottumwa now. Concrete, brick and cut stone; either of the three will pass muster properly placed in a workman-like manner." As the streets and sidewalks cut through the hillside, another very important type of structure came into being, the retaining wall. An 1890 ad read, "I will contract to build wall, or will sell and deliver good stone to any part of the city. Stone of best quality. I sell cheap and guarantee my work. Martin Kearns." It has not been determined exactly who built all of the stone retaining walls along Court, and Fifth, and Green, and all the other "perpendicular" streets, but these are a significant part of the built environment, and give both the Fifth Street Bluff and Court Hill neighborhoods their distinctive quality.

Fifth Street was paved in 1895 from Court and to Jefferson Street⁶⁸ and several architect designed structures were built along Fifth during the late '90s. The Episcopal Church had originally been located at the corner of Fourth and Market. When it became necessary to build a larger church it was logical to move up up the hill one block, as many members of the parish lived "on the Bluff." The new Trinity Episcopal Church was designed by Davenport architect Edward Hammett, a man who was well known across the state for his Episcopal churches. This building uses rusticated stone for a Gothic Revival design. Although religious in nature, the building does not appear out of place in this residential neighborhood. Across Market Street C.O. Taylor had a large Shingle style house built around 1896. Fisher and Lawrie (with some involvement by Mendelsohn) of Omaha were the designers of this unusual residence. It is built into the steep hillside and is two and one-half stories in front with a full basement exposed at the rear. The house features the gently curving walls with square butted shingles typical of this style more often seen in the eastern United States. (It is of interest that this architectural firm is better known in their home state of Nebraska for commercial designs, with little residential work. However, in addition to the Taylor house, they also designed the H.W. Calhoun residence at the corner of Court and Marion in Ottumwa. The Calhoun house is also quite large, but is more in keeping with the Queen Anne tradition than the Shingle style. Both of these houses have retained an extremely high degree of integrity.) At the Jefferson Street end of Fifth, F.W. Simmons had a large two story Neo-classical

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Historic Contexts (continued):

residence constructed in 1899. This house, designed by architect F.R. Comstock of New York, was featured in two national architectural publications in 1900 and 1901.⁶⁹ There it was described as being painted "Old Colonial Red, decorative details in ivory, roof shingles of moss green", presenting a very different appearance than the all white exterior of today.

There were several local architects working in Ottumwa in the 1890s. Frank Fiedler and Henry Throne were often mentioned in the newspapers, but at this point there has been limited identification of the houses and/or buildings attributed to them. William Reece, the Coal Palace contractor, was responsible for the design of George Sheffer's house on North Jefferson (non-extant), and John McIntire's residence on North Market. It is difficult to determine exactly what he designed, and what he built, but it is known that he was involved with two houses on North Court for I.N. Mast, the Franklin School and the Leighton Block.

An architect by the name of Ernst Koch had arrived in Ottumwa in the 1880s. His ad in the Democrat read "Architect and Superintendent. Plans and specifications furnished on short notice at reasonable rates." Within a brief period Koch became well known for both commercial and residential designs. One of his earliest works was a large brick residence at the corner of Court and Pennsylvania in 1884 for W.T. Harper. Like the Johnston house, this featured a heavily bracketed cornice with multi-story tower and can best be termed High Victorian Italianate. In 1890 Koch drew plans for a twelve room house for Benjamin Allmayer to be erected at the corner of Wapello and Fifth streets. The houses along this part of Fifth are all of wood frame construction rather than brick, and the Allmayer house was one of the finest. The residence was first impacted by the building of U.S. Highway 63 along Wapello Street in the 1950s, and finally was demolished around 1990 for potential commercial development. Several outstanding residences on Wapello and Fourth streets were lost to similar development. Other residential commissions by Koch included houses for T.D. Foster, Samuel Evans, Henry Peters, and W.B. Bonnifield, Jr. Of these, only the Foster and Evans houses are extant. The Foster house (listed on the NRHP as the Foster/Bell House) retains Koch's original interior design, but the exterior was remodeled into the popular Tudor Revival style in the early 1920s. (T.D. Foster had purchased H.B. Hendershott's residence at Fifth and Market around 1890, had it demolished, and his own house built on this prominent site.)

Commercial building was taking place, not only in the downtown area proper, but in business districts at both ends of town as well. G.W. Reynolds of Kirkville built "a handsome store room on East Main, just east of Iowa Avenue, which he will fit up as a drug store" and "Henry Peters, the Court Street druggist, is building a handsome brick business block on the corner of Second and McLean Streets."⁶⁹ Both of these buildings appear to be extant, but have been greatly altered.

Foster and Liebbe were the architects selected for the Wapello County Courthouse (NRHP), a massive Richardsonian Romanesque building which was completed in 1893. It featured a corner clock tower, and lots of turrets. There was a certain amount of controversy concerning the location of the new courthouse, but it was finally decided to place it on the site of the old one, the corner of Fourth and Court.⁷⁰ The new seat of county government was diagonally across Central Park

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Historic Contexts (continued):

from the Post Office, and directly across Court Street from the limestone Church of the Visitation. It is interesting to note that the park was never considered as the site of the courthouse, and unlike towns laid out by surveyors on paper, the park was never the center of the business district. It gradually evolved as the center of public buildings. In 1901 Andrew Carnegie was prevailed upon to help finance a free public library for Ottumwa. Again controversy was generated over placement, but ultimately a lot was purchased on the west side of Central Park, directly across Fourth Street from the courthouse. The limestone library building (NRHP) of Neo-classical design faces the park. It was designed by the Des Moines firm of Smith and Cutterson, who were also responsible for the Des Moines Public Library and the "old" State Historical Building. This is a typical Carnegie building, with a high foundation, and a formal staircase leading to the front entrance which is flanked by classical columns, but the Ottumwa building also features a shallow dome over the rotunda. The Neo-classical influence of the 1893 Columbian Exposition in Chicago is found in many of the Carnegie buildings. This is one of 101 libraries that he funded in the state of Iowa.

By 1910 the Post Office was considered to be too small for a community the size of Ottumwa, and money was allocated to build a new Federal Building. It was determined that the site along the east side of Central Park was a good one, and the old building was torn down to make room for the new. The new Federal Building (NRHP) was constructed between 1910 and 1912. It was designed by Treasury Department architects under the direction of James Knox Taylor. The building is Renaissance Revival in style, executed in ashlar limestone. With its completion, Central Park was ringed with three impressive stone government buildings plus the stone Catholic church on the north. In 1930 this small stone church was replaced by the present Gothic Revival building of ashlar stone. The new St. Mary's was designed by C.I. Krajewski of Dubuque. Today the park and stone buildings form an impressive center of the city.

The city waterworks had a series of improvements planned for around 1900. This included more new mains, new filtration systems, and a new power house. The power house was constructed at the foot of Wapello Street in 1903. The main portion of the race ran along the south side, while a tail race flowed across the rear (east side) of the power house. Although no architect has yet been determined for this building, it is a fine example of industrial design from the early 20th century. The walls (both exterior and interior) are of pressed brick, with a glazed brick providing a wainscot on the interior. The primary interior space is one large open room, extending up to the tile roof which is visible from the inside. The floor is of small ceramic tile. In the basement the heavy brick arches supporting the upper level can be seen. It appears that all original equipment has been removed, but the building is largely unaltered. This waterworks building is a good example of early 20th century design influenced by Mediterranean traditions.

Another government building was added during this period. In 1911 the Wapello County Jail was constructed immediately north of the courthouse. Like the courthouse it is of rusticated stone, but the style is no longer Richardsonian Romanesque. The jail has a strong resemblance to the Four Square houses popular at this time. The heavy porch across the front features Neo-classical

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Historic Contexts (continued):

detailing with the columns and urns. It must be remembered that this building was designed as the sheriff's residence as well as a correctional facility, a common occurrence at this time. Like so many buildings in Ottumwa, it is built into the side of a hill, exposing additional stories in the rear. The jail is connected to the courthouse at the second floor level by an enclosed stone walkway. Research is continuing into the identity of both architect and builder.

With the 20th century new building materials and techniques became available. The use of steel and reinforced concrete allowed large open interior space, and exterior walls were no longer required to be load bearing. Brick was available in a variety of colors and textures that could be used both inside and out. Terra cotta was expensive, but it was an elegant material for details, or for a full facade. Stucco was often used on residential designs, sometimes to "modernize" an old house, but quite often as the building material of choice for new ones.

The new century also brought changing life styles. The automobile was introduced and became a common mode of transportation. With the auto, paved streets became even more important. In the 19th century there were large houses, and small houses, but not many in between. With the 20th century the typical house was of medium size. New styles became popular for these houses, often emphasizing a simpler design. An interest in exotic revival styles was often seen in the "big" residences of this period, and many in Ottumwa were designed by well known architectural firms.

One of the earliest 20th century additions to the city was Vogel Place in 1908. This area of approximately twenty-two acres is located between the Ottumwa Cemetery and the Ottumwa Country Club, bounded by Court Street on the west and Ash on the east. Vogel Place was served by the electric streetcar line on Court Street. Alta Vista (the northernmost street in Vogel Place) was the north city limits. The Country Club had been established just eight years before and development of it was continuing. In April 1908 architect George M. Kerns was advertising for bids for a new dancing pavilion at the County Club.⁷¹ He had also just completed plans for a two story residence for John Fullmer of Ottumwa. It was to be of frame and concrete blocks, with concrete flooring.⁷² The Fullmer brothers, John, O.E., and Lester, were among the first buyers of lots in the new addition. The Fullmers were the owners of a cement and concrete block firm in the city, and it appears that all three of them built "cement" houses in Vogel Place. An advertisement in the Ottumwa Courier invited you to

TAKE A STROLL OUT TO VOGEL PLACE tomorrow and see the five foot cement walk we have just completed along the front; and also the trees set out along the streets. This is certainly the finest addition to open up in years, and values are sure to advance soon. Get a lot while they are going cheap; will sell on easy payments or give extra discount for cash. Will also furnish you money to build.

W.H. Keating or H.L. Edmunds, 114 East Main Street ⁷³

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Historic Contexts (continued):

In the following years the 101 lots in the Vogel Place addition were filled with middle class houses representing all of the popular early 20th century residential styles. Tudor Revival, both the half-timbered and the English cottage types, was the most common style, but there were bungalows (both large and small), Craftsman houses, Four Squares, and even a Mission style house with Baroque dormer. The houses share a common set back, and since there were alleys behind, few driveways were built. The small garages along the alleys mirror the style of the houses. By 1909 there were evidently enough people living in the area for the city council to approve a petition for a plank walk crossing at Court and Vogel streets.

At the Court Street end of Vogel Place people were building larger houses that reflected the same popular styles, with some Mediterranean Revival as well. Several of these were architect designed. George Kerns was responsible for a brick Neo-classical style house built in 1915 for Russell Harper at 101 Vogel, Archie Eaton designed a Chateausque house for Max Roth in 1933, and Tinsley, McBroom & Higgins of Des Moines designed a French Chateau for Dr. Newell about the same time. A few blocks farther north Henry Throne designed a "California Bungalow" for Lester Hardscog in 1913 (the streetcar line had been extended the previous year to accommodate the new academy and convent being built for the Sisters of Humility at the end of Grandview).

The eastern end of the neighborhood was clearly defined in 1925 when St. Joseph's Hospital was constructed for the Sisters of Humility. This five story brick building was "Y" shaped, with the open top of the Y pointing directly west on Vogel Avenue. As late as 1920 the city was still oiling Vogel Avenue, but with the addition of the hospital traffic increased, and brick paving was laid c.1925.

While Vogel Place is a complete neighborhood of early 20th century houses, these popular styles are scattered through other areas in the community as well. In some cases the houses were probably mail order designs, and many were undoubtedly built on speculation. This was a period of growth for many of the industries in Ottumwa, and whole neighborhoods were growing up to house the many workers.

The "old" neighborhoods along the Fifth Street Bluff and Court Hill witnessed new construction during this period as well. In some cases the original houses were destroyed by fire. This was true with the Merrill Italian Villa at the corner of Fifth and Green. George Kerns prepared the plans for a new two story house with brick veneer in 1913.⁷⁴ A few years later Ellen Foster Bell had her father's 1893 house remodeled into a Tudor Revival design by Des Moines architects Kraetsch & Kraetsch. George Morrell had an elegant brick Tudor built on the Edgerly lot next door around 1925, and George Foster had Tinsley, McBroom & Higgins design a half-timbered Tudor for him around the corner at Sixth and Market.

On Court Hill George Kerns drew plans for a "Colonial residence" for O. Tisdale in 1914. The two story house was to be located at 716 N. Court, and was to cost \$15,000.⁷⁵ Four years later Archie Eaton designed a stucco covered bungalow at 631 N. Court for W.C. Overman.⁷⁶ Just

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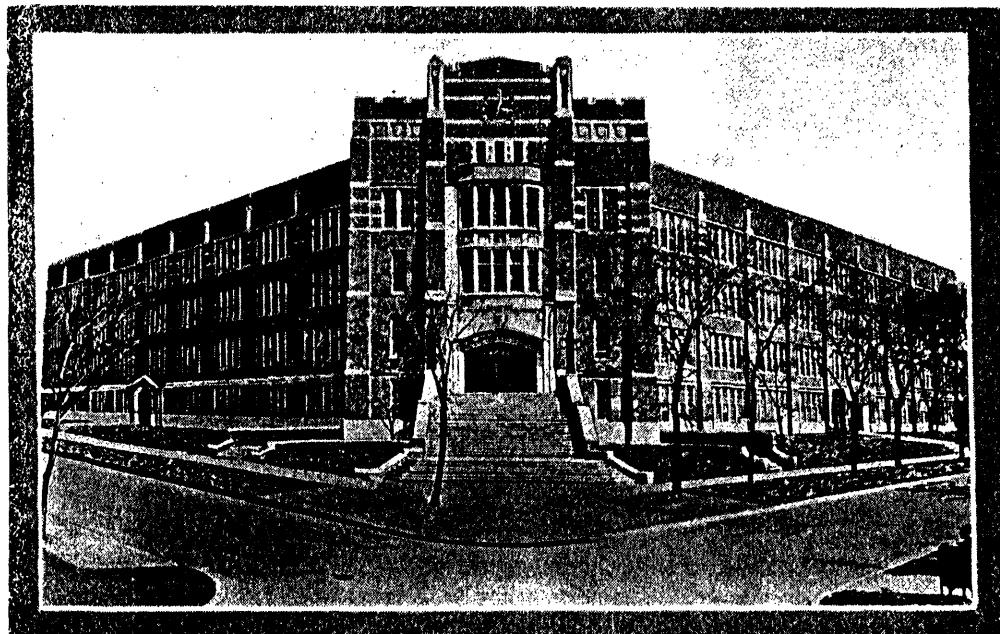
Historic Contexts (continued):



TOP: Ottumwa Daily Courier Building

BOTTOM: Ottumwa High School

Both photographs from Ottumwa, Yesterday and Today.



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Historic Contexts (continued):

a half block off Court Street on Oakwood, Arthur Lowenberg had a Prairie School design by Walter Burley Griffin built in 1915.

In the business district second generation buildings were being constructed. In 1915 the First National Bank moved into a new Neo-classical style building at the corner of Market and Main streets. This was designed by H.H. Stoddard of Chicago and was described as a single story plus basement, measuring 20' x 132', to cost \$65,000.⁷⁷ This new building was totally sheathed in cream colored terra cotta, not just the facade, but the secondary elevation along Market Street as well. This was truly an elegant building and had all of the decorative details expected in a Neo-classical design. This building was continuing a tradition started in 1868 when the First National Bank first located on this corner. The building remains relatively unaltered on the exterior today, with changes to the interior having taken place during a 1956 remodeling (the tall single story was divided into two floors).

Another building with a full terra cotta facade is the Benson Block (NRHP) on North Market. This was originally built in 1924 to house a movie theater, and was given a very elegant, elaborate Neo-classical facade in keeping with movie "palaces" of the period. Due to a lack of exits, this building was never used for its original purpose, and the elegant facade has housed an auto dealership, restaurant, portrait studio and numerous other businesses over the years.

A third building in the business district which utilized terra cotta is the Ottumwa Courier building. In 1921 the Ottumwa Courier moved into a handsome new building in the 200 block of East Second designed by the Davenport architectural firm of Clausen and Kruse. The light tan colored brick building exhibits a rare style: Egyptian Revival. This includes details such as monumental columns with papyrus capitals, an entrance surrounded by a massive pylon capped by a spread winged raven, and a cavetto cornice with a vulture and globe in the center. The details throughout are finished in brightly colored terra cotta (green, yellow, and blue). This building represented the most modern and efficient printing plant that was available in 1921. The Courier was a major newspaper in the Lee Syndicate.

A group of Ottumwa businessmen decided that Ottumwa needed a truly fine, luxury class hotel, and commissioned Proudfoot, Bird & Rawson of Des Moines to prepare the plans. The Hotel Ottumwa is a six story brick building of Renaissance Revival design with a wealth of classical details executed in terra cotta. The building was completed in 1916 at the corner of Second and Court streets. It utilized new construction techniques with reinforced concrete columns and concrete floors. Twenty-five years later the same firm would design the only other six story building in town, the Hofmann Building at the corner of Second and Market streets.

Community growth necessitated the building of a new high school, and a new Y.W.C.A. The same architectural firm, Croft and Boerner of Minneapolis, was commissioned for both projects. The Ottumwa High School building (1922-23) was placed on the site of the original public school building in town, Adams School. Known as College Square, this block is at the top of the hill on Second Street and commands a fine view of the river and town. The brick high school building has

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Historic Contexts (continued):

been altered by additions and energy efficient alterations in recent years, but much of the dignity of the original Tudor design can still be seen. The Y.W.C.A. (1924) was built on the site of the earlier Y.M.C.A. designed by Foster and Liebbe in the 1890s. When that building burned in the early 1920s the Y.M. board decided on another location, closer to the high school. That left the lot at the corner of Second and Washington available for other use, and the women of the Y.W.C.A. board decided to take advantage of it. The only portion of the old building which remained was a gymnasium from 1916. This received a new facade to match the new construction. The building today is much as it was originally executed in the 1920s.⁷⁸ The brick exterior is of a simplified Renaissance Revival design with round arched openings on the main floor, and windows of diminishing size on the floors above. The interior features terrazzo floors, and oak woodwork with a Craftsman influence. The major alteration has been the construction of an indoor pool at the rear where the tennis courts were originally located.

In 1927 funeral director Lester Jay began construction of a modern, well equipped funeral home on North Court. It took two years to complete the building, but when it was finished it was a fine example of the Mediterranean Revival style. Archie Eaton of Ottumwa was responsible for the plans for this two story brick building with tile roof.⁷⁹ It features the round arched windows of the style, and a broad brick porte cochere at the south end. The interior was designed for both efficiency and comfort. The Lester Jay Funeral Home was one of the earliest, and finest, examples in the state of Iowa of a building constructed specifically for use as a funeral home.

Leisure time activities were not forgotten in the community. A municipal swimming pool was opened in August 1929 in south Ottumwa at the corner of Milner and Keota. It was designed by local engineers Horace Brown (Superintendent of the Waterworks) and Henry Cook (City Engineer). Legally the city could not build such a facility without voter approval, but they could acquire land "for park purposes" and issue \$50,000 worth of bonds. So the city council convinced T.H. Foster, G.M. Foster, and Irwin Strassburger to build the pool with their own money, and sell it to the city. The pool, said to be the largest outdoor pool in the state at that time, measured 250' x 125' and held 800,000 gallons of water. (The pool covered 31,250 square feet in comparison to the 1922 pool at Camp Dodge which measured 450' by 50', covering 22,500 square feet). It included a kiddie pool with slide, adult pool with one high diving board and two low ones, plus two adult slides. The bath house was of brick construction with a tile roof.⁸⁰ This facility continued in use through the summer of 1991. It has recently been sold to private owners who have filled in the pool and converted the bath house into apartments.

The grounds around the pool were to be planned by Miss Etta M. Bardwell of Des Moines, but originally from Ottumwa. She was described as a "landscape artist of note" who had recently been awarded a contract by the city for work at Memorial Park.⁸¹ It has not been determined exactly what work Miss Bardwell did at Memorial Park, or if she was involved in any of the work done in other Ottumwa parks during this period. However, it has been determined that she was

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Historic Contexts (continued):

responsible for the landscaping around Lester Jay's Funeral Home.

The Ottumwa Municipal Golf Course was built north of the city in 1930. This was not the only golf facility built in Ottumwa that year. The miniature golf craze had hit the city! The Courier noted that

Another miniature golf course is to be built at the vacant lot at northeast corner of Maple Avenue and North Court. This will be the third miniature golf course. The other ones are located at 1431 North Court near Vanness, and one adjoining the swimming pool at Keota.⁸²

In August 1930 G.W. Rudy of Missouri leased the Benson Building at 214 East Second for the installation of a winter miniature golf course. "It will be equipped with a fiber green which has been patented by Mr. Rudy and which he claims is the newest approach to bent grass that is available."⁸³ The Benson Building is the brick and half-timbered Tudor Revival building that was later used as the Union Bus Depot. While the style was often used for oil stations, or for shops in suburban shopping areas, it is unusual to find it in the middle of the business district in a town the size of Ottumwa. Once the original use (Sanborn Fire Insurance Map of July 1930 labels it "unfinished") was determined, the Tudor Revival style appears to be appropriate. This is definitely the most fanciful of the significant buildings in the community.

The Tudor Revival style of the Morrell office buildings by H. Peter Henschein appears to have influenced the residential taste of members of the Foster and Morrell families as seen in their houses designed by Tinsley, McBroom & Higgins. This firm was also responsible for two French Chateau residences on North Elm, one for Max Von Schrader, and one next door for Robert Foster (with later additions for his father T. Henry Foster). One of the last Ottumwa projects by this firm appears to be a brick Tudor Revival residence at 2323 North Court drawn for J.W. Calhoun.

The Art Deco influence of several of the Morrell industrial buildings appears to have been less dramatic. Except for the Coliseum from 1935, there is little Art Deco design in the community until around 1940. Ottumwa architect George M. Kerns had drawn the plans and specifications for the National Guard Armory (Coliseum) in 1934. The lower level of the building was to be used by the cavalry for both indoor exercises and stabling of the horses.⁸⁴ The large brick building was constructed at the south end of the Market Street bridge, directly on the riverbank. Cast concrete panels provide the major decorative elements on the building, with many of them featuring an Art Deco motif with vertical lines and curvilinear corners. Etta Bardwell was responsible for the landscaping.

The Jefferson Street viaduct opened two years later, arching over the rear portion of the Armory lot. The construction of these two structures in the 1930s was a major factor in Ottumwa's civic life during the Depression. These literally helped to bridge the gap between North and South Ottumwa. In conjunction with the 1931 hydro-electric plant, these structures illustrated the

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Historic Contexts (continued):

continued reliance of the community on the river.

Just before the outbreak of World War II there were two new elementary schools erected in the city, Horace Mann on North Court across from the cemetery and near Vogel Place; and Agassiz, on the south side, in the center of neighborhoods housing primarily John Deere and Morrell employees. The architectural firm of Keffer and Jones of Des Moines was responsible for designing both of these two story brick structures which exhibit strong Art Deco influences at the entrances.

In July 1942 it was announced that Ottumwa would be the site of a major naval air station. Ground was broken northwest of the city on August 6, 1942, and the first plane landed on January 23, 1943. The base was formally commissioned on March 12, 1943, and was basically completed by July of that year. In less than twelve months 1,440 acres of prime Iowa farmland had been turned into a modern aviation training facility housing as many as 3,600 personnel. Although technically located outside of the survey area, this architectural and engineering feat must not be ignored. The history of the Ottumwa Naval Air Station is the subject of a separate project conducted during 1993 under a grant from the Iowa Humanities Board.

Ottumwa, during this century of development, had the advantage of a number of architects and builders working within the community. While some towns were forced to rely on mail order plans, or pattern books, Ottumwa could utilize local talents, and some Ottumwans had the money to bring in outside firms as well.

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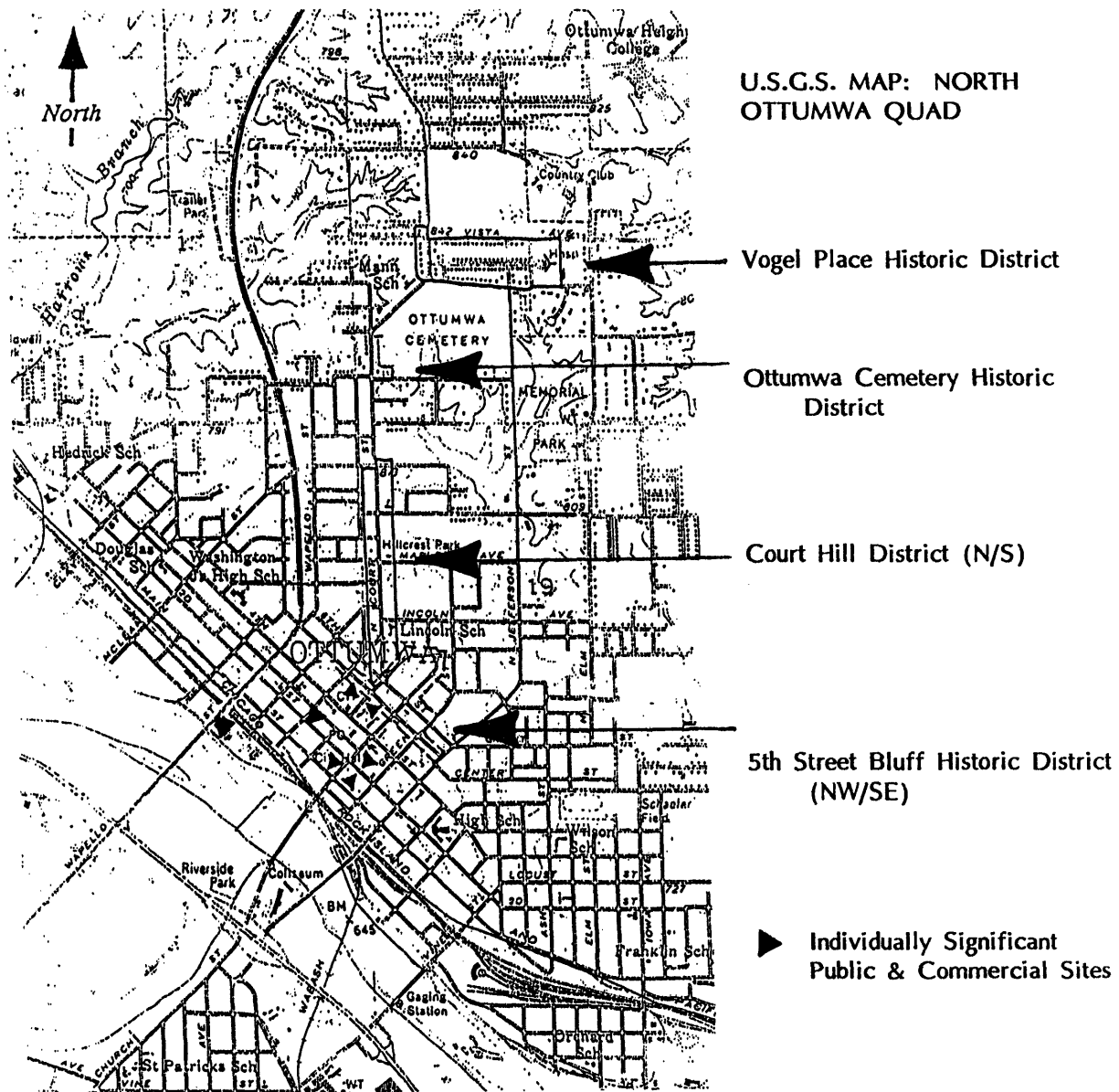
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Historic Contexts (continued):

NOTES

¹ Glenn B. Meagher and Harry B. Munsell, Ottumwa Yesterday and Today. (Ottumwa, IA: Ottumwa Stamp Works, 1923), pp. 12-15.

² History of Wapello County, Iowa. (Chicago: Western Historical Co., 1878), p. 467.

³ Ibid., p. 465.

⁴ Ibid., p. 466.

⁵ Ibid., p. 468.

⁶ Ibid., p. 473.

⁷ Ibid., p. 443.

⁸ Western American (Keosauqua), 5 July 1851.

⁹ Meagher & Munsell, p. 154.

¹⁰ Ibid.

¹¹ H.L. Waterman, History of Wapello County, Iowa. (Chicago: S.J. Clarke Pub. Co., 1914), p. 69.

¹² Demoine Courier, 6 July 1854, p. 2, c.2.

¹³ Waterman, p. 69.

¹⁴ Ottumwa Weekly Courier, 29 July 1858, p. 3.

¹⁵ Meagher & Munsell, pp. 172/3.

¹⁶ 1878 History, p. 483.

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Historic Contexts (continued):

- 17 Waterman, p. 134.
- 18 1878 History, p. 508.
- 19 Ibid., p. 512.
- 20 Ibid., p. 510.
- 21 Waterman, p. 127.
- 22 The Municipal Code of Ottumwa, Iowa, 1934. (Published by Authority of the City Council. Compiled by R.R. Ramsell, L.L. Duke, and William A. Hunt), p. xiii.
- 23 Ottumwa Courier, 10 August 1983, p. 4, "Bridge Bash."
- 24 Ibid.
- 25 Meagher & Munsell, p. 154.
- 26 Disaster at Ottumwa, Iowa: A Picture Book Showing Reproductions of Photographs of the Floods of June 6-15, 1947. (Ottumwa, IA: Ottumwa Stamp Works, 1947), Introduction.
- 27 Ottumwa Courier, 1 Sept 1956, p. 9.
- 28 Waterman, p. 255.
- 29 1878 History, p. 472.
- 30 Demoinc Courier, 6 July 1854, p. 2, c.2.
- 31 Ottumwa Daily Courier, 5 April 1865, p. 3.
- 32 Virginia Truitt, A History of Railroads in Wapello County, Iowa. (Ottumwa, IA: Wapello County Historical Society, n.d.), p. 6.

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Historic Contexts (continued):

- 33 Meagher & Munsell, p.105
- 34 Ibid., p. 106.
- 35 Information in this section on meatpacking is taken from A Survey of the John Morrell & Co. Meatpacking Plant, Ottumwa, Iowa, by Molly Myers Naumann with Brian Schultes, Survey Assistant, 1991.
- 36 Lawrence Oakley Cheever, The House of Morrell. (Cedar Rapids, IA: Torch Press, 1948), p. 72.
- 37 1878 History, p. 514.
- 38 Waterman, pp. 149/50.
- 39 Meagher & Munsell, p. 121.
- 40 Ibid., p. 79.
- 41 Ibid., p. 80.
- 42 Ibid., p. 81.
- 43 Ibid., pp.173/4.
- 44 Ibid., pp. 123.
- 45 Samuel B. Evans, History of Wapello County, Iowa. (Chicago: Biographical Publishing Co., 1901), p. 386.
- 46 Ottumwa Daily Democrat, 1 Aug 1890, p. 5, c. 6.
7 Aug 1890, p. 5, c. 4.
- 47 Ibid., 27 June 1888, p. 4, c. 3
10 Aug 1890, p. 5, c. 2.

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Historic Contexts (continued):

- 48 Meagher & Munsell, p. 126.
- 49 1878 History, p. 515.
- 50 Information in this section on cigar making is taken from Ottumwa Cigar Manufacturing History by Thomas R. Quinn, 1990.
- 51 Demoinc Courier, 20 July 1854, p. 2, c.1.
- 52 Ottumwa Weekly Courier, 9 Sept 1858, p. 3.
- 53 Architects and Builders File, State Historical Society of Iowa, Historic Preservation Bureau, Des Moines, IA.
- 54 Minutes of the Ottumwa Cemetery Board of Trustees, 5 May 1886.
- 55 Ibid., 1904 and 1905.
- 56 Ottumwa Democrat, 12 July 1888, p. 4, c. 2.
- 57 Ibid., 30 Aug 1888, p. 3, c. 1.
- 58 Ibid., 19 June 1888, p. 4, c. 5.
- 59 Ibid., 21 July 1888, p. 3, c.2.
- 60 Ibid., 28 Nov 1889, p. 2, c. 2.
- 61 Ibid., 15 July 1890, p. 6, c. 4.
- 62 Ibid., 7 Sept 1890, p. 5, c. 2.
- 63 Much of the information concerning the Coal Palace was taken from The Ottumwa Coal Palace: 1890-1891 by Thomas R. Quinn, 1989.

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Historic Contexts (continued):

- 64 Ottumwa Democrat, 27 May 1890, pp. 4 & 5.
- 65 Ibid., 12 June 1890, p. 1, c. 3.
- 66 Ibid., 10 Aug 1890, p. 5, c. 2.
- 67 Ibid., 5 Sept 1890, p. 5, c. 2.
- 68 American Contractor, Vol XVI, #5 (2 Feb 1895) p. 31.
- 69 American Architecture & Building Use, 15 Sept 1900, and Inland Architect, March
1901.
- 70 Ottumwa Democrat, 3 Aug 1890, p. 5.
5 Aug 1890, p. 5.
- 71 American Contractor, Vol XXIX, #15 (11 April 1908), p. 456.
- 72 Ibid.
- 73 Ottumwa Courier, 2 May 1908, p. 11, c. 2 & 3.
- 74 American Contractor, Vol XXXIV, #1 (28 June 1913), p. 81.
- 75 Ibid., Vol XXXV (13 June 1914), p. 80.
- 76 Ibid., Vol XXXIX, #1 (30 Mar 1918), p. 62c.
- 77 Ibid., Vol XXXIV, #1 (2 Jan 1915), p. 78.
- 78 Original plans for the building by Croft & Boerner.
- 79 Original plans for the building plus newspaper article from the Grand Opening.
- 80 Ottumwa Courier, 24 Aug 1929, multiple pp.

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Historic Contexts (continued):

- 81 Ibid., p. 17
- 82 Ibid., 26 June 1930, p. 21.
- 83 Ibid., 26 Aug 1930, p. 15.
- 84 "Ottumwa's New Armory", The Iowa Guardsman, Nov 1934, Vol 11, #8.

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Property Types:

THE DES MOINES RIVER & ITS ROLE IN THE SETTLEMENT & DEVELOPMENT OF OTTUMWA: c.1843-c.1960

- I. NAME: The buildings, structures, objects, and districts representing "The Des Moines River & Its Role in the Settlement & Development of Ottumwa: c.1843-c.1960.

II. DESCRIPTION:

The resources (a collective term for the above named categories) in this property type are varied in terms of use, size, building material, and even location (not all river related properties are located directly on the river). The unifying element is that each is related in some way to the Des Moines River and the way it influenced Ottumwa's development. It appears that none of the earliest buildings and structures are extant. If examples from this period should be identified in the future, these should be carefully evaluated for National Register eligibility. The buildings and the earliest dams would have been primarily of wood frame construction, the wood having been sawn at the mills along the riverbanks. These were replaced as the community grew, and through natural disasters such as floods and fires. Changes in the course of the river must also be taken into consideration. Brick became a popular building material in the early 1850s with the ready availability of sand and clay. Changes in industrial technology were strong influences in the river related properties, such as bridges and dams. Many of these resources are significant in terms of engineering as well as history and architecture.

RIVERBANK RESOURCES. This property type will include levees, dams, bridges, and hydro-electric plants. The earliest of the levees and dams were of earthen construction and were fairly temporary in nature. Although the Des Moines River Improvement Project was building stone masonry locks and dams, none were built in Ottumwa. Even the earliest waterworks dams at Turkey Island were of wooden construction. Of the early bridges, all of the wooden wagon bridges have been replaced, and only the Blackhawk bridge from 1898 (now closed to vehicular traffic) remains as an example of an iron Pratt through truss. Three spans of the Wabash Railroad bridge may date to 1888, but a derailment demolished the north span several years ago. The Jefferson Street viaduct (1936) was rehabilitated in 1983, with some of the original elements (such as the steel railings) replaced with concrete. The waterworks power house from 1903 can be considered a riverbank property due to its original location with the race running on two sides of it. Although no longer used as a power house, the Mediterranean Revival building retains a high level of integrity. The brick hydro-electric power house and three attendant brick buildings from 1930-31 are extant and continue in use. These reflect the simplified commercial style of the period, with the ornamentation composed of brick patterning and inset concrete panels. The present levee system and steel and reinforced concrete bridges do not yet meet the 50 year requirement.

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Property Types (continued):

PARK & RECREATION AREAS: The river straightening and widening project has greatly altered the riverbanks. Riverside Park (on Church Street) was originally laid out with the river as the focus and there was a bathing area, as well as carefully designed walkways and flower gardens. It appears that all signs of these have been removed. Appanoose Island was originally a favorite destination for boaters, and in the winter was the site of ice skating parties. Changes in the river have totally obliterated the island. Rock Bluff Park, upstream from the city of Ottumwa is municipally owned and was considered part of the park system at the turn of the century. It remains in a natural state, but was not surveyed as part of this project. The 340 acre park that was created with the river straightening project does not yet meet the 50 year requirement, but it is representative of park planning and design from the last half of this century.

INDUSTRIAL BUILDINGS. Only the waterworks power house remains of the many industrial sites located on the riverbanks. These would primarily have been mills (both saw and grist), and would have been located on both sides of the river. A number of water-powered factories were built along the race after it was cut through in the 1870s. None of these are extant.

COMMERCIAL BUILDINGS. This building type is not truly represented within this context, but the entire downtown business district, and the Church Street business district in South Ottumwa were laid out according to the river valley. No specific buildings can be associated with this context, but the area can be considered river related.

RESIDENCES. Some residences can be considered river-related due to their location. The idea of building "on the Bluff" grew out of the placement of the town along the river valley. The town's orientation to the river led to the development of diagonal and gridded plats as well as exclusive neighborhoods that were easily distinguished from the rest of the town. Special attention will focus on the period 1860-1890, the period during which the most significant construction took place "on the bluff" (the area along 5th Street overlooking the river valley), but properties will demonstrate characteristics of the popular styles that dominated the era 1843-1960. Construction along Court Hill, the major north/south street leading out of the river valley can also be considered river-related. Dominant styles, such as the Italianate, Second Empire, and Queen Anne, will characterize the residences of these north side areas. By far, these houses will constitute the largest group of extant structures from this context.

STRUCTURES. Included in this type are the limestone retaining walls that are such a visually dominant part of Ottumwa's landscape. These are located "on the Bluff" and up Court Hill.

III. SIGNIFICANCE:

The resources that make up this property type are outstanding examples of the types of buildings, structures, and districts constructed between 1843 and 1960 that were

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Property Types (continued):

influenced by the presence of the river. The Des Moines River, with its meandering channel and potential water power, proved to be a highly significant force in the development of the city of Ottumwa. Dams, power plants, mills, recreational areas, and even the way in which the city is sprawled out along the river valley and up the bluffs reflect the ubiquitous influence of the mighty Des Moines.

IV. REGISTRATION REQUIREMENTS:

1. Significance (use or form) relates to the context: "The Des Moines River and its Role in the Settlement and Development of Ottumwa, 1843-1960."

Criterion A: properties that are directly associated with the Des Moines River, or important river activities.

Criterion B: properties that are directly associated with persons who played an important role in the development of river industry and improvement.

Criteria C: properties that best illustrate significant building and structural types related to the river (mills, dams, bridges), and/or resources that demonstrate how the river impacted the physical development of the community.

2. Qualifying building use will include: river related residential, commercial, industrial, recreational, and transportation related.

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

3. If a building has been moved, the move should have taken place more than 50 years ago, and the integrity should not have been impaired to a great extent. Specifically, 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.

RIVERBANK RESOURCES. These resources should reflect the original function of the design, as well as the construction materials. Buildings should possess their original shape and proportions, with fenestration relatively intact. Additions, if sympathetic to the original design, maybe acceptable. Dams, levees, and bridges

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Property Types (continued):

should also retain their original shape and proportions, and the original type of construction material should be readily apparent.

PARKS & RECREATION AREAS. Landscape designs and structures completed during the period of significance must be intact. Changes, if sympathetic to the original plan, may be acceptable.

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

COMMERCIAL BUILDINGS. Since no individually significant examples have been identified, no criteria have been established. If examples are identified in the future this will be done.

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 comparable to the original design. Application of non-wood replacement siding will generally not be acceptable.

STRUCTURES. The original design and material must be readily apparent. Any alterations must not obscure basic elements of the structure.

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. Eligible Examples from this Intensive Survey:

Waterworks Power House (1903)
Fifth Street Bluff Historic District

This would include the entire district (listed under Architecture context), with specific reference to the earliest houses.

232 E. 5th
316 E. 5th
328 E. 5th

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Property Types (continued):

124 W. 5th
132 W. 5th
207 N. Green
222 N. Green

Court Hill Historic District

This would include the entire district (listed under Architecture context).

INDUSTRY: c.1860–c.1940

- I. NAME: The buildings, structures, objects, and districts representing the context, "Industry: c.1860–c.1940."

II. DESCRIPTION:

The resources (a collective term for the above named categories) in this property type are varied in terms of use, size, building material, and location. The unifying element is that each is related in some way to the industrial development of Ottumwa in the period c.1860–c.1940. While none of the earliest resources of the period are known to be extant, such a discovery in the future would warrant further examination of them. Known resources represent industrial, public, commercial, and residential properties.

INDUSTRIAL BUILDINGS. This property type will include mills, manufacturing enterprises, and processing sites. Because of the use of wood as the construction material of the earliest properties, and because of the forces of urban renewal, many of these resources are no longer extant. However, a few sites remain intact and these sites are outstanding examples of the properties of this type. Most properties are vernacular in design, utilize brick and reinforced concrete as construction materials, and are located near the Des Moines River and/or the railroad tracks. Square or rectangular in shape, most of these resources lack ornamentation. The buildings of the John Morrell & Company complex were exceptions in that they were designed by a Chicago architectural firm (Henschein & McLaren) and displayed details from the Tudor Revival and Art Deco styles.

COMMERCIAL BUILDINGS. This property type includes properties that served retail and service purposes for the residents of select neighborhoods that grew in the shadow of Ottumwa's major manufacturing concerns such as John Morrell & Company and Dain Manufacturing. Such resources will be of brick construction, one or two storefronts in width, and will be rectangular in shape.

RESIDENCES. This property type will predominate among extant resources examined under the industrial context. Such properties will be of both high style

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Property Types (continued):

and vernacular design. Smaller worker housing units will be located near the manufacturing sites, while the larger residences of supervisors and owners will be primarily located on the bluffs overlooking the Des Moines River. Construction materials will consist of wood, brick, stone, concrete, and some metal. Properties will demonstrate characteristics of the Romantic Revivals, Queen Anne and Craftsman styles, and various 20th century revivals.

CHURCHES. Presently there are only two known extant examples of churches that are directly linked to the industrial context. The East End Presbyterian Church and Sacred Heart Church were constructed, in part, through the generosity of Thomas D. Foster (President of John Morrell & Company). Both are of brick construction, but they represent two very different styles. Sacred Heart is Romanesque Revival, while the Presbyterian church is Neo-classical in design.

III. SIGNIFICANCE:

The resources that make up this property type are exceptional examples of the types of buildings, structures, and districts related to the industrial development of Ottumwa between c.1860 and c.1940. The location of Ottumwa on the banks of the Des Moines River fostered the town's initial industrial development. After railroads reached Ottumwa and branched out to other parts of the state after the Civil War, more industry developed in the community. The industries that developed in Ottumwa were quite varied, ranging from meatpacking to agricultural implements to cigars. The factory buildings often illustrated these varied uses. The industrial growth and development of the town led to construction of small neighborhood shopping areas, schools, churches, and working class neighborhoods as well as elegant, large residences on the hills.

IV. REGISTRATION REQUIREMENTS:

1. Significance (use or form) relates to the context "Industry: c.1860-c.1940."

Criterion A: properties that are directly associated with important industries in Ottumwa, whether actual industrial sites or resources constructed because of industrial activity in the city.

Criterion B: properties that are associated with persons significantly involved in the development of the industry in Ottumwa.

Criterion C: properties that best illustrate the significant architectural styles, building materials, and building types that are most representative of this period of industrial development.

2. Qualifying building use will include: industrial sites, industry related residential, commercial, and public properties.

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Property Types (continued):

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

3. If a building has been moved, the move should have taken place more than 50 years ago, and the integrity should not have been impaired to a great extent. Specifically, 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.

INDUSTRIAL BUILDINGS. These properties must retain a sense of their original function while also maintaining visual elements of their design and construction material. The basic shape of the building should be intact, while the location of windows and doors should be relatively true to their original arrangement. Any additions should not obscure the primary facade while additions on the side elevations should be of sympathetic design and construction material.

COMMERCIAL BUILDINGS. Such resources should retain their historic shape and proportion while reflecting their original function. Alterations to the street level entrances should not preclude a property from eligibility if changes are reversible and the second floor retains much of its historic character. Additions should be of sympathetic design, proportion, and construction material.

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 if made to secondary elevations, and of a scale and material sympathetic to the original design. Application of non-wood replacement siding will generally not be acceptable.

CHURCHES. The basic shape and proportion of the building should be intact, with doors and windows not substantially altered. Some minor changes and/or additions may be acceptable if they do not obscure the primary facade, and are of sympathetic design, proportion, and construction material.

DISTRICTS. These areas 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.

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Property Types (continued):

Modern siding, new windows, and porch alterations should be carefully reviewed in terms of contributing structures. A new street level entrance on a commercial building, or new siding on a residence, do not automatically negate eligibility as a contributing structure.

5. Eligible Examples from this Intensive Survey:

Waterworks Power House (1903)

5th Street Bluff Historic District

This would include the entire district (listed under Architecture context) with specific reference to the residences of people directly associated with industrial development.

205 E. 5th (Foster-Bell House)

217 E. 5th (George Morrell House)

334 E. 5th (F.W. Simmons House)

217 E. 6th (Foster-Morrell Garage)

401 N. Market (George Foster House)

Court Hill Historic District

This would include the entire district (listed under the Architecture context) with specific reference to the residences of people directly associated with industrial development.

513 N. Court (W.R. Daum House)

531 N. Court (Allen Johnston House)

822 N. Court (J.T. Hackworth House)

908 N. Court (W.T. Harper House)

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Property Types (continued):

ARCHITECTURE: c.1850–c.1945

- I. NAME: The buildings, structures, objects, and districts representing "Architecture: c.1850–c.1945."

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 was built in Ottumwa and is a very good example of a particular style, period, building material, or the work of known architect. These are not representative of the vernacular architecture of this period, but are primarily architect designed or inspired works. The commercial/public buildings are located in or near the area thought of as the Central Business District, while the residences are primarily located in three specific neighborhoods: the Fifth Street Bluff, Court Hill, and Vogel Place. Brick is the most common material for non-residential buildings, but stone was sometimes utilized, and several feature terra cotta. An unusually large number of the residences are also of brick construction due to the ready availability of the material.

COMMERCIAL BUILDINGS. The basic shape of the commercial buildings is rectangular with a flat roof sloping gently to the rear. Brick is the common building material, but trim is often of terra cotta, and two buildings feature full terra cotta facades. Two of the 20th century buildings depart from the norm in terms of both roof and shape of building. The Jay Funeral Home features a hip roof of clay tile, while the Benson Building has a gable roof on the front portion.

PUBLIC BUILDINGS. Several of the public buildings (courthouse, jail, library, federal building) are of limestone construction illustrating various styles and periods. The Chapel/Office and Edgerly Gateway at the Ottumwa Cemetery are also of stone construction. However, the 1903 Waterworks Building with its tile roof, the 1930–31 hydro-electric plant buildings, the Armory, and the schools are of brick construction and they represent popular styles from different periods (Mediterranean, Tudor, Art Deco).

INSTITUTIONAL BUILDINGS. This includes the Y.W.C.A. and St. Joseph Hospital. These are both of brick construction and represent a popular style from the 1920s, evidencing elements of Renaissance Revival design.

INDUSTRIAL. The majority of the industrial sites are non-extant, but the ones of note would have been the John Morrell & Company complex. These buildings were of brick construction (utilizing reinforced concrete and steel skeletons) with detailing from the Tudor Revival and Art Deco styles. These buildings could be viewed in both architectural and engineering terms.

RELIGIOUS. The majority of these buildings are of brick construction, with the color varying according to the date of construction. St. Mary's is an example of a church executed in limestone. Almost all of the churches are of Gothic Revival or Tudor Revival

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Property Types (continued):

design and have the steeply pitched gable roof that is common to these styles.

RESIDENTIAL. These will make up the largest number in this property type. The majority of these will be medium to large in size, of either brick or wood frame construction, and will be located on the hills in the north part of Ottumwa. Many of these have been identified as architect designed houses and these illustrate the popular styles from the 1860s (Italianate) through the 1930s (Tudor and Mediterranean). The non-architect designed examples appear to have been pattern book designs, or, in the case of the Vogel Place neighborhood, may have been mail order houses. With rare exceptions these were built as single family dwellings.

STRUCTURES. This group is quite varied. It includes the limestone Edgerly Gateway, iron fence, and brick holding vault at the Ottumwa Cemetery (the gate and vault are architect designed), the Blackhawk Bridge (Pratt through truss), the Jefferson Street Viaduct (combination steel and concrete), brick streets, limestone curbs, and limestone retaining walls.

The physical condition of these resources will vary. Public buildings may have experienced additions over the years, or may have been "renovated". Industrial and commercial buildings may have been modernized with new facades or at least new street level storefronts. Residences will range from almost original condition to very altered (new siding, windows, additions, porches, etc.) especially those included in districts. Many of the brick streets have been covered with asphalt, and those which remain are dotted with concrete patches.

III. SIGNIFICANCE:

The resources in this group are noteworthy examples which illustrate the range of styles and materials utilized for "high style" architecture in Ottumwa between c.1850 and c.1940. These are the best remaining examples of what was considered to be "important" architecture of the period. Many of these are architect designed and those that were not show a strong pattern book influence.

IV. REGISTRATION REQUIREMENTS:

1. Significance (use or form) relates to "Architecture: c.1850-c.1945."

Criterion C: properties that best illustrate the important architectural styles, building materials, and/or building types from this period, and properties designed by well known architects.

2. Qualifying building use will include: commercial, industrial, public, institutional, religious, residential, and transportation related.

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

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Property Types (continued):

concrete, terra cotta, stucco, and coal.

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.

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).

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).

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 materials, 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 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.

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Property Types (continued):

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. Major alterations will be evaluated according to the date of the alteration, not the date of original construction. Application of non-wood replacement siding will generally not be acceptable.

STRUCTURES. The original design and material must be readily apparent. Any alterations must not obscure basic elements of the structure.

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. Eligible Examples from this Intensive Survey:
(** Denotes resource being nominated with this submission.)

** 131 E. Main	First National Bank
213 E. Second	Ottumwa Courier Building
** 214 E. Second	Benson Building ("Union Bus Depot")
133 W. Second	Y.W.C.A
215 N. Court	Wapello county Jail
** 220 N. Court	Jay Funeral Home
310 S. Wapello	Waterworks Power House

Individual Residences not in a district:

426 N. Market
112 E. Court
121 E. Court
129 E. Court
133 E. Court
141 E. Court
202 E. Court

- ** Ottumwa Cemetery Historic District - 1302 N. Court
Receiving Vault, Iron Fence, Edgerly Gateway, Chapel/Office

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Property Types (continued):

Fifth Street Bluff Historic District:

117 E. 5th
124 E. 5th
128 E. 5th (Key)
204 E. 5th (Key)
205 E. 5th (NRHP)
217 E. 5th (Key)
222 E. 5th
227 E. 5th (Key)
232 E. 5th (Key)
304 E. 5th
309 E. 5th
315 E. 5th
316 E. 5th
319 E. 5th
322 E. 5th
328 E. 5th (Key)
334 E. 5th (Key)
122 W. 5th (Key)
124 W. 5th (Key)
132 W. 5th (Key)
217 E. 6th
231 N. Court
207 N. Green
222 N. Green (Key)
314 N. Green
401 N. Green
307-313 N. Market (Key)
315 N. Market
401 N. Market (Key)
402 N. Market
406 N. Market
410-412 N. Market

Court Hill Historic District:

316 N. Court
407 N. Court
416 N. Court
419 N. Court (Key)
420 N. Court

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Property Types (continued):

423 N. Court (Key)
424 N. Court
434 N. Court (Key)
435 N. Court
502 N. Court
508 N. Court
513 N. Court (Key)
531 N. Court (Key)
601 N. Court (Key)
608 N. Court
609 N. Court (Key)
614 N. Court
615 N. Court
622 N. Court
624 N. Court
625 N. Court (Key)
631 N. Court
637 N. Court
645 N. Court
653-655 N. Court
716 N. Court
718-722 N. Court
724 N. Court (Key)
809 N. Court
822 N. Court
905 N. Court (Key)
908 N. Court (Key)
918 N. Court
921 N. Court
924-926 N. Court
925 N. Court (Key)
930-932 N. Court
935 N. Court (Key)
940-942 N. Court
941 N. Court (Key)
949 N. Court
950 N. Court
951 N. Court
1004 N. Court (Key)

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Property Types (continued):

**** Vogel Place Historic District:**

118 E. Alta Vista
122 E. Alta Vista
126 E. Alta Vista
130 E. Alta Vista
134 E. Alta Visa
140 E. Alta Vista
148 E. Alta Vista (Key)
152 E. Alta Vista
156 E. Alta Vista
160 E. Alta Vista
162 E. Alta Vista
168 E. Alta Vista
176 E. Alta Vista
178 E. Alta Vista
180 E. Alta Vista
202 E. Alta Vista
224 E. Alta Vista (Key)
312 E. Alta Vista (former St. Joseph Hospital)
101 W. Alta Vista (Key)
1811 N. Ash
1525 N. Court
1603 N. Court (Key)
1605 N. Court (Key)
1609 N. Court (Key)
1618 N. Court (Key)
1707 N. Court (Key)
1811 N. Jefferson
1812 N. Jefferson
141 Vanness
145 Vanness
147 Vanness
151 Vanness
155 Vanness
159 Vanness
163 Vanness
205 Vanness

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Property Types (continued):

101 Vogel (Key)
114 Vogel
118 Vogel (Key)
121 Vogel
122 Vogel (Key)
125 Vogel
126 Vogel (Key)
129 Vogel
130 Vogel
133 Vogel
134 Vogel
146 Vogel
147 Vogel (Key)
150 Vogel
151 Vogel
154 Vogel
157 Vogel
158 Vogel
161 Vogel
162 Vogel (Key)
163 Vogel
167 Vogel (Key)
170 Vogel
171 Vogel
174 Vogel (Key)
175 Vogel (Key)
178 Vogel
181 Vogel (Key)
182 Vogel (Key)
201 Vogel
202 Vogel
204 Vogel
205 Vogel
206 Vogel
211 Vogel
215 Vogel
216 Vogel

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Geographic Data:

The corporate limits of the City of Ottumwa, Wapello County, Iowa (10,304 acres).

Summary of Identification and Evaluation Methods:

This Ottumwa preservation project is part of a long range program to identify, evaluate, register, and protect, the cultural resources of the State of Iowa. The Ottumwa Historic Preservation Commission received a Certified Local Government Grant to conduct an intensive level architectural/historical sites survey and re-evaluation of selected areas of the community during 1992-93. The goal was to identify properties which reflect and represent the historical events and people which have shaped the community. Five sites in Ottumwa are already listed on the National Register of Historic Places:

Benson Block	108-112 N. Market
Foster-Bell House	205 E. Fifth
Ottumwa Public Library	129 N. Court
U.S. Post Office	Court and Fourth
Wapello County Courthouse	Court and Fourth

The objectives of this survey were to develop the three historic contexts identified during a Planning for Survey Project (1991-92), and to define the significant property types within each of these contexts. These contexts are:

The Des Moines River & Its Role in the Settlement & Development of Ottumwa:

c.1843-c.1960.

Industry: c.1860-c.1940.

Architecture: c.1850-c.1940.

Eight individual sites, and resources in three potential historic districts were then to be re-evaluated based on these contexts.

The geographic area for the intensive survey included the entire corporate limits of the City of Ottumwa (10,304 acres). However, all but two of the resources to be re-evaluated are clustered in four specific areas: six individual sites (Wapello County Jail, Jay Funeral Home, Ottumwa Courier building, Union Bus Depot, First National Bank, and Y.W.C.A.) are located in a nine square block area of downtown Ottumwa bounded by Main, Green, Washington, and Fifth streets; the Fifth Street Bluff neighborhood is basically Fifth Street from Washington to Jefferson, Green from Fourth to Sixth, Market from Fifth to East Court, and East Court from Market to Court (31.91 acres); the Court Hill neighborhood is Court Street from Sixth to Woodland (23.88 acres); and the Vogel Place neighborhood includes Alta Vista, Vogel and Vanness between Court and Ash, the former St. Joseph Hospital on the east, and Court between Vanness and Hawthorne (31.6 acres). The two individual sites not included in these areas are the Ottumwa Water Works at Wapello Street and the Des Moines River, and the Ottumwa Cemetery structures at Court and Park.

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ARCHITECTURAL & HISTORICAL RESOURCES OF OTTUMWA, IOWA WAPELLO COUNTY

Methods (continued):

The Historic Preservation Commission contracted with a consultant, Molly Myers Naumann of Ottumwa, to organize and coordinate the survey activities, to define the historic contexts, evaluate the properties, and prepare the final report. Naumann had served as a consultant to both the Area XV Regional Planning Commission and the State Historical Society of Iowa (Historic Preservation Bureau) on earlier cultural resources projects in Ottumwa as well as being the principal investigator for the Planning for Survey project. She worked closely with the local volunteers, conducting orientation and training workshops for the various survey activities.

The photography was accomplished by three teams, one for each of the potential districts. Every lot in each of the districts was photographed. The purpose was to create a record of the entire neighborhood, not just the houses which might prove to be significant. All necessary information was recorded on the photo log sheet. The photographs, maps, and updated information for each site were recorded on a continuation sheet to accompany the inventory site forms completed during a 1984-85 survey. New site sheets were created for those sites not previously surveyed (primarily because they did not meet the 50 year requirement). In addition, the eight individual sites were photographed and recorded.

Archival research was conducted at the Ottumwa Public Library, Wapello County Historical Society Library, and the State Historical Society libraries in both Des Moines and Iowa City. Resources included county and local histories and directories, state gazetteers, plat books and atlases, Sanborn Fire Insurance maps, historic photographs, and interviews with long-time residents. Volunteers read microfilm of specific years of Ottumwa newspapers between 1871 and 1930 selected by the consultant as being key to the community's development. The information gained through the development of the historic contexts was then used to re-evaluate each of the resources in the three districts and the eight individual sites. These evaluations were also placed on continuation sheets.

A series of neighborhood meetings at the beginning of the project provided a pool of volunteers. Each volunteer was assigned a task in their area of interest and expertise. Five were involved in photography, thirteen read microfilm, one provided the maps, and the five members of the Historic Preservation Commission were involved in all aspects of the project.

Field surveyors recorded a total of 258 sites in the three potential districts plus the eight individual sites. Each of these has been evaluated in relation to one or more of three historic contexts.

In 1994-95 the Historic Preservation Commission received another C.L.G. grant to prepare a Multiple Property Document and individual nominations for four to six individual resources and the Vogel Place Historic District. The historic contexts previously developed were used, with one change being made in the dates of significance: the Architecture context was extended to c.1945. The consultant selected specific years of the Ottumwa Courier for additional microfilm research which was undertaken by ten neighborhood volunteers, while extensive use was made of Ottumwa City Directories from 1908 through 1960. As research progressed it became evident that the Ottumwa Cemetery site needed to be considered as a small historic district rather than individually, and this change was made in the nomination format. At the request of the property owners two of the

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Methods (continued):

individual nominations were not completed at this time. Property owners provided information and plans where possible. All of the resources nominated with this MPD submittal are significant under Criterion C. Each of the individual resources 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 the case of the Jay Funeral Home, the interior retains such a high level of integrity that it has been noted as well. In terms of the two historic districts (Vogel Place and the Ottumwa Cemetery), the focus has been totally on exteriors.

From the beginning, this preservation project has dealt only with architectural and historical resources. No attempt has been made to identify potential archeological sites. Some archeological sites in Ottumwa were identified by Blane Nansel and Anton Till during the Area XV Cultural Resources Survey (1979-84). Information concerning these sites is available through the S.H.S.I. None of the nominated sites included in this submission appear to have archeological potential. However, the Ottumwa Historic Preservation Commission may want to conduct a more thorough archeological survey of the 5th Street Bluff neighborhood and other potentially significant areas in the future. The next recommended step is for the H.P.C. to proceed with the nomination of the other two identified historic districts (Fifth Street Bluff and Court Hill).

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