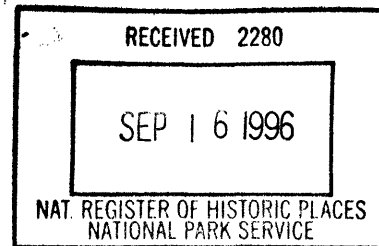


United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

DEC 21 1995

OMB No. 1024-0018



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

☒ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

Towards a Greater Des Moines: Development and Early Suburbanization, circa 1880-circa 1920

B. Associated Historic Contexts

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

- I. Streetcars and Interurbans, circa 1880-circa 1920
- II. Laissez Faire and Suburban Development, circa 1880-circa 1920
- III. The Annexation Movement and Municipal Government, circa 1880-1907
- IV. Suburban Architecture, circa 1880-circa 1920
- V. The Towns of Capital Park, Greenwood Park, Sevastopol, and University Place, circa 1880-circa 1920
- VI. City of North Des Moines, circa 1880-circa 1920

C. Form Prepared By

name/title William C. Page, Public Historian; Joanne R. Walroth, Project Associate
organization River Bend Neighborhood Association date March 31, 1995
street & number 520 East Sheridan Avenue telephone 515-243-5740
city or town Des Moines state IA zip code 50313

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 Archaeology and Historic Preservation. (See continuation sheet for additional comments.)

Patricia Chenkin DSHPO
Signature and title of certifying official

9.12.96
Date

State Historical Society of Iowa
State or Federal agency and bureau

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

Linda M. O'Connell
Signature of the Keeper

10/25/96
Date of Action

United States Department of the Interior
National Park Service

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CONTINUATION SHEET

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Towards a Greater Des Moines: Development and Early Suburbanization, circa 1880-circa 1920.

E. Statement of Historic Contexts

(If more than one historic context is documented, present them in sequential order.)

INTRODUCTION

FORWARD

"Towards a Greater Des Moines: Development and Early Suburbanization, circa 1880-circa 1920" provides an historic context for a critical period in the city's history. These years saw the city evolve from a town of about 22,500 people into a city of about 125,000. In addition to this population boom, the era was characterized by new forms of rapid public transportation, suburban expansion, and successful attempts to consolidate and reform local government.

A number of independent suburban communities outside the City of Des Moines were founded during this period. Although they were annexed into the city in 1890, these Victorian communities continued to retain many of their own characteristics. This cover document is about those communities. It focuses in an intensive fashion on the City of North Des Moines.

An outstanding graphic illustration of these suburbs is an 1895 cartoon, "Trilby Types." (See Figure A.) This drawing, published on March 2 as a front page political cartoon in *The Saturday Review*, presents, through the clothing and postures of five women figures representing Des Moines neighborhoods, visual characterizations of North Des Moines, Highland Park, University Place, Capital Park, and the South Side. The omission of Greenwood Park from this panoply signifies a suburb, perhaps reserved and exclusive, but perhaps also sparsely populated.

First published in England in 1894, George Du Maurier's novel *Trilby* became an immediate sensation on both sides of the Atlantic. It tells the fictional story of Trilby O'Ferrall, an appealing young woman and model for Svengali, who, like Pygmalion, manipulates her image for his artistic purposes. With the instant success of the novel, the two characters became well-known, and the use of the Trilby name in the Des Moines cartoon evokes the notions of models or stereotypes for the suburbs that carry a clear intent, even after almost 100 years.

The figure characterizing North Des Moines stands on a public platform adjacent to a stand, which supports a placard and a book. The woman, dressed in evening clothes, is entertaining a public gathering. A placard near her reads "Music by the Svengali System." The suggestion here is of culture and sophisticated social intercourse.

Although outside the scope of this survey, the Highland Park figure is also portrayed in this cartoon. Clothed in a Grecian influenced costume suggesting college graduation and with her hair dressed for a formal occasion, she stands with her back facing the viewer. Her posture suggests distance and clearly calls attention to Highland Park's location on the outskirts of the city.

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PERSONALITY OF VICTORIAN SUBURBS



TRILBY TYPES IN DES MOINES.

North Des Moines. Highland Park. University Place. Capital Park. South Side.

This 1895 line drawing, derived from George Du Maurier's novel *Trilby*, conveys, through the clothing and posture of its female figures, the diversity of Victorian suburbs in Des Moines.

Source: *The [Des Moines] Saturday Review*, March 20, 1895.

FIGURE A

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University Place is also characterized by a female collegiate figure. She wears an evening gown and is walking before an audience, possibly to receive a diploma. This reflects the central role Drake University played in the development of this suburb.

The image representing Capital Park stands with one arm akimbo and the other supporting her chin in a informal posture. She also wears glasses, has a mature figure, and wears well-cut clothing. Reflecting on a vexing problem, this figure conveys a domestic feeling of a solidly middle class matron. The picture one forms of Capital Park is of an older, long-settled area, with mostly middle-class residents.

The South Side figure wears simple and unadorned work-day clothes. They include an apron, short skirt, and cap. Holding her hands before her, she is poised for action, be it a family or a job related task. The costume suggests a first generation immigrant.

This documentary evidence is significant because it communicates directly to us today the images that certain Des Moines neighborhoods projected to contemporaries in the late Nineteenth Century. Each of the depicted suburbs had a unique character, recognizable in 1895 and, with certain modifications, continuing on well into the Twentieth Century.

BACKGROUND

America experienced great changes following the Civil War. During the third and fourth quarters of the Nineteenth Century, the United States adopted a policy of laissez faire, or non-interference by the government into economic and business concerns. On the national level, this resulted in a series of booms followed by busts, with very erratic patterns of growth. Some of the nation's largest corporations, such as the railroads, often possessed more decision-making power than local governments. In addition, the unprecedented levels of population growth, resulting from both a high native birthrate and extremely high immigration rates, introduced many new problems in this period for American towns and cities. Town expansion proceeded helter-skelter, because municipal authorities did not seize the initiative and plan for it and because local officials did not believe they possessed the authority to inaugurate controls. Such suburban sprawl is also true today for many areas growing outside the City of Des Moines.

The decade of the 1870s, punctuated by the international economic Depression of 1873, saw little growth in Des Moines as measured by new plats. The City of Des Moines was confined to a very small area, basically what today comprises the central business district. The Des Moines River formed a natural barrier between "East" and "West" Des Moines, for the city then contained few bridges. "Des Moines, had it been confined to its first location in the fork of the two rivers, would have been a fan, one sided to be sure, but still in a general way a fan." (*The Midwestern*, vol. 2, no. 7, p. 38.) One assumes that the economic health of Des Moines was, like the nation's, unsteady. Four years were required before the country's economic vitality returned (Nussbaum, p. 129).

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Although the decade of the 1880s saw many new plats staked out in Des Moines, these years also saw in-filling of plats with new buildings in both the residential and commercial sections of the community. This decade also saw the beginning of suburbanization, with the founding of Sevastopol (incorporated in 1877), North Des Moines (1880), Greenwood Park (1881), University Place (1882), and Capital Park (1885?), among others (*Bushnell's Des Moines City Directory, 1889-90*, pp. 48-49). (See Figure B.)

Each of these areas was originally platted and incorporated as a separate town. Both residential and commercial sections developed in all of these suburbs, except for Greenwood Park. Many plats of additions and subdivisions were recorded in these years, but the amount of in-filling varied considerably. In Des Moines, "the extent and contour of the city has been dominated and controlled by the home-builders, because it is pre-eminently a city of homes." (*The Midwestern*, vol. 2, no. 7, p. 38.) By the end of the 1880s, demands for annexation of the suburbs were pushed by many local businessmen critical of suburban sprawl's inefficiency.

In 1892 Des Moines was experiencing a real estate "boom" unlike anything ever seen in the city before. Many business blocks and factories were under construction, but the majority of the new buildings were residences. Searching for an explanation for the phenomenon, and uncomfortable with the idea that pure speculation could be fueling an unhealthy level of expansion, the *Des Moines Leader* turned to the concept of the city as a hub for the central portion of the State. The newspaper compiled a list of reasons for the boom, as follows:

Des Moines is the center of the richest agricultural country in the world; there is the densest population around Des Moines for a radius of sixty miles that there is around any city in the United States. We mean outside the city limits, and all the population trades with us and is borne to our stores by our seventeen railroads. We have very cheap fuel, which is attracting factories to us; we have unequaled educational institutions, and wealthy men from all over the state are coming here to educate their children; Iowa lands are selling rapidly to farmers from eastern states, and these sales enable our own successful farmers to purchase a home in Des Moines and yet retain enough land to occupy him. (*Des Moines Leader*, October 9, 1892, p. 2, cols. 3-4.)

Although this article was written at almost the apogee of a real estate boom, just months before the financial Panic of 1893 hit the United States, there is nevertheless much truth in the picture of Des Moines as described above. Two years before this description was written, the city had doubled its physical size and considerably increased its population by annexing ten surrounding suburban towns, reaching almost the geographical extent it occupies today. With annexation, Des Moines' boundaries would stretch "east nearly to the fair grounds; west beyond the terminus of the proposed electric line, now operated by the noiseless motor; north one-half mile beyond the Highland Park College; and south beyond the boundaries of Clifton Heights" (*Iowa State Register*, November 30, 1889, p. 6, col. 2). Within a few months, streetcar lines were built to connect all parts of the sprawling city, and railroads connected it to every major city in the Upper Midwest.

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HISTORIC POPULATION AND SETTLEMENT PATTERNS

The explosion of population in late Nineteenth Century Des Moines prompted an almost unbounded sense of optimism for the city's future. No one could have predicted "the wonderful transformation which has taken place in Iowa and Des Moines in little more than a third of a century. A straggling village in 1855. A city of 55,000 inhabitants in 1889." (*Iowa State Register*, November 30, 1889, p. 6, col. 2.) Newspaper reports from the period expressed this feeling and contributed to its extension by frequently publishing predictions that the city would soon exceed 100,000 in population. But this growth took longer to achieve than expected. Despite the repetition of this prediction (and constantly deferring the date of its achievement to a later time), Des Moines' population would not reach 100,000 until after the close of World War I.

Even more impressive than the raw statistics are the percentages of increase from one federal census to the next, ten years later. From 1860 to 1870, the population grew at a never-to-be-exceeded rate of 204 percent, or from 3,965 to 12,035. In 1880 the total stood at 22,408, or an 86 percent increase (Willis Goudy, "Iowa Census: Population in Iowa's Incorporated Places: 1850-1986"). By the close of this year, Des Moines had "become the metropolis of the State, and a year later it had far out-distanced all its river-town rivals" (Brigham, vol. 1, p. 292).

The 1890 census figures are not immediately comparable, because they reflect the expanded geographic area of Des Moines with the municipal annexation of several suburbs early in that census year. Indeed, the scheduling of the census helped to account for the rapid approval of annexation and its ease of passage through the Iowa General Assembly. Nevertheless, the 1890 figures were impressive: the total population of Des Moines and its former suburbs was 50,093, or an 124 percent increase from 1880. From this high rate, growth would continue, but at a much slower pace. By 1900, the population had increased only 24 percent; in 1910, another 39 percent. In 1920, when the population stood at 126,468, the rate of increase had been 46 percent (Goudy).

Despite continually predicting that high rates of population growth would continue, Des Moines business and political leaders did little to prepare the city for the effects of such expansion. City planning was minimal at best. For example, the founders of Des Moines never believed it would grow much beyond 15,000 inhabitants, which explained the "illiberal width of some of the streets in various parts of the city and the irregularity of some of the additions in not conforming to the streets of the original town, and which were allowed to come in and were accepted as platted, in various irregular shapes." (*Iowa State Register*, November 30, 1889, p. 6, col. 2). Municipal control over such problems was weak, and the Board of Public Works received much public criticism as a result. Such issues helped lead to the adoption of the Des Moines Plan of commission government in 1907.

ETHNIC DIVERSITY, IMMIGRATION, AND RELIGIOUS MATTERS

America, of course, is a nation of immigrants, but natives of different countries have tended to migrate at different times in this country's history. The earliest immigrants came from the western rim of Europe--

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Great Britain, France, and Spain primarily--as well as the coasts of Africa, with the importation of blacks, most of whom were slaves. As the colonial period ended, immigrants from more centrally-located European countries, such as the German Republics, began to appear. Gradually as the Nineteenth Century progressed, countries of origin moved further to the east and the south. Although most immigrants tended to land first at the large eastern seaports of Philadelphia, New York, and Boston, and then individually move as far west as they desired, there were, of course, numerous variations in this pattern. Scandinavians, for example, tended to by-pass the east coast entirely, heading up the Mississippi River from New Orleans for the prairies of the Upper Midwest.

In 1877, a massive wave of immigration followed the end of an economic downturn. At the same time, large numbers of native-born Americans resumed another old trend--moving from their place of birth in search of new opportunities and adventures. Generally such geographic mobility contributed to the Western movement so prominent in the history of America. Simultaneously, immigrants from China and other Oriental countries were moving eastward from California. All of this movement contributed to a population explosion in the United States that lasted until the beginning of World War I.

At the same time, however, feelings of "nativism" began to grow, and lost opportunities were blamed on this influx of "others," fostering growing resentment. Before the turn of the century, this spirit was increased when political parties and social or fraternal organizations such as the Grange began campaigning to restrict immigration. According to this point of view, America had absorbed too many immigrants. Such jingoism was clearly expressed in the Spanish-American War. Each ethnic or religious minority has felt the effects of such beliefs, but only the more fortunate were able to rise above it or become too assimilated to notice. Patterns of "escaping" or "fighting back" varied by group, as well. Some sought to preserve their differences, while others tried to shed them at once.

The study of ethnic heritage in Des Moines has just begun. In 1995, the Community Development Department of the City of Des Moines published *Community Preservation Plan*. One section of this document provides a preliminary overview of the subject.

Des Moines has not had a predominant foreign ethnic flavor, as has existed in Cedar Rapids, with its Czech population, or in Davenport, with its German population. Ethnic groups in Des Moines are a patchwork: Scandinavians, Italians, Jews, Germans, Irish, Blacks, Lithuanians, Mexicans, Greeks and Latvians. (*Community Preservation Plan*, p. 55.)

Religious diversity has characterized Des Moines. Catholics were represented in the city from almost its earliest days. Early Irish Catholics worshipped in the same congregations. St. Ambrose Cathedral, dedicated in 1891, included many Irish-born parishioners. The other early Catholic church was St. Mary's, heavily patronized by German settlers. Jews resided in significantly large numbers in North Des

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Moines in the early Twentieth Century. (See Chapter VII on North Des Moines in Section E of this report for further information.)

BUSINESS INTERESTS

Business people in Des Moines contributed to suburban growth perhaps more than any other interest group. Business people relocated their own residences from the central city to the suburbs, bought, owned, speculated in, and held suburban land, and pushed for an integrated metropolitan government to increase the opportunity for commercial expansion. Business in the metropolitan region is significant for each of these reasons.

Many captains of the city's growing commercial enterprises chose to live in the suburbs. The construction of these new, well-designed, and large-scale homes conferred prestige on their owners, as well as the suburban neighborhoods in which they built.

Business is also significant because real estate was often an important component--if not the only one--of many business people's portfolios of investment. Many suburban additions and subdivisions were platted by business leaders. The designs of these plats profoundly impacted the subsequent development of these neighborhoods. This was true both in the kinds of people the new additions attracted, as well as the character of the development that took place within them. Plats with small lots, for example, might attract working-class homeowners, while large lots platted in picturesque areas were more likely to attract more affluent residents.

Further economic development hinged, in large part, on a broad approach to commence. The fragmented status of Des Moines and its surrounding suburbs worked against efficient economic development, and so business interests pushed for annexation in the metropolitan area. Because of this, annexation came to pass sooner than had that support been lacking.

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FIGURE B

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I. Streetcars and Interurbans

I. STREETCARS AND INTERURBANS

INTRODUCTION

Rapid public streetcar transportation strongly affected the growth of Des Moines. The study of this topic is pivotal to understanding the city's Nineteenth Century suburbs and their evolution. During the 1880s, streetcar routes were privately established in Des Moines as private business ventures. Their routes were located for a variety of reasons. Business rivalry among competing transportation companies characterized the age. New transportation technology improved the machinery of streetcar equipment. Competing companies adopted this technology to varying degrees. Close connections were forged between streetcar capitalists and real estate interests. In some cases, these investors were one and the same. Finally, during the early Twentieth Century, the streetcar system was expanded to include outreaching-sections of Des Moines' metropolitan area, such as Urbandale, Valley Junction, and Fort Des Moines #3. In short, the age was one of rapid expansion, competing entrepreneurs, continual legal wrangling, high financial stakes, and the establishment of many new suburban sections of Des Moines dependent on their life and growth to rapid public transportation. (See Figures I-A and I-B.)

This phenomenon was widespread in America. According to Kenneth T. Jackson:

In the period between 1888 and 1918, when the automobile was still a novelty and a toy, the electric streetcar represented a revolutionary advance in transportation technology. Radiating outward from the central business districts, the tracks opened up a vast suburban ring and enable electric trains to travel as fast as fourteen miles per hour, or four times faster than the horse-drawn systems they replaced. By the turn of the century, a "new city," segregated by class and economic function and encompassing an area triple the territory of the older walking city, had clearly emerged as the center of the American urban society. The electric streetcar was the key to the shift. So important and pervasive had the trolley become by 1904 that its inventor Frank Sprague could reasonably claim: "The electric railway has become the most potent factor in our modern life." (Jackson, pp. 114-115.)

This chapter discusses the establishment and development of streetcars and interurbans as forms of rapid transportation in Des Moines from circa 1880 to circa 1920, the period of time they most strongly affected change in the city. Interpretation of the socio-economic changes they wrought--as Jackson has indicated--is much more difficult in Des Moines because the topic as yet is little researched. Chapter V of this document, addresses this topic in more detail.

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I. Streetcars and Interurbans

BACKGROUND

The early years of streetcar service in Des Moines were very volatile, with many companies vying for the right to set up lines. The city first granted a franchise to Dr. M. P. Turner to build a narrow gauge streetcar system, called the Des Moines Street Railway, in 1867. Other officers of the company included Jefferson S. Polk, vice president, U. B. White, superintendent, and Frederick M. Hubbell, secretary (*The Saturday Review*, December 26, 1891, p. 5, col. 1.) Before this Turner had operated three toll bridges across the Des Moines River, but this operation ceased when the City Council removed the bridge tolls. On January 11, 1868, Turner's narrow gauge horse-drawn line was opened. The first line ran from the foot of Capitol Hill to the Polk County Courthouse. By 1876 the company had two additional lines in operation (Carlson, p. 61).

Controversy between Turner and the City began late in March of 1885. At that time, Turner laid "scrap-iron" track for the streetcar company on 4th Street without securing the prior approval of the City Council. The Council claimed that Turner's actions damaged the cedar block pavement of 4th Street between Walnut and Sycamore Streets, and filed a lawsuit against him to recover damages. Additionally, the Council granted a franchise to a competitor of Turner's, the Broad Gauge Street Railway, on June 29, 1885 (Brigham, vol. 1, p. 305).

The Broad Gauge company was owned by Van Ginkel, Teachout, and Webber. They vigorously pursued their option and soon opened lines on Locust Street and Grand Avenue. Van Ginkel and Webber also promoted another broad gauge line, the Sevastopol Street Railway, built to serve the coal-mining operations (Carlson, p. 61).

Turner's firm sought an injunction to stop the competition based on the terms of his contract with the City. The courts granted an injunction, and the Broad Gauge franchise was soon invalidated when the Iowa Supreme Court in 1886 upheld Turner's "exclusive" rights to operate streetcars in Des Moines for a thirty year period (Brigham, vol. 1, p. 309). In June 1888, the Court further declared that Des Moines "could not lawfully interfere with the track-laying of the Narrow Gauge" (Brigham, vol. 1, p. 311).

The Broad Gauge company continued the fight by changing the kind of equipment it used. The firm argued that an electric line differed enough from a horse-drawn one that it would not infringe on Turner's exclusivity clause, and apparently the courts agreed with this reasoning. On December 19, 1888, the Broad Gauge line inaugurated the use of electricity to power its system when the street railway at 16th and East Grand was converted from horse drawn (Carlson, p. 61).

The rival companies competed for fares, but the public seemed to prefer the electric cars. Soon a number of other lines were built by additional new companies. The Belt Line Railway began a steam dummy line in 1888 that followed the Des Moines River for three miles, ending in North Des Moines. The Rapid Transit Company, headed by Jefferson S. Polk, opened another steam dummy line that

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I. Streetcars and Interurbans

connected Greenwood Park on the west to the suburbs east of the new State Fair grounds (Carlson, p. 61).

In the history of the transportation industry in Des Moines, the names of two men stand out in significance: Jefferson S. Polk and Frederick M. Hubbell. Associated in the firm of Polk & Hubbell from 1865 until 1887, the two men formed other partnerships in various companies, including early railroad and streetcar lines, as well as controlling interests in the Des Moines Water Works Company, and numerous investment and real estate deals. In addition, the two men "were identified with every public enterprise of importance in the city and did much for its development by their financial backing and support" (Brigham, vol. 2, p. 23).

Polk, who early in his career had owned interests in transport lines and subsequently sold them, again became involved in rapid transit. In 1889 he began acquiring competitive firms and consolidating and unifying the lines. He soon bought the franchises of the Des Moines Street Railway, the Broad Gauge Street Railway, the Sevastopol Street Railway, and the Belt Line Railway, and changed the firm's name to the Des Moines City Railway (Carlson, p. 61).

Polk was also heavily involved in suburban real estate development, and he realized the advantages rapid transit systems could provide to suburban development. During the movement for suburban annexation, which he "fathered," he promised that streetcar service would be extended to each suburb, and he delivered on the promise. February 1, 1890, saw the opening of the Walnut Street electric line to University Place (Brigham, vol. 1, p. 318). On February 7, the City Council authorized the company to extend the Sevastopol line and convert it to electric. The firm planned to lay its track from the north end of the Raccoon River bridge on and along First Street to Court Avenue to connect with its track at or near the Post Office (*Iowa State Register*, February 7, 1890, p. 6, col. 3). When Polk turned his attention to North Des Moines, he planned to bring the Sixth Avenue line down into the city from School Street and electrify the North Street line, which connected with it. (Brigham, vol. 1, p. 317-318).

The company had spent \$100,000 on construction since October 1889. Polk planned to extend the line to North Des Moines and Capital Park next. At the beginning of 1890, just before annexation:

The company then had about twelve miles of track with five district lines. Five cars were to be put upon the University Place line; two on the Clark street line; three on the Jefferson street line, with five cars all together on the Sixth avenue lines. The Twelfth street and Center street lines each had two cars, and the East side had five or six cars. North Des Moines was assured that next season the Sixth avenue line would be brought down into the city from School street and the North street line, connecting with it would be electrified. Capital Park was promised, in the following spring, a connection with East Ninth street, and soon as possible the west motor line would be electrified. All the cars on these lines were to swing round the circle to a central starting point on Sixth avenue. It will thus be seen that in anticipation of the Greater Des Moines long pictured

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I. Streetcars and Interurbans

in Mr. Polk's clear vision, much had been done to link together the city and its suburbs, and yet far more remained to be done. (Brigham, vol. 1, p. 318.)

The management of the Des Moines City Railway incorporated a separate company in 1898 under the name of the Interurban Railway Company. It was controlled by H. H. Polk (son of Jefferson S. Polk), Simon Casady, and J. B. Jones. In addition to management, the two firms shared the use of track, shops, and other facilities (Carlson, p. 61). The Valley Junction extension of the street railway was begun on April 21, 1898. The interurban planned to connect with the main streetcar line at Greenwood Park (Brigham, vol. 1, p. 358). After construction, the line was turned over to the Des Moines Railway Company to operate.

The same procedure was followed when the interurban built a line to Fort Des Moines in 1902-1903, and then gave it to the parent company to operate. During this same period, the interurban began building lines to two nearby towns, Colfax and Altoona, and planning others. None of these lines to other towns, built or planned, proved feasible, because of competition from the railroads. All were soon abandoned. The Des Moines Railway Company continued to open other new lines within Des Moines and the suburbs. In 1905, Urbandale was connected to the system. In 1910 the East 14th Street line opened, and the final line, the Crocker Street line, was built in 1920. As with many of the earlier lines, it was opened to extend service to the higher-class, new suburbs (Carlson, p. 61).

By 1907, one newspaper described the city's network. In "Des Moines the system embraces over eighty miles of track and extends out in every direction almost to the city limits, and in some beyond. There is an average of eight-tenths of one mile of track for every one thousand of population, and of one car in regular services for every 750 of population." Four and a quarter cent fares and a universal transfer system, means that practically every foot of an area of fifty-five square miles is as accessible to the home-seeker." (*The Mail and Times*, June 14, 1907, p. 3, col. 1-3).

The Des Moines Railway Company expanded its operations in the early Twentieth Century and developed a freight business. As it did so, the city company gradually turned its freight traffic over to the interurban company. The interurban company went into receivership and was reorganized as the Des Moines & Central Iowa Railway in 1922 (Carlson, pp. 77-78).

The company suffered from fluctuations in profit. "Sometime in the early 1900's," one account says, "the property came under the control of a bank." In 1911 a bankruptcy petition was filed for the Des Moines system. That year the company reported 78.91 miles of track and 103 cars in operation. As a result of the petition, the company was placed in the hands of a receiver." During the summer of 1921, a four-month long strike ensued over the issue of a "two-man car agreement." "On July 13, 1929, the Des Moines system was acquired by a syndicate headed by Walter J. Cummings of the car building firm. The property became the Des Moines Railway Company." (Carlson, p. 62).

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STREETCAR ROUTES

By 1890, Des Moines was served by a number of streetcar lines. All these routes radiated from the central business district, and most of them served the northern portion of the city. Only one route was in operation south of the Raccoon and Des Moines Rivers. The city possessed no ring routes interconnecting the radial lines, although one route was euphemistically called a "Belt Line." Passengers had to travel to the central business district to transfer to other outbound routes. The lack of beltway routes reflects the moderate size of Des Moines at the time, and the difficulty of interconnecting a city whose topography was riven by hills and rivers. Finally, the quality of the city's service was mixed. A variety of equipment was in place and multiple ownership of the lines meant added patron expense when transferring from one line to another.

Several sources exist to document the evolution of Des Moines' streetcar network, but it is difficult to map this evolution. These routes were quite fluid and rapidly expanding in the 1890s. At the beginning of the period, Bushnell's city directory shows the city's lines between 1889 and 1890. (See Figure I-A.) The greatest extent of the system is shown by Figure I-B. The names of these lines and their routes changed over time so that a legend identifying them on a map is difficult.

Although the evolution of these lines is complex, certain highlights stand out. By 1889-1890, the routes were served by a variety of equipment, with horse-drawn, steam, and electric cars being in service. The routes had a strong northern and northwestern orientation, including the following five routes serving North Des Moines, Capital Park, and University Place, and Greenwood Park.

East 9th Line

By 1909 the name of this line had evolved to the Union Park, East 6th and 9th Line. The route originally served points between Grand and Cleveland Avenues. Equipment on this line comprised horse-drawn cars. The route was later extended to serve East 9th, Union Park, and, finally, points north. The Y turn-around for this line in 1909 was located on Boyd Street by Grandview College.

Belt Line (North Motor Line)

The North Motor Line ran on the west side of the river on leased trackage owned by the railroad. Like the East 9th Street route, the North Motor line began at Grand Avenue and generally followed the route of present day Second Avenue (then known as Bluff Street). This line crossed the Des Moines River and proceeded north to serve Lake Park, Oak Park, and Highland Park. The North Motor (also called the Belt Line) line leased trackage from the railroad for a portion of their route, including the bridge across the river. As its name implies, this line was powered by a steam dummy engine.

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Sixth Avenue Line

Served by electric cars, this route ran from Grand Avenue along Sixth Avenue. This line terminated at some point south of the Des Moines River. Service on the line was provided by electric cars.

West 9th Street Line

This line followed a northerly route from downtown along 4th or 5th Street, jogged to the west south of North Street (now University Avenue), and followed West 9th Street to its terminus at the campus of Des Moines University. Equipment on this line comprised horse-drawn cars. The line was later extended to Prospect Boulevard (now Hickman Road), where a Y turn-around was built. Opened on July 5, 1890, with the addition of this line, North Des Moines had the best connections to the downtown of any of the suburbs. (*The Mail and Times*, July 8, 1890.) A branch line also served Jefferson Avenue, running from 9th to 13th Streets.

West Motor Line

This route comprised the major east-west route through Des Moines and calls attention to the strong northerly orientation, which otherwise characterized the city's streetcar network. The West Motor Line began in the vicinity of Greenwood Park, proceeded along Ingersoll and Grand Avenues. It ran along Grand through the central business districts on both sides of the river and to the state capitol grounds. The route turned into University Avenue, approximately where Avenue Frederick M. Hubbell is situated today, and terminated at the state fairgrounds on East 30th Street.

The West Motor Line featured electric cars. In 1889-1890, it was projected to extend beyond Greenwood Park by making a diagonal sweep to the northwest, where it would connect with the proposed Polytechnic School.

Cottage Grove Line

This line ran from Locust Street in the central business district to Drake University, via Wood Avenue, 19th Street, and Cottage Grove Avenue.

STREETCARS PROMOTE SUBURBANIZATION

Jefferson S. Polk made good on his promises to extend his streetcar service once the city of Des Moines was rationalized through annexation. The East 9th Line provides one example of his follow-

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through. The subsequent development of this suburb (and points north) provides a classic case study of the profound influence the streetcar route had on encouraging Des Moines' growth.

Until 1890, the East 9th Line had terminated at Cleveland Avenue. Following annexation, Polk extended the line north to Hull Avenue, where a Y was built as a streetcar turn-around. An impressive array of real estate development took place thereafter. Union Park was purchased by the City of Des Moines and upbuilt as a premier public park grounds in the city. A land company was organized to aid a new Danish college and successfully funded Grandview College, established near the northern terminus. The Iowa Children's Home (East 9th near Arthur Avenue, nonextant), a major institution in Des Moines, was located on the line. A neighborhood commercial district developed at the northern terminus. Finally, many new subdivisions were laid out and developed along the East 9th Street line.

North Des Moines was the second of the city's suburbs, following Sevastopol, to be connected with Des Moines by streetcar lines. The Belt Line Railway began a steam dummy line in 1888 that followed the Des Moines River for three miles, ending in North Des Moines (Carlson, p. 61).

In March 1895 the streetcars' importance in the city were enhanced even further when the U. S. postmaster agreed to allow mail to be carried on the streetcars and to be collected in boxes on certain lines. The stations to receive the innovation first were scattered throughout the city, at the "A" station on East Locust Street, the Highland Park station, and the facility on Cottage Grove near 21st Street. (*Des Moines Leader*, March 10, 1895, p. 1, col. 6).

CONCLUSION

Real estate developers depended on streetcar proprietors to provide public transportation. During the 1889-1892 period, particularly, when new streetcar lines were being added at a rapid rate, the relationship between these two groups of men is most easily seen. Real estate developers profited when they could advertise lots easily accessible to the streetcars. Streetcar proprietors profited when new developments near their lines burgeoned and brought in new riders.

Although late in the period, an opening sale advertisement of lots in Bates 2nd Addition graphically portrays the value of land in relationship to its proximity to streetcar lines. Located along 2nd Street (now 2nd Place), all lots in this offering were approximately the same 50'x140' size. The lots furthest from the streetcar line cost \$375 and \$350, while the lots closest to the line were priced at \$625 and \$650. (See Figure I-C.)

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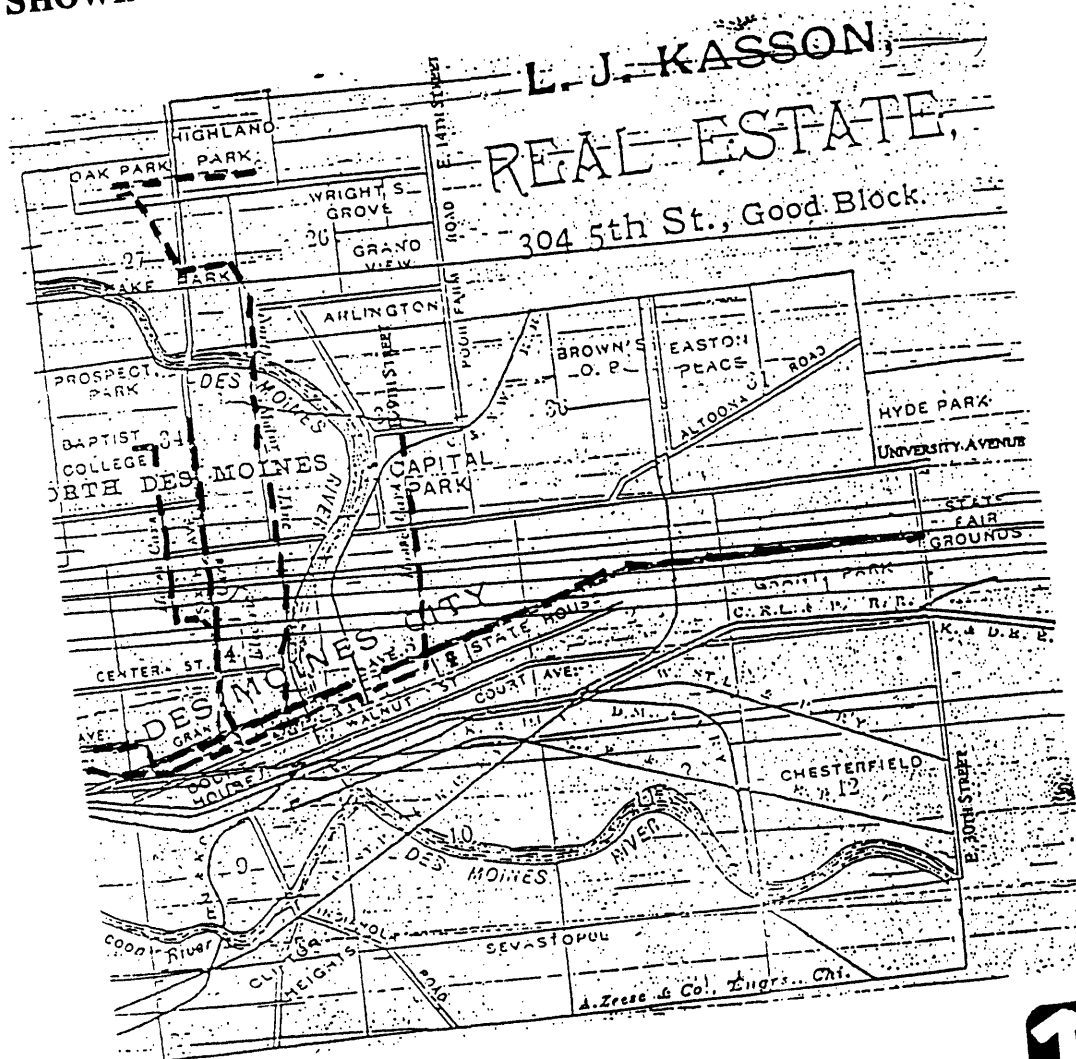
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DES MOINES & SUBURBS
SHOWING STREETCAR LINES AS OF 1889-1890



Source: *Bushnell's Des Moines City Directory*, p. 674.

FIGURE I-A

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DES MOINES STREETCAR SYSTEM
AT ITS GREATEST EXTENT



Source: Carlson, *Iowa Trolleys*, Map insert.

FIGURE I-B

(Carlson notes that trackage changed over the years and that this map shows its maximum.)

(See the map insert in *Iowa Trolleys* for a legend of the many streetcar and railroad lines shown here.)

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BATES 2ND ADDITION
SOUTH HALF IN 1909

Opening Sale of Bates Park Lots

An Unusual Opportunity to Secure the Only Close-In Residence Lots in Des Moines.
15 Minutes Walk from downtown. Right between 2 Good car lines. \$1 per week payments

These Bates Park Lots offer you the only chance remaining to secure close-in real estate at these low prices and easy payments. These lots are ideally located between the Sixth Ave. and Urbandale car lines and close to North-High school and Sanin school.

All lots are within 15 minutes walking distance of the heart of the city. Lots within a block of the new bridge at \$1,200 to \$1,500 each. These lots will increase 25 per cent in value in the next year. The new bridge over the river when completed will double their value.

All large sized lots. Best located in Des Moines.

COLLEGE AVE.

SANIN SCHOOL

CLARK STREET

ARLINGTON AVE.

BATES PARK

1 Per Week

LEVITT INVESTMENT CO.

2 BLOCKS TO URBANDALE CAR LINE

11	3650	S
12	3620	
13	3615	
14	SOLD	
15	3560	
16	3540	
17	3525	
18	3500	
19	3475	
20	3375	
21	3350	
22	3325	

2nd STREET

SIDEWALKS, SEWER, GAS, WATER AND ELECTRICITY IN THE STREET.

PAVEMENT WITHIN ONE BLOCK

Remember this is the only close-in Addition in Des Moines

Real Estate Investments

LEVITT INVESTMENT CO.

221 E. Young Blvd. Phone - Walnut 1774

Invest Your Savings in the BEST AVAILABLE PROPERTY in Des Moines. \$1 Per Week Payments

SALESMEN ON GROUNDS SUNDAY AND MONDAY



Source: Des Moines Register, June 6, 1918, Real Estate Section, p. 6.

FIGURE I-C

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II. LAISSEZ FAIRE AND SUBURBAN DEVELOPMENT

INTRODUCTION

Laissez faire means "let do," and much of American history in the Nineteenth Century centers on this principle of private economic enterprise unregulated by government. This principle is also important in Des Moines because laissez faire drove the community's suburban development during the late Nineteenth and early Twentieth Centuries. This chapter discusses the positive side of laissez faire--how private enterprise quickly responded to the need for new homes during a population boom. This chapter also discusses its negative side--that this unregulated growth bequeathed Des Moines a legacy of inadequate town planning.

Exodus to the Suburbs

The suburban impulse began early in Des Moines' history. Initially favored by the city's élite in the 1860s and 1870s, outward migration from the central city later became a popular pattern when streetcar lines enabled families to live further from their place of employment. Over time, instead of diminishing, the residential exodus to the suburbs intensified as Des Moines' population exploded in the 1880s. By October 1887, one hundred ten new additions had been platted since the drawing of the last city maps a few years previously. (*Iowa State Register*, October 16, 1887.) (Compare Figures II-A, II-B, II-C, and II-D.)

Suburban growth can be also seen in figures of aggregate building costs. In 1885, for example, the costs were broken down by suburban divisions. In North Des Moines, they totaled \$83,600; for Prospect Park, \$25,000; for University Place, \$84,225; for Greenwood Park, \$75,000; for Sevastopol, \$18,500; for Capital Park, \$83,300; and for Chesterfield, \$25,000 (Brigham, vol. 1, p. 304). These figures also suggest the direction of the exodus was to the north and the west.

Almost universally, cities grow to the west. Des Moines has done this, and also like all western cities, has yielded to the suburban impulse. The desire of a man--and a woman--to own their own home is one of the healthiest tendencies of American life to-day, and is strongly characteristic of this city. (*The Midwestern*, vol. 2, no. 7, p. 39.)

The exodus drew people with a variety of motives. For the élite, wealthier residents, improved social status was the primary reason for a move. Picturesque settings provided by natural or designed landscapes were also significant. Streetcar routes enabled the middle-class also to take part in this national trend, which touched all stations of society. The rich could have estates surrounded with large lots that enabled them to withdraw from the noise and bustle of the streets, but the middle-classes could also have options depending on their financial capabilities and pretensions. Both classes often desired to maintain small farms. Suburban life offered this opportunity. Both Lewis and LaVere Royal recall that, as late as 1931,

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some property owners in North Des Moines employed neighborhood boys to bring their cows home from pasture. (Lewis and LaVere Royal interviews, February 14, 1992.)

The suburban lure also appealed to the working-classes. Some subdivisions were designed to draw such prospective home buyers. Bates 2nd Addition featured, for example, lots of comparatively small size. They also sold at relatively low prices. An advertisement from 1908 shows lots along both sides of Second Street south of Clark Street selling in the \$350 to \$650 price range. Another incentive for the working class was the payment plan--only \$1 per week being required. Lower and more frequent payments have always appealed to this kind of buyer. This addition was laid out relatively late for a location so close to the downtown, and its improvement took a long time because of its sloping topography and proximity to the flood plain.

Choice Suburban Locations

Mulberry and Chestnut Streets, between 4th and 7th. Streets, were initially favored by Des Moines' upper class. These homes were located near the central business district for ease of commuting. But the city's wealthiest residents were not tied to rapid transit improvements, so they were able to relocate before streetcar lines were put in place. B. F. Allen's "Terrace Hill," for example, "set the pace for Grand Avenue, and Grand Avenue responded by becoming the show street of Des Moines." Others who followed included James Callanan, whose home was further west. Jefferson S. Polk also set the example early, when he moved from 7th and Mulberry to 20th and Grand. (*The Midwestern*, vol. 2, no. 7, p. 39.)

Pleasant Street was another early neighborhood of "notable houses," as they were called. This street, "as the second bluff from the river, can never be built out a view." These homes had lovely natural settings, "and the absence of streetcars, made Pleasant a handsome and dignified residence street." (*The Midwestern*, vol. 2, no. 7, p. 38.) Over the course of the next twenty years, however, Pleasant Street began to lose some of its desirability. Edwin R. Clapp, an early Des Moines real estate and railroad magnate, for example, decided to relocate from his formerly fashionable Pleasant Street neighborhood.

In 1891 Mr. Clapp purchased a fine piece of property adjoining the residence of J. S. Polk, fronting on Grand Avenue. James C. Savery had been the owner of it for many years. The price paid for the tract was thirteen thousand dollars. This place was bought for the purpose of building a permanent home on the most fashionable street in the city. The old home on Pleasant street had been encroached on by churches and apartment houses, and it was thought best to secure a more quiet and roomy place. (Brigham, vol. 2, p. 92.)

The western remnants of this attractive Pleasant Street neighborhood remain in the Sherman Hill area today, although many of the most noble homes have been razed along the eastern portion of Pleasant, including the one built by Clapp.

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Popularization of suburban living followed in the succeeding decades. During the rapid commercial and industrial growth of the 1880s, many residents of Des Moines moved their homes from the congestion of the present-day downtown area to locations further removed from it. A random sampling of residents moving from the downtown to other sections of the metropolitan area indicates that their out-migration formed a pattern. Basically, these individuals located their new homes to areas in the west, northwest, and north. Those choosing the west frequently built along Grand Avenue. Those in the north, generally selected lots along the primary arteries of 6th Avenue and 9th Street. These lots usually consisted of smaller dimensions than those on Grand. Business and professional people, as well as working-classes, who worked in East Des Moines, often chose the suburb of Capital Park.

Three specific examples of men who followed different career paths nevertheless can illustrate this pattern of residential relocation. J. A. Jackson, an attorney and real estate developer, moved from 619 7th Street in 1880, to 510 10th Street in 1886, to a beautiful mansion he called "Arlington" on Arlington Avenue near 6th Avenue by 1889. W. M. McCain, of the McCain and Chase grocery firm, lived at the southwest corner of Mulberry and 7th Street in 1880; by 1886 he had become secretary to the Des Moines Linseed Oil Company, but still resided in the same location; by 1889 he had acquired enough wealth to move into a large home on West Grand Avenue. Finally, S. A. Robertson, a contractor-builder who erected many business blocks and public buildings in the city, lived at 714 West Walnut Street in the early 1880s, but had moved to 440 West Pleasant by 1889. None of these houses remains extant today, although each is pictured in Bushnell's city directory of 1889. Whether they moved to the newly incorporated suburbs or to outlying sections of the City of Des Moines, a strong pattern of out-migration from the downtown is evident among the élite, the upwardly mobile middle-class, and the city's business and political leaders.

Inhibitors to Suburban Growth

One initial inhibitor to suburban growth was public skepticism. Early developers, such as Lowry W. Goode, E. T. Likes, and L. M. Mann, for example, first encountered laughter and skepticism when they began platting lots in North Des Moines. When the paving of 6th Avenue north of the bridge was first suggested, "it excited a smile of derision." But the development of the area proceeded very rapidly, especially after the Belt Line extended streetcar service north on 6th Avenue. When the zoological garden was opened in 1889, however, "after a few contemptuous sniffles, public opinion boldly changed its face again and declared that the north territory was 'a go.'" (*The Mail and Times*, August 3, 1889, p. 1, col. 6.)

Seasonal flooding also posed difficulties for some suburban areas. In May 1892 Des Moines suffered from a bad flood, in which the "entire southern portion" of the city was "several feet under water," but business was not interrupted much (Brigham, vol. 1, p. 324). The principal reason that business sustained little interruption, however, was that the areas most affected by the flood, Chesterfield and Sevastopol, had few commercial establishments. Most of the damage was undoubtedly suffered by working class families who owned private homes in those areas. Other areas of the city, including North Des Moines, also sustained damage.

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This flood "caught several people napping," but by the autumn of that year efforts were underway to construct levees to prevent such devastation in the future. This appears to have been done by private individuals or groups, however, rather than by any governmental body, as the following passage shows:

But the feasibility of confining the river to a narrower channel was never doubted for a moment, and without any flourish of trumpets the owners of Central place have gone to work and thrown up a magnificent levee four feet higher than the highest water mark of the recent flood. It is just completed to Rollinson's addition, and it is understood Mr. Rollinson will continue it to the Belt Line bridge. . . On the other side of the river the Home Park Improvement company, which purchased the Ford tract last spring, is preparing the way for a large levee and boulevard, by removing the 'African jungle' north of Sixth street bridge. . A levee here will protect that much traveled thoroughfare, Sixth avenue, where the paving was all washed out last spring." (*Des Moines Leader*, October 2, 1892, p. 1, cols. 5-6.)

This flood was superseded by the July 1902 flood, ranking second only to the 1851 flood, when the high-water mark stood at 21.3 feet above the mean. The Great Western Railroad bridge was washed out in 1902 (Brigham, vol. 1, p. 380).

This flood was soon superseded by another in 1903 that reached the 23.5 mark. The streetcar system was stopped when water leaked into the power house. Parts of North Des Moines suffered severe damage in this flood, and part of the Melan-arch, then under construction on the 6th Avenue bridge, also went out. More than 1,500 people needed temporary shelter, which was provided in hotels, schools, churches, and other facilities (Brigham, vol. 1, p. 385).

Evidence exists that contemporaries recognized that the exodus from the central city to the suburbs posed some threats. Some individuals feared financial loss if the suburban movement continued and attempted to counteract it.

WHY GO TO THE SUBURBS FOR A HOME? Don't You Prefer a Home With Beautiful Lawns! Near the Depots, Hotels and Business? Then Secure a Home at Colchester Place. Colchester Place Home Association, C. C. Cole, Pres., 421 Court Avenue. (*Des Moines Leader*, May 10, 1891, p. 7.)

The main inhibitor to suburban growth, however, was the absence of streetcar routes. When Jefferson S. Polk expanded Des Moines streetcar lines in 1890, many more tracts were opened up for suburban development and this last impediment fell.

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Marketing Real Estate

Des Moines' developers loudly touted real estate through aggressive marketing practices. The intensely commercial nature of Des Moines real estate development can clearly be felt through contemporary advertisements in local newspapers. This advertisement, for example, describes Bates Addition.

HOW LARGE IS YOUR SALARY? DO YOU PAY RENT? -HOW MUCH?

Suppose you go into a house of your own and pay for it by paying the same amount you are monthly wasting on other people's "vine and fig tree." BY GETTING YOURSELF A HOME IN THIS MANNER! You hardly feel the change from your previous expenses and all the time YOU ARE PUTTING IN A NAIL FOR YOURSELF! And still more you have invested in property that more than any other in the city will be the first to quicken in value. You ask why? Well, all we ask is for you to take a look at the PRETTY HOMES AND BEAUTIFUL GROUNDS Embraced in the property of the BATES ADDITION IMPROVEMENT CO. And we will not have to say a word. It will commend itself to you at once. It is the last of the choice convenient properties left and it will pay any who desires to save something to call on B. F. HOLCOMB, Secretary, 315 Fifth St., OR FREDERICK FIELD, 506 Walnut Street. JAMES B. WEAVER, JR., 214 1-2 Fifth Street. (ad in *Des Moines Leader*, June 14, 1891, p. 9, cols. 1-7).

Your Wife Will be Happier! SO WILL THE DEAR LITTLE BABY IF YOU WILL BUY ONE OF THOSE BATES' ADDITION LOTS! 10 per cent down and \$10 per month will buy a fine lot in Bates' Addition, the choicest spots for homes in Des Moines. They are situated in the very center of the BEST residence portion of the city where the solid, wealthy and substantial have homes and where all public improvements have been well looked after. . . B. F. HOLCOMB, Secretary, 315 Fifth Street. (Advertisement in *Des Moines Leader*, July 12, 1891, p. 9, cols. 6-7.)

The "hype" of such advertisements should be understood in light of historical experience. In point of fact, this portion of Bates Addition was one of the slowest subdivisions to develop in North Des Moines. When finally upbuilt with residences, these buildings typically were of a small scale boasting less architectural detail than other sections of North Des Moines.

The following advertisement for Marshall's Addition in North Des Moines stands in contrast to the one for Bates Addition, although both tracts abut one another.

Adjoins Oakland on South, Central Place on East, Bates' Addition on West. It is on the Belt Line, easily reached by carriage over Bluff Street, or over the Paved Streets of Sixth and Clark. The Lots are 50x133 feet, and are in a delightful residence portion of the city. "It is within 10 minutes' walk of Oakland School and Three Churches, and within 10

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minutes' drive from Walnut Street. LOTS CAN BE HAD CHEAP And on Easy Terms from James Marshals, Who resides in the Addition. (ad in *Des Moines Leader*, May 3, 1891, p. 2.)

This advertisement communicates real information important for the serious homeowner.

About 1889 Lowry Goode introduced a new practice to the Des Moines real estate market. Known as "the Chicago Plan," an advertisement for a home Goode was selling in North Des Moines explained the idea. "As a novelty in Des Moines, I have followed the example of the leading builders in Chicago, and have furnished the house ready for the purchaser to move right into." The furnishings even included carpets on the floors and dishes in the pantry. The entire package--60 foot frontage lot on Eleventh Street with a two story eight room home, cement sidewalks, and all furnishings--was being offered for only \$3,600. (ad in *The Mail and Times*, July 13, 1889)

Land Companies and Collegiate Connections

Many land companies were founded in Des Moines to sell real estate, but some played an additional role in the city by promoting higher education. They were University Place Land Company, linked with Drake University, the Highland Park Land Company, linked with Highland Park College, as well as two other land companies, one linked with Grandview College. These companies saw education as an attraction to potential homeowners. Prospective buyers included parents of youth, who were eager to give their children an education, so eager that they would move their whole family to these suburbs and enroll students, who would stay at home and save boarding costs.

Highland Park Land Company provides a good example of these close connections between land companies and higher education. In April 1892, the company made a special offer to prospective buyers.

As a special inducement, anyone purchasing a lot before June 1st will be presented with a scholarship certificate, entitling any member of his family, or any person to whom it may be transferred, to one year's tuition in Highland Park College, the regular cost of one tuition being \$44. The motive for this is purely a business one. Our aim is to deal directly with the customer; to give him the equivalent of the commission that would be paid were the sale made through an agent. (*The Saturday Review*, April 30, 1892, p. 7, col. 2-4.)

The Company further noted that the College did not intend to build dormitories, expecting that Highland Park residents would provide rooms in their homes that students could rent. This led to high rents in the area, something the land company saw as favorable to new buyers.

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THE LOWRY GOODE BOOM

Introduction

Lowry Goode's career epitomized the early years of suburbanization in Des Moines. Archetypical of the real estate developer, all local newspapers portrayed him as a key individual. One can see in his career, in fact, all of the themes which characterized real estate developers during this period. Other developers were less well known and less publicized, but Lowry Goode captured intense public attention, admiration, and respect.

This statement appears radical today because we have come to associate Frederick M. Hubbell with real estate from this period. Actually, Hubbell's interests in this area grew in large scale after the dissolution of the Polk-Hubbell partnership. During the 1880s and 1890s, Lowry Goode dominated the real estate market of the Golden Circle. When his enterprises failed in 1893, the real estate market in the whole city suffered a depression and this created financial ripple effects in other business enterprises throughout the area

Lowry W. Goode, the oldest of five children of Col. Edmund J. and Sarah D. Stone Goode, was born on April 14, 1857, in Monticello, Mississippi. Edmund J. Goode practiced law and attained the rank of colonel in the 7th Mississippi Infantry of the Confederate Army. The family relocated to New Orleans at the end of the Civil War, and then moved on to Des Moines in 1868. Lowry Goode married Hattie S. Newton, of Robinson, Illinois, on May 29, 1879. (Newton was the niece of Judge Curtis Bates, a large landowner in North Des Moines and the 1854 Democratic Party candidate for Governor of Iowa.) The couple had four sons. Frederick D. Goode, younger brother of Lowry, was born on August 19, 1861. He married Mabel Barber in September 1883, and they subsequently had one son. (Goode, *Virginia Cousins*, pp. 202-203, 341-42.)

Lowry and Fred Goode were first associated in running the *Iowa State Leader*. They founded and edited a Democratic state paper, the *Hawkeye Blade*. Lowry later read law with his father and graduated from the Albany Law School in 1878. Active in Democratic politics, he served as a delegate to the national party convention in Chicago in 1884. In 1888 the family genealogist characterized Lowry as "one of the most energetic of the citizens of Des Moines, the projector of Oakland, a suburb now rapidly advancing, and a leader in other real estate enterprises." Fred and Lowry Goode were frequently engaged in real estate investments, both separately and together. (Goode, *Virginia Cousins*, p. 341-42.)

Lowry had a flair for publicity and advertising. Here is one of his advertisements:

Great Activity in Real Estate, We have had for six weeks an enormous demand for property, which is culminating in the most active real estate market Des Moines has known for ten years. . . Shrewd buyers will not wait until the market gets on a "boom." Everyone concedes Des Moines real estate to be ridiculously low. It must go up rapidly

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when it begins. BUY NOW! BUY LOTS! BUY RESIDENCES! BUY BUSINESS
PROPERTY! BUY ANYTHING!" (*The Saturday Review*, February 25, 1893, p. 7,
col. 2.)

Downtown Interests

BY 1889 Goode had parlayed his holdings and capital into a major force in Des Moines. At this time, downtown Des Moines was experiencing a construction boom. In that year, Goode undertook construction of a big downtown office building.

The plans for the magnificent business block which Mr. L. W. Good [sic] is about to build on Sixth street between Locust and Grand avenue have been changed, and a still finer block will be erected than was first planned. It is to cost \$40,000, will be full six stories high above basement, 44 feet front, and built of rough and carved stone and plate glass entire, will be built with passenger elevators to all floors and will be the handsomest block in our city. It will probably be occupied by one large retail dry-good store. This is the faith Mr. Goode has in Des Moines." (*The Mail and Times*, November 2, 1889.)

(The same column also discusses Highland Park College and concludes that "Lively Lowry Goode is the author of the magic plat.")

In 1890, Goode's new office building, the Essex, was viewed as "a sample of the towering business blocks that are now being put up in Des Moines. It is a monument to the enterprise of that progressive young man, Mr. Lowry Goode, who has made an enviable fortune and fame the past five years, while croakers squeaked. His interests now foot up over \$250,000 in the city alone. Five years ago he was editing a campaign daily newspaper!" Had just finished an "imposing and picturesque new home, 'The Oaks'" (*The Mail and Times*, December 20, 1890.)

One example graphically demonstrates the heights speculation had reached with downtown Des Moines property. In 1891, the "Old Tuttle Place," on the southeast corner of 5th and Grand, was sold to H. C. Hansen for \$80,000 on July 11. "The sale was made by Thomas A. Harding, the hustling and popular dealer and agent in Des Moines property." Formerly occupied by Dr. Montague, but probably will be razed for new block. Hansen "is a wealthy East Side business man and is very conservative; not having faith in booms or boomers," "Lowery Good [sic] and Dr. E. T. Likes bought this property on the 15th of May, 1890, for \$35,000, and with the building of the new Equitable block, the Essex block, the Marquardt bank block, the proposed new block on Fifth and Walnut, the enlargement of the Good block and many other fine blocks in this vicinity as well as the near location of the Savery block and the Y.M.C.A. building has made this a most desirable piece of property and has caused it to more than double in price inside of fourteen months." (*Des Moines Leader*, July 11, 1891, p. 5, cols. 1.)

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Another coup in Lowry Goode's career occurred in 1891. Nowhere is his influence more apparent than his efforts to obtain a branch office of the Equitable Life Assurance Society for Des Moines. Before agreeing to locate in Des Moines, the company asked citizens of the city to subscribe to policies worth \$2,000,000. "The stock was subscribed through the efforts of a number of public spirited men." It was built on 66x132 feet lot, to cover whole lot, at the northwest corner of 6th and Locust. "the location is considered one of the best that could possibly be chosen for such a block. Sixth street has become the great artery for northern travel, and is evidently destined to be a main business street." This eight-story building, later named Banker's Trust Building and demolished in the 1970s, was designed by Andrews, Jaques & Rantoul of Boston. Frank D. Jackson, president of Citizens' Improvement Company, was instrumental in getting the company to choose Des Moines. (*Des Moines Leader*, June 9, 1891.) "When it was suggested a year ago that in order to secure this magnificent structure the citizens of Des Moines would have to raise \$2,000,000 insurance for the Equitable company, some of our faint hearted and incredulous citizens raised their hands in holy horror, \$2,000,000, they said, could never be raised. But enterprising citizens like Lowry Goode and others took hold of the matter, and the building is now well under way." (*Des Moines Leader*, June 9, 1891, p. 4, col. 2.)

Goode also benefited from the Equitable's location in Des Moines. In August 1892 Lowry and Fred Goode, whose offices were then located at 500 W. Walnut, advertised that the "New York Equitable has placed in our hands the renting of their magnificent fire proof building. (Ad in *The Saturday Review*, August 6, 1892, p. 7, cols. 6-7.)

Suburban Interests

Goode and the others associated with him were frequently involved in platting new additions, developing them by laying streets and sewer lines, and then selling off lots. It was common for these men to associate in various combinations to finance the additions and sub-divisions. So frequently were they involved in these deals that their names were even used to delineate newer additions. In a list of one hundred ten new additions in the city compiled in October 1887, for example, the following can all be found: L. M. Mann's sub-division, Goode and Likes' addition, L. M. Mann's addition to Cottage Grove, and L. M. Mann's 2nd addition to Lake Park. (*Iowa State Register*, October 16, 1887.)

A rapid increase in real estate prices accompanied this land development. One Des Moines newspaper commented on the low cost of Des Moines land. In an editorial, the paper cites a letter from Omaha responding to ads placed in its newspapers to sell lots in Des Moines' Kingman Place and inquiring how prices could be so low. "They find here a city where everything is prosperous, new residences building by the thousand, the population growing at the rate of not less than monthly, fully a million dollars worth of business blocks now in process of construction, some of them among the finest ever built in the west. Bank clearances greater than 25 to 50 percent greater than a year ago, and yet the prices of real estate not more than one-fourth to one-tenth as high as in other rapidly growing cities. Why is it? Well, the fact is that Des Moines has had no boom. . . Property has been purchased for some years past simply by those who wanted it for their own use. Consequently prices have advanced only as justified by the growth of the

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city. If there had been any wild speculation prices would have gone up higher, as they have in other booming cities. Today strangers are coming in from all over the country and buying it for investment... must convince anyone that a very rapid rise is sure." (*Des Moines Leader*, May 24, 1891, p. 4, col. 1.)

The stability of Des Moines real estate was a concern for professionals in the field. The rapid increase of prices prompted, in April 1892, an attempt to cap the inflation of prices. The local real estate exchange proposed the appointment of a committee to value independently all land in Des Moines and set prices. (*Des Moines Leader*, April 3, 1892, p. 5, col. 1.) This public declaration indicated a serious concern over the stability of the local real estate market.

The bull real estate market silenced these voices of moderation. By October of 1892, the newspapers were no longer ambivalent about whether or not Des Moines was experiencing a "boom" in real estate. In fact, the *Des Moines Leader* announced that "THE BOOM IS HERE TO STAY." The report called it a "tidal wave of unprecedented activity," and noted that new houses and artisans were both in short supply. Factories were also under construction, increasing even more the demand for unskilled labor. In fact, the need for workers was so great even in the normally slack winter season that workers were altering their patterns of returning to their country towns of origin and remaining in the city. (*Des Moines Leader*, October 2, 1892, p. 1, cols. 5-6.)

A few days later, the newspaper reported that the previous month had broken all records for total dollar sales of real estate in the city, reaching \$150,000. In addition, another record was set when one thousand new people moved into Des Moines during this one-month period. (*Des Moines Leader*, October 9, 1892, p. 2, cols. 3-4). The rate of growth continued to escalate. From October 10 to 16, recorded property transfers amounted to \$135,000. One area profiting from the increase of real estate prices was North Des Moines, particularly lots north of Forest Avenue. Reasons for this included "general influences, the location of the parks and the completion of the sewers." Other areas experiencing high levels of sales included Hyde Park on the east side of the city and Brown's Addition, north of the Des Moines River. Three of the largest deals reported that week involved Lowry Goode--he sold lots totaling \$22,900. (*Des Moines Leader*, October 16, 1892, p. 5, cols. 1-2.)

The boom kept expanding, showing even higher figures, and the following week, from October 23 to 30, saw an even larger amount of real estate transfers. The sales amounted to \$230,000, and, as in the earlier part of the month, most of the deals were cash transfers. Six sales accounted for the major share of the total, with the largest being J. B. Goode's \$80,000 purchase of Capital City property (if related to Lowry Goode, this is unknown.) This piece of property illustrates the highly speculative nature of Des Moines real estate during the period.

Not over ten or twelve years ago it was sold by the Witmers for about \$15,000, and has changed hands almost annually ever since, at each change having increased materially in value until the sale of the week when it commanded over five times its original and first sale price. (*Des Moines Leader*, October 30, 1892, p. 8, cols. 1-2.)

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The Panic of 1893 and the Lowry Goode Bust

In the spring of 1893 the United States first began to feel the effects of what came to be called the Panic of 1893. This financial crisis ushered in the worst depression to hit the nation since the latter years of the Civil War. Wall Street and New York City felt the brunt at first, but, as the nervous nation, including Des Moines, watched, the financial failures struck across the nation, seemingly at random. When railroad giant Jay Gould fell, the ripple effects intensified. Iowa was shielded at first, but in early May, Sioux City suffered three bank failures in one day. Soon cities in Indiana and Ohio were severely affected. Anxious Des Moines leaders kept trying to reassure the local population that the city's businesses were "rock solid," not built on insecure speculation.

Des Moines' two leading newspapers, the Republican *Iowa State Register*, and the Democratic *Des Moines Leader*, each tried to place the blame for the collapse on the opposing political party, but each also tried to instill confidence in the local economy and forestall financial collapse in Des Moines by praising the "conservative" nature of local businessmen. Editorial after editorial preached the same sermon: Des Moines business, while temporarily suffering, will not be permanently crippled by the downturn. The *Register*, for example, ran an editorial on May 13 that commented on the previous day's bank failures in Ohio and Indiana. By contrast, the paper claimed, Des Moines had little to fear because its institutions were not tied so directly to eastern organizations.

The industries which we have were built up on home capital, and the banks of the city represent the savings and capital of Des Moines and Iowa men. The worst of the financial disturbance is not yet over, but even the worst will not affect those who have builded not on financial sand, but on financial rock. (*Iowa State Register*, May 13, 1893, p. 4, col. 2.)

The following day the paper reported that Chicago millionaire and major Texas land investor and financier J. V. Farwell had signed an agreement to invest over \$100,000 in Des Moines real estate. Farwell arranged to purchase ninety-eight acres south and west of Hyde Park and the State Fair grounds through local realtor T. A. Harding. The addition would be platted, trees would be planted, and streets and sidewalks laid. When asked to comment on the deal, Lowry Goode stated that such capitalists as Farwell "look upon Des Moines as a steady going town, a safe place to invest money. (*Iowa State Register*, May 14, 1893, p. 14, col. 4). By printing such stories, the newspapers clearly hoped to assuage fears that the depression was in fact spreading to other parts of the country.

On June 7, the *Register* again commented on the ability of Des Moines to withstand the Panic. Several Chicago banks had been closed because of runs made against them. "A few of the bank failures which have been chronicled have resulted from the carelessness and criminality of bank officials, but others have been caused by people losing their heads. . . . What is needed at the present time is coolness and calmness," the editorial proclaimed. "Meanwhile it ought to continue to be a matter of self congratulation that Iowa and

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Des Moines are so little affected by the financial occurrences of the present time. This state is better prepared for a financial siege than any other state in the Union and Des Moines is the safest city in the Union." (*Iowa State Register*, June 7, 1893, p. 4, cols. 2-3.) The tone of the comments, their timing, and the cumulative, repetitive nature of the editorials have the effect of calling attention to the fears of the editors and, presumably, the business community whose views they were reflecting. Obviously the city's commercial interests were very worried.

Despite these efforts, the effects of the Panic were soon to be felt in Des Moines. On July 7, 1893, both newspapers announced that Lowry W. Goode had suffered several attachments of his property and subsequent confessed judgments against him. Once again, though, the newspapers acted in concerted fashion, trying to downplay the extent of Goode's losses. Both newspapers asserted their belief that Goode would soon rebound, thereby also reasserting again their hopes that Des Moines would miss the worst of the depression. The *Leader* article, for example, began: "A foolish, thoughtless word caused Lowry W. Goode and his associates in business lots of trouble yesterday. It was about noon that a certain financial agency in this town telephoned to town banks that several attachments had been filed with the county clerk by creditors of Mr. Goode. The story traveled about town and was magnified, and as a consequence several attachments were filed." Goode's personal investments were attached, but several firms in which he was known to be a partner or major investor were also attached. These included the Highland Park Improvement Company, the Highland Park Investment Company, the Zoological Park Company, the Des Moines Water Power and Electric Company, and the Oak and Highland Park Improvement Company. (*Des Moines Leader*, July 7, 1893, p. 1, col. 4.)

At the same time, Goode was trying to protect as many of his personal assets as possible. In the same story that reported the attachments against him, the *Register* listed twelve plats of land that Goode and his wife had transferred to his father, E. J. Goode. Four of the transactions had occurred on April 27, three on June 27, two on June 28, one on June 29, and two on July 3, and most of the transactions involved multiple lots. Each sale was for the sum of one dollar. Another piece of the financial puzzle involved the buy-out of the Des Moines Water Power and Electric Company, in which Lowry Goode had been a principal investor. On July 6, the same day that several others filed attachments against Goode, a mechanics' lien for \$89,000 was filed against the company by the Fort Wayne Electric Company. "It was immediately withdrawn, however, but not before the impression was given out that the \$89,000 was a part of Mr. Goode's liabilities, a manifest error." On July 7, it was announced that the "old water power plant" had been transferred to the Fort Wayne firm, which would continue to operate it with the same management team, headed by C. K. Mead. This deal meant "a great relief to Mr. Goode," according to the *Register*, but subsequent events show that it only bought Goode a little more time, rather than permanently staving off financial collapse. (*Des Moines Register* July 7, 1893, p. 6, cols. 2-3.)

More than half of the reports in both newspapers were devoted to Goode's defense of himself. He was quoted as stating "'I have a year to redeem my property after judicial sale and my assets cannot wholly be dissipated and closed out much under eighteen months. . . My creditors got panicky over unfounded rumors and would not wait. I was hard up for ready money and could not pay and here we are. . . My creditors are distributed and most of them are amply protected. It is a temporary wind storm and I have

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been temporarily forced down by sheer weight of a few anxious creditors and blown off my feet." But he predicted he would be back in the real estate business soon. (*Des Moines Leader*, July 7, 1893, p. 1, col. 4.)

The following day the *Register* again came to his defense, with an editorial titled "LOWRY GOODE WILL PULL THROUGH." Proclaiming him a "thoroughly honest and energetic man," the newspaper supported his request for a year's moratorium to pay his debts. "He knows the value of the numerous lots and other property owned by him, which will not sell for one-tenth their real value if forced on the market during the prevailing financial stress." But his creditors should be willing to wait, because he "is a money maker and a city builder, and his enterprise and energy have largely contributed to the upbuilding of Des Moines." In addition, the filing of the mechanics' lien by the Fort Wayne Company had been misinterpreted by Goode's creditors, the paper claimed. According to the *Register*, the action by the Fort Wayne Company was "known to have been a movement to protect the company and Mr. Goode's interests," and this should not be a cause of further alarm. (*Des Moines Register*, July 8, 1893, p. 4, col. 2.)

During the next several years, Goode and his property were entangled in numerous legal procedures. The Goode family moved from their home on Oakland, "The Oaks," and took up residence on 9th Street.

On July 23, 1896, the Lowry Goode family planned to depart Des Moines for Nyack, New York. When he announced the move, Goode indicated it would not be permanent. Goode had been a prominent man in the city for many years. "He is known as the founder and builder of North Des Moines, and few men, if indeed any, have done more toward extending and building the city. He was interested in many enterprises of a speculative character, and when financial troubles overcame the country three years ago he became involved and failed. Since that time he has been quietly at work trying to straighten out his affairs, and in the work which this involves had found that he is kept in the east the greater part of the time." "the amount involved in the failure was about \$700,000, of which he estimated that he had already cleared up three-fifths." Most of his remaining unfinished business consisted of "corporation deals," now being managed by other parties. "Goode is still working on the deal for the consolidation of the electric light and gas companies of the city," and this requires him to be in the east. Goode "says his opinion of Des Moines has not changed; he believes it has a great future and good present, and expects to be identified with the place." "Last evening, as one of the unpleasant incidents to his departure, a large amount of Mr. Goode's household goods that had been placed in the cars for shipment were attached by Chase & West under an old claim." Goode professed to be unconcerned about this action, as he believed the claim would not hold because "the statute of limitation had run against it." (*Des Moines Leader*, July 23, 1896.)

Although Goode expected to leave on July 23, he was prevented from doing so by the Chase & West attachment. Goode placed two bills of sale on file that showed he had transferred the personal goods to his wife. An amendment to the petition was then filed by the company, in which Hattie N. Goode was made a defendant. Finally, though, Goode's effects were released "when he secured a surety on a delivery bond." This provides further evidence that Goode was in deep financial straits if his wife was made a co-defendant in a lawsuit. (*Des Moines Leader*, July 24, 1896.)

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REAL ESTATE DEVELOPERS

Many individuals participated in the development of suburban real estate in Des Moines. They can be classified as real estate agents, developers, promoters, and speculators. What follows here are thumbnail sketches of some of the city's leaders.

The *Des Moines Leader* commented in 1891 that there were not many real estate developers in the city, "but they are all busy." (*Des Moines Leader*, June 7, 1891, p. 8, col. 1-2.) Although there may not have been a large number of developers and financiers involved in real estate sales and speculation at the time, those who did were quite active and, at least until the Panic of 1893 and its aftermath hit the city, they were quite successful and prosperous as well.

Those real estate men who actively traded North Des Moines properties frequently were associated with Lowry and/or Fred Goode. Others often linked to the Goode brothers include J. A. Jackson, E. T. Likes, George C. Newman, W. W. Fink, L. M. Mann, and Alonzo S. Wilcoxen. Each of these men had major financial investments in North Des Moines land, although not all of them resided in the area. Unlike the Goodes, however, none of these men is known to have left Des Moines when the real estate market collapsed after the Panic of 1893, but several did change careers, quitting the real estate business. The turnover rate within this profession seems to have been unusually high, probably because of the large amount of money each had to invest, the degree of speculation that was required, and the uncertainty of financial transactions in America in general during this period. During the 1885-1895 period, real estate investment and speculation may have been a lucrative way for adventuresome young men to make fortunes quickly, but they risked all in order to do so.

The first three men listed above, Jackson, Likes, and Newman, have proven difficult to document, but the others provide ample evidence of the range of interests and concerns of this group of men. Primarily interested in land and how best to realize a profit from it, these men typify many turn-of-the-century mid-level business men. They also illustrate three basic patterns, the proprietor or major investor, the developer, and the builder. Many resided, at least for a time, in the plats that they were developing.

None were as mobile as the Goode brothers, however, who lived for a few months in a newly constructed home and then moved into an even newer house. Even Fred and Lowry Goode, however, maintained this pattern for only a few years, for both constructed large homes on Arlington Avenue in the early 1890s. Lowry Goode's home, "The Oaks," was located at 1805 Arlington, and is non-extant. When he was entangled in legal difficulties in 1893, Lowry sold this home for \$25,000 and moved into a more modest house at 1146 9th Street, where he resided until he relocated to New York. Fred Goode spent the early 1890s in a home on Arlington Avenue, the exact address of which has not been determined. In 1892 he occupied a dwelling at the northwest corner of 4th and College, which is non-extant. In 1894 he relocated to Boston, Massachusetts (Des Moines city directories).

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J. A. Jackson

One of the most active realtors from the period, J. A. Jackson's biography has proven difficult to document. Contributing to the problem is the fact that his first name has not been determined, which, when combined with his common surname, makes him difficult to distinguish. Most of his documented real estate deals were handled through incorporated land companies. His earliest real estate involvement discovered to date was as a director and incorporating member of the Riverview Park Company, which platted Riverview in the spring of 1886. Other directors included Lowry W. Goode and former Iowa Lt. Governor B. F. Gue (Articles of Incorporation, Polk County Recorder's Office, Book 4, pp. 594-596). Somewhat later, as an agent of both the Oak Park and Highland Park Land Companies, Jackson was financially involved in deals with most, if not all, of the other men studied in this section. He also had a connection with the second plat of Clifton Heights and advertised as a real estate broker for Prospect Park (newspaper advertisements, *Des Moines Leader*, varying dates). He undoubtedly had investments in other additions and plats as well. Jackson changed careers after the Panic of 1893, becoming an attorney. Although he probably continued to hold some tracts of land and investments in plats, he did not actively practice as a real estate agent after this time.

Jackson was one of the first Des Moines realtors to advertise extensively in the local newspapers. At the height of his real estate career, approximately 1888-1892, Jackson's advertising can be characterized as more aggressive, more graphic, and less informative than that of his competitors. In addition to prose descriptions of plats and lots, his ads were very graphic, with sketches, cartoons, or maps accompanying most. Some of his ads used racial stereotypes, and today it is difficult to determine what kind of audience he appealed to with such material. He was involved in a wide range of plats varying from exclusive Riverview, with very restrictive covenants determining who could buy within the area, to others, much more numerous, such as Oak Park and Highland Park, that attracted the middle class.

An historic image of Jackson's home, now non-extant, indicates that it was built along the Des Moines River. His address in city directories is given variously as "Arlington Heights" or "Arlington and 6th" (Des Moines city directories). The most probable location of this home was the northwest corner of what is now Hickman and 6th Avenues. The Sanborn Fire Insurance Maps of 1891 and 1901 do not map the area in question. This property was mostly undeveloped until sold in 1901. Most likely Jackson's residence occupied the corner lot, and he may have owned the rest of this tract as well. Current homes on this land were constructed following the 1901 sale. Although Jackson was an incorporator and director of Riverview, it does not appear as if his home was located within that plat, but it must have been in close proximity to it.

Dr. Elbridge T. Likes

Even less is known about Dr. Elbridge T. Likes. It has not been ascertained, for example, if he used the title "Doctor" because he was a physician or a scholar. He seems to have been primarily an investor in real estate, as opposed to a developer or agent, but he may have been a contractor-builder as well. In the 1880s

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and 1890s, his name frequently occurred in connection with Lowry Goode's in lists of real estate transactions. On September 11, 1884, Goode and Likes filed the first plat of Oakland, comprising the tract of land south of Franklin, north of "Oakland" (now College), west of Arlington, and east of 5th (Polk County Recorder's Office).

In 1891, as part of an interview on the subject of prohibition, the following appeared in a local newspaper:

Dr. E. T. Likes is one of the property owners and investors in Des Moines property and he has invested considerable money in city lots this spring. . . He said: "I have always had great faith in Des Moines property and have invested my money in lots and built many houses. I have helped men get homes here. . . (Des Moines Leader, June 7, 1891, p. 1, cols. 1-3.)

Likes remained in Des Moines after Goode left, however, and he seems to have continued at least some real estate speculation. In the 1900 city directory, for example, he listed his occupation as president of Likes Improvement Company. In 1910, he used the title contractor, and in 1915, planter.

Likes lived in at least two different homes, but neither was located in North Des Moines. He lived at 2705 Grand Avenue from at least 1900 to 1910. By 1915 he had moved to 2710 Ingersoll (Des Moines city directories).

George C. Newman

In 1890 Fred Goode, George C. Newman, and W. W. Fink were described as part of the "intelligent and desirable population" of North Des Moines. They each had "almost palatial residences" there. Goode and Newman were partners in a real estate firm of that name, as well as investment brokers who specialized in "handling large syndicate deals and the placing of bonds and securities." They supported Highland Park College, and were heavily invested in the Oak Park and Highland Park Land Companies. Newman also served as secretary of the Oak Park Land Company. "These active and progressive financiers have spent their lives in the real estate business, which has proved very profitable to them and advantageous to the city." Together with Fink, Goode and Newman also owned "a controlling interest in the zoological garden" (*The Mail and Times*, February 15, 1890, p. 5, col. 5). Newman also quit the real estate business about the time his partner, Fred Goode, left for Boston. By 1896, Newman was serving as secretary to the Underwriters Mutual Aid Association (Des Moines city directories).

In the late 1880s Newman lived on the west side of Arlington Avenue near State Street (now College). His exact address has not been determined, so no home has been discovered that is directly associated with him. By 1896, he had relocated out of North Des Moines to 716 20th Street (Des Moines city directories).

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W. W. Fink

Civil War veteran W. W. Fink, who had been born in Missouri in 1844, had moved to a farm in Polk County, Iowa, with his family while he was still very young. Following the war, he attended college at Iowa Wesleyan University in Mount Pleasant, and then worked in the coal industry for six years, following this with several years as a railroad clerk. (Brigham, vol. 2, pp. 379-380.)

In 1886 Fink relocated to Des Moines and engaged in the real estate business for the first time. Within a few years, he was heavily involved in real estate, owning some of the "most desirable residence property of North Des Moines." He both resided in and maintained an office in Highland Park, where he served as secretary of the Highland Park Land Company, and was therefore in charge of sales of lots in that addition. (This home has not been identified.) Fink also was the secretary of the Highland Park College Company and associated with Goode and Newman in the zoo (*The Mail and Times*, February 15, 1890, p. 5, col. 5.)

In addition, Fink was the proprietor of a city addition in North Des Moines, named Fink's Addition. In contrast to many of the other men discussed in this section, Fink remained active in the real estate profession throughout the hard times of the mid-1890s. In 1908, however, Fink left real estate and accepted the position of United States pension attorney. (Brigham, vol. 2, p. 380.) Perhaps the decline in the Des Moines real estate and construction industries in 1907-1908 contributed to his decision to change careers.

As early as 1895 he had relocated into Fink's Addition, residing at 719 Clark Street. He subsequently relocated to a large home at 705 Clark, which occupied at least eight lots at the corner of Clark and 7th Streets (Sanborn Fire Insurance Map of 1901). He resided in this home from at least 1900. By 1920 he had relocated again, to 714 Ovid (Des Moines city directories).

Leroy M. Mann

Leroy M. Mann (usually referred to in sources as L. M.) was born in 1851 in Indiana. Although primarily a real estate developer, Mann also interested himself in charitable causes and public works improvements. Indeed, his biographer claimed that "there have been few public movements for the betterment of Des Moines in any way that have not profited by the cooperation and support of Leroy M. Mann" (Brigham, vol. 2, p. 1376.) In contrast to most of the other men under study in this section, Mann was a descendant of slave-owning Virginia planters, although he himself was born after the family had moved to Indiana. His family typified many of that age who were torn apart by the war, for his eldest brother chose to serve in the Union Army. L. M. Mann spent his youth moving about on the frontier, engaging in various romantic pursuits including steam boating and fur trapping. He also engaged in store keeping and farming for brief periods of time, and was elected and served as a justice of the peace at age twenty-one. (Brigham, vol. 2, p. 1379.)

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By the time he relocated to Des Moines in 1884, he had amassed a fair amount of capital, and he used it to begin investing in city real estate. (Wiggins, *An Iowa Tragedy*, pp. 43-44.)

L. M. Mann, "who has grown wealthy in Des Moines real estate in the last few years even in dull times, is very happy now over the present outlook." In the six months since the beginning of 1891 he sold twenty-five pieces of land that he owned, "nearly all of it being improved property, that parties were purchasing for homes for themselves. He had also sold considerable property for other persons, although that is not in his line of business as a general thing." Mann's purchasers included local Des Moines residents who were relocating, as well as people from as far away as Minneapolis. Mann commented to the newspaper on the "notable scarcity of good houses for rent." (*Des Moines Leader*, June 7, 1891, p. 8, col. 1-2.)

Leroy M. Mann has been characterized as "a typical late-century go-getter, who not only recognized opportunity but grasped it firmly." He was heavily involved in the Highland Park subdivision and donated funds for the building of the college there. Later, when the college faced bankruptcy, "he stepped in and took charge of business affairs, spending two years in helping keep it afloat." (Wiggins, *An Iowa Tragedy*, pp. 43-44.)

In addition to his numerous business concerns, Mann was involved in many public service organizations. He was a "prime mover behind development of Methodist Hospital," and his wife was a patron of the children's home and a home for working women. (Wiggins, *An Iowa Tragedy*, p. 45.)

L. M. Mann requires considerable study. Essentially the financier of the Zoological Gardens, Highland Park Investment Company, and Highland Park College, Mann played a key role in the development of the city north of the Des Moines River. Highland Park and the other "Parks Neighborhoods" need a reconnaissance survey and Mann would figure in it.

W. W. Wise

William W. Wise is a fine example of a capitalist-developer in Des Moines operating on a moderate scale in suburban real estate. Wise owned and operated an ice supply business, as well as speculating in real estate. This range of business activity typified many late Victorian and Edwardian era capitalists in Des Moines. Wise is, to date, the best documented of the city's middle-range capitalist-developers.

Wise's real estate operations included the platting and sale of lots North Park, an 1880s subdivision in North Des Moines, and the platting and sale of lots in Wise's Addition, located between the Des Moines and Pennsylvania Avenue. Wise is known to have lived in three houses, each larger and more pretentious than the other. Located at 104 East Washington Street, 1532 East 9th Street, and 1533 Pennsylvania Avenue, these houses may also reflect a speculative impulse on Wise's part. His ice supply business was located on the banks of the Des Moines River below the bluffs near his house at 104 East Washington.

Wise later became a Des Moines Alderman. During the debate over municipal government reform, Wise opposed the proposed "Des Moines Plan."

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Albert L. West

Albert L. West offers another example of a capitalist-developer, who engaged in speculative housing as a side-line to his main employment. A hardware merchant by trade, West had one house after another built, living with his family subsequently in the new residence while selling the former one. This aspect of West's career significantly calls attention to the construction of housing in Des Moines by the small scale developer. Such speculators were responsible for much of the city's residential construction during the Victorian period.

City directories provide basic information about the West family during the 1880s.

LAURA T. AND ALBERT L. WEST HOUSES

<u>Year</u>	<u>Address of Residence</u>	<u>Albert's Occupation</u>
1882	519 Chestnut	Invoice clerk, J. D. Seeberger
1884	835 - 7th Street	Bookkeeper, J. D. Seeberger
1886	841 - 7th Street	Proprietor, Hardware Store
1888	912 - 6th Avenue	Proprietor, Hardware Store

Source: City Directories, 1882, 1884, 1886, 1888.

While it cannot be presently documented that each of the residences constituted a speculative house for the West, the rapid progression of West's changing addresses suggest relocations fueled by the booming real estate market in Des Moines during the period. A recently prepared report further underlines this possibility. The legal instrument conveying title to the 835 7th Street property supports this interpretation. Purchased in 1883 in the name of Laura T. West, this property was conveyed by "Laura T. West and husband" at the time of its subsequent sale in 1886. The Married Women's Property Act of 1873 enabled married women in the State of Iowa to own property in the same manner as husbands (*Code of Iowa*). This enactment marks the abandonment of earlier legislation, which had placed certain restrictions on such property ownership (Personal communication with Janet Wilson). The title to real property, nonetheless, usually remained in a husband's name. "Laura T. West and husband" is an unusual styling. In this light, Laura's name as title holder suggests a business interest in the property over and beyond its function as a residence. (Page, *Laura T. and Albert L. West House*, p. 11.)

This was indeed the case for Mabel Barber Goode, wife of Lowry W. Goode. Mabel was made co-defendant with Lowry in a lawsuit following the Panic of 1893 when Lowry's extensive real estate holdings collapsed.

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AFTERMATH OF THE PANIC

The Panic of 1893 hit Des Moines hard and broke the confidence of some notable businessmen. Goode left a defeated man and is not known to have returned to Des Moines. J. A. Jackson ceased real estate development and launched out in another career as an attorney. Other real estate developers, such as Likes, Mann, and Wilcoxon, managed to remain in the business, but they had several long years before the market began to improve.

Real estate development slowed for several years. When construction resumed, a new style of suburban architecture had become popular. Smaller in size than hitherto and influenced by Colonial Revival tastes, homes erected under this new influence projected a tailored and often symmetrical look, quite different in feeling from the florid designs of the Queen Anne style during the late 1880s and early 1890s. This change in architectural taste is indicative of the more restrained real estate practices, which also ensued in the wake of the Panic of 1893.

TYPOLGY OF SPECULATION AND INVESTMENT

Introduction

The following typology outlines various levels of speculation and investment encountered during the reconnaissance and intensive surveys. Each level indicates a heavier commitment of time and money in the real estate under consideration. Individuals participated in any one or all levels of these activities.

These classifications were developed for these surveys. Neither the classifications nor their names, as such, were encountered in the historical literature.

Proprietor

Individuals, partnerships, and companies comprise this classification. The real estate activities of these proprietors is limited. They bought land, oftentimes platted it, and subsequently sold off lots at a profit. In other instances, proprietors simply bought and sold land without making any improvements on it. When the land was sold, the proprietor's function ceased. This is the most ancient type of real estate speculation. Practiced in America since colonial times, the buying and selling of property, without making improvements on it, boomed during the great westward movement in America during the Nineteenth Century.

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Developer

The developer was involved in the construction of homes or business buildings. This kind of development was usually on a small scale. Each developer might construct only one or two buildings, sell them, and then decide whether to repeat the pattern. In no instance did this survey encounter wide-scale construction by any one developer. The survey was not able to determine what arrangements were made to lay out streets and sidewalks, to build them, and to install utilities.

Because of this small scale, the developer was an important player in the upbuilding of suburbs, and many developers were needed to supply the number of houses, required by Des Moines' population boom.

The developers constituted a wide-range of businessmen. The builder-contractor provided an important component of developers. George D. Hallett and Oliver O. Smith, architects of Des Moines, built several houses in North Park, a section of the City of North Des Moines.

Resident Developer

The resident developer, like the developer, undertook actual construction of buildings within the tract of land under consideration. In addition to this, the resident developer also lived on site. Lowry W. Goode provided an outstanding example of this type of developer. Living in many different houses in "The Oaklands" and in other plats in North Des Moines, Goode relocated into a new house when it was constructed, selling thereupon the previous one.

It seems likely that the resident developer would take exceptional pride in his efforts, because they were in his own neighborhood. Lowry Goode provides an outstanding example. His design for "The Oaklands," plats laid out in the 1880s between Franklin and College Avenues in North Des Moines, possessed wide streets, showcased first growth timber, and featured large lots to encourage quality development.

Holding Companies

Some relatively large tracts of land remained unimproved in North Des Moines, as companies held them waiting for an opportune time for sale. The Polk County Homestead and Trust Company, for example, owned an unimproved tract of twenty acres and platted property comprising 138 residence lots. In 1907, the firm sold by auction this property, located in Prospect Park north of College Avenue (then State Street), east of 13th Street, south of the Des Moines River, and west of 6th Avenue.

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J. A. Jackson described in 1889 how he proposed one syndicate would operate.

Go in with the rest of us and buy a piece of acre property and thus get your lots at wholesale rates. That's where the money is. If you would like a few acres of your own, close to paved streets and rapid transit, which you can buy now at very low rates, and after a little sell out in lots at many times its original cost, this is your chance. (*The Des Moines Leader*, November 24, 1889, p. 24.)

Jackson indicated in the same advertisement his need for capital to acquire this property, and, hence, his desire to form a syndicate.

I have an option on a fine piece of acre property which I want a few people to join with me in buying. [He describes its advantages.] Even at present prices we can sell it out in lots at three times its cost, and with the advance of values now coming on so fast we are sure to make a fortune. If you desire you can select a few acres for your own home, thus getting plenty of ground at wholesale rates, which you can keep as long as you like and then sell out in lots at many times original cost. (*The Des Moines Leader*, November 24, 1889, p. 24.)

Non-Resident Capitalists

The Nineteenth Century saw, in Des Moines, a phenomenon whereby local land was owned by non-Iowans (in the same manner in which local capitalists also owned land throughout the state). This made Des Moines less independent and more prone to the up and down fluctuations of the nation's economy, but, at least before the Panic of 1893, non-resident ownership was often seen as beneficial.

Although the extent to which Des Moines real estate was owned by non-residents is not known, investments for non-residents comprised a significant portion of business for the city's larger brokerage firms. In 1887, for example, Goode and Wilcoxen solicited business from non-residents to purchase suburban property.

Nineteen years residence in Des Moines enables us to judge of values and to anticipate future growth. Best of financial references furnished Eastern capitals who desire to invest through us. (*The Des Moines Leader*, November 24, 1889, p. 24.)

Goode and Wilcoxen bought a large tract of land in North Des Moines from the Brown Estate of Providence, Rhode Island, subsequently platting it as Oakland, a good example of non-resident capitalist

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Nineteen years residence in Des Moines enables us to judge of values and to anticipate future growth. Best of financial references furnished Eastern capitals who desire to invest through us. (*The Des Moines Leader*, November 24, 1889, p. 24.)

Goode and Wilcoxon bought a large tract of land in North Des Moines from the Brown Estate of Providence, Rhode Island, subsequently platting it as Oakland, a good example of non-resident capitalist ownership of land in Des Moines repatriated to local developers. Rutherford (Rutherford) Heights, another tract of land in North Des Moines, was owned by non-resident capitalists.

Although it is unclear how the repeal of Prohibition would raise land values, Iowa Prohibition laws were sometimes said to discourage the purchase of Des Moines property by non-Iowans. An article in a contemporary newspaper points out several examples. Thomas E. Harding, "a large dealer in Des Moines real estate. . . invested the proceeds of the sale of 65,000 acres of Texas land in Des Moines city property and recently paid \$33,000 for a block on Cherry street." According to the newspaper, Harding believed Prohibition will be repealed "and if it does I will consider my property worth 100 per cent more than it is now." Harding also predicted that non-Iowans would invest heavily in Des Moines if Prohibition laws were repealed. (*Des Moines Leader*, June 7, 1891, p. 7, col. 1-2.)

Conrad Youngerman reiterated concern about Prohibition.

If it should not be repealed I will be the sorest man in Iowa. I have held off from building for several years until I could see some prospect for the repeal of this law, and now I am building because I feel sure the repeal will come. (*Des Moines Leader*, June 7, 1891, p. 7, col. 1-2.)

W. C. Peet, "a wealthy gentleman who has retired from active business life," provides another example. Peet owned much land in Chicago and New York, and "owns thirty-eight and one-half acres in this city, lying between North Fifth street and the Belt line." "I have held back and been loth [sic] to invest in improvements on account of this law because it has greatly injured the name and credit of Des Moines in eastern financial cities." Because Peet believe the law would be repealed, this "has induced me [to] invest about \$50,000 in improving my property and the minute the law is repealed I will close contracts for \$150,000 worth of houses and other improvements. . . I am going to make my property a strictly residence portion of the town and it will be terraced down giving the residents a fine view of the East Side and will not sell it to men who want to put cheap residences on the lots. I expect to open up new streets, sewer, pave and make this place one of the handsome residence parks in the city." (*Des Moines Leader*, June 7, 1891, p. 7, col. 1-2.) Although statements such as these may have had some real effect on the debate over Prohibition in Iowa, they sound like political posturing.

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The city of Des Moines grew so fast that the various tracts of land were laid out and accepted by the city without much regard to uniformity and as the result the map of Des Moines looks like a crazy quilt patch work . . . It is now too late to remedy much of this condition, but future extensions of the city can be controlled. (*Des Moines Register*; January 24, 1912)

Harland Bartholomew and Associates, planning consultants for the City of Des Moines, reiterated this opinion in 1939.

One of the major reasons why there are so many unsatisfactory housing facilities in all larger cities is that the majority of these facilities have been developed by piecemeal and uncoordinated methods. An individual or several individuals might build nice homes in a certain area, but one or two other owners could erect an inferior type of residence of some other obnoxious use that would depreciate the entire neighborhood. There is little uniformity of character throughout any of the residential districts of Des Moines. ("A Preliminary Report upon Housing", p. 15.)

Although criticized by later town planners, the physical irregularity of these disjointed Victorian plats and improvements in Des Moines constitute a significant aspect of the community's development. They call attention to the period of unregulated development in the city's history. For this reason, these property types are historically significant and worthy of preservation.

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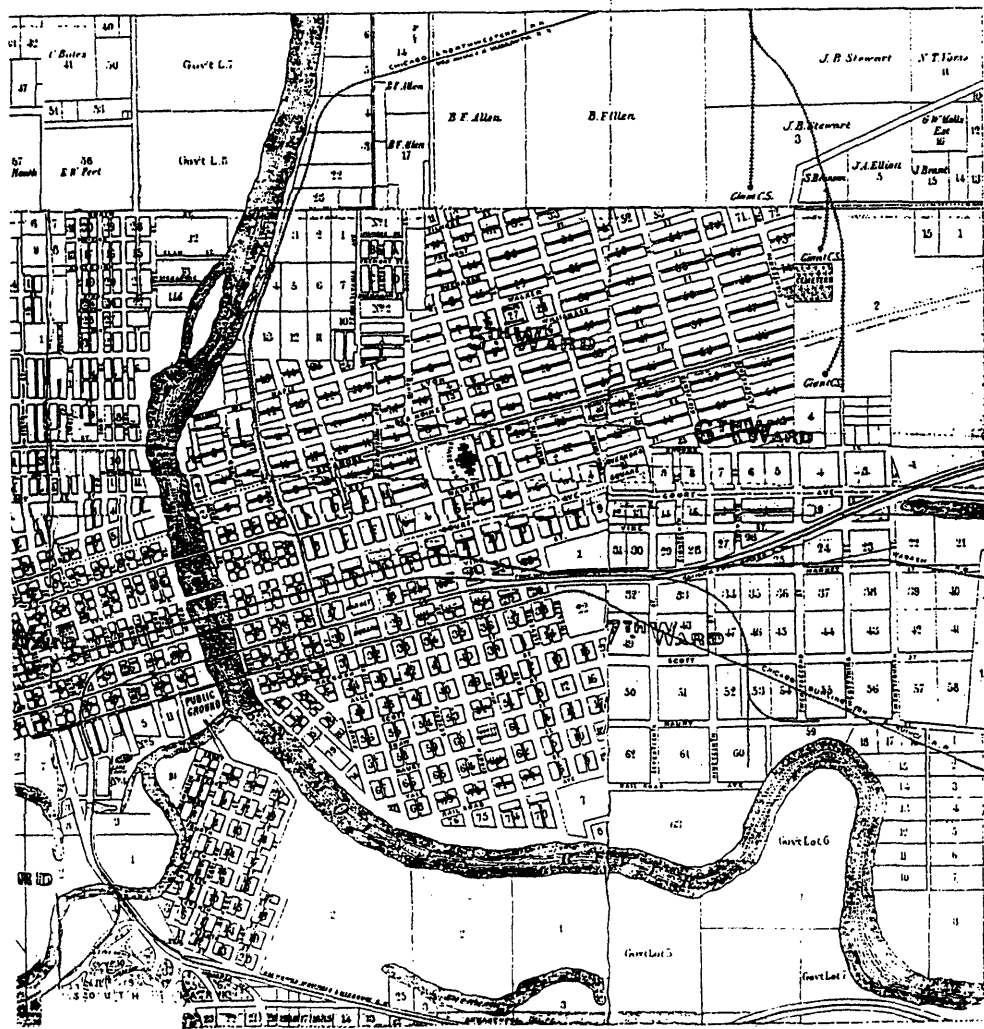
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CITY OF DES MOINES EAST SIDE IN 1882



Source: Mills & Co.'s Map of Des Moines Polk County Iowa.



FIGURE II-A

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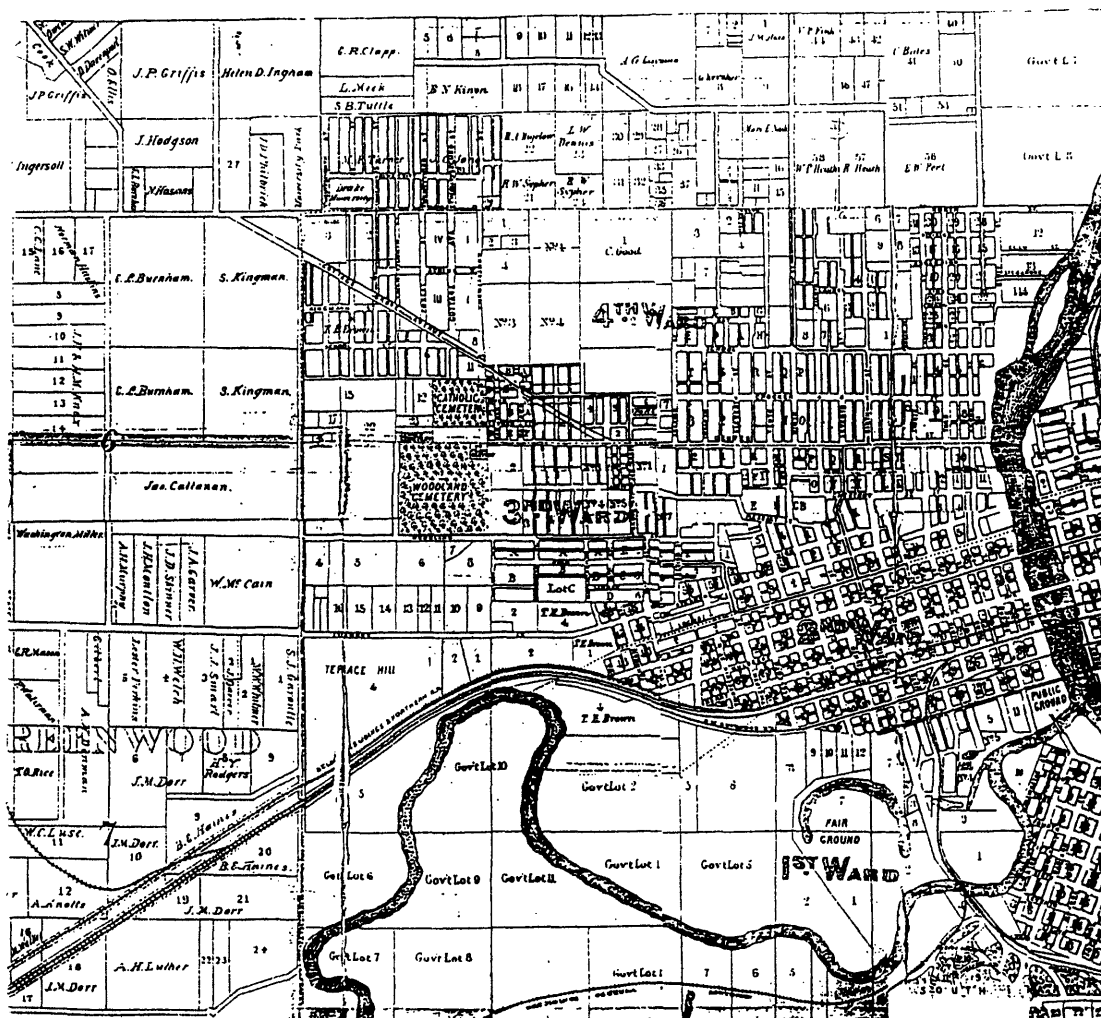
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CITY OF DES MOINES WEST SIDE IN 1882



Source: Mills & Co.'s Map of Des Moines Polk County Iowa.



FIGURE II-B

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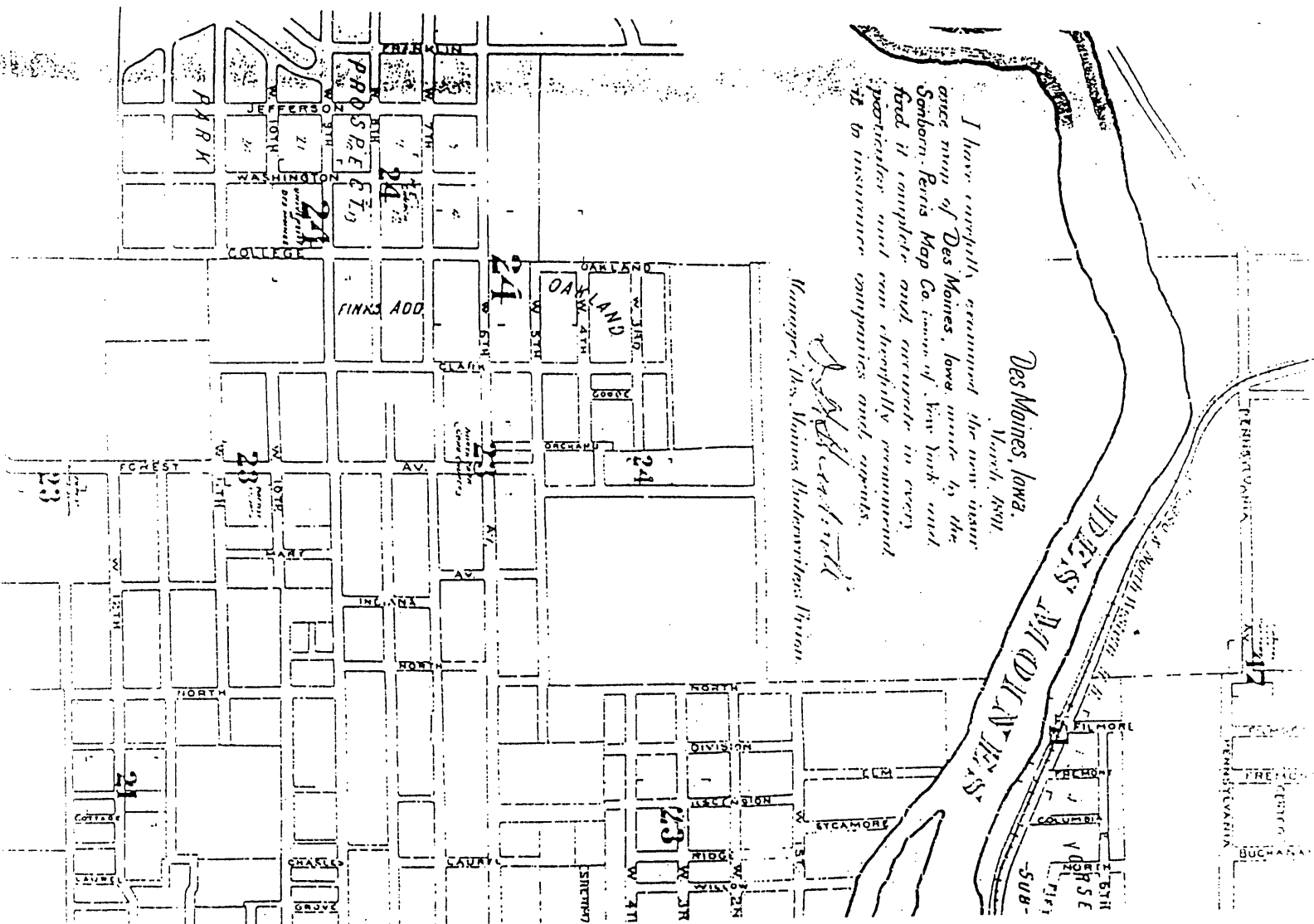
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NORTH DES MOINES 1891



Source: Sanborn Map Company, Des Moines 1891.

FIGURE II-C



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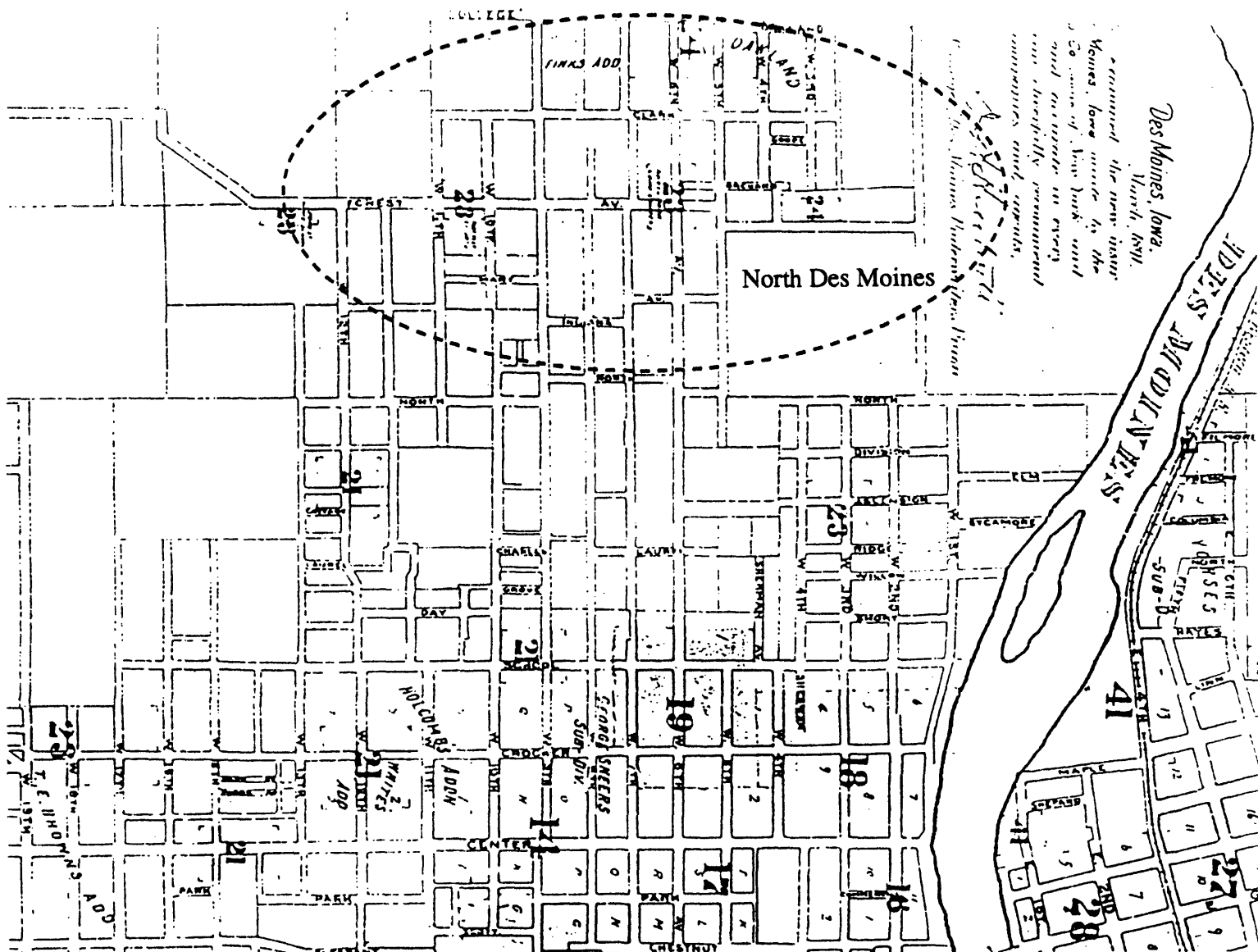
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DES MOINES WEST SIDE IN 1901



Source: Sanborn Map Company, Des Moines 1901.

FIGURE II-D

Dotted line locates the general area of North Des Moines.



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III. THE ANNEXATION MOVEMENT AND MUNICIPAL GOVERNMENT

INTRODUCTION

The late Nineteenth and early Twentieth Centuries saw dramatic changes in Des Moines as a city. Stimulated by rapid suburban growth, the city annexed many of these surrounding communities in 1890. Change took place in the structure of city government, as well. In 1907 a "Good Government" movement successfully agitated to reform Des Moines' municipal organization. This era also saw the need to improve the city's infrastructure and consolidate schools, closely tied to Des Moines' legacy of early suburbanization.

Each of these topics provides an example of Progressivism at work in Des Moines to regularize Victorian laissez faire practices. The year 1907 marks the successful conclusion of these movements. In that year, the residents of Des Moines adopted the "Des Moines Plan," under which municipal government was reorganized. Local residents also approved the consolidation of this city's school districts under one administration.

ANNEXATION

Annexation of the city's surrounding suburbs was accomplished very quickly in the early months of 1890, although some opposition was voiced in Capital Park, Greenwood Park, and North Des Moines. Significant because it more than doubled the geographic spread of the city, annexation was seen at the time as a panacea for urban problems. (See Figure B.) All city residents were expected to benefit in terms of public improvements, especially of the infrastructure, at the same time that the costs of municipal government were predicted to fall. Annexation was also expected to initiate further municipal government reform. The story of this political union and its results is the subject of this historic context. Although these results could and did not measure up to the public's expectations, Des Moines experienced new growth opportunities and administration problems which continued through World War II and beyond.

Jefferson S. Polk, attorney, capitalist, streetcar magnate, and real estate proprietor, proposed the idea of annexation at a March 1889 meeting of the Commercial Exchange, an organization whose membership comprised the city's leading businessmen. Polk's speech, entitled "The Union of Des Moines and the Suburbs," saw annexation as a two-step process. As a first step, Polk wanted to join "East" and "West" Des Moines, what today comprise the area east of the Des Moines River to the Iowa State Capitol, and the area west of the river, now the central business district. As a second step, the surrounding suburbs, which had become independent towns, would be added soon afterward (Brigham, vol. 1, p. 314.)

The Commercial Exchange quickly made the cause its own. Soon all of the city's newspapers joined the movement. The *Iowa State Register* called the legislation the "creature of the Commercial Exchange of Des

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Moines, an organization of business and professional men, property owners and tax payers, comprising within its membership men of all parties, and men who live in suburbs as well as city." Several reasons were advanced for the adoption of Polk's plan. Most important was the desire for the regularization and improvement of city services. Des Moines and its suburbs had each been platted in haphazard fashion, with irregularly sized plats, subdivisions, and additions granted wherever and whenever an individual or group requested it. This resulted in streets with noticeably mismatched corners and right angle turns. Services, such as street paving and sewers, were considered to be the responsibility of the property owners, rather than the municipal government, so only the wealthier areas acquired such benefits.

Most residents of the City of Des Moines, a relatively compact, long-established area, benefited from many services that were not available in the newer suburbs at the time. Many plans were advanced to extend these services, and some persons provided for such extensions on their own, without coordination or authorization. North Des Moines, as the largest suburb, was usually seen as the worst offender in this regard. A newspaper article of the time expressed frustration at the lack of systemization, and suggested annexation as a remedy. Its general tone of exasperation was characteristic of many other articles of the period:

The old city water service has crept over the boundary lines and is being rapidly extended over the large northern suburb. The old city fire department will next be called upon to perform duty out there. Little sewers are being quietly built and run into the Des Moines River, to pollute the stream above the city, and the question is asked by North Des Moines, "What are you going to do about it!" The only reasonable answer is, "Take you in and make you a part of one harmonious whole." (*Iowa State Register*, December 4, 1889, p. 4, col. 3-4.)

Proponents of annexation were quick to take advantage of every favorable opportunity for publicity. When the federal "postal authorities" extended free delivery service to Des Moines' suburbs in December 1889, one newspaper saw this as confirmation that the federal government believed the suburbs formed a part of the central city. In fact, the expansion of mail delivery was occurring all over the nation, but the newspaper's argument seemed plausible to many city and suburban residents. (*Iowa State Register*, December 4, 1889, p. 4, col. 3.)

Another motive, though voiced less frequently, concerned the upcoming federal census. As mandated by the U. S. Constitution, the federal government takes a census every ten years, the results of which are used for many purposes, including redistricting of electoral boundaries. Many states and municipal governments used the federal census for purposes other than these. Those who favored annexation advanced the argument that Des Moines must achieve this goal before the census of 1890 if it were to achieve the maximum benefits from the census. "The taking of another census next year leaves but little time for action, and if Des Moines is to appear as she really is, a city of the first-class, with a population of 60,000 souls, the suburbs must be annexed." (*Iowa State Register*, December 4, 1889, p. 4, col. 3). The

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Register's concerns were also voiced by *The Mail and Times*, which said: "Together we are great; divided we cut a sorry figure in the next census." (*The Mail and Times*, July 6, 1889, p. 1, col. 3.) This seems to tie in with the constantly expressed notion that Des Moines' population would grow exponentially, and the often reiterated idea that the population would "soon" be 100,000 (editorial in *Iowa State Register*, March 13, 1890, p. 4, cols. 1-2).

Annexation was seen to have beneficial effects on municipal politics as well. The enlarged constituency would demand "city officers of a broad gauge, clear-headed, honest business men" who would plan well for the future . . . Politics should not be a consideration. It is much more important to elect honest men." (*Iowa State Register*, November 30, 1889, p. 6, col. 2). *The Mail and Times* believed that passage of the annexation bill

will legislate out every city officer and makes a clean sweep all around. . . The bill also provides for redistricting the city, doing away with the old wards and their chestnut hangers on in the council chamber. It necessitates another city election on the first Monday in April and on that day in future biennially. The entire council will hereafter be elected at once instead of alternately. All this promises Des Moines another thirty days of local political commotion and the first clean sweep of its official roster since the place was incorporated as a city. . . What a grand chance at last to wrench the city's affairs from the whiskered leeches that have literally grooved themselves into its cuticle and complacently imagine themselves entitled without question to position and support at the city's hands. Now is the long talked of and hoped for era for introducing young and representative blood as the representatives of the city. . . It will be a proud era if it means the end of giving away valuable franchises and the squandering of the city's princely income, which, despite its increase of recent years, sees the city's debt still growing and taxation multiplying until the oppressed citizens cry out in anguish that their burdens are becoming greater than they can bear! This new era and new election, therefore, mean more to the citizens of Des Moines than any presidential or other election ever can." (*The Mail and Times*, March 8, 1890, p. 1, col. 2.)

Again:

What we now want in charge of the city's affairs are *representative business men*, whose very names are a guarantee that the era of plunder and boodleism are over. Des Moines has such men. Conrad Youngerman and Samuel Green are of the type we refer to. Put them everywhere throughout the city hall and await the speedy result! Instead of a million dollars debt and oppressive taxation--instead of citizens leaving to escape these burdens--there will be a surprising inpour of population and an era of prosperity and plenty inaugurated that will make Des Moines the proud, rich and model city that every feature of nature has designed her to be. . . But let us rise above petty party or fanatical

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interests and work as one man for Des Moines with this greatest opportunity ever placed
at its threshold. (*The Mail and Times*, March 15, 1890, p. 1, col. 1.)

These great expectations could and were not fulfilled, as Des Moines' subsequent history, discussed
below, shows.

ANNEXATION MOVEMENT IN THE IOWA GENERAL ASSEMBLY

Enabling legislation by the Iowa General Assembly was required before Des Moines could undertake
annexation of the surrounding independent towns. Senator C. H. Gatch, of Des Moines, introduced such
legislation in the Iowa Senate.

When the Gatch Annexation Bill was first heard in that house, Senators Gatch, Shields, Smith, and
Lawrence argued strongly in favor of it. Smith, who represented Linn County, undoubtedly saw its future
application for the City of Cedar Rapids. Most stressed the growth of Des Moines and the need to build
sewer and water systems to serve all residents, something that should not be done by nine separate
municipalities. A proposed amendment--that district judges should not redistrict the city into wards, but
that it should be done by a six-member commission, three from each party, appointed by the governor--
passed unanimously in the Senate, and then went to the House. (*Iowa State Register*, March 6, 1890, p.
6, col. 2-3.)

On March 9, 1890, the *Iowa State Register* indicated an attempt was underway to try to defeat the
annexation bill. "The enemies of the bill, who have exhausted every other resource, are now circulating
reports that prohibition will be harmed, unless the bill is amended so as to legislate the board of public
works out of office. This is their last ditch, and they are fighting desperately to delay and obstruct the bill,
hoping in some way that it may yet be defeated. . . .It is no time to mix up in local fights over the Board of
Public Works. . . .the friends of the measure will heartily protest against these attempts to drag in local
fights over street railways, or street cleaning, or any other local issue." (Editorial in *Iowa State Register*,
March 9, 1890, p. 6, col. 1.) This newspaper also indicated that the bill had bipartisan support. The Gatch
annexation bill, it said:

has no political scheme behind it, for it is favored by the newspapers and the leading men
of both parties. It has no sectionalism to foster, for it is favored by the leading citizens
of each of the eight cities and towns affected by the bill. It works no injury or injustice
to any other city in the state, for it applies only to Des Moines and its suburbs. . . .It
simply asks the legislature to permit a city which has long since outgrown its boundaries
to extend them to conform to the changed conditions. . . . A majority of the people in
each of the towns affected is in favor of the bill. Every test vote that has been taken has
resulted overwhelmingly in its favor. The people who are properly residents of Des

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Moines can have the accommodations of city life much more economically, and can manage their affairs much more efficiently as one municipality than as eight." (*Iowa State Register*, March 6, 1890, p. 4, col. 1.)

The legislative committee in charge of the Gatch bill--the committee on cities and towns--held a public hearing to listen to arguments for and against annexation. "The reasons presented for the passage of the bill were so many and so convincing that the committee was favorably impressed." Few arguments were voiced against it. On that same day, local elections were held in Des Moines and each of the suburbs. Annexation as a referendum issue and candidates running for office who supported annexation won everywhere. (*Iowa State Register*, March 5, 1890, p. 6, col. 3.)

This amendment to the bill passed in the House of Representatives, so the Gatch Annexation Bill was returned to the Senate. The *Iowa State Register* editorialized about the need to pass the legislation, even if an amendment concerning members of the Board of Public Works--a ploy opponents to the bill had attached to it--was included. (editorial in *Iowa State Register*, March 12, 1890, p. 4, cols. 1-2)

The legislation, as finally approved by both houses on March 13, 1890, applied to all cities of 30,000 population or greater, but in fact, Des Moines was the only city of that size in the state. The city's boundaries were "extended two and one half miles in each direction," unless this would bring them within two miles of the county line, in which case the extension would be for only one and one half miles, with the end result to leave the boundaries "in a perfect rectangle." All political incorporations so annexed would cease to function, but the rights of "existing creditors" would not be effected, and each group of taxpayers would continue to assume responsibility for present indebtedness. This provision fulfilled the demands voiced at North Des Moines public meetings, anxious not to pay a share of Des Moines' debts. School districts were also specifically exempted from the affects of the legislation, and thus would not be consolidated. Another provision also applied specifically to North Des Moines. It stated that the act could not be "construed to effect pending litigation concerning the acts of the council of North Des Moines in regard to street pavement or any other litigation in existence at the time of the passage of this act." No other suburb was mentioned by name or by implication. (*Laws of the Twenty-Third General Assembly of the State of Iowa*, Part I, S.F. 172.)

Governor Boies signed the bill into law on March 14, 1890. Under its provisions, he was authorized to appoint six commissioners, three from each political party, to draw the new ward boundaries. Boies appointed commissioners Mitchell, Chase, Hunter, Kauffman, Read, and Youngerman to draw the lines. They met March 18, 1890, and a plan was approved with slight modifications. It called for every ward in the city to include part of the business district, so the city was divided into long narrow north-south strips. Hunter and Youngerman cast the only negative votes (Brigham, vol. 1, p. 319.)

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The legislation called for a special election on the first Monday in April 1890 to elect new officers for the new city. Municipal elections would then be held on the first Monday in April every other year. (*Laws of the Twenty-Third General Assembly of the State of Iowa*, Part I, S.F. 172.)

THE ANNEXATION MOVEMENT IN THE METROPOLITAN AREA

The process whereby annexation was achieved involved the participation of residents in the City of Des Moines as well as residents in the surrounding incorporated communities. The process whereby the suburbs voiced their opinions concerning annexation provides an insight into each community. This section discusses the issues and responses, which each of these communities raised.

Many commissions and committees were established throughout the metropolitan area to discuss annexation. On August 23, 1889, a consolidation meeting was held, presided over by J. G. Rounds. Representatives of the suburbs were: University Place, Reeves, Haskins, and Smith; North Des Moines, McClelland, Field, and Chafee; Capital Park, Koenigsberger; and Sevastopol, Van Ginkel, Granger, and Young. Des Moines was represented by Chase, Young, and Rounds. All were in favor except McClelland of North Des Moines (Brigham, vol. 1, p. 315). In Feb. 1890 the committee had changed its membership: B. F. Kauffman, John Mitchell, C. C. Cole, R. L. Chase, T. E. Brown, H. Reigelman, Conrad Youngerman, F. W. Lehman, Henry Stivers, A. J. Mathis, and B. T. Gillett of the City; W. H. Bailey and E. I. Hunter of North Des Moines; A. A. Haskins, Norman Haskins, J. E. Fagan, and H. D. Reeve of University Place; D. F. Witter and W. L. Read of Capital Park; and Barlow Granger and R. F. Young of Sevastopol. (*Iowa State Register*, March 6, 1890, p. 6, col. 2-3.)

The City of Des Moines appointed a commission on annexation. Its members, chaired by L. R. Chase, met with similar commissions from each suburb. On January 8, 1890, Chase announced to the Commercial Exchange that commissioners from Sevastopol and Easton Place had signed agreements in favor of annexation. (*Iowa State Register*, January 8, 1890, p. 6, cols. 3-4.)

An election was held in Des Moines over the annexation question early in March 1890. It was strongly endorsed. "Even in Des Moines the annexation question had something to do with the defeat of the present mayor who had not been an advocate of annexation. ...One city, and a good one, is the demand which has been heartily endorsed this week by a great majority of the 55,000 people living within four miles of the state house." (*Iowa State Register*, March 5, 1890, p. 6, col. 3).

Capital Park

A local election was held early in March 1890 concerning annexation. Proponents of annexation had been concerned about this suburb's vote. In the debate on the annexation bill, for example, Sen. C. H. Gatch said he believed a majority of the city and suburban residents favored annexation, "unless it were the

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citizens of Capital Park, as to whom, he was inclined to think, they were equally divided." (*Iowa State Register*, March 6, 1890, p. 6, col. 2-3).

The referendum, however, proved these fears to be groundless. As a local newspaper reported: "In Capital Park, another suburb which has had a large element who oppose annexation, there was but one ticket and that an annexation ticket. There were none to oppose it." (*Iowa State Register*, March 5, 1890, p. 6, col. 3).

Greenwood Park

The annexation question in Greenwood Park produced widely divergent responses. In 1889, for example, the town council refused to appoint a Greenwood Park Commission for annexation or to discuss the matter. The public in Greenwood Park, however, strongly rebuked this council. At the March 1890 referendum on annexation--which also included election of new town councilmen--the voters of Greenwood Park removed all those councilmen opposed to annexation and solidly endorsed the issue. "In Greenwood Park, to the north of the city, the town council refused last summer to appoint commissioners or take any part in annexation. At the election on Monday none of the old officers were elected, but new blood was infused all along the line" (*Iowa State Register*, March 5, 1890, p. 6, col. 3).

North Des Moines, "The Big Suburb"

North Des Moines played a pivotal role in the Annexation Movement. This suburb contained the largest population among the suburbs and because it was the most vocal among them in stipulating conditions before annexation would be endorsed.

In the Annexation Movement, North Des Moines also had much to gain or lose, because the property tax rates in this suburb were among the highest in the metropolitan area (its independent school system, for example, required a higher millage rate than in the City of Des Moines.)

Even before the annexation question was widely debated, the residents of North Des Moines had shown active political acumen. After the U.S. Postal Service extended the free delivery system to all of the Des Moines suburbs in December 1889, a convention of North Des Moines residents assembled to protest against the closing of their post office and annexation to the West Des Moines system. A committee of the group subsequently prepared and published a formal, seven-point protest. They stated that North Des Moines was an incorporated second class city, "with a population of nearly 3,000 inhabitants, with schools, churches, colleges and universities and is distinct and independent of the city of Des Moines in all government respects." Every "hamlet" in Iowa had one, so surely a city of this size ought to have one. The office's business has steadily increased, and it is now paying all expenses it incurs. Additionally, the building of more than two hundred residences in 1889 was a sure sign that North Des Moines was also

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growing. "The fact that the houses are not numbered would make it difficult to deliver mail with accuracy and promptness." "A large number of farmers living north of the city patronize the office and to compel them to go two miles farther for their mail would work upon them as a needless hardship." The Baptist College and Highland Park College, both near the old post office, would be adversely affected by the change. (*Iowa State Register*, November 24, 1889, p. 14, col. 2).

When the annexation question became North Des Moines' number one issue, Mayor John MacVicar initially opposed it. On January 7, 1890, Mayor John MacVicar announced a change of mind at a meeting of the Commercial Exchange. On further investigation, he said, he "found that the failure of annexation was not due to the commission from North Des Moines, but to the city council. He thought that with reasonable concessions from the city, not in reference to the debt, but relating to the arrangements of the wards, the suburbs will all come in without the interference of the legislature." (*Iowa State Register*, January 8, 1890, p. 6, cols. 3-4.)

Considerable public debate ensued in North Des Moines. A "largely attended" citizens' meeting was held to discuss annexation on January 29, 1890, in the town hall. Mr. H. S. Ames was elected chairman, Mr. E. Conrad secretary. Over an hour was spent in parliamentary discussion of this resolution: "*Be it resolved*, By this convention that it is the sense of this meeting that we are in favor of annexation at this time, but that action on this resolution shall not be had at this meeting." Ames then surrendered the chair because of illness, and Mr. Fink was then elected. The question then opened for discussion. Ames did not declare a position, but he opposed the circulation of a petition as the method of approving annexation. He preferred a popular vote on the question. Mr. Chaffee favored annexation before the "next canvass" and approved of legislation to accomplish it. He said Des Moines should pay its present debts and that Des Moines businessmen agreed with this. He felt all North Des Moines businessmen and 80% of the residents favored annexation.

The legal advice of the suburb cost it \$2,000 last year and there was no reason why a number of little municipalities should be maintained . . . Now is the time to act, while we can get favorable terms.

Mr. Kelsey thought North Des Moines was doing well on its own, and he thought it might be a good idea to remain out of Des Moines until all its "improvements" were completed. Mr. J. A. Jackson wanted annexation to be "equitable," and this bill was "more than equitable" to North Des Moines. He favored annexation before the census, so that Des Moines would "make a good showing." School tax in North Des Moines is 19 4/5 mills, but in Des Moines is only 13 1/2 mills. Mr. J. P. Bushnell thought it should be one city, and as soon as possible. Mayor MacVicar favored annexation on the best terms. City Attorney William H. Bailey said legislators had agreed not to pass the bill "unless it was agreed to by the suburbs." MacVicar was appointed chair of a committee to meet with "the committee of the commercial exchange" and report to another town meeting. (*Iowa State Register*, January 30, 1890, p. 6., col. 5).

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On January 31, 1890, another meeting was held in North Des Moines, chaired by Fink with Edwin Conrad as secretary. Mr. Settlemyer proposed a popular vote and opposed circulation of petitions. Mr. J. A. Jackson proposed the committee's report be read. Mayor John MacVicar said the committee of the Commercial Exchange had agreed to make North Des Moines' demands part of the legislation.

The incorporated town of North Des Moines as it now exists shall constitute a separate taxation district but without separate assessor, and shall be entitled to have expended for purposes within and applying to its territory all the money raised therein, except that a pro rata portion thereof shall be devoted to meeting such general expenses of the new city government as are in nowise local in their character. (*Iowa State Register*, February 1, 1890.)

Nowhere is the importance of the Commercial Exchange within the Annexation Movement more evident than in this ability to promise (and to carry through on) these demands.

J. A. Jackson proposed following conditions for annexation:

1. That our property must be exempt from all liability for the debt of the city of Des Moines.
2. That the new city must be districted into wards upon a just and equitable basis and by an impartial tribunal, so as to give representation in the city government in proportion to population to all parts of the city as enlarged.
3. The affairs of the enlarged city must not be in the hands of the officers of the present city, but in the hands of officers from the new or enlarged city. And the terms of office of all officers of the city of Des Moines and the suburban cities and towns, shall cease and determine as soon as the consolidation is completed.

The fourth condition was the paragraph quoted above. It was "almost unanimously carried." Although the specific language of the four conditions set by North Des Moines was not adopted in the final bill, all of the requested provisions were included (*Iowa State Register*, February 27, 1890, p. 5, col. 5-6).

Smith A. Kelsey asked about schools, but MacVicar said school annexation would be handled separately. Jackson added that this was because Des Moines currently had two school districts, and it was unclear to which one North Des Moines should be annexed, so the issues were being handled separately. Kelsey asked if consolidation would interfere with school consolidation. Town Solicitor William H. Bailey explained that the scheme was legal, and school consolidation could be considered later. H. L. Chaffee said the bill for annexation was drafted by a committee "composed of the best attorneys of the city and of North Des Moines." He favored a popular vote. He said "a multitude of people" wanted "a multitude of

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things put in the bill, but the thing to do was to effect annexation on general principles." It was decided to hold an election on the coming Tuesday on annexation and the four conditions outlined by Jackson with a separate vote also on school annexation. (*Iowa State Register*, February 2, 1890, p. 6, col. 2).

On February 6, 1890, North Des Moines voted on the annexation. "Annexation Wins, North Des Moines Votes on the Question of Annexation, And it Carries by a Vote of 253 to 107, or More Than Two to One./ Consolidation of School Districts Carries by a Vote of 5 to 1, or 248 to 48," according to the *Iowa State Register*. "The Big Suburb," as the newspaper noted is "All Right."

The election results meant "that the largest and principal suburb has fallen in line, and has voted to come in and give the capital city the prestige to which she is entitled." The general tenor of the day was upbeat. Mr. Kelsey presided over the ballot box marked 'Town' and Mr. Kingsbury over one marked 'School.' Adkins and Conrad were clerks. The voting began at 1:00 p.m. in the North Des Moines town hall. There was a happy atmosphere and even opponents said that if a few things had been different they would voted yes. Mr. H. V. King of Capital Park, who lead a petition drive against annexation, was there to watch the vote. One newspaper reported: "Let it be observed that Des Moines and North Des Moines could both afford to be happy. The question of annexation was fairly submitted to a vote of the people in one of the principal suburbs and it won the day and won it gloriously..." (*Iowa State Register*, February 7, 1890, p. 7, col. 3).

North Des Moines heavy support of annexation was reiterated in a mayoral election, which followed early in March. At that time, "a Democrat was elected mayor in a town which has several hundred Republican majority, simply on the issue of annexation." As the *Iowa State Register* editorialized, even if one were inclined to doubt the validity of the special election, with the results of the second contest, the issue was assured (*Iowa State Register*, March 5, 1890, p. 6, col. 3).

All of Des Moines' major newspapers, including the *Iowa State Register*, the *Des Moines Leader*, and *The Mail and Times*, consistently favored annexation in their editorials and reports. The latter paper even appealed to the public sense of humor on one occasion, while stressing the important goal of annexation at the same time:

The people of North Des Moines retire at a very early hour in the evening. Why wouldn't it be a good scheme for the city to organize a crowd and slip up there some dark, rainy night and annex the place while the inhabitants are asleep--the scheme is a feasible one and a few courageous, determined men could carry it out successfully beyond a doubt. And there's Capital Park--she is getting much too large for her last summer's pantaloons and needs the protecting wing of the city--why not bring her into camp? It would be no trick at all to go over there any evening after business hours and tie her to the mother town. We should reach out, branch out, acquire, and keep it up until the sun would find great difficulty in shining upon or setting upon anything but our own dominion. (*The Mail and Times*, July 13, 1889, p. 1, col. 6.)

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This article underlines the contemporary perception that North Des Moines and Capital Park stood as centers of opposition to annexation, although the subsequent vote proved this fear unfounded.

Sevastopol

In Sevastopol strong support for annexation prevailed. Sevastopol commissioners agreed to annexation by January 7, 1890. (*Iowa State Register*, January 8, 1890, p. 6, cols. 3-4.)

In the local election early in March 1890, "In Sevastopol Mayor Young and others did not want to be candidates again, but were prevailed upon to accept office with the distinct understanding that they will not be in office more than a month or two, but the town will be a part of Des Moines" (*Iowa State Register*, March 5, 1890, p. 6, col. 3).

University Place

University Place adopted a businesslike approach in response to the annexation question. A neighborhood meeting was held to discuss "the action of the committee on annexation, appointed to meet committees from North Des Moines and other suburbs of the city to arrange terms by which annexation might be settled upon" on January 18, 1890. A. A. Haskins was chosen chairman and J. B. Bottenfield, secretary. The neighborhood meeting raised a series of issues about annexation which show that the residents of University Place had thought them through. Opinion was not unanimously in favor. Mr. E. D. Smith favored annexation because he believed taxes would go down, as they had in Minneapolis. Haskins, chairman of the University Place commission, "said he had changed his mind and is now in favor of annexation. He said the city gives value to suburbs." W. W. Lyons opposed because "we may help the city in paying taxes but receive little in return." "Mayor Dewey said the question was not how to go in but shall we go in?" He raised the question of sewage." Chairman Haskins said "the per capita tax of North Des Moines was larger than in the city of Des Moines and it will be so in University Place likely in time to come." Also said legislature would not interfere in "contract relation already made" in regard to water mains. Lyons said legislature would not annex against residents' wishes. E. B. Gaston "recently converted to annexation." Mr. Ashford spoke in favor. "Mr. Smith said the council had been formerly in the habit of asking suburban councils to discuss annexation matters in their chamber, but as soon as they heard of our intention of redistricting the city, they turned a cold shoulder to us." Gaston moved that Haskins "perfect a bill" and report to another meeting on Thursday. (*Iowa State Register*, January 19, 1890, p. 11, col. 3).

Although it is known that University Place approved annexation at its referendum, this survey did not determine the numerical results of that vote.

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RESULTS OF ANNEXATION

The Annexation Movement provided Des Moines with pluses and minuses on the public ledger.

Although annexation did provide a growing standardization of municipal services throughout the metropolitan area, the immense size of this annexation also had its drawbacks. Real estate developers, for example, launched out in distant sections of the new city--encouraged by streetcar and interurban lines--and established new residential developments before older neighborhoods in the city were completely improved. Concentrated growth in Des Moines occurred only as an exception. In consequence, the City's budget was routinely strapped by having to provide services to far-flung reaches of the corporation. As Des Moines' first comprehensive city plan noted in 1940:

... it is obvious that the city has been developed primarily for land speculation with no consideration of the general welfare. There has been no regard for the scale of the city, and only 24 per cent of the city is not subdivided. Promoters have created speculative subdivisions throughout the area and there is one vacant lot for every two occupied lots in the city. (Harland Bartholomew and Associates' "A Report Upon The Comprehensive City Plan Des Moines, Iowa, "p. 18.)

MUNICIPAL GOVERNMENT AND EDUCATION

Trisected by two rivers, fragmented by topography, and suffering unfettered land speculation, Des Moines evolved in a sprawling fashion, much differently from Omaha, Nebraska, which evolved as a compact city and with which Des Moines has historically been compared. Because of Des Moines historic sprawl and modest size of population, the city has incurred high costs for building and maintaining municipal facilities and services in far-flung sections of the city. It has had to do this in a way equitable to all areas of the city. This has meant that governing the City of Des Moines has often proved difficult.

The annexation of 1890, which more than doubled the size of the city, compounded these problems. Many suburban neighborhoods needed improvements, municipal services, as well as assimilation into the city. An east-side, west-side sectionalism within the metropolitan area, which existed for many years, complicated these problems. This historic context discusses how elements of topography, population, and politics, affected the evolution of Des Moines' form of government, its infrastructure, and public education.

THE DES MOINES PLAN

As the seat of state government in Iowa and a major center of business, agriculture, and transportation in the Midwest, Des Moines attracted individuals with talents for organization, planning, and government. This reservoir of talent has historically stood the city in good stead in resolving the civic problems that

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confronted the community. As a community, Des Moines has been willing to experiment with new ideas of government, using models from other municipalities, but shaping them to conform to local conditions. This spirit was exemplified in the movement that resulted in the 1907 adoption of the "Des Moines Plan" of commission government, an attempt to address some of the problems noted above. Using elements of municipal reforms enacted in Galveston, Indianapolis, and Chicago, Des Moines leaders fashioned a unique package that sailed through the Iowa General Assembly with little opposition and was approved by the City electorate.

Municipal government in the city has historically been relatively weak, vis-a-vis a stronger state government and the judiciary. Although civic leaders have recognized the city's lack of centralized control, historically many have seen this as positive, while others viewed it as negative. Nevertheless, a consensus seemed to have developed early that the city needed reform, but agreeing on what kind and how much proved problematic.

Early "Good Government" Movement

Municipal reform came under discussion in Des Moines at about the same time that other large and medium-sized cities raised the issue nationwide. Indeed, the cry for municipal reform in America proved to be one of the first and loudest of the movement that came to be called Progressivism, which lasted approximately from 1880 to 1918. As with other reforms sponsored by the Progressives, municipal reform benefited from the nation-wide concern, and the favorable attention such issues received in most newspapers. It was not at all uncommon during this period to discover local Des Moines newspapers discussing reform movements in other cities, particularly Chicago, in great depth.

On January 8, 1884, Des Moines' local movement for municipal reform "received some impetus from the municipal convention of mayors and aldermen at the city hall" (Brigham, vol. 1, p. 299). Despite this interest, however, little was achieved at that time.

In 1889 the City Council and a citizens' committee engaged in a protracted dispute over the amount of Des Moines' indebtedness and the regularity of some of Council's actions.

The controversy lodged in the public mind the conviction that publicity and direct responsibility were essential to local self-government, thus making large contribution to public sentiment in favor of municipal reform. (Brigham, vol. 1, p. 313.)

Public debate continued over the integrity of city aldermen. In November 1890, trials were held for six of Des Moines' eight aldermen. The local newspapers carried many loud calls for reform during this period. (Brigham, vol. 1, p. 321.)

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Businessmen's organizations joined in, as they were overwhelmingly in favor of municipal government reform. For example, the Tippecanoe Club appointed a committee in January 1894 to study the question of municipal reform (Brigham, vol. 1, p. 330). The Civic Federation, which aimed to advance the "municipal, industrial, and moral" interests in the city, was founded on April 29, 1896. Its chief objective was the passage of municipal reform legislation, especially the enactment of a primary law such as had been passed in Chicago (Brigham, vol. 1, p. 340-341).

On February 15, 1897, the Commercial Exchange, one of Des Moines most powerful and effective local business groups, joined the effort, issuing a call for the institution of the merit system of government in Des Moines rather than the spoils system (Brigham, vol. 1, p. 348). Earlier the Commercial Exchange had led the impetus for municipal annexation, due mainly to a desire for infrastructure improvements and consolidations. Now the group recognized that annexation alone was insufficient to achieve the further goal of efficient municipal performance.

"The Des Moines Plan" Commission Form of Government

Although the "Good Government Movement" did not achieve its goals in the 1890s, the idea did not die. In the spring of 1905, Charles W. Johnston and F. W. Conaway wrote letters to the editor of the *Register and Leader* renewing the call for a commission form of government. Conaway in particular favored the Galveston, Texas, model. In November, James G. Berryhill gave form to the movement in an address before the Commercial Club. Berryhill would soon become well-known as an articulate, effective advocate of the Galveston Plan (Brigham, vol. 1, p. 397).

In 1906 a group of Des Moines citizens appointed a committee, consisting of Berryhill, William H. Bailey (long-time City Attorney), and John Read, to draft a legislative proposal in favor of a commission form of government based on the Galveston model. On January 24, the Commercial Club considered the proposal, slightly amended it, and voted to present it to the Iowa General Assembly. On February 20, 1906, however, the State Senate killed the measure (Brigham, vol. 1, p. 393). The Commercial Club's action, nonetheless, calls attention to its influence within the community.

The plan was endorsed again on January 31, 1907, at a public meeting, described as "enthusiastic," held at the Shrine Temple. The vote was 106 in favor of the Galveston commission form of government and 27 opposed. The Galveston Plan appealed to those attending the meeting principally because it provided for a commission whose members could jointly be held responsible for the management or mismanagement of municipal affairs. Under the then-current form of government, the City Council and the appointive Board of Public Works actually held more power than the mayor. The Board of Public Works was the target of most of the reformers, who believed that a non-elective body could not be made accountable to the public, but would only respond to the wishes of the mayor who appointed them and the Council who confirmed them. The proposed commission also won approval because it would, theoretically at least, be made up of

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businessmen rather than spoils-system politicians (*The Register and Leader*, February 1, 1907, p. 1, col. 7, and p. 4, cols. 1-3.)

Another committee was appointed to draft legislation expressing the sentiments of the meeting. It included Berryhill, Bailey, and Read, and added I. M. Earle and S. B. Allen, the vice-president of the Commercial Club. They eventually submitted a proposal to the legislature that came to be known as the "Des Moines Plan." This plan borrowed from the Galveston Plan, but also the Chicago and Indianapolis models, the latter receiving the important endorsement of Bailey. The principle features of the Des Moines plan included:

The abolition of all elective offices except mayor and four councilmen; the recall; the referendum; the merit system; the abolition of passes and franks; the publishing of campaign expenses; the division of city affairs into five departments with an elective officer at the head of each; nomination of candidates for the five elective offices by petition, the primaries and the election to be non-partisan, the first a general clearance of the field, the second a final choice between the ten candidates receiving the highest number of votes for their respective offices; the mayor to have a vote in council, but no veto; the council to allot the departments. (Quoted in Brigham, vol. 1, p. 397.)

Opponents of the plan, derisively called the "City Hall Gang," also conducted an active campaign, led by Alderman W. W. Wise (the businessman and real estate promoter who earlier had platted North Park in North Des Moines and Wise's Subdivision in Capital Park). When it had become obvious that some reform was going to be approved, they proposed to retain three elements of the then-current system of government: City Council's control over most functions; election of aldermen by wards; and "the retention of the spoils system." They attacked the proposed reforms, stating that the Des Moines Plan could result in the formation of a "political machine." (*The Register and Leader*, January 28, 1907, p. 3, col. 6.)

Legislation to implement these reforms passed both houses of the General Assembly in late March 1907, and Gov. A. C. Cummins signed it. The law provided that twenty-five percent of the voters in the previous municipal election had to petition for implementation of the changes in each city before a popular referendum could be called. The same committee that had organized the public debates on municipal reform again organized to secure the necessary signatures on petitions. Another committee of seven was appointed to make arrangements for the popular election. Most of this work was performed by F. R. Korns. The Civic League, under its president I. E. Tone, got involved when charges of planned falsification of voting returns surfaced. Former governor Frank D. Jackson presided over public meetings held to discuss the plan. (Brigham, vol. 1, p. 398.)

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On June 20, 1907, the electorate finally had the chance to decide the question, and the Des Moines Plan won by a 2,289 vote majority, a "GREAT VICTORY," as the banner headline of *The Register and Leader* proclaimed. In addition to adopting the municipal reform program, the voters also approved an appropriation for a new city hall, but by a much smaller margin. The popular interest in the Des Moines Plan was "so intense that little was said about the city hall proposition." (Brigham, vol. 1, p. 398.)

While the plan was approved 6,376 to 4,087, the vote when broken down into sections of Des Moines reveals a split in support. The west side of the city gave a majority of 2,565 in favor of it. The east side, however, gave a majority of 287 against the plan. But because many more voters lived on the west side, the plan carried. North Des Moines, most of which was encompassed in the fourth precinct of the Fourth Ward, located south the 6th Avenue bridge, east of the river below Thompson's Bend, and south to North Street (now University Avenue), voted 217 to 36 for adoption. This precinct included strong backers of the reform, including ex-Governor Jackson, Judge Prouty, and Sidney A. Foster. The east end of this precinct was "composed of the residences of laboring men," who also supported the measure, unlike other clusters of working men in the city. (*The Register and Leader*, June 21, 1907, p. 1, cols. 1-2, continued p. 2, col. 2.)

Also on the ballot, a proposal to build a new city hall (with an estimated cost of \$350,000) carried by only 936 votes. Many west-side residents opposed the purchase of a site on the east bank of the Des Moines River for this new municipal building, so they split almost evenly on this question. The east-side voters, however, gave this measure a 1,141-vote favorable margin, enough to enable it to pass. (*The Register and Leader*, June 21, 1907, p. 1, cols. 1-2, continued p. 2, col. 2.) The Political Equality Club, through Grace Ballantyne, its attorney, sought an injunction to prevent the purchase of the east-side site. Club members, chiefly women, had gone to the polls trying to vote, but had been denied the right in this election. The club later consented to amend its injunction so that the purchase could be finalized. Planning for the building then continued, and the contract for the new Municipal Building was let on December 1, 1909, to Charles Weitz's Sons of Des Moines. (Brigham, vol. 1, p. 399, 411.) The Counting Room of the new building was designed as a large open space, symbolic of openness in government envisioned in the new form of government.

In January 1908, a citizens' committee tried to prepare a slate of candidates for the first municipal elections under the new commission plan of government. They had a difficult time finding candidates willing to run on their ticket, however, and, in the end, they were unsuccessful, when every member of their eventual ticket was defeated. (Brigham, vol. 1, p. 402-403.) By the summer, however, a new council was in place and began governing the city on June 6, 1908 (Brigham, vol. 1, p. 405).

INFRASTRUCTURE IMPROVEMENTS

Infrastructure improvements point out the difficulty of governing Des Moines. Intense public debate and legal wrangling, driven, in large part, by partisan interests, frequently accompanied proposals for

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improving the Des Moines infrastructure. These debates showed the Mayor and City Council to be relatively weak, and they vacillated under pressure. The City often resorted to special elections to resolve municipal questions. Even after the public voiced its pleasure, controversies continued and litigation was often required before issues were settled. The improvements, which the city did undertake, should, therefore be understood against this backdrop of a vocal public, legal contention, and efforts to reform the process of local government.

As a center of railroad, insurance, and other business interests in the state, as well as of state government, Des Moines possessed a reservoir of legal talent, and residents of the city have historically shown a propensity to use the judicial system to resolve problems. The wrangling over construction of the proposed 6th Avenue Bridge, which is discussed in detail below, was only an exaggeration of the normal improvement process.

Most major infrastructure improvements, including the street railway, the waterworks, and the electric light plant, seemed to devolve into litigation because the city rushed to grant franchises for these concerns to a relatively small number of very wealthy city residents, who then failed to live up to everyone's expectations. The names of a few men--M. P. Turner, Jefferson S. Polk, Lowry W. Goode, L. M. Mann, and Frederick M. Hubbell, especially--recur throughout these disputes. It seems as though the city wanted to assign all responsibility to a few men, but could not then hold them accountable without going to court. Complicating matters further was the inability of the City to resolve such controversies quickly; most dragged on for a number of years.

Another pattern--typified by the Board of Public Works and recognized as such at the time--concerned weak elected officials and strong appointive ones. This eventually prompted calls for municipal government reform, culminating in the 1907 change to the Des Moines Plan.

Bridges

The first bridge in Des Moines, built of "flimsy pontoons," was built on the site of present-day Grand Avenue and the first permanent structure was constructed at Market Street. By the 1870s, bridges had been built on the Raccoon River at the Point and at 7th Street, and on the Des Moines River at Court Avenue and at Walnut Street. By the late 1880s, if not earlier, bridges had been constructed on Locust Street and Grand and 6th Avenues. (Plan & Zoning Commission, *Des Moines, Center of Iowa*, p. 5.)

In the 1880-1920 period, bridge construction provided another arena for municipal disputes and lawsuits. One such protracted dispute over infrastructure improvements began in City Council on August 18, 1898, with the decision to build two new bridges. One would be on 6th Avenue west, the other on east 6th Street (Brigham, vol. 1, p. 360.)

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In May 1899, a committee of North Des Moines residents attended the City Council meeting and requested a better quality bridge over 6th Avenue than the \$60,000 steel one that was planned. Council agreed and requested that new plans be drawn. Years later, the city would build a state-of-the-art Melan-arch bridge of brick and concrete at a cost of \$146,476.94, opened in 1907. (Brigham, vol. 1, p. 361.) The public debate and legal wrangling surrounding this improvement are discussed below.

Other Infrastructure Improvements

Shortly before annexation was approved, the City of Des Moines was involved in a controversy concerning street paving. This issue would generate controversy for a number of years, and opponents of various paving materials were quite vociferous in expressing their preferences. In January 1890, for example, the city engineer prepared a report on city improvements and endorsed the idea of only using brick for paving. Prior to this, cedar blocks had been the material of choice. The report was debated soon after by the Commercial Exchange. Conrad Youngerman, contractor and builder, endorsed the city engineer's plan, and agreed that either brick or granite ought to be used, but he greatly preferred brick. Supt. W. D. Lucas agreed with Youngerman, and further proposed that no materials other than brick be used (*Iowa State Register*, January 8, 1890, p. 6, cols. 3-4.) In spite of much public debate, by the end of 1897 Des Moines had fifty-five miles of paved streets. (Brigham, vol. 1, p. 353.)

Sewage removal comprises a basic service provided by municipal government. Contractor-builder S. A. Robertson had a major impact on infrastructure improvements within the City of Des Moines. First elected to the City Council in 1878, Robertson concentrated on improving basic municipal services. The Council soon hired Ellis Chesbrough, the Chicago civil engineer who reversed the flow of the Chicago River, to prepare a plan for Des Moines. Implementation of the plan began in 1879 with the construction of the city's first sewage interceptors. Annexation of the suburbs in 1890 required an extension of the Chesbrough's plan. (Plan & Zoning Commission, *Des Moines, Center of Iowa*, p. 11.) By the end of 1897 Des Moines had sixty-five miles of sewage. (Brigham, vol. 1, p. 353.)

The 6th Avenue Bridge

Annexation in early 1890 did not end Des Moines' disputes over infrastructure improvements. Indeed, in some respects the quarrels worsened. The issue of the Sixth Avenue Bridge provides a good case study of the failure of Des Moines' municipal government to resolve conflicts and make decisions for the entire City. This protracted dispute, which involved mostly North Des Moines residents, began in City Council on August 18, 1898, with the decision to build two new bridges. One would be a replacement for the 6th Avenue west bridge, the other would be on east 6th Street. Engineering plans for the proposed 6th Avenue bridge quickly engendered intense public debate. As planned, the bridge would be constructed of steel and cost approximately \$60,000. Years later, after much arguing and at least one lawsuit, the city would finally

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construct a state-of-the-art Melan-arch bridge of brick and concrete on the site at a cost of \$146,476.94, but it would be 1907 before the bridge opened to traffic. (Brigham, vol. 1, p. 360-361.)

In May 1899, a committee of North Des Moines residents attended the City Council meeting and requested a better quality bridge, as this street provided the main route from the Downtown to the north, and would carry heavy traffic loads. The Council agreed and voted to have new plans drawn. (Brigham, vol. 1, p. 361.) In February 1900, North Des Moines residents again urged the Council to build a Melan-arch bridge on 6th Avenue. (Brigham, vol. 1, p. 366.) On June 3, 1901, the Council readvertised for bids, this time specifying they would be for a Melan-arch bridge. (Brigham, vol. 1, p. 375.)

In November 1901, new contracts for both the 6th Avenue and the 6th Street bridges were let to Capital City Brick and Pipe Company, with construction scheduled to begin in the spring (Brigham, vol. 1, p. 377). This firm subcontracted with a builder named Stone, who subsequently failed to complete the work as specified, and the Capital City Brick and Tile Company had to finish it at a loss of several thousand dollars. The firm asked the City Council for an additional \$28,000 beyond the contract price of \$78,000, but the council refused to pay. Mr. McCorrisk, president of Capital City, then filed suit in the district court, in which case he was eventually awarded \$12,000.

During construction, the bridge was heavily damaged in the 1903 flood that devastated parts of North Des Moines and other areas of the city. (Brigham, vol. 1, p. 385). At the time the plans were drawn there had been no "excessively high water for nearly half a century," so the assumption was made that three one-hundred foot spans would be sufficient. In the heavy rains during the month preceding the 1903 flood, the high waters swept the "false work" away twice, and then one of the spans, under construction, fell into the river. This necessitated the redrawing of the plans, to adequately contain such high levels of water. The revised plans added two new spans to the bridge. (*Des Moines Daily Tribune*, June 3, 1907, p. 1, cols. 1-2.)

Later, the West Sixth Street Bridge Company, through L. M. Mann, filed a claim against the 6th Avenue bridge. The claim concerned the city's title to the property and alleged that North Des Moines had agreed to give \$2,000 for the construction of the bridge, which it later failed to do. (*The Register and Leader*, January 29, 1907, p. 7, col. 7.) Others alleged, however, that the \$2,000 in controversy had been paid to James B. Weaver, Jr., who was purported to own the property. (*Des Moines Daily Tribune*, June 3, 1907, p. 1, cols. 1-2.)

Regardless of the truth or falsehood of either side, Mann dropped his claim in January 1907, allowing the city to proceed with plans to open the bridge and then reuse the materials from the old bridge, reconstructing it at the end of Euclid Avenue. The arches on the new bridge prevented hauling the old bridge upstream on the ice. Instead, the old bridge had to be dismantled, but the ice was utilized to relocate the heavy girders. (*The Register and Leader*, January 29, 1907, p. 7, col. 7.) All of these problems, of course, had contributed to the rising cost of construction, and delayed the opening of the bridge.

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This bridge is shown in a photo in *The Mail and Times*, June 18, 1904, p. 5, cols. 2-4. "Built by the Capital City Brick and Pipe Company, General Contractors of Public Buildings, Warehouses and Arch Bridges; J. B. McCorrisk, President; J. C. Mardis, Vice-President." The 6th Avenue Bridge was replaced in the 1970s after structural failure.

SCHOOL DISTRICT CONSOLIDATION

When municipal annexation was first discussed in the late 1880s, its proponents envisioned merging the city's two school districts and consolidating them with the suburban districts. It soon became apparent, however, that the two issues appealed to very different constituencies, and, in fear of losing the political question of annexation, its advocates deferred the question of merging the schools until a later time. Indeed, it would be 1899 before school consolidation would proceed in some districts, and eight more years before the process would be complete city-wide in 1907. During this debate, North Des Moines provided a cutting edge to the discussion and eventual consolidation. This suburb's role in consolidation is discussed in Chapter VI of this cover document.

According to one contemporary: "There were differences of opinion as to the wisdom of having one large school district instead of many small districts." (Brigham, vol. 1, p. 423.) Most of those differences centered on preserving the concept of the neighborhood school. In a time when all children were expected to walk to school in the morning and return home for lunch, the buildings of necessity had to be scattered throughout the city. Because so many were needed, each tended to be fairly small. Cafeteria facilities, for example, were not included.

With improvements in public transportation, consolidation began to seem feasible for the first time. Adding momentum to the growing movement for merger was the relatively high tax burden incurred to operate numerous school buildings and the duplication of resources involved in maintaining many small administrative districts. In 1907, for example, when there were eighteen districts within the corporate limits of Des Moines, the many small school districts adopted the motto, "One City, One Tax, One School District."

The other principal issue was the absence of high schools in the smaller districts. If pupils from those areas wished to continue their education, their parents were required to pay tuition for enrollment in one of the larger districts and provide transportation for the student over a much greater distance. Such problems were only exacerbated by the topographical spread of Des Moines.

The movement for consolidation originated with these small districts, and the opposition was centered in the centrally located West Des Moines district. (*The Register and Leader*, January 22, 1907, p. 7, col. 4.) Throughout the various debates, the question always seemed to be reduced to how the smaller districts could be brought up to West Des Moines' standards. Consolidation proceeded in a series of steps. In 1899, the Forest Home (North Des Moines), Oakdale, and Greenwood districts were annexed by the West

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Des Moines District. The Park Avenue district was added in 1904, and the Evergreen district in 1906. Still separate were the comparatively large districts of Capital Park and East Des Moines. (Brigham, vol. 1, p. 418, 423.)

In 1907 a grass-roots effort began, seeking to unite all schools within the corporate limits of Des Moines under one administration and management. A consolidation committee, consisting of Capt. V. P. Twombly, Isaac Brandt, ex-County Superintendent Z. C. Thornburg, and Robert Bannister, was appointed to represent the seventeen smaller districts. They were enjoined to negotiate with a committee from the West Des Moines district. On January 22, the committee commented upon the rapidly growing sentiment in favor of merger and predicted that the proposal would not only receive the legislature's approval, but also succeed in the necessary popular election required before adoption (*The Register and Leader*, January 22, 1907, p. 7, col. 4.)

In 1907, when consolidation of all the city's schools was finally achieved, the effort required an act of the state legislature, mandating changes in school governance for all city residents. As a result, noted one authority, consolidation "has brought the city to a period of larger conception and of greater undertakings, a period of better construction, better equipment, better teaching. It has also created a demand which the schools will have to satisfy for better results." (Brigham, vol. 1, p. 423.)

Enrollment in the 1910-1911 school year was 17,123, the largest for any U. S. city of less than 100,000 people except Salt Lake City. "Nor should the exceptional geographical situation of Des Moines be lost sight of--for example: the more compact city of Omaha, with a larger population than Des Moines, has but one high school, whereas Des Moines--a city of magnificent distances--has three high schools, each located miles apart from the other two." (Brigham, vol. 1, p. 423.)

CONCLUSION

Each of the topics discussed above--government reform, infrastructure improvements, and school consolidation--is quite complex and encompasses only a part of the history of Des Moines and its suburbs. However, each topic was widely debated during the Annexation Movement. Indeed, the success of that movement increased the complexity of this public debate because many communities formerly independent were now governed under one umbrella. To try to discuss suburban development in Des Moines without noting these important issues would be to ignore many of the reasons for annexation and for suburbanization itself.

Many, if not most, cities across America suffered similar municipal problems during the Progressive Era, as cities sought to improve facilities and services within budget constraints. Citizens held high expectations for public improvements, yet were often unwilling to pay for their cost. Still, some cities, such as Ames, Iowa, emerged with strong local government officials. Parley Sheldon, in this instance, dominated Ames by earning the public's respect and reelection, serving many year's as the "Perennial Mayor." Sheldon

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consequently could leverage municipal improvements. In Des Moines, Sheldon's closest parallel was John MacVicar. Sometime Mayor of North Des Moines and later Mayor of Des Moines itself, MacVicar, in contrast to Sheldon, engendered more political controversy, which led to further aggravation of local politics to the detriment of his Progressive agenda.

Although Des Moines suffered throughout this period from a lack of a strong and centralized municipal government, some leaders in the city recognized this weakness and sought to correct it. In this regard, Des Moines takes its place with other Midwestern cities, such as Indianapolis and Chicago, in adopting and implementing Progressive ideals. Not content to copy other cities' efforts, Des Moines leaders undertook a study--not unlike the efforts of the Founding Fathers--which resulted in the Des Moines Plan, subsequently adopted in many small to medium sized cities across the nation.

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IV. SUBURBAN ARCHITECTURE

INTRODUCTION

This section is divided into four separate parts, each of which addresses an important aspect of early suburban architecture as it evolved in Des Moines during the circa 1880-circa 1920 period. By the 1880s, a number of competent architects had located in Des Moines and they acted as arbiters of design. They also often speculated on real estate developments in the city. George E. Hallett and his activities with residential housing provides a good example of this phenomenon.

The contractor-builders of Des Moines deserve credit for most new home construction in the city during the period. Although their role is becoming clearer as more case studies identify their activity, these individuals and firms remain elusive and difficult to document. The partnership of Detweiler and Bedford, for example, recently was identified as significant in the construction of speculative housing during the late 1880s.

Stylistically, suburban architecture embraced new influences during the late Victorian period. Suburban architecture also introduced new building types to serve evolving functional needs. Finally, landscape architects provided vision for suburban real estate developments by introducing new concepts for the design of residential subdivisions, parks, and boulevards.

This historic context is, therefore, divided into four sections:

The Architect's Influence
The Role of the Contractor-Builder
Style and Function
Landscape Architecture

THE ARCHITECT'S INFLUENCE*

In the quest to obtain comfortable and aesthetically pleasing shelter and to plan for its economical construction, the residents of Des Moines have sought architects to help in its design. "The Architect's

* All manner of property types are included in this historic context, including residential, commercial, religious, collegiate, as well as other sorts of architecture. It should be noted that this list of architects is only partial. Undoubtedly other architects working in late Nineteenth and early Twentieth Century Des Moines will come to light as further research documents them and their work.

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"Influence" addresses the role of architects in Des Moines and how they have helped improve the built environment of the community. This section provides general biographical information about some of these architects and identifies examples of their designs. Chapter VI of this document discusses in detail identified examples of their work in the River Bend Neighborhood of Des Moines.

Prior to the American Civil War, few architect-designed buildings were constructed in Des Moines. Following the war, several such buildings were constructed in the city, but in each case, these were the work of professionals from outside Iowa. In 1867, for example, the first of two phases was completed on the U. S. Courthouse and Post Office, or "Old Federal Building," as it was called (Mulberry and 5th Street, nonextant). Designed by federal architect Alfred B. Mullett, this Second Empire influenced building marked a milestone in the city's architectural evolution. In 1869 banker B. F. Allen of Des Moines built Terrace Hill, designed by prominent Chicago architect W. W. Boyington. This mansion astounded the community by its luxury and it also boosted local pride.

The status of locally-based architects during this period was low. John Browne, architect of Des Moines, provides one example. Having won the contract for Main Building on the campus of Iowa State University in Ames, Browne, according to one scholar, "appears to have been capable neither of designing the building nor of preparing the necessary working drawings for its construction . . . [he] was dismissed and a more competent architect, Charles Dunham of Burlington, replaced him early in 1865." (Shank, pp. 55-57.)

By the 1870s and 1880s, however, more experienced practitioners, known as builder-architects, were attracted to Des Moines. They often combined construction trades with architectural design, hence the name. William Foster, a native of New York State and operator of a planing mill there, is a good example. Foster relocated to Des Moines in 1870 and established a millwork operation here. Several years later, Foster added an architectural design service to his business. Foster later entered into partnership with Henry F. Liebke, a native of Germany, and together they built the city's most successful Nineteenth Century architectural practice.

Beginning in the 1880s, the Midwest and Des Moines experienced a housing boom. Architects were attracted by the prospects of these opportunities. In Des Moines, the "building boom" of 1880 totaled \$1,195,091 in new construction (Brigham, vol. 1, p. 290). In 1881, building within the city increased to \$2,029,344, with the construction of 37 new business blocks and 725 new residences. The total included \$22,000 in improvements on University Place by the Drake University Land Company (Brigham, vol. 1, p. 292).

This boom encouraged more trained architects to settle in Des Moines. By 1889 the city boasted four architectural firms, according to the city directory--Foster and Liebke, C. C. Nourse, Schreiner and Company, and E. J. Widen. By turn-of-the-century, the city had attracted approximately one dozen architects. By this time, the architect's profession had become more defined in terms of education. Some of these new-generation architects were born in Des Moines, but studied architecture elsewhere before returning to their hometown. Others relocated to Des Moines from other areas. As professional

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reputations grew, many chose to continue to reside in Des Moines while accepting commissions for designs around the state and Midwest. Others, like C. C. Cross and Son, who relocated to Los Angeles, sought new opportunities in the West.

With this growing professionalism, the age of the builder-architect passed. Des Moines architects remained, nonetheless, closely associated with the city's home-building industry. During the great housing boom in Des Moines during the 1880s and 1890s, for example, architects actively speculated in new home construction. More is currently known about George E. Hallett's activity in this regard, but undoubtedly other architects will come to light who also actively speculated.

What follows here are thumbnail sketches of architects practicing in Des Moines during the city's early suburbanization. This list is non-inclusive and should be expanded as local history research develops in Des Moines. Much of the information about early Twentieth Century architects might still remain in living memory and be available from knowledgeable oral history informants.

William Foster

William Foster, one of the earliest Des Moines builder-architects, was born in Little Neck, New York, in 1841. His first business was as a planing mill operator and contractor in Flushing, New York. In 1870 he relocated to Des Moines, where he soon opened a planing mill in partnership with his brother Samuel. This firm remained in operation until 1875, when William dissolved it to open an office as an architect. Soon after establishing his firm, Foster took in Henry F. Liebbe as a partner. At about the same time, he also opened a music academy at 4th and Walnut Streets. Gradually the music business occupied more and more of his time, until he dissolved his architectural partnership, although he may have continued to design some buildings. In music he held almost a monopoly, through his ownership of the Foster and Grand Opera Houses and his lease of the Auditorium. Foster married twice and fathered three daughters. He resided at 3920 Grand Avenue (nonextant), where he met his death by accidental gas asphyxiation in 1909. His estate was valued at over \$250,000, including the Foster Opera House and its real estate (\$150,000), the Grand Opera House (\$75,000), and his home on Grand Avenue (\$25,000). He owned all three properties free of debt (*Des Moines Tribune*, December 30, 1909, p. 1, col. 5).

Notable buildings by Foster, in Des Moines, include Saint Paul's Episcopal Church (1885, 8th & High Streets, with Henry F. Liebbe), Wesley Redhead Barn (1757 Dean Avenue, nonextant), and Central Christian Church (1889-1890, 9th & Pleasant Streets, nonextant, with Henry F. Liebbe). Among Foster's out-of-town commissions were Main Building for Penn College at Oskaloosa (1875), the Iowa Hospital for the Insane at Clarinda, Iowa (1884-1899, with Henry F. Liebbe), the state penitentiary at Anamosa, a hotel in Avoca, Iowa (1887), an opera house in Muscatine, Iowa (1887). In Des Moines, Foster opus includes the nonextant Foster Opera House (with Henry F. Liebbe) and the nonextant J. O. Wells House, which formerly stood on Arlington Avenue in North Des Moines. The Thomas Naylor House, at 944 9th Street in Des Moines, may be a Foster design. It was listed on the National Register of Historic Places in 1974.

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As already mentioned, William Foster lived on the west side. His clientele included many notables within Des Moines' business community and society, and it is safe to assume that his residential practice reflected these connections. During the great Des Moines housing boom of the 1880s and 1890s, Foster was heavily involved in other business. He may have designed no buildings during this period.

Henry F. Liebbe

Born in Germany, Liebbe received most of his training from his partner in Des Moines, William Foster (Shank, p. 59). Several notable buildings by Liebbe, in collaboration with William Foster, are listed under Foster's name. Liebbe was "State Architect" in 1904 at the time of the burning of the State Capitol (Brigham, vol. 1, p. 386).

Liebbe later joined forces with C. C. Nourse and Rasmussen.

Designs by Liebbe within the survey area include:

George H. France House
410 Franklin Avenue
1904
(Liebbe, Nourse, & Rasmussen)

H. B. Wyman House
1961 Arlington Ave.
1899-1900
(Liebbe, Nourse, & Rasmussen)

C. H. Lee

Charles H. Lee worked in Des Moines as an "architect and sanitary engineer" during the 1880s. He designed buildings in Des Moines, other towns in Iowa, and in the Dakota Territory (Architects' Files, State Historical Society of Iowa). City directories do not show him living in Des Moines in the 1890s and it is presumed that he relocated elsewhere. The following newspaper account, announcing his service to Des Moines, provides one illustration of the manner in which architectural design from the nation's urban centers was disseminated locally:

Architect Lee is in receipt from Albert Levy, of New York City, of some very handsome architectural photographic architectural series, consisting of elaborate designs for churches, dwellings, schools, colleges and state houses, all after the modern brick and terra cotta style of architecture of Germany. (*Iowa State Leader*, May 18, 1884.)

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Oliver O. Smith

Des Moines native Oliver O. Smith opened his first office as a professional architect in his hometown in 1891. He was a partner with F. A. Gutterson in the firm of Smith & Gutterson early in his career, and later a member of the Smith, Wetherell & Gage firm. Smith was also associated in partnership with Gage as Smith and Gage.

Several of the buildings on the Iowa State Fair Grounds were designed by Smith, as was the first Iowa State Historical Building at East 12th and Grand Avenue (NRHP). In 1899, Architects Smith & Gutterson were preparing plans for a two-story pressed brick and stone apartment building for C. C. Loomis on North 7th Street, at a cost of \$25,000 (*The Construction News*, October 4, 1899, p. 459). In addition he designed many other public buildings, including libraries, schools, churches, and courthouses. In residential design, his work "ranged from the most splendid houses to the simplest bungalows." Among them were many fine homes in Des Moines and other major Iowa cities (Biography clipping file, Historical Library of the State Historical Society of Iowa). The C. H. Baker Double House at 1700-1702 6th Avenue in Des Moines is an outstanding example by Smith & Gutterson in that form.

Smith's architectural practice stood squarely within the great turn-of-century housing boom in Des Moines. He participated in this boom by designing middle-class housing, influenced by Colonial Revival styling (see Figures IV-F, IV-G, and IV-H). Several documented Smith buildings remain extant today. Oliver O. Smith was also involved in agricultural interests and a street in Urbandale, Iowa is named after him.

Designs by Oliver O. Smith in North Des Moines include:

J. B. Davis House, 1514 11th Street
W. P. Curwen House, 1802 10th Street
W. P. Curwen House, 1806 10th Street
C. H. Baker Double House, 1700-1702 6th Ave. (Smith & Gage)
S. T. Slade House, 1725 6th Ave.
Ira Cook House (Smith, et al.), 10th & Clarks St.
John Bennett Double House, 6th & Indiana Avenues
C. C. Loomis Apartment Building, 7th St.
Dr. Menasjun House, North Des Moines

Smith lived at numerous addresses in Des Moines. An intensive survey of these sites might document them to be of his design.

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Oliver O. Smith Places of Residence from Des Moines City Directories:

1892	1168 10th St.
1899	1345 E. Grand Ave.
1902	1168 10th St.
1903	1117 25th St.
1905	Hickman Ave.--no number given
1907	1168 10th St.
1908	Hickman corner of 60th
1909	Altoona, Ia.

Oliver O. Smith's architectural drawings survive, at least in part. The firm of Wetherell & Ericsson Architects, for example, possesses a number of them.

C. C. Cross

This firm was variously styled as C. C. Cross & Company and C. C. Cross & Son. Cross left Iowa and relocated to California.

Designs by C. C. Cross in the survey area include:

Oscar B. Frye House
509 Franklin Avenue
Circa 1891-1894
(C. C. Cross & Company)

W. P. Coast House
8th and Clark Streets
1898

William Bowen House
8th and Clark Streets
1904

J. P. Patrick House
7th & University Ave.
1905

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W. C. Barton

The following resources in North Des Moines have been documented as designed by W. C. Barton:

R. T. Mahanna House, 1428 4th St.
W. A. Scruby House, 1537 4th St.

Proudfoot & Bird

The following resources in North Des Moines have been documented as designed by Proudfoot & Bird:

Mrs. P. A. Triplett Double House
7th & Forest

Trinity United Methodist Church
1548 8th St.

C. Edward Eastman

Charles Edward Eastman was one of the first academically trained architects in Des Moines. Prior to relocating to Des Moines, Eastman worked in Chicago, where he absorbed influences of Louis Sullivan.

Designs by Eastman in the survey area include:

Rees Gabriel House
1701 Pennsylvania Avenue

Miss Mohlman House
6th & Forest
1899

W. H. Lawrence House
North Des Moines
1899

Eastman lived at numerous addresses in Des Moines. An intensive survey of these sites might document them to be of his design.

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C. E. Eastman Places of Residence from Des Moines City Directories:

1894 rooms in Turner block
1900 1013 21st St.
1910 2837 Brattleboro
1915 same
1920 1014 21st St.

C. C. Nourse

C(linton) C. Nourse has been difficult to document because an attorney with the same name also lived in Des Moines for much of the same period. Many sources are not sufficiently detailed to be sure which man is under discussion. Nourse later joined forces with Liebke and Rasmussen.

Designs by C. C. Nourse in the survey area include:

North Des Moines High School
(old building, nonextant)

Colby-Wyman House
1961 Arlington Ave.
(Liebke, Nourse & Rasmussen design)

A. S. F. Kirby

Trained by architect H. H. Richardson of New York City and Brookline, Massachusetts, A(lfred) S. F. Kirby relocated to Des Moines in the last quarter of the Nineteenth Century and lived in the City of North Des Moines approximately three years (informant interview with Ralph J. Christian, January 17, 1992). No further archival information is currently known about Kirby. Richardson's assistants numbered among the most prominent of America's architects with profound influence across the nation. Although it cannot be presently documented, it is thought that, in Des Moines, Kirby might have introduced the attic balcony subtype of the Queen Anne style. This architectural feature, peculiar in central Iowa, occurs in late 1880s and early 1890s residential designs in Des Moines.

George E. Hallett

Significant for multiple reasons, George E. Hallett contributed to the upbuilding of North Des Moines as an architect, a developer, and a resident of this suburb. Hallett's connections with capitalist proprietors of land resulted in the construction of a number of speculative houses. Generally moderate in terms of size, these buildings nonetheless featured a level of architectural detailing that distinguishes them from many

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other single-family residences in the area, and the appeal of these homes to Des Moines middle classes was strong.

George E. Hallett was born in Des Moines 1863 and subsequently educated in its public schools. He spent seven years "at the carpenter's trade," and later studied architecture for three and a half years with Fred A. Hale, "the leading architect of Denver and the West." He then worked in Colorado for awhile before deciding to come back to Iowa. Returning to Des Moines, Hallett opened his first architect's office in 1890. (*The Mail and Times*, February 10, 1900.)

On February 10, 1900, Hallett announced his candidacy for alderman at large from the west side. At least one local newspaper evaluated his candidacy positively, considering it beneficial to have someone with practical knowledge of buildings as an alderman:

He is an advocate of municipal ownership, if obtained under proper conditions. . . . Although Mr. Hallett's candidacy was announced only one week ago, yet in that time he has developed great strength and his nomination is practically assured. His most energetic supporters are the very best business men in the city. (*The Mail and Times*, February 10, 1900.)

Hallett's own, last home, which stood at 1215 9th Street (nonextant), portrays this man's success. Although larger than the cottages he designed for North Park, this building nonetheless conveyed a strongly middle-class feeling, because its size was noticeably more modest than those architects, such as Foster and Liebbe, who built their own homes on Grand Avenue. Hallett, as a result, calls attention to the new profession of architect and how an individual could earn a comfortable living designing homes for the middle-class, rather than those earlier architects, who appear to have prospered from large public commissions and homes for the rich.

The only documented Hallett-occupied home that we have been able to find still extant is 1534 9th Street, which he also designed and built.

Hallett designed custom built houses for individual clients and speculative housing for developers and, it is thought, for himself. A number of documented, Hallett buildings were erected in North Des Moines, both for custom and speculative purposes. Other Hallett examples undoubtedly exist throughout Des Moines, although the rate of incidence of these is not presently known. We do know, however, that a number of his houses cluster near University Avenue in the 9th Street area, near his own residences at 1534 and subsequently 1215 9th Street. (See Figures IV-B and IV-D.)

Hallett's high style designs feature houses of large size, generally in Colonial Revival taste. The roofs of these houses constitute an outstanding architectural element of the buildings. These roofs are generally steep and the gable ends, which are prominent, are treated with a variety of decorative details. The facade

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dormer window is another outstanding architectural element of these buildings. Constructed in 1896, the Senator C. J. A. Ericson House in Boone Iowa is one of these large residential designs documented by Hallett. This house featured a cross-gable facade with a parallel gable at the rear. (See Figure IV-C.)

Perhaps Hallett's best known local custom-designed dwelling, the Edward A. Temple House at 1330 9th Street in Des Moines, was designed in Shingle style, however, during the period when he was in partnership with Harry D. Rawson. (See Figure IV-E.)

Hallett's less elaborate residential designs generally feature houses of small size than those of high style design. These smaller buildings, nonetheless, reflect many of the elements and architectural detailing of their more elaborate sisters. Roofs are prominent and usually steep and the facade dormer window or windows are also prominent elements.

Hallett is also known to have built houses himself for resale. In 1896, for example, he advertised "A MODEL HOME" that he was building in North Des Moines (a picture was included in the ad). (See Figure IV-B.) Two or three of the same design were to be built on West 10th north of North Street (now University).

They will be piped for gas lights and range and wired for electric lights. There will be four rooms on the first floor and three bedrooms and bath room and five closets on the second, also stairs two [sic] attic. There will be a cellar, with coal room, furnace, etc., and outside and inside cellar ways. The houses have a porch across the front seven feet wide. .. (*The Saturday Review*, May 30, 1896, Supplement p. 2.)

The asking price for such a home was then \$2,800.00. Unfortunately, the survey discovered no houses such as those pictured, so the building is presumed to be nonextant or radically altered. Erected about 1896, the Hallett-designed house at 1407 8th Street, however, conforms to the drawing.

Designs by George E. Hallett in the survey area include:

House, 1407 8th Street (attributed, close to "A MODEL HOME" image)
House, 1234 9th Street (attributed, close similarity with 1530)
Edward A. Temple House, 1330 9th Street (with Harry D. Rawson)
W. D. Phillips Double House, 1920-1922 Arlington Ave. (with Harry D. Rawson)
House, 1530 9th Street
House, 1534 9th Street
N. S. Wales House, 1814 9th Street
H. M. Rollins House, 1611 Arlington Ave.

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In addition to private homes, Hallett is known to have designed plans for the Des Moines Union Railway, which began building a machine shop in 1897. (Brigham, vol. 1, p. 349.)

Hallett lived at numerous addresses in Des Moines. An intensive survey of these sites, undertaken as part of this project, found that none of them remains extant.

George E. Hallett Places of Residence from Des Moines City Directories:

1891	not listed
1892	1236 9th St.
1894	same
1897	1534 9th Street.
1900	same
1910	1215 9th St.
1915	not listed

THE ROLE OF CONTRACTOR-BUILDER

Introduction

For many years, the home-building industry has been a bellwether of the national economy. The contractor-builder (also called the operative builder) is the individual who, working on a small scale, drives much of this industry. Although generally thought of as inefficient, the contractor-builder is able to construct homes on a competitive basis. He has limited overhead and can effectively deal with local suppliers and government officials. His main problem is lack of capital.

Small-scale residential development is hard to identify and document, and yet it was the primary force behind most residential construction in Des Moines between about 1880 and 1941. Prior to World War II, the scale of residential development was small in Des Moines. Contractor-builders typically seem to have acquired several lots and proceeded to construct either speculative or custom built houses on these lots. This practice can be contrasted with residential construction following World War II when the scale of tract home construction was much larger. The role of the contractor-builder is critical in understanding the residential architecture of Des Moines because homes constructed by these individuals form the core of the city's residential stock.

Unfortunately, until at least the first decades of the Twentieth Century, information about contractor-builders in Des Moines is sketchy. Many of these contractor-builders' names are presently unknown and insufficient information about this period precludes generalizations about it at this time.

It is, nonetheless, safe to say that the number of Des Moines based contractor-builders grew rapidly during the final quarter of the Nineteenth Century. In 1880 there were twenty-four contractor-builders in the city,

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including S. A. Robertson, with offices at 400-402 5th Avenue, Charles Weitz, located in the alley at the rear of the C.R.I. & P. Railroad Depot, and Conrad Youngerman, at 206 4th Avenue (*Bushnell's Des Moines Residence and Business City Directory*, 1881-1882, p. 91). By 1889 there were at least thirty-one (*Bushnell's Des Moines City Directory*, 1889-90; p. 527). This total includes the following contractor-builders who lived in the following suburbs:

University Place

Robert A. Abell
Edwin Conrad
Furman McCormick

Capital Park

Albert Cowles

Greenwood Park

Buckley Brothers

North Des Moines

Eugene B. Cupernell
Robert S. Finkbine

Many of the earliest could also be considered builder-architects, as the two professions were closely related.

What follows here are thumbnail sketches of contractor-builders in Des Moines. This list is non-inclusive and should be expanded as local history research develops in Des Moines. Much of the information about Twentieth Century contractor-builders might still remain in living memory and be available from knowledgeable oral history informants.

Charles Weitz--Charles Weitz Sons

One of the earliest contractor-builders in Des Moines, Charles Weitz, established a construction company that continues today. Charles Weitz Sons was operated by the founder's sons for many years. Charles Weitz, the founder of the firm, has been styled the "pioneer contractor and builder of Des Moines" (Brigham, vol. 2, p. 1051). Born in Germany in 1826, he trained there as a cabinetmaker, and while still a young man, Weitz toured Europe to learn the latest methods of his trade. He emigrated to America in 1850, and settled in Des Moines four years later. Although there was little demand for cabinet making in

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the young city, Weitz liked the locale, and he entered business as a contractor-builder. An organizer of the German Savings Bank, he also was a director of Valley National and Valley Savings banks. Weitz retired in 1901 and subsequently died in 1906 (Brigham, vol. 2, pp. 1051-1052).

All three of his sons became involved with the family firm and expanded both individually and together into other related business ventures. Charles H. Weitz trained as an architect and builder. At the same time, he served as president of another family firm, Century Lumber Company. He resided in North Des Moines during the early part of his career, and from 1900 until at least 1915 he lived at 1424 5th Street, a still extant residence (Des Moines city directories). Both Frederick W. and Edward Weitz maintained interests in Charles Weitz Sons and served as officers of the lumber company, with Frederick as treasurer and Edward as secretary (Brigham, vol. 2, p. 1052).

One of the more prestigious buildings constructed by Charles Weitz Sons was the new Municipal Building, the contract of which was let on December 1, 1909, to Charles Weitz's Sons of Des Moines (Brigham, vol. 1, p. 411).

James B. Marsh

Wisconsin native James B. Marsh was born in 1855. He relocated to Iowa in 1877, and soon entered Iowa State College, from which he graduated in 1883. Trained as a mechanical engineer, Marsh first accepted a position with the Baker Barbed Wire Works. Shortly thereafter, he became a contracting agent for the King Iron Bridge and Manufacturing Company. From 1886 to 1892, he served as one of two general agents of the King Bridge Company, of Cleveland, Ohio. When his partner, C. E. Campbell of Council Bluffs, retired in 1892, Marsh continued as general contracting agent for the firm, maintaining his office in the Clapp block in downtown Des Moines.

Over the course of his career, Marsh became known as a major bridge designer for his firm. He invented and patented a basic bridge design, known as the Marsh arch, a bridge which featured reinforced concrete with an arch-shaped like a rainbow. As often as possible, Marsh employed Des Moines laborers and engineers. Most of the bridges that he designed were constructed in the western states. Within Iowa, Marsh built railroad bridges at Sioux City, Cooper, Redfield, and Adel, and highway bridges at Polk City and Ball's Ford. Within Des Moines, he designed the bridges on both 6th and Locust Streets and that on Grand Avenue (Newspaper clipping without citation, courtesy of the State Historical Society of Iowa). Although primarily a bridge engineer and builder, Marsh is known to have built at least one home. Marsh lived for much of his career in North Des Moines, and he is documented to have resided at 1700 9th Street (nonextant) from at least 1900 through 1920 (Des Moines city directories). The house has since been razed and the property converted into a parking lot.

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Conrad Youngerman

Difficult to document, Conrad Youngerman was an important early master-builder. He later became involved in municipal politics. The Crocker Building at 5th & Locust was built by him in 1899 (Brigham, vol. 1, p. 365-366).

Robert S. Finkbine

Robert Finkbine was the superintendent of construction for the Iowa Capitol, a member of the Board of Capitol Commissioners, and an elected representative in the General Assembly of Iowa.

S. A. Robertson

Robertson had a major impact on infrastructure improvements within the City of Des Moines. He was first elected to the City Council of Des Moines in 1878. Robertson concentrated on improving basic municipal services. S. A. Robertson lived in a house on Grand pictured in Bushnell's 1889 directory (nonextant). A fine commercial building stands at 712 Walnut Street, named the Robertson Building and thought to relate to S. A. Robertson. It is also known that Robertson owned stone quarries in the Winterset, Iowa, area.

Detwiler and Bedford

The partnership of John W. Detwiler and James C. Bedford provides an outstanding example of the role of the contractor-builder in the improvement of Des Moines' early suburbs during the 1880s and 1890s. Speculative residential construction is hard to identify and document because it took place on a small-scale and in an ad hoc fashion. Yet this was the primary force behind most residential construction in Des Moines between about 1880 and 1941. The Detwiler-Bedford construction of the Rev. R. W. and Fannie E. Keeler House at 1430 10th Street in Des Moines is significant in this regard because it provides a case study of such speculative housing in Victorian Des Moines. This case study also illustrates how contractor-builders fueled the Lowry Goode boom, an era of great speculative construction in the city, which collapsed in the Panic of 1893. The case study also shows how land was developed in a piece-meal fashion. (Page, *National Register Nomination Rev. R. W. and Fannie E. Keeler House.*)

Henry Detwiler and John Detwiler (whose family relationship is as yet unknown) engaged in building trades and are listed in the 1886-1887 Des Moines city directory as carpenters. Henry lived at 614 Des Moines Street, while John lived at 223 Jefferson in South Des Moines. In the next year, James C. Bedford, living at 928 15th Street, is listed in the city directory. Bedford's occupation was that of contractor-builder. During the next few years, John and James formed a partnership. In 1889, they purchased land from C. A. Tubbs and J. S. Harlan. In a quick succession of business agreements between the partners, Central Loan and Trust, and R. W. Keeler, the financing of the house at 1430 10th

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Street was consummated. The rapid transfer of title for this property illustrates the hectic turn-over of land ownership and rife speculation during the 1880s in Des Moines, particularly in the historic boundaries of the City of North Des Moines, the land north to the Des Moines River, and also in Oak Park and Highland Park, on the other side of the Des Moines River.

Other Contractor-builders

Carpenter and Keeler worked in Des Moines in the 1880s. One of their advertisements featured a large, Queen Anne influenced house (see Figure IV-A). This building survives today in the Sherman Hill Historic District of Des Moines.

SUBURBAN ARCHITECTURAL DESIGN

In addition to the on-going progression of architectural influences that affected design across Iowa and the nation, two categories of architectural design have been singled out by this report as being particularly important to the evolution of suburban architecture in Des Moines: style and function.

An introductory note is necessary concerning the phrase "suburban architecture." It is employed here to denote buildings constructed in the suburbs during the city's early suburbanization period. Actually, it would be very difficult, if not impossible, to distinguish between design in the suburbs and in the city during this time. Historic images of houses in the city and the suburbs portray virtually the same designs. "Suburban architecture" remains viable, however, because almost all the Nineteenth Century architecture (particularly the residential examples) from within the city have been razed. Those remaining examples are located in the city's early suburbs.

STYLE

Two stylistic influences dominated architectural design during early suburbanization in Des Moines: Queen Anne and Colonial Revival.

During the 1880s, residential design in Des Moines experienced growing sophistication. The number of cottages and pretentious houses erected constituted a construction boom and indicated a healthy local economy. This boom, which lasted from about 1883 to the Panic of 1893, produced a great number of buildings, which comprise a big portion of houses remaining in Des Moines' early suburbs. The sizes of these houses constitute either cottages (small 1- or 1-1.5-story residences) or large, irregularly massed 2- or 2.5-story houses. The few exceptions prove this rule. Some examples of Stick Style appeared in the suburbs early during this period--the house at 1629 7th Street and the Goode-Cuppernell House at 1701 Oakland Avenue are fine examples. But the real trend during the 1880s and 1890s was towards the related Queen Anne taste. Among its many examples of in Des Moines, four design categories stand out:

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QUEEN ANNE

Most examples can be classified as standard Queen Anne. These buildings contain 2- or 2.5- stories, feature steeply pitched, complex roofs, and employ a wide range of cladding materials, usually wood, for exterior walls. Some outstanding examples include:

1250 9th Street
1308 9th Street
1328 9th Street
1420 9th Street

Queen Anne, canted bay, comprises a subtype. These 2- or 2.5 story buildings feature multi-story canted or angled rectangular bays on their facades. The following are among the few examples identified in this survey:

1601 Arlington Avenue (frame)
1311 9th Street (frame)
1400 Pennsylvania Avenue (brick)

(The Goode-Cuppernall House, mentioned above, also features a canted bay.)

Queen Anne house, attic balcony in gable, comprises another subtype. These 2- or 2.5 story buildings feature an attic balcony in one or more of their gable ends. The following are among the few examples identified in this survey. As can be seen, 1400 Pennsylvania Avenue also falls into this category.

"8th North of Washington" (nonextant, frame)
1716 9th Street (frame)
1724 9th Street, frame
1906 9th Street, frame
1430 10th Street (frame)
1502 10th Street (brick stuccoed over)
1400 Pennsylvania Avenue (brick)

Queen Anne cottage constitutes an important subtype, notable for its small-scale and charming demeanor. These T-shaped buildings contain 1-story, with the long axis forming the facade and covered with a gable end roof. This subtype appears in North Des Moines and Capital Park in particular.

1402 9th Street (frame)

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1363 Pennsylvania Avenue (frame)
1529 Pennsylvania Avenue (brick)
106 E. Washington Avenue (frame)
108 E. Washington Avenue (frame)
1210 E. 13th Street (frame)

Queen Anne gable-on-hip comprises a subtype identified by its roof configuration indicated by this name. Although these dwellings can possess 1.5 stories, usually they have two full stories. Their ground plan is similar to the Queen Anne cottage but lacks the T-shape, being more rectilinear in footprint. Although the gable-on-hip subtype is usually wood frame in construction, a few brick examples exist. These resources frequently possess wings, often at the rear, with roof configurations tying into the main gable-on-hip roof at a lower plane. When the resource possesses 1.5 stories, it should be described as a Queen Anne gable-on-hip cottage. When a resource possesses 2 stories, it should be described as a Queen Anne gable-on-hip house. Examples include:

1604 8th Street (frame) Cottage
1393 Pennsylvania Avenue (frame) House

COLONIAL REVIVAL

In the 1890s, a major watershed occurred in suburban design. Following the Panic of 1893 and when home construction resumed in Des Moines suburbs, a noticeable shift in house design could be seen. It is characterized by smaller size structures, less textured exterior wall surfaces, a more organic approach to massing, and stylistically exhibiting influences of Colonial Revival taste. This taste obtained from the mid-1890s through about 1915. The World's Columbian Exposition, held in Chicago in 1893, spelled the triumph of the Classical Revival and off-shoots of Colonial Revival architecture in America. Many Iowans, who visited the fair or read about it in many illustrated publications, were undoubtedly influenced by its architecture.

The prevailing type of house in Des Moines is the modified colonial. Craftsman ideas have had more influence on the inside than on the exterior--resulting in the dull finish of woods, and absence of superfluous ornament. (*The Midwestern*, vol. 2, no. 7, p. 42.)

Many of the architect-designed homes in North Des Moines and River Bend feature elaborate roof designs. The subcategories discussed below divide some prominent residential Colonial Revival designs according to their roof configurations.

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Gambrel Side Gable

This type of house comprises a side-gable roof, which, on the facade is extended by a gambrel facet. This roof extension serves three purposes. It increases the living space on the second floor, it provides a cover for a full-width facade porch, and it adds an aesthetically pleasing design to an otherwise simple building.

The gambrel roof increases living space on the second floor in two ways. First because it extends the floor area beyond that of the first floor and second because one or more dormer windows are inserted into the gambrel and provide addition headroom for the rooms.

In terms of exterior design, the rear facet of the roof remains higher than that on the facade. This, and the placement of the facade dormers, give these buildings a front heavy appearance. Both the front and the rear roofs usually have corner surrounds. Although the dormers are usually arranged symmetrically, the arrangement of openings on the first floor are not.

Examples in the survey area:

1526 4th Street
1464 4th Street (stucco probably a later alteration)

Side Gable with Inset Dormer

These houses feature steep side-gable roofs. The front plane also serves as cover for the full-width facade porch. A large dormer window is inset into the front plane. This dormer features multiple windows and, on the interior, considerably extends the living space.

The gable ends are finished off in a variety of designs. Some, such as at 1502 8th Street, feature a wide cornice surrounding the house at the roof line, while others, such as at 1448 4th Street, feature roof surrounds connecting the front and rear planes.

The dormer windows also feature a variety of design. Some feature gable end roofs, while others have hipped roofs.

Examples in the survey area:

1448 4th Street
1502 8th Street

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Cross Gable

The cross gable is one of the most complex residential designs. These houses feature side gables with an intersecting facade gable. The side gables can be either straight or gambrel or combinations. Other architectural elements, such as a tower, can also be included.

The house at 1530 9th, a documented George E. Hallett building constructed in 1897, serves as one example of this type. Here the facade gable is asymmetrical, because the tower, located on the northeast corner, terminates the north plane of the roof. Such asymmetry was much liked by Hallett.

Examples in the survey area:

1530 9th Street

CRAFTSMAN

Beginning in the early years of the Twentieth Century, the influences of Craftsman styling began to be felt in Des Moines' early suburbs. Quite a few city lots remained unimproved in these suburbs and a number of dwellings constructed under the influence of Craftsman styling were built on these sites. This is the only Twentieth Century architectural style whose incidence is so large in these suburbs. This influence is particularly apparent in those suburbs, such as Greenwood Park, which had remained underdeveloped during the late Nineteenth Century.

The following are among the examples identified in this survey:

526 40th Street
622 39th Street
1959 Arlington Avenue
315 Franklin Avenue

PRAIRIE

The incidence of Prairie styling in Victorian suburbs is very limited. The popularity of this style dates from the early years of the Twentieth Century, a time when most of Des Moines' early suburbs were substantially developed. Where examples of Prairie influence can be found, they stand as exceptional architectural designs.

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The following are among the examples identified in this survey:

520 40th Street
527 40th Street
1814 Oakland Avenue
410 Franklin Avenue

TUDOR REVIVAL

The popularity of Tudor Revival styling in Des Moines mostly dates to the period following World War I. As a result, examples built under this architectural influence stand as late-comers within the city's Victorian suburbs. Where they occur in suburbs extensively developed during that period, Tudor Revival dwellings often replaced buildings destroyed by fire. Built in 1919, the G. L. Tidrick House at 1634 Oakland Avenue provides a good example. In Victorian suburbs only moderately developed during the Victorian period, such as Greenwood Park, the incidence of Tudor Revival is much larger.

The following are among the examples identified in this survey:

1815 Oakland Avenue
613 41st Street
630 41st Street
4021 Grand Avenue

FUNCTION

This category serves to highlight the evolution of attached residential units in the early suburbanization of Des Moines. Three types of attached residential units were historically evident in Des Moines: the row house, the double house, and the apartment building (also called a tenement house).

In the original city of Des Moines, high density for residential housing was acceptable so residents could conveniently walk to work. The row house and the tenement house evolved to provide this need. During the city's early suburbanization, streetcar lines eliminated the need to live close-in. Although single-family dwellings strongly predominated in the early suburbs (the suburban lure was, after all, for semi-rural independence), Sanborn fire insurance maps for 1901 show that multi-family dwellings were constructed in Des Moines suburbs at an early time, as well. As the Twentieth Century progressed, multi-family dwellings increased in popularity and became an even more important property type for Des Moines architecture.

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Double House

The double house is a regional term meaning a semi-detached, side-by-side, two-unit dwelling. As it evolved in Des Moines, the double house can be classified as late Victorian or Edwardian in architectural styling. Although both are constructed of brick, the Victorian examples exhibit considerably greater restraint of architectural detail, while the later examples are particularly rich in such detailing.

In 1995, John Zeller conducted a reconnaissance survey of double houses in Des Moines. According to these findings:

Double houses were common in much of early Des Moines from the 1880s until approximately 1908. They were urban dwellings built within the central city--rarely in the western suburbs of the 1880s.

They tended to be of modest scale, located near other double houses and row houses.
(*Community Preservation Plan*, p. 51.)

This document also contains a map showing the city-wide distribution of double houses.

In 1995, William C. Page completed an Historic American Buildings Survey of the James H. and Loraine B. Ford Double House at 1441-1443 East Grand Avenue (nonextant). This document provides an intensive study of one double house and its evolution in Des Moines.

Some double houses identified in North Des Moines include:

1444-1446 6th Avenue

1700-1702 6th Avenue

1420-1422 8th Street

2400-2402 S.E. 8th Street

1236-1238 E. 12th Street

1309-1311 E. 12th Street

The Sherman Hill Historic District of Des Moines also possesses a number of fine examples of the double house.

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The row house was another type of multi-family dwelling, closely associated with the double house. Although the row house never became popular in the suburbs, it was an important property type in the core city, and information about it is included here for background. As described in an early Twentieth Century publication:

The handsomest and most expensive homes in the city are, architecturally, country homes, and this is because of the ground room. The city house, built to front on the sidewalk, scarcely exists here. . . The 'row' is the exception; the detached house the rule. (*The Midwestern*, vol. 2, no. 7, p. 38.)

In the 1870s and the 1880s, numerous row houses were constructed in Des Moines. The area north of Grand Avenue provided one example. On Chestnut, for example, about 17 row houses stood adjacent to one another between 4th and 6th (5th was not platted). Eight row house units stood on 3rd Street between Chestnut and Center Street, while about six units stood on the same street directly northeast of Center (Sanborn Fire Insurance Map of 1884). Also evident were numerous double houses standing on 3rd Street and elsewhere. Although the number of single-family dwellings greatly dominated the number of multi-family dwellings, this latter type comprised a significant subset of the city's housing.

The Des Moines row house is almost extinct. One of the few examples stands at 1106 High Street. Presently serving as offices for Wetherell-Ericsson Architects, this two-story building is constructed of brick. It is assumed that many, if not most, of the city's row houses were constructed of brick for the sake of safety.

Apartment Buildings

The early Twentieth Century saw a boom in apartment building construction in Des Moines. Many large and imposing apartments were constructed along important streetcar routes in the city. The evolution of apartment land-use in Des Moines was also, however, subject to sharp criticism. In 1940, for example, Harland Bartholomew and Associates decried the haphazard fashion in which apartments had been erected in Des Moines:

there is unwarranted scattering of apartments, stores, and small industries throughout the older areas of the city. There is not a single block within the city completely developed with apartments. The majority of these old areas will always be used for single family residences, and the existence of these more intensive uses has destroyed confidence in these neighborhoods and contributed to their present blighted condition. (*A Report Upon The Comprehensive City Plan Des Moines, Iowa*, p. 18.)

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Whether a taint of immorality was attached to apartment living in Des Moines (as in New York City) is not yet known.

INTEGRITY

Most houses in Des Moines have historically been built of wood frame, a fact which differentiates housing stock here from, say, cities along the Mississippi River in Iowa. Wood has a less permanent life than stone or brick. This fact needs to be considered when evaluating frame buildings. Already in 1939, Harland Bartholomew and Associates, city planning consultants, noted that, in Des Moines:

Three out of every four homes are built of wood. Frame construction depreciates fairly rapidly and older homes are frequently in poor condition. Often such homes are not well maintained and are permitted to grow obsolete rather than to be properly repaired and reconstructed. ("A Preliminary Report upon Housing", p. 10.)

LANDSCAPE ARCHITECTURE

Landscape architecture constitutes the art of design, planning, or management of the land and the arrangement of natural and man-made elements to serve a useful and enjoyable purpose. This discipline came into its own during the Nineteenth Century. Although often associated with the development of public parks, landscape architecture is much broader in its focus. The profession provides design for such diverse properties as cemeteries, campuses, housing environments, city spaces, country estates, and gardens, among other applications.

During the Nineteenth Century, several nationally prominent landscape architects accepted commissions in Des Moines. Jacob Weidenmann, for example, provided the State of Iowa a master plan for the development of the Iowa State Fairgrounds. Weidenmann also prepared a master plan for landscaping the State Capitol grounds, prepared in 1885 a naturalistic residential plat, Polk and Hubbell Park in the South of Grand section of the city, and provided Frederick M. Hubbell with consultation for landscaping Terrace Hill at 2900 Grand Avenue.

In the 1880s, the Clifton Heights Land Company, which had been incorporated to develop land south of the Raccoon River, showed great vision by employing H. W. S. Cleveland, landscape architect of Minneapolis, to prepare a master plan for the layout of this new suburban development. Located adjacent to S.W. 9th Street and Indianola Road, Cleveland's plan for "Clifton Heights" called for the platting of curvilinear streets, which took their cues from the hilly topography of the area. Although Cleveland's work reaffirmed the naturalistic ideas promoted by Weidenmann in the South of Grand area, most real estate development in Des Moines occurred with little planning or vision. Lowry W. Goode provided one notable exception when he platted, in North Des Moines, the Oaklands in 1884 and 1887.

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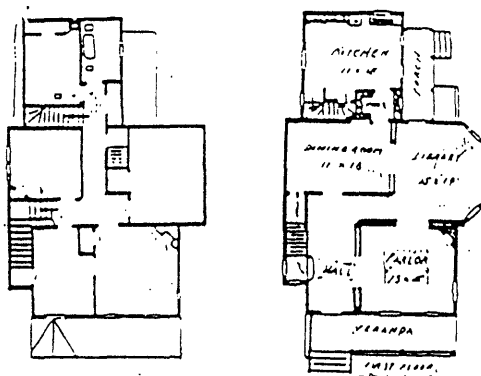
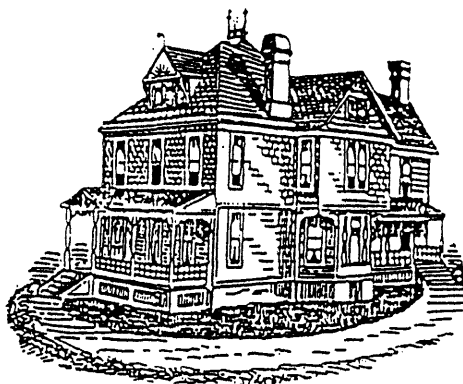
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CARPENTER & KEELER CONTRACTOR-BUILDERS



The above Cut and Floor Plans represent one of our NEW HOUSES on Sixteenth street, between Center and Crocker streets, now almost ready for occupancy. If you want to buy a well-built and convenient house, with all modern improvements and in good locality, come and see us.

CARPENTER & KEELER,
ROOM 217, IOWA LOAN AND TRUST CO'S BUILDING.

Source: *Mail and Times*, March 29, 1890.

FIGURE IV-A

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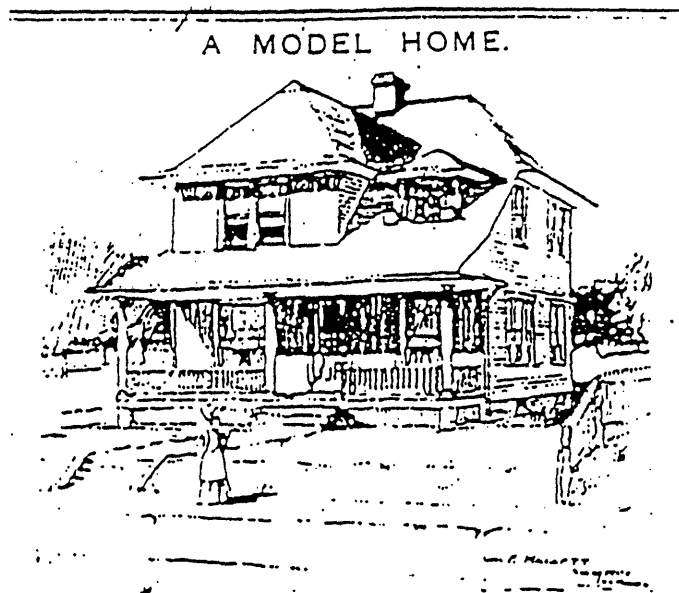
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GEORGE E. HALLETT MODEL HOUSE 1896



Formerly located on "West Tenth Street just above North," this house is nonextant.

Source: *[Des Moines] Saturday Review*, May 30, 1896, p. 2.

FIGURE IV-B

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ERICSON HOUSE, BOONE, IOWA GEORGE E. HALLETT DESIGN



A PROPOSED MODERN COLONIAL RESIDENCE IN IOWA.

The above cut shows a residence that is soon to be built in Boone, by Senator C. J. A. Ericson. In style it will be modern colonial, or an adaptation of the best of the old and the best of the new styles and arrangement. It is to have a large hall through the middle of the house, with ten rooms in all; a comfortable old-fashioned fireplace in the sitting room, and other fireplaces in other rooms; imposing stationary book cases, an elaborate sideboard at the end of the dining room, beautiful art windows, and other features that will make it one of the finest residences of moderate cost in Iowa. That cost will be about \$6,000. Mr. Geo. E. Hallett, of this city, is the designer and architect.

Source: [Des Moines] Saturday Review, February 29, 1896, p. 1.

FIGURE IV-C

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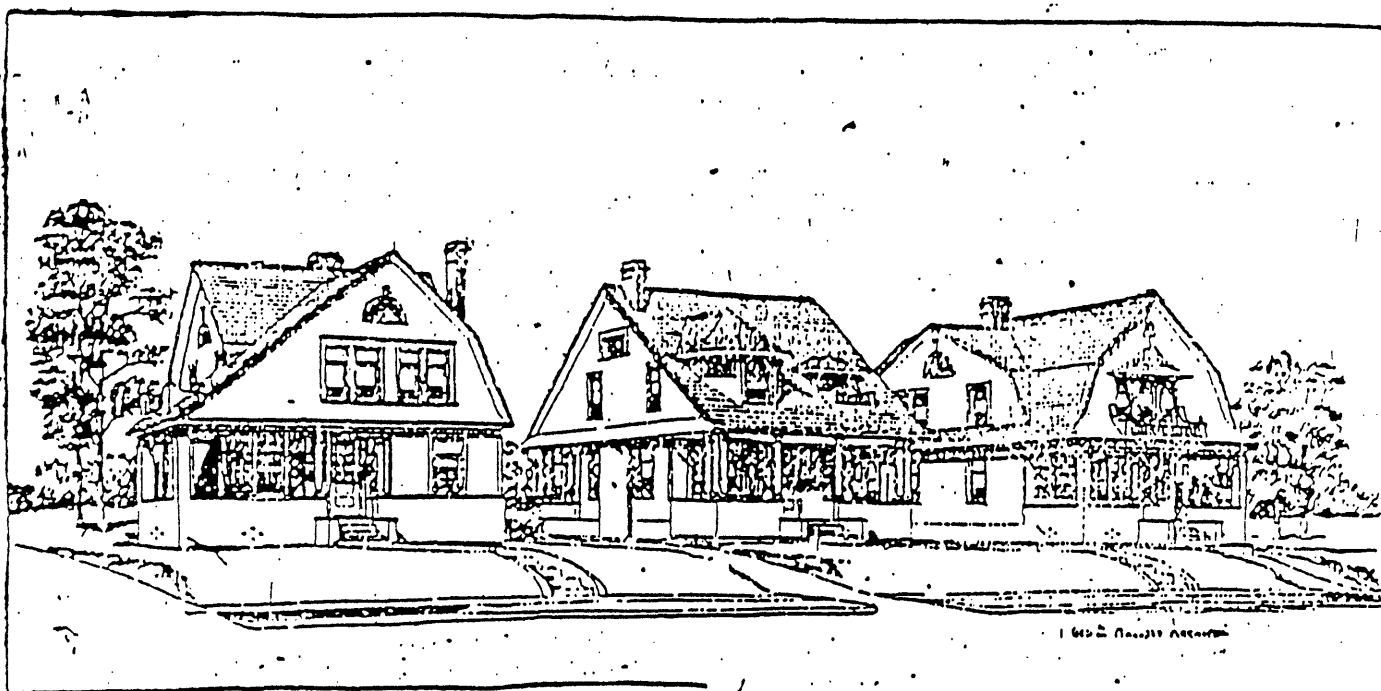
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THREE SISTERS COLONIAL REVIVAL HOUSES BY GEORGE E. HALLETT



Plans of three houses designed and to be built by Geo. E. Hallett this summer on Ninth street, between State and Clark streets, just north of ex-Governor Gue's home. The average cost of each home will be about \$2,500. The houses will all be finished in the most modern style, with beamed ceilings and large brick fire places. The designs and interiors are original with Mr. Hallett.

Located at 1530, 1534, and 1542 (nonextant) 9th Street, Des Moines, Iowa.

Source: M. Huebinger, *Des Moines Leader*, May 16, 1897, p. 19.

FIGURE IV-D

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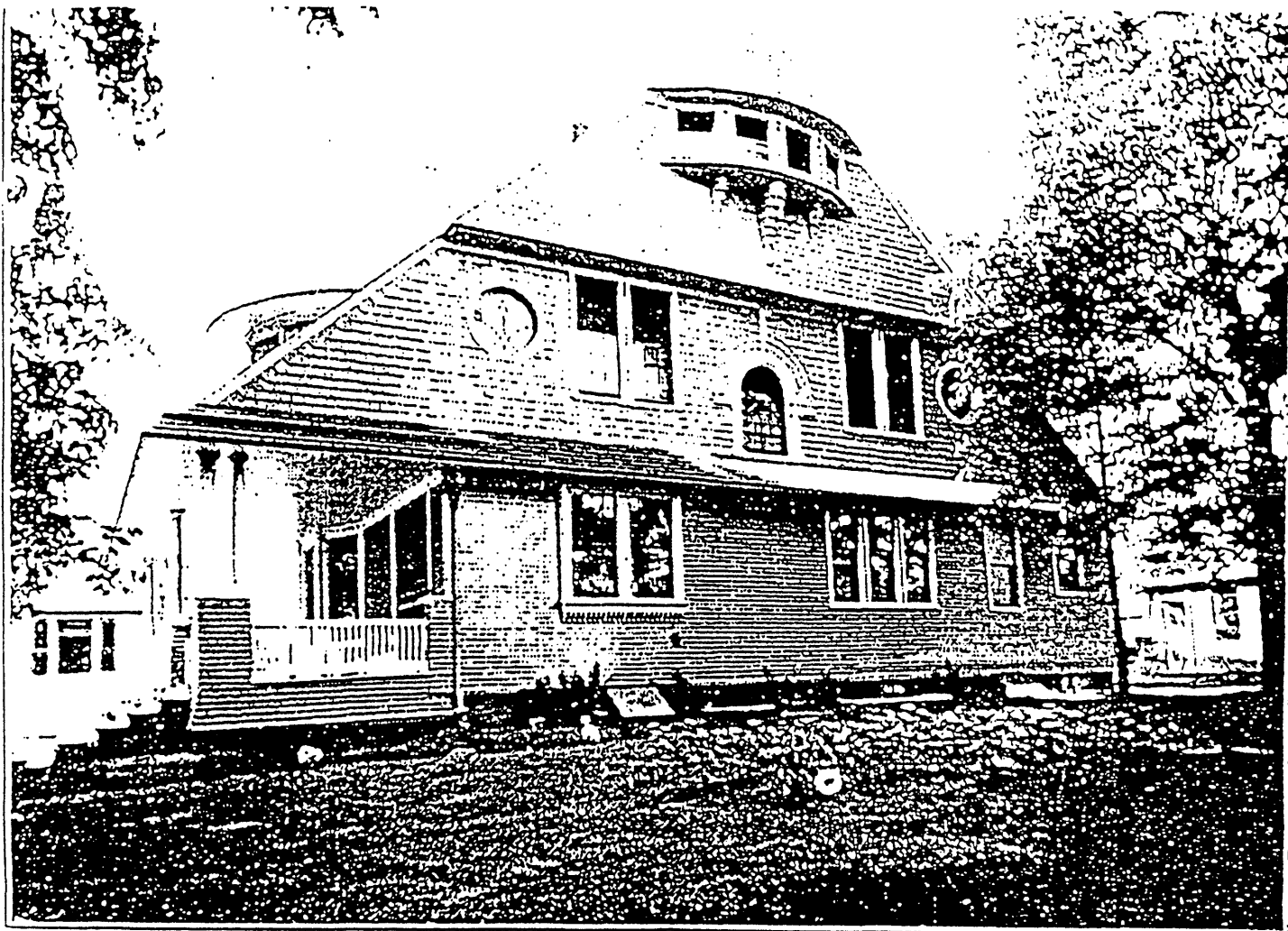
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E. A. TEMPLE HOUSE HALLETT AND RAWSON DESIGN



Located at 1330 9th Street, Des Moines, Iowa.

Source: Paul Ashby Photographic Collection, Historical Library of the State Historical Society of Iowa.

FIGURE IV-E

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OLIVER O. SMITH DESIGNS 1802 AND 1806 10TH STREET



Source: *Mail and Times*, September 13, 1902.

FIGURE IV-F

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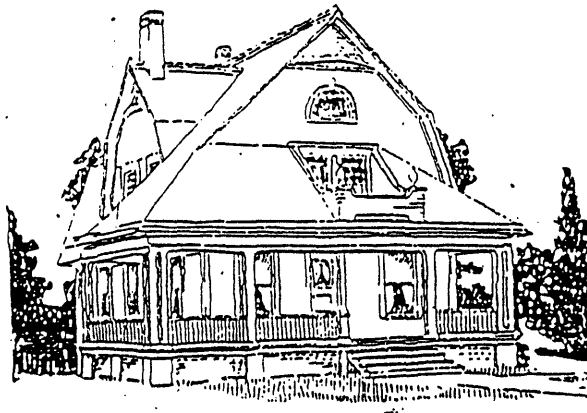
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OLIVER O. SMITH DESIGNS

1514 11TH STREET



Source: *Des Moines Leader*, April 11, 1897.



S. T. SLADE HOUSE, 1725 6TH AVENUE

Source: *Mail and Times*, September 13, 1902.

FIGURE IV-G

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**V. THE TOWNS OF CAPITAL PARK, GREENWOOD PARK,
SEVASTOPOL, AND UNIVERSITY PLACE**

This cover document presents the results of a reconnaissance survey of four early Des Moines suburbs, which prior to their annexation by the City of Des Moines had been independent municipalities. Collectively they illustrate the variety of early suburbanization in Des Moines. The suburbs are:

Capital Park
Greenwood Park
Sevastopol
University Place

During their early history, each of these suburbs was seen as having its own character, partly because their topography varied significantly, partly because they attracted different kinds of property owners, and partly because of the community ethic which evolved. Chapter VI of this cover document presents the results of an intensive survey of a fifth Victorian suburb--the City of North Des Moines. Figure V-A shows their general location of these Victorian suburbs in the modern city.

Because none has received exclusive historiographical treatment since annexation by the City of Des Moines in 1890, it has proven very difficult to compare the suburbs historically. Nevertheless, some facts dramatically point out the differences between them at various points in time. In 1882, for example, most Greenwood Park houses had "telephone communication with the business portion of Des Moines." As late as the early 1920s in Sevastopol, however, only the drug store had a telephone. When added to other facts compiled during research for the historical contexts, this isolated fact gains much significance when attempting to contrast the two suburbs. Greenwood Park attracted the city's wealthiest residents, but Sevastopol was home to working class and professional people, for whom a telephone in the home remained a luxury beyond reach until well past the period covered by this report.

Other documentary evidence also characterizes Des Moines' early suburbs. The 1889-1890 city directory, for example, characterizes each suburb. North Des Moines, the largest, most democratic, and most diversified in terms of its population, also had a well-defined image of itself as a separate place. It consisted mostly of residential areas with several commercial nodes. It would become the preferred residence of the captains of Des Moines' growing insurance and real estate industries. Capital Park was a compact suburb on high ground near the Iowa State Capitol Building. Many civic and state leaders chose it for their home. Greenwood Park was the site of the city's most expensive, elaborate Victorian mansions accessed from downtown Des Moines by Grand Avenue (then known as Sycamore or Greenwood), called by some the loveliest street in the State. Many of the city's leading businessmen chose to live in Greenwood Park. University Place, then as now, centered on Drake University, and other professional people, in addition to educators, often chose to live there. In the 1880s, Sevastopol differed the most from

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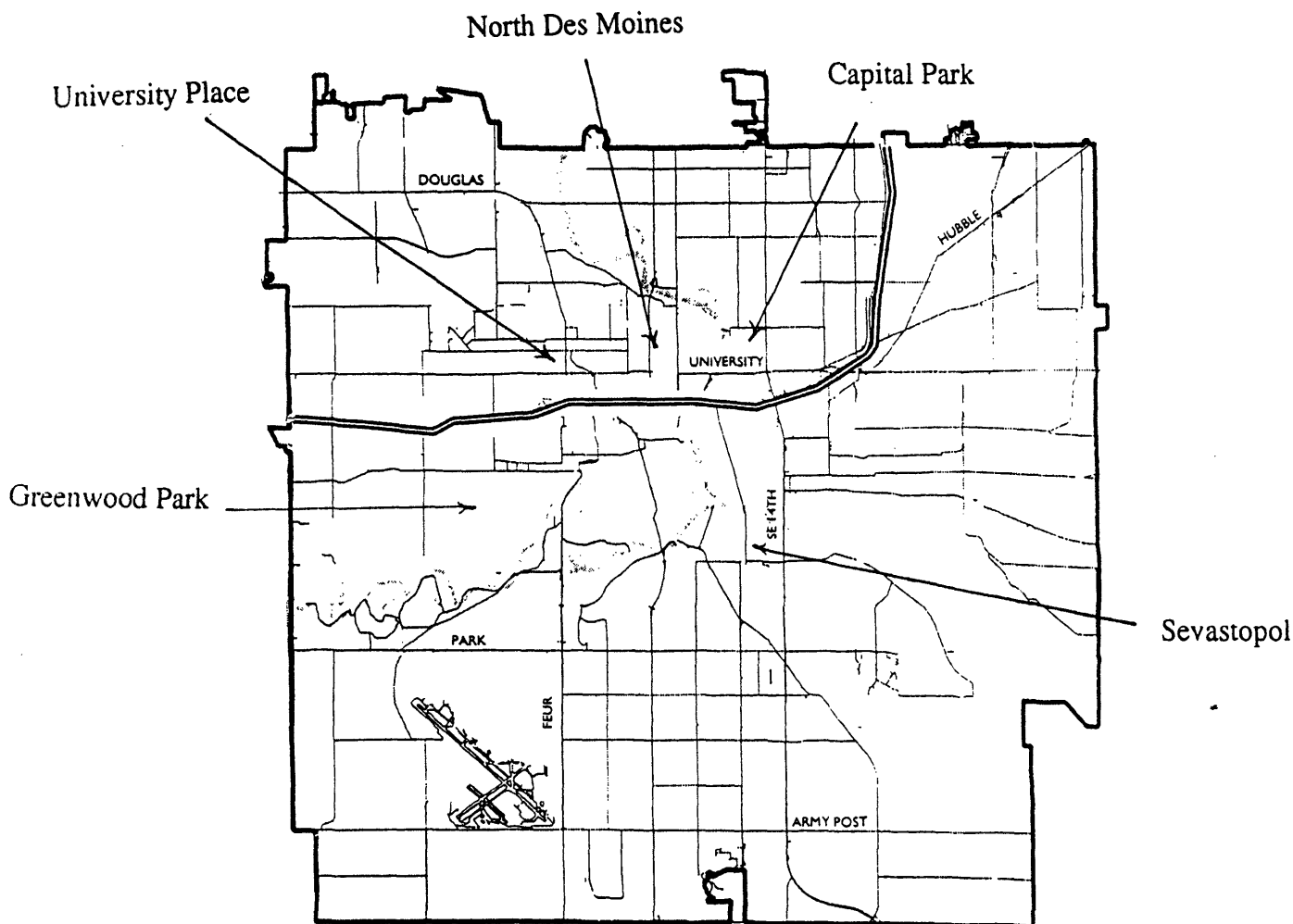
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VICTORIAN SUBURB LOCATIONS



Source: Des Moines Engineer's Office.



FIGURE V-A

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the other suburbs. First of all, it was located south of the Raccoon River, unlike most other suburbs. Second, it was smaller in terms of population and grew at a slower rate than any of the other suburbs. From the earliest times, Sevastopol was a working-class neighborhood, primarily residential, but containing a few small shops, as well as the coal mines for which it had been settled originally.

Finally, historian Kenneth T. Jackson has raised important questions about the socio-economic impacts streetcars wrought on American cities during the late Nineteenth and early Twentieth Centuries. His book, *Crabgrass Frontier: The Suburbanization of the United States*, demonstrates that rapid transportation encouraged a geographic stratification of classes in many American cities. While the working classes remained confined to the "walking city," many in the middle and upper classes relocated to newly established suburbs surrounding that area (Jackson, pp. 114-115). Does Des Moines relate to this phenomenon? Little research has presently addressed this topic and the question remains open. One work, the 1995 *Community Preservation Plan*, has mapped ethnic settlement in the city as it stood in 1908. As new-comers to the city, ethnic groups could be seen as belonging to the working classes. At the same time, their places of residence in 1908 show that this phenomenon was complex in Des Moines. Italian, Jewish, African-American, and some Scandinavian settlement could be found within the confines of the former walking city of Des Moines. An appreciable concentration of Scandinavian settlement also occurred in the Snusville area, whose settlement was made possible by the streetcar (*Community Preservation Plan*, pp. 56-57). Further reserach and anlysis should evaluate these topics.

The rest of this section of the report addresses these selected early suburbs as historical phenomena in their own right.

CAPITAL PARK

Introduction

Originally platted in 1884 as an independent incorporated town, Capital Park retained this status until annexed by the City of Des Moines in 1890. Capital Park, the plat, extends from Washington Avenue on the north to University Avenue on the south, and from East 14th Street on the east (earlier known as Poor Farm Road), to Pennsylvania Avenue on the west. Other streets consist of Polk Street (now known as Cleveland Avenue) and Hubbell Street (now known as Garfield Avenue). The original names of east-west streets relate to Jefferson S. Polk and Frederick M. Hubbell, the proprietors of the land who consented to its platting. (Capital Park, the town, may or may not conform to the boundaries of the plat. Archival documentation does not exist in the Iowa Secretary of State of the State's Office. The town boundaries may have extended as far east as Delaware Avenue.)

Although not numbered on the original plat, Capital Park consists of nine blocks. Lots lie in a east-to-west orientation with alleys at the rear. East 9th Street (styled 9th Street Drive on the plat) bisects the plat north and south and serves as the premier internal street within it. The word "drive" indicates this status, as does

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its extra 20' original width, shared only by East 12th Street. Other streets in the plat measured originally 60' in width.

The plat is additionally interesting for other reasons. First, because, in its numerical sequence of streets, 10th and 11th Streets are missing and, second, because much of the stretch along Pennsylvania between Cleveland (then called Polk Avenue) and University Avenues is not divided into lots.

The Chicago and Northwestern Railroad divided the plat by a diagonal right-of-way in the upper third of the area. Now abandoned, the railroad ran trains along this line through the 1950s. Although the track has now been removed, this right-of-way is still very evident and unencroached upon. During the Nineteenth and early Twentieth Centuries, the presence of this railroad may have lessened the desirability of living in Capital Park.

Topographically speaking, the southern portion of the plat extends along a ridge while the land falls moderately to the south into a wide swale, which stretches from the Des Moines River along Thompson Avenue on to the east.

Evolution as a Streetcar Suburb

Established as an independent town in 1885, Capital Park constitutes the only early Des Moines suburb surveyed in this study on the east side of the Des Moines River.

In 1889-1890, Capital Park was described in a Des Moines City Directory in this manner:

CAPITAL PARK--Lies on the north side of East Des Moines and was incorporated four years ago. The town is one square mile in extent, is light, well drained and affords splendid residence sites. Groves of native timber add much to the beauty of the place, whose proximity to the business center of the city is one of the desirable features. Many dwellings have been erected in the past few years, and it has excellent schools and several business houses. (*Bushnell's Des Moines City Directory, 1889-90, p. 49*).

Although Capital Park was platted prior to the introduction of streetcar service, Jefferson S. Polk followed through on his promise to provide this service to the area if the town of Capital Park approved annexation with the City of Des Moines.

As a result of this approval, Polk extended the East 9th Street line, which had terminated at Cleveland Avenue, into Capital Park in 1891 (Brigham, vol. 1, p. 318). The suburb that evolved was broadly middle-class in composition. An analysis of the 1908 city directory shows, for example, a variety of occupations among Capital Park's property owners. These included some professionals like Mr. Holmes,

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who practiced optometry, a veterinary surgeon, white collar workers engaged in clerk and bookkeeping activities, as well as laborers, carpenters, and one contractor-builder named Larsen.

This broadly based middle-class suburb relates directly to the topography of Des Moines. Capital Park stands as the finest surveyed example of a middle-class suburb developed for the benefit of people working in the East Des Moines central business district. In the 1880s and the 1890s, the rivalry between east and west Des Moines, with the Des Moines River serving as the informal boundary, was intense. Capital Park offered an excellent location for people working in East Des Moines, and its evolution bespeaks the broad base of property owners who improved the area.

Generally speaking, the farther north one goes, the newer the houses. As one goes north, the scale of these houses also diminishes. A visual difference is apparent between homes built north of Cleveland. These buildings generally appear newer. Craftsman and bungalow influenced homes and cottages are, for example, found in greater numbers here than to the south. Exceptions occur. Earlier homes, like the Joseph A. Ankeny House at 1418 East 9th, for example, are situated north of Cleveland. Generally, these larger houses are constructed at the intersection of streets--corner lots being prized and the sites of choice for construction.

Several important institutions evolved within the Capital Park area. Extant buildings include Henry Wallace School, which stands on the northwest corner of East 12th Street and Cleveland Avenue. The Latvian Society maintains its headquarters at 1372 East 12th Street, and Visitation Roman Catholic Church dominates the intersection of East 9th Street and Garfield Avenue.

Capital Park did not evolve a commercial node, such as the 6th and Forest Avenue section of North Des Moines, but several two-story, brick business houses were erected in Capital Park on locations along Cleveland Avenue.

East 9th as a Corridor of Residential Preference

A number of Des Moines notables constructed homes along the East 9th Streetcar corridor. These include the Joseph A. Ankeny House at 1418 East 9th Street and the W. W. Wise House at 1532 East 9th Street. In keeping with the broadly based middle-class character of the area, many houses of smaller scale were also erected.

In addition to these single-family dwellings, this corridor was also perceived to be an attractive location for rental housing. As a result, two double houses were erected at 1253-1255 and 1257-1259 East 9th Street. These properties, situated side-by-side, are mirror images, probably built by the same investor, and they call attention to the broadly based middle-class nature of Capital Park.

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The City of Des Moines reinforced the East 9th Street corridor. Crab apple trees now line this street from Hull Avenue in the north to Grand Avenue in the south. They were planted in the parking area on both sides of the street simultaneously and throughout the entire route. Although quite a few have been removed over the years, the two lines of these plantings retain integrity of the line. This is particularly noticeable in the spring when the trees are in blossom.

Pennsylvania Avenue as a Residential Corridor of Preference

Pennsylvania Avenue between University Avenue and Union Park also evolved as a street of preference. This corridor, abutting Capital Park Plat on the east, is discussed further in Volume II of this report.

W. W. Wise Subdivision

W. W. Wise Subdivision, located on East Washington Avenue, abuts Capital Park Plat on the east. This small subdivision is discussed further in Volume II of this report.

End Note

It was recently learned that the boundaries of the incorporated Town of Capital Park and the boundaries of the Capital Park Plat are not the same. Although a search of the Iowa Secretary of State's records was undertaken as part of this project to locate incorporation papers for the town, they were not located. As a result, the official boundaries of the town were not known.

Recently a newspaper article was discovered which announces the town's incorporation. It also includes this description of the town's official boundaries:

The new town of Capital Park filed its articles of incorporation yesterday with County Recorder Payne. The limits include all of section 36, and so much of section 35 as lies east of the Des Moines river, in township 79 north, and range 24, west of the 5th P. M., being a portion of Polk county not embraced in the limits of any city or town. The incorporators are William Patrick, Asa Sleeth, J. and Charles Koenigsburger, B. and John Gilbride, N. B. Cooley, Solomon Stutsman, George Emirling, A. F. and H. R. Page, F. J. Dell, E. R. Kindler, George W. Baker, Wm. Cooley, John Thompson, E. W. Deardoff, Joseph Haudburg, G. G. Williams William Koenigsberger, George Machelang, Thomas Notberg, Frank Koneyer, J. V. Herbert and L. Hawase. The town commissioners are Wm. Patrick, John Koenigsberger, N. B. Cooley, S. S. Stutsman and Asa Sleeth. (*Iowa State Leader*, May 1, 1884)

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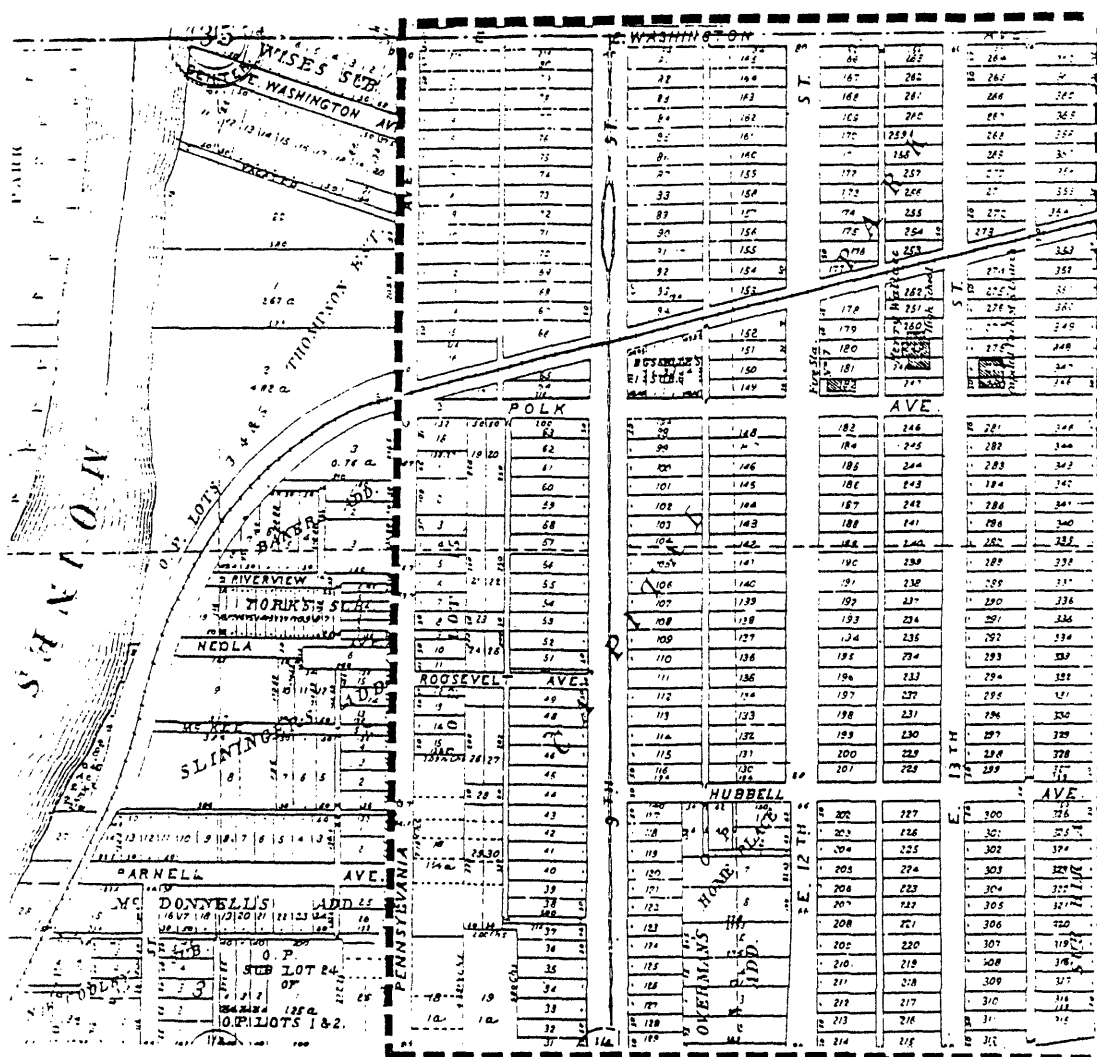
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CAPITAL PARK PLAT



Source: Huebinger's Map of the City of Des Moines, 1909.

FIGURE V-B

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GREENWOOD PARK

Introduction

Greenwood Park, the formerly independent town and early Des Moines suburb, embraces roughly 1,000 acres of land located in the western portion of Des Moines. The Raccoon River demarks this suburb on the south, 28th Street on the east, 42nd Street on the west, and Center Street on the north.*

As it has evolved, Greenwood Park--the town and early suburb--comprises three distinct sections. They are named in this report South of Grand, Grand-Ingersoll Avenue, and North of Woodland. (These names are nonhistoric.) The area south of Grand Avenue is hilly, and the land slopes in places sharply into the Raccoon River floodplain. Grand and Ingersoll Avenues run along an upland spine in an east-west direction. North of Woodland Avenue (and somewhat north of Ingersoll), the land slopes down moderately. This topography strongly affected the development of the area.

SOUTH OF GRAND (a designation currently used to describe this section), comprises almost entirely single-family dwellings built on large lots. These houses are among Des Moines' finest estate-type houses, and many are architect-designed and feature a high level of architectural detail. Roads are laid out in strongly curvilinear fashion and the standard American street grid is almost nonexistent (the only straight streets are the entrances into this section, 28th, 37th, and 42nd Streets.) Many of this section's estate-type houses stand on ridges, with the streets--such as Lincoln Place, Arapaho, and Tonawanda Drives--winding at the feet of these ridges. One plat within this section, Owl's Head (NRHP), comprises a variety of Edwardian influenced architecture, while most other sections have a somewhat later architectural feeling, with Period Revival styling, for example, prominently evident.

GRAND-INGERSOLL AVENUE, including the city blocks in between, was also upbuilt with large-size, architect-designed houses. Beginning around the turn of the century, public and semi-public institutions, such as churches and a fire station, were also built here, in addition to a number of apartment buildings. The street layout here is based on the American street grid plan. Grand-Ingersoll Avenue has, over the years, been subject to recurrent redevelopment. The area east of 38th Street poses many questions of integrity, while the residential area west of 38th is subject to redevelopment pressure.

NORTH OF WOODLAND the complexion of suburban Greenwood Park dramatically changes. This section is characterized by smaller lots, by smaller-scale of houses, and by homes built one to two decades later.

* These boundaries are documented in the records of the Iowa State Secretary of State's Office, now held in the archives of the Iowa State Library, in an incorporation filing dated February 11, 1887. (In current parlance, "Greenwood Park" means many things to many people, few of whom would use this term to delineate the historic community with the historic boundaries as described here. (See Figures V-C and V-D.)

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Streets here are also laid out on the American street grid plan. Upbuilt in the first three decades of the Twentieth Century, this section is difficult to distinguish from other residential sections in Des Moines because its characteristics are shared by most of the city's neighborhoods from this period.

Agitation for incorporation as an independent town surfaced in Greenwood Park in 1880. At this time, 25 residents signed a petition for incorporation. A referendum on this issue was held on January 15, 1881, at which time 22 voted in favor and zero voted in opposition to incorporation. A public hearing on this question was subsequently held on February 5, 1881. The plat for the town of Greenwood Park was filed for the public record six days later at the Iowa Secretary of State's Office.

In 1882, Greenwood Park, the suburb, was described in a Des Moines city directory in this manner:

Was incorporated in 1881, adjoins the city on the west, and is the most beautiful of our suburban towns. It contains some of the most elegant residences in this part of the country, and Greenwood Avenue the finest drive in the city, extends throughout its entire length from east to west. It is very popular as a place of residence, and many of our leading business men prefer a residence there to the more crowded portions of the city. Most of the houses have telephone communication with the business portion of Des Moines; sidewalk is laid throughout the entire length of Greenwood Avenue, and it is anticipated that a street railway will be laid through Greenwood Park to Brown's Park, and the Iowa State Fair grounds, which lie immediately west of Greenwood Park.
(*Bushnell's Des Moines Trade Circular*, p. 58.)

Greenwood Avenue was subsequently renamed Grand Avenue. This characterization of the suburb was confirmed several years later, when, in 1889-1890, another directory reported that

GREENWOOD PARK--This is one of the most beautiful of Des Moines suburban towns, containing many of the finest and most costly residences in this section. It is traversed throughout its entire length by the east and west motor line, and is very popular as a place of residence, who vie with each other in the beauty and elegance of their homes. It adjoins the city on the west, and Greenwood avenue, one of the most beautiful drives of the city, extends throughout it east and west. (*Bushnell's Des Moines City Directory*, 1889-90, p. 49.)

Estate Lands

Greenwood Park constitutes an anomaly among Des Moines' early suburbs. Development occurred slowly, and when it did, the improvements were among the city's finest.

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Already in the late 1860s, Grand Avenue had become a location of preference for the city's élite. Grand Avenue was constructed as an east-west road along a ridge at an early time. This route became the showplace avenue of fashionable residences in the late Nineteenth century, and it included some of the most beautiful estates ever built in Des Moines. Most of the owners of these trend-setting buildings were the leaders of industry and commerce in the city, as well as socially prominent. Extant examples include the Jefferson S. Polk House, Herndon Hall, at 2000 Grand Avenue, Terrace Hill, the home of Frederick M. Hubbell at 2300 Grand Avenue, and W. W. Witmer's home at 2900 Grand Avenue.

This trend continued throughout the Nineteenth and early Twentieth Centuries. Greenwood Park differed significantly from the other suburbs, such as University Place, North Des Moines, and areas further from the downtown such as Highland Park. Large tracts in these suburbs were developed by groups of men, called syndicates, who together bought up large tracts of land and then developed and sold them off in small lots. Greenwood Park saw a very different pattern. Early in the suburban movement, in the 1870s and 1880s, wealthy men began buying large tracts of land in Greenwood Park. Some, such as James Callanan, built large mansions there, but also used part of the tracts for philanthropic purposes, such as Callanan College and the Home for the Aged, for which he donated the site. Others, such as Clapp, used the land to build mansions where they could retreat from the central city. Still others, such as Polk, Hubbell, and Talmadge E. Brown bought tracts as investments, for future development when real estate prices increased after improvements were added. Still others hoped to have farms, where they could combine the benefits of rural life with locations near the central city. But in almost all of the cases in Greenwood Park, it was one individual buying large tracts, rather than syndicates as in the other suburbs.

The Fagen family provides another example. They were earlier settlers in Des Moines and owned a large tract of land abutting Grand Avenue above 29th Street. Title to this property passed to the Sisters of Charity, who erected Saint Joseph's Academy, a private school for women, on the site. Later on, a real estate developer by the name of Pierce became involved in the subdivision of the Fagen Estate. A 22 acre parcel of land remains attached to the St. Joseph's property today, although it is now owned by the University of Osteopathic Medicine and Health Sciences.

Even into the Twentieth Century, the density of population in Greenwood Park was low, particularly south of Grand. When the streetcar line was laid in the Nineteenth Century, this route was along Ingersoll Avenue, not along Grand Avenue. The location of this route indicates the lower population density south of Grand (whose residents had the means to provide private transportation for themselves anyway).

When real estate development began to occur in Greenwood Park, land prices were among the most expensive in Des Moines. This development took place in several phases. Grand-Ingersoll Avenue developed in the early years of the Twentieth Century. About this time, property adjacent to 37th and 42nd Streets, which had been laid out south of Grand, opened up for development.

A number of public and semi-public institutions were established in Grand-Ingersoll Avenue between 32nd and 42nd Streets. These institutions included, in 1914, Greenwood Park Church (nonextant on 34th Street

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at the head of Crescent Drive), Greenwood Congregation Church (nonextant on 35th Street), Fire Station Number 12 (extant at 535 40th Street). Later institutions that built in the area included St. Augustine's Roman Catholic Church and Plymouth Congregational Church.

South of Grand

The South of Grand area is highlighted in this section of the report because it is the largest geographic portion of Greenwood Park. South of Grand opened for real estate development slowly. Beginning in the first decades of the Twentieth Century, property adjacent to 37th and 42nd Streets, which intersected Grand Avenue, began to be improved. Important plats on these streets include Portland Place on 37th Street and Brown's Woods on 42nd Street. These streets also followed ridges which ran to the south. Property adjacent to other streets was developed next. The most important of these "hinterland" streets are 31st Street (also known, at least for a portion of this stretch, as Lincoln Place Drive), 37th Street, and 42nd Street (earlier known as Park Lane). Lincoln Place Drive, primarily an east-west street, now links these north-south streets together. For a portion of its run, Lincoln Place Drive (between 31st and River Oaks Drive) also runs along a ridge-spine. In conclusion, all of these roads are important--not because they provide traffic corridors to other destinations--but because they service an area attractive to potential home buyers. The area provides some of the city's finest views, a picturesque atmosphere provided by first growth trees, and beautiful terrain. Its prestige and social importance relates to these factors. In addition, the area is located in fairly close proximity to the heart of the city's business community, a factor more important in the early Twentieth Century, but still relevant to home buyers today.

Many impressive homes, many of which are architect designed and mostly built on a very large, large, or moderately large scale, were constructed during the first two decades of the Twentieth Century along the roads which form this network of ridge roads. A few of these homes were built originally for professional people, but many were occupied first by officers, especially presidents and vice-presidents, of moderate to large-scale firms. A social register of Des Moines' leading business families is contained among these property owners: Cowles, Frankel, Mills, Kurtz, Denman, and Hippee, among others.

The hinterland streets, discussed above, tended to be developed at a somewhat later time. When constructed, these homes were built on a more modest scale, and they were first occupied by residents from the middle or upper middle class, including some bookkeepers and teachers.

The great concentration of construction throughout this area appears to have occurred in the years immediately prior to and following World War I. Stylistically, a variety is found, including Craftsman influenced, but most are Tudor Revival and Colonial Revival types. A very few Mediterranean influenced homes were not surveyed because they were thought to post-date the period of this survey.

In another area--generally west of 42nd, south of Lincoln Place, and beginning on River Oaks Drive, is a large cluster of homes built following World War II. Although built with quality materials and on

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moderately large scale, these houses are far beyond the survey period. They should be evaluated at a later time when they reach the 50 year date established by the National Register.

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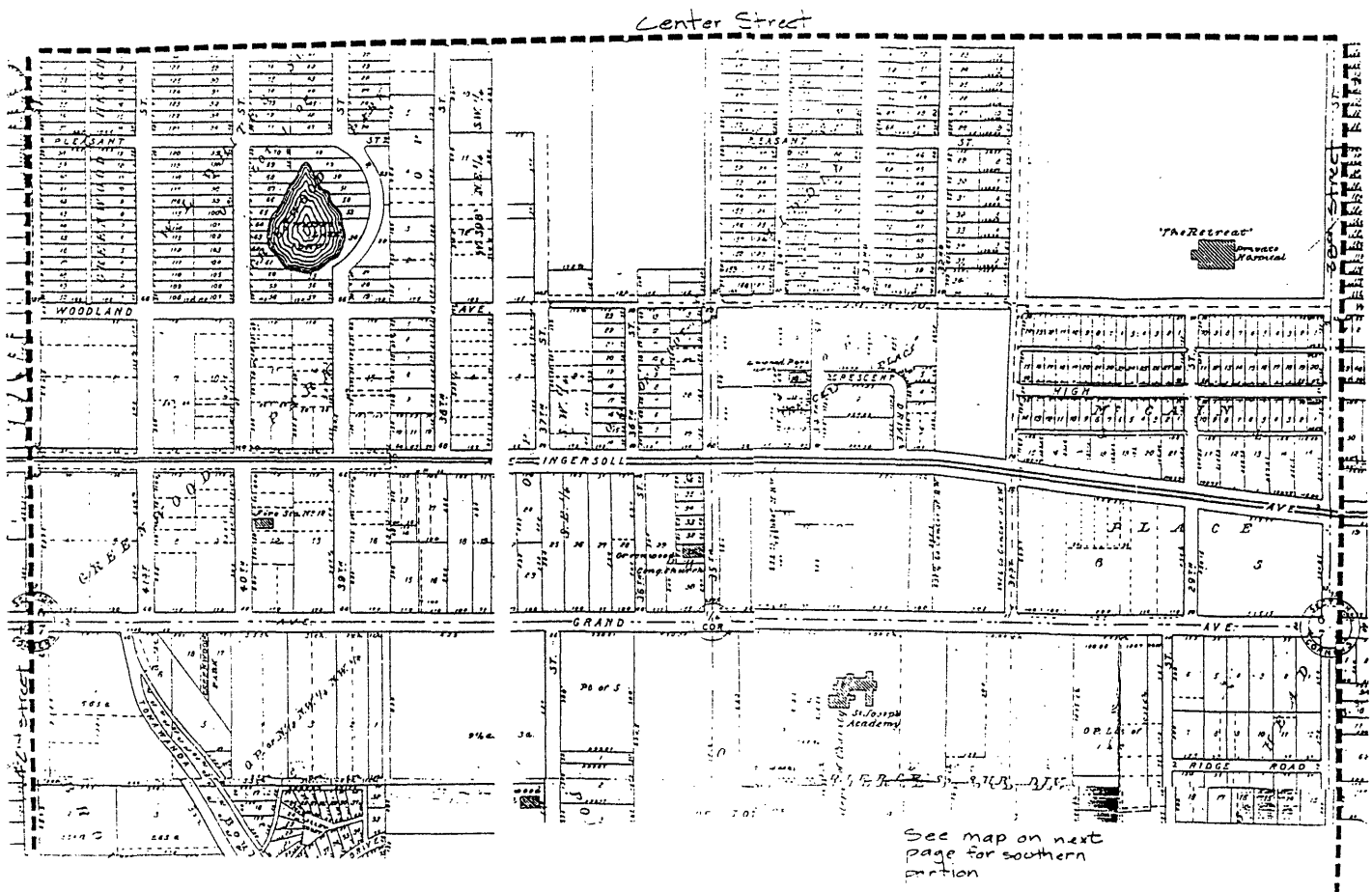
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TOWN OF GREENWOOD PARK
NORTH HALF



Source: Huebinger's Map of the City of Des Moines, 1909.

FIGURE V-C



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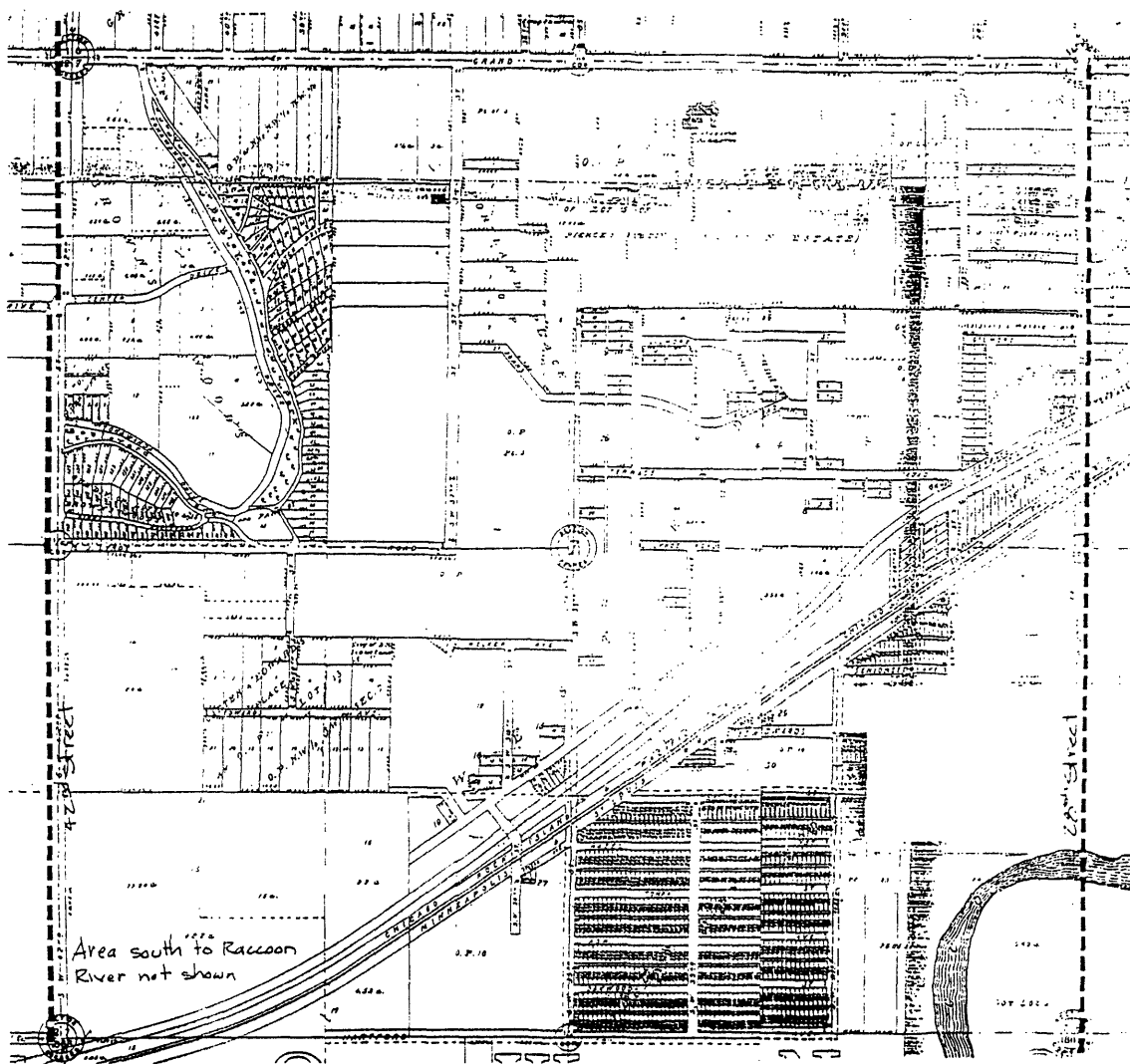
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TOWN OF GREENWOOD PARK SOUTH HALF



Source: Huebinger's Map of the City of Des Moines, 1909.

FIGURE V-D



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SEVASTOPOL

Introduction

Located approximately one mile southeast of the confluence of the Des Moines and Raccoon Rivers, the formerly independent town of Sevastopol embraced two quarter sections of land or 320 acres. The oldest of Des Moines' early suburbs, Sevastopol was originally laid out by James Sherman on May 6, 1862. This plat comprised about 160 acres in Section 15 of Township 78 North Range 24 West. Sevastopol was incorporated as a town in 1877. By the time of its annexation by the City of Des Moines in 1890, Sevastopol had already established a sense of community, a spirit of independence, and a pride of place, which continue to the present day.

The original boundaries of the Town of Sevastopol were established for this report by locating the original town plat filed for the public record on September 12, 1878, and now held in the archives of the Iowa State Library among the records of the Iowa Secretary of State's Office. These boundaries, which conform to present day streets, are: Hartford (formerly Mitchell) Avenue on the north, S.E. 18th Street on the east, Bell Avenue on the south, and S.E. 5th (formerly Dunham) Street on the west. The original filing papers describe Sevastopol as in the northeast quarter of Section 15 and the northwest quarter in Township 78, north of Range 24, west of the 5 PM, and containing about 300 inhabitants. (See Figure V-E.)

The topography of Sevastopol varies widely. The area around its northern boundary of Hartford Avenue borders the river's floodplain. From here, as one goes south towards the southern boundary of Bell Avenue, the area quickly rises higher. As one moves eastward, the hills get even steeper, with S.E. 8th Street, for example, being higher than S.E. 7th, which in turn is higher than S.E. 6th. The eastern half of Sevastopol, from S.E. 14th Street (the line between Sections 14 and 15) to S.E. 18th Street, is generally flatter, but again the southern portion has more hills than the north. There are also numerous secondary hills and valleys throughout Sevastopol. One can easily imagine the persistence, even today, of numerous outcroppings of coal in this terrain. Because of this terrain, the area retains a feeling of a Nineteenth-Century coal-producing community.

Generally those who now live in the south-central portion of Sevastopol, on Lacona and Bell Avenues from S.E. 7th Street eastward, vie for possession of the most spectacular view of the Iowa State Capitol and downtown Des Moines skyscrapers. During the Nineteenth Century, people tended to buy lots sited on the tops of the hills, not on the slopes where the possibility of coal outcroppings existed. Property located at the bottom of the hills and in the floodplain became more desirable when the streetcar route was established. By 1875, Sevastopol was served by the Des Moines, Indianola, and Winterset Railroad. Access to this transportation network was a boon to local industries, such as coal extraction and brewing.

Agitation for incorporation as an independent town surfaced in Sevastopol in the 1870s. A petition to this end was submitted containing 43 names and a referendum was held on October 6, 1877. At this time, 51

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voted in favor and two voted in opposition to incorporation. These reports were certified on October 13, 1877, and the results filed in the Iowa Secretary of State's Office on September 12, 1878.

In 1882, Sevastopol was described in a Des Moines city directory in this manner:

This is a village of about five hundred inhabitants, adjoining the city on the southeast, and the principal industry here is the mining of coal. Four mines are located within the corporate limits of this town, but the principal offices of these companies are located in the city of Des Moines, and for all practical purposes belong to the city. The town supports a variety store, a blacksmith shop, a meat market and various mechanical trades. An extensive business in market gardening is carried on here, the product being sold in Des Moines. It is probable that the area of coal fields now being operated upon, and the conveniences for transportation, will stimulate the inhabitants to extensive improvements during the coming season. (*Bushnell's Des Moines Trade Circular*, p. 58.)

This description is revealing. It indicates, by its use of the word "village," a cohesive and established settlement. Historical fact corroborates this. Already in 1876, for example, Sevastopol is shown on the Andreas Atlas' map of Polk County.

This characterization was confirmed several years later, when, in 1889-1890, another directory reported that

This is the oldest suburb of Des Moines, and adjoins the city on the southeast. The chief industry is the mining of coal, which affords employment to large numbers of the inhabitants. Several mines are operated within the corporate limits of the town. Market gardening receives much attention, and the products find a ready sale in Des Moines. It has a Presbyterian church, an excellent graded school, and several general stores. (*Bushnell's Des Moines City Directory, 1889-90*, p. 48.)

Much of this description could apply to the Sevastopol of the 1920s. John R. Haydon, who grew up there then has described Sevastopol as a "community away from the city" when he was young. If one chose not to ride the streetcar into town, the closest bridge at that time was located at 2nd Street, a fairly long walk. The commercial center then held two grocery stores and a drug store, that boasted the first telephone in the community (interview with John R. Haydon, June 8, 1992).

Five themes have been identified that call attention to important trends and events in the history and development of Sevastopol. These include 1) the area's principal industries--coal extraction and its associated occupational organizations, as well as soap and chandler and brewery businesses, 2) the

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presence of a streetcar route early in the city's history, which provided easy connections to downtown Des Moines, 3) a commercial node (which grew up along this route on Main Street, now S.E. 6th Street, and gave the town a center of community focus), 4) market gardening, and 5) a variety of residential neighborhoods, particularly the Connors (now S.E. 8th) Street Residential District.

In 1882 when Sevastopol was a small village numbering five hundred inhabitants, the coal extraction industry was already well established. Four mines were already operating facilities within Sevastopol's corporate limits, but even then the offices of each company were located in Des Moines. Collectively the mines provided the largest source of employment for Sevastopol residents. (*Bushnell's Des Moines Trade Circular*, p. 58). Evidence of the importance of this industry to the area can be seen today in surviving buildings such as the Miners' Hall and the offices of the Capital Coal Company, located at 2020-2022 S.E. 6th Street.

Today, the name Sevastopol is known throughout the neighborhood. The historic geography of the independent town is, however, much less clear. Generally, "Sevastopol," as currently used, embraces a much wider area. It is often thought the town was located somewhat to the north of its actual boundaries.

The Sevastopol neighborhood continues today to retain a neighborhood business district. This district, which evolved along the Sevastopol streetcar route, is located at the intersection of Hartford Avenue and S.E. 6th Street. The commercial district contains about one dozen buildings. These buildings cluster on S.E. 6th, mostly to the south of Hartford. Most of these buildings date from the last quarter of the Nineteenth Century and the first quarter of the Twentieth Century, although some newer buildings are interspersed. The height of the commercial buildings on S.E. 6th vary, with one- and two-story buildings intermingled. Brick was often used in their construction, although frame buildings are also in evidence. A range of activities occupied these buildings. Included among them were a gas station, grocery stores, a coal company, and several institutional organizations. The Des Moines and Sevastopol Street Railway Company office and barn were also located on S.E. 6th Street.

This commercial district forms the heart of Sevastopol. The properties in the proposed South Main (now S.E. 6th) Street Commercial District, and other nearby resources, form a node around which Sevastopol residents have built houses, churches, and other associated buildings. Historically these commercial resources have obtained increased significance because most of the proprietors of these small businesses have resided in close proximity to their places of business, thus further accentuating the distinct "neighborhood feel" retained by the area. As early as 1882 the Sevastopol commercial district contained "a variety store, a blacksmith shop, a meat market and various mechanical trades." (*Bushnell's Des Moines Trade Circular*, p. 58.)

Sevastopol contains today two major residential sections, and S.E. 14th Street divides these two sections bilaterally. Most of the residential housing east of this street postdates World War II, and, although there are older houses here, the character of the neighborhood is modern. This area focuses on S.E. 14th Street,

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one of Des Moines' major north-south arteries. It has little physical or visual relationship to the older section of Sevastopol.

West of S.E. 14th Street, the second residential section of the community cannot be so easily characterized. The residences form a mixture of styles and periods. Generally, though, the houses here are much older than those to the east. The proposed Connors (now S.E. 8th) Street Residential District contains some of the oldest, as well as some of the smallest, homes in the area. These buildings were constructed on small lots and placed topographically high above the rest of the area. These resources generally call attention to the working-class origins of many early Sevastopol residents, and they call attention to a shared sense of pride of ownership.

Homes in other areas, particularly the portion of S.E. 6th Street south of Pioneer Road, tend to call attention to the wealthier small businessmen and professionals who also lived in Sevastopol. These residents built homes that look much like those in other 1890 Des Moines suburbs, although sometimes on a smaller scale. Other resources, such as the I.O.O.F. Hall, the Miners' Hall, and the Moriah Congregational Church, call attention to the importance of fraternal, labor, and religious groups to residents of the area.

Local Institutions

The public and private institutions that evolved in Sevastopol indicate a well developed community life. In 1894, for example, the City of Des Moines established Fire Station Number 8 at S.E. 6th Street on the corner of Hartford Avenue (a station which continues in operation today, although in a new building). Sevastopol also reportedly had the first branch public library in the city, opened in the mid-1920s and located at 2026 S.E. 6th (interview with John R. Haydon). Religious institutions, such as the Moriah Congregational Church, later occupied by Bethany Baptist Church, also point to a developed community life. The Bethany Church was well known in the mid-1920s for having one of the first women pastors in the area, Mrs. Wittern (interview with John R. Haydon). Finally, fraternal and occupational institutions, such as the International Order of Odd Fellows Sevastopol Lodge #65 (charter granted October 23, 1884), the Acme Rebeccas Lodge #128 (charter granted October 22, 1885), and a coal miners' union, occupied second-floor rooms within the Main Street commercial district and point towards Sevastopol's varied community life.

John R. Haydon, of 3124 S.W. 13th Street Place, supplied for this report information found on many of the site sheets of individual Sevastopol properties. He also compiled the following list of additional historic properties and sites in Sevastopol before his death:

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Young House

2109 S.E. 6th Street

A red brick building, now covered with wood siding, housed three generations of the Young family, who lived here, beginning with the Mr. Young, who headed the Union Coal Company, which employed 200-300 miners. He also served as the U.S. government's official surveyor of weights and measures for the region. R. F. Young operated a soap and candle factory in Sevastopol.

Union Coal Mine site

Pioneer Road and S.E. 7th-8th Streets

This area was infilled with ash from the mine, and no buildings were constructed here for many years. Union Hill, the current name of the hill on S.E. 8th Street, takes its name for this mine.

Spitz House

2115 S.E. 6th Street

Spitz, an early settler and owner-operator of the Hoo-Hoo Cigar factory located on Court Avenue in Des Moines, lived here.

Weber House

2125 SE 6th

This house is situated on a land to the east of S.E. 6th Street. Mr. Weber was owner of the brewery in Sevastopol, one of only two such businesses in Des Moines.

Brewery

2140 S.E. 6th Street

This low, flat house is actually the first level of three cellars of the old brewery. The two-story upper cellars were torn down. Dirt was then excavated to expose the first level cellar, which was covered with a roof to form the house as it stands today.

Munzenmaier House

S.E. 6th Street southeast corner Pioneer Road. This brick house has, in recent years, been covered with a good deal of wood and other alterations made. Along with the Pottoff House at 2300 S.E. 6th and the Young House, mentioned above, these three buildings are probably the oldest houses in the area. Mr. Munzenmaier operated a brewery in Sevastopol, which was the forerunner to the brewery operated by Weber.

House

S.E. 6th northwest corner Lacona (also spelled Locona)

"Second floor porch around two sides, was perfect to wait under for the street car that ended its run at that corner."

Haydon House

2030 S.E. 8th

John Haydon, Jr., and his wife, Bertha Munzenmaier, the parents of informant John R. Haydon, began their family here in early 1880s. The house's original wood siding still serves as exterior wall

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cladding. John Haydon, Sr., the first of that name, was a coal miner who brought his family to Sevastopol from Cornwall, England, in 1875.

Former Sevastopol Schoolhouse
2413 S.E. 8th Street

Originally a red brick building, this schoolhouse was started by the Sevastopol community before any public schools were open in the area. The school closed soon after Howe School opened in 1919. The building has been converted into a single-family dwelling and is now covered over by siding.

Black Diamond Coal Mine site

West of S.E. 5th Street and south of Hartford Avenue, not in Sevastopol proper
This mine operated until shortly after 1900. Much shale could be found on the site. A baseball diamond was built here after the mine closed, and the Sevastopol Athletic Club organized games. Teams would come from all over Des Moines to play on the lot in the 1920s.

Research Notes

Houses were not numbered in Sevastopol until streets were renamed in December of 1908. These numbers were subsequently changed, sometime between 1908 and 1920.

A list of street names prior to 1908 and the new names established at that time are appended here.

Pre-1908 Name

Post 1908 Name

1st	S.E. 9th
Connors	S.E. 8th
Center	S.E. 7th
South Main	S.E. 6th
Mitchell	Hartford
Dunham	S.E. 5th
Davis	Pioneer Road
Franklin	Lacona

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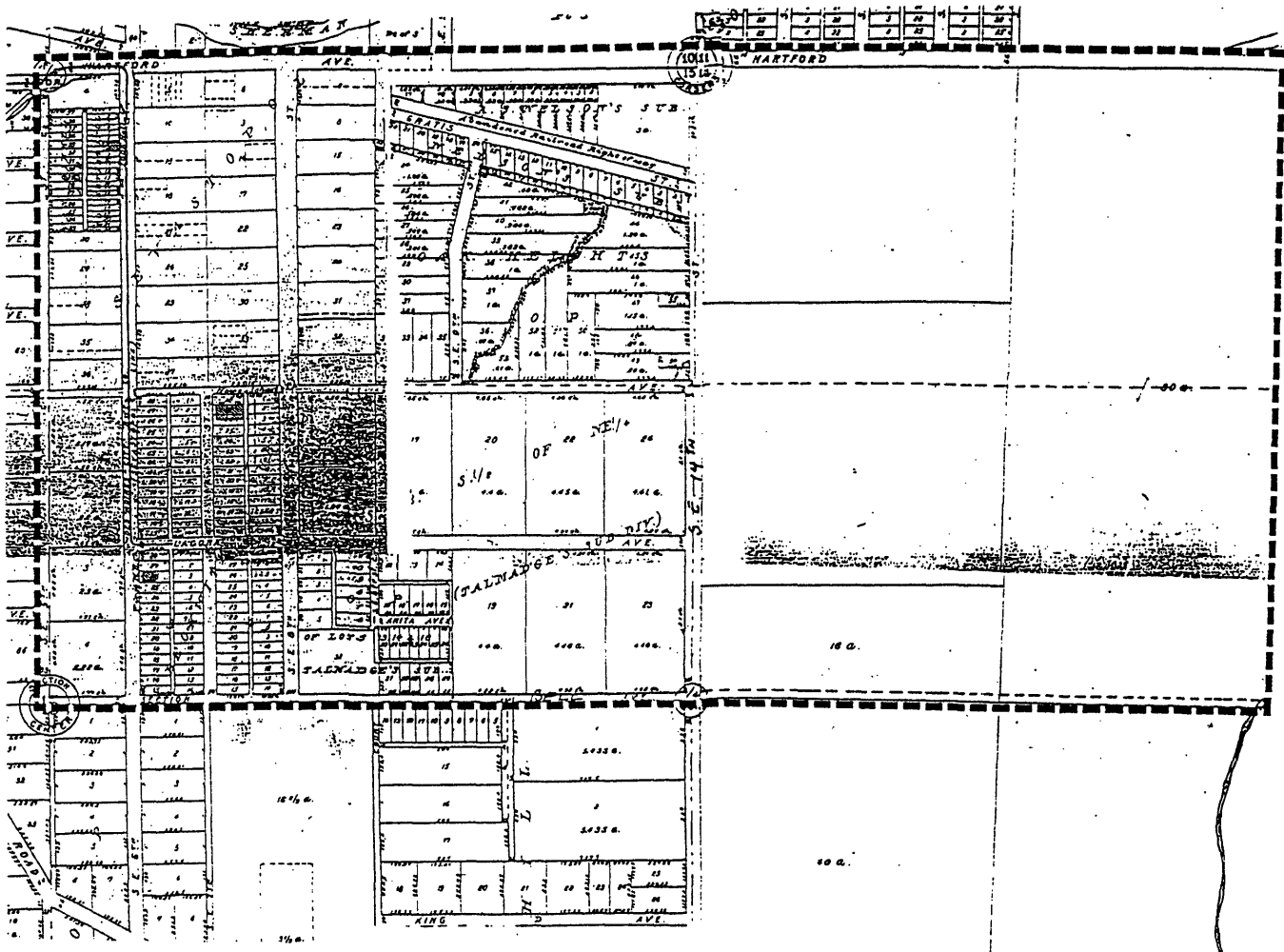
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TOWN OF SEVASTOPOL



Source: Huebinger's Map of the City of Des Moines, 1909.

FIGURE V-E

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UNIVERSITY PLACE

Introduction

University Place, the incorporated town, comprised approximately 420 acres of land. Incorporated in 1883, the limits of the town embraced that area between College Avenue on the north and Center Street on the south. The western limit, south of University Avenue, was 35th Street, while north of University it was 34th Street. The eastern limit, south of University, was 28th Street, while north of University it was 23rd Street. The peculiarity of the west boundary arises from University Avenue (known as North Street in the Nineteenth Century), which runs along a correction line in the U. S. General Land Office survey system, offsetting section lines on either side of it. The western boundaries of University Place were defined according to the U. S. Government's survey system. (See Figure V-F.)

This area lies on a ridge between the Raccoon and Des Moines Rivers and encompasses mostly level land. To the north, beyond Forest Avenue and particularly beyond College Avenue, the land falls into a valley. To the east, University Place merges into the historic City of North Des Moines, which is also mostly level in this area. To the south, beyond Rutland Avenue and Kingman Boulevard, the land also falls into a valley. (In the 1960s, the Des Moines Freeway, I-235, effectively truncated this area from the Town of Greenwood Park, which abutted University Place at Center Street.) Finally, mostly level land lies in the western sections of University Place.

From the above topographical description, it can be seen that, while University Place was platted according to lines drawn on a map according to standard land survey methods, the area embraced, nonetheless, was generally chosen for platting because it holds together as level land surrounded by that which is somewhat more irregular.

In 1882, University Place was described in a Des Moines city directory in this manner:

This beautiful suburban place was surveyed and platted less than one year ago, but its growth and development has been surprising. It is the seat of Drake University, and many handsome residences have been built, while many more are sure to be erected during the coming season. It is situated in the northwestern part of the city, and is one of the most beautiful and healthful portions, and destined soon to be populated with the better classes of our citizens. The street railway is being extended in that direction, and is expected to reach the place during the coming summer. The history of this prosperous undertaking is as follows: Early in 1881, a number of enterprising citizens determined to secure for this metropolis, another first class institution of learning, and to secure to it a good beginning in endowment, a company was organized, which purchased several contiguous tracts of land, lying on both sides of Cottage Grove Avenue, the most frequented of the approaches to the business portion of the city. A part of these lands lie

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within the corporate limits, and a part just without the limits of the city. They are high, well drained, and mostly well set with magnificent forest trees. Broad and regular streets have been laid out, some of which have been graded, and the sidewalk has been extended to the University campus. Besides an eight acre campus, a park of about eighteen acres, and some large lots, there are over four hundred residence lots, that invite, and by their beauty, location, and the enterprise of their management, warrant, at no distant day a population which would of itself, make a fair sized town." (*Bushnell's Des Moines Trade Circular*, p. 57-58.)

Agitation for incorporation as an independent town surfaced in University Place in 1883. On March 21, 1883, 150 residents signed a petition for incorporation. An referendum on this issue was held on May 25, 1883, at which time 33 voted in favor and zero voted in opposition to incorporation. The plat for University was filed in the public record on January 9, 1884. The total area embraced in this plat comprised approximately 420 acres. In 1883, as Drake University building continued, University Place was described as "fast becoming a beautiful and prosperous suburb" (Brigham, vol. 1, p. 299).

These characterizations were confirmed several years later, when, in 1889-1890, another directory reported that:

UNIVERSITY PLACE--Adjoins the city on the northwest, and is one of the most populous of our suburban towns. Here is located Drake University, with its spacious campus and fine buildings, an elegant church building for the Christian denomination is in process of erection, and the town contains scores of comfortable and beautiful homes. University place is reached by both the electric and the horse cars, and is a popular place of residence. It has a number of business houses and a post office." (*Bushnell's Des Moines City Directory, 1889-90*, p. 49.)

Streetcar Lines

Two streetcar lines historically served University Place. The Walnut Street line ran northwest from Des Moines central business district along Woodland Avenue, 19th Street, and Cottage Grove Avenue. At 24th Street, the line turned north, then turned again to the west at University Avenue. The Walnut Street line was one of the oldest suburban line in Des Moines, having been inaugurated in 1890. Others included the Clark Street line--more below--the Jefferson Street line, and the 6th Avenue line (Brigham, vol. 1, p. 318.) The route of the Walnut Street line is pictured in Bushnell's Des Moines City Directory of 1889-1890.

The Clark Street line, as mentioned above, was also one of the city's oldest suburban routes. It ran directly north of Des Moines central business district along the 12th Street trackage, which jogged into 13th Street

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at School Street. At Clark Street, this line turned west and ran along Clark Street to terminate, by 1909, in a "T" intersection at Forest Avenue.

Housing Stock

Housing stock in University Place shows a decided differentiation of scale and design according to location. Homes of modest size and restrained architectural detail are generally situated north of Forest Avenue. Homes of more substantial size and rich architectural detail are generally situated south of Forest Avenue and north of Kingman Boulevard. (Because Drake University has greatly expanded over the years, it is difficult to characterize the historic housing stock immediately adjacent to the school because much has been demolished.) These characteristics of housing stock relate directly to the area's topography and indicate that the upland area was a location of choice, while sloping areas were less desirable.

The Twentieth Century dramatically reiterated this phenomenon. During the first decades of this century, Des Moines saw a great boom in apartment building construction. Built of quality materials and rich in architectural detail, numerous such edifices were constructed in University Place, but all were located on or south of University Avenue--and none north of Forest.

University Place has been the subject of considerable cultural resource study and registration activity. Emerging from survey work in the 1980s, the "Drake University and Related Properties in Des Moines, Iowa, 1881-1918" multiple property submission provided context for the registration of numerous property types. Included among them was the Drake University Campus Historic District.

Because University Place has received so much attention, this survey placed less emphasis on this suburb than others in Des Moines, which had, to date, received no attention. Surveyors found, however, that some potential for registration activities still remains in University Place. Previously studies had not identified and evaluated the numerous multi-family dwellings in the area. It is this focus, which deserves further examination.

To this end, this report recommends that the brick double houses and apartment buildings in University Place be included in a reconnaissance survey of multiple-family dwellings in Des Moines, circa 1880 through circa 1942. An important property type discussed in the "Suburban Architecture" portion of Section E of this report, multi-family dwellings provide a rich opportunity for preservation planning in Des Moines.

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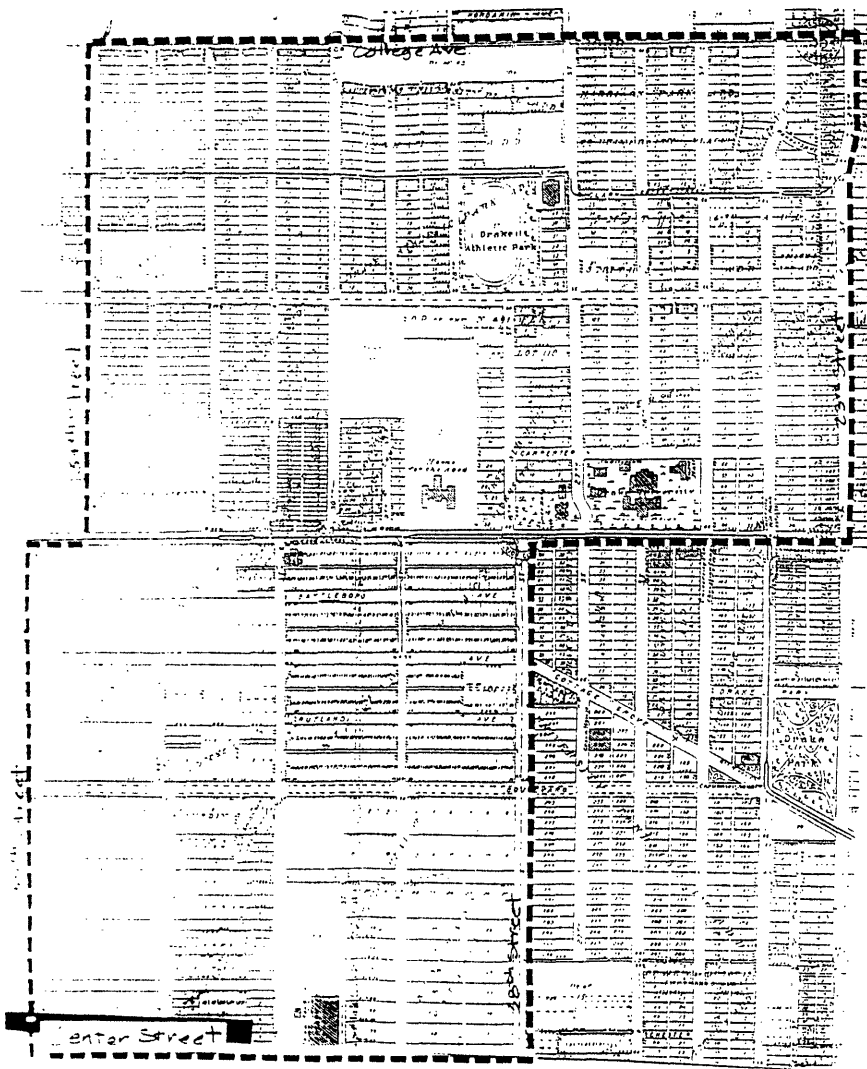
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TOWN OF UNIVERSITY PLACE



Source: Huebinger's Map of the City of Des Moines, 1909.



FIGURE V-F

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VI. CITY OF NORTH DES MOINES

INTRODUCTION

Variouslly described in contemporary accounts as "the Lively Suburb" and "the Big Suburb," the City of North Des Moines played a leadership role in the suburbanization of Des Moines. In addition to its strategic location on the Des Moines River with several major transportation corridors traversing it, North Des Moines' large population affected metropolitan politics more than any of the other early suburbs. Today, this area of the city contains the largest concentration of suburban Victorian dwellings in the city. Now surrounded by later development (See Figure VI-A), this area was the focus of the intensive survey portion of this project. (See Figure VI-B.)

North Des Moines was built in waves of development, which illustrate the transformation of this area from a country suburb to a city neighborhood. The first wave, dating prior to the late 1880s, saw initial settlement, incorporation as a municipality, and some real estate speculation. The second wave, from the late 1880s to the Panic of 1893, saw a frenzy of real estate speculation, new home construction, and rapid population growth. Annexation also occurred during this time and fueled North Des Moines' real estate boom. The economic downturn in 1893 hit North Des Moines hard, but after a slow recovery, construction resumed again in the late 1890s. It continued into the early Twentieth Century and can be seen as a third wave of development. By circa 1910, most of North Des Moines' single-family dwellings had been built. During the 1910s and 1920s, a number of apartment buildings were built in North Des Moines, signaling the area's transition from a suburb to a city neighborhood.

This chapter is divided into the following ten separate sections, each of which addresses an important historical aspect of North Des Moines during the late Nineteenth and early Twentieth Centuries:

- Historical Influences
- A Tradition of Political Activism
- School District Consolidation
- Religious Diversity
- Social Reform
- Home for Professionals and Executives
- Laissez Faire and Suburban Development
- Broad Middle-Class
- Evolution of Transportation Corridors
- Architectural Resources

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HISTORICAL INFLUENCES

The specific boundaries of the City of North Des Moines may never be known because incorporation papers are not on file in the Iowa Secretary of State's Office. The city was located on land directly north of the present-day University Avenue, then known as North Street. Official boundaries do exist for the adjacent town of University Place, incorporated in 1883, and it provides three of North Des Moines' boundaries. (See Figure VI-E.) The boundaries of North Des Moines can be said to embrace University Avenue on the south, 23rd Street on the west, and College Street on the north. The eastern boundary is not clear. It might have been 2nd Avenue, or perhaps the Des Moines River. A newspaper article of 1886 further complicates the matter of North Des Moines boundaries. It indicates that a referendum was held in that year to annex more territory to North Des Moines. The new boundaries embraced all land lying as far north as one-half mile beyond the 6th Avenue bridge. (*The Des Moines Leader*, August 19, 1886, p. 4.) The present-day River Bend neighborhood thus overlaps with historic North Des Moines only in part.

Topographical considerations have played a big role in the evolution of North Des Moines. This area is located along a ridge, which runs between the Des Moines River and the Raccoon River. The ridge falls quickly into the Des Moines River valley on the north, where moderately steep bluffs stand. The land slopes west of 10th Street into a series of ravines on the north, but flattens out southward to University Avenue. University marks the crest of the ridge and runs east-west dividing North Des Moines from Des Moines proper. All along North Des Moines, to the east, the land slopes from 5th Street into the Des Moines River valley. Within these boundaries, there are also topographical variations. On 6th Avenue, for example, the traveler driving north from University moves into a broad swale around Forest Avenue, but climbs once again before descending down a slope at Hickman Road.

These topographical considerations are very important for the evolution of North Des Moines, because real estate developers and potential property owners carefully analyzed land. They preferred tracts located on high ground, preferably near areas of scenic beauty, while land located on the slopes and in the floodplain attracted less interest. As the area developed, these initial land use considerations remained in force. Along 2nd Avenue, for example, single-family dwellings of a modest size emerged, seen in Figure VI-C, while along 6th Avenue, single-family dwellings of pretension were constructed, seen in Figure VI-D. Business establishments followed suit. Those on 6th Avenue were more architecturally sophisticated than those on 2nd Avenue. One readily sees such distinctions in these figures showing 1930s photographs.

Geographical considerations have also played a key role in the evolution of North Des Moines. Standing between Des Moines proper and the vast uplands north of the Des Moines River, North Des Moines has historically served as a transportation corridor. Fairly early on, a railroad bridge was constructed near 2nd Avenue. This bridge also provided early streetcar service through North Des Moines to Highland Park. Construction of a bridge at 6th Avenue provided a major artery to and from

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the metropolitan area. Construction circa 1909 of a bridge at 2nd Avenue increased this sense of corridor with a second artery. Streetcar lines followed these routes as well. North Des Moines enjoyed public transportation service along 6th and 2nd Avenues very early in its history; 9th Street and 13th Streets, which also featured streetcar lines, developed much less extensively because they did not bridge the river.

Several eyewitness accounts of early North Des Moines describe the scenic beauty of the area and its rapid upbuilding in the 1880s. In 1882, North Des Moines was described in a Des Moines city publication in this manner:

This is a suburban town containing a population of about three hundred and fifty, and adjoins the city on the north, as the name indicates. It extends a mile and a half east and west, and half a mile north from the limits of the city, and is a popular place of residence. The situation is elevated, and the surface, which is diversified with beautiful groves of native trees, is gently undulating, affording elegant residence sites. Several residences were built there last year, and a number more will probably be erected during 1882. North Des Moines was incorporated in 1880, and has its own Mayor and town council. (*Bushnell's Des Moines Trade Circular*, p. 57.)

Seven years later, in 1889, Judge C. A. Bishop commented on the rapid population growth experienced by North Des Moines:

If a traveler going north from Des Moines only a year or two ago should chance to return to-night I am convinced that the thought that would press itself most forcibly upon his mind would be where under heaven did all these good people come from, and from whence were all these bright pretty home places so quickly transplanted. (*Iowa State Register*, December 20, 1889, p. 5, col. 6.)

By 1890, the area had experienced numerous changes:

NORTH DES MOINES--Is eminently a place of homes, the elevated situation and gently undulating surface, diversified with beautiful groves of native trees, combining to produce one of the most delightful residence localities to be found anywhere. A large amount of building was done last year and many fine houses and cottages are now in process of erection. Many of the finest residences about Des Moines are located in this suburb. Here are also the fine buildings and grounds of the Des Moines College, a commodious and handsome brick building for the use of Oakland school, and three good churches, of the Methodist, Baptist, and Congregational denominations. It contains several business houses, and has its own post office. Oak and Highland Parks and Northmoreland are

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beautiful residence additions lying north of North Des Moines. Many fine residences have been built here. Highland Park College is now being built at a cost of \$100,000 within the limits of Highland Park. (*Bushnell's Des Moines City Directory, 1889-90*, p. 48.)

The phenomenal growth of North Des Moines can be compared to the growth of West Des Moines in our own time--a subject of amazement but the direct result of transportation patterns.

A TRADITION OF POLITICAL ACTIVISM

The independent City of North Des Moines established a tradition of public debate and protest at an early time in the community's evolution. Important issues affecting residents frequently were discussed in an open and candid fashion. These issues included postal services, pavement improvements, the water works, the 6th Avenue bridge, the question of annexation, school district consolidation, and other political and social matters. This tradition of protest has continued throughout the community's history and remains a characteristic of public life within North Des Moines today.

As noted above, North Des Moines existed as an independent, incorporated town for ten years before annexation by the City of Des Moines in 1890. With the exception of Sevastopol, it was the most self-sufficient of the early suburbs. A small commercial node developed at 6th and Forest Avenues. North Des Moines also boasted its own, fairly well developed municipal government, including a city attorney. Municipal affairs did not proceed smoothly in the town, however, as several disputes over infrastructure improvements serve to illustrate.

After the U.S. Postal Service extended the free delivery system to all of the Des Moines suburbs in December 1889, a convention of North Des Moines residents assembled to protest against the closing of their post office and annexation to the West Des Moines system. A committee of the group subsequently prepared and published a formal, seven-point protest. They stated that North Des Moines was an incorporated second class city, "with a population of nearly 3,000 inhabitants, with schools, churches, colleges and universities and is distinct and independent of the city of Des Moines in all government respects." Every "hamlet" in Iowa had one, so surely a city of this size ought to have its own post office. The office's business had steadily increased, and it was at that time paying all expenses it incurred. Additionally, the building of more than two hundred residences in 1889 was a sure sign that North Des Moines was also growing. (*Iowa State Register*, November 24, 1889, p. 14, col. 2.) Despite their vociferousness and the number of arguments they raised, the proponents of a separate post office were unsuccessful in overturning the government's decision.

Street paving was another point of contention. Cedar block paving of the streets, for example, caused problems in at least one area of North Des Moines. Planks were rotting, cracking, and settling

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unevenly. North 6th Street, from Franklin Avenue to the bridge over the Des Moines River was one of the first streets to be paved. In 1889, the job needed to be redone, because of the negligence of city inspectors, according to one of the local newspapers. The dispute pitted North Des Moines recorder John MacVicar against the City Council, in what would prove to be only an early example of MacVicar's stormy relationship with other city politicians. MacVicar had refused to sign certificates authorizing the pavement of streets. The dispute was finally resolved when Council issued new certificates over his objections that did not require his signature. (Brigham, vol. 1, p. 313.)

A third example concerns the North Des Moines Water Company, which was enjoined from connecting with the Des Moines City Water Company on April 1, 1889. Des Moines resented the residents' of the northern suburb cutting off water from reaching the city, and the suburbanites resisted paying the higher rates city dwellers were charged. The "'big wrangle' over waterworks" continued in North Des Moines for several months. On October 2, 1889, a compromise resolution of real estate promoter and North Des Moines resident J. A. Jackson's was adopted by the City Council. It provided that the Council would arrange for the temporary use of the North Des Moines Company's facilities while negotiating with the Des Moines City Water Company to supply private users. (Brigham, vol. 1, p. 315-316.) The dispute was made moot several months later when the suburb was one of several annexed by the city.

It would be very incorrect to infer from these examples that North Des Moines residents always opposed change. Two examples serve to illustrate the community's tradition of activism. The first concerns the continuing controversy over construction of a replacement bridge on 6th Avenue. North Des Moines residents sought a better, more expensive design than that favored by the City. In this case, North Des Moines' wishes prevailed. For further information about this episode in North Des Moines' history, see Section IV, "Municipal Government and Education," in this report.

At about the same time, residents of the former suburb of North Des Moines were among the strongest backers of the Des Moines Plan Commission form of government, which was put to a popular vote in 1907. While the plan was approved city-wide 6,376 to 4,087, the vote when broken down into sections of Des Moines reveals a split in support. The west side of the city gave a majority of 2,565 in favor of it. The east side, however, gave a majority of 287 against the plan. But because many more voters lived on the west side, the plan carried. Part of the former North Des Moines (and most of present-day River Bend) section encompassed in the fourth precinct of the Fourth Ward voted 217 to 36 for adoption. This precinct included strong backers of the reform and included ex-Governor Frank Jackson, Judge Prouty, and Sidney A. Foster. The east end of this precinct was "composed of the residences of laboring men," who also supported the measure, unlike other clusters of working men in the city. (*The Register and Leader*, June 21, 1907, p. 1, cols. 1-2, continued p. 2, col. 2.)

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SCHOOL DISTRICT CONSOLIDATION

A special election was held in North Des Moines in early February 1890 to determine the voters' preference on two major issues, each of which would profoundly affect the area's future: municipal annexation by Des Moines and school district consolidation. For further information about annexation and the City of North Des Moines' participation in it, see Section III, "The Annexation Movement," in this report.

The two questions were separated on the ballot in this election. In the vote, the number in favor of merging the school districts exceeded that advocating the joining of the city and suburbs by a fairly wide margin. Why then did school consolidation have to wait until 1900 for North Des Moines and even later, 1907, for the whole city? There is no one answer to this question, but it appears as though political annexation resulted in more than enough new problems for Des Moines, and the emotionally-charged issue of school consolidation was put off until a later, hopefully more propitious, time. By separating the two issues, business and political leaders hoped to gain as much support for annexation as possible. Also, school district consolidation had not been discussed in the other suburbs, and sentiment in North Des Moines may have differed significantly from that in the other suburbs on this issue. Because Capital Park, especially, resisted school consolidation until 1907, it seems plausible that a joint discussion of annexation and school consolidation may have lead to the defeat of annexation in 1890.

Arguments about school consolidation tended to revolve around questions of neighborhood control. On February 23, 1890, Mary Denison Hooker, chairman of the Mothers' Meeting of North Des Moines, voiced many of these concerns in a letter to the editor of the *Iowa State Register*. According to Hooker, at a session held on the afternoon before the North Des Moines special election, the Mothers' Meeting passed unanimously a series of resolutions against the merger of the schools. The group believed "our school interests will be better served by a local school board, who have a direct and personal interest in the schools they have built up than they would be as suburban school of a larger district." By agreeing to annexation, "we shall sacrifice much of the power we now have to make our schools what they should be." The proposed school district would cover six miles, far too extensive an area to maintain high levels of community involvement such as currently obtained in North Des Moines.

Specific programs then in place in the North Des Moines schools received the group's approval. Especially valuable was the suburb's superior kindergarten program, consisting of three classes, compared to only five within all of Des Moines' schools. The mothers feared they would lose two of the classes with annexation. Another possible loss would be the teacher of drawing, who provided manual training for elementary school pupils. This program was initiated by the Mother's Meeting after much correspondence with school superintendents in other cities, especially Minneapolis, St. Louis, and Toledo, Ohio. No other school district in the Des Moines area provided such instruction to students at such an early age.

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Hooker concluded her letter with the primary request of the Mothers' Meeting: "We ask the voters of North Des Moines whatever their opinion as to annexation of the town, to vote unanimously no, on the school question. Why use the schools to secure or defeat annexation of the town? Is it wise to so mix our school interests with politics or municipal affairs?" The group appointed a three-woman committee to attend the public meeting on annexation to be held later that evening, February 23, and present the group's resolutions. (*Iowa State Register*, letter to the editor, February 23, 1890, p. 12, col. 1-3.) The *Iowa State Register*, however, did not include the comments of the mothers' meeting representatives at the public meeting on annexation in its coverage of the event, so it is not known if the committee actually addressed the gathering.

The views expressed in Hooker's letter did not, however, reflect the majority of the votes cast in the special election. At that time, school consolidation won by a wider margin than municipal annexation. Still, her arguments would have been voiced by other opponents of school consolidation, and they may have been the reason the two questions were separated on the ballot in the special election in the first place.

Proponents of school consolidation had valid concerns as well. The lack of a high school for North Des Moines pupils provided one of the strongest arguments in favor of merging the school systems. In fact, at some public meetings, proponents of municipal annexation voiced such arguments. The Mother's Group argued against such sentiments, by stating, "Statistics show that only 5 per cent of the public school children ever reach the high school. Is it quite safe to legislate for 5 per cent?" (*Iowa State Register*, letter to the editor, February 23, 1890, p. 12, col. 1-3.) Of all of Hooker's arguments, however, this was by far the weakest. The spirit voiced here seems to run counter to the spirit of other statements by the group that were more inclusive. How can one who wants to extend kindergarten to all fail to do the same for high school?

Despite such arguments and the vote in the election, the Forest Home School District, which served all of North Des Moines and areas to its north, did not have a high school until 1889. In September of that year, a high school program was begun in the Forest Home School building. The enrollment grew rapidly, and in February 1896, the North High School building, designed by Des Moines architect Clinton C. Nourse, was opened. In 1902 the school district bought additional land at the 8th and College location to expand the building. This "new," three-story North High faced west and was constructed of brick and stone. The front boasted a five-story tower. In 1914 a large classroom addition was constructed on the College Avenue side. A few years after the "newest" North High opened at 6th and Holcomb in 1957, the 1896 portion of the older building was demolished. The 1914 portion was then remodeled for elementary school pupils from the former Crocker School on 6th Avenue, razed during construction of the Des Moines Freeway. (Denny, *North High School*, p. 3-4, 7, 19.)

School district consolidation finally was achieved in Des Moines through a series of smaller mergers of some of the city's districts. In 1899 the Forest Home, Oakdale, and Greenwood districts were annexed by the West Des Moines School District. "The Forest Home district, popularly known as

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'North Des Moines' included the North High School, Oakland, Lake Park, Summit and Forest Home schools." (Brigham, vol. 1, p. 418.) All of these school buildings are now nonextant.

These schools were located as follows:

North High School	8th and State (now College)
Oakland School (later Sabin)	5th and State (now College)
Lake Park School (later Clarkson)	6th Avenue and Boston Avenue
Westend School (later Summit, then Given)	21st Street near Forest Avenue
Forest Home School	Forest & Gordon Avenue (now 13th Place)

(Denny, *North High School*, p. i, 3.)

With the consolidation of all Des Moines school districts in 1907, high school students who formerly attended the Oak Park School were transferred to North High. (Denny, *North High School*, p. 13.)

RELIGIOUS DIVERSITY

In the Twentieth Century, North Des Moines, long known for the diversity of its social classes, also became known for its religious diversity with the evolution of a Jewish settlement area. Until the 1930s, many Jews lived in the southern portion of North Des Moines. They began moving out after the new synagogue was built further to the west. Then, in the late 1930s, large numbers of Catholics bought these homes and moved in. Other homes were turned into apartment buildings at that time. (LaVere Royal interview, February 14, 1992.)

In 1920 the Federated Jewish Charities, under the direction of superintendent Mrs. Sam Weinstoek, conducted a survey of Des Moines Jews. At that time, three percent of Des Moines' total population, or 4,000 people constituted in 945 different families, were Jews. The study was undertaken to determine which kinds of Jewish social welfare programs were needed. Americanization, it was discovered, was highly prized among them and would not need a booster campaign, as all but eighty had already become citizens or had declared their intention of going through the naturalization process. There also existed a sense of group identity, as seen in the fact that only 37 had married outside their faith. In 26 cases the wife was non-Jewish, and in the remaining 11, the husband was.

Of the 945 Jewish families, 490, or more than one-half, owned their homes, and the remaining 455 rented properties. Two-parent families accounted for 823 of the total, but there were 90 in which the father was deceased, and 31 in which the mother had died. There were 1,772 children and young adults in the homes, and 1,050 of them were in school, including 58 who were in college. Occupations of group members showed a preponderance in professions requiring some education, and

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they included salesmen, clerks, and clerical workers (554 people), merchants and business men (431), skilled workers (208), peddlers and junk dealers (98), professional men and women (68), laborers (55), and city and county workers (12).

The survey also revealed two housing clusters of Jews within the city--one on the east side of the Des Moines River, concentrated near the central business district, extending about ten blocks east from the river and from East Walnut Street north for about nine blocks--and one on the west side, also near the river, extending from the river west about seven blocks but beginning approximately five blocks north of Walnut Street and extending ten blocks to the west. More than half of the Jewish families lived in this larger area on the west side, in the southern portion of North Des Moines. Immigrants tended to settle first on the east side, and then, as they became more wealthy, move to the west side, which was "characterized by a somewhat higher degree of prosperity." Other Jewish families were found scattered to the west and north of this district. There were three synagogues in the city at that time. The east side was the orthodox, attended by 399 families; the Third Street synagogue on the west side was semi-orthodox but preferred by 224 families; and the Eighth Street synagogue, or reformed, was patronized by 119 families.

The survey revealed a "great lack of purely social clubs for boys and girls and for young men and young women." The Jewish settlement house on the east side was not centrally located, although it had been serving large numbers of people. After the completion of the survey, a meeting was called to form an organization for the young adults that would "promote the social, religious and philanthropic welfare of the Jewish community." (*Des Moines Sunday Register*, December 12, 1920, p. 1, col. 1, continued p. 2, cols. 1-2.)

SOCIAL REFORM

Residents of North Des Moines have historically shown concern for social welfare and reform. At a women's meeting on February 11, 1896, for example, the idea of a Home for the Aged was first proposed. Mrs. Preston B. Durley presided, and Mrs. W. H. Bailey served as secretary (Brigham, vol. 1, p. 339). Both women were prominent residents of North Des Moines.

Later in 1896, Judge James Callanan donated the Callanan College Building to the group for use as a temporary Home for the Aged (*Ibid.*, p. 341), and the institution later moved, in 1898, to the old Samuel D. Philbrick home, situated on a ten-acre tract two blocks west of Drake University (*Ibid.*, p. 359), where a new facility was thereupon erected.

Social concern continued in North Des Moines, in the 1930s, for example, at Arlington Hall. Promoted as "a Christian, non-sectarian home for dependent, neglected boys" (*Arlington News*, September 1938), Arlington Hall stood at 1426-1436 Arlington Avenue. This institution provided shelter and care for about 14 boys and served as a half-way house between homeless boys and reform school. Arlington Hall began life in the first decade of the Twentieth Century, founded by a group of

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Des Moines women. Their goal was to found a private hospital for women and children and to this end an organization was established, known as the Des Moines Women's and Children's Hospital Association. Property was purchased, lots cleared, and a small cottage was purchased for this hospital. (Cottage Hospital stood at 1121 4th Street in 1896, according to the city directory and is thought to be this institution.) World War I disrupted these efforts. Following the war, a movement for publicly owned hospitals surfaced across the nation, and the idea behind the local Women's and Children's Hospital saw partial realization in that movement. The board of directors therefore decided to refocus their activities and concentrate on neglected boys. To this end, they established Arlington Hall. Arlington Opportunity Shop, a thrift shop owned and operated by Arlington Home was also established and located at 118 Locust Street in the downtown area. The profits from this shop helped maintain Arlington Hall.

The Benedict Home, which stood on the northwest corner of 3rd Street and Forest Avenue was another benevolent institution established and situated in North Des Moines. Already founded in 1896, this institution provided "a home for unfortunate girls." It was later relocated to 1611 27th Street (City Directory 1920). The *Des Moines Illustrated Souvenir* of 1895 shows a picture of this institution.

HOME FOR PROFESSIONALS AND EXECUTIVES

A number of Victorian and Edwardian era professionals and business leaders chose to live in North Des Moines.

Osteopaths favored two locations for their professional offices--downtown and North Des Moines. Dr. Summerfield S. Still established, for example, his osteopathic hospital and school on 6th Avenue, near the central business district. He then established his place of residence in North Des Moines at 1716 9th Street. Dr. Anna E. Johnstone, a student of Still's, became a well-known practitioner of osteopathic medicine and also chose to live in North Des Moines. Her home at 1830 8th Street served both as a place of residence and as office for her osteopathic practice.

From the 1920 city directory, it can be seen that women osteopaths chose to practice at offices in residential sections of the city more so than male chiropractors. Of the 33 osteopaths listed in that directory, eight can be identified as female. Of those eight, four maintained offices in the downtown, three maintained them in North Des Moines, and one on East Grand Avenue. These statistics show that women chose more often to maintain offices in residential sections of the city than their male counterparts. The statistics also show female preference for office locations in North Des Moines. (Des Moines City Directory 1920, p. 1877.)

Of the 30 chiropractors listed in the 1920 city directory, five maintained offices in North Des Moines. The statistics concerning women chiropractors is even more telling. Of the 30 identified chiropractors, ten can be identified as women. Of these, six maintained offices in the downtown, while three

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maintained them in North Des Moines and one at another location in the city. (Des Moines City Directory 1920, pp. 1714-1715.)

Other medical professionals also lived in North Des Moines, as well. They included Dr. John B. Hatton, a medical doctor who relocated to Des Moines in the 1890s and chose to live at 1730 7th Street. (Souvenir of Des Moines, *The Mail and Times*, 1891.)

Physicians' offices show much more preference for location in the downtown than the osteopathic and chiropractic professions. Women physicians comprised a much more limited number of practitioners in Des Moines in 1920 than among chiropractors and osteopaths. Among some 240 doctors, nine can be identified as women. Of these, one maintained an office in North Des Moines, with most others practicing from offices in the downtown. (City Directory 1920, pp. 1885-1886.)

From these statistics, it can be seen that North Des Moines provided a favored location for osteopathic and chiropractic doctors. The practices of individuals such as Dr. Anna Johnstone, who practiced from her home at 1830 8th Street, and Drs. Beaver and Beaver, who practiced from their home at 1802 6th Avenue, call attention to this phenomenon.

Nowhere can the convenience and business opportunity offered by public transportation be seen than in an advertisement of Kathryn M. Davis, chiropractor of North Des Moines. With office and residence located at 1446 9th Street, Davis advertised this convenience as "West 9th Street Car stops in front of door" (City Directory 1920, p. 1714). According to this same advertisement, Davis offered spinal analysis free and specialized in diseases of women and children.

The leadership élite of Des Moines, especially business leaders of the city's many insurance companies, also frequently chose to live in North Des Moines. Among the more prominent, whose homes remain extant, were Gov. Frank D. Jackson, who resided at 1618 Oakland Avenue, and N. M. Hubbard, of 1601 Arlington Avenue. Other important identified business executives included Henry M. Rollins, a leading manufacturer of silk stockings, who resided at 1611 Arlington Avenue. (Christian, "A Self-guided Auto Tour.")

These examples call attention to the high incidence of professional and business executives, who lived in North Des Moines. It should also be remembered that, during the late Nineteenth and early Twentieth Centuries, the highest clustering of Des Moines' business and professional élite chose to live along and adjacent to the Pleasant Street and Grand Avenue corridors on the west side.

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LAISSEZ FAIRE AND SUBURBAN DEVELOPMENT

Introduction

The City of North Des Moines had the largest population of all Des Moines early suburbs. The 1880s and 1890s real estate boom in Des Moines quickly cut this area into a maze of smaller units, as many individuals bought into the real estate boom. This phenomenon was fueled additionally because North Des Moines was near the downtown, was served by convenient streetcar service, and was perceived to be a desirable residential area. Unbounded real estate speculation resulted in parcelization of North Des Moines with many subdivisions carved out of earlier additions. While this reduced land parcels to a scale that small developers could manage, it also meant that the City as a whole was developed with little, if any, regard, to uniformity. Unregulated by city codes or zoning requirements, laissez faire economics allowed developers to plan and implement most any building project they wished. In many instances, these projects were guided exclusively by economic considerations. North Des Moines continues today to suffer from the disregard early speculators and developers paid to standard urban considerations, such as well laid out streets.

A plat study of the City of North Des Moines reveals that those south of College Avenue (the north boundary of the city) are considerably more irregular than those platted to the north. To draw an east-west line along College Avenue dramatically illustrates this point. To the north, plats are regular, with the only exceptions the area around Des Moines College, where the campus occupied two city blocks, so that 10th Street does not run through this area. The other exception is near the Des Moines River where plats naturally take in consideration the irregular course of the river.

Parcelization meant that large additions were carved into smaller subdivisions. Known as "platting property," these smaller land portions were offered by the larger real estate brokers, such as Lowry W. Goode, to smaller brokers or contractor-builders.

Other real estate brokers also facilitated the sale of platting property between buyer and seller. Adams and Hastie, a Des Moines firm that also specialized in Iowa farming land, called such land "acre property." In 1887, the firm advertised:

A good Tract of Land, containing seven acres, suitable for laying out into lots, in the manufacturing district of East Des Moines. (*Des Moines Leader*, April 17, 1887, p. 3.)

One portion of Bates' Addition was sold *in toto*, for example, to W. W. Fink, creating Fink's Subdivision, situated between College Avenue, Clark Street, 5th Street, and 6th Avenue. This is but one example of the phenomenon. The extent of this phenomenon is indicated by a 1887 newspaper article, which lists 110 new additions filed for the public record within the space of about two years in the City of Des Moines. (*Iowa State Register*, October 16, 1887.)

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Although this parcelization imposes great complexity onto any interpretation of this area, one cannot deny the conclusion drawn by a contemporary writer:

People do not lay out additions, and divide farms up into lots dedicating the streets to public use, only as there is a reasonable demand for the same and chance of sale. (*Iowa State Register*, October 16, 1887.)

Grand Park Addition exemplifies another technique. This tract lay on both sides of 6th Avenue above University Avenue. A syndicate was formed to buy the land and sell shares in the investment company, as well as lots in the addition. Each buyer became a shareholder. It proved to be a financial success, and in November 1889 all but fourteen of the lots had been sold, and shares were quoted at \$250. Prospect Park, further to the north and west and larger in territory, had realized even more sales. At least ten new homes had been scheduled to begin construction in the following spring. An additional nine residences were being erected in the nearby Bates' Addition at that same time.

By 1902, a plat map of North Des Moines shows the area almost entirely subdivided. Also in that year, the area was described in an article titled "Beautiful North Des Moines," as follows:

Twelfth street is soon to have its paving extended to Jefferson and this will make habitable one of the loveliest streets in the city. When Tenth and Eleventh are finished up, all of the streets from Arlington avenue north almost to the river and west to Twelfth will be paved. The growth of North Des Moines in ten years has been phenomenal. Then a trip to what was known as Prospect Park was considered a day's journey. Now North Des Moines is not even a suburb, the whole of Prospect Park being covered with comfortable and handsome homes. Now that Des Moines college is looking up and under the guidance of Dr. Adams soon to rank with any like institution in the state, renewed interest attaches to this locality. The number of beautiful homes built during the past year or building now north of North street is remarkable, among these latter being the home of Dr. Adams on College avenue. The class of people living out there is of the very best, owning their homes and devoted to the interests of their own locality as well as of the city at large. As a result of all this prices of real estate are advancing. A walk or a ride through the streets of North Des Moines will convince the blindest man that our title is well bestowed. (*The Mail and Times*, March 15, 1902.)

Growth and Change in North Des Moines

In 1889 the population of North Des Moines was between 1,800 and 1,900 (Brigham, vol. 1, p. 313). At that time several additions had been opened, settlement had begun in earnest, and numerous other residences were under construction. North Street (formerly known as the Correctionville Road and now

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known as University Avenue) was one focus of building at that time. Harlan Park addition, for example, was platted in that year. It fronted on North Street between 17th and 19th Streets, and a block of twenty lots there were sold in mid-November by Major Hoyt Sherman to J. Myerly, a Harlan banker. The poor condition of North Street, however, was seen as an impediment to rapid building and settlement in the area, particularly until 17th and 18th Streets could be opened. (*Des Moines Leader*, November 24, 1889, p. 5, col. 4.)

"At the rate the city is filling up, people do not think those suburbs so far away as they once did, and they take a jump across the flat lands to the north, and are beginning to people the next hill. Marne's addition to Oak park begins to show signs of activity. About \$5,000 worth of grading and cement sidewalks have been done this fall, and the hill presents a very different appearance, to what it did a few months ago. Northumberland looms up on the opposite side of sixth avenue, with a number of fine houses already occupied. It is quietly rumored that early in the spring there will be about forty houses started in Oak and Highly [sic] parks alone. They are the next additions to invite buyers." (*Des Moines Leader*, November 24, 1889, p. 5, col. 4.)

Sketches of Plats

The real estate development in North Des Moines provided many different opportunities for home ownership. North Des Moines (along with Capital Park) quickly became the most socially and economically diverse among Des Moines early suburbs. Most of the city's residents could find property of interest and affordable cost in North Des Moines. This was particularly true of the broadly based middle-class. What follows here are brief characterizations of some of North Des Moines plats. They will serve to indicate this diversity.

Official Plat of SW 1/4 of NE 1/4 of Section 34

Laid out and platted in 1884, this was an early plat in the City of North Des Moines. It was subsequently, albeit quickly, subdivided by other additions. Grand Park Addition, discussed below, is one example.

Grand Park Addition

Located north of North Street (now University Avenue), west of 5th Street, east of 7th Street, and south of Indiana Avenue, Grand Park Addition was platted in 1883. When filed in the public record, this plat stood on the corporate line of the City of North Des Moines where it abutted the City of Des Moines.

Grand Park Addition was of irregular design. This can most readily be seen in North Street, which was laid out in dog-leg fashion on either side of 6th Avenue (or Grand Avenue, as it is shown on the plat.) This irregularity affected the sizes of city lots within the plat, so that those lots on the south were larger

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than most and those lots at the north were smaller than most. Other irregularities in this plat included street widths. While 6th Avenue contained a 32 foot width, the public rights-of-way for 7th Street and Indiana Avenue contained 15 feet, while that for 5th Street contained only 11 feet. It can be seen that, even given the dedication of additional rights-of-way by adjacent plats for these streets, the Grand Park Addition promoted irregular street patterns.

Grand Park Addition contained 48 city lots of generally uniform size. It featured a park ground between each of the streets and the city lots. This park contained a 14 foot width on each side of 6th Avenue and on Indiana Avenue, while this park contained 10 foot widths adjacent to other streets.

Fink's Addition

Located south of College Avenue, east of 9th Street, north of Clark Street, and west of 7th Street, Fink's Addition Plat 1 was platted in 1883 and again as Fink's Addition to North Des Moines Plat 2 in 1888.

In 1890 real estate financier W. W. Fink, a resident of North Des Moines, described as quoted by a local newspaper the status of real estate in the Des Moines metropolitan area at that time.

'We have a beautiful and growing city. There is no finer location anywhere, and with the harmonious feeling among all classes of business men, I am sure we will grow. I am figuring on a great and steady progress in all directions. There will be no sudden, spasmodic boom, which is liable to collapse and leave us in a wretched condition, but a constant and steady increase in values, factories, population and all legitimate enterprise [? copy unclear]. Des Moines was never so well known. It is becoming better known every year. The people of the whole country are finding out our great natural advantages and our wonderful improvements. I predict the population will be one hundred thousand in five years, and I am arranging my business accordingly. Business and residence property can be purchased here now for one third of what similar property can be had in other cities, but this will not continue long. Values are bound to increase. With the splendid electric road and the Belt Line we are realizing the perfection of rapid transit. Our church edifices are a grace and ornament to the city and are constantly receiving additions. . . . Yes, the future of Des Moines is all aglow with sunshine. I want to do my part to build up the city, and in so doing I know I will not only be promoting the general welfare, but my own as well.' (*The Mail and Times*, February 15, 1890, p. 5, col. 5.)

Fink's comments clearly portray the strongly commercial character of Des Moines real estate during this period.

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Bates's Addition

Located south of College Avenue, west of 2nd Avenue, east of 6th Avenue, and north of Orchard Street, Bates' Addition was platted on the slope of North Des Moines heights as they fall eastward into the river valley. This area fell within the boundaries of the City of North Des Moines.

Because of this hilly topography, 2nd Place Bates' Addition was considered less desirable as a residential area than most others in North Des Moines. The addition, consequently, was developed more sporadically than land located on the ridge of North Des Moines heights.

The marketing of Bates Addition was aided by the establishment of a private park. Called "Bates Park," this parcel of land included about 1-3/4 acres located adjacent to Clark Street between 3rd and 4th Street. Although this appeal to homeowners' desire to live in a sylvan setting resulted in some good improvements to the subdivision (see Section F, Bates Park Historic Residential District), Bates Park as a residential section did not develop as rapidly as others west of 6th Avenue.

Lowry W. Goode promoted Bates' Addition in the late 1880s. Goode's aggressive sales techniques included full front page newspaper advertisements. They touted the area's "slightly plateau," and slanted the sales pitch to both homeowners and to speculators (*The Mail and Times*, October 19, 1889). Bates' Addition appealed to the laborer, who wished to become a homeowner. Goode described such residences as "a humble cottage suitable to the laborer" (*The Des Moines Leader*, March 20, 1887).

In the 1890s, the Bates Improvement Company advertised the sale of lots in the subdivision. The officer of this company consisted of B. F. Holcomb, secretary, Frederick Field, and James B. Weaver, Jr. (*Des Moines Leader*, June 14, 1891, p. 9, c. 1-7).

Central Place

Located west and south of the Des Moines River and east of 2nd Avenue, Central Place comprised a portion of the Des Moines River's flood plain. It is thought to have comprised a portion of the boundaries of the City of North Des Moines. Prior to construction of the Saylorville Reservoir in the 1960s and the flood control, which this facility provided, Central Place was generally considered an undesirable location, although it was platted, upbuilt with streets, and fairly well settled with residential housing. Commercial land-use, however, occurred to a greater extent, particularly along 2nd Avenue because this street carried high volume transportation traffic, both streetcar and automobile, and provided market visibility for commercial operations. Following World War II, the area east of 2nd Avenue became the site for many automobile salvage businesses.

Greatly redeveloped in the 1980s for commercial and light industrial purposes, Central Place no longer contains residential housing. This plat was excluded, however, from the intensive survey area because it is outside the boundaries of the River Bend Association.

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The value of lots in Central Place indicate this area's limited appeal. In 1887, example, fifty lots could be had for \$350 each, 120 lots at \$300, and 300 lots at \$250 (The Des Moines Leader, April 17, 1887, p. 3). At the same time, the asking price for a vacant lot near 19th and Crocker Street was \$800 (The Des Moines Leader, Adams and Hastie Advertisement, April 17, 1887), while lots on 7th, 8th, and 9th Streets were priced at \$750 (The Des Moines Leader, Lowry Goode Advertisement, April 17, 1887).

"The Oaklands"

Located east of 6th Avenue, south of Franklin Street, west of 2nd Avenue, and north of College Avenue, "The Oaklands" comprise three plats: Oakland, Oakland 2nd, and Oakdale. The Oaklands were located outside the boundaries of the City of North Des Moines. These plats make up the southeast quarter of the northeast quarter of Section 35.

Edgewood Park

Located south of College Avenue, west of 9th Street, east of 10th Street, and north of Clark Street, Edgewood Park provides a fine example of irregular town planning in North Des Moines. Platted prior to 1891, Edgewood Park featured variously sized lots with alleys running both north and south and east and west.

Prospect Park

The word "Prospect Park" has caused rife and continuing confusion. Historically it has been frequently used to name a variety of properties in the Des Moines River valley. It has named a private parkland, a public park, and a giant plat, the boundaries of which are unclear. The Des Moines City Directory of 1896, for example, defines Prospect Park as "N of Jefferson, w of Sixth Ave." (p. 36), while the Sanborn map of 1891 shows Prospect Park extending north from College Avenue (p. 24).

Large portions of land remained unimproved in Prospect Park, which, in 1901, were owned by the Polk County Homestead and Trust Company. In the spring of that year, the firm owned an unimproved tract of twenty acres in Prospect Park and platted property comprising 138 residence lots and offered it for sale at auction. An advertisement of the auction defined Prospect Park as north of College Avenue (then State Street), east of 13th Street, south of the Des Moines River, and west of 6th Avenue. Included in this sale were the "slightly river front lots west of the Sixth Avenue Bridge," choice properties were quickly developed with quality residences (Mail and Times, April 19, 1901). By this time, street car lines were serving 6th Avenue, 9th Street, 11th Street, and 12th Street, so that the other lots in this sale were also attractive and to a wider market.

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Rutherford Heights (Rutherford Heights)

Located west of 2nd Avenue, south of Forest Avenue, east of 5th Street, and north of University Avenue, Rutherford Heights was contained within the original boundaries of the City of North Des Moines.

This plat is somewhat unusual because it featured lots facing north and south, as well as their traditional east-west orientation in Des Moines. This plat design did not conform to surrounding plats and resulted in a pronounced irregularity of streets in the area.

Rollinson's Addition

Located west of 6th Avenue, south of College Avenue, west of 7th Street, and north of ??, Rollinson's Addition comprised a portion of the boundaries of the City of North Des Moines. Containing 11 lots, all were of equal size except where the plat faced College Avenue. Here four lots were combined to form one giant lot for commercial purposes. In 1891, the North Des Moines Ice Company's ice house, office, and a single-family dwelling stood on this lot.

North Park

Located north of University Avenue, west of 7th Street, south of Forest Avenue, and east of 9th Street, North Park was contained within the original boundaries of the City of North Des Moines. North Park comprises three separate plats dating from 188?, 188?, and 188?. William W. Wise, capitalist and real estate proprietor, developed the two largest plats and perhaps the third. (The word "North Park" has caused rife confusion because historically it has frequently been used to name a variety of properties in the Des Moines River valley. The North Park Congregational Church, for example, stood near the intersection of 6th and Forest Avenue.)

North Park contains choice land on the crest of North Des Moines heights and closer to the central business district than most other land in the North Des Moines suburb. It was developed rapidly in the 1880s and 1890s. Wise appears not to have sold off his lots in North Park after platting them and not to have actively participated in the area's upbuilding. Other capitalists, however, took up these dropped reins. George E. Hallett, architect and developer of Des Moines, for example, lived in North Park, designed houses for the area, and actively engaged in speculative construction for housing here.

Riverview Park Plat

Located south and west of the Des Moines River, east of 6th Avenue, and north of Franklin Avenue, the plat of Riverview Park was located outside the boundaries of the City of North Des Moines. (The word

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"Riverview" has caused rife confusion because historically it has been frequently used to name a variety of properties in the Des Moines River valley.)

Riverview Park Plat contains some of the choicest land in the intensive survey area. Located on bluffs along the Des Moines River where it briefly runs eastward to Thompson's Bend before turning south, these heights provided a scenic location for residence. Recognized early on for these qualities, these bluffs remained undeveloped somewhat longer than other sections of the study area. Prominent local capitalists, such as J. A. Jackson, owned this property and were content to wait for land value to increase. (Jackson also erected a large house with estate grounds within the plat overlooking the Des Moines River valley.) When Riverview Park was platted for development, the size of its lots was noticeably larger than most in the study area. The intent was to encourage construction of upper-middle class housing, which, in fact, took place.

BROAD MIDDLE-CLASS

This study of real estate development portrays North Des Moines as a predominantly middle-class community, including upper middle-class residents on one end and working class residents on the other end of the spectrum. A few individuals with upper-class incomes living on estate grounds could also be found in the area.

The city plats throughout North Des Moines--and their improvements--dramatically illustrate these diverse qualities. Houses of architectural pretension and modest size can stand jowl-to-check. The Bates Park Historic District provides one example of this phenomenon. In other instances, it is the relationships between plats themselves, which call attention to this phenomenon. The contrast between plats established south of College Avenue and those platted north of College Avenue shows this phenomenon.

This broad middle-class base can also be seen in the social mix of local residents. Part of North Des Moines' fascination lies in this diversity, which has characterized the community from its beginnings. It continues to do so today. It is a fact that the laissez faire real estate development contributed to this phenomenon. In spite of the criticisms, which can be leveled on the irregularity of Victorian real estate development in North Des Moines, the fragmentation of land tracts into tiny parcels provided many middle class residents of the metropolitan area the opportunity of home ownership.

In 1890, a local newspaper described an impromptu celebration in North Des Moines following announcement of the city's annexation into Des Moines.

At about 5 o'clock there was a motley gathering of vehicles in front of the town hall--hacks, fine carriages, farm wagons drawn by horses and wood carts drawn by mules. From all over the "corporation of North Des Moines" they gathered in to express their

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convictions on the matter of annexation. (*Iowa State Register*, February 7, 1890, p. 7, col. 3.)

This collection of vehicles indicates, as the newspaper points out, a wide spectrum of financial capability and occupations among the residents of North Des Moines. The celebration itself illustrates a triumph of democracy.

EVOLUTION OF TRANSPORTATION CORRIDORS

Introduction

This section discusses the broad issues of transportation and its effects on urban development in North Des Moines. These issues included the equipment of transportation (streetcars, automobile, trucks, etc.). These issues also included the infrastructure these machines required--such as road surfaces (whether dirt or hard surfaced) and river bridges--and the routes (whether fixed or otherwise) these machines traveled. Finally, transportation often served as a magnet for development, and this issue is also discussed here.

The history of transportation corridors is particularly rich for North Des Moines because this section of the metropolitan area contained a number of such corridors. Each offers a somewhat different case study of this phenomenon. While 6th Avenue, 9th Street, and 2nd Avenue emerged as streetcar corridors, 6th Avenue presents a case study of evolution into ever higher commercial, residential, and semi-public land-uses. In contrast, 9th Street remained much more a corridor of single-family dwellings. In further contrast, 2nd Avenue took on an industrial color. Forest Avenue stands in contrast to each of these streetcar corridors because it never became one. Yet transportation played an important role here too. Forest Avenue developed higher land uses along its route because it was hard surfaced at an early time.

As mentioned in the introduction to this chapter, North Des Moines' upland location and strategic position between downtown and points north profoundly affected the evolution of land-use within the area. Transportation routes further stimulated this evolution. Two transportation arteries in particular--6th Avenue and 2nd Avenue--emerged as principle transportation corridors within North Des Moines. This was because they bridged the Des Moines River. Two other transportation corridors--9th and 13th Streets--also emerged in North Des Moines but remained of local significance because they did not bridge the river and provided restricted access.

Land-use along these corridors has followed an evolutionary pattern. This pattern moves chronologically from lower to denser land-use. Single-family dwellings, for example, occupied most improved lots along the corridor. Later, double houses and/or apartment buildings were constructed on unimproved lots or on lots cleared of first generation housing for them. Commercial uses move

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into the corridor to provide staple goods to the hinterland neighborhood. Then, depending on zoning, transportation, economic factors, and location, the corridor evolves into yet a denser land-use. This can be for higher density housing, for more intense commercial purposes, or for other purposes such as light industrial. Redevelopment of the land can and often occurs at any step along the line. Finally, urban decay can attack the corridor when population and financial capability ebb. The process then begins again.

Land-use along the 6th Avenue transportation corridor has followed this full evolutionary pattern. Already in the first decade of the Twentieth Century, for example, numerous double houses and apartment buildings replaced single-family dwellings, and this redevelopment was augmented by new commercial businesses as well. Redevelopment has continued. Following World War II, for example, larger scale commercial buildings, such as the former Aldi store on 6th Avenue, replaced earlier structures, such as the Hill House. Single-family dwellings continued to be subdivided into rental units. Group homes have also emerged within this corridor.

The evolution of land-use along 2nd Avenue has been somewhat different, but with a similar result. Single-family dwellings began to be replaced with commercial establishments in the 1920s and 1930s. Industrial use emerged as primary to this corridor's function. The Colonial Bread Company at 2nd and University Avenues, for example, erected a bakery, and many other light industrial operations located along the route. After World War II, this plat, Central Place, became the location of preference for junk yards in Des Moines. Since the 1980s, tax incentives have made Central Place attractive for commercial operations and the plat has been successfully redeveloped.

In contrast to this phenomenon, the evolution of the 9th Street Corridor has remained frozen in time, as a residential streetcar corridor. Commercial and industrial land uses never developed along this route, as they did on 6th Avenue and 2nd Avenue. Although sites of single-family dwellings were redeveloped as apartments on 9th Street, this occurred to a much lesser extent than on 6th Avenue. Because of this, 9th Street today illustrates one step along the evolutionary pattern of land use mentioned above.

Streetcars and 6th Avenue

Already by 1890, electric-powered streetcar service provided public transportation to North Des Moines along 6th Avenue. Additional service was also provided by horse-drawn streetcars along 9th Street. Somewhat later, 2nd Avenue became a third streetcar route in the area, crossing the Des Moines river at that street to link Highland Park in the north to points south of the river and downtown. In the downtown itself, the intersection of 6th Avenue and Locust Street had emerged during this period as the principle crossroads of the city's central business district. Construction in the 1890s of the Equitable Life Assurance building on the northwest corner of that intersection cemented it as such. For all these reasons, 6th Avenue was perceived as a major street in the city.

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The evolution of residential property types along 6th Avenue--a principle streetcar route in the area--provides a dramatic illustration. Some early single-family dwellings (themselves indebted to the streetcar for their birth), gave way to double houses. Others gave way to apartment buildings. In one case, a series of single-family dwellings was replaced by an apartment complex of seven buildings.

By 1920, the number of double houses had increased, according to the Sanborn for that year. Construction of major apartment buildings had also taken place--at 1245 6th Avenue (New Lawn Apartment), 1443-1449 6th Avenue (Kromer Flats-Drummond Apartments), 2635 6th Avenue (The Maine), and 1815 6th Avenue (The Ayrshire).

Commercial Land Use

These changes call attention to the tendency for downtown Des Moines business to spill over into outlying residential sections of the metropolitan area and the consequent conversion of residential land to higher uses.

A case study of grocery stores along 6th Avenue, prepared in 1994, illustrates three stages of commercial development along 6th Avenue. Prior to home refrigeration and wide-spread use of the automobile, the neighborhood grocery store provided convenient markets for foods stuffs. In 1936, for example, Des Moines possessed more than 450 neighborhood grocery stores (Des Moines City Directory). a latter day trend of this phenomenon--the consolidation of the grocery business from the "mom-and-pop" grocery to the supermarket. As already mentioned, more than 450 grocery stores existed in Des Moines in 1936. Most of these were independently owned. The following years saw a radical change. With the establishment of chain grocery stories, the neighborhood grocery was gradually pushed out. By 1936, Des Moines already possessed several local chains, such as the Red Ball Stores and Thrift-Way, and national chains, such as the Atlantic and Pacific Tea Company soon were also appearing (*Des Moines Register*, 1940). These chains could undersell their small scale competitors and offer a wider variety of merchandise. By 1951, for example, the A&P chain had expanded to include six supermarkets in Des Moines. In this story of consolidation 6th Avenue . continued to play an important role as a magnet for development. Following World war II, for example, Thrift-Way opened one of the largest supermarkets in the Des Moines area on the northeast corner of 6th and University Avenues (Page, *Laura T. and Albert L. West House*).

Nowhere is the convenience and business opportunity provided by the street car more evident than in a 1920 advertisement for Kathryn M. Davis, Maintaining her office and residence at 1446 9th Street in North Des Moines, Davis advertised that "West 9th Street Car stops in front of door." (City Directory 1920, p. 1714).

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Residential Land Use

The advent of streetcars profoundly affected the development of residential housing adjacent to their routes and neighborhoods they served. By the 1880s, changing transportation and life-styles in Des Moines demanded a new class of residential housing. This new market called for detached dwellings, large city lots with front, rear, and side yards, and within a neighborhood of similar properties. These characteristics contrasted with many dwellings constructed within the West Side walking city of Des Moines (Page, *op. cit.*). The *Iowa State Register* neatly summarized these expectations in an article titled "Real Estate Talk... The Strongest Demand for Homes Ever Known in Des Moines," noting that:

People will not put up with cheap crowded houses or old dilapidated buildings [downtown] when rapid transit has made it possible to enjoy cheap suburban cottages. The universal call now among renters is for cottages with large yards and plenty of room, no matter how far out situated. The desire to live "close to business" has almost gone. (*Iowa State Register*, 1890.)

If the rental market demanded these amenities, would not homeowners? In the years that followed, the detached, single-family dwelling became Des Moines' most popular residential property type.

Considerable construction of first-generation housing occurred along 6th Avenue in North Des Moines. Already in 1891, for example, plats were sufficiently developed in the area to be mapped by the Sanborn-Perris Map Company. The level of this residential construction warranted more maps than any other of the city's suburbs.

The Sanborn Company's 1901 map of the city reinforces this generalization. This map also shows how most of the residential dwellings along 6th Avenue were single-family. The map also indicates, however, an appreciable number of double houses. By 1920, the number of double houses had increased, according to the Sanborn for that year. Construction of major apartment buildings had also taken place--at 1245 6th Avenue (New Lawn Apartment), 1443-1449 6th Avenue (Kromer Flats-Drummond Apartments), 2635 6th Avenue (The Maine), and 1815 6th Avenue (The Ayrshire). Two doors east of 6th Avenue, at 501 Arlington Avenue, another big apartment building, The Almar, would soon be constructed. Then a major apartment complex was put up in the 2000 block of 6th. The Bailey Court Apartments contained seven apartment buildings, arranged around a central court.

The evolution of land use on the site of the Rood House at 1811 6th Avenue also illustrates a rise from a single-family dwelling to a higher residential use. This building was originally constructed circa 1897 as the dwelling of Dr. L. Drakely and Bertha A. Rood. By 1915, Frank B. Coffin, a subsequent owner had converted the building into a four-unit apartment building (City Directory 1915). Several years later, Coffin launched a major remodeling of the building. A third story was

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constructed and up-to-date amenities--such as ice boxes, laundry dryers, vacuum cleaners, "vapor heat," and modern plumbing--were installed (*Register and Leader*, April 4, 1918).

Taken together, each of these building projects reinforced the perception that 6th Avenue was an appealing corridor for multi-family dwellings. It had convenient public transportation to jobs in the downtown, neighborhood shopping areas in the immediate area (such as the commercial nodes at 6th and Forest Avenues and 6th and College), as well as being a good place to live, evidenced by the substantial single-family dwellings, which also lined its route and stood in the hinterland to the east and west.

ARCHITECTURAL RESOURCES

The architectural resources of North Des Moines are discussed in Chapter V of this report. This section discusses in more detail two additional aspects of those resources: the role of the contractor-builder and function.

The Role of the Contractor-Builder

The small-scale contractor-builder constructed most of the residential properties built in North Des Moines during the late Nineteenth and early Twentieth Centuries. As such, a study of these individuals, their methods, techniques, and architectural designs provides basic information about suburban development. The study of these individuals has just begun. The two case studies, which follow, have stemmed from National Register of Historic Places nominations of two houses in the North Des Moines area.

Detwiler and Bedford

The partnership of John W. Detwiler and James C. Bedford provides an outstanding example of the role of the contractor-builder in the improvement of Des Moines' early suburbs during the 1880s and 1890s. Speculative residential construction is hard to identify and document because it took place on a small-scale and in an ad hoc fashion. Yet this was the primary force behind most residential construction in Des Moines between about 1880 and 1941. The Detwiler-Bedford construction of the Rev. R. W. and Fannie E. Keeler House at 1430 10th Street in Des Moines is significant in this regard because it provides a case study of such speculative housing in Victorian Des Moines. This case study also illustrates how contractor-builders fueled the Lowry Goode boom, an era of great speculative construction in the city, which collapsed in the Panic of 1893. The case study also shows how land was developed in a piece-meal fashion. (Page:1993)

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Henry Detwiler and John Detwiler (whose family relationship is as yet unknown) engaged in building trades and are listed in the 1886-1887 Des Moines city directory as carpenters. Henry lived at 614 Des Moines Street, while John lived at 223 Jefferson in South Des Moines. In the next year, James C. Bedford, living at 928 15th Street, is listed in the city directory. Bedford's occupation was that of contractor-builder. During the next few years, John and James formed a partnership. In 1889, they purchased land from C. A. Tubbs and J. S. Harlan. In a quick succession of business agreements between the partners, Central Loan and Trust, and R. W. Keeler, the financing of the house at 1430 10th Street was consummated. The rapid transfer of title for this property illustrates the hectic turn-over of land ownership and rife speculation during the 1880s in Des Moines, particularly in the historic boundaries of the City of North Des Moines, the land north to the Des Moines River, and also in Oak Park and Highland Park, on the other side of the Des Moines River.*

Trent and Trent

The case study of Trent and Trent provides an insight into another partnership of real estate developers one generation later than that of Detwiler and Bedford. It will be seen that this later partnership shared many characteristics with the earlier one. Both were small scale operations,

Francis E. Trent was owner and manager of the Central Land Company along with John G. Trent, his brother. The impressive name of the firm belied its small-scale operations. Sometimes it was referred to as the Central Land & Real Estate Company. During the 1910s, the Trent Brothers engaged in new home construction in Des Moines. To date, five single-family dwellings have been identified as their work. They include:

3212 Ingersoll Avenue
3216 Ingersoll Avenue
3108 Carpenter Street
1232 31st Street
1802 6th Avenue

*

The property on which the Keeler House was built, was purchased in 1881 by D. C. McMartin and Richard Snell. The following year, these two partners laid out McMartin and Snell's Addition in the City of North Des Moines. In 1883, the two partners sold a number of lots in their addition to J. S. Harland, C. A. Tubbs, and W. Warwick. In 1886, Harlan and Tubbs sold a portion of this property to George Beil. In 1887, Harland and Tubbs re-platted McMartin and Snell's Addition to North Des Moines. In 1889, Harlan and Tubbs sold the lots under review to Mr. and Mrs. J. C. Bedford and J. W. Detwiler. Finally, about one month later, the Bedfords and Detwiler sold the property to Rev. Richard W. Keeler. The property remained in the Keeler family's possession until 1964.

The foregoing real estate transactions show how land was parcelized in piece-meal fashion. This facilitated its development by small speculators.

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Building permits for these houses--each dated 1917--document when they were built. (Of these four houses, only 1232 31st Street and 1802 6th Avenue remain extant.)

Central Land Company remained in business until at least 1920. In that year, the firm also included William B. Spohn and was located in the Observatory Building in downtown Des Moines. At this time, the firm dealt in "city and farm properties" (City Directory).

From the sketchy record presently available, it appears that Francis E. Trent was the business manager of the firm, while George G. Trent provided the carpenter skills.

One characteristic of their operations was similar to other real estate developers in Des Moines. Francis lived in the house at 1802 for a period of time after its construction. In this regard, he followed a pattern, which is emerging among Des Moines real estate developers. It appears that these developers initially occupied a new house while the planning and construction of another speculative house was underweigh. Albert T. West, another small-scale real estate developer, illustrated this same phenomenon in the 1880s (Page 1994). Lowry W. Goode is probably the best example of this phenomenon. He and his wife frequently moved from new house to new house as they were completed and before their subsequent sale.

Other Contractor-Builders

It is impossible at the present time to assess how many contractor-builders worked in North Des Moines. It is presumed that their number is legion. Any perusal of a Nineteenth Century Des Moines city directory yields many names of individuals with this occupation. Identified late in the research for this project, William Newton, who helped developed Bates Park Addition is another example of this phenomenon.

Function

Function provides a useful method of evaluating architectural resources because the purpose for which a building is conceived (its function) profoundly affects the building's design. An analysis of such a purpose facilitates the evaluation of the architectural solutions as expressed in the built design. For the present, this discussion concentrates on multi-family dwellings as a function. As more is learned about North Des Moines and its architectural heritage, additional functions will emerge for research, study, and evaluation.

Because North Des Moines was the most populous section of the metropolitan area during the late Nineteenth and early Twentieth Centuries, the architectural resources of this area offer an unparalleled opportunity to study the functional evolution of multi-family dwellings. As to the architectural style of these multi-family dwellings, this aspect of design can be studied side-by-side with single-family

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dwelling. For this reason, such considerations are included in Chapter V. It should be remembered that the Sherman Hill Historic District and the Grand Avenue and Ingersoll Avenue corridors also possess rich collections of apartment buildings.

The architectural history of North Des Moines illustrates a growing sophistication of design for multi-family dwellings. Beginning in the late Nineteenth Century through the 1920s, several trends can be seen in the design of these resources. These buildings contained an ever increasing number of dwelling units. These units also became ever more efficient in their internal layout.

Another aspect of this growing architectural sophistication was cost of construction. As buildings increased in size, their costs increased commensurably requiring greater financial commitment on the part of investors. Such investors were much more likely than individuals to analyze and evaluate potential sites carefully before making decisions. For example, in 1928 the Albert Pick Company of Chicago, Illinois, outlined specific criteria for investors to consider before selecting the site for an apartment hotel. They included:

What is the trend of development in the particular district?

Has it a proper degree of social standing as a location for the homes of the type of people considered as tenants?

Are the transportation facilities convenient, adequate and comfortable?

Close to active life of city of frankly suburban.

Easy access to high class business districts.

Neighborhood definitely high class residential.

Quiet and privacy at night.

Garage facilities near by if possible.

High class shopping and marketing facilities near by.

Restricted against business encroachment.

Within accepted high rental districts.

Easy access to theatres and restaurants.

No smoke or fumes from nearby manufacturing.

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Good buildings in neighborhood probably.

Condition of adjoining property or future adjoining buildings.

(Albert Pick, 1928.)

Although some of these criteria are plainly more appropriate for larger metropolitan areas than Des Moines, this list shows how careful planning was required to select the site for a successful multi-family development. These criteria also suggest that areas already possessing multi-family dwellings were good candidates for high density residential development. Finally the list suggests how financial institutions would evaluate loan applications. It can be seen that neighborhood considerations were very high on this list. Perceived as a good place to live, sites in North Des Moines would receive sympathetic consideration from lending institutions.

At least five types of multi-family dwellings offer the opportunity to study function as an architectural feature of resources in North Des Moines. These types include:

Row House
Double House
Apartment Building
Apartment Hotel
Apartment Complex

This list presents these types in chronological order of their emergence in North Des Moines.

It will be seen that each of these functional types progressively contain a greater number of dwelling units. It also becomes apparent that the commercial success of each property types set the stage and encouraged construction of the next type in North Des Moines. In no other section of the metropolitan area (except in the Sherman Hill Historic District and along the Ingersoll-Grand Avenue corridor) can one see such a variety of multi-family dwellings.

The following discussions address each of these property types.

Row House

The row house is included in this discussion because of its popularity in Des Moines during the city's early years and into the early 1880s. They usually featured two floors, stood side-by-side other units, and were sited close to the public right-of-way. Although the row house provided an important

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portion of the city's affordable housing stock during the third quarter of the Nineteenth Century, this type of multi-family dwelling quickly fell into disrepute when Des Moines launched into Victorian suburbanization. In fact, the row house came to be seen as a villain.

The house renting season is here and never before has there been such a scarcity of houses to rent. The demand has far exceeded the supply. It has been almost impossible to get good houses to rent. The old shells down town, which are hardly fit to live in, are for rent and always will be. The long rows of cheap bricks are also to rent and many will never again be occupied. (*Iowa State Register*:1890b).

While it is true row houses were often cheaply constructed and situated in congested areas, rare surviving examples in Des Moines (1006 High Street is an outstanding example) illustrate that they could also offer an appealing alternative to the single-family dwelling.

Construction of the row house was very limited in North Des Moines. This area's reputation as a suburban community precluded its serious consideration. As such, the row house is atypical of multi-family dwellings in North Des Moines.

Double House

The double house was a new residential property type, introduced in Des Moines during the fourth quarter of the Nineteenth Century. Reputedly first introduced by Conrad Youngerman in 1877 (*Community Preservation Plan*, p. 51), the double became a popular mutli-family dwelling because it offered income potential and flexible housing opportunities. At least 90 extant examples remain in Des Moines (Zeller Photographic Survey) and numerous others were undoubtedly constructed but subsequently razed by urban renewal, freeway construction, and other redevelopment.

From the few examples studied to date, it appears that the double house was often owner-occupied. Such was the case with the John H. and Loraine B. Ford House, located at 1441-1443 East Grand Avenue. The C. H. Baker Double House at 1700 6th Avenue offers another example of this phenomenon.

The incidence of double house construction in Des Moines should be compared with that incidence in other metropolitan areas of the nation during the same period. This analysis would determine if the double house was more popular in Des Moines than elsewhere.

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Apartment Building

The apartment building dramatically calls attention to the evolution of North Des Moines from a country suburb to a city neighborhood. The growth of this community can be seen in the ever increasing residential density of its city lots. Apartment buildings are the highest expression of this increased residential density.

These buildings contain several floors with many residential units and make a strong visual impression because of their large scale. Although numerous examples remain extant in Des Moines, the apartment building as a property type has received little study to date.

Because of its construction costs, the apartment building usually was undertaken by a group of investors rather than the single individual, which had characterized financing the double house. Careful considerations of site, rental market, architectural layout, profit potential, and other factors went into planning the apartment building. Among these considerations, the general character of the neighborhood was an important factor and ready access to public transportation.

The apartment building offered an attractive alternative to home ownership for those who wished convenience and maintenance-free lifestyle. This survey did not discover whether a taint of immorality was attached to apartment living in Des Moines as was the case in New York City.

In Des Moines, 6th Avenue in North Des Moines and Ingersol-Grand Avenue on the city's west side emerged as two popular corridors for the construction of apartment buildings. Both stood on streetcar routes.

Significant examples of apartment buildings in North Des Moines include:

NORTH DES MOINES APARTMENT BUILDINGS
(SELECTED)

<u>Name</u>	<u>Location</u>	<u>Date of Construction</u>
New Lawn	1245 6th Ave.	1915
The Maine	1635 6th Ave.	1913
Kromer Flats	1433-1439 6th Ave.	1905

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Apartment Hotel

The apartment hotel is a specialized form of multi-family dwelling and stems from traditional hotel services. A major component of the apartment hotel is its provisions for food service. According to one source (Albert Pick:75) such service could be provided by several methods:

Restaurant
Catered room service
Other

This type of multi-family dwelling proved quite successful in New York City, where many speculative builders and investors employed it (Ibid.:80). Although this type of multi-family dwelling appears to have had limited application in Des Moines, it should not be excluded as a possibility.

One example can be found in North Des Moines. Oral traditions continue today to refer to the Ayrshire Apartments as a "hotel" (Personal communication with John Haluska and Charlene Haluska). Located at 1815 6th Avenue and placed into service in 1920, this building provided 36 rental apartment units. Each unit contained a kitchenette, double door bed, clothes closet, and private bath. The design of these units shows a careful regard for efficiency and comfort. Although this building did not provide central food service to its residents, the strict emphasis it placed on efficiency places the building within the context of the apartment hotel as defined by the Albert Pick Company (Ibid.). The fact that oral traditions still maintain that this building was an hotel further confirms this point of view.

Apartment Complex

The apartment complex is the next step in this evolution of multi-family dwellings. This type consists of a series of apartment buildings, constructed contemporaneously with one another, usually by the same developer, and sharing physical characteristics which unite the buildings together into one architectural composition.

The Bailey Court Apartments provide a good example. Located within a city block bounded 6th Avenue, Allison Street, Hickman Road, and 7th Street, this complex consists of seven similar 3-story buildings. They are all constructed of brick and block-like in shape and share common architectural styling and detailing. The complex is further united visually and physically by a courtyard which is located in the center of this city block. The apartment buildings themselves are sited on the perimeter of this courtyard and abut the pedestrian walks adjacent to the streets.

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NORTH DES MOINES IN 1909

Dotted line locates the general area of North Des Moines.



Source: Huebinger's Map of the City of Des Moines, 1909.

FIGURE VI-A



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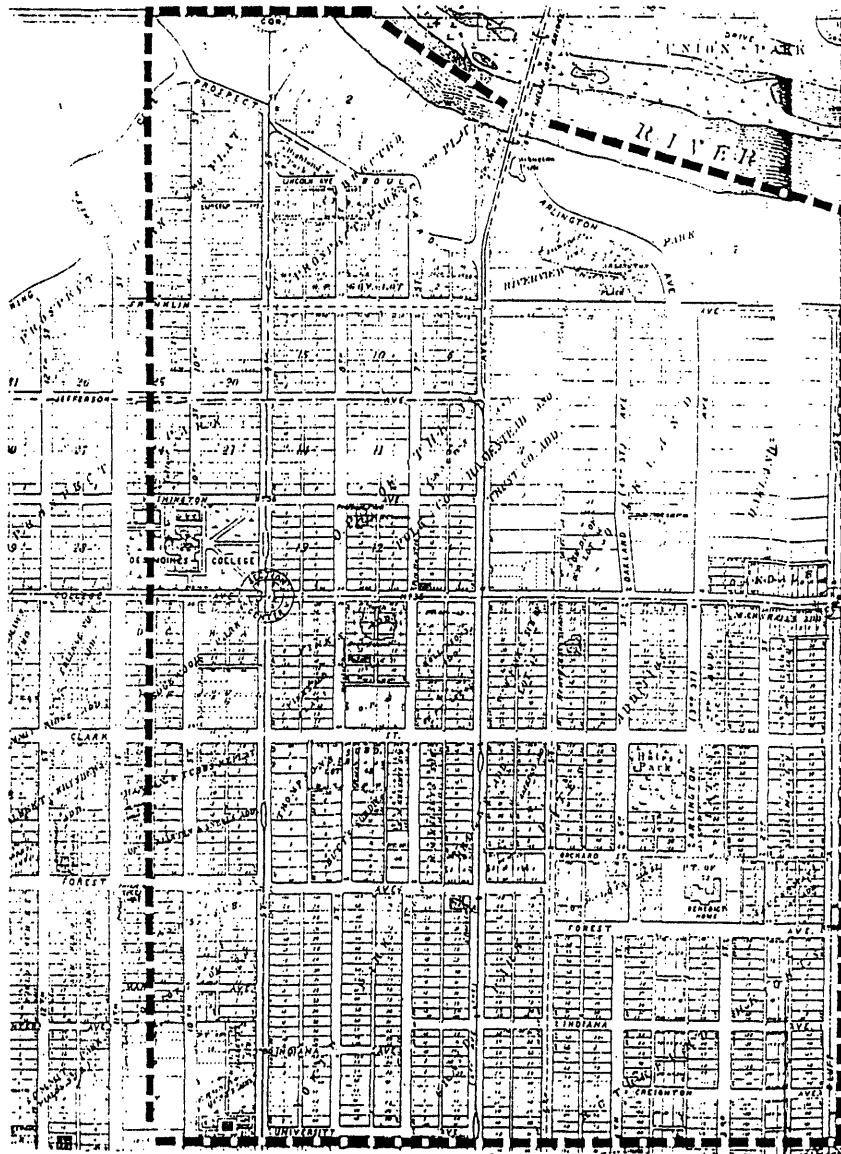
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NORTH DES MOINES INTENSIVE SURVEY AREA



Source: Huebinger's Map of the City of Des Moines, 1909.

FIGURE VI-B

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UNIVERSITY AND 6TH AVENUES LOOKING NORTHWEST CIRCA 1942



Source: Paul Ashby Photographic Collection, State Historical Society of Iowa.

FIGURE VI-C

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SECOND AVENUE LOOKING SOUTHWEST IN 1934



Source: Paul Ashby Photographic Collection, State Historical Society of Iowa.

FIGURE VI-D

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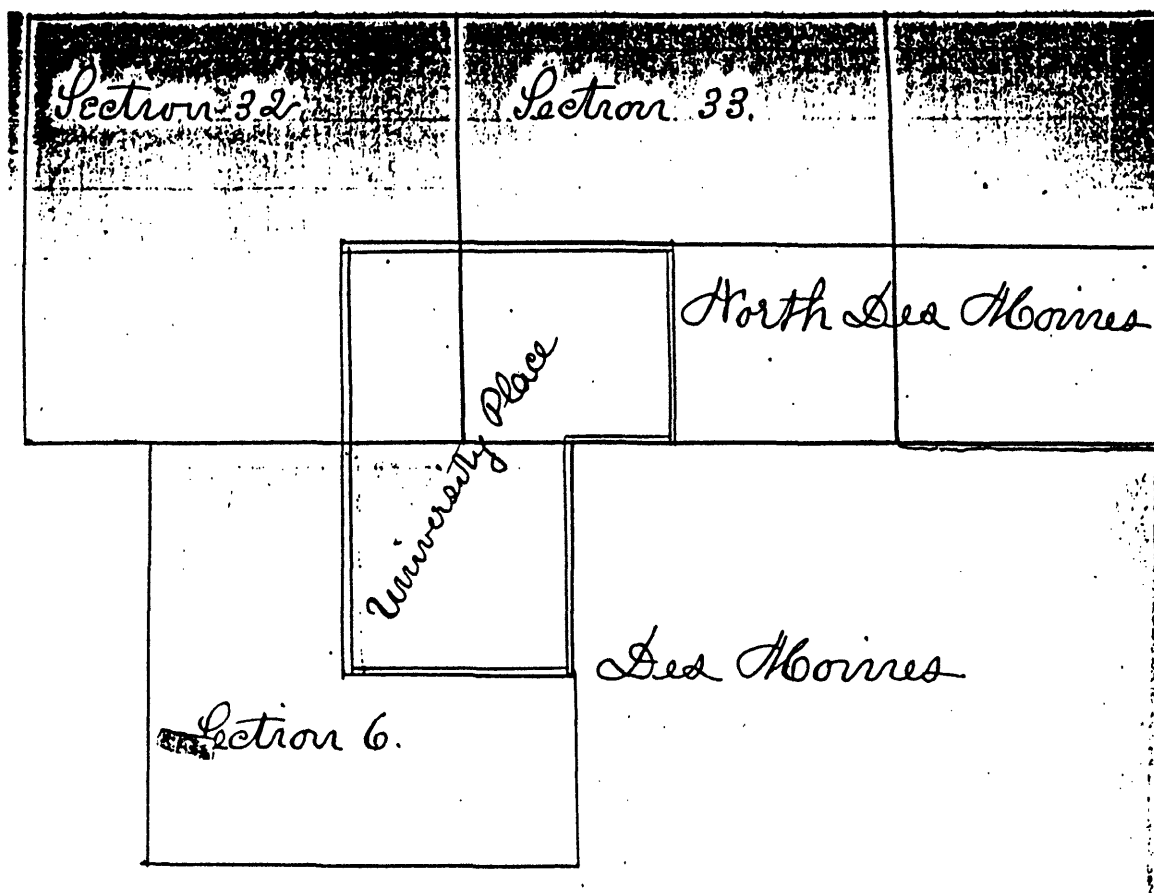
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CITY OF NORTH DES MOINES AS PARTIALLY SHOWN ON 1883 MAP OF UNIVERSITY PLACE



Source: "Incorporation Articles", Iowa Secretary of State Papers,
State Historical Society of Iowa Archives, Des Moines.

FIGURE VI-E

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F. Associated Property Types

(Provide description, significance, and registration requirements.)

I. Property Type:

Districts, Buildings, Structures, Sites, and Features Associated with Streetcars and Interurbans, circa 1880-circa 1920.

- a. Description:** Very few resources directly associated with streetcars and interurbans remain extant, and those that do include a limited number of resource types. One brick carbarn remains extant on S. E. 6th Street. Two houses--Herndon Hall, the home of Jefferson S. Polk, and Terrace Hill, home of Frederick M. Hubbell, both on Grand Avenue--call attention to the role of these men among Des Moines' streetcar proprietors. There may be other associated resources outside the reconnaissance and intensive study area of this report. There are, additionally, several historic districts associated with streetcars and interurbans. These districts differ as to property types and can include transportation corridors, plats, neighborhood commercial districts, residential districts, as well as individually eligible properties. The potential archaeological record has not been adequately assessed at this point for resources associated with this historic context. Such resources comprise, for example, the nonextant carbarns on Ingersoll Avenue and streetcar trackage, which remains extant under street resurfacing, the extent of which has yet to be assessed.
- b. Significance:** Although there are few extant resources associated with the technology of streetcars (and those that remain take on added importance), several historic districts within the city's early suburbs remain extant to call attention to the role of streetcars in suburban development. Through these suburbs, the broad development patterns can still be seen, which the streetcar network spawned and which shaped the evolution of land-use in Des Moines.
- c. Registration Requirements:**
- Criterion A:** Properties which reflect streetcar and interurban mechanical necessities, engineering, and technology.
- Criterion B:** Properties that are directly associated with individuals who played a leading, pivotal, or important role in shaping the development of streetcar and interurban surface transportation in Des Moines during this period.

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Criterion C: Properties, which reflect industrial and engineering design associated with the technology of streetcar machinery. Also properties, which illustrate new suburban architecture, whose development streetcars and interurbans made possible.

Criterion D: Sites of nonextant properties, which contain intact subsurface deposits with good information potential concerning the material culture of identifiable streetcar and interurban resources.

Integrity Considerations: Unless a property has lost most of the characteristics that convey a sense of time and place associated with streetcars and interurbans or no longer has the ability to provide important information with respect to spatial patterns, building type, construction technique, or other subject of scholarly interest within this context, it should be considered eligible.

d. Eligible or Potentially Eligible Properties:

Reconnaissance Survey Area

Associated property types for the reconnaissance survey area have not yet been intensively surveyed. Consequently an evaluation of their eligibility or potential eligibility has not yet been made. Identified resources including the following:

Herndon Hall (NRHP)
2000 Grand Avenue

F. M. Polk Mansion [also known as Terrace Hill] (NRHP)
2300 Grand Avenue

Des Moines & Sevastopol Street Railway Company Office & Barn
2100 S. E. 6th Street

II. Property Type:

Districts, Buildings, Structures, Sites, and Features Associated with Laissez Faire and Suburban Development, circa 1880-circa 1920.

a. Description:

There are a variety of resources associated with real estate and suburban development. Resources differ as to property type and can include streetcar corridors, plats, neighborhood commercial districts,

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residential districts, as well as individually eligible properties. Street surfaces, curbs and gutters, sidewalks, sewers, utilities, lamp posts, etc. might also be identified. The potential archaeological record has not been adequately assessed at this point for resources associated with this historic context. Such resources comprise, for example, the sites of nonextant buildings directly associated with this historic context, such as the residence of Lowry W. Goode at 1807 Arlington Avenue or the site of the unidentified residence of J. A. Jackson at 6th and Hickman.

b. Significance: Significance can derive from a variety of ways in which real estate and suburban development shaped the evolution of Des Moines in the late Nineteenth and early Twentieth Centuries. It can derive from associations with entities, such as land companies, syndicates, and holding companies, as well as with individuals--be they land proprietors, developers, resident developers, or non-Iowa capitalists. Significance can also derive from events and patterns in the history of real estate and suburban developments--such as the lure of suburban life; inflation, financial panic, and other monetary factors impacting development; marketing strategies to sell real estate; and other trends which call attention to the suburbanization of Des Moines.

c. Registration Requirements:

Criterion A: Properties directly associated with outstanding suburban real estate activities during the period, such as land acquisition and speculation, land companies, partnerships, and syndicates, and the development and design of plats during the period. Also properties directly associated with suburban developments, particularly as they reflect the evolution of independently incorporated suburban towns, town planning, the exodus of population to the suburbs, and the establishment of suburban neighborhood identity.

Criterion B: Properties that are directly associated with individuals who played a leading, pivotal, or important role in shaping real estate and/or suburban development in Des Moines during this period.

Criterion C: Although no one architectural style predominated during this period, several styles are linked to early suburbanization and its middle-class manifestations in Des Moines. These styles include the influences of Queen Anne and Colonial Revival.

Criterion D: Sites of nonextant properties that contain intact buried deposits with good potential to yield, or may be likely to yield, information important to the understanding of real estate and suburban development between circa 1880 and circa 1920.

Integrity Considerations: Considering that many individuals took part in the development of real estate and suburbanization in Des Moines, one might expect to find a high degree of historic integrity

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embodied in the resources associated with this historic context in Des Moines. The reality is disappointing. Although the literature review phase of this project identified many houses and offices associated with these individuals, few of these resources remain extant. The homes of the most famous are uniformly nonextant: "The Oaks," home of Lowry W. Goode, the J. A. Jackson House provide two unfortunate examples. This fact increases the significance of those resources that remain to call attention to this historic context. Because downtown Des Moines has been radically rebuilt since the 1970s, few office buildings remain extant from the late Nineteenth and early Twentieth Centuries. This increases the significance of the houses, which do remain extant and call attention to important real estate and suburban developers. The urban redevelopment of Des Moines, beginning in the 1960s and the construction of the MacVicar Freeway-Interstate 235 removed vast tracts of residential housing, consisting of some of Des Moines most historic properties on the near north- and eastsides and along a wide corridor through the breadth of the city. These construction activities further decreased the potential for preservation in Des Moines. Alterations are acceptable if they are at least 50 years old and therefore considered part of the historic fabric; are compatible in design and materials with the original structure; are reversible; or do not detract from the historic design. Cover-up siding may poses difficult questions concerning the integrity of residential resources constructed of frame. The presence of cover-up siding should not automatically deny a building's eligibility. Wood frame resources are fragile by nature and cover-up siding in Des Moines has a long and strongly favored tradition. Such resources should be evaluated on a case-by-case basis, the present status of the original siding materials determined, and evaluation based on the visual and structure effects of cover-up siding.

d. Eligible or Potentially Eligible Properties:

Intensive Survey Area

- * Riverview Park Plat Historic District
- * "The Oaklands" Historic District
- * Bates Park Historic District
- * Sixth and Forest Historic District
- * C. H. Baker Double House
1700-1702 6th Avenue
- * Kromer Flats
1433-1439 6th Avenue

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- * The Maine
1635 6th Avenue
- * The New Lawn
1245 6th Avenue
- * Franklin Apartments
1811 6th Avenue
- * The Ayrshire Apartments
1815 6th Avenue
- * Trent Beaver House
1802 6th Avenue
- * William Hayes House
1547 Arlington Avenue

Prospect Park 2nd Plat Historic District

9th Street Corridor Historic District

* Asterisk indicates property being nominated with this submittal.

Reconnaissance Survey Area

Associated property types for the reconnaissance survey area have not yet been intensively surveyed. Consequently an evaluation of their eligibility or potential eligibility has not yet been made.

South Main Street (S. E. 6th Street)

East 9th Street Corridor

Clark Street Corridor

West 9th Street Corridor

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III. Property Type:

Districts, Buildings, Structures, Sites, and Features Associated with
The Annexation Movement and Municipal Government, circa 1880-1907

a. Description:

There are a variety of resources associated with the Annexation Movement. These resources differ as to property types and can include civic manifestations, such as a civic center, public parkgrounds, school houses, fire stations, and other publicly owned municipal facilities, as well as individually eligible, privately owned properties, which are linked by association with the Annexation Movement.

Additional resources may survive associated with municipal reform and school consolidation. Civic buildings, structures, and other public grounds planned, erected, and developed in association with this historic context often built of a more substantial architectural design and materials than in previous years. This reflects the growing public concern for and civic pride in municipal property in Des Moines. The Des Moines Civic Center Historic District (NRHP) provides one example. Residential properties, associated with individuals linked to this historic context, are usually constructed of frame, although in some instances brick is employed. These houses range in size from the estate, such as the Gardiner Cowles House on 37th Street, to more modest residences, such as the W. W. Wise House on Pennsylvania Avenue and the W. H. Bailey House on 6th Avenue. Although one might expect numerous houses to remain extant calling attention to civic leaders who spear-headed the drive to municipal reform (and who fought against it), many of these leaders' homes have been razed. These homes include those of John MacVicar, Des Moines' premier Progressive era mayor, the James Berryhill House, and the Sidney Foster House. This fact raises the importance of those resources, which remain to call attention to this phenomenon. Other resources associated with municipal reform include buildings linked with public debate and agitation over Progressive reforms, such as Hoyt Sherman Place (NRHP), home of the Des Moines Women's Club.

b. Significance: Significance can derive from a variety of ways in which the movement towards annexation was manifest during this period. It can derive from associations with entities or individuals who made outstanding efforts to annex suburbs and surrounding area, such as the Perry and Brainard Block (North Des Moines Town Hall) at 1601 6th Avenue, where public meetings to discuss annexation were held and the W. H. Bailey House at 1810 6th Avenue, Mr. Bailey being a prominent supporter of the annexation movement. Significance can also derive from associations with entities or individuals who made outstanding efforts to block annexation. Significance can also derive from the improvement of municipal infrastructure and public services, which resulted from the annexation movement. In this regard, such resources as civic centers, schools, fire stations, libraries, street

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pavement, pedestrian walks, street lighting, water fountains, and other public amenities serve as examples.

Significance can also derive from a variety of ways in which the municipal reform movement was manifest during this period. It can derive from associations with entities or individuals who made outstanding efforts to promote municipal reform, be they political, educational, social, racial, cultural, sanitary, environmental, architectural, or landscape architectural.. Significance can also derive from associations with entities or individuals who made outstanding efforts to block municipal reform. Such reform was not a forgone conclusion. Those who voice opposition contributed to the intense public debate, which surrounded the issue. Individuals such as W. W. Wise, a businessman, real estate developer, and civic leader of Capital Park, who opposed municipal reform.

c. Registration Requirements:

Criterion A: Properties directly associated with the Annexation Movement in Des Moines, particularly as they illustrate the public debate involved in its legislation, the improved public infrastructure resultant from annexation, social and political practices which evolved within neighborhoods as a result of annexation, civic pride as a result of annexation, or properties directly associated with important events of this movement.

In addition, properties directly associated with municipal reform or with other Progressive Era manifestations of ideas and programs to improve the civic environment of Des Moines. Also properties directly associated with important events occurring during this period.

Criterion B: Properties that are directly associated with individuals who played a leading, pivotal, or important role in shaping the development of the Annexation Movement, municipal reform, and school consolidation in Des Moines during this period.

Criterion C: Properties that display characteristics associated with town planning and design in annexed areas, municipal properties, which call attention to the City of Des Moines' employment of professional architects, the evolution of residential plats showing a greater regularity of design. Also properties that display architectural characteristics associated with the influences of the Progressive Era, such as the Southeast Water Trough (NRHP) whose purpose was to ameliorate the living conditions of nearby residents.

Criterion D: Sites of nonextant properties that contain intact buried deposits with good potential to yield, or may be likely to yield, information important to the understanding of the Annexation Movement, municipal reform, and school consolidation during this period.

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Integrity Considerations: Considering that many individuals took part in the public debate for annexation, one might expect to find a high degree of historic integrity embodied in the resources associated with the Annexation Movement in Des Moines. This is not the case. Few of the resources associated with these individuals remain extant. In a like manner, few of the resources associated with the many municipal improvements, which followed on the heels of annexation, remain extant. These resources include schools, fire stations, and other civic infrastructure and amenities already mentioned. The demise of many of these resources is due to their specific function and the perceived need to update them. As a result, many of these facilities have been razed. This fact increases the significance of those resources that remain to call attention to this historic context. Alterations are acceptable if they are at least 50 years old and therefore considered part of the historic fabric; are compatible in design and materials with the original structure; are reversible; or do not detract from the historic design. Cover-up siding poses difficult questions concerning the integrity of residential resources constructed of frame. The presence of cover-up siding should not automatically deny a building's eligibility. Wood frame resources are fragile by nature and cover-up siding in Des Moines has a long and strongly favored tradition. Such resources should be evaluated on a case-by-case basis, the present status of the original siding materials determined, and evaluation based on the visual and structural effects of cover-up siding. Resources, such as schools and fire stations, are not always easy to convert to new uses. When this has been the case, some allowance should be made for the relative complexity of design involved.

The post-1960 redevelopment of Des Moines has removed many historic resources associated with this historic context. Downtown Des Moines has been radically rebuilt since the 1970s and few office buildings remain extant from the late Nineteenth and early Twentieth Centuries. This increases the significance of the houses, which do remain extant and call attention to individuals, who played key roles in municipal government. The urban redevelopment of Des Moines, beginning in the 1960s and the construction of the MacVicar Freeway-Interstate 235 removed vast tracts of residential housing, consisting of some of Des Moines most historic properties on the near north- and eastsides and along a wide corridor through the breadth of the city. These construction activities further decreased the potential for preservation in Des Moines. Finally, because of the perceived need that older schoolhouses are inadequate for modern needs, few historic schoolhouses remain extant in Des Moines, increasing the significance of those which remain. Consequently, alterations are acceptable if they are at least 50 years old and therefore considered part of the historic fabric; are compatible in design and materials with the original structure; are reversible; or do not detract from the historic design.

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d. Eligible or Potentially Eligible Properties:

Intensive Survey Area

- * Perry and Brainard Block
1601 6th Avenue
- * William H. and Alice Bailey House

* Asterisk indicates property being nominated with this submittal.

Reconnaissance Survey Area

Associated property types for the reconnaissance survey area have not yet been intensively surveyed. Consequently an evaluation of their eligibility or potential eligibility has not yet been made.

W. W. Wise House
104 East Washington Avenue

W. W. Wise House
1533 Pennsylvania Avenue

IV. Property Type:

Districts, Buildings, Structures, Sites, and Features Associated with Suburban Architecture, circa 1880-circa 1920.

- a. **Description:** Residential and commercial structures comprise most of the resources associated with suburban architecture during this period. These resources project, generally, the influences of two architectural styles, Queen Anne and Colonial Revival, with each style containing variations, some of which can be classified as subtypes. Residences built in the Queen Anne taste comprise both houses and cottages, while those constructed according to Colonial Revival ideas generally are smaller in size. Although numerous architects practiced in Des Moines during this period, the identification of specific resources, which could be credited to them, proved very difficult. The same can be said concerning the city's many contractor-builders. Finally, several important building types emerged as significant for suburban architecture in Des Moines. Among the most important of these are the double house and the apartment building. There are, additional to these individually significant resources, historic districts

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also associated with suburban architecture. These districts differ as to property types and can include transportation corridors, plats, neighborhood commercial districts, and residential districts, each significant in calling attention to architectural expressions of various socio-economic classes within Des Moines during the period of early suburbanization.

- b. Significance:** Significance can derive from a variety of ways in which suburban architecture was manifest during this period. It can derive from association with entities or individuals who made outstanding contributions to architectural design, such as architects and architect-builders, and the manner in which they effected local architectural taste through their designs and through their built structures. Significance can also derive from associations with important contractor-builders, constructing houses from vernacular traditions as well as from designs formally prepared by local architects as well as from designs provided by house plan catalogues. Significance can also derive from building types important during this period as well as phenomena related to social and economic factors, as expressed in architecture, during the period of early suburbanization in Des Moines.

c. Registration Requirements:

Criterion A: Properties associated only with this context will not have significance under Criterion A.

Criterion B: Homes, offices, or studios that are directly associated with architects, important contractor-builders, or real estate developers, who played a leading, pivotal, or important role in shaping suburban architectural developments in Des Moines during this period.

Criterion C: Eligible properties include vernacular building types that contribute to the distinctive character of suburban Des Moines, notably the one-story Queen Anne cottage and the two-story brick double house. Eligible properties also include identified buildings, structures, and districts associated with individuals and/or firms that have made or constructed unusual, important, or otherwise distinctive designs, engineering plans, or speculative or custom housing. Finally eligible properties include examples of suburban architecture which call attention to the widely varied nature of suburban developments because of social and economic conditions.

Criterion D: Sites of nonextant properties that contain intact buried deposits with good potential to yield, or may be likely to yield, information important to the understanding of suburban architecture during this period.

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Integrity Considerations: Alterations are acceptable if they are at least 50- years old, are compatible in design and materials with the original structure, are reversible, or do not detract from the historic design. With respect to outbuildings, the size of these buildings in Des Moines during the period were larger than currently building; most of these buildings have been razed. The absence of outbuildings should not negate individual eligibility of the primary structure or adversely effect district potential. For an outbuilding to contribute to the primary structure, however, the outbuilding must retain a sense of time and place and its physical condition must be good or repairable.

d. Eligible or Potentially Eligible Properties:

Intensive Survey Area

- * Riverview Park Plat Historic District
- * "The Oaklands" Historic District
- * Bates Park Historic District
- * Sixth and Forest Historic District
- * C. H. Baker Double House
1700-1702 6th Avenue
- * Kromer Flats
1433-1439 6th Avenue
- * The Maine
1635 6th Avenue
- * The New Lawn
1245 6th Avenue
- * Franklin Apartments
1811 6th Avenue
- * The Ayrshire Apartments
1815 6th Avenue
- * Trent Beaver House
1802 6th Avenue

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- * William Hayes House
1547 Arlington Avenue
- * Byron A. Beeson House
1535 5th Avenue
- * Dr. Anne E. and Andrew A. Johnstone House
1830 8th Street
- * William A. and Etta Baum House
1604 8th Street

Prospect Park 2nd Plat Historic District

West 9th Street Corridor Historic District

Prospect Park 2nd Plat

House
1310 7th Street

House
1347 8th Street

Apartment Building
1354 8th Street

Bokhara Apartment Building
1353-1355 Forest Avenue

* Asterisk indicates property being nominated with this submittal.

Reconnaissance Survey Area

Associated property types for the reconnaissance survey area have not yet been intensively surveyed. Consequently an evaluation of their eligibility or potential eligibility has not yet been made.

Pennsylvania Avenue Corridor

W.W. Wise's Subdivision

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Brown's Woods Plat

Greenwood Park Plat

37th Street Corridor

Portland Place Plat

Connors Street

South Main Street (S. E. 6th Street)

Clark Street Corridor

Important Note:

None of these lists of eligible or potentially eligible properties is inclusive. Because a property is not included on these lists does not necessarily mean that it is not eligible or potentially eligible.

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H. Summary of Identification and Evaluation Methods

(Discuss the methods used in developing the multiple property listing.)

DATA COLLECTION

The first phase of this project began in 1991 as a "reconnaissance level" survey of historical and architectural resources in early Des Moines suburbs known as Capital Park, Greenwood Park, North Des Moines, Sevastopol, and University Place. This project also conducted an "intensive level" survey of historical and architectural resources in the River Bend neighborhood, a portion of which is located within the area of North Des Moines, and a portion of which is located outside the area of North Des Moines. The project was expanded in a second phase in 1993 to include National Register of Historic Places nominations for selected property types identified as eligible for nomination in the during the first phase of the project.

During the reconnaissance level survey, a primary focus of attention was the identification of sites and districts that illustrate the recommendations made in this document for further "intensive level" survey activity. Another primary focus, for the intensive level survey, was the identification of sites and districts that illustrate the recommendations made in this document for National Register nominations.

The current state of local history in Des Moines affected the results of the reconnaissance and intensive surveys. Des Moines has received no adequate, professional and sustained historical analysis. Early attempts, most notably by Johnson Brigham, suffer from the flaws that characterize antiquarian accounts. Ida M. Hammer's history focuses heavily on politics. Some recent coffee table books have been published with brief narratives rather than interpretation. This lack of good secondary accounts forced the authors of this report to spend considerable time delving into primary materials, especially newspapers, for information.

A dramatic case in point occurred at the very beginning of the project. Although charged to survey five separate suburbs, the survey consultants were working with areas of unknown boundaries. When the consultants finally identified these boundaries through the Iowa Secretary of State's Office, one-half of the River Bend intensive survey area was discovered to be outside the City of North Des Moines reconnaissance survey area!

While it is true that there is an abundance of primary materials, the authors found it difficult to incorporate many important bits of this information because of a lack of a concept or context upon which to give them meaning. The lack of a reliable secondary literature meant that there were no concepts or ideas about the city's evolution upon which the authors could rely. In this respect, "Towards a Greater Des Moines" makes a pioneering contribution to local historiography, because it provides interpretation and draws conclusions.

Several useful cultural resources surveys have, to date, already been undertaken in Des Moines. In 1983 the Des Moines Plan and Zoning Commission printed "Des Moines, Center of Iowa, Survey of Historic

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Sites," with special assistance from Barbara Beving Long. This general survey outlined a variety of historic themes important for the city's history and development. It was followed in the later 1980s by other, specialized studies, also prepared by Long. The included "The City Beautiful Movement and City Planning in Des Moines, Iowa, 1892-1938," "Architectural Legacy of Proudfoot and Bird," "Drake University and Related Properties in Des Moines, Iowa, 1881-1918," and "Suburban Development in Des Moines between the World Wars, 1918-1941."

Although each of these studies provided assistance, each of them was specialized in scope. None of them specifically addressed the city's early suburbs. Prior to the intensive "Towards a Greater Des Moines survey, no "reconnaissance level" survey existed for either the 1890s suburbs, or for the modern-day River Bend area. In 1975 John Maves directed a survey of Des Moines architecture that rated many extant city residences, including many in the 1890s suburban communities. Unfortunately, Maves developed his own rating system, rather than using standard NRHP criteria and categories, so his ratings are difficult to analyze and use. Maves also provided no architectural or historical evaluations of buildings, so his site sheets consist solely of his ratings. Survey work since the Maves study has generally concurred that the resources he rated highly are significant. In 1983, Robert Tecklenberg photographed and placed 3" x 5" prints on site sheets for almost every building in the neighborhood then extant. Although these photographs provide important visual documentation, they are not accompanied by any architectural or historical evaluations, so they fail to provide information beyond that which can be gleaned from looking at the photos. A follow-up portion of this survey--architectural evaluations of buildings--was never begun although it was projected. It will readily be seen that the intensive survey of the River Bend area was undertaken with no prior reconnaissance survey. The results of the intensive survey reflect a good-faith effort by the consultants, who were faced with a difficult situation.

The sources indicated above did provide, however, a certain data base to identify, analyze, and evaluate historic and architectural resources in the field. Additional sources also provided more data. These included county histories from the Nineteenth and Twentieth Centuries, Sanborn fire insurance maps, historic atlases, and plat books, and living oral informants--knowledgeable individuals with long experience and memory of the local scene.

Finally, windshield surveys were conducted of each of these early suburbs. These windshield surveys provided data of a general nature concerning building materials, architectural style, town planning, growth patterns, and other subjects.

This first phase of the project was funded through a Certified Local Governments grant of the State Historical Society of Iowa, matching contributions by the City of Des Moines, and the River Bend Neighborhood Association.

Throughout phase one the Historical Committee of the River Bend Neighborhood Association provided support. Members of this committee included: Patrick Fox, chair, Teri Fox, LaVere Royal, Lewis Royal, and Christine Frank. Mary Neiderbach, associate planner of Des Moines' Community Development

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Department, provided project administration and smoothed over rough spots. Ralph J. Christian, consulting architectural historian of the State Historical Society of Iowa, administered the project for the SHSI. At the conclusion of the project, the Historical Committee prepared a successful grant application to fund a second phase.

The second phase of this project began in 1994. Funded by the Community Development Block Grant (CDBG) program and administrated by the City of Des Moines, this phase refined the historic contexts, as found in this cover document, and prepared National Register nominations. These nominations included six historic districts and thirteen individual properties.

Throughout the second phase of this project, the Historical Committee of the River Bend Neighborhood Association played a key role. The membership of this committee changed over the life of this project. The first chair was Jean Bodenstedt and the second chair was Norm Hopkins. Other members of this committee included: Gundel Basert, LaVere Royal, Teri Toye, Tami Elwell, Dee Skogland. All these individuals made significant contributions. The River Bend Neighborhood Association, Neva Wells, chair, permitted project consultants to report several times at association's meetings. The consultants thank all of these individuals.

The Historical Committee accomplished many tasks. The committee selected the properties for individual nomination. This selection was carefully studied so that nominations would compliment *The Sixth Avenue Revitalization Plan*, which had been prepared by that time for the City of Des Moines. The Historical Committee also analyzed Sanborn fire insurance maps, measured resources in the field, supplied oral informant information, liaised the project with others in the neighborhood, reported to the River Bend Neighborhood Association, and kept the consultants for the project on time. The Historical Committee also prepared a grant application for another CDBG project to carry this nomination process into a third phase.

Nancy Welch, neighborhood planner of the Des Moines' Community Development Department, provided cheerful and timely professional support during phase two. Dr. Lowell J. Soike, historian, and Ralph J. Christian, consulting architectural historian, both of the State Historical Society of Iowa, also provided assistance. Their prompt responses to consultant requests helped keep this project on time. Elizabeth Foster, National Register Coordinator/Review and Compliance Coordinator for the State Historical Society of Iowa, also deserves many thanks.

BASIS FOR DETERMINING SIGNIFICANT "PROPERTY TYPES"

Because of the vast number of resources extant and the large acreage of the survey area, the project early in the job decided that the subdivision plat should be used for the basic property type to be used in both the reconnaissance and intensive surveys. This methods was justified by the historical experience. Individual developers did, indeed, plan and implement the platting of their developments to reflect certain

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predispositions. In addition, many contemporary sources noted the lack of municipal regularization and the consequent haphazard construction of streets and alleys and the irregularity of lot sizes. The selection of plats as property types made good sense. Windshield surveys of each suburb confirmed its unique character and the variety of resources associated with differing plats.

Although this methodology provided the basis for survey activities, certain exceptions were made to it. The corridors of streetcar routes developed, for example, as linear areas of residential choice. These corridors perforce extend across plat boundaries. The survey of such a property type, therefore, embraced a series of plats.

Finally, several areas did not respond to evaluation by plat. The residential area around Bates Park, for example, developed cohesively because of its proximity to the park rather than in association with broader Bates Addition trends. For this reason, the Bates Park Historic District was evaluated as a fragment of the plat. In the case of Prospect Park 2nd Addition, this plat embraced only a portion of the residential neighborhood, which developed in association with it. This situation meant that evaluation of those resources outside the plat (which were located in another plat) had to be postponed until the methodology of plat analysis had been refined and is known about the suburbanization development of subdivisions in Des Moines.

One note needs to be made concerning the period of time surveyed in this report. As its title indicates, the general period under review is circa 1880-circa 1920. This period embraces two great blocks of Des Moines' history--that of early suburbanization, dating from circa 1880 through circa 1907, and of the years of city consolidation through, say, World War I. Although the title of this survey suggests that it covers this entire period, the intention of the survey was to treat only the suburban phenomenon specifically. The later period embraces a whole new era for the City of Des Moines.

This new era might rightly be called "From Country Suburb to City Neighborhood: 1907-1920." The principal earmark of this era architecturally is the apartment building phenomenon and construction of smaller residences reflecting Craftsman influence. The great number of bungalow and Craftsman influenced houses built during this period, for example, calls attention to the watershed between these years and those when Victorian and Edwardian influences prevailed. The later period also reflects the emerging dominance of the automobile over American life. This later period should be addressed in a future survey project.

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**RECOMMENDATIONS FOR FUTURE IDENTIFICATION, EVALUATION, REGISTRATION AND
TREATMENT ACTIVITIES**

Introduction

The intent of this project was a "reconnaissance level" survey of historical and architectural resources in early Des Moines suburbs known as Capital Park, Greenwood Park, North Des Moines, Sevastopol, and University Place. This project also conducted an "intensive level" survey of historical and architectural resources in the River Bend neighborhood, a portion of which is located within the area of North Des Moines, and a portion of which is located outside the area of North Des Moines. A primary focus of attention for the reconnaissance level survey was the identification of sites and districts that illustrate the recommendations made in this document for further "intensive level" survey activity. Another primary focus, for the intensive level survey, was the identification of sites and districts that illustrate the recommendations made in this document for National Register nominations.

Capital Park

Capital Park is definitely worthy of an individual reconnaissance survey of its own. This survey should, however, embrace more than the Capital Park Plat, because the street car line, which made this suburban development possible, promoted a much greater swath of improvements along East 9th Street corridor. This report recommends, therefore, that the following property types be included in such a survey:

- Capital Park Plat
- Union Park (City of Des Moines parkland)
- Plats abutting East 9th from Washington north to Hull Avenue
- W. W. Wise's Subdivision
- Pennsylvania Avenue Historic District
- Grandview College
- Hull Avenue Commercial District
- 2-Story Brick Commercial Buildings
- Brick Apartment Buildings
- Landscape Architecture (including crab apple trees lining route)
- "Lower Plats" (those plats abutting East 9th below University to Grand Avenue)
- Other

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This survey should be more encompassing in its period of significance and its geographic extent than was possible in this reconnaissance survey. Although the lower sections of the street car line were improved in the late Nineteenth and early Twentieth Centuries, the streetcar line continued to promote improvements through the 1920s and 1930s. This period between World War I and World War II should also be included in the survey. (The residential sections directly east of Union Park, for example, have a fine collection of Craftsman influenced houses, possibly eligible for National Register listing as an historic district.)

Finally, the name of this intensive survey should reflect its broad scope, such as "The Development of the East 9th Street Corridor."

Greenwood Park

Greenwood Park is definitely worthy of an individual reconnaissance survey of its own. Greenwood Park, the suburb, contains some of Des Moines' finest residential properties. One important and compelling reason--but certainly not the only one--is Salisbury House, a mansion located within the area. This is one of the city's finest half-dozen residences, and its status is currently endangered. A study of Greenwood Park would place this building and its estate grounds in historical context.

In the area South of Grand Avenue, this survey should include Brown's Woods Plat (wherein Salisbury House is located), Portland Place Plat, the 37th Street corridor (west side) in conjunction with Portland Place Plat (the east side), and other streets and plats throughout the area. In the Grand-Ingersoll Avenue area, Greenwood Park Plat would comprise one important area of examination. This survey recommends, however, that the North of Woodland area be surveyed in conjunction with a reconnaissance survey of circa 1905-circa 1939 real estate development of Des Moines, because it fits more neatly into this time-frame.

An individual reconnaissance survey of Greenwood Park should, however, embrace more than the area of this reconnaissance survey undertaken in this report. The upbuilding of this suburb, much of which occurred after Annexation, embraced other sections of Des Moines as well. The following property types should, therefore, be included in such an intensive survey:

Greenwood Park Plat

Portland Place Plat

Brown's Wood's Plat and Related Plats

West End Plat

Greenwood Park (City of Des Moines parkland)

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Gilmar Park (between 42nd, 44th, and Center Streets, and Ingersoll Avenue)

Other Adjacent Plats

37th Street Corridor South of Grand

2- and 3-Story Brick Apartment Buildings

Public and Semi-Public Buildings

Other

Numerous apartment buildings stand along Ingersoll Avenue and Grand Avenue. These are associated with the Ingersoll streetcar line, which aided in the area's development. Evaluation of these multi-family dwellings should be undertaken in conjunction with a reconnaissance survey of these property types throughout the City of Des Moines.

Sevastopol

The residents, former residents, and other interested parties of Sevastopol showed the greatest enthusiasm among all the suburbs for this reconnaissance surveys. This phenomenon indicates a rich source of information and strong interest in Sevastopol's history.

Sevastopol might be worthy of an individual reconnaissance survey of its own, but an intensive survey of the two property types identified in this survey, the South Main Street Commercial District and the Connors Street Historic District, could begin without it. Within the context of this intensive survey, the commercial district offers more potential. Its associations with coal-mining and the streetcar line are strong. It comprises one of the finest early suburban commercial districts in Des Moines.

If an individual reconnaissance survey of Sevastopol planned, it should embrace more than the area of the reconnaissance survey undertaken in this report. The upbuilding of this suburb embraced other areas of Des Moines and these deserve reconnaissance survey. These areas should include Hartford Avenue north to the Des Moines River, including McKinley School.

Another area of ethnic settlement and development, not immediately associated with Sevastopol but connected with the early suburban development of Des Moines' south side is that pocket of industrial and residential dwellings north of Indianola Avenue, south of the Raccoon River, and adjacent to Jackson Street. The use of brick in this area is more extensive than other early areas of Des Moines. It is used here for single-family dwellings, one early double house, as well as commercial and industrial buildings.

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University Place

University Place has been the subject of considerable cultural resource study and registration activity. Emerging from survey work in the 1980s, the "Drake University and Related Properties in Des Moines, Iowa, 1881-1918" multiple property submission provided context for the registration of numerous property types. Included among them was the Drake University Campus Historic District.

Because University Place has received so much attention, this survey placed less emphasis on this suburb than others in Des Moines, which had, to date, received no attention. Surveyors found, however, that some potential for registration activities still remains in University Place. Previously studies had not identified and evaluated the numerous multi-family dwellings in the area. It is this focus, which deserves further examination.

To this end, this report recommends that the brick double houses and apartment buildings in University Place be included in a city-wide reconnaissance survey of multiple-family dwellings, circa 1880 through circa 1942. An important property type discussed in the "Suburban Architecture" portion of Section E of this report, multi-family dwellings provide a rich opportunity for preservation planning in Des Moines.

North Des Moines

An area of North Des Moines, located outside the boundaries of the River Bend neighborhood, was surveyed in reconnaissance fashion in this project. This survey identified one potential historic district as well as individually eligible properties. No further reconnaissance survey work is recommended at this time in North Des Moines. As preservation studies evolve in Des Moines, however, further information will come to light, which might place resources within North Des Moines in new perspective. Reevaluation of these recommendations should then be made.

In the meantime, the following area is worthy of an individual reconnaissance survey.

Clark Street Corridor

Recommendations for Further Research and Registration

It is anticipated that a second phase of National Register nominations will continue this registration process in North Des Moines. It is recommended that such future efforts concentrate on the following topics. The significance of these topics emerged during research and analysis in this first phase of the project but further interpretation was not possible given the richness of material available.

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- Good potential exists for National Register projects to nominate the West 9th Street Corridor and the Prospect Park 2nd Plat (also known as Corrected Prospect Park Plat 2) as historic districts. If the C.D.B.G. program funds these projects, an opportunity will open to revisit this cover document. In such an event, an ammendment to it should be prepared focusing on the late period of suburbanization in North Des Moines--from 1907 to circa 1920. Research and analysis during preparation of this present cover document concentrated on the earlier periods. Prospect Park 2nd Plat was substantially developed during this later period. Preparation of historic contexts for its nomination neatly ties into these other research needs.
- Resources in North Des Moines have strong potential for significance under National Register Criterion B. Numerous individuals have already been identified of local importance, such as Lowry W. Goode, Governor Frank D. Jackson, industrialist Henry M. Rollins, Dr. S. S. Still, sculptor Alice Cooper Hubbard, Iowa State Supreme Court Justice Ladd, and Iowa State Librarian Brigham Johnson. Other significant individuals are also known to have lived in the neighborhood. They include such notables as Henry A. Wallace and E. T. Meredith. North Des Moines was also a popular address for some of Des Moines' most prominent insurance executives. The biographies of these and other individuals should be researched and their residences documented in future National Register projects with the goal of claiming Criterion B for future historic districts and individual nominations.
- At the present time, very little biographical information is available about the contractor-builders of Des Moines. While some information is undoubtedly contained in the archival records of newspapers and family histories, such data is difficult to access. Abstracts of Titles proved useful in this National Register project in providing clues. For example, Charles A. Coon, listed in city directories as a contractor-builder in the 1890s, owned the site of the Bryan A. Beeson House at 1503 5th Avenue for a sufficient period of time to erect that dwelling. It is through suggestive data such as this that buildings constructed by these contractor-builders will be identified eventually.

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- In a like manner, the study of chains of ownership for individual properties will also bring to light more information about the architects' influence on the city's architectural resources. For example, the discovery of George E. Hallett's name in an abstract of title, coupled with a "Hallett-type" dwelling sited on that property might provide sufficient documentation to attribute that house design to that architect.
- As already mentioned, an analysis of double house construction in Des Moines compared to that of other metropolitan areas of the nation might determine if this form was more popular in Des Moines than elsewhere, an opinion sometimes expressed locally.

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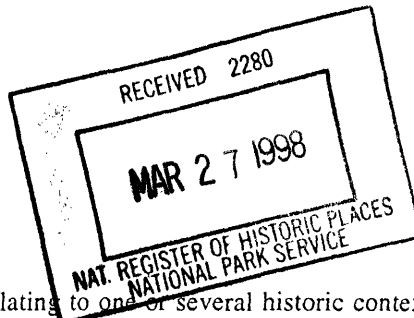
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(June 1991)

OMB No. 1024-0018

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**National Register of Historic Places
Multiple Property Documentation Form**



AD

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

____ New Submission X Amended Submission

A. Name of Multiple Property Listing

Towards a Greater Des Moines: Development and Early Suburbanization, circa 1880-circa 1920.
Amended 1997.

B. Associated Historic Contexts

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

- I. North Des Moines, circa 1880-circa 1937
- II. Prospect Park, circa 1880-circa 1937
- III. Architectural Resources of North Des Moines, circa 1880-circa 1937

C. Form Prepared By

name/title William C. Page, Public Historian; Joanne R. Walroth, Project Associate
organization River Bend Association, Inc. date August 7, 1997
street & number 520 East Sheridan Avenue telephone 515-243-5740
city or town Des Moines state IA zip code 50313-5017

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 Archaeology and Historic Preservation. (See continuation sheet for additional comments.)

Patticia Onusking DSHPO
Signature and title of certifying official

3-11-98

Date

STATE HISTORICAL SOCIETY OF IOWA

State or Federal agency and bureau

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

Edson H. Beall
Signature of the Keeper

4-23-98
Date of Action

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E. Statement of Historic Contexts

(If more than one historic context is documented, present them in sequential order.)

GENERAL INTRODUCTION

This cover document amends "Towards a Greater Des Moines: Development and Early Suburbanization, circa 1880-circa 1920." That document provided the historic context for Phase I of an ongoing National Register of Historic Places project for the River Bend neighborhood of Des Moines, Iowa. Phase I also contained a series of historic district and individual resource nominations as part of a Multiple Property Submission (MPS), which was listed on the National Register in 1996.

This current cover document forms part of Phase II of this on-going project. It also contains a series of historic district and individual resource nominations as part of a Multiple Property Submission.

Much new information has come to light since the earlier cover document was completed. The purpose of this amended cover document is to supplement the information contained in the original one and not to supersede or to supplant it. The reader should, therefore, consult both documents for historic context. Some of the comments in the present cover document are of an abbreviated nature. Many sections of the earlier cover document were complete and detailed, and little new information has been discovered that changes or affects the earlier conclusions. Where this is the case, the reader is referred to the earlier document. However, research and analysis for other sections has provided much new information, leading to new evaluations and conclusions. In these cases, this present cover document is much more complete and can stand alone.

Another purpose of the present cover document is to bring the story of North Des Moines further into the Twentieth Century. The original cover document addressed the time-frame "circa 1880-circa 1920." This time-frame has now been expanded to "circa 1880-circa 1937."

This new information is contained in the following historic contexts: "North Des Moines;" "Prospect Park;" and "Architectural Resources of Des Moines."

"North Des Moines" discusses a series of historical patterns and events, which shaped the community. Some of its sections are entirely new. "Prospect Park" discusses a large tract of land developed over a period of years as a residential park. The original cover document for this project addressed this historic context only obliquely. As such, "Prospect Park" can be read as a stand-alone piece. "Architectural Resources of North Des Moines" refines some of the information contained in the earlier cover document and in other instances it expands it.

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I. NORTH DES MOINES

INTRODUCTION

"The Big Suburb," as the City of North Des Moines was known in the 1880s, played a leadership role in the suburbanization of Des Moines and influenced metropolitan politics more than any of the other early suburbs. Today, this area of the city is known as "River Bend" and contains the largest concentration of Victorian dwellings in Des Moines. It also is the largest federally designated "slum-blight" area in the State of Iowa. The River Bend Association (an organization of concerned residents), the City of Des Moines, the Neighborhood Finance Corporation, and other agencies and many individuals are working hard to revitalize the neighborhood. In 1997, the National Trust for Historic Preservation selected River Bend as one of six neighborhoods in the nation to participate in its "Community Partners Program." A series of National Register of Historic Places nominations has also contributed to this revitalization.

North Des Moines underwent several waves of development as it grew from a country suburb into an integral part of the central city of Des Moines. Incorporated in 1880, North Des Moines was characterized in the 1880s by rapid platting, some subdividing of plats, and the construction of single-family dwellings. Some real estate speculation occurred. These trends gained momentum around the time of the suburb's annexation in 1890 into the City of Des Moines. Fueled by annexation and the metropolitan area's population expansion, a real estate boom occurred such as Central Iowa had never seen. Many professionals, tradesmen, and contractor-builders engaged in speculation, purchasing lots, erecting dwellings, purchasing additional lots, and erecting further dwellings. It was not uncommon in these years to move on a yearly basis. The boom ended abruptly when the national Panic of 1893 hit Des Moines. Some men, such as Lowy W. Goode, who had made fortunes in real estate, were suddenly bankrupted. Goode left Des Moines in disgrace, but others remained and slowly worked their way back.

Construction resumed again in the later 1890s, but at a slower, steadier pace. By the early Twentieth Century, most of North Des Moines' single-family dwellings were in place. A newspaper article, entitled "Beautiful North Des Moines," summarized the qualities of this community at that time:

The growth of North Des Moines in ten years has been phenomenal. Then a trip to what was known as Prospect Park was considered a day's journey. Now North Des Moines is not even a suburb, the whole of Prospect Park being covered with comfortable and handsome homes. Now that Des Moines college is looking up and under the guidance of Dr. Adams soon to rank with any like institution in the state, renewed interest attaches to this locality. The number of beautiful homes built during the past year or building now north of North street is remarkable, among these latter being the home of Dr. Adams on College avenue. The class of people living out there is of the very best, owning their

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homes and devoted to the interests of their own locality as well as of the city at large. As a result of all this prices of real estate are advancing. A walk or a ride through the streets of North Des Moines will convince the blindest man that our title is well bestowed.
(*The Mail and Times*, March 15, 1902.)

The next two decades witnessed the construction of a number of apartment buildings, especially along or near the 6th Avenue streetcar line. Commercial redevelopment also occurred. North Des Moines' character was changing from a country suburb to an urban neighborhood.

Another wave of development is also now apparent, although not delineated as such in the original *Towards a Greater Des Moines* MPDF. This period--from circa 1907 to circa 1937--was characterized by population and commercial growth, the conversion of single-family into multiple-family dwellings, and by infill construction. A number of building lots, which had hitherto remained unimproved, were developed during this period.

This chapter is divided into the following separate subjects:

U.S. Government Land Measurement System
Laissez Faire and Suburban Development
Neighborhoods in North Des Moines
Residential Parks
An Era of Change

Each of these subjects addresses an important historical theme in North Des Moines' history.

U. S. GOVERNMENT LAND MEASUREMENT SYSTEM

The United States Government land measurement system strongly affected the development of North Des Moines. Its survey method provided a framework for the accurate description of land by townships, ranges, sections, and fractional divisions of sections. This survey method encouraged the transfer of land in parcels uniform with these units. Town building practices during the Victorian period in Des Moines, which were mostly driven by laissez faire (or unregulated) principles, benefited from this system. Many land owners held property whose legal descriptions were based upon the U.S. land measurement system and this phenomenon provided some uniformity to the city's development. This section discusses this subject as it pertained to North Des Moines.

The land measurement system made many positive contributions to the development of North Des Moines. Its units of measurement--townships, ranges, sections, and quarter sections--were employed from the beginning for land sales in the area. As a result, the overall design of North Des Moines as a community

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developed in a grid of east-west and north-south streets laid out in general conformity to these survey lines. The earliest land transfers in North Des Moines had been accomplished using these same descriptive tools, and subsequent land transfers also generally followed this method, which encouraged rectangular parcels. As land was divided into smaller and smaller parcels, however, a jumble of bits and pieces could result. In the 1880s, for example, real estate developer W. W. Fink purchased a choice ten acres of land in North Des Moines. This ten acre tract formed the northeast quarter of the northeast quarter of the southeast quarter of Section 35--a clean division of land along the land survey's system. When Fink platted these ten acres, however, he injected personal needs, which resulted in considerable irregularity of design. (This is discussed below in the section on "Laissez Faire and Suburban Development.")

Because developers generally respected the land measurement system, the overall development of North Des Moines proceeded along clearly recognizable lines. For example, the neighborhood's streets, alleys, and building lots are laid out in a grid oriented to the points of the compass. The land measurement system also encouraged regularity to town building practices within North Des Moines in other ways as well. For example, the center of Section 34 is situated at the intersection of the present day West 9th Street and College Avenue. These two streets are among the very few in North Des Moines, which run straight throughout the neighborhood, and this is because they are located on coordinate lines of the land measurement system. (See Continuation Sheet E-25.)

Within this context, real estate developers often broke with the concepts of the land measurement system. Some developers broke with the system for reasons of profit. During the frenzied boom of the 1880s, many tracts of land were parcelized "higgledy-piggledy." In other instances, real estate developers sometimes broke with the concept of the grid to effect special designs. The Riverview Park Plat Historic District, located directly south of the Des Moines River and east of 6th Avenue, provides a fine example. Here, real estate developers broke with the grid to effect a naturalistic residential park by exploiting the unusual topography of the river and laying out a curvilinear street along its irregular course.

The land survey system also affected real estate development in North Des Moines because of its own idiosyncrasies. It is impossible to map in two dimensions the earth's spherical surface. To effect this, certain adjustments are needed at regular intervals. Many of these adjustments occurred in Des Moines. University Avenue marks a correction line, for example. This adjustment can be experienced by the motorist, who travels 2nd Avenue from the downtown. South of the Main U.S. Post Office, 2nd Avenue makes a wide bend before intersecting with University Avenue. Second Avenue north of University Avenue is situated on the eastern boundary of Section 34. Second Avenue south of University Avenue is situated on the eastern boundary of Section 4. These two eastern boundaries are skewed with each other to make the required adjustment discussed above. The distance between these two stretches of 2nd Avenue (and the bend the motorist makes) marks the amount of land required for the correction.

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LAISSEZ FAIRE AND SUBURBAN DEVELOPMENT

Introduction

The Phase I cover document identified laissez faire as a significant principle for community development in Des Moines during the Victorian period. That document also discussed a number of real estate developers, whose careers exemplified these principles. Further research for Phase II of this project identified the parcelization of land as a significance aspect of laissez faire practices in North Des Moines. To flesh out this subject, two case studies were selected--Fink's Addition Plat 1 and Fink's Addition Plat No. 2--and researched to illustrate in a concrete way how parcelization effected community development in North Des Moines.

Several other aspects of suburban development also emerged during Phase II research. They included an unusually marketing technique employed for the development of Grand Park and descriptions of several contemporary property types in North Des Moines during the late Nineteenth and early Twentieth Centuries. These topics are also discussed below.

Parcelization

Within the space of about eight years, unincorporated and mostly undeveloped land was incorporated into the City of North Des Moines, laid out in plats, and improved with substantial new construction.

Men with profitable careers had turned to real estate to realize high financial returns within a relatively short time. Many lots were sold to professionals and tradesmen who never intended to improve them or live on them. These men could be considered speculators. Most held the lots for a short time, and then resold. Many lots experienced frequent turnovers before they were finally improved. Large-scale investors also bought parcels of land with the intention of holding them for a few years, hoping to realize profits from increasing land values. Land was still relatively cheap in North Des Moines in this period, and parcels of all sizes were available for just such investors. Others, like contractor-builders, who lacked sufficient credit or could not afford large outlays of money at any one time, bought one or two lots, constructing homes, selling them, and then investing in further lot purchases.

The parcelization of land into ever smaller subdivisions, additions, and replats was one result of this frenzied speculation. Within the space of only eight years in the 1880s, for example, land abutting 9th Street was transformed from unincorporated real estate into 15 city plats. A glance at a map of North Des Moines illustrates the truth of this statement. (See Continuation Sheet E-25.)

North Des Moines provides the finest example of this phenomenon in the metropolitan area because it was the choicest land for residential development at the time. In North Des Moines, parcelization occurred primarily south of College Avenue. Land to the north remained held in larger tracts. Two distinct areas emerged within North Des Moines--the South of College area and the North of College

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area. (This subject is discussed in greater detail in the section "Neighborhoods in North Des Moines" below.)

Fink's Addition Plat 1 and Fink's Addition Plat No. 2

Fink's Addition Plat 1 and Fink's Addition Plat No. 2 provide fine examples of the parcelization of land in North Des Moines during the late Nineteenth Century.

W. W. Fink arrived in Des Moines in 1886 and quickly set about dealing in real estate. (See Page and Walroth:I-E-65.) Fink followed up his early real estate activities in Highland Park with dealings in North Des Moines and acquired ten acres of land, comprising one-quarter of one-quarter of one-quarter of Section 35. (See Continuation Sheet 26.)

In 1883 Fink platted a portion of this land. This layout, "Fink's Addition Plat 1," consisted of 12 city lots bounded by West Ninth Street on the west, Clark Street on the south, 8th Street on the east, and a surveyor's line on the north. An alley, running north-south in the middle of this land, divided these lots into an eastern section of six lots and a western section of six lots. These city lots were uniform in size, each measuring 50'x125'.

Fink waited about five years before he platted the rest of his land. In 1888, the remaining portion of the original ten acres was laid out as "Fink's Addition Plat No. 2." Its design injected considerable irregularity onto the land. The alley between the city lots was narrower than in plat number 1, West 8th Street was platted five feet narrower, and a large "official plat" was reserved in the southeast corner, which terminated in a dead-end the alley platted. (See Continuation Sheet E-26.)

Fink reserved a large, unplatted area, approximately 200' x 270' in size. The reservation was intended for a particular purpose, apparently for the personal use of Fink himself. By 1900, he had moved from his previous home in Highland Park to 705 Clark Avenue (non-extant), which was located in this large parcel. This tract of land figures prominently on neighborhood maps. (See Continuation Sheet E-25.) In this large reservation in Fink's Addition Plat No. 2, W. W. Fink followed the tradition of the capitalist wishing to live on estate-sized grounds. While many of these tracts were reserved along Grand Avenue, far fewer were reserved in North Des Moines.

Fink was a well-respected real estate financier in Des Moines. His name appeared frequently in the newspapers and his opinions counted. In 1890, he was quoted to say:

'We have a beautiful and growing city. There is no finer location anywhere, and with the harmonious feeling among all classes of business men, I am sure we will grow. I am figuring on a great and steady progress in all directions. (*The Mail and Times*, February 15, 1890, p. 5, col. 5.)

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Fink went on to predict rising real estate values for both commercial and residential property. Much of this he attributed to the ease created by rapid transit. Much of what Fink predicted came true; however, the boom lasted for only a few more years.

Grand Park Addition

Grand Park Addition is significant for community development in North Des Moines because its developers employed an unusual marketing tool to promote it. Grand Park is located between University and Indiana Avenues and 5th Avenue and 7th Street. It was platted in 1883. When filed in the public record, this plat stood on the corporate line of the City of North Des Moines where it abutted the City of Des Moines.

A syndicate was formed to buy the land of Grand Park and to sell shares in it as an investment company. Each buyer of a building lot in the plat became a shareholder in the investment company. It proved to be a financial success, and in November 1889 all but fourteen of the lots had been sold. Its shares were quoted at \$250 at that time. At least ten new homes had been scheduled to begin construction in the spring of 1890.

Additions such as Grand Park benefited greatly from the real estate boom that was just beginning. As can be seen from the following quote, the newspaper coverage of the phenomenon helped to fuel it further:

Yesterday was almost an ideal spring day, and everybody seemed to take advantage of it for a stroll in the suburbs. North Des Moines was visited by a ceaseless stream of people. The Mills & Clapp and the Grand park tracts lying north of the city limits between Fifth and Ninth streets were visited by a large number, who had come out to see the improvements that were being carried out. To many the growth and development of the north part of Des Moines seemed almost fabulous, but probably it has not in the past been so rapid as it will be in the future. (*Daily Iowa State Leader* 1883e)

The last sentence quoted above proved to be quite prophetic.

The plat design of Grand Park Addition was somewhat irregular. This can most readily be seen in North Street, which was laid out in dog-leg fashion on either side of 6th Avenue (or Grand Avenue, as it is shown on the plat.) This irregularity affected the sizes of city lots within the plat. The street widths in Grand Park also differed. While 6th Avenue contained a 32 foot width, the public rights-of-way for 7th Street and Indiana Avenue contained 15 feet, and that for 5th Street contained only 11 feet. It can be seen that, even given the dedication of additional rights-of-way by adjacent plats for these streets, the Grand Park Addition promoted irregular street patterns.

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Grand Park Addition contained 48 city lots of generally uniform size. It featured a park ground between each of the streets and the city lots. This park contained a 14 foot width on each side of 6th Avenue and on Indiana Avenue, while this park contained 10 foot widths adjacent to other streets.

These lots were suburban but closer to the city than most in North Des Moines. Plats located just over the boundary between Des Moines and North Des Moines attracted early attention and investment, and experienced rapid improvement:

It is said that every stock in the Grand Park Addition Building corporation has already been sold or spoken for, while Messrs. Mills & Clapp are overrun with applications for lots. North Des Moines is suddenly blossoming into a big city, while Atkensville, just Northwest of it, has twenty or twenty-five houses. Who says Des Moines is not going to be a city of 75,000 in a few years. (*Daily Iowa State Leader* 1883c)

In conclusion, Grand Park offered a novel method to purchase suburban property in North Des Moines. On the other hand, its layout as a plat followed much the same norm of laissez faire development noted so many times elsewhere in this cover document.

Suburban Property Types

The Phase I cover document discussed the double house and the apartment building as two examples of architectural function in Des Moines. (See Chapter IV, pages E-88 to E-91. Since the completion of this document, several historical descriptions of several other property types have come to light. These descriptions paint verbal images of the Victorian mansion, the barn, and the summer kitchen and are included here as reference points for future National Register nominations as they come forward.

In 1887, real estate developers Lowry W. Goode and A. S. Wilcoxon advertised "Choice Residences!!" for sale in Des Moines. (Most of their offerings were in North Des Moines and these descriptions can be assumed to apply to that community.) This ad indicates a wide range of dwellings available and specifically describes the architectural characteristics of the "stately mansion."

We have a variety to suit the most fastidious from the humble cottage suitable for the laborer, up to the stately mansion house of ten large rooms besides bathroom, sewing room, pantry, conservatory, ladies' boudoir, studio, laundry, furnace coal room, children's basement play room, cellar, attic over whole house, large, airy, and lighted by large dormer windows; cold water, gas pipes, and electric wires, speaking tube, electric bells and annunciator, 150 barrel cistern, brick set furnace, roomy verandahs and balcony, barn, cement walks etc. Reception hall and parlor finished in California red wood. Sitting

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room, dining room, bird's eye and curly maple. (*The Des Moines Leader*, March 20, 1887)

In 1962, Harold Parnham, a long-time resident of North Des Moines, gave a speech on local history upon the occasion of the 75th anniversary of Trinity United Methodist Church. Subsequently transcribed as a paper, Parnham's recollections included the following graphic description of summer kitchens in North Des Moines during his youth.

In those days. . . too, I think over half of the houses had what they called summer kitchens. The summer kitchen was a lean-to-room of pretty good size that was added to the back of the house and there was no weather boarding on it. There was just one layer of boards on 2 by 4's which if you didn't have enough money, why they were put about three feet apart and in the summer time when it got warm enough, we would move the old cook stove out there, the cupboard, and a few things like that and from that room our mothers would do the cooking for the summer. We would stand it just as long as we could in the Fall and when it got too cold and the old cook stove wouldn't even keep the snow out of the cracks, why then we would have to move it back to one of the rooms in the house, most of which were rectangular in shape and were very crowded. (Parnham:13-14)

Parnham's paper also included a description of ancillary buildings in North Des Moines during the early years of the Twentieth Century:

On the back of practically every lot in this end of town was a big old two story barn. I think there are a few of them left up here yet and in many, many cases, the family moved in that barn when they first bought that property and built the two-story barn. They lived in there for a couple of years until father could on week-ends and on Sundays start building the house and then later, of course, that barn was used for one or two horses and almost always at least one cow and that also gave some other employment. [A descriptions of "cow routes" for boyhood employment follows.] (Parnham:11)

NEIGHBORHOODS IN NORTH DES MOINES

Since the completion of the Phase I cover document, additional research and analysis have enabled historians to see a clearer picture of the real estate development of North Des Moines during the frenzied years of speculation in the 1880s and 1890s. A picture of distinct neighborhoods, or areas, within North Des Moines has emerged. They include the neighborhoods South of College Avenue, North of College Avenue, and East of 2nd Avenue. Although each of these areas developed within the context of Victorian laissez faire practices, each differed.

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A plat study of the City of North Des Moines was undertaken in Phase II of the project and revealed that the plats south of College Avenue are considerably more irregular in their layout than those platted to the north. To draw an east-west line along College Avenue dramatically illustrates this point. To the north, plats are regular, with the only exceptions the area around Des Moines College, where the campus occupied two city blocks, so that 10th Street does not run through this area. The other exception is near the Des Moines River where plats naturally take in consideration the irregular course of the river.

The area south of College Avenue, however, experienced a different fate. Real estate speculators carved tracts in this area into smaller subdivisions. Known as "platting property," these smaller parcels were offered by the larger real estate brokers to smaller brokers or contractor-builders. The lots were smaller, the homes were usually smaller, and the area had a more densely-built up feeling.

Any interpretation of this area necessarily involves a study of this parcelization, for one cannot deny the conclusion drawn by a contemporary writer:

People do not lay out additions, and divide farms up into lots dedicating the streets to public use, only as there is a reasonable demand for the same and chance of sale. (*Iowa State Register*, October 16, 1887.)

This topic has great significance for community development in North Des Moines. It has been discussed at length in the Phase I cover document in Chapter II, "Real Estate Development," on pages E-9- through E-96.

The following sketches characterize these differences. An historical analysis of the factors which stimulated this evolution concludes this section.

South of College Avenue

The South of College Avenue area is bounded by College Avenue on the north, 2nd Avenue on the east, University Avenue on the south, and an indistinct north-south line somewhere west of West 9th Street on the west. It includes a bewildering array of plats, additions, subdivisions, and other real estate divisions. The South of College Avenue area stood directly adjacent to the City of Des Moines prior to the annexation of 1890. This proximity stimulated early suburban development. Plats such as North Park and Grand Park were laid out in the early 1880s and benefited from the first wave of the city's suburban expansion.

The South of College Avenue area is of historical interest because nowhere else in North Des Moines was land parcelized to such an extent, one of the primary effects of this speculation. Indeed, these patterns are more evident in this area than any other in the Des Moines metropolitan area. According to members of the

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Historical Committee of the River Bend Association, residents today continue to use the terms "south of College" and "north of College" to distinguish areas that they see as different.

The term "neighborhood" for this section of North Des Moines is warranted because, in addition to its residential land use, the South of College Avenue area possessed several commercial nodes. One, located at Sixth and Forest is now listed on the National Register. Another, located at Sixth and University, has been substantially redeveloped. A commercial node is frequently included as one requirement for a collection of residential dwellings to be defined as a "neighborhood."

The full meaning of this rampant parcelization is still not clearly understood. The example provided by W. W. Fink, discussed above, shows how the practice resulted in irregularity.

North of College Avenue

The North of College Avenue area is bounded by the Des Moines River on the north, 2nd Avenue on the east, College Avenue on the south, and an indistinct north-south line somewhere west of West 9th Street on the west. It includes several large plats, including Riverview Park Plat (NRHP), "The Oaklands" (NRHP), the Official Plat of the Polk County Homestead and Trust Company's Addition, and several smaller portions of Prospect Park plat. (See Continuation Sheet E-25.)

The North of College Avenue area is historically significant because it calls attention to a second wave of suburban development, which occurred in the mid- and later 1880s and early 1890s. Plats established during this second wave tend to be more thoughtfully designed and avoid the excesses of laissez faire development, such as randomly laid out streets and city lots. These plats also tend to be more respectful of natural amenities, such as trees, water features, and topography, and to manipulate them to enhance the neighborhood.

The plats in the North of College Avenue area generally are laid out with streets and city lots aligned on a grid. This design confers a regularity of feeling across plat boundaries. For example, most of the north-south streets and many of the east-west streets run across the plats without doglegs or other irregularity. Although some curvilinear streets can be found in the North of College area, they were intentionally laid out in this manner to exploit naturalistic features of the topography and, hence, enhance the residential feeling of the neighborhood. These curvilinear streets include Arlington Avenue, Prospect Boulevard (later redeveloped as Hickman Road), and Oakland Avenue (to a lesser extent).

The term "neighborhood" for the North of College Avenue area of North Des Moines is warranted because, in addition to its residential land use, it possessed its own commercial node. As mentioned above, such a feature is frequently included as one requirement for a collection of residential dwellings to be defined as a "neighborhood."

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East of 2nd Avenue

The East of 2nd Avenue area is bounded by the Des Moines River on the east and north, 2nd Avenue on the west, and University Avenue on the south. Most of this area consists of one large plat--Central Place. Several smaller plats--Rollinson's 3rd Addition, Rollinson's 4th Addition, and Rollinson's Garden Addition--are situated north of Central Place and south of the river. All of this land is located in the floodplain of the Des Moines River. Before recent flood control improvements, this land was sporadically inundated during the spring and summer. These "freshets" could be serious. In 1906, as in 1993 for example, the area experience severe and prolonged flooding. The threat of flooding generally discouraged the improvement of this area with quality construction, although a few exceptions proved the rule.

A map of this area presents an impression of regularity. Streets, alleys, and city lots are generally uniform throughout the area. This regularity dramatically contrasts with the helter-skelter plat layouts of land directly to the west. These contrasts, however, are somewhat deceptive. Central Place is located foursquare within the flood plain of the Des Moines River. In the late Nineteenth Century, much of the land bordering the river was undeveloped and a portion still remained in U. S. Government lots. The devastating flood of 1906 reiterated whatever topographical dangers might have been forgotten by local residents during years of clement weather.

The area East of 2nd Avenue was excluded from the original *Towards a Greater Des Moines* survey of Victorian suburbs. Although some historic resources were known to exist there, the scope of this project's contract did not include that area. Subsequently, the Great Flood of 1993 devastated much of this area. Suffering from days of standing water, the historic resources in this area were surveyed, as part of a Federal Emergency Management Agency (FEMA) mitigation project by Joyce McKay. This survey identified several resources eligible for nomination to the National Register of Historic Places, albeit flood-damage. These buildings were subsequently studied and recorded, their significant architectural elements were salvaged, and the buildings were razed.

The term "neighborhood" for the East of 2nd Avenue area of North Des Moines is warranted because, in addition to its residential land use, it possessed its own commercial node. As mentioned above, such a feature is frequently included as one requirement for a collection of residential dwellings to be defined as a "neighborhood." Several historic photographs picture this node in 1937. They are curated in the Paul Ashby Collection at the Historical Library of the State Historical Society of Iowa in Des Moines. (See Marshall Horseradish Farm NR nomination in this MPS.)

RESIDENTIAL PARK

The "residential park"--an historic term used in Des Moines during the Victorian period--was a new local property type emerging in the Nineteenth Century. The residential park consisted of a tract of land, laid out in city blocks and buildings lots and associated in some fashion with a concept for these residential areas associated with natural environment amenities. The actual design and construction of

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individual homes within the residential park remained the responsibility of the individual property owners, who could implement their residential wishes according to their individual tastes.

Examples of residential parks in North Des Moines include Riverview Park Plat Historic District, "The Oaklands" Historic District, and Prospect Park Second Plat Historic District (included under this Multiple Property Submission). Prospect Park is discussed at length in Chapter II of this document. Some general observations are included here concerning the residential park as a Victorian planning tool.

The residential park became a popular property type among those who could afford the cost because it combined two qualities that appealed to local Victorians. The concept plan's vision for a park-like setting encouraged high standards for residential development and offered the security of a framework for residential development. The reliance on individual property owners to implement specific home designs appealed to the Victorians' sense of individuality because it offered them the flexibility to build dwellings according to personal taste.

The residential park consisted of a tract of picturesque land laid out, according to a landscape design, with parkland and building lots for residential construction juxtaposed with one another. This new type of residential property featured large lots, spacious streets and boulevards, attractive natural features, and stood in contrast to the congestion of the Victorian inner city.

Residential parks allowed flexibility for a variety of needs and tastes for homeowners, who could afford the cost. The platting of land for residential development offered the middle-class property owner the opportunity to purchase a site for a new home. Plats in the suburban sections of Victorian Des Moines offered larger lots than in the walking city and appealed to the potential homeowner who wished to escape the crowded conditions there.

This Chaffee-Hunter House, located at 1821 8th Street, illustrates a building practice popular among the Victorians who could afford it--the purchase of larger than standard-sized building sites for the construction of larger than standard-sized dwellings. There were several steps involved in this practice. The new homeowner planned the size of the dwelling he wished to build and the square footage its footprint would require. The owner then purchased several full-sized building lots adjacent to one another or purchased one building lot and a fractional portion of a building lot adjacent to it. The owner then sited the new residence on this larger than standard-size parcel to meet his needs and tastes. This practice conferred visual distinction upon the new dwelling within the neighborhood. The large size of the house set it apart from others in the neighborhood and the extra size of its yard accented this size. The large site also provided additional privacy to the property. The Chaffee-Hunter House provides a good example of this practice. Situated on a parcel measuring 77 x 132 feet, this parcel is more than half-again the size of a standard building lot in this addition. The original owners of this house acquired Lot 2, immediately to the north.

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A variant of this building practice sometimes occurred. Here, the homeowner would purchase multiple building lots (or one lot with a fractional lot) and site the new house entirely on one lot, leaving the rest of the parcel unimproved. This allowed for the subsequent improvement of the adjacent building lot with another residence, if so desired, or the subsequent sale of that parcel to another property owner. In some instances, adjacent lots were purchased with the intent of building a house as a wedding present. For example, Mr. and Mrs. Harry O. Woollett constructed in 1885 a single-family dwellings for themselves at 1724 9th Street. They owned Lot 1, Lot 2, and the north one-half of Lot 3 in this city block. In 1891, the Woollett built a new house for their daughter as a wedding present on Lot 1. This house, located at 1728 9th Street, is situated directly north of the Woolletts'.

What protection did the residential park provide potential property owners? Prior to the enactment of building and zoning laws (zoning was first introduced in Des Moines in 1926), property owners lacked governmental regulation against inappropriate land development. The residential park helped provide some degree of security for a homeowner's investment because the cost of building lots within the park provided an economic barrier to unwanted elements. The middle class homeowner could take comfort in this insurance against threats to his property's value. The upper middle class homeowner was also encouraged to purchase building lots in the residential park for this same reason, with the additional benefit that a showplace residence would be situated in an appropriate setting for the display of conspicuous consumption.

What options for individuality did the residential park offer homeowners? Laid out in standard-sized building lots, these parcels offered potential homeowners a range of possibility. Many purchasers bought one building lot, but some chose to purchase multiple lots. In 1886, for example, Henry L. Chaffee purchased Lot 13 and Lot 14 in Block 10 of the Polk County Homestead & Trust Company addition in North Des Moines and proceeded to erect a single-family dwelling on this site. Thus the residential park offered homeowners the opportunity to custom-design their own dwellings within the security of a concept. Multiple building lots could provide the site for the erection of a dwelling too big to be contained within one standard-sized lot. The capital required for this improvement would be a safer than expended for an equally-sized site in a plat without the residential park benefits.

The Anna E. and Andrew A. Johnstone House provides a good example of the multiple purchase of building lots in North Des Moines and how these lots developed. Anna and Andrew were married in 1884 or 1885. While Anna was visiting relatives in Pennsylvania, Andrew purchased Lots 1, 2, and 3 in Block 15 of the Polk County Homestead & Trust Company Addition in North Des Moines. Andrew wrote to Anna in Pennsylvania and said she would like this site because of its tree cover (Lewis and LaVere Royal possess this correspondence). The couple then constructed their new residence on Lot 1 and the south one-half of Lot 2. The house straddles the line between Lot 1 and Lot 2 and bears the street address 1830 8th Street. Andrew died suddenly around 1895 about 45 years of age, leaving Anna and two daughters. Anna moved into rented rooms in the Sherman Hill neighborhood of Des Moines, sold Andrew's downtown business in Des Moines, and rented out the Johnstone House at 1830 8th Street. She also sold Lot 3 and the south one-half of Lot 2. A Mrs.

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Smith purchased these two parcels. Another single-family dwelling was subsequently erected on this site.

A relationship also existed between the size of a site and the nature of the improvements erected upon it. The following table describes this relationship:

RESIDENTIAL CHARACTERISTICS BY SIZE OF SITE

<u>Site by lot-size</u>	<u>Characteristics</u>
Single-lot	Dwelling has moderate/moderately large square footage. Most frequently encountered size of site in North Des Moines.
Double-lot	Dwelling has large square footage, footprint often straddles lot lines. One lot perhaps intended as investment, speculation, or family purpose. Few examples of double-lot sites survive in North Des Moines.
Triple-lot and larger	Dwelling has large square footage, footprint often straddles lot lines, portion of site intended as investment, speculation, or family purpose. Triple lot sites rarely survive intact.

Source: Page and Walroth field surveys, 1992, 1996, 1997.

Few triple-lot sites (or larger) existed in North Des Moines. Although some were purchased (the Johnstones, for example), most owners subsequently sold off a portion.

AN ERA OF CHANGE

The early Twentieth Century saw many changes in North Des Moines. Multiple-family dwellings were introduced into neighborhood, first as double houses and then as apartment buildings. Population density increased. North Des Moines' reputation as a good place to live and operate small businesses attracted new settlement. A number of Jewish residents moved into the area, attracted by its commercial opportunities. Some of the neighborhood's socially prominent residents sold their property and moved to more prestigious sections of the city like Grand Avenue and south of Grand.

These changes were most apparent along 6th Avenue--always a bellwether for the socio-economic trends in North Des Moines. This important streetcar route experienced several waves of redevelopment. Beginning circa 1899, some double houses made their appearance in the neighborhood. At first, these buildings were sited on previously unimproved lots. A little later, other multiple-family dwellings began to replace single-family dwellings on lots.

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Most of the neighborhood had been improved during the Victorian period. The Lowry Goode Boom of the late 1880s and early 1890s resulted in the construction of numerous homes. The Panic of 1893 ended this building boom in Des Moines. By the turn of the century, the pace of construction had resumed, although it never reached the frenzy of the previous era. The strength of Des Moines recovery is reflected in the following series of statistics:

NEW BUILDING INVESTMENTS
(CALCULATED FROM BUILDING PERMITS)

<u>Year</u>	<u>Dollar Amount</u>
1900	750,000
1905	1,099,582
1906	1,094,965

Source: Brigham I, p. 373, 396.

REAL ESTATE TRANSFERS

<u>Year</u>	<u>Dollar Amount</u>
1903	4,916,777 +/-
1904	5,416,777
1905	7,611,112
1906	7,017,304
1907	7,880,679
1908	8,202,512
1909	9,063,650

Source: Brigham I, p. 390, 407, 412.

Concerning the 1904 statistic, "the feature of the year's business was the number of transactions rather than the amounts, indicating a very large sale and resale of lots and small homes." (*Ibid.*:390)

During 1909, Bradstreet reported that Des Moines ranked first in the percentage of increased improvements among the nation's cities. The these published statistics follow on the next page.

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% OF INCREASED IMPROVEMENTS

City	Percentage of Increase
Chicago	49.7
Indianapolis	49.5
Denver	13
Columbus	17
Baltimore	55.8
Des Moines	730

Source: Brigham I, p. 412.

These more restrained, albeit steady, improvements in the pre-World War I years filled the plats of North Des Moines almost to the brim. This can be seen in the numerous examples of Craftsman-influenced and American Four Square dwellings in the neighborhood.

Commercial activity also expanded during this period. In 1896, for example, Milton Storer constructed a 2-story, brick commercial block on the southwest corner of 6th and State Street (now known as College Avenue) at a cost of \$10,000. (*The Des Moines Leader* 1896a:10) This now nonextant building, addressed at 1546-1548 6th Avenue, added another anchor to this intersection and increased its importance as a commercial node in North Des Moines. Storer, who later served as the local manager of the Standard Oil Company and in 1899 resided at 1701 6th Avenue (City Directory 1899:685) The south room of the Storer Block was occupied by many years by Townsend & Company, a grocery business (City Directory 1899: 708), which later became the grocery business of Thompson & Robinson. (City Directory 1920:1245). This was a grocery firm and competed with Scruby Brothers Grocery, which was directly north across College Avenue in the Wherry Block.

Following the war, America settled in to enjoy "Normalcy" and, except for Iowa farmers, experienced a high standard of living with new forms of entertainment, domestic amenities, services, and consumer products. The automobile accelerated its transformation of the American way-of-life, which it had already begun, and the number of new cars and licensed drivers proliferated. In Des Moines the downtown continued to exert its dominant influence over urban life in the community but North Des Moines remained a clearly-recognizable neighborhood where residents could obtain many of life's staples from commercial establishments like Scruby's Grocery Store. What residential construction occurred during the 1920s in North Des Moines was by way of in-fill.

The population density of the neighborhood continued to grow. Some new single-family dwellings were constructed on previously unimproved city lots. Several highly-visible apartment buildings were constructed, like the Ayrshire Apartments and the Bailey Court Apartments. Another emerging trend during the period was the conversion of many large, single-family dwellings into apartments.

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Sixth Avenue provides a case study of the commercial expansion, which occurred in North Des Moines during the inter-war years. The following tables indicate this growth between 1920 and 1937:

SIXTH AVENUE COMMERCE IN 1920

<u>Name of Business</u>	<u>Address</u>
Sixth Avenue Dress Club	1207 6th Ave.
Singleton-King Drug Co.	1207 6th Ave.
Dr. A. C. Hutchins	1309 6th Ave.
Book Bindery Co.	1326 6th Ave.
Gillespie Pharmacy	1400 6th Ave.
Ruth & Clark, Inc., plumbing & heating	1406 6th Ave.
Thompson & Robinson, grocers	1546 6th Ave.
Scrubby Brothers, grocers	1600-1604 6th Ave.
Cohen Brothers Bedding Co.	1601-1603 6th Ave.
Stone & Glass, barbers	1606-1608 6th Ave.

Source: Des Moines City Directory, 1920.

SIXTH AVENUE COMMERCE IN 1937

<u>Name of Business</u>	<u>Address</u>
Kuhlman Cafe	1201 6th Ave.
Walker Drug co.	1203 6th Ave.
Hilsberg Grocery, The	1205 6th Ave.
Brazzle Barber Shop	1205-1/2 6th Ave.
Jennie Lee Cafe	1207 6th Ave.
Malin Grocery	1241 6th Ave.
Henry A. Luka D.D.S.	1241 6th Ave.
C. C. Fisher Antiques	1300 6th Ave.
C. E. Elliott Antiques	1300 6th Ave.
Branscomb Shoe Repair	1302 6th Ave.
Fifield tin shop	1306 6th Ave.
Mary Jane Bake Shop	1323 6th Ave.
Bud's Service Station	1338 6th Ave.
Thomas Pharmacy	1400 6th Ave.
Arenson Grocery	1401 6th Ave.
Gordon's Grocery	1403 6th Ave.
Bob's Grocery & Market	1404 6th Ave.
Parquette Beauty Shop	1405 6th Ave.
Up-to-Date Dress Club	1407 6th Ave.

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Cozy Barber Shop	1408 6th Ave.
Mickey's Lunch	1409 6th Ave.
Ruth & Clark Plumbing	1410 6th Ave.
DeVisser, painting	1430 6th Ave.
Duff Beauty Shop	1432 6th Ave.
Frink Printing	1436 6th Ave.
Madole, painting	1450 6th Ave.
Meloy's Texaco Service Station	1501 6th Ave.
Willshaw, painting	1517 6th Ave.
Master Adapter Co. auto accessories mfrs.	1532 6th Ave.
Mabel E. Buckacker chiropractic	1532 6th Ave.
F. LeRoy Buckacker osteopathy	1532 6th Ave.
Register & Tribune, The (branch)	1541 6th Ave.
Davitt Grocery	1546 6th Ave.
Nichols Meats	1546-1/2 6th Ave.
Sheark Drugs	1548 6th Ave.
Hanselman Filling Station	southeast cor. College & 6th
Scruby Brothers grocers	1600 6th Ave.
Philleo's Maid-Rite Sandwich Shop	1601 6th Ave.
National Tea Co. (branch)	1603 6th Ave.
L. & L. Cafe	1604 6th Ave.
Reed's Home Made Ice Cream Co. (branch)	1605 6th Ave.
Glass Barber Shop	1606 6th Ave.
Green Lantern Lunch Room	1607 6th Ave.
Iowa Confectionery	1612 6th Ave.
Joseph Clark, electrician (2nd fl.)	1700 6th Ave.
Mather Groceries	1708 6th Ave.
Young Groceries	1711 6th Ave.
Chicken Coop No. 3 (What's your guess?)	1719 6th Ave.
Atlas Club	1725 6th Ave.
Elizabeth L. Beaver, chiropractic	1802 6th Ave.
Hansen Real Estate	1806 6th Ave.
Runyan Filling Station	1831 6th Ave.
Lyle's Beverage Store	2008 6th Ave.

Source: Des Moines City Directory, 1937.

The table on the next page shows the number of businesses along 6th Avenue in 1954. A stabilization of this number occurred between 1937 and 1954

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SIXTH AVENUE COMMERCE IN 1954

<u>Name of Business</u>	<u>Address</u>
American Improvement Co.	1200 6th Ave.
Times Square Tavern	1201 6th Ave.
Cohen's Kosher Meat Market	1203 6th Ave.
Walker Drug	1205 6th Ave.
Thriftway Stores, Inc.	1215 6th Ave.
Thriftway Stores Inc. (general offices)	1223-1235 6th Ave.
Sanford Printing Co.	1226 6th Ave.
Malin Grocery	1241 6th Ave.
Clean Craft Cleaners	1300 6th Ave.
Benny the Tailor	1323 6th Ave.
Y-Not Grill	1323 6th Ave.
Smith Beauty Shop	1336 6th Ave.
Cities Service Oil Co.	1338 6th Ave.
Bridgman Drug	1400 6th Ave.
College Hardware	6th Ave.
A-1 Wash-A-Matic	1403 6th Ave.
G&R Bookkeeping Service	1404 6th Ave.
Violet's Grill	1405 6th Ave.
Clark Plumbing & Heating Co.	1406-1410 6th Ave.
Mickey's Tavern	1407-1409 6th Ave.
Arenson Super Market	1413 6th Ave.
Duff Beauty Shop	1432 6th Ave.
Central State Roofing Co.	1436 6th Ave.
Sixth Avenue Self Serve Laundry	1501 6th Ave.
Insul-Wool Insulation Co.	1511 6th Ave.
Red's Barber Shop	1537 6th Ave.
Jay's Quality Bakery	1539 6th Ave.
Sampson Drug Co.	1541 6th Ave.
Lloyd's Radio & TV Sales & Service	1544 6th Ave.
Walker Shoe Repair	1546 6th Ave.
Standard Filling Station	1557 6th Ave.
Senn Grocery	1600 6th Ave.
Blue Ribbon Tap	1601 6th Ave.
Nichols Hardware	1602 6th Ave.
Martin's Automatic Service	1603 6th Ave.
College Tavern	1604 6th Ave.
Reed's Home Made Ice Cream Co.	1605 6th Ave.
Johnson Barber Shop	1606 6th Ave.
Walker's Cafe	1607 6th Ave.
Modern Way Beauty Shop	1608 6th Ave.
Skelly Restaurant	1612 6th Ave.
James T. Tilton, Psychologist	1618 6th Ave.

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Jane's Nursery School	1618 6th Ave.
Avenue Nursing Home	1701 6th Ave.
Sixth Avenue Radio & Television Shop	1708 6th Ave.
Wagner Beauty shop	1710 6th Ave.
Beiser Grocery	1711 6th Ave.
U-Rent Sixth	1712 6th Ave.
Eckburg & Mott Furniture	1718 6th Ave.
Stanton Beverages	1719 6th Ave.
Grayson's Nursing Home	1725 6th Ave.
Edwards Gas Station	1831 6th Ave.
Dennis Sup. Co.	1912 6th Ave.

Source: Des Moines City Directory, 1954.

Several notes are in order concerning these lists. They indicate only business located between University Avenue and the Des Moines River. If the lists were continued to include businesses between downtown Des Moines and University Avenue, the growth of businesses along 6th Avenue in North Des Moines would be even more evident.

It should be noted that the 1920 city street directory sometimes lists only a owner's name rather than the name of a business, so that it is difficult to distinguish between residents on 6th Avenue and business owners on 6th Avenue. Consequently, some 6th Avenue businesses might not be included in the 1920 list above. Nonetheless, a comparison of the 1920, 1937, and 1954 business lists dramatically illustrate the growth of commercial activity along 6th Avenue over this period of time.

These lists show that commercial activity along 6th Avenue in North Des Moines expanded during the second quarter of the Twentieth Century and then stabilized following World War II. Between 1920 and 1937, for example, the number of business establishments increased over fivefold, from 10 to 53. On the other hand, such growth was not sustained between 1937 and 1954, during which period the number of businesses remained constant at about 53.

Strikingly, however, all three lists contain a mix of small enterprises, service-oriented businesses, and professional offices. No large-scale industrial-type facilities were imposed on the area, and it retained its feeling of pedestrian-friendly, neighborhood business and commerce.

One example illustrates this point. While already existing businesses, like Scruby's Grocery, continued to serve the neighborhood's retail and service needs, new businesses were also established, like Burnstein's Grocery at 1241 6th Avenue. For this business, Mr. and Mrs. Burnstein in the 1920s converted part of the Frank W. Whitcomb House into their store while retaining part of the house as their own residence. This modification also illustrates how residential uses blurred into mixed residential-commercial uses along 6th Avenue. Burnstein's Grocery also shows the continuing economic vitality and expanding population of North Des Moines during this period. (A National

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Register nomination for the Malin Grocery accompanies this cover document as part of a Multiple Property Submission. Sam and Ida Malin had bought the Burnsteins' business in the 1930s and substantially altered this property at 1241 6th Avenue.)

Although existing commercial buildings generally sufficed to meet the neighborhood's retail and service needs, new services and products also emerged during the period and stimulated the construction of new commercial buildings to house them. Sargent's Garage, as mentioned above, provides a prime example of such a new demand. The Ruth & Clark Building, located at 1406-1408 6th Avenue and built in 1919 to house a plumbing, sheet metal, and furnace work business--provides another example. This new commercial construction in North Des Moines illustrates its continued prosperity.

Yet another list, showing 6th Avenue commerce in 1997, shows how businesses declined between 1954 and 1997 along this corridor.

SIXTH AVENUE COMMERCE IN 1997

<u>Name of Business</u>	<u>Address</u>	<u>Notes on Building</u>
Quick Trip	1215 6th Ave.	New
Cenleon Bio Services	1233 6th Ave.	1950s bldg.
Galinsky's Pickle Barrel	1241 6th Ave.	Old bldg.
Sandler Medical Services	1244 6th Ave.	New
L&S Pawn & Sales	1300 6th Ave.	1920s bldg.
Garrett's Hair Salon	1327 6th Ave.	Old house
Auto Detailing	1333 6th Ave.	Old house
Urban Dreams	1400 Forest Ave.	1890s bldg.
Odd Fellows Hall	1401 6th Ave.	1890s bldg., vacant
KUCB Radio	1404 6th Ave.	1920s bldg.
Commercial Bldg.	1405 6th Ave.	1890s bldg., vacant
Orvis Block	1407-1409 6th Ave.	1890s bldg., vacant
Lozier's Heating & Cooling	1406-1410 6th Ave.	1930s bldg.
G&R Bookkeeping	1412 6th Ave.	Old House
Family Discount Store	1413 6th Ave.	1930s-40s bldg.
St. Vincent de Paul Store	1426 6th Ave.	New bldg.
Vientiane Auto Service	1501 6th Ave.	1950s bldg.
Hanson House of Hospitality	1521 6th Ave.	Old house
Kim Anh Asia Food Store	1539 6th Ave.	1930s bldg.
Handy Mans Service	1540 6th Ave.	1940s bldg.
Kim Anh Care	1541 6th Ave.	New
Thanh Fashions & Gifts	1557 6th Ave.	New
Perry & Brainard Block	1601 6th Ave.	1880s bldg., vacant
Wherry Block	1600-1602 6th Ave.	1880s bldg., vacant

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Commercial Bldg.	1606 6th Ave.	1920s bldg.
Nelson's Lounge	1605 6th Ave.	1940s bldg.
Ike's Place	1607 6th Ave.	1950s bldg.
The Keg	1608 6th Ave.	1950s bldg.
Asian Food Store	1623 6th Ave.	1970s bldg.
Git-N-Go	1829 6th Ave.	New

Note: "New" indicates construction within the last 15 years.

Source: Des Moines City Directory, 1997.

In 1997, about 30 businesses remained along 6th Avenue--either in operation or as vacant commercial buildings. This amounts to a decline of almost fifty percent in the number of commercial establishments along 6th Avenue since 1954. Five of the operational businesses are housed in new buildings, and several of vacant historic buildings are endangered. In conclusion, 6th Avenue's historic commercial streetscape is changing.

North Des Moines also experienced change on the other side of the balance sheet. As noted earlier, the area had lost some of its cachet as a prestigious section of Des Moines and a number of residents had moved to the more fashionable sections of the city on the west side. Little new residential construction occurred during the 1920s. When it did, it was by way of in-fill, and some new dwellings were constructed on previously unimproved city lots. The same could be said of commercial property. Already existing commercial buildings generally provided sufficient room for the neighborhood's retail and service needs, as already noted.

Municipal zoning also changed North Des Moines. First established in 1926, these new zoning regulations classified North Des Moines appropriate for multi-family use. While it is true that the conversion of many of single-family dwellings to multiple-family dwellings and the construction of numerous new multiple-family dwellings had already occurred in North Des Moines, the neighborhood overall was still single-family in its orientation. The new zoning ordinance undoubtedly stimulated further conversions and construction. It was later criticized by Harland Bartholomew, the City of Des Moines' urban planning consultant, who decried the "unwarranted scattering of apartments, stores, and small industries in the older areas of the city when the majority of the uses are single-family." (*River Bend Neighborhood Action Plan*)

The 1930s and the nation's Great Depression effectively curtailed most new construction, both residential and commercial, in North Des Moines, as elsewhere in the city. By the end of World War II, the initial wave of economic vitality in North Des Moines had waned. The great wave of potential new homeowners, thwarted by the war's housing shortage, now looked to the city's outskirts for new and attractive single-family dwellings. Many of these newly-married couples lived in rental properties in North Des Moines, which had been converted from single-family dwellings into multiple-units during the war years, until they were financially able to invest in homes of their own--usually outside

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of North Des Moines. Wealthier residents continued to move out--usually toward the newer, western sections of Des Moines and its suburbs. Following World War II, North Des Moines saw more conversions from owner-occupied homes to rental properties.

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U.S. LAND MEASUREMENT SYSTEM

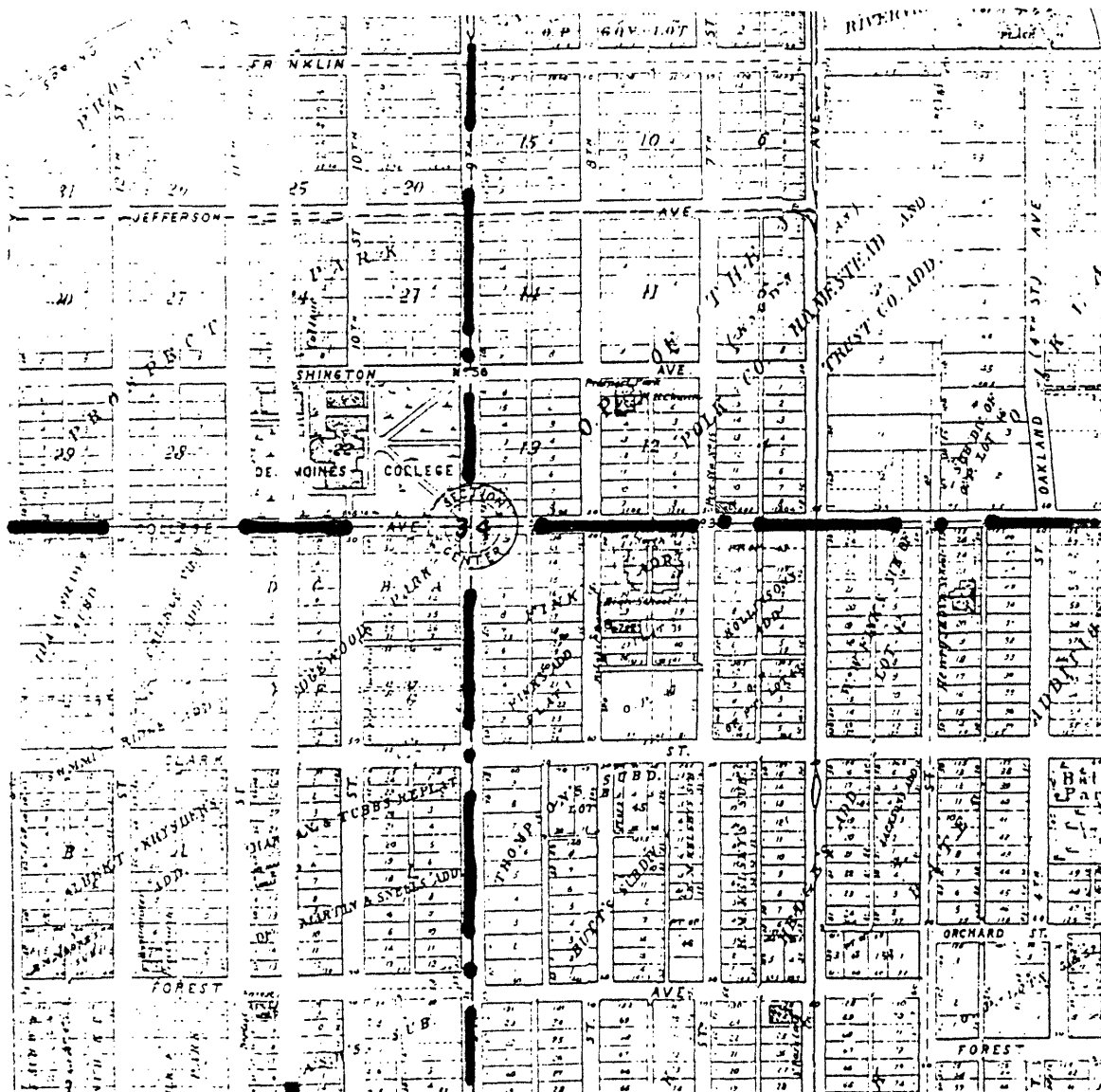


FIGURE I-A

This map illustrates how the U. S. Land Measurement System imposed regularity on community planning in North Des Moines. A circle locates the center of Section 34 of Des Moines Township. Note how College Avenue and 9th Street (bold lines) are laid out along bisecting lines of this system. The map also shows how laissez faire principles imposed irregularities on plats. Fink's Addition Plat No. 1 and Fink's Addition Plat No. 2, located in the northwest quarter of the southeast quarter of Section 34, lack conformity with each other and abutting plats.

Source: *Mills & Co.'s Map of Des Moines Polk County Iowa.*

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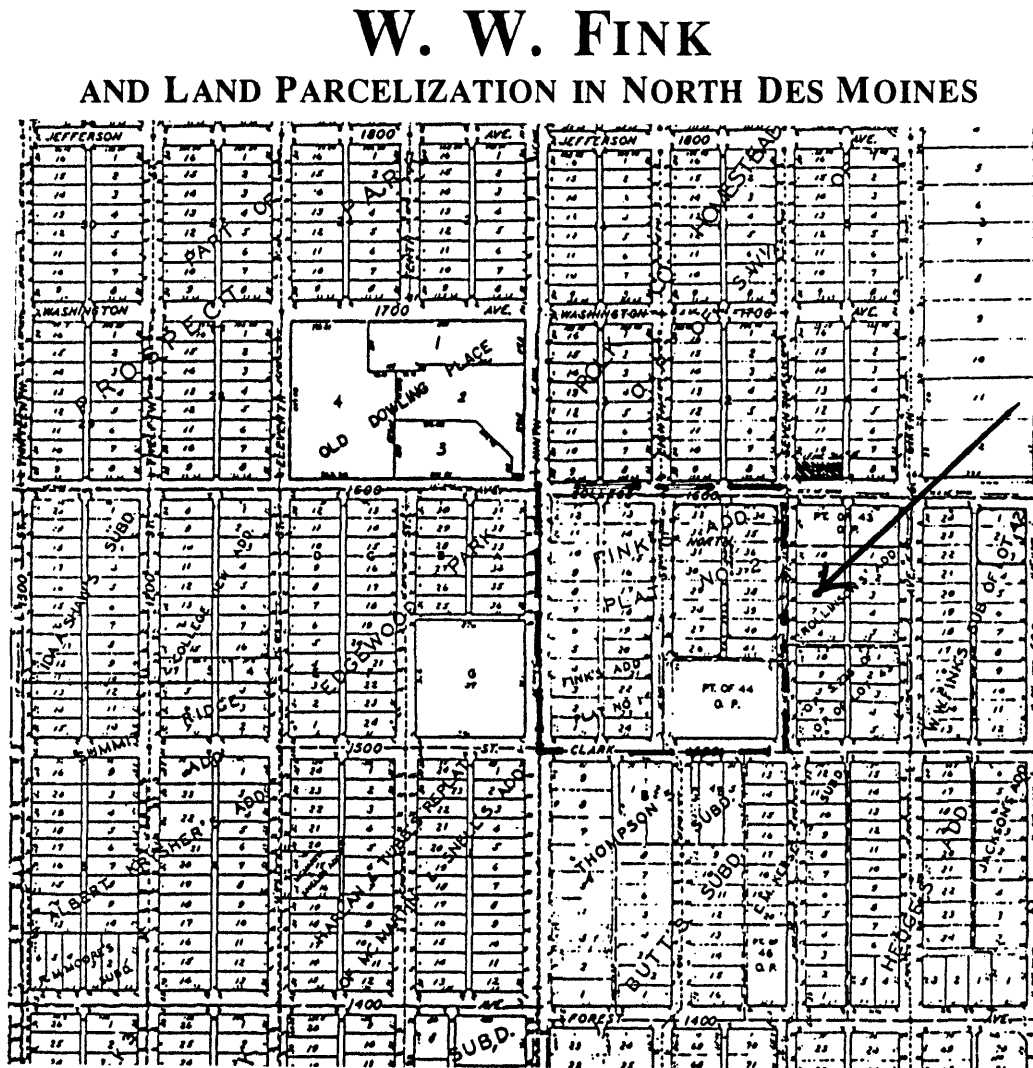


FIGURE I-B

A ten acre parcel of land, owned by W. W. Fink, is outlined. Fink's Addition Plat 1 is situated in the southwest quarter of that parcel. The remaining land was platted as Fink's Addition Plat No. 2. Both plats were irregular in their layouts, compounding the irregularities of the surrounding plats.

Source: *Mills & Co.'s Map of Des Moines Polk County Iowa.*

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II. PROSPECT PARK

INTRODUCTION

Prospect Park, a large section of North Des Moines located along the bluffs of the Des Moines River, represents cumulative efforts to transform this tract of unimproved land into a residential park during the late Nineteenth and early Twentieth Centuries. Prospect Park became the "parent tract" for a number of smaller plats. The following discussion of this evolution is divided into the following sections:

- Residential Parks
- Planning Prospect Park
- Platting Prospect Park
- Promoting Prospect Park
- Who were the Developers?
- Civil Engineers
- Pleasure Grounds and Parks Associated with Prospect Park
- Implementing the Plans and Filling the Plats
- Subsequent Improvements in Prospect Park Second Plat
- Archaeology

Prospect Park Second Plat Historic District, one piece of Prospect Park "the parent tract," is also being nominated to the National Register within a Multiple Property Submission at this time. That nomination discusses in greater detail the evolution of that piece.

RESIDENTIAL PARKS

During the housing boom in Des Moines during the 1880s and early 1890s, local real estate developers joined the ranks of colleagues across America to integrate naturalistic landscape architecture into the design of their residential developments. Nationally, outstanding examples include Lake Forest, Illinois, designed by Jed Hotchkiss in 1856; Riverside, Illinois, planned by Frederick Law Olmsted in 1869; Rochelle Park, New York, by Nathan F. Barrett circa 1885; and others, mostly in the Eastern and other highly populated states. Seeking to reform living conditions in crowded areas, developers employed architects and landscape architects to plan communities that stressed aesthetic designs for improvements and that set-aside greenspaces for parks and recreation, streets and boulevards for vehicular traffic, and pedestrian walks.

Locally in Des Moines, developers also showed enthusiasm for providing naturalistic settings for their new suburban residential projects. Good examples can be seen in H. W. S. Cleveland's design for

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South Park (1871); James Carss' concept plan for Prospect Park (1884 or 1885); and Frank Pelton's designs including Riverview Park Plat (1886), Oakland Plat (1884), and Oakland Plat No. 2 (1887). Each of these residential designs shows the influence of naturalistic landscape architecture. Vehicular corridors, pedestrian walks, city blocks, and sometimes city lots reflect configurations based upon the natural terrain and vegetation and are intended to promote the enjoyment of nature, as well as function practically. These designs were something new to Des Moines, where street and city block layouts had hitherto been organized on the grid.

Located on the outskirts of the city and in its surrounding suburbs, residential parks coupled scenic tracts of land together with building lots in professionally designed plats featuring greenspaces reserved for parks. Hitherto, most residences in Des Moines were located near the center of the city. Although these dwellings were often crowded together, workers could conveniently walk to and from their employment. This was vital in the era before public transportation by streetcars became available. With the introduction of public transportation in the late Nineteenth Century, homeowners could commute longer distances to work. They could also select picturesque locations for their homes. Residential parks provided the opportunity to enjoy many of the benefits of nature without leaving one's own neighborhood.

Des Moines residential parks were distinguished from earlier residential plats by their incorporation of natural landscape features into their design, by having been laid out by professionals with these amenities in mind, and by the generally larger size of the city lots they featured in comparison with earlier plats in the city. All of these amenities required great capital expenditure up-front. Rarely did one individual in the city wish to sustain the entire financial risk for such a venture. For this reason, residential parks encouraged the formation of venture-oriented companies to accumulate the capital and to spread the risk. These financial considerations also distinguished residential parks from earlier residential undertakings in Des Moines.

Prospect Park was a large tract of land, comprising more than 100 acres, located directly south of the Des Moines River in North Des Moines. (See Continuation Sheet E-56.) In the early 1880s, the Polk County Homestead & Trust Company acquired the title to this tract of land. Located in booming North Des Moines located near a streetcar line, this tract had many advantages for residential development. The company proceeded over the next several years to develop the tract for residential purposes. This development reserved a portion of the tract for public pleasure grounds, which continues to serve as parklands today. The balance of the development was keyed to residential development, which also continues today to serve that function.

Although the Panic of 1893 and the subsequent "Lowry Goode Bust" in Des Moines curtailed many improvements in Prospect Park, by the early 1900s new home construction had resumed. By about 1917, the building lots in Prospect Park had been virtually filled.

During the 1920s and the 1930s, some major improvements took place in the area. Prospect Boulevard (now known as Hickman Road) was extended to 20th Street (later renamed Harding Road

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and now known as Martin Luther King, Jr. Parkway). A large lot in Prospect Park Second Plat was replatted into multiple lots with a new public right-of-way. A large apartment complex was constructed and the intersection of Prospect Boulevard and 6th Avenue was reconfigured. In addition, a tract of land edging Prospect Park on the west (the former site of Chautauqua meetings) was developed as an automobile suburb and Lot 8 in Prospect Park Second Plat was given to the City of Des Moines as parkland.

PLANNING PROSPECT PARK

The large tract of land known as Prospect Park historically received considerable attention from real estate developers, city planners, and the public because of its setting, natural beauty, appeal as a desirable place to live, and opportunity for financial profit. Planning efforts helped stimulate this interest.

Historical Background

The historical background to the development of Prospect Park, "the parent tract," is a complex story of real estate schemes, which planned and platted this land development in quick succession. The rapidity of these unfolding events compounded this complexity and added its own overlay of confusion.

In the early 1880s, the Polk County Homestead & Trust Company acquired a large tract of land south of the Des Moines River in North Des Moines. Its boundaries were State Street (now College Avenue) on the south, 13th Street on the west, the Des Moines River on the north, and an alley east of 6th Avenue on the east. (See Continuation Sheet E-56.) The developers named this tract "Prospect Park."

The land included in this tract was located along lines defined by the U. S. Government's Land Survey system. Specifically, this land was located in the northwest quarter and the southwest quarter of the northeast quarter of Section 34 and in the northeast quarter and southeast quarter of the northwest quarter of Section 34, all within Township 79 North, Range 24 West. This land contained more than 160 acres. (See Continuation Sheet 56.) This land was subsequently divided into several smaller units for development, as will be discussed below.

In 1884 the Polk County Homestead & Trust Company platted one piece of this tract as "The Official Plat of the Southwest Quarter of the Northeast Quarter T29N R24W." It contained about 40 acres of land.

Within about one year, the company commissioned the preparation of a concept plan for the development of the "parent tract" of land. This "Prospect Park Concept Plan" contained an ambitious

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design for public parks, vehicular drives, natural features, additional landscape architectural amenities, and city blocks and city lots all within a naturalistic setting. This concept plan was in a large part a developer's dream, designed to promote the sale of the Polk County Homestead & Trust Company's residential lots.

After the preparation of this concept plan and its public announcement, the company platted another parcel of land within it as "Prospect Park." This plat was subsequently followed by three additional plats, two of them each containing "Prospect Park" as a part of its name. Later, a correction to one of them was also filed. Still later, an over-sized lot in one of the plats was replatted.

To summarize this historical background, the reader should refer to the following table.

PLANNING PROSPECT PARK ("THE PARENT TRACT")

<u>Name of Plan</u>	<u>Date Filed</u>
Official Plat of the Southwest Quarter of the Northeast Quarter	June 12, 1884
Prospect Park Concept Plan	1884 or 1885
[First] Plat of Prospect Park	August 2, 1884
Official Plat of Government Lot No. 2	February 19, 1886
Second Plat of Prospect Park	May 13, 1887
Third Plat of Prospect Park	May 8, 1888
Promotion "Plat of Prospect Park	(May of June) 1888
Corrected Second Plat of Prospect Park	June 14, 1888
Glen Baily Replat	October 2, 1922

Source: Polk County Recorder's Office.

In short, by 1888, most of the land within the company's tract had been platted. The boundaries of all these units were predicated on the U. S. Land Survey system.

The design for each of the later plats contained or implemented certain elements of the Prospect Park concept plan. Each of these designs also excluded certain elements of that plan. As a result, the development of the large Prospect Park tract illustrates a piecemeal implementation of the concept plan.

The official plat maps and the promotional pieces provide very good graphic evidence for the early history of Prospect Park. This information is quite complicated, however, because of the rapid changes that took place there and are documented by these maps and plans. For example, it should be remembered that the concept plan for Prospect Park was prepared contemporaneously with the filing of the Official Plat of the Southwest Quarter (June 12, 1884) and the [First] Plat of Prospect Park (August 2, 1884).

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Concept Plan for Prospect Park

In 1884 or 1885, the Polk County Homestead & Trust Company employed James Carss, delineator, to draw a concept plan for the development of land comprising more than 160 acres. This plan, a copy of which is preserved at the State Historical Society of Iowa (Des Moines), illustrates an ambitious design for a naturalistic residential development. The concept for this development was influenced by several factors, including topography, the U.S. Government's land survey system, real estate requirements, Victorian landscape architecture, transportation, and education. A significant amount of this concept plan was implemented, albeit in piecemeal fashion.

This concept plan utilized the topography of this tract by employing low-lying areas for parkland and by employing the high ground for residential development. For example, "the brook" (now Spring Creek) and the ravine where it flows formed the centerpiece of a naturalistic parkland in the northwest section of the plan. A series of vehicular drives, including Hawthorn Drive, Lakeside Drive, and Irving Drive, and "The Ramble"--a series of pedestrian walks--was projected. Another series of vehicular drives, including Willow Way, Midland Drive, Riverside Drive, and Aspen Way, was also projected to the north. (Although none of these drives were actually implemented, most of this area became Douglas Park, a wooded ravine with Spring Creek flowing along its base.)

The U. S. Government land survey system also influenced this concept plan. As will be recounted later, the subsequent platting of this tract respected the boundaries established by this survey system. A glance at this concept plan shows that it divided this 160 acre tract into four quadrants. The Plat of Prospect Park, Prospect Park Second Plat, and Prospect Park Third Plat each generally contained about one quarter of a quarter section of land, as defined by that survey system. This topic is discussed at greater length in the Prospect Park Second Plat Historic District nomination within this Multiple Property Submission.

Nomenclature

A note of caution concerning nomenclature should be observed. Numerous places and locations in Des Moines have been given the name "Prospect Park," including the public land now known as Greenwood Park (Brigham I:325). The name "Prospect Park" has caused confusion. Historically it has been frequently used to name a variety of properties in the Des Moines River valley. It has named a private parkland, a public park, and a large tract of land for residential development. The Des Moines City Directory of 1896, for example, defines Prospect Park as "N of Jefferson, w of Sixth Ave." (p. 36), while the Sanborn map of 1891 shows Prospect Park extending north from College Avenue (p. 24).

Prospect Park, as used in this Multiple Property Submission, applies to a residential section of North Des Moines. It does not refer to the present-day Prospect Park, the public parklands abutting the Des Moines River or any other historic or present-day site known as "Prospect Park."

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Other sources of confusion also surround the nomenclature of Prospect Park. For example, in 1962, local historian Harold Parnham spoke on the history of Trinity Methodist Church. In this interesting and charming presentation, Parnham noted the growth of Victorian suburbs in Des Moines and that:

We think we have a lot of satellite towns today, but we had them back in those days, too, and this was the City of North Des Moines and a lot of them referred to it as Pioneer Park, but it was incorporated. It went from Harding Road (it was then 20th Street) East to the river and from University Avenue, which was then North Street, North to the river. That was the area that this church was built to service. (Parnham:3)

In reality, what Parnham mistakenly called "Pioneer Park" was "Prospect Park"--the alliterative qualities of these proper names lending themselves to inadvertent substitution. "Pioneer Park" is another city parkland, located adjacent to the Des Moines River east of S.E. 14th Street and forming a part of the historic Barlow Granger farmstead.

Several plats comprise Prospect Park and they have been variously spelled. For example, the "Second Plat of Prospect Park" has also been spelled "Prospect Park 2nd Plat." These variations occur throughout the public record. Because no consistent spelling is employed, this report has chosen to spell out their numbers, thus: "Prospect Park Second Plat," "Prospect Park Third Plat," *et cetera*.

PLATTING PROSPECT PARK

Prospect Park--the "parent tract"--was divided into several pieces. Each was platted separately, although closely sequential in time. These plats implemented the residential design contained in the Prospect Park Concept Plan. Although many features the concept plan had outlined for the parklands (in the northwest corner of the parent tract) were never implemented, the parklands themselves eventually became a reality and were called Crocker Woods. (See Continuation Sheets E-66 through E-68.)

Official Plat of the Southwest Quarter of the Northeast Quarter

This plat--legally named "Official Plat of the Southwest Quarter of the Northeast Quarter of Section 34, T79N R24W"--was filed for the public record on June 12, 1884. It contains 40 acres of land and comprised, as its title indicates, a regular unit within the U.S. Government's land survey system.

The name of this plat is frequently abbreviated to "O.P., S.W. N.E. 34-79-24." Probably because this, too, is clumsy, local practice over the years has employed yet another name for this tract--the Polk County Homestead & Trust Company addition. Although this name lacks legal authority, it has

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been ubiquitously used by most people, as well as in many official land transfer records. For the purposes of clarity in this thumbnail sketch, "Polk County Homestead & Trust Company addition" (or sometimes just "plat") is used to denote this plat.

The boundaries of this plat are Franklin Avenue on the north, 13th Street on the west, College Avenue on the south, and the city lots on the east side of 6th Avenue on the east. (The proprietors quickly sold the land east of 6th Avenue.)

Transportation influenced the design of this plat. Sixth Avenue, a major north-south vehicular corridor and streetcar route, bisects the plat in its eastern portion. Block 3, which is located to the east of 6th Avenue, contains city lots larger in size than those in the western portion of the plat. These lots are generally 100' x 295' in size. City lots to the west of 6th Avenue are approximately 50' x 130' in size. The larger city lots in Block 3 cost, of course, more than the smaller city lots. This encouraged more expensive improvements on them. It is assumed that real estate developers believed 6th Avenue's status as a streetcar route could be translated into higher prices because the lots would be more attractive to buyers. The plat further emphasized the importance of 6th Avenue as an artery by platting its right-of-way at 66'. By contrast, the rights-of-way for 7th Street and 8th Street in the plat are 50' in width. Again, the importance of 9th Street as a streetcar corridor was emphasized because the plat dedicated 33' for one-half of that street's 66' right-of-way.

The Polk County Homestead & Trust Company paid careful regard to regularity in this plat's design. For example, provisions were made to allow for the construction of east-west streets within the plat, although these streets were not specifically platted. City lots were designated by letters of the alphabet to distinguish them from the number lots. (See Continuation Sheet E-57.) These city lots were 50' in width and situated within the plat so that the east-west streets--which subsequently became Washington Street and Jefferson Street--could be constructed along these corridors, although they were not platted as such in the design. City lots F, G, H, I, J, and K became Jefferson Street. City lots L, M, N, O, P, and Q became Washington Street. City lots lettered R, S, T, U, V, and W were designated as a 25' right-of-way and became the north portion of College Avenue, although this street was not platted as such. A 33' right-of-way was also reserved and became Franklin Avenue. These reservations of land were important because they enabled the construction of east-west streets in the area in a regular sequence of grid lines.

The city lots in the Official Plat sold rapidly. An undated map, drawn in 1888, shows, for example, that already most of the lots in the plat had been sold. (See Continuation Sheet E-63.) Of the 132 city lots contained in the plat, only about ten remained unsold. The Prospect Park Methodist Episcopal Church had purchased two lots on 8th Street at the southeast corner of Washington Street.

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First Plat of Prospect Park

The "Plat of Prospect Park" stands in the southwest corner of the Prospect Park "parent tract." Its design substantially respected the Prospect Park Concept Plan.

Although not officially designated as the first plat of Prospect Park, the "Plat of Prospect Park" was indeed the first plat of the Prospect Park parent tract. This plat was filed in the public record on May 2, 1884. For the sake of clarity, this report refers to this plat as the First Plat of Prospect Park. It should be immediately noted that this plat contained only a parcel of the tract of land soon to be included in a concept plan for Prospect Park. This plat, approximately 40 acres in size, was situated in the southeast quarter of the northwest quarter of Section 34. (See Continuation Sheet E-59.) It also contained the campus of Des Moines University, a parcel of land situated in the southeast corner of this plat.

The boundaries of the First Plat of Prospect Park were State Street (now College Avenue) on the south, 9th Street on the east, 13th Street on the west, and a curvilinear street named Fountain Avenue on the north (about where Franklin Avenue runs today). The Plat of Prospect Park also contained noncontiguous land to the north of that, two city blocks in size. The boundaries of these blocks, numbered 18 and 19, were 9th Street on the east and a curvilinear street named Prospect Boulevard on the south, west, and north. (See Continuation Sheet E-59.)

The First Plat of Prospect Park substantially followed the concept plan for Prospect Park--the tract of land noted above. Notable in this regard was the inclusion of the two irregularly-shaped city blocks noncontiguous to the rest of the plat and the curvilinear design of Prospect Boulevard, which linked the southern and north portions of the plat. This boulevard and the two irregularly-shaped city blocks generally conformed to the southern and east boundaries of the public pleasure grounds projected in the concept plan.

Although substantially adherent to the Prospect Park Concept Plan, the First Plat of Prospect Park did not conform exactly to it. Most notable was the softening of the curvilinear design of "Fountain Avenue." (As will be discussed below, Fountain Avenue, even in this configuration, remained unimplemented.) A comparison of the concept plan and the plat shows that the curve in Fountain Avenue was flattened in the plat. The reason for this reconfiguration is not clear.

Official Plat of Government Lot 2

This plat stands in the northeast corner of the Prospect Park "parent plat." The Polk County Homestead & Trust company filed the Official Plat of Government Lot 2 on February 19, 1886. The design of this plat conformed in some respects to the Prospect Park Concept Plan. In other respects, this design altered that of the concept plan.

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This plat, roughly 25 acres in size, was situated in the northwest quarter of the northeast quarter of Section 34. (See Continuation Sheet E-60.) The present-day boundaries of this plat were the Des Moines River on the north, 9th Street on the west, Franklin Avenue on the south, and the alley east of 6th Avenue on the east. This tract of land had been originally surveyed and laid out as Government Lot 2 by the U.S. Government in the 1840s.

This plat contained two large, irregularly-sized building lots adjacent to the Des Moines (numbered Lot 1 and Lot 2) with the balance of the land divided into five city blocks, oriented to the points of the compass and featuring generally equally sized lots.

Distinctive within the plat's design was an unnamed street, serpentine in configuration, which connected 6th Avenue (named "6th Street" in the plat) with points west. Wesley Redhead was the title holder of Lot 1. Several months later, Wesley and Anne Redhead sold this lot to the Riverview Park Company, which soon thereafter platted it (and another tract) as Riverview Park Plat.

In some aspects, the Official Plat followed the concept plan for Prospect Park as discussed above. Notable in this regard was the inclusion of the curvilinear-designed boulevard, connecting 6th Avenue on the east with 9th Street on the west. In other respects, however, the plat broke with the concept plan. The most dramatic instance occurred along Prospect Heights--that stretch of land above the southern bluffs of the Des Moines River between it and the boulevard. In platting this land as private city lots for residential improvements, the plat contravened the concept plan's intent to develop this land as pleasure grounds, removing any opportunity to implement such landscape architectural elements as the "Hermit's Walk," "Hermitage," the "Cliffside Promenade," and a grotto, as pictured on the concept plan.

Prospect Park Second Plat

Prospect Park Second Plat stands in the northeast corner of the Prospect Park "parent tract." It was filed in the public record on May 13, 1887, by the Polk County Homestead & Trust Company. This plat was laid out on virtually the same land, which had been platted previously as the Official Plat of Government Lot 2.

The design of the Second Plat deviated even more from the Prospect Park Concept Plan than the Official Plat of Government Lot 2. Lot 2 of the Government Lot 2 was very large. It seems plausible that Prospect Park Second Plat was prepared to open up more building lots in the tract. The Second Plat carved that one lot into eight building lots.

The Second Plat retained most of the boundaries of the Government Lot 2 except at 6th Avenue, which demarked the eastern boundary of the plat. (See Continuation Sheet E-61.) As mentioned above, this parcel had already been platted as Riverview Park Plat.)

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Prospect Park also pushed Prospect Boulevard about 400 feet to the south from the edge of the bluffs above the Des Moines River. The city blocks within the concept plan--Blocks VII, VIII, IX, XVI, and XVII--were also reconfigured in the Prospect Park Second Plat.

Five distinct areas emerged from the design of the Prospect Park Second Plat. They included city lots 1-8 along the Des Moines River, a city block of seven residential lots between 6th Avenue and 7th Street, a city block of 19 residential lots between 7th Street and 8th Street, a city block of 19 residential lots between 8th Street and 9th Street, and Highland Park, a one-half acre triangular-shaped city park located between Prospect Boulevard and 9th Street. A sixth area was to emerge in the early Twentieth Century. In the 1920s, Glen Baily took title to Lot 1 and laid it out in the Glen Baily Replat. This plan divided Lot 1 into a northern section and a southern section separated by a public right-of-way. (See Continuation Sheet E-65.)

Prospect Park Third Plat

This plat stands in the northwest corner of the Prospect Park "parent plat." The plat was filed in the public record on May 8, 1888. (See Continuation Sheet E-62.) Its boundaries were 9th Street on the east, Prospect Boulevard on the north, Spring Creek Drive on the west, and approximately Jefferson Avenue on the south. The design of this plat conformed in some respects to the Prospect Park Concept Plan. In other respects, this design altered that of the concept plan.

The third plat deleted the concept plan's design for Fountain Avenue and pushed 10th Street north all the way from Jefferson to Prospect Boulevard. Both sides of 10th Street were then platted in building lots. This design contravened the concept plan's design for a naturalistic park in the area. In some respects, the third plat did respect the Prospect Park Concept Plan. The plat retained the curvilinear configuration of its streets on the northwest.

Prospect Park Third Plat developed slowly. Although the lots facing 9th Street were popular, those to the west required a longer time to fill. The history of Prospect Park Third Plat is a study in itself. It is outside the scope of this present report and deserves research in its own right.

Corrected Second Plat of Prospect Park

The "Corrected Plat of the Second Plat of Prospect Park" (as it is officially known) was prepared and filed in the public record in 1888 to correct a serious surveyor's error contained in Prospect Park Second Plat. This error credited the Second Plat with more land than was actually on the ground. To correct this error, Frank Pelton, Civil Engineer of Des Moines, deleted in the corrected plat the eight building lots and the land dedicated to public rights-of-way in the incorrect plat. These included Lots 14, 15, 26, 27, 33, 34, 45, and 46. Taken together with the public rights-of-way, this amounted to a deleted area of some 100' x 265', or about one acre of land. (See Continuation Sheet E-64.)

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Pelton's corrected plat, filed for the public record in 1888, bore the title "Corrected Plat of the Second Plat of Prospect Park." Although cumbersome, this title reflects actual fact. This thumbnail sketch has shortened this title to the "Corrected Second Plat."

I Frank Pelton Civil engineer and Surveyor of Des Moines Iowa certify that [the] original Plat of the Second Plat of Prospect Park the Draftsman made an error wherein more than the ground surveyed and intended to be of the Polk County and Trust Co., the original proprietors of said Plat, to correct and by eliminating said eight surplus Lots to wit 14, 15, 27, 26, 33, 34, 46, 45 from said original Plat. And I further certify that this corrected Plat is based upon and is in conformity with the original survey of said ground as made by James Carss Surveyor and is plat of said ground and survey.

Frank Pelton

(Polk County Recorder's Office, Land Transfer Book-94:D-9)

A circa 1888 map of the site shows that only the building lots near Franklin Avenue (about 12 in number) had been sold at this time. None of the parcels near the corrected area had been sold.

The Corrected Second Plat of Prospect Park is significant because it calls attention to the lack of sales in that plat during its initial period of public offering. First platted in May 1887, the incorrect survey and layout of the plat was not corrected until June 1888. This lapse of more than one year's time shows that this error went unnoticed or that the sale of building lots in the Second Plat was of insufficient quantity to warrant revision.

The Corrected Second Plat of Prospect Park did not affect the twelve most southerly building lots, platted in the Official Plat of Government Lot 2. These lots retain their legal description today as located in that official plat.

PROMOTING PROSPECT PARK

The Polk County Homestead & Trust Company prepared a number of promotional pieces to advertise the sale of property in Prospect Park. These pieces featured attractive graphic illustrations, featuring exemplary and projected improvements in the tract. The intent of these promotional pieces was to induce prospective homeowners to buy property in Prospect Park.

These promotional pieces are listed on the following page:

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PROMOTIONAL PIECES FOR PROSPECT PARK

<u>Name of Document</u>	<u>Date</u>	<u>Notes</u>
Concept Plan	1884 or 1885	See Continuation Sheet E-58
Promotional "Plat of Prospect Park"	1888	See Continuation Sheet E-63

Source: Polk County Homestead & Trust Company.

The Concept Plan for Prospect Park has been discussed above.

Promotional Map of Prospect Park Plats

In 1888, the Polk County Homestead & Trust Company released a promotional piece entitled the "Plat of Prospect Park, Des Moines, Iowa." (See Continuation Sheet E-63.) This graphic illustrated the various plats within the Prospect Park "parent tract." It also depicted streets and alleys, city lots, water features, selected improvements, and other data in an attractive, large-scaled map. Also included were seven line drawings of significant buildings in the area and indications as to which city lots had been sold and which city lots were still available for purchase. It can readily be seen that many of these lots had already been purchased.

The intent of this promotional plat was to stimulate buyer interest in the purchase of city lots. The commercial reality of this graphic stood in marked contrast to the earlier concept plan for Prospect Park, which painted in broad strokes an idealized vision of what the area could become. It is significant, in this regard, that the promotional piece mostly excluded that area north and northwest of Spring Creek, so richly landscaped in the concept plan.

The date for this promotional plat was determined from evidence internal within it and from the dates of official plat filings for Prospect Park. The promotional piece shows, for example, the "Second Plat of Prospect Park," but it does not show the "Corrected Second Plat of Prospect Park." Since the first of these plats was filed in June of 1888 and the second was filed in August of 1888, the promotional piece can be dated from the period between those two filings.

Exemplary Improvements

Some real estate brokers also made additional financial commitments to Prospect Park by constructing quality residences for their own use. These brokers recognized that exemplary improvements

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encouraged trust in potential homeowners and stimulated them to purchase city lots for home construction. Such brokers have become known as "resident developers," (Page and Walroth 1992 I:E-27)

J. A. Jackson's residence provides an outstanding example of an exemplary improvement. In the mid-1880s, he erected a mansion-type, single-family residence on the northeast corner of 6th and Arlington Avenues. Named "Dorham Cottage" and anything other than a cottage in architecture, this residence featured a picturesque view of the Des Moines River valley, a convenient location on 6th Avenue, landscaped grounds, and a private water supply. Several line drawings of this dwelling picture it and its site. (See Continuation Sheets E-63.) It is thought that Dorham Cottage was destroyed by fire in 1889. A local newspaper announced in that year that "Mr. J. A. Jackson is rebuilding on his old site a still larger house than before." (*The Iowa State Register* 1889b) It is not presently known if such a dwelling was actually constructed. The "old site" mentioned above is now occupied by the H. B. Wyman House at 1961 Arlington Avenue within the Riverview Park Plat Historic District (NRHP). The Wyman House was constructed circa 1896 from designs by Liebbe, Nourse, & Rasmussen, an architectural firm of Des Moines.

Another example of an exemplary improvement was the 1890 completion by Lowry W. Goode of an estate-type residence on Arlington Avenue. Although now nonextant, this single-family dwelling was noted at the time for its splendor.

The new and elegant residence of Lowry W. Goode, on Arlington avenue, was completed in the summer of 1890, and the home with its picturesque grounds, made a new record for spaciousness and elegance for the newly annexed suburb of North Des Moines. . . Now the residence of Mr. and Mrs. C. E. Rawson. (Brigham I:320)

Although neither Jackson's Dorham Cottage nor Goode's "The Oaks" was actually located in Prospect Park, the proximity of these dwellings conveyed reflected luster on it. The publicity surrounding Jackson's decision to rebuild his house (as noted above) can also be seen as an assurance to nearby property owners that this section of North Des Moines offered security for financial investment.

Projected Improvements

The Concept Plan for Prospect Park outlined a vision for the development of this residential park. Although many of its projected improvements were only partially implemented, more was achieved than if a concept had been lacking at the outset. Piecemeal implementation is a time-honored method in Des Moines to achieve goals over a long period of time.

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What were these piece-meal improvements? They included "Thompson's Celebrated Switchback Pleasure Railway"--a roller coaster at Crocker Woods; that park's subsequent public acquisition (it is now named Prospect Park); the Des Moines Zoological Gardens; and Lot 8 in the Prospect Park Second Plat (a parcel of today's Prospect Park). (These improvements are discussed below in the section "Pleasure Grounds and Parks Associated with Prospect Park.")

WHO WERE THE DEVELOPERS?

Who were the developers for these real estate promotions and how did they operate?

Jacob A. Jackson and Adam Howell were early proprietors of what was soon to become Prospect Park. By 1884, they had formed the Prospect Park Improvement Company. On January 24, 1884, they deeded to that corporate entity 160 acres of land. This land was situated in the southwest quarter of the northeast quarter of Section 34, Township 79 East, Range 24 West. Jackson and Howell had entered into a mortgage of this land, probably for its purchase. On January 24, 1884, this mortgage amounted to \$27,080. The mortgage was held by William Goddard *et al.* of Providence, Rhode Island. On the same day, January 24, 1883, the Prospect Park Improvement Company, under the names of Jackson and Howell, conveyed the same tract of land to the Polk County Homestead & Trust Company. It is interesting that this company was not legally authorized by the State of Iowa until February 7, 1884, at which time it was officially organized as a corporation under state law. (Iowa Secretary of State's Office)

More than one year's time passed until, on June 12, 1884, a plat was filed for this tract of land under the name "Official Plat of the South West 1/4 of North East 1/4 of the Sec. 34, 79, 24, West of the 5th P.M. Iowa." The time-lag for the platting of this land is not presently known.

In 1885, a promotional piece documented the Polk County Homestead & Trust Company (PCH&TC) officers as follows:

PCH&TC PROPRIETORS IN 1885

Name	Residence	Occupation
George W. Ogilvie, Pres. President	200 block W. Walnut	General freight & ticket agent DM& FtD RR
J. A. Jackson, Secretary	510 W. 10th	Sec'y PCH&TC
John Wyman, Treasurer	846 w. n. 3rd	Pres. DM National Bank

Source: 1886-1887 City Directory and Concept Plan for Prospect Park.

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The officers of 1885 numbered only a few individuals. One clearly lived outside North Des Moines and the other two may have lived in or near it. The president and the treasurer held positions of responsibility and prestige within the business community. J. A. Jackson's role in real estate has been documented elsewhere. (Page and Walroth 1992) From this table, it is clear that he managed the company on a daily basis. Each of these individuals probably brought a different perspective to the business and possibly a different amount of capital.

By 1888, the directors of the Polk County Homestead & Trust Company included the following:

PCH&TC DIRECTORS IN 1888

<u>Name</u>	<u>Residence</u>	<u>Occupation</u>
George W. Ogilvie President	1200 block W. Walnut	Sup't DM&NW RR
Jacob M. St. John Vice-President	W. Grand near 28th	St. John, Stevenson & Whisenand
Adam Howell Secretary	1221 W. Locust	Sec. Hawkeye Insurance Co. & Ingersoll, Howell & Co.
John Wyman Treasurer	842 W. 3rd	Pres. New England Loan & Trust Co.
M. P. Turner	801 Forest Ave., North DM	Capitalist
Lowry W. Goode	1805 W. 6th Ave.	Goode & Wilcoxen
Charles O. Nourse	1617 W. 9th, North DM	Broker & loan agent
A. Swift	1100 block W. Center	Ingersoll, Howell & Co.
F. B. Howell	W. 20th near Jefferson, North DM	Sec. PCH&TC

Source: 1889-1890 City Directory and Promotional Map of Prospect Park Plats.

The company now possessed nine directors. The list shows a growing number living in North Des Moines. Turner, Goode, Nourse, and F. B. Howell all resided within blocks of Prospect Park. Perhaps this growing number indicates the rising status of North Des Moines as a preferred residential

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section. Certainly more directors are living near their investment property. The addresses also show more specific locational information and, hence, a growing sophistication for this Victorian suburb.

The list of the directors' occupations is telling. George W. Ogilvie has advanced from being a ticket agent to a railroad superintendent. His increased responsibilities prove his business ability. The presence of M. P. Turner, one of the earliest streetcar proprietors in Des Moines and a senior member of the city's business community, adds considerable prestige and luster to the company. Turner's styling as a "capitalist" in the directory also reflects his financial stature. His showplace residence in North Des Moines further strengthened the credibility of the company.

The list also reflects a depth of business experience. Represented among the directors were bankers, an attorney (St. John is thought to have practiced law), real estate brokers and agents, and an insurance executive.

Concerning Lowry W. Goode and A. S. Wilcoxon, the 1996 *Towards a Greater Des Moines* cover document detailed their careers. (Page and Walroth 1996) In 1889, the real estate brokerage of Goode & Wilcoxon maintained an office at 312 West 5th Avenue, the same address as the Polk County Homestead & Trust Company. (At this same time, C. O. Nourse was officed at 306 West 5th Avenue, just several doors away from the others.)

The Polk County Homestead & Trust Company survived the Lowry Goode Bust of 1893 and continued to market its real estate holdings. The later history of this company is unclear. It remained a legal entity until September 26, 1903, when its corporate charter with the State of Iowa expired. (Iowa Secretary of State Records).

CIVIL ENGINEERS

Who were the professionals who prepared the various drawings of the Prospect Park plats? To what extent were they responsible for these designs? Actually, the history of civil engineering in Des Moines is a little researched subject. The answers to these questions are still unknown.

The names of several civil engineers are associated with these various plats. These are the men who actually prepared the drawings of these various plats included in the public record at the time of their filing. They include James Carss and Frank Pelton, both practicing civil engineers in Des Moines. At the present time, their actual contribution to the design of these plats cannot be stated.

Perhaps as more information comes to light about the other work they have done, some of these questions will be answered. In the meantime, only a little biographical information is available about the civil engineers who actually prepared the drawings for these plats.

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By 1920, the civil engineering profession in Des Moines had grown to include numerous engineering firms, replacing the former one-man and partnership businesses of earlier years. The 1920 city directory, for example, lists ten different firms. This directory featured an advertisement of Monroe L. Patzig, "consulting engineer," which enumerated the several branches of civil engineering his firm provided--an inspection department, an engineering department, and a sales department--one indication of the specialization within the civil engineering profession. In contrast, the 1920 city directory lists only one one-man civil engineering operation. (*Ibid.*)

Frank Pelton was the dean of civil engineers in Des Moines during the late Victorian period. He prepared the plans for numerous plats in the city. In 1888, he prepared a correction for Prospect Park Second Plat, which continued an error. A biographical sketch of James Carss is included in Chapter IV of this report.

PLEASURE GROUNDS AND PARKS ASSOCIATED WITH PROSPECT PARK

A series of public and private parks have been historically associated with the residential park known as Prospect Park and have contributed to its perception as a residential location of preference. These parklands include the Des Moines Zoological Gardens; Crocker Woods, now known as Prospect Park; Highland Park, a small triangle of land at the intersection of Hickman Road and West Ninth Street; and Chautauqua Park, adjacent to Prospect Park Third Plat on the west. The Victorians called their parks "pleasure grounds."

Zoological Gardens

Amusement parks, such as the Zoological Gardens, provided the public with a popular source of entertainment at a time when public recreation was limited. The Zoo was established in the mid-1880s and located on the north side of the Des Moines River where River View Amusement Park was subsequently sited. It was a huge success. Streetcar lines were built to the zoo, a bridge constructed to access it, and many people came there to relax. North Des Moines was showcased by the zoo, which added to the public perception that North Des Moines was an attractive place to live. Prospect Park, located directly to the south of the zoo, enjoyed much of this good will.

A contemporary account of the Zoological Gardens described it as:

another pleasant resort. Winding carriage-ways, under over-arching branches; meandering walks among the trees; over rustic bridges and creeping along the bluffs; artificial lakes, grottos, swings, summer houses, and rustic seats, have already been provided, and the improvements made have rendered it adapted to the comfort and convenience of visitors. The grounds contains sixty acres including a charming lake, on which there are a steamer,

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a beautiful gondola, and any number of row boats. There are many delightful spots within the inclosure, for picnics and pleasure parties. The management have already secured a good number of animals, and intend to add steadily to the collection. The variation of hill and dale, woodland and lake are beautiful and attractive, and the company intend to add extensively to the improvements already made. (City Directory 1890)

In the late 1880s and early 1890s, for example, the Zoo featured a collection of wild animals, band concerts, boating on its horse-shoe shaped lake, picnic grounds, fireworks, circus acts, patriotic events, the pleasure of traveling to and from a scenic locale on convenient public transportation, as well as opportunities to see-and-be-seen promenading within the park. A road-trip from city hall to the zoo, including admission, cost twenty-five cents.

Crocker Woods, now known as Prospect Park

The proprietors of Prospect Park, the residential park, recognized that its appeal would be augmented by the proximity of parklands.

According to an 1884 newspaper account, the proprietors of what subsequently became known as Crocker Woods offered it to the City of Des Moines with the proviso that the land be developed and maintained as a city park. (*Iowa State Register* October 7, 1884, and May 15, 1887) The fact that the independent City of North Des Moines was situated geographically between the City of Des Moines and Prospect Park poses a question about the legality of this offer and how the land became publicly owned. The 1890 city directory recounts that:

Public Parks.

It was unfortunate that the city was not provided with park grounds years ago, when grounds could have been purchased at comparatively moderate cost, but as year followed year available spots were seized upon one after another, and converted into residence lots, until the hope of a public park seemed doomed to disappointment.

A few years ago, however, the continued agitation of this necessity resulted in the purchase of a tract of sixty acres on the river bank north of the city. This was named Prospect Park, and was immediately thrown open to the public as a pleasure resort. No other place in this region affords scenery more romantic, varied and picturesque. Oaks, elms, and other native trees afford protection from the heated rays of the sun, and render the place delightfully cool in summer. From the summit of the heights near the entrance to the park may be obtained a magnificent view of the river and valley, together with a vast extent of prairie covered with the verdure of meadows and green fields. Art has added much to the natural beauty of Prospect Park. The narrow descent bearing the name of Devil's Stairway, leads to Sylvan lake at the source of which you enter a glen so quiet and retired that you may imagine yourself at once a thousand miles from Des Moines,

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enjoying the wild solitude of the outskirts of civilization. (Des Moines City Directory 1890)

Perhaps the annexation of North Des Moines by the City of Des Moines in 1890 included Crocker Woods, now known as Prospect Park.

The promise of pleasure grounds provided an important lure for prospective homeowners in Prospect Park. Graphically illustrated by the developers in the Prospect Park Concept Plan, the implementation of this tract of land as parklands stretched over a number of years under the sponsorship of several different entities. Today Prospect Park, the public parklands, comprises about 77 acres of land and its situated directly to the west of the Prospect Park Second Plat Historic District.

Des Moines owned only a few parks in the late Nineteenth Century.

<u>Name of Park</u>	<u>Location</u>
Brandt's Park	South end of 9th St. bridge
Capital City Driving Park	Western Avenue near Raccoon River
Crocker Woods	Sixth Avenue north of College
Fair Grounds	East end, East Grand Avenue
Grand View Park	Twenty-ninth, east of Fair Avenue
Greenwood Park	Grand Avenue, end of Ingersoll line
Union Park	Madison and Penn Avenues
Waveland Park	South of University Avenue, west end of Kingman Avenue

Source: City Directory 1899:79.

An analysis of the ownership of these parks indicates their varied origins. The Fairgrounds were owned by the State of Iowa, Crocker Woods privately owned, and the Capital City Driving Park was probably privately held as well. Among these eight parks, only five were municipally owned.

Prospect Park proved very popular with the public. A woodcut print from an 1880s newspaper shows people "seeing and being seen" and enjoying boating on the Des Moines River. In 1893, a roller-coaster was installed in the park, known as "Thompson's Celebrated Switchback Pleasure Railway," or "Switchbacks," for short. This amusement ride was the first of its kind in Des Moines. The grand inaugural also featured Miss Anna Dare and "Her unequalled Acts on the Flying Trapeze, and in Feats of Contortion." (*Iowa State Register* July 30, 1893) Already by this time, Prospect Park was called "Crocker Woods."

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In spite of their appeal, developer's parks could present problems. Often park development was touted but left unimplemented. When improvements were made, they were often with nondurable materials. Prospect Park provides examples of both. The ambitious prospectus of its concept plan was never fulfilled. The roller coaster built in the park was not long lived. The great Flood of 1906 virtually wiped out what improvements had been constructed there. Still, this for-profit operation provided a heavily patronized source of recreation and pleasure for the Victorian public.

Prospect Park enjoyed a high profile as a beauty spot in Victorian Des Moines. A series of carbon photographic prints, taken in 1887 and published in 1888, pictured several sites along the Des Moines River. Included among them was "View from Prospect Park--East." (See "Prospect Park Second Plat Historic District Nomination.") This photograph pictures boaters and fishermen enjoying the river and picnickers enjoying the shade and view. Such depictions of Prospect Park as an outing destination and beauty spot naturally contributed to the growing appeal of this area as place of residence.

Prospect Park has also offered city planners with numerous opportunities for municipal improvements to beautify the city. In 1909, for example, Charles Mulford Robinson proposed a pleasure drive throughout Des Moines' West Side. As part of this plan, Robinson proposed that Prospect Boulevard should be pushed through from 6th Avenue to Martin Luther King, Jr. Parkway, then known as West 20th Street.

Proceeding East from Twentieth Street [later known as Harding Road and still later as Martin Luther King, Jr. Parkway], approximately in extension of the line of Hickman, there presently appears a graded avenue, now gradually going to pieces through long disuse, but probably never used to much extent. It is a remnant of a development scheme that included the laying out of a considerable tract, but resulted in no building. This avenue is so constructed as to reach the summit of the hill at a grade by no means prohibitive for park use. The top of the hill proves to be a tableland, and a turn of a few yards to the north brings one to the edge of the bluff, where an entrancing view presents wide stretch[es] of country and the upper reaches of the river, gleaming beneath wooded shores. [This document also contains a photograph of this view.] Then turning south, a road may be constructed to pass through a grove, then come into the open, and descend into the ravine which is south of the Detention Hospital, between that and the Chautauqua grounds. The variety of such a drive will manifestly prove one of its greatest attractions. . .

The Parkway. . . comes out at the foot of the picturesque road which, having left Shackelford's brick yard, now ascends the hill. At its top are the long numbered streets that lead south through the city, Ninth with street cars to carry pedestrians to the very beginning of the walk. For the parkway must be broad enough to include not only drive and bridal path, but a walk that will wind among the trees at its side. At the top of the bluff, the road will do more, however, than merely connect with the numbered streets. It passes little triangular Highland Park; it connects with the Sixth Avenue Bridge, which in its turn connects with Birdland Drive and that with Union Park or, continuing its

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sinuous course along the southern side of the river, it becomes Arlington Avenue and curves around to cross Franklin Avenue. It we follow it to this point, and then turn to the left on Franklin, we reach in one block--at Bluff Street [2nd Avenue]--the dyke. (Robinson:80-81)

Harold Parnham, a long-time North Des Moines resident, later described Prospect Park and reiterated its appeal for its next generation of park patrons:

Then we had Crocker Woods. The first extension of the West Ninth car line went straight north on Ninth Street from University to what is now Hickman Road or the old Prospect Road and it turned around there where that little three-cornered island is now in the center of the street and from that point you went down it seemed to me like 500 steps that were about 50 feet wide. I think it was probably 6 steps and they were 3 feet wide, but they looked awfully big and awfully long to me now, but that bank that goes from there and it is a long one, clear down to the level of the river, was a great big set of wooden steps. Not far from the base of it or the bottom of it, there was a large, circular dance hall and there were other amusements down there--a few--not anything like you would see in a modern amusement park today. That was there until 1903 when our flood came along which we thought at that time was the greatest flood, and I remember my mother taking me down to the river, standing on the bank, and watching that circular dance hall float down the river and that was the last of the Crocker woods Park. It was never rebuilt. There are old cement foundations to it down there today.

If any of you youngsters or if any of you folks have ever been down there in that woods which is north of Hickman at the bottom of the turn North of Chautauqua Park, you will find a lot of concrete pillars down there. They weren't dumped there. They are the old footings for the buildings that used to be there.

The new Sixth Avenue Bridge was being built at that time and when this old dance hall broke way and started down the river, it hit the south bank and bounded over the north bank and took away with it the forms that were then being built to pour the concrete in to build this bridge. (Parnham:7-8)

Parnham's comments on the concrete remains in this area suggest some potential for historical archaeology.

The history of Crocker Woods, or Prospect Park, is somewhat confusing because of its incremental acquisition and because its name is identical to that of the adjacent residential park. Perhaps to distinguish between them, as recently as 1963 the official name of this public parkland was "Crocker Woods." Further research is recommended for this early and interesting parkland.

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Highland Park

Highland Park, located at 9th and Hickman, is a triangular-shaped parkland, which originally contained between one-half to one acre of land. It remained officially listed by the City of Des Moines as a "park," in spite of its small size, until at least 1963. (Park and Recreation Department 1963) Since that time, it has subsequently been reclassified as an "island." (*Ibid.* 1983) Highland Park is one of about fifteen park triangles and islands located throughout the City of Des Moines, whose sizes vary between one-quarter to one acre. (*Ibid.*) Highland Park, the "island," should be distinguished from the big residential neighborhood on the north side of the Des Moines River, which also bears the name Highland Park.

This parkland was originally formed by the platting design of Prospect Park Second Plat, where the gridiron of compass-directed streets meets the diagonally laid out Prospect Boulevard (now Hickman Road). It was deeded to the City of North Des Moines by the proprietors of this tract when they platted it in 1887. This parcel was subsequently deeded by the City of Des Moines to the City Park Commissioners in 1897, following enabling legislation by the General Assembly of Iowa allowing such bodies to hold title to real estate.

Des Moines possessed only a few of these boulevard parks in the Nineteenth and early Twentieth Centuries. In 1901, for example, there were only two: Carpenter's Square--a one-twentieth of an acre plot located between Cottage Grove Avenue and Kingman Boulevard, and Highland Park. (Brigham I:375) The later construction of Kingman Boulevard and Polk Boulevard, which featured many blocks of median greenspace, greatly expanded the concept of boulevard parks in Des Moines.

During the late 19th and early Twentieth Centuries, the West 9th Street streetcar line terminated at this park. The streetcar turned to the east at Lincoln Street, switched directions, and began its return run to the downtown. (The name "Lincoln Street" was changed to Hickman Road in 1906.)

In the 1970s, the intersection of 9th Street and Hickman Road was redesigned, cutting through a portion of the park for a traffic improvement project. Although this construction somewhat reduced the size of the park, its overall extent can still be clearly discerned by traffic islands.

Chautauqua Park

Chautauqua in Central Iowa began in 1889 in Colfax, Iowa, and in Des Moines in 1896. From this time onwards, the Des Moines Chautauqua was held in Crocker Woods on the south bank of the Des Moines River where 9th Street terminates. (Brigham I:343) Successful seasons followed.

In the course of these successful years, new and commodious buildings were erected in the grove at the northern terminus of Twelfth street. . . In time, popular interest waned,

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with a consequent deterioration in programs, and finally the grounds were sold and, after several experimental years, the enterprise was abandoned. (*Ibid.*:I:343)

The Chautauqua grounds were subsequently developed as one of Des Moines' automobile suburbs in the 1920s. This area has been listed on the National Register as an historic district.

IMPLEMENTING THE PLANS AND FILLING THE PLATS

Prospect Park--the real estate development and its associated pleasure grounds and parks--captured the public's imagination in the late Nineteenth Century as a desirable place to live and play. The public's regard for the natural beauty of this site also stimulated city planners and officials to explore ideas for its improvement.

By 1885, numerous suburbs had arisen on the edges of the City of Des Moines and many improvements had taken place within them. They included the following:

1885 SUBURBAN IMPROVEMENTS

<u>Place</u>	<u>Total Improvement Value</u>
North Des Moines	\$83,600
Prospect Park	25,000
University Place	84,225
Greenwood Park	75,000
Sevastopol	18,500
Capitol Park	83,300
Chesterfield	25,000

Source: Brigham I:304.

It can be seen that Prospect Park was a popular building site.

Within several years, Prospect Park's popularity had increased even more. As a local newspaper reported:

In Prospect Park, where more residences were built last year [1889] than in any other addition, many thousand dollars will be spent in grading, cement walks, etc. . . (*The Des Moines Leader* 1890a)

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The Lowry Goode Bust of 1893 dampened much of this new construction. The cover document for an earlier Multiple Property Submission, *Towards a Greater Des Moines* (1996) discussed those events at length.

Following the recovery from this bust, Prospect Park resumed its development. Each of the plats within it experienced a somewhat different evolution. Prospect Park Second Plat illustrates, for example, the on-going influence of transportation over its development. The history of that plat is explored below and in the Prospect Park Second Plat Historic District nomination, submitted as part of this Multiple Property Submission. Further research is required to document the history of the other plats in the Prospect Park "parent tract."

SUBSEQUENT IMPROVEMENTS IN PROSPECT PARK SECOND PLAT

Introduction

Following the turn-of-the century, the Prospect Park Second Plat experienced change. Early in the new century, the Polk County Homestead & Trust Company decided to sell at auction the hitherto unsold parcels in the plat. Later, the Glen Baily Replat of the oversized Lot 1 in Prospect Park Second Plat made way for the construction of a new apartment complex known as the Bailey Court Apartments and a reconfigured Prospect Boulevard now renamed Hickman Road. Then, during the Great Depression, Mr. and Mrs. Jay D. ("Ding") Darling donated Lot 8 in Prospect Park Second Plat to the City of Des Moines for parkland. This gift augmented the city's contiguous property at Crocker Woods.

These changes are significant because they illustrate how community development and transportation continued to influence Prospect Park Second Plat.

Sale by Auction

Into the early Twentieth Century, large portions of land remained unsold in Prospect Park Second Plat. The Polk County Homestead and Trust Company held the titles to it. These parcels included an unimproved tract of twenty acres in the northwest section of Prospect Park, the "parent tract," and platted property comprising 138 residence lots. In the spring of 1901, the company offered these parcels for sale at auction.

An advertisement of the auction defined Prospect Park as north of College Avenue (then State Street), east of 13th Street, south of the Des Moines River, and west of 6th Avenue. Included in this sale were the "sightly river front lots west of the Sixth Avenue Bridge," and these choice properties were subsequently developed with quality residences (*Mail and Times*, April 19, 1901). By this time, streetcar lines were

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serving 6th Avenue, West 9th Street, 11th Street, and 12th Street, so that the other lots in this sale were also attractive and to a wider market.

The sale of these parcels at competitive prices rekindled interest in developing the plat.

Transportation Changes

By the 1920s, the automobile had changed the lives of many Americans. By this time, the need for improved streets and roads was felt in Des Moines. A proposal to build a new entrance to downtown Des Moines stirred much debate. Pushed by the Town Plan and Zoning Commission, Keosauqua Way captured much newspaper attention during this period. Because its right-of-way involved the acquisition of new land, this was probably the most expensive local transportation project during the period. By 1923, for example, it had cost \$750,000. (*Des Moines Capitol* 1923) Budgetary restraints and an active public debate ensured that these projects required time to complete. For example, the demolition of buildings for Keosauqua Way was ordered in 1933. (*Des Moines Tribune* 1933) In spite of such delays, implemented street projects ranked among the most influential public infrastructure projects of the period and affected land use along their routes. By 1934, for example, Keo was reportedly "the busiest street" in the city serving 20,000 cars daily into and out of the loop. (*Des Moines Tribune* 1934) Under New Deal programs in the 1930s, the number of street improvement projects in Des Moines grew. In 1935, for example Des Moines was poised to pave 315 miles of streets. (*Des Moines Tribune* 1935)

Transportation improvements like these affected North Des Moines because of its strategic location between downtown Des Moines and points north, with few bridges crossing the Des Moines River.

Prospect Park Second Plat stood at the bridge-head of the important Sixth Avenue artery. The evolution of transportation patterns within this plat illustrates how transportation affected community development in this section of Des Moines. Within this context, Hickman Road provides the outstanding example. The present-day Hickman Road connects 6th Avenue with Martin Luther King, Jr. (MLK) Parkway. Prior to 1937, this heavily traveled corridor did not exist in its present configuration. Motorists wishing to access points west along this route were obliged to turn into Prospect Boulevard at 6th Avenue and proceed one block west along the street now known as Allison Avenue. From there, Prospect Boulevard turned north (along what today is named 7th Street), before curving again to the west approximately where Hickman Road intersects with 7th Street today. Then, the road paralleled the Des Moines River along the present-day Prospect Drive. The planning and construction of the present-day configuration of Hickman Road from 6th Avenue west to began in 1936 and was completed in 1937.

Before Hickman Road was cut through in the 1930s, the area was timbered. A two-lane gravel and oiled road ran from 6th Avenue to 9th Street. It stopped at 9th Street, where the streetcar turned around. Highland Park, which stood at this intersection, featured one tennis court with trees around it.

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The tennis court was abandoned when Hickman was pushed through. (Lewis Royal informant interview)

A number of other projects improved the streets in the surrounding neighborhood during the 1930s. They included the widening of 6th Avenue south of Euclid Avenue (*Des Moines Register* 1937), building a bridge over the Des Moines River on 2nd Avenue, and paving that street.

Glen Baily Replat

Glen Baily was a real estate developer in Des Moines during the early Twentieth Century. On October 2, 1922, he filed an official replat of Lot 1 in Prospect Park Second Plat. This replat divided the oversized Lot 1 into thirteen smaller lots. Of these lots, Lot 9 was "dedicated as Baily Road for use by Public for street purposes." (See Continuation Sheet E-65.) As discussed above, this public right-of-way was developed as Hickman Road in the 1930s.

In 1924, construction was begun on the Bailey Court Apartments. This apartment complex, also known as the Glen Bailey Apartments, consisted of seven separate buildings and was located south of the public right-of-way. (The spelling of Bailey's name is irregular in archival records.)

BAILEY COURT APARTMENTS

Address

609 Allison Avenue
611 Allison Avenue
2005 7th Street
2009 7th Street
2015 7th Street
2000 6th Avenue
2010 6th Avenue

Six were constructed from the same plans: 2010 6th Avenue, 2005 7th Street, 2009 7th Street, 2015 7th Street, 609 Allison Avenue, and 611 Allison Avenue. The seventh building, located at 2000 6th Avenue is larger than the others.

Baily subsequently sold off the lots north of the public right-of-way. Lots 10, 11, and 12 were developed in the 1920s and 1930s as single-family dwellings. The oversized Lot 13 was subsequently developed as the Six-0-One Drive-In following World War II.

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Park Improvements

Recreation and conservation became watchwords in Des Moines' parks during the years prior to World War I and during the interwar period. They reflect on the local level a growing national concern for these social and ecological issues.

The conservation movement holds particular significance for Des Moines because J. N. ("Ding") Darling--resident of the city, political cartoonist for the *Des Moines Register and Tribune*, and member of the city Park Board--played a prominent role in promoting conservation on the national level. The recreation movement calls attention to the growth of leisure time for the American public and the belief that government has a responsibility to provide citizens with a wide range of recreational facilities.

Prospect Park Second Plat Historic District is significant within this context because Mr. and Mrs. Darling donated Lot 8 within that plat to the City of Des Moines for parkland. For many years, this lot had been held as an investment by Jefferson S. Polk, who had purchased it from the Polk County Homestead & Trust Company in 1895. The trustees of the Polk estate subsequently transferred its title to Mr. and Mrs. Darling in 1939. On the same day, September 1, 1939, the Darlings transferred it to the City of Des Moines.

Lot 8 remains today as a portion of Prospect Park. Heavily wooded and undeveloped, the south side of this parcel is situated on the bluffs above the Des Moines River. The parcel falls about 40 feet to the river below. The parcel stands as an example of land along the Des Moines River, which has never been developed.

Post-World War II

The post-World War II era saw few outwardly visible changes in Prospect Park Second Plat because most building lots had already been improved. Still, the population density of the area continued to grow through the continued conversion of single-family dwellings into multiple-family and the construction of a few new multiple-family dwellings. The commercial viability of the neighborhood remained strong. Residents of the plat continued to take pride in their public parkland.

A few new multiple-family dwellings increased the population density of the plat. In 1948 a 2-story, brick duplex was constructed at 821 Hickman Road. In 1951, a modern Ranch-style duplex was constructed at 1908-1910 8th Street. One Ranch-style single-family dwelling was also constructed. Although these buildings post-date the period of significance for the plat and are evaluated as noncontributing to it, their massing, facade setback, and vehicular accesses conform to traditional patterns and render them less visually intrusive than might otherwise have been the case.

The commercial viability of the neighborhood remained good. The construction of the Ideal Market Place in 1948 illustrates this fact. Located at 1912 6th Avenue, the Ideal Market was designed by the

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local architectural firm of Kraetsch & Kraetsch. Of brick construction and featuring an Art Moderne curving corner, this one-story building has recently been renovated for the offices of the Neighborhood Finance Corporation (NFC), a public and privately financed lending institution in the City of Des Moines' Neighborhood Revitalization Program.

In 1950, the Six-0-One Drive-In was constructed near the Sixth Avenue Bridge at the northwest intersection of Hickman Road and Sixth Avenue. (Its street address was 601 Hickman Road, hence its name.) The drive-in restaurant was a new architectural form in America. Small in size and surrounded by a large parking lot, the drive-in restaurant needed architectural pizzazz to attract patrons. Flashy exterior lighting and two vertical columns flanking its entrance provided this at the Six-0-One. Des Moines residents shared America's love-affair with the automobile, and the Six-0-One quickly became a local institution. Its location showed business acumen augmented by good luck. Situated at the well-traveled crossroads of Hickman Road and Sixth Avenue, the business drew from this traffic. Its site--on the bluffs above the Des Moines River at the Sixth Avenue Bridge--made its lights highly visible to inbound traffic at night. A little later, in 1957, the Six-0-One benefited by the construction of the new North High School two blocks to the north. *Grease!* Today, the Six-0-One has fallen on hard-times. Most recently a beauty shop, the building is presently unoccupied and in deteriorated condition.

During the 1960s, the City of Des Moines began to plan the construction of a new Fire Station No. 4. The city selected Highland Park, at the intersection of Hickman Road and 9th Street, as the location. Neighbors in the area rose to oppose this site. Using the park's original dedication for perpetual use as a park, they successfully blocked this construction. The city chose another site, at the intersection of University Avenue and 9th Street, the site of Nash Park, another property owned by the city.

ARCHAEOLOGY

The possibility to discover pre-historic archaeological material in the Prospect Park Second Plat (and other plats within the Prospect Park "parent tract" is, as yet, unevaluated. Areas near rivers were often selected as choice sites by Native Americans for both habitation and burial. In the summer of 1997, Native American mounds were discovered nearby at Broadlawns Hospital. Although this site is outside the boundaries of the Prospect Park Second Plat, the site is adjacent to it.

The poured concrete foundations for the dance pavilion in Crocker Woods, mentioned by Parnham above, and/or other features associated with the early history of this tract of parkland might remain extant. (See Continuation Sheet E-66.)

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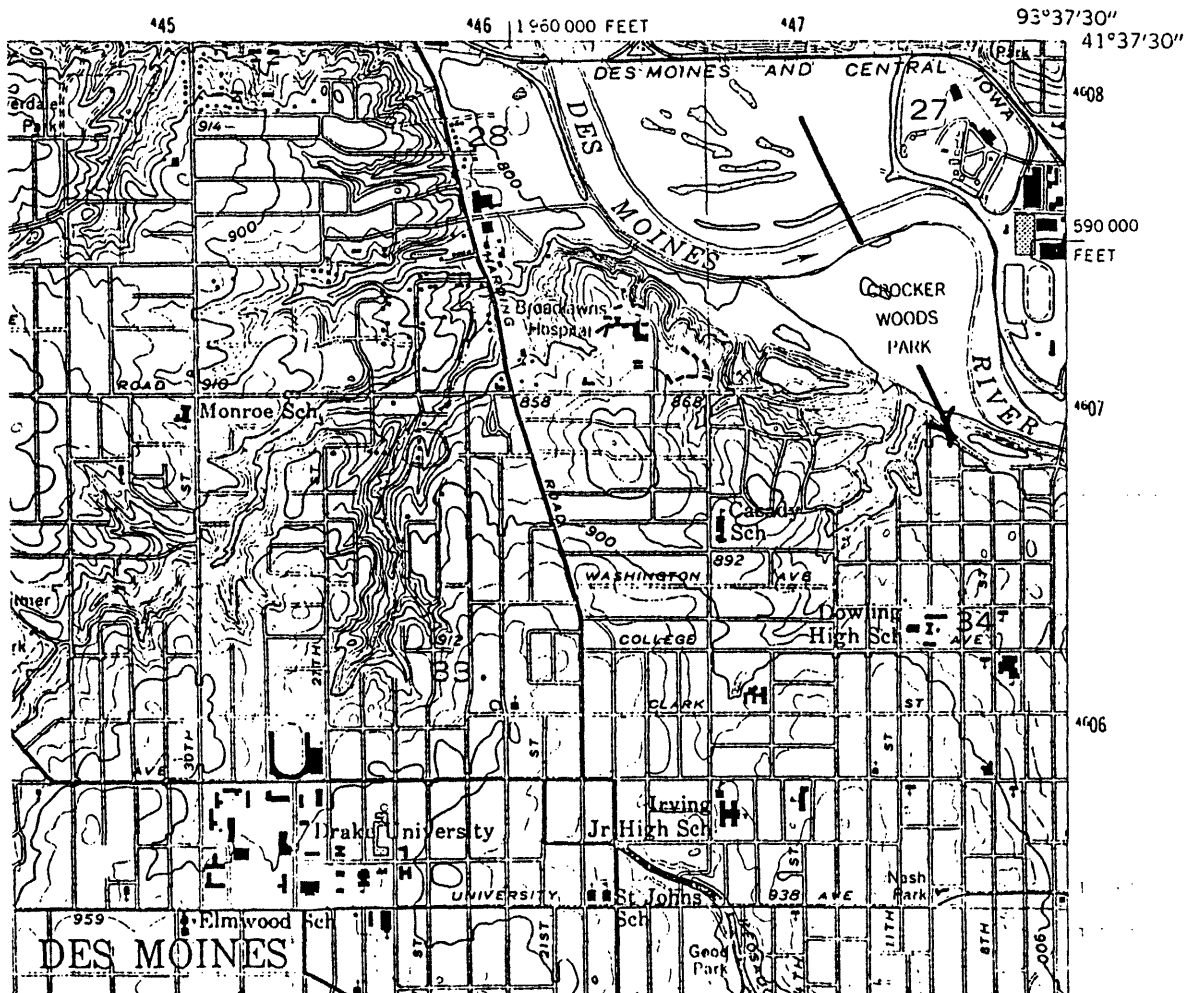
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SITE MAP

ARROW LOCATES GENERAL AREA OF PROSPECT PARK



Source: U.S.G.S. Map (7.5 Minute Series), Des Moines SW Quadrangle, 1956, Photorevised 1976.

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EVOLUTION OF PROSPECT PARK, THE "PARENT TRACT"

INCLUDING U. S. GOVERNMENT SURVEY BOUNDARIES

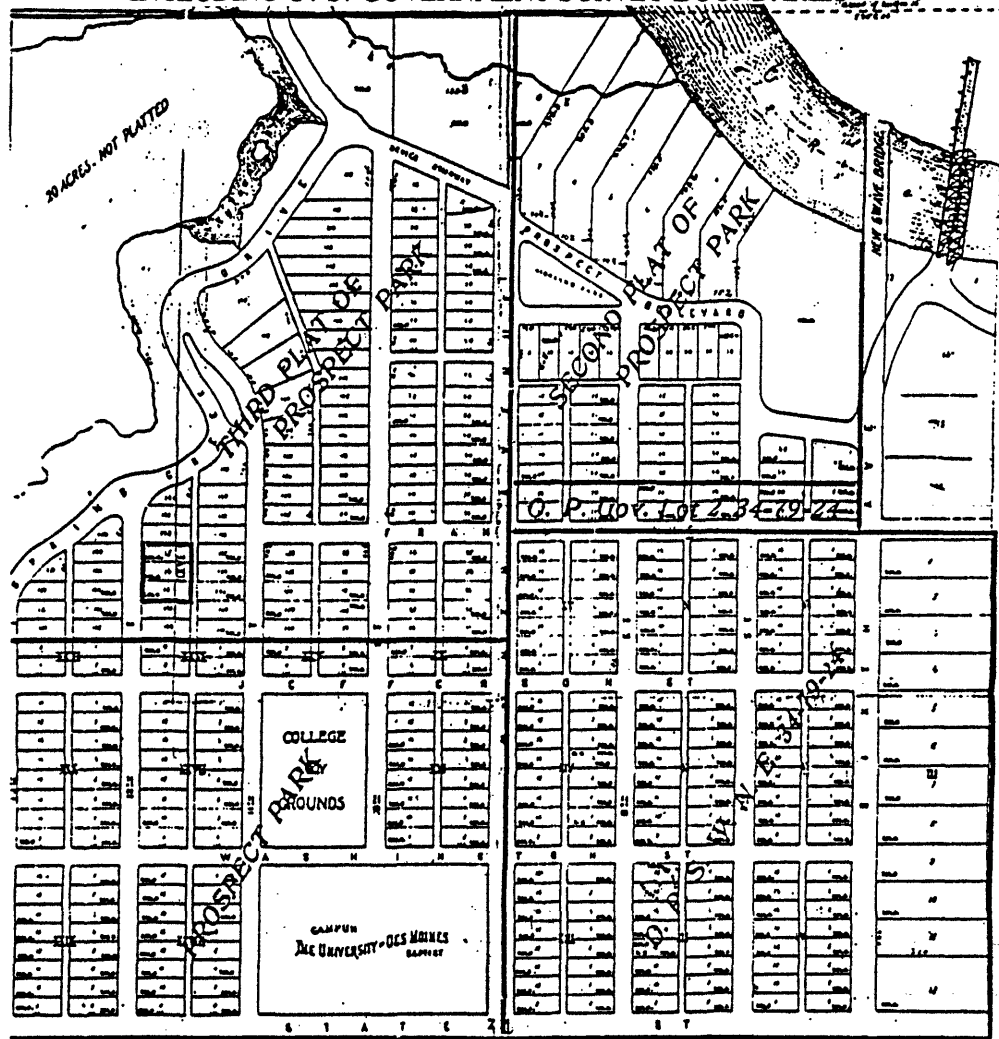


Figure III-A

Source: 1902 promotional flier, Engineering Department, City of Des Moines.

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**"OFFICIAL PLAT OF S.W. QUARTER N.E. QUARTER
SECTION 34, T79 R24"**

1884



Figure III-B

Source: Polk County Recorder's Office, Plat Book C, p. 266, dated June 12, 1884

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PROSPECT PARK CONCEPT PLAN UNDATED (1884 OR 1885)

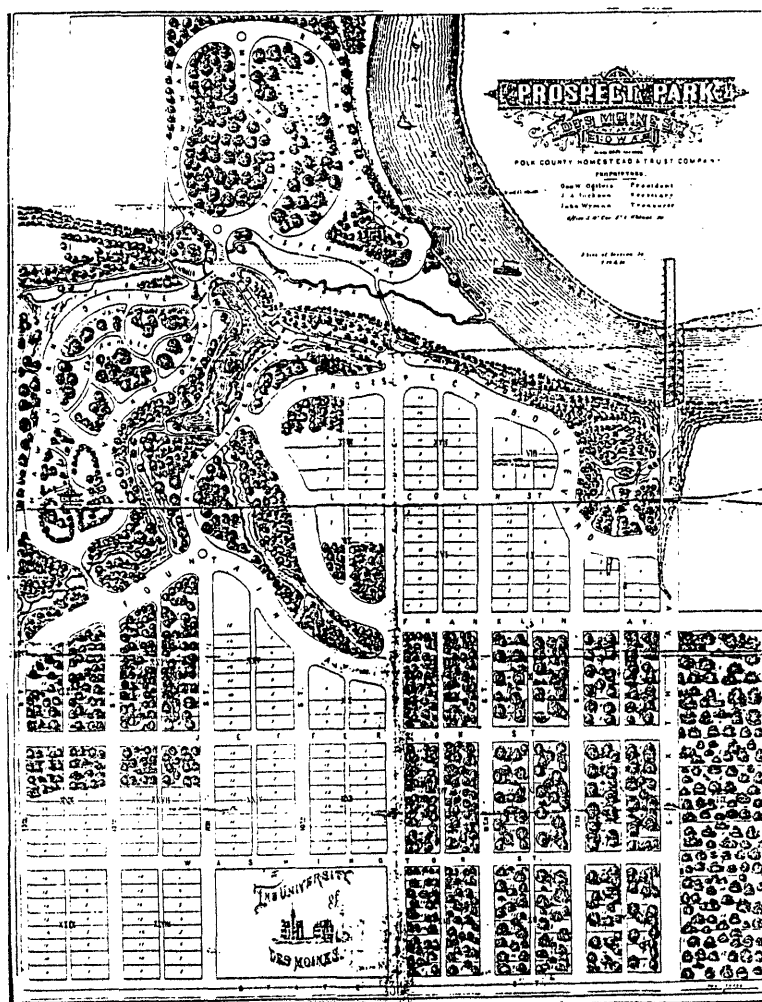


Figure III-C

Source: State Historical Society of Iowa, Historical Library, Des Moines.

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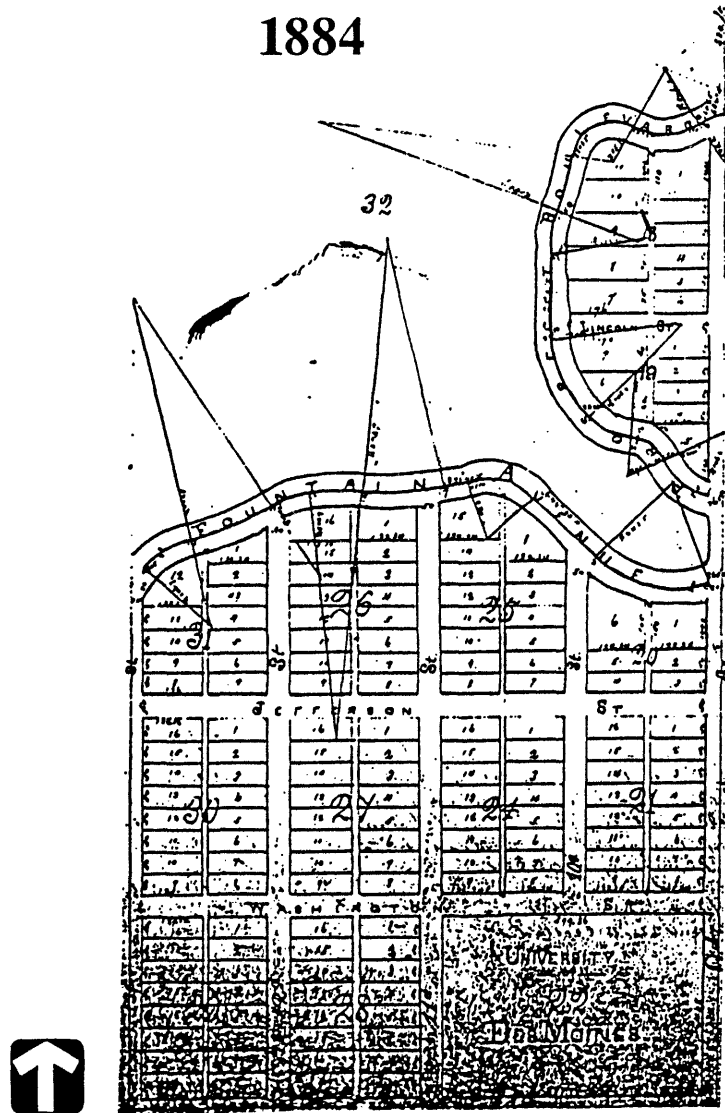
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FIRST "PLAT OF PROSPECT PARK" 1884



Although the original of this plat is in poor condition (reflected in this copy), it remains a useful historical document.

Figure III-D

Source: Polk County Recorder's Office, Plat Book C, p. 290, dated August 2, 1884.

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"OFFICIAL PLAT OF GOVERNMENT LOT 2" 1886

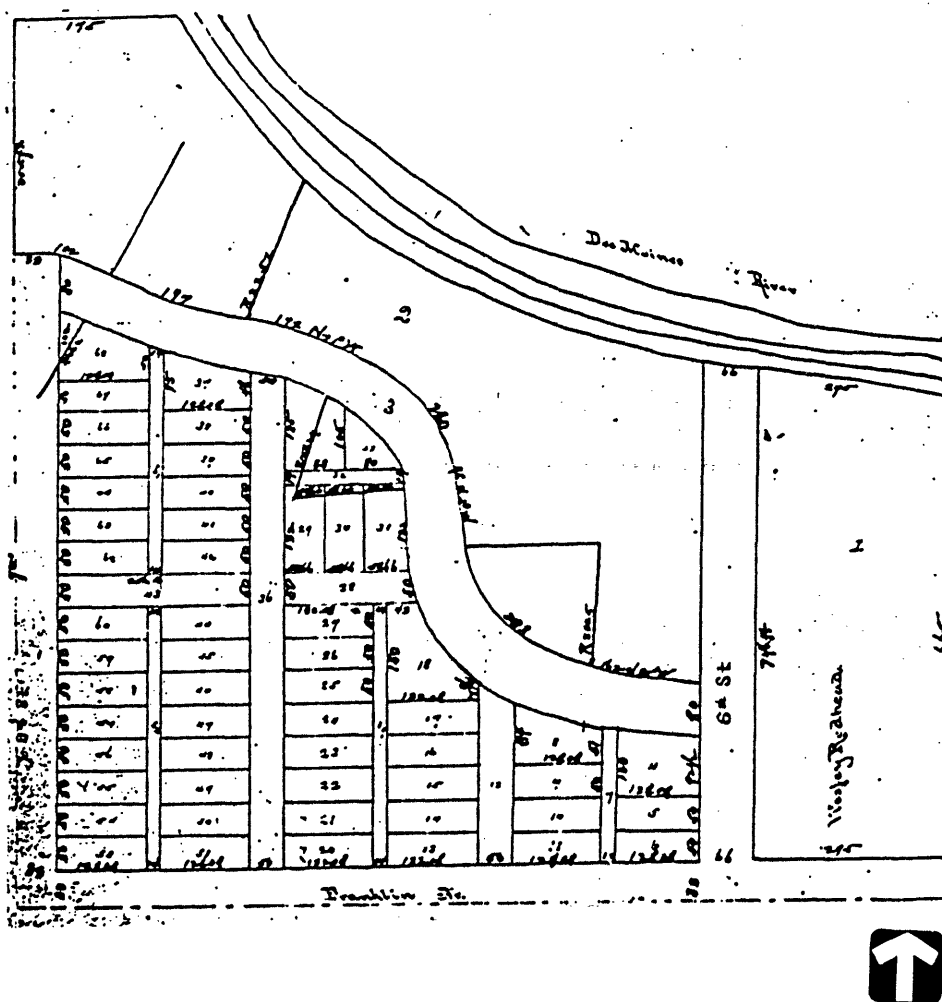


Figure III-E

Source: Polk County Recorder's Office, Plat Book C, p. 400, dated February 19, 1886.

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“SECOND PLAT OF PROSPECT PARK”

1887

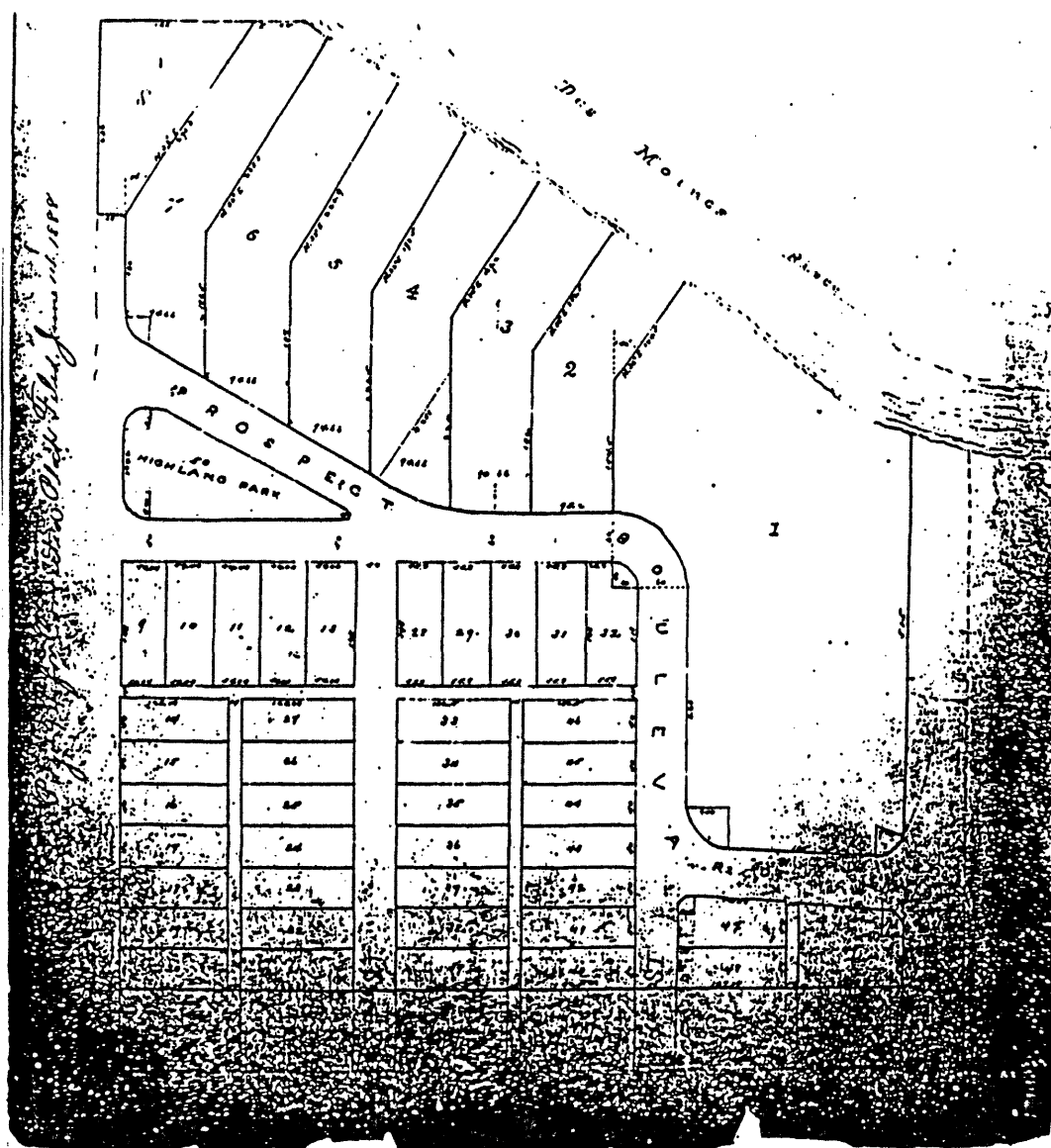


Figure III-F

Source: Polk County Recorder's Office, Plat Book D, p. 21, dated May 13, 1887.

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“THIRD PLAT OF PROSPECT PARK”

1888

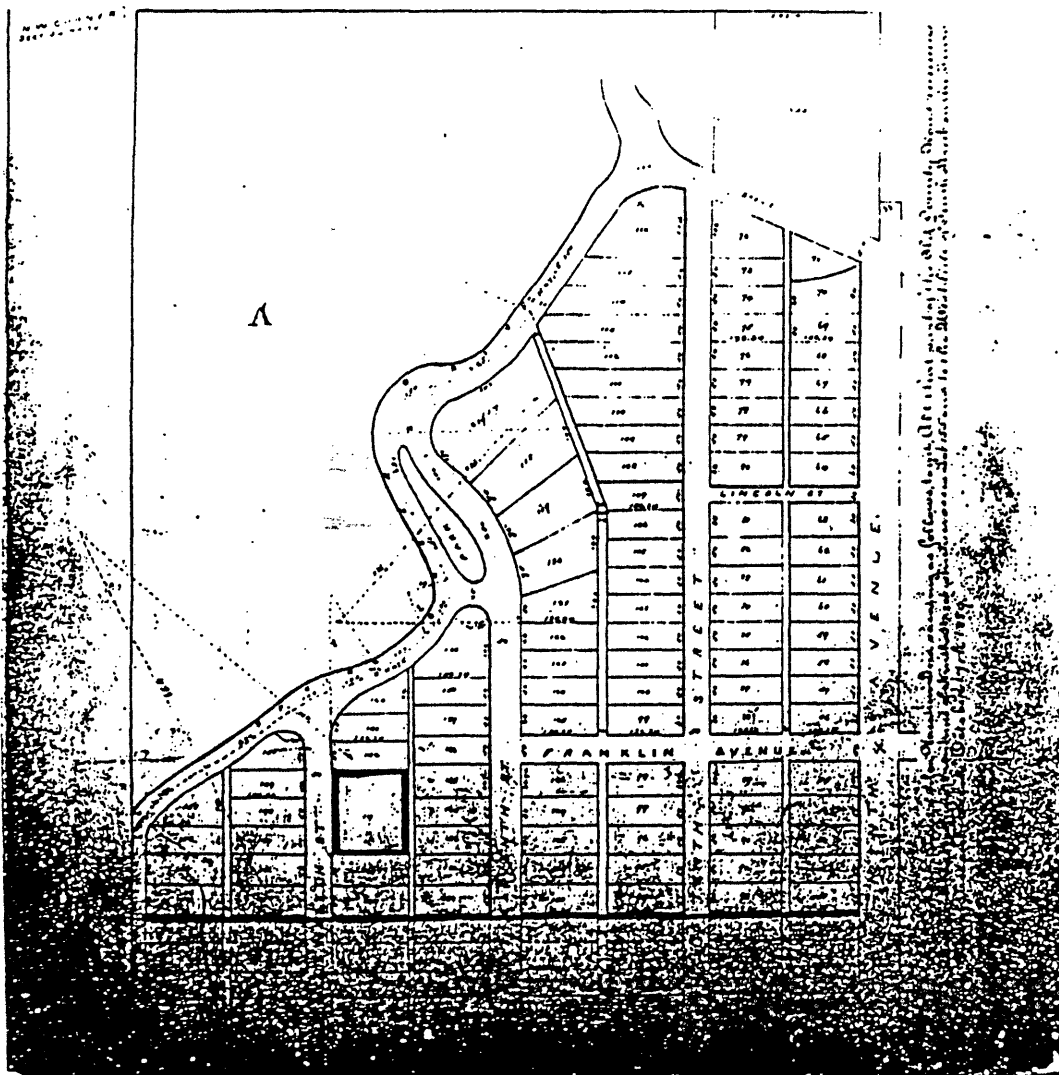


Figure III-G

Source: Polk County Recorder's Office, Plat Book D, p. 80, dated May 8, 1888.

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PROMOTIONAL “PLAT OF PROSPECT PARK” 1888

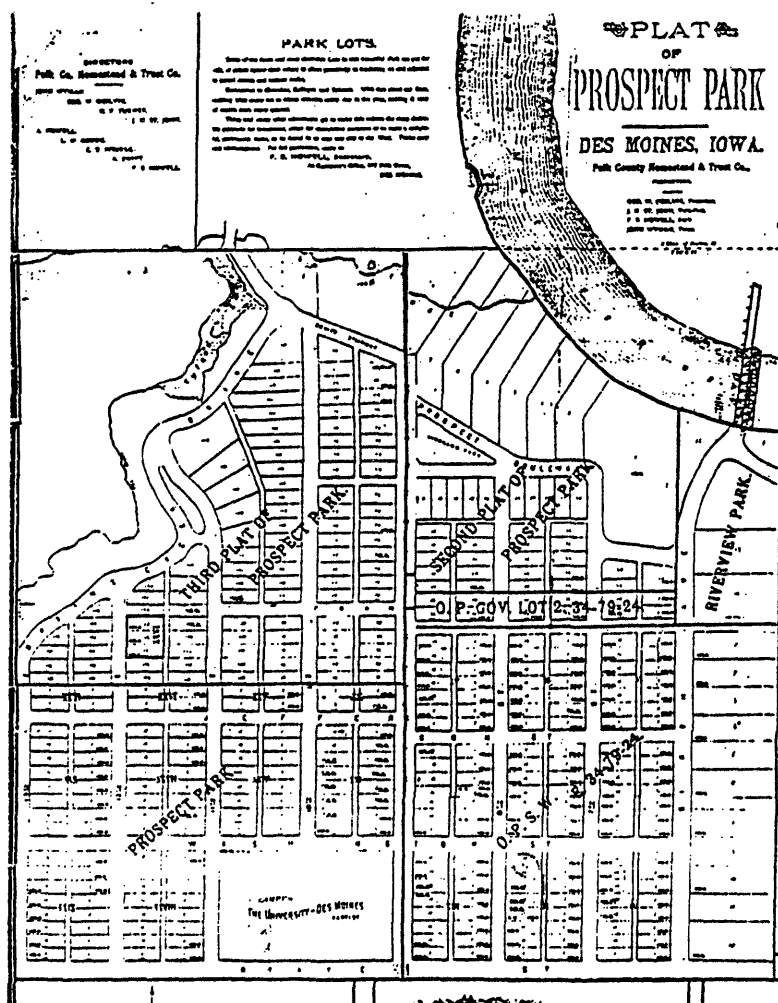


Figure III-H

Source: State Historical Society of Iowa (Des Moines) Library.

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II. Prospect Park

“CORRECTED PLAT OF THE SECOND PLAT OF PROSPECT PARK” 1888

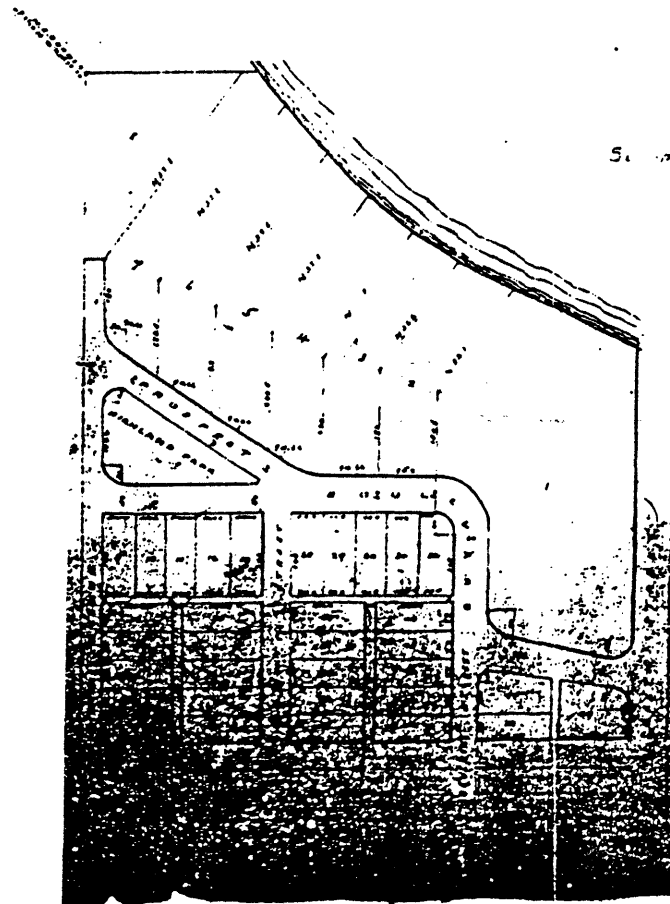


Figure III-I

Source: Polk County Recorder's Office, Plat Book D, p. 94, dated June 14, 1888.

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II. Prospect Park

“GLEN BAILY REPLAT” OF LOT 1 1922

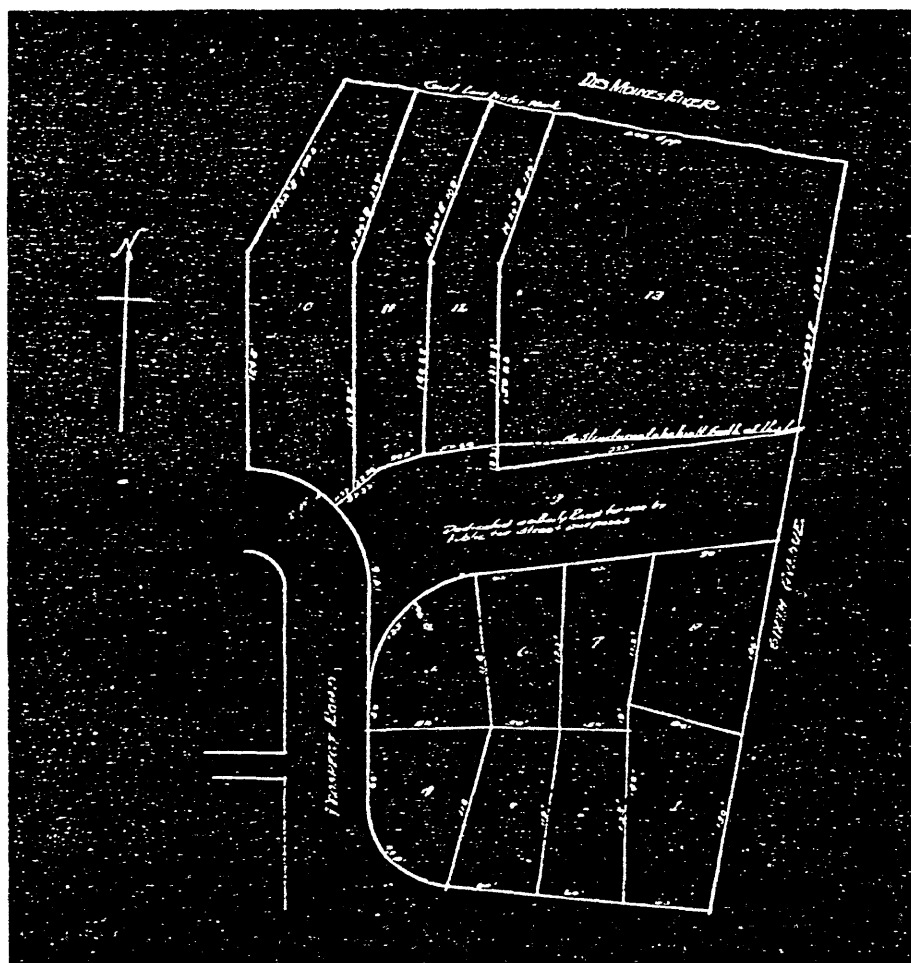


Figure III-J

The Des Moines River stands at the top of this plat on the north, 6th Avenue is on the east, and Prospect Road (now called 7th Street) is on the west. This plat dedicated the east-west corridor of land through its middle as a public thoroughfare. It subsequently became Hickman Road.

Source: Polk County Recorder's Office, Plat Book G, p. 177, dated October 2, 1922.

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II. Prospect Park

CROCKER WOODS IN 1901

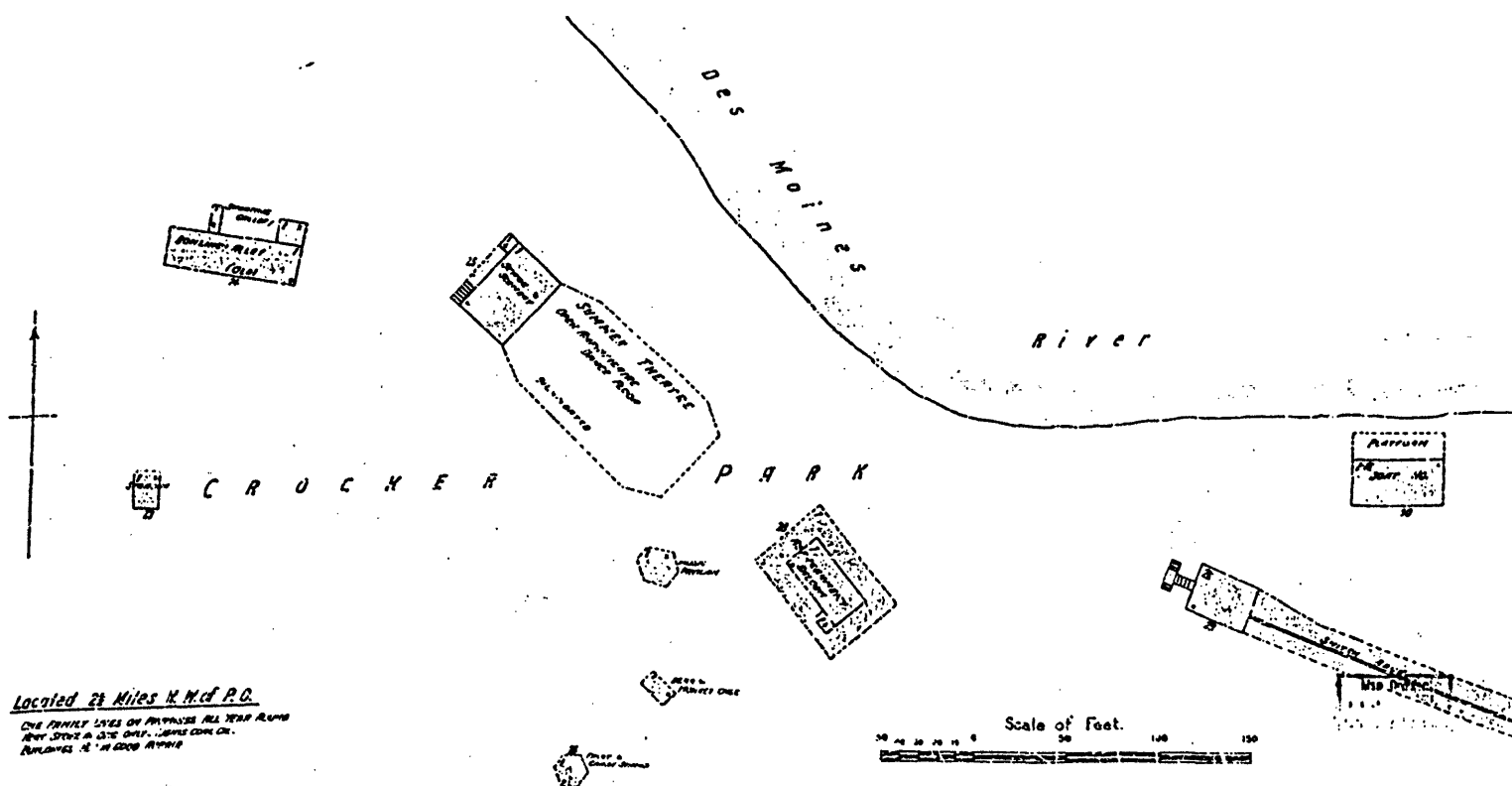


Figure III-K

Source: Sanborn Map Company, Des Moines, 1901, p. 96.

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II. Prospect Park

VICTORIAN PLEASURE GROUNDS

A PROMOTION FOR "PROSPECT PARK," THE NEARBY RESIDENTIAL TRACT

Grand Inaugural of the "Switchbacks" at Crocker Woods;
WEDNESDAY, AUGUST 2d.



The Wonder of the age. Have you seen it? Thompson's Celebrated Switchback Pleasure Railway. A rapid rate of speed and a wonderfully exciting ride with guaranteed safety. The greatest pleasure scheme of the age. Don't miss it. Good music in attendance. The steps to the park have been removed and an elegant walk built on an easy grade into the grounds. Remember the date, Wednesday, August 2nd.

GROCKER WOODS PARK---Week of July 31, 1893.

A Marvel of Grace, Perfection and Daring,

Miss ANNA DARE,

In Her Unequaled Acts on the Flying Trapeze, and in Feats of Contortion. She is so easy and graceful, it is a treat to see her.

Figure III-L

"Thompson's Celebrated Switchback Pleasure Railway" has been nonexistent for many years.

Source: *Iowa State Register*, July 30, 1893.

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II. Prospect Park

CROCKER WOODS

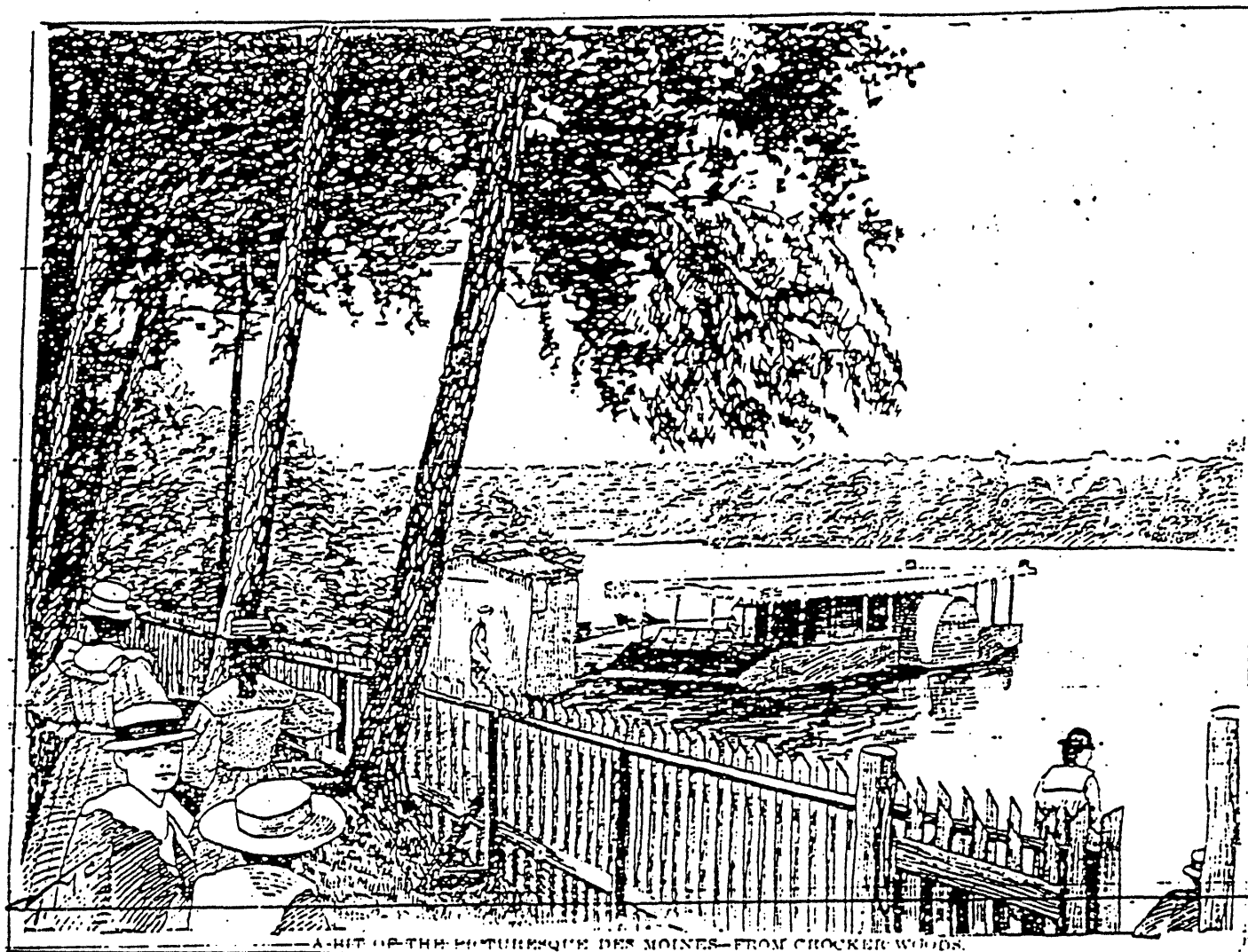


Figure III-M

This woodcut depicts Crocker Woods as a destination point in Des Moines for genteel society and recreation.

Source: *The Des Moines Leader*, July 19, 1896, p. 6.

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III. Architectural Resources of North Des Moines

III. ARCHITECTURAL RESOURCES OF NORTH DES MOINES

INTRODUCTION

The original cover document, which formed Phase I of this project in 1996, discussed in Chapter IV the history of suburban architecture in Des Moines, circa 1880-circa 1920, in great detail and focused on the architectural history of North Des Moines in particular. (See pages E69-E98.)

This chapter is intended to supplement that chapter in Phase I. The 1996 document concentrated on Victorian architecture. While this one adds newly discovered information on Victorian architecture, it also discusses later subjects of architectural significance for North Des Moines from the Edwardian and later periods. As such, this chapter brings the architectural history of North Des Moines forward to circa 1937.

This chapter should be read within that context and is divided into the following sections:

The Architect's Influence
The Role of the Contractor-Builder
Civil Engineer Contributions
Function: Double House
Function: Apartment Building
Building Materials
Architectural Compatibility

Each of these sections begins with a brief statement describing the extent of the supplemental information it contains.

It can be said that the greatest distinction between residential architecture in Des Moines prior to and following the Victorian suburbanization movements--say circa 1878 and 1900--was a difference in building materials. During the early years of Des Moines' growth, homeowners showed a preference for brick as a building material. Most of the showplace residences of the city constructed in the 1870s were of brick. They included, for example, the N. T. Vorse House (nonextant on West 3rd Street), the Thomas Naylor House (NRHP at 944 West 9th Street), and, of course, the B. F. Allen Mansion "Terrace Hill" at 2300 Grand Avenue.

A substantial change occurred between this era of house building and that beginning in the 1880s and stretching into the Twentieth Century. During this time, wood was extensively used as the most popular exterior cladding material in Des Moines. Wood was not restricted to affordable housing but used "across the board" for showplace residences as well. Many houses in North Des Moines witness today to this phenomenon. Very few residences in this section of Des Moines were constructed of brick between circa

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1885 and circa 1910. Indeed, not until the rise in popularity of the various Period Revival houses in North Des Moines--the Tudor Revival in particular--did brick achieve once again its status as a preferred wall cladding material.

Multiple family dwellings stand as exceptions to this and prove the rule. Brick remained the favored building material for most apartment buildings and many double houses throughout these years because of its security against fire.

THE ARCHITECT'S INFLUENCE

This section supplements the Phase I cover document by adding new information, which has come to light, regarding two architects particularly active in North Des Moines.

Oliver O. Smith

The Phase I cover document provided much information about the career of Oliver O. Smith.

Phase II of this project discovered a newspaper article, which noted that "Oliver O. Smith, architect, prepared the plans for the building" located at 1353-1355 9th Street in Des Moines (*Register and Leader* 1913) The design of this apartment building, known as the "New Motzer Flats," was previously credited to Proudfoot & Bird. (Long Iowa's Pre-Eminent Architectural Firm: Motzer Flats Iowa Site Inventory Form) The newspaper feature also contained an architect's drawing of the building's west facade.

Additional research also uncovered the following announcement: "Plans are being drawn by Smith & Wetherell, architects, for a new residence for William Bowen to be erected on North Eighth street at a cost of about \$2,500." (*Register and Leader*, May 3, 1906) Small newspaper announcements such as this are difficult to access but supply the precise information, which, over time, help flesh out the work of local architects. The Bowen House has yet to be located.

George E. Hallett

Identified in the Phase I cover document as significant for the architectural history of North Des Moines, this conclusion has been strengthened and expanded by the discovery that George E. Hallett made substantial contributions to the development of the apartment building as an architectural form in Des Moines. This topic is discussed below in the section on "Function: Apartment Building."

Hallett's best known local custom-designed dwelling, the Edward A. Temple House at 1330 9th Street in Des Moines, is a premier example of the Shingle Style designed during the period when he was in partnership with Harry D. Rawson. (Page and Walroth 1996:IV-E) Hallett's connection with Temple

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suggests that the architect might also have designed the Temple Block (NRHP) at 601-611 Forest Avenue. Built circa 1895, this edifice possesses a total of five commercial rooms on its first floor. Stretching along a one-half city block, this two-story building is richly embellished with brickwork. The large size and rich architectural detailing of the Temple Block distinguishes it as the finest example of suburban commercial architecture in Des Moines during the Victorian era. Now we can suggest that the Temple Block might be a Hallett design.

Phase II of this project also attributed the design of the Julius Scheibe Cottage, at 815 College Avenue in North Des Moines, to Hallett. It is included in one of the individual resources nominated within this Multiple Property Submission.

The Phase I cover document identified a number of Hallett-designed homes on and near West 9th Street. This, coupled with the fact that he resided on that street for many years, calls attention to Hallett's influence in North Des Moines during the late Nineteenth and early Twentieth Centuries. It is now thought that other members of his family might also had an influence in this regard. Two individuals with the Hallett family name platted Hallett's Subdivision in 1899. This plat is located adjacent to 9th Street near University Avenue.

THE ROLE OF THE CONTRACTOR-BUILDER

The following table list identifies some notable contractor-builders in North Des Moines with buildings associated with them:

CONTRACTOR-BUILDERS IN NORTH DES MOINES
WITH ASSOCIATED RESOURCES

Name	Associated Resource	Notes
Charles Weitz	1424 5th Avenue	Home residence
S. C. Wherry	7th northeast cor. North Street	Home residence
	Wherry Block, 1600-1602 6th Ave.	Commercial bldg.
James C. Bedford	1713 Carpenter Avenue	Home residence
James C. Bedford	Keeler House, 1430 10th St.	Constructed by Detwiler & Bedford
John W. Detwiler	911 Washington Avenue	Home residence

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John W. Detwiler	Keeler House, 1430 10th St.	Constructed by Detwiler & Bedford
James Maine	1414 7th Street	Home residence
James Maine	Susie P. Turner Double House, 1420-1422 8th St.	Constructed by James Maine & Sons
James Maine	Double House, 1603-1605 8th St.	Constructed by James Maine & Sons
James Maine	"The Maine" (NRHP) 1635 6th Ave.	Constructed by James Maine & Sons

Although largely responsible for the improvement of North Des Moines, biographical information about Victorian contractor-builders remains elusive. It is an on-going process to document them and resources associated with their work.

James Maine & Sons Company

The James Maine & Sons Company provides one example of local contractor-builders. Since the preparation of the Phase I cover document, three additional buildings have been identified as the work of this firm. They are listed in the table above. In the Phase I cover document, only "The Maine" had been credited to the firm.

The James Maine & Sons Company was a family business. It included James Maine as president, Herbert A. Maine, Vice-President and General Manager, and Orin E. Maine, Secretary-Treasurer. In addition to its operations as contractor-builders, the James Maine & Sons Company also manufactured building brick (City Directory 1913). In 1899, James Maine advertised as a contractor and builder in the city directory, stating:

In Brick, Stone and Cement. Jobbing of all kinds promptly attended to.
119 Eighth Street. Residence 1414 Seventh Street. Des Moines, Iowa.
(City Directory 1899:807)

The Susie P. Turner Double House, located at 1420-1422 8th Street, provides a fine example of the work of James Maine & Sons Company and calls attention to each of the building materials highlighted in Maine's list. It is also probable that the brick used in the Turner Double House is a product of his firm. The building's extensive use of polychrome brick is similar to that of "The

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Maine." Another work of the firm, the double house at 1603-1605 8th Street, is virtually identical to the Turner Double House. Both buildings showcase brick of differing colors. The Susie P. Turner Double House is being nominated to the National Register at this time as one resource within a Multiple Property Submission. That National Register application contains more information about James Maine & Sons Company and the Turner Double House.

"The Maine" (NRHP), a suburban luxury apartment located at 1635 6th Avenue, was built in 1913 and remains the best known example to date of James Maine & Sons construction. It also is distinguished by the use of polychrome brick, stone, and concrete.

S. C. Wherry

In the Phase I cover document, Samuel C. Wherry was not even identified as a contractor-builder. Now we know that he ranked among the earliest in North Des Moines and made substantial contributions to its upbuilding. Wherry's office was downtown, but he lived in North Des Moines. This fact increases Wherry's significance as a contractor-builder for that neighborhood because it shows that his influence was not limited to North Des Moines.

In 1886-1887 he lived on the northeast corner of 7th and North Streets in North Des Moines. (City Directory 1886-1887) By 1889-1890, Wherry was residing on the northwest corner of 8th Street and Indiana. From this information, it appears that Wherry engaged in speculative house construction, occupying one house while building another, then repeating the pattern. Unfortunately, neither of these dwellings is extant.

An article in the *Iowa State Register* in 1882 documents Wherry in partnership with a Mr. Nelson and lists their improvements completed in 1881.

"NELSON & WHERRY'S LIST
of buildings and improvements:

J. M. Shankland, house on Woodland-av	\$2,500
M. P. Turner, barn for street car, etc, Seventh	1,000
Harry Standford, store repairs and improvements, Walnut	1,500
Geo. Lonsberry, store. . . Walnut	800
Nelson & Wherry, shop, First	200
Beckwith & Harlan, coal office and yard, Ninth and Locust	500
St. L. D. M. & N., freight depot, corner Seventh and Cherry	7,000
Sleeth & Newell, fitting store, Walnut	1,500
Iowa State Leader, office improvement Walnut	1,000"

Source: *Iowa State Register*, January, 1882.

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Although the present status of these resources has not been determined, the likelihood of their survival is low. Most are located in or near the central business district of Des Moines, which has experienced considerable redevelopment.

The newspaper report cited above also lists the construction jobs of three other contractor-builders in Des Moines--H. Keemer, H. M'Kinney, and John A. Woods. It also lists buildings constructed "by various builders."

By 1899, Wherry was residing in the Temple Block at 605 Forest Avenue in Des Moines. (City Directory 1899:743) This large commercial building, located at 601-611 Forest Avenue, is listed on the National Register of Historic Places as a contributing resource in the Sixth and Forest Historic District.

Wherry's residence on the second floor of the Temple Block demonstrates a close relationship between him and the building. The 1899 city directory indicates Wherry's occupation as "architect" (*Ibid*). While this should probably be interpreted as puffing, Wherry's residence in this building and his occupational title suggests his responsibility for the building's construction. George A. Hallett is possibly the architect for this building. Further research might confirm these attributions and link the careers of Wherry and Hallett.

The Wherry Block, located at 1600-1602 6th Avenue, is one of S. C. Wherry's better-known works. This two-story, brick commercial building is being nominated to the National Register as part of this Multiple Property Submission. That application contains more information about this resource.

CIVIL ENGINEER CONTRIBUTIONS

Introduction

Since the completion of the Phase I cover document, several examples of the role of civil engineers in the field of city planning and landscape architecture have come to light in North Des Moines. The history of this activity has received little scholarly attention to date. The following thumbnail sketches provide information about some civil engineers working in North Des Moines during the late Nineteenth and early Twentieth Centuries.

The subject of civil engineering and its contributions to city planning and landscape architecture is worthy of further research in its own right.

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Frank Pelton

Frank Pelton was a prolific civil engineer in Victorian Des Moines. He is documented as having prepared the official drawings for many residential plats, including Edgewood Park and Riverview Park, both in North Des Moines.

A biographical profile of Frank Pelton would make a significant contribution to the history of civil engineering in Des Moines.

James Carss

In 1899, James Carss, a practicing civil engineer, maintained an office at 849 13th Street in Des Moines. (City Directory 1899:874) He also resided at this address. (*Ibid.*:204) Although Carss' home office does not necessarily reflect on the quality of his professional skill, it suggests that his practice was limited in its extent. At this time, ten other civil engineers also maintained offices in Des Moines, many of them located in downtown buildings. (*Ibid.*:874) The quality of their work should not necessarily be construed as superior to Carss' because of a downtown office. It is thought that many of these civil engineers engaged in commercial, industrial, transportation, and other public infrastructure improvements. Residential projects probably accounted for a relatively small portion of the contemporary civil engineer's work.

By 1920, James Carss had become an inspector in the engineering department of the City of Des Moines. He lived at that time at 849 14th Street. (City Directory 1920:256) The Carss family included other members with an engineering bent, as also shown in the city directory. They included Fred N. Carss, a civil engineer residing at 1909-1/2 Cottage Grove Avenue and Walter L. Carss, a draftsman for the city engineering department. (*Ibid.*)

FUNCTION: DOUBLE HOUSE

Introduction

Although the Phase I cover document addressed the double house as significant for the architectural history of Des Moines and North Des Moines, the following new information reaffirms and strengthens that conclusion.

The double house is a little studied architectural form, which emerged in Des Moines during the Victorian period. "Double house" is a regional term meaning a semi-detached dwelling with two units. In Des Moines, other specific characteristics of the double house included a height of two stories, a symmetrically conceived facade, front entrances centrally placed on the facade, and interior stairways back-to-back separated by the dividing wall between the two units. A few double houses were constructed locally,

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whose designs run counter to these general characteristics. These anomalies also deserve study because they suggest professional design and/or the influence from other regions of the nation.

Although the double house never supplanted the single-family dwelling as the city's most popular form of residential design, it offered nonetheless an attractive alternative. To date, dozens of still-standing double houses have been identified in Des Moines. Numerous others were built. The construction of the MacVicar Freeway in the 1960s and extensive urban renewal projects have swept away many.

The study of double houses in Des Moines has concentrated mostly on an inventory of their incidence throughout the city. In 1993, John Zeller conducted a reconnaissance survey of double houses in Des Moines. According to these findings:

Double houses were common in much of early Des Moines from the 1880s until approximately 1908. They were urban dwellings built within the central city--rarely in the western suburbs of the 1880s.

They tended to be of modest scale, located near other double houses and row houses.
(*Community Preservation Plan*, p. 51.)

This document also contains a map showing the city-wide distribution of double houses. This inventory identified about 90 extant examples of this form. The result of these findings is contained in a report available at the Community Development Department of the City of Des Moines. A summary of these findings is contained in Chapter 5 of Des Moines' *Community Preservation Plan*. Although this survey identified no double houses on the south side of Des Moines, extant examples are known to remain there.

Since this reconnaissance survey, two intensive studies and several individual National Register nominations have augmented this information (Page 1995, Page and Walroth 1996). It is now clear that the double house is a distinct and important architectural form, historically significant because of its social purpose and symbiotic relationship with streetcar routes (Page and Walroth 1996). It is also clear that the double house is architecturally significant because of architects' contributions to its evolution and the architectural styles it reflects.

Typology

Before discussing the historical and architectural significance of the double house, a working typology of the form is in order.

An analysis of double houses in Des Moines indicates that this architectural form evolved over the years and that it offered a variety of floorplan designs to accommodate different lifestyle needs.

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This evolution is most dramatically evident in the floorplan these resources possess. Examples from the late Nineteenth and early Twentieth Century invariably feature two stories. Living space for each unit is situated on both floors. Double houses constructed in the late 1910s and 1920s sometimes possess smaller floorplans with living space for both units contained in one story. For descriptive purposes in this report, the two story type of double house is called a "standard double house." The following list identifies some of these resources in River Bend:

STANDARD DOUBLE HOUSE

Name of Resource	Address	Notes
F. E. Haley Double House	1233-1235 7th St.	Built c. 1899, brick
John F. Bennett Double House	1243-1245 7th St.	Built 1899, brick
Susie P. Turner Double House	1420-1422 8th St.	Built c. 1914, brick
Double House	1416-1418 8th St.	Built c. 1919, frame
Double House	1305-1307 6th Ave.	Built c. 1915, frame
Double House	1603-1605 8th St.	Built c. 1914, brick
C. H. Baker Double House (NRHP)	1700-1702 6th Ave.	Built 1902, brick
Walter M. Bartlett Double House	1416-1418 6th Ave.	Built 1913, frame
Double House	1903-1905 6th Ave.	Built c. 1915, frame, 1-1/2 story Craftsman
Double House	1607-1609 9th St.	Built c. 1905, frame American Four Square

The double house at 1903-1905 6th Avenue is an interesting example within this context. Possessing only 1-1/2 stories, this building lacks the full second story typical of the standard double house. In this respect, this example stands as a transitional design between the standard double house and the one-story double house.

A few one-story dwellings featuring two-units can also be found in River Bend. It is presently unclear if these should be classified as double houses or as "duplexes"--the current term for semi-detached dwellings. These one-story dwellings date a little later than standard double houses in the neighborhood and are uniformly constructed of frame. For the present, the term "one-story double house" is employed to describe these resources. Examples in River Bend include the following:

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ONE-STORY DOUBLE HOUSE

<u>Name of Resource</u>	<u>Address</u>	<u>Notes</u>
Double House	1453-1455 6th Ave.	Built c. 1910, frame
Double House	714-718 Jefferson Ave.	Built c. 1928, frame, (1-1/2 story)
Double House	1729-1731 8th St.	Built c. 1928, frame, (1-1/2 story)
Double House	1717-1719 9th St.	Built c. 1924, frame

An interesting characteristic of the one-story double house at 1453-1455 6th Avenue is its separate porch for each front entrance to the building. This design strives to set each unit visually apart from the other.

Occasionally, the double house features one unit on the first floor and one unit on the second floor. This floorplan follows more closely that of the apartment building--or flats, as they were often called--rather than the floorplan of the double house. For this reason, the term "double house flats" has been employed to describe this type of double house and to distinguish it from the standard design. In double house flats, each unit had the advantage of occupying only one floor. The Walter M. Bartlett Double House at 1416-1418 6th Avenue is a good example of the double house flats in North Des Moines.

DOUBLE HOUSE FLATS

<u>Name of Resource</u>	<u>Address</u>	<u>Notes</u>
Walter M. Bartlett Double House	1416-1418 6th Ave.	Built in 1913
Double House	1424 9th St.	Built c. 1901

This working typology of double houses should be expanded and/or clarified as more information comes to light concerning this architectural form in Des Moines.

The measurements of double house floorplans might also provide useful information. The footprint of the nonextant James H. and Loraine B. Ford Double House, formerly located at 1441-1443 East Grand Avenue, measured 44' x 46'. It was built in 1899. (Page 1995:1) The John F. Bennett Double House, located at 1243-1245 7th Street, measures 42' x 42'. It was built in 1899. Further study of the double house might analyze the significance of this square-shaped footprint. The configuration of double houses roofs should also be analyzed. Some feature hip roofs while many others possess flat roofs.

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Social Purpose

As a two-unit dwelling, the double house achieved popularity because of its flexibility. In terms of economics, double houses offered potential for income, yet did not require massive capital to construct. This recommended them to middle-class entrepreneurs. Oftentimes, one unit provided income to the owner-occupant of the second unit--or both units could be rented. The double house also possessed social significance in Des Moines. Elderly parents could live in one unit while offering the other to children or other family members in exchange for care services. Family residency in these double houses is not unusual from one generation to another. The James H. and Loraine B. Ford Double House, 1441-1443 East Grand Avenue in Des Moines, is a good case in point. Built in 1899, at least one member of the Ford family lived in this building into the 1940s (Page 1995).

Architecturally, the double house fit into the traditional urban context of row houses, while its semi-detached character was also related to the growing suburban trend toward single-family dwellings. At the same time, the double house could be manipulated by a host of stylistic influences, appealing to Victorian predilections for variety.

The Ford Double House--the subject of an intensive survey in 1995 prior to its demolition--illustrates this phenomenon. One of its units was built to serve as the dwelling for the Ford family. The second unit was built to provide rental income. This practice may have become a pattern among late Nineteenth Century property owners in Des Moines, although it has yet to be conclusively demonstrated. Other characteristics of the Ford House include a floorplan design wherein the staircases for each unit and the bath rooms and kitchens of each unit were situated back-to-back. This allowed a shared wall for plumbing between the two units and a railroad car design for the hallway accessing rooms adjacent to it. As described above, the footprint of the Ford Double House was almost square.

John F. Bennett provides another example of owner-occupancy in double houses. The treasurer of Bennett Brothers Coal Company, John F. Bennett employed the architectural firm Smith & Gutterson in 1899 to prepare plans for a new double house. Located at 1243-1245 7th Street, this 2-story, "double brick residence" measured 42x42 and featured furnace heat, gas fixtures, art glass, hardwood finish, and convenient walking distance to the 6th Avenue streetcar line. (*The Construction News* 1899:327) This publication did not report the cost for the new building. Bennett lived in one unit of this double house until at least 1920. (City Directory 1920:1574) The "furnace heat" referred to undoubtedly was a gravity-fed furnace burning coal supplied by the Bennett Brothers Coal Company.

One the other hand, C. C. Loomis, a Des Moines businessman, provides an example an individual investing in double houses for rental income. Owner of an insurance agency by occupation, Loomis had already begun investment in multiple-family dwellings by 1899. In that year, he employed the Des Moines architectural firm of Smith & Gutterson to prepare plans for a 2-story, pressed brick and stone apartment building on West 7th Street. To cost \$25,000, this property featured hot water heat, gas and electric fixtures, and was located one block west of the 6th Avenue streetcar line. (*The Construction News* 1899:460). This building later became known as "The Gordon Apartments" and is located at 1233-1235

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West 7th Street. At the time of its construction, Loomis resided at 1809 7th Street (City Directory 1899:474), so that his investment was conveniently located near his home and its security easily monitored.

Because of their flexibility, the double house remained a popular residential form. In the 1920s, they became known as "duplex homes" and then simply "duplexes." A 1929 survey of homes in Des Moines noted the enduring popularity of this type of residential property. (*Des Moines Tribune* 1929) At the same time, Des Moines prided itself on its high rate of owner-occupancy of dwellings. (In 1924, it "leads in owned homes: Far ahead of every other city of 100,00 or over." [*Des Moines Capitol* 1924]) This phenomenon sometimes militated against duplexes. In 1931, for example, one newspaper reported that "80 Vacancies in duplexes: 10.6 per cent; was 8.8 last year." (*Des Moines Tribune* 1931) Still today, the duplex provides flexible living space. Several in the River Bend neighborhood, for example, have been converted into four-plexes.

"Location, Location, Location"

Location played an important role in the selection of sites for the construction of double houses. Proximity to public transportation stood high on the priority list for potential sites. Another characteristic was the selection of sites near where other multiple-family dwellings already stood. These characteristics are evident in North Des Moines from physical evidence and from documentary sources.

The Zeller survey of double houses, cited above, contains a map, which plots the locations of identified double houses in Des Moines. (*Community Preservation Plan*:52-53) This map demonstrates how double houses in North Des Moines clustered along the 6th Avenue streetcar line and the streets in the immediate hinterland.

Role of Architects

The double house became a standard client request for local architects. A number of Des Moines firms likely responded to these requests. The following table lists documented Smith & Gutterson designs in North Des Moines.

ARCHITECT-DESIGNED DOUBLE HOUSES

<u>Architect</u>	<u>Name of Resource</u>	<u>Address</u>
Smith & Gutterson	Bennett Double House	1243-1245 7th St.
Smith & Gutterson	C. H. Baker Double House	1700-1702 6th Ave. (NRHP)
Norman T. Vorse	Mrs. C. A. McCague Double House	701 Hickman Rd.

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It is probable that more architect-designed double houses will be identified in North Des Moines and Des Moines as more is learned about this form of architecture.

Additional Discussion

Double houses in North Des Moines exhibit a variety of stylistic influences, including late Victorian, Colonial Revival, and Craftsman tastes. Because double houses were large structures, frequently built of brick, and intended to attract a genteel clientele, these buildings often possess significant characteristics of these influences.

The double house offered other qualities, which also made it popular. Its two-story height did not intrude into the surrounding neighborhood of single-family dwellings. The double house used land efficiently. With a facade about 44 feet in width, the building could be placed on one city lot.

The row house, a type of residential property related to the double house, was widely constructed in the 1870s and the 1880s in the walking city of Des Moines. The area north of Grand Avenue provided one example. On Chestnut, for example, about 17 row houses stood adjacent to one another between 4th and 6th (5th was not platted). Eight row house units stood on 3rd Street between Chestnut and Center Street, while about six units stood on the same street directly northeast of Center (Sanborn Fire Insurance Map of 1884). Also evident were numerous double houses standing on 3rd Street and elsewhere. In spite of its wide-spread incidence in Des Moines, the row house never achieved acceptance in the city's burgeoning Victorian suburbs. There, as an early Twentieth Century publication described them:

The handsomest and most expensive homes in the city are, architecturally, country homes, and this is because of the ground room. The city house, built to front on the sidewalk, scarcely exists here. . . The 'row' is the exception; the detached house the rule.
(*The Midwestern*, vol. 2, no. 7, p. 38.)

Why did the row house fail to take root in the suburbs? Perhaps it was associated in the popular mind with the urban congestion, which typified the walking city of Des Moines. Better public transportation had freed workers from living close to work and cheaper land in the suburbs obviated the need to use as much land as possible for building. For whatever reason, the row house in Des Moines declined, and no known examples were built in North Des Moines.

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FUNCTION: APARTMENT BUILDING

Although the Phase I cover document addressed the apartment building as significant for the architectural history of Des Moines and North Des Moines, the following new information reaffirms and strengthens that conclusion.

Early Apartment Buildings

During the late Nineteenth and early Twentieth Centuries, a new architectural form began to emerge in Iowa--the apartment building. Frequently the name "flats" or "apartment houses" was also given to these buildings, particularly during the years prior to World War I.

Des Moines city directories prove that the apartment building was a new architectural form. In 1899, for example, the directory lists but one, "The Iliad," located on the southwest corner of West 8th and Walnut Streets. (City Directory 1899:851) In 1920, by contrast, the city directory lists 182 such multiple-family dwellings. (City Directory 1920:1670-1672)

The history of "The Iliad" is suggestive. Built in 1875 from designs by William Foster, this edifice was originally named the "Exposition Building" and was constructed to house wares and an art gallery in celebration of the nation's Centennial of 1876. In 1891 it was remodeled to become "The Iliad," a residential hotel. Later, it served as a department store, and still later as an office building (known as the "Shops Building"). It was razed in 1997 over public outcry by Norwest Financial, to be replaced by a parking lot. The conversion of this building into a residential hotel is architecturally significant, suggesting, as it does, that the apartment building as a property type was insufficiently known in Des Moines to warrant the expense of new construction, but that a less costly conversion warranted the testing of local popularity. The name "Iliad," a reference to the ancient Greek epic by that name, seems appropriate for a building rehabilitated during the Colonial Revival period, when America was reviving architectural designs from the Classical world.

Professional architects contributed to the development of the apartment building as a new form. In 1899, architects Hallett & Rawson prepared plans for a new multiple-family dwelling for Mrs. Tinsley. Located on 16th and Woodland Avenue, this building possessed 2-stories with a basement and featured steam heat, electric fixtures, and a location on the Woodland Avenue streetcar line. It cost \$10,000 to construct. (*The Construction News* 1899:459-460) Hallett continued to make substantial contributions to the popularization of the apartment building as an investment in Des Moines. In 1905, for example, a local newspaper reported that:

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FLAT BUILDING IS POPULAR HERE
MANY ARE BEING ERECTED

George Hallett of the firm of Hallett & Rawson, an owner of some of the valuable apartment properties, expects to invest \$60,000 in a large flat on Thirteenth and Locust streets this summer. (*Register & Leader*, March 12, 1905)

The sum of \$60,000 was a sizable amount of money for a "flat building" at this time, attested by the published costs of some of its contemporaries, mentioned below.

Trade publications also popularized the growth of apartment buildings as a popular property type. Disseminated across the nation, such publications as *The Construction News* listed new construction in many American cities. For example, that publication's "News of the Week" column in one 1897 issue described new residences, flats, and other buildings in cities like Chicago, Illinois; Bright, Michigan; Waynetown, Indiana; Marquette, Michigan; Milwaukee, Wisconsin; Toledo, Ohio; Chillicothe, Missouri; Detroit, Michigan; as well as in Des Moines, Iowa City, Marshalltown, and Rockwell City, Iowa. The Chicago listings, in this regard, are particularly extensive and contain many references to new flat buildings. The dissemination of such information encouraged others by showing that apartment building design and construction was widely accepted as a good real estate investment. (*The Construction News* 1897).

The early Twentieth Century saw a boom in the construction of apartment buildings (or the "flat building," as apartments were also called) in Des Moines. In 1905, for example, the *Des Moines Register* article already quoted above touted an eight percent return this property type and enthused:

The McNamara flats on Fourteenth and High streets are just nearing completion. On Fifteenth, at the end of Linden, the Mason flats will be built this year. Mrs. C. W. Sweet will erect a flat building on Nineteenth and Forest. L. Oransky is just completing a \$14,000 flat on Third and Crocker. The Blank flats are to be built on Seventh above School., Lowell Chamberlain will build on Grand avenue and Nineteenth. These are only a few which have already been announced or are being completed. Plans are being drawn for others by the architects which they cannot yet announce. . . (*Register & Leader*, March 12, 1905)

Other investors in multiple-family dwellings included local notable George C. Tidrick. In 1901, for example he constructed flats at 806 West 4th at a cost of \$4,000 and a similar, if not duplicate, building at 810-812 West 3rd. (*Iowa State Register* 1901) In the same year, C. Nourse constructed a three-story brick, flats building at 913 5th Street at a cost of \$13,000. (*Ibid.*)

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Following World War I, the apartment house boom resumed. In 1918, the *Des Moines Register* characterized their construction as an "epidemic."

APARTMENT HOUSE EPIDEMIC
Many of Them Are Being Built
This Year.
City Heretofore Has Had Few
Buildings of Kind.

Des Moines is adding to its apartment houses this year at a much greater rate than ever before.

Previous to this spring there have been unusually few apartment houses and flat buildings here, compared with other cities of the size of Des Moines. There has been a veritable epidemic of apartment house construction since building began this year.

Most of the larger new structures of this kind are to be located comparatively close in. Probably the most pretentious thing of the sort will be the Vanderwaal family hotel at Fifteenth and Locust. Preliminary announcements of this building have been made, and plans for it now are being completed...

H. H. Pharmer is building a four story apartment building to cost about \$40,000 at Twentieth and Center. There will be forty-eight apartments in this building. The Delester, on Sixteenth street, north of Center, which now is being completed will be a six family flat building costing \$20,000.

Besides these large structures there are a considerable number of four family flats. A few duplex houses, which in past years have been almost unknown here, are being constructed. (*Des Moines Register*, April 25, 1918)

These articles demonstrate that the apartment building concept was slow to arrive in Des Moines, but once the concept had debuted, it proved long-lived as a popular life-style and real estate investment.

As was mentioned in the Phase I cover document, the development of apartments was subject to sharp criticism in Des Moines. In 1940, for example, Harland Bartholomew and Associates decried the haphazard fashion in which apartments had been erected locally:

there is unwarranted scattering of apartments, stores, and small industries throughout the older areas of the city. There is not a single block within the city completely developed with apartments. The majority of these old areas will always be used for single family residences, and the existence of these more intensive uses has destroyed confidence in

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these neighborhoods and contributed to their present blighted condition. (*A Report Upon The Comprehensive City Plan Des Moines, Iowa*, p. 18.)

BUILDING MATERIALS

The selection of building materials for construction projects raises many significant questions for the architectural history of North Des Moines. The choice of materials depended on many factors, including their availability, cost, and structural features, as well as the qualities they conferred upon their owners and conveyed to broader society. For example, wood played a very important role in the upbuilding of North Des Moines, as is documented in the Phase I cover document. Wood was studied intensively then because of its overwhelming predominance in the upbuilding of North Des Moines.

This Phase II cover document refines these conclusions by analyzing the dearth of brick houses in North Des Moines. Although frequently used as a foundation material, brick was infrequently used for exterior walls. Other materials, like concrete, stucco, and tile block have also contributed to the architectural history of the community. They are also discussed here.

Brick

Phase II of this project included the intensive study of two brick single-family dwellings constructed in the 1880s in North Des Moines. This study revealed the obvious fact that few brick homes were constructed of this material in North Des Moines. Why was this so?

Few brick residences remain from the Victorian period in North Des Moines. Many newspapers printed annual summaries of city improvements during the 1880s and 1890s and these have been carefully consulted. Most of the single-family dwellings documented in these records indicate that they were of wood construction. It can be concluded, therefore, that few brick houses were constructed in North Des Moines from the Victorian period.

The Lowry W. and Hattie N. Goode House calls attention to the infrequent use of masonry load-bearing walls for homes in North Des Moines during the late Victorian period. While brick was commonly available and widely used in the community for various other purposes, the dearth of brick-walled houses in North Des Moines poses questions for local architectural historians. The presence of the Goode House in North Des Moines calls attention to this phenomenon. The significance of this phenomenon is, as yet, conjectural. Other late Nineteenth Century brick houses in the community include the following:

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BRICK SINGLE-FAMILY DWELLINGS IN NORTH DES MOINES
LATE NINETEENTH CENTURY

<u>Address</u>	<u>Date of Construction</u>	<u>Notes</u>
1703 7th St.	c. 1885	Nonextant
1813 7th St.	1891	Lowry W. and Hattie N. Goode House
1347 8th St.	1870s	Renaissance Revival detailing, also small brick outbldg. at rear.
1236 9th St.	c. 1888	Brick first floor*
1510 9th St.	c. 1880	Gable-front-and-wing design, nonconforming facade setback, large site.
1818 Arlington Ave.	c. 1895	Stone first floor*

* Masonry employed more for decorative, than structural, purposes.

These paucity of this list, juxtaposed against the hundreds of wooden houses erected in North Des Moines during the same period of time, gives pause for reflection. (This list excludes multiple-family dwellings. They were frequently constructed of brick for protection against fire. Wood examples rather than brick examples are the exception for this property type.)

What conclusions can be drawn from these facts? North Des Moines experienced a frenzied housing boom during the late 1880s and the early 1890s. Although brick was widely available as a building material and potential new homeowners possessed the financial capability to purchase new dwellings with amenities like brick walls, the time required to construct these houses posed unattractive restrictions on a real estate market feverish with speculation. Time was money. Contractor-builders like Bedford and Detwiler sold their new houses before they were completed (Page and Grenz 1993). The balloon frame residence offered speculators and contractor-builders a quick return on their financial outlay. Also, by the late 1880s, the public water supply had improved in Des Moines with numerous new water mains and hydrants. Municipal fire protection services had also made advancements. Both these factors reduced the value of brick as protection against fire in homeowners' eyes.

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Brick continued to be employed as the building material of choice for commercial buildings and the foundations of most new homes in the neighborhood during this period. Several local brickyards, including Capital City Brick & Pipe Company, Dale-Goodwin Pressed Brick Company, Iowa Brick Company, J. W. Shackelford, and the James Maine & Sons Company, produced serviceable products at competitive rates.

Following the turn-of-the-century, brick increased in popularity as a building material in North Des Moines for residences. The following list demonstrates this phenomenon:

BRICK SINGLE-FAMILY HOUSES IN NORTH DES MOINES: TWENTIETH CENTURY

<u>Address</u>	<u>Date of Construction</u>	<u>Notes</u>
1221 4th St.	c. 1905	Front gable w/gable returns
1725 6th Ave.	c.1902	S. T. Slade House
410 Franklin Ave.	1905	George H. France House
717 Franklin Ave.	c. 1905	F. E. Kern House
718 Hickman Rd.	1916	F. H. Fenberg House
725 Hickman Rd.	1908	House
803 Hickman Rd.	c. 1918	F. M. Harris House
806 Hickman Rd.	1928	House
821 Hickman Rd.	1948	House
615 Hickman Rd.	c. 1921	House
621 Hickman Rd.	1924	House
701 Hickman Rd.	c. 1919	C. A. McCague House
1919 Arlington Ave.	1940s	House
1935 Arlington Ave.	1937	Joseph A. Schuster House
1920 Arlington Ave.	c. 1907	W. d. Phillips House
1964 Arlington Ave.	c. 1953	House

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Excluded from this list are the numerous double houses and apartment building also built of brick in North Des Moines during this period.

Concrete

Although the advent of concrete in Des Moines probably dates to the closing years of the Nineteenth Century, little construction took place locally using this new technology until the Twentieth Century. As such, the Phase I cover document hardly discussed this topic. Concrete as a building material became popular in North Des Moines because it offered an inexpensive and durable building material. It was especially welcomed for multiple-family dwellings because of its resistance to fire and widely used for landscape architecture because of its great strength. Many retaining walls, for example, were constructed using it.

City directories provide some indication of the increase in concrete as a building material. For example, the 1900 city directory lists six contractors specializing in "cement." They included James Maine, V. S. Morton, T. O'Brien & Company, J. R. Potts, W. W. Potts, and S. W. Schuler. (City Directory 1900:880).

By 1920, twenty contractor firms were listed in the city directory with "cement" as a specialty (City Directory 1920:1727-1728). This increase in the number of contractor firms in Des Moines indicates the growth in popularity of concrete as a building material. Also, the fact that many of these companies were officed in downtown buildings (as opposed to the private residences of some of the 1900 contractors) is another indication that the scale of these operations had increased.

"The Maine" apartment building (NRHP) provides a fine example of concrete used as a building material in North Des Moines. Located at 1635 6th Avenue, this multiple-family dwelling was erected by James Maine & Company in 1913. (Page and Walroth:1996) "The Maine" combines brick and concrete to form a very solid structure, redolent of the desire to showcase these building materials, as well as to erect a fireproof building. The James Maine & Sons Company was a notable manufacturer of brick at this time in Des Moines.

The Susie P. Turner Double House provides another good example of concrete as a building material in North Des Moines. Located at 1420-1422 8th Street and built circa 1914, it was constructed by James Maine & Sons Company. (This firm is discussed in the section on "The Role of the Contractor-Builder" above.) The Turner Double House employs concrete extensively for architectural detailing--including window lintels and sills, decorating banding, and house number plaques--as well as landscaping. The latter includes a retaining wall between the public pedestrian walk and the front yard, dual pedestrian walks to the front porch, steps to these walks, front porch decks, and a water drainage system from the building's roof to the street gutter.

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Stucco

The employment of stucco in Des Moines dates from the first quarter of the Twentieth Century. The Phase I cover document did not address this topic.

Stucco as a building material provided an inexpensive alternative to brick and wood for exterior cladding. Its early history in Des Moines remains largely unresearched. Although the 1900 city directory lists one stucco machinery supplier--Des Moines Manufacturing & Supply Company (City Directory 1900:966)--this building material was still new and largely untried at that time. Still, two decades later in 1920, only one vendor listed stucco work as a specialty--Harris & Sale, located in the Teachout Building (City Directory).

Stucco is mostly associated with Craftsman and Period Revival-influenced buildings in Des Moines. Because the plats of North Des Moines were largely filled prior to the popularity of these styles, that section of the metropolitan area possesses fewer examples of stucco buildings than newer sections of the city.

The following list identifies some examples of stucco used as a building material in North Des Moines:

STUCCO IN NORTH DES MOINES

<u>Name</u>	<u>Address</u>
Charles E. Campbell House	811 Hickman Road
Norman Wiles Seventh-day Adventist School	1631 8th Street
House	2010 7th Street
House	1924 8th Street
Bates Park Grocery (nonextant)	1501 4th Street
Grocery Store (nonextant)	723 Washington Avenue
House (stucco probably a later addition)	1464 4th Street

While noninclusive as a North Des Moines survey of stucco resources, this short list indicates the relatively unpopularity of stucco as a building material in that community.

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Sometimes stucco was used to "update" an existing house. Brick houses were sometimes "improved" in this fashion. The brick was scored to accept the stucco and that material was then applied. The Potthoff House on S. E. 6th Street in Sevastopol provides an example of such an alteration. Stucco was also sometimes applied to houses originally clad with wood siding. The single-family dwelling at 1464 4th Street appears to be such a case.

Tile

This is a new historic context and was not addressed in the Phase I cover document. Phase I of this project included the nomination of the Trent-Beaver House, a single-family dwelling constructed in 1917 and located at 1802 6th Avenue in North Des Moines. One result of this building's listing was the subsequent discovery of a series of photographs documenting its construction. These photographs illustrated the house's extensive use of building tile and roofing tile. They also brought to life the importance of tile for the architectural history of North Des Moines and prompted further research into the subject.

Tile block and tile roofing as building materials entered the architectural scene in North Des Moines during the first quarter of the Twentieth Century. By this time, tile had evolved from its earlier use as drainage piping to dry agricultural fields into a building material in its own right. Building tile offered protection against fire as wood could not. At a time when the automobile was revolutionizing the nation, many Americans were concerned about the safety of garaging these gasoline-consuming vehicles near residences. Building tile offered security against this threat, and many automobile garages were constructed of this material. Roofing tile offered similar protection. It also lent architectural interest to buildings and quickly was integrated into many Craftsman and, later, Period Revival designs. By the second quarter of the Twentieth Century, building tile had become a standard material for the construction of foundations.

A number of local firms offered tile block for sale. Many manufactured the building material. For example, the city directory for 1920 listed the following:

TILE MANUFACTURERS IN DES MOINES

<u>Name</u>	<u>Address</u>
Des Moines Brick & Tile C.	East 4th St., cor. Hayes
Des Moines Clay Co.	534 S.W. 7th St.
Flint Brick Co.	Flint Valley on interurban tracks
Goodwin Tile & Brick Co.	Hartford Ave. near S.E. 6th
Iowa Pipe & Tile Co.	E. 4th, cor. Hayes

Source: City Directory, 1920, p. 1930.

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Other companies--such as the Des Moines Building Material Company, the Reliance Brick Company, and the Des Moines Clay Company--could provide building tile, although apparently imported from the outside. (*Ibid.*)

Tile was also successfully employed as a roofing material. The 1920 city directory lists a number of roofers capable of such installation. They included:

TILE ROOFERS IN DES MOINES

<u>Name</u>	<u>Address</u>
Anderson Manufacturing Co.	511-513 3rd
Backman Sheet Metal Works	405-411 E. 2nd
Barrick & Son	208-210 E. Court Ave.
Des Moines Sheet Metal Co.	401 E. Walnut
Nichols Roofing Co., Inc.	216-220 S. W. 2nd
Schlater Bros.	719 7th

Source: City Directory, 1920, p. 1930.

At that time, Mefferd & McGuire, located at 509 6th Avenue, also advertised tile roofing. (*Ibid.*)

The number of these suppliers and contractors indicate a ready acceptance of building tile and roofing tile in Des Moines. Future study and analysis of this building material might confirm the assertion that tile supplanted brick in Des Moines as the most popular material for foundations in homes constructed in Des Moines during the second decade of the Twentieth Century.

The Trent-Beaver House (NRHP) provides a well-documented example of tile used as a building material in North Des Moines. Located at 1802 6th Avenue and constructed in 1917, this single-family dwelling was erected by the Central Land & Real Estate Company, a partnership of the brothers Francis E. Trent and John G. Trent. (Page and Walroth:1996) The brothers clearly were very proud of their selection of tile to build the home. They used it for the house foundation, internal walls, exterior walls (veneered with brick), and roof. A series of construction photographs picture the progress of this home. (See Continuation Sheet E-96.) The care with which these brothers documented this construction is one indication of their pleasure and pride in the building. Listed on the National Register of Historic Places in 1997, this listing stimulated further interest in the house and resulted in the discovery of the historic photographs. (Personal communication with Steven J. Addy and Sandy Beaver Clippinger) The Ayrshire Apartments at 1815 6th Avenue (NRHP) provides another good example. This building employs tile as its foundation material.

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ARCHITECTURAL COMPATIBILITY

Architectural compatibility is a new historic context and was not addressed in the Phase I cover document.

North Des Moines has traditionally possessed architectural good taste. This can be seen in the numerous examples of architect-designed and stylishly embellished buildings erected in the community. It can also be seen in the general desire for architectural compatibility, which the residents of North Des Moines have sought when erecting new buildings and modifying old ones.

The house at 1920 9th Street provides a fine example. Completed and first offered for sale in 1920, the building features a gable-on-hip roof. (See Continuation Sheet E-97.) This steeply pitched configuration is redolent of the Queen Anne taste with its emphasis on the picturesque. Nonetheless, this dwelling also features an up-to-date front porch with heavy columns and braces supporting a low-pitched front gable roof with wide eaves and exposed rafters--all expressive of the then current Craftsman taste. One might think this porch a later addition to an earlier building without newspaper documentation of its construction. (*Des Moines Register* 1920) This blending of old and new architectural elements illustrates the concern for architectural compatibility in North Des Moines.

The C. A. McCague House at 701 Hickman Road provides another example. It was built circa 1919, constructed of brick and stone, and covered with a tile roof. An attached garage and upper story were later constructed on the east side of this house. This addition employed flagstone for its exterior wall cladding in compatible color with the brick originally employed. Although the selection of the flagstone material substantially increased the cost of this project, the owners bore the added expense in order to render the addition unobtrusive.

This concern for architectural compatibility continues in the neighborhood to the present day. In the late 1980s, Anawim Housing, a low and moderate income project, began planning the construction of new homes in North Des Moines. Concerns were raised about the "modern" designs proposed for these dwellings. After consultation with government officials and architects, other designs were offered whose massing, 2-story height, roof configuration, and detailing were more in character with the surrounding historic neighborhood. About eight of these buildings were subsequently constructed. Although they must be counted as noncontributing in any National Register historic district, these designs blend into the overall feeling of North Des Moines and are not visually distracting, as are some infill buildings constructed in the Ranch style, for example.

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TRENT-BEAVER HOUSE

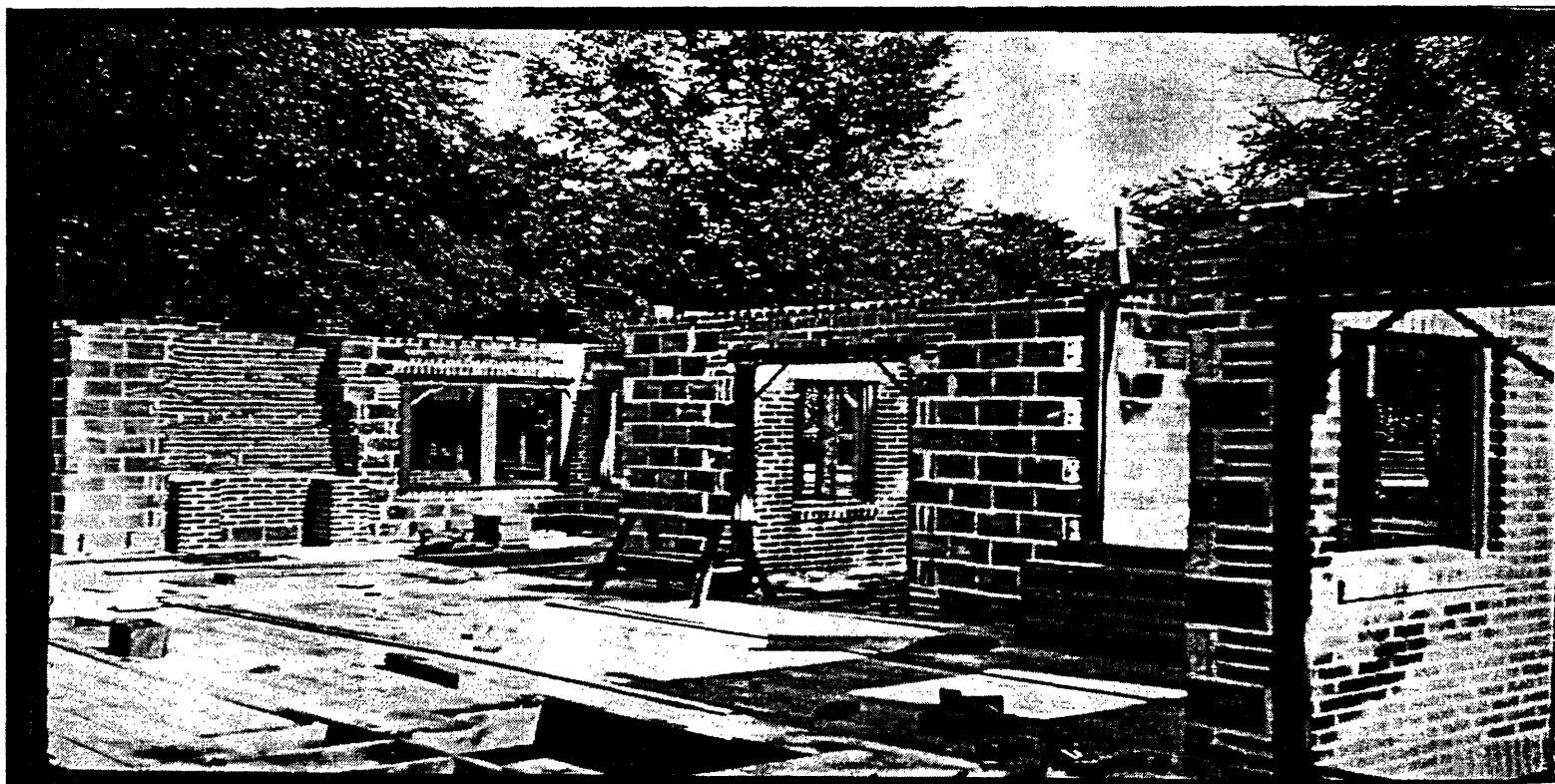


Figure III-A

This commercial-quality photograph, showing the construction of the Trent-Beaver House at 1802 6th Avenue in North Des Moines, was taken in 1917 and pictures an extensive use of building tile. A series of these photographs exists. They attest to the pride builders Francis E. Trent and John G. Trent took in this project and hint at the novelty of building tile at the time.

The Trent-Beaver House is discussed in the section above entitled "Tile."

Source: Steven J. Addy, Des Moines, Iowa.

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C. C. PLAMBECK HOUSE



Figure III-B

The C. C. Plambeck House illustrates a conservative blending of late Victorian and Craftsman architectural influences. This house is discussed in the section above entitled "Architectural Compatibility."

Source: *Des Moines Register*, November 7, 1920.

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F. Associated Property Types

(Provide description, significance, and registration requirements.)

I. Property Type:

Districts, Buildings, Structures, Sites, and Features Associated with North Des Moines, circa 1880-circa 1937.

a. Description:

There are a variety of resources associated with the development of North Des Moines circa 1880-circa 1937. Resources differ as to property type and can include streetcar corridors, plats, neighborhood commercial districts, residential districts, as well as individually eligible properties. These property types call attention to a number of topics important in the upbuilding of the community and include community planning and development, transportation, and social and political history. The potential archaeological record has not been adequately assessed at this point for resources associated with this historic context. Such resources comprise, for example, the sites associated with this historic context, such as the nonextant residence of Lowry W. Goode at 1807 Arlington Avenue, the site of the unidentified residence of J. A. Jackson at 6th and Hickman, and the site of the amusement park facilities in Crocker Woods.

b. Significance: Significance can derive from the variety of events and patterns in history, which have contributed to the evolution of North Des Moines as a community between circa 1880 to circa 1937. This evolution involved planning decisions concerning land use; community development; topographical characteristics, which contributed to the appeal of North Des Moines as a location of residential preference; the profit-motive prompting real estate schemes; the effects of streetcar and automobile transportation on the built environment; the laissez faire environment of the Victorian era; corporate actions of institutions; and the personal decisions of individuals.

c. Registration Requirements:

Criterion A: Properties directly associated with outstanding suburban real estate activities during the period, such as land acquisition and speculation, land companies, partnerships, and syndicates, and the development and design of plats during the period. Also properties directly associated with suburban developments, particularly as they reflect the evolution of independently incorporated suburban towns, town planning, the exodus of population to the suburbs, and the establishment of suburban neighborhood identity.

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Criterion B: Properties that are directly associated with individuals who played a leading, pivotal, or important role in shaping the development of North Des Moines during this period.

Criterion C: Resources that are directly associated with architectural styles and their influences, architects and their designs; civil engineers and their planning; architectural functions (or forms) such as the double house and apartment building; building materials, which introduced new technologies to North Des Moines or which were assembled in a distinctive fashion; significant examples of architectural compatibility within the neighborhood; and other appropriate candidates for architectural significance within North Des Moines during the period.

Criterion D: Sites of nonextant properties that contain intact buried deposits with good potential to yield, or may be likely to yield, information important to the understanding of the development of North Des Moines between circa 1880 and circa 1937.

Integrity Considerations: Unless a property has lost most of the characteristics that convey a sense of time and place associated with streetcars and interurbans or no longer has the ability to provide important information with respect to spatial patterns, building type, construction technique, or other subject of scholarly interest within this context, it should be considered eligible.

d. Examples of Eligible or Potentially Eligible Properties:

Historic Districts

- * Prospect Park Second Plat Historic District
Hickman Road to Franklin Avenue between 6th Avenue and 9th Street.
- * West 9th Streetcar Line Historic District
9th Street between University Avenue and Hickman Road

Polk County Homestead & Trust Company Addition
College Avenue to Franklin Avenue between 6th Avenue and 9th Street.

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Individual Nominations

Sargent's Garage
510 College Avenue

Burnstein/Malin Grocery
1241 6th Avenue

Wherry Block
1600-1602 6th Avenue

The "Home of Marshall's Horseradish"
1546 2nd Place

Walter M. Bartlett Double House
1416-1418 6th Avenue

Lowry W. and Hattie N. Goode First North Des Moines House
1818 7th Street

* Asterisk indicates property being nominated with this submittal.

II. Property Type:

Districts, Buildings, Structures, Sites, and Features Associated with Prospect Park, circa 1880-1937.

a. Description:

There are a variety of resources associated with Prospect Park, the Victorian residential park. These resources differ as to property types and can include plats, public parkgrounds, and sites with potential for data recovery, as well as individually eligible, privately owned properties, which are linked by association with the development of Prospect Park.

b. Significance: Significance can derive from a variety of ways in which Prospect Park as a Victorian residential park was manifested during this period. It can derive from associations with entities or

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individuals, such as J. A. Jackson, who made outstanding efforts to develop this residential park. Significance can also derive from subsequent improvements, stimulated by the Concept Plan prepared as a planning tool for Prospect Park. Such resources might include public parklands, pleasure grounds, and amusement parks. Significance can also derive from social and economic relationships with Prospect Park, which emerged as a result of Prospect Park's establishment and development.

c. Registration Requirements:

Criterion A: Properties directly associated with Prospect Park in North Des Moines, particularly as they illustrate the development of concepts in accord with the notion of a Victorian residential park development.

Criterion B: Properties that are directly associated with individuals who played a leading, pivotal, or important role in shaping the development of Prospect Park as a Victorian residential park. These individuals include important real estate developers associated with this tract of land; early homeowners whose improvements helped set standards for subsequent improvements; and individuals of social, political, financial, or other local significance whose residence in Prospect Park contributed to its perception as a choice location for residential in metropolitan Des Moines.

Criterion C: Properties that display characteristics associated with the concept of the Victorian residential park, specifically as it was planned and implemented in Prospect Park. Such characteristics include architectural and landscape qualities associated with residential parks and the influence of city planners, civil engineers, architects, real estate developers on its design.

Criterion D: Sites of nonextant properties that contain intact buried deposits with good potential to yield, or may be likely to yield, information important to the understanding of Prospect Park as a Victorian residential park during this period.

Integrity Considerations: The concept plan, which gave shape to Prospect Park, the residential park, was grandiose in its scope, and only a limited number of its landscape architectural features were actually implemented. Within this context, the plan achieved nonetheless its overall goal in establishing a residential neighborhood of distinction with the metropolitan area of Des Moines. Considerable latitude should therefore be given in evaluating resources associated with its development of Prospect Park as a Victorian residential park in conjunction with this plan. The implementation of this plan also required many years. Resources associated with Prospect Park, therefore, should be expected to date

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from several different periods of time. Alterations are acceptable if they are at least 50 years old and therefore considered part of the historic fabric; are compatible in design and materials with the original structure; are reversible; and do not detract from the historic design. Cover-up siding poses difficult questions concerning the integrity of residential resources constructed of frame. The presence of cover-up siding should not automatically deny a building's eligibility. Wood frame resources are fragile by nature. Most single-family dwellings in North Des Moines are constructed of wood. Cover-up siding in Des Moines has a long and strongly favored tradition. Such resources should be evaluated on a case-by-case basis, the present status of the original siding materials determined, and evaluation based on the visual and structural effects of cover-up siding.

Alterations during the period of significance are acceptable, as are later alterations which are compatible in design and materials with the original structure; are reversible; and do not detract from the historic design.

d. Examples of Eligible or Potentially Eligible Properties:

Historic Districts

- * Prospect Park Second Plat Historic District
Hickman Road to Franklin Avenue between 6th Avenue and 9th Street.

Polk County Homestead & Trust Company Addition
College Avenue to Franklin Avenue between 6th Avenue and 9th Street.

* Asterisk indicates property being nominated with this submittal.

III. Property Type:

Districts, Buildings, Structures, Sites, and Features Associated with the Architectural Resources of North Des Moines, circa 1880-circa 1937.

- a. **Description:** Residential, commercial, and institutional structures comprise most of the resources associated with North Des Moines architecture during this period. These resources project, generally, the influences of various architectural styles, including Stick, Queen Anne, Colonial Revival, Prairie School, American Four Square, Craftsman, and Period Revival, with each style containing variations,

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some of which can be classified as subtypes. Although numerous architects practiced in North Des Moines during this period, the identification of specific resources, which could be credited to them, proved very difficult. The same can be said concerning the community's contractor-builders. Finally, several important building types have emerged as significant for North Des Moines architecture as multi-family dwellings. Among the most important of these are the double house and the apartment building. There are, additional to these individually significant resources, historic districts also associated with North Des Moines architecture. These districts differ as to property types and can include transportation corridors, plats, neighborhood commercial districts, and residential districts, each significant in calling attention to architectural expressions of various socio-economic classes within North Des Moines during the circa 1880-circa 1937 period.

- b. Significance:** Significance can derive from a variety of ways in which suburban architecture was manifest during this period. It can derive from association with entities or individuals who made outstanding contributions to architectural design, such as architects and architect-builders, and the manner in which they effected local architectural taste through their designs and through their built structures. Significance can also derive from associations with important contractor-builders, constructing houses from vernacular traditions as well as from designs formally prepared by local architects as well as from designs provided by house plan catalogues. Significance can also derive from building types important during this period as well as phenomena related to social and economic factors, as expressed in architecture, during the period of early suburbanization in Des Moines.

c. Registration Requirements:

Criterion A: Properties associated only with this context will not have significance under Criterion A.

Criterion B: Homes, offices, or studios that are directly associated with architects, important contractor-builders, or real estate developers, who played a leading, pivotal, or important role in shaping suburban architectural developments in North Des Moines during this period.

Criterion C: Eligible properties include vernacular building types that contribute to the distinctive character of North Des Moines, notably those showing the influences of the Stick, Queen Anne, Colonial Revival, Prairie School, American Four Square, Craftsman, and Period Revival tastes. Also distinctive architectural forms, such as single-family dwellings, double houses, apartment buildings, and commercial buildings, when possessing significant characteristics of these forms. Eligible properties also include identified buildings, structures, and districts associated with individuals and/or

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firms that have made or constructed unusual, important, or otherwise distinctive designs, engineering plans, or speculative or custom housing. Eligible properties also include those resources whose use of building materials--such as wood, brick, concrete, stucco, and building tile--calls attention to new and/or significant employment of these materials. Finally eligible properties include examples of architecture which call attention to the widely varied nature of suburban development in North Des Moines because of social and/or economic conditions.

Criterion D: Sites of nonextant properties that contain intact buried deposits with good potential to yield, or may be likely to yield, information important to the understanding of suburban architecture during this period.

Integrity Considerations: Alterations during the period of significance are acceptable, as are later alterations which are compatible in design and materials with the original structure, are reversible, and do not detract from the historic design. With respect to outbuildings, the size of these buildings in Des Moines during the period were larger than currently building; most of these buildings have been razed. The absence of outbuildings should not negate individual eligibility of the primary structure or adversely effect district potential. For an outbuilding to contribute to the primary structure, however, the outbuilding must retain a sense of time and place and its physical condition must be good or repairable.

d. Examples of Eligible or Potentially Eligible Properties:

Historic Districts

- * Prospect Park Second Plat Historic District
Hickman Road to Franklin Avenue between 6th Avenue and 9th Street.
- * West 9th Streetcar Line Historic District
9th Street between University Avenue and Hickman Road

Individual Nominations

- * Trinity Methodist Episcopal Church
1548 8th Street

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- * Dr. John B. and Anna M. Hatton House
1730 7th Street
- Sargent's Garage
510 College Avenue
- Burnstein/Malin Grocery
1241 6th Avenue
- John Frederick Wicht House
1347 8th Street
- William W. and Elizabeth J. Ainsworth House
1310 7th Street
- F. E. Haley Double House
1233-1235 7th Street
- Charles H. and Lena May Weitz House
1424 5th Avenue
- Wherry Block
1600-1602 6th Avenue
- Susie P. Turner Double House
1420-1422 8th Street
- Walter M. Bartlett Double House
1416-1418 6th Avenue
- Lowry W. and Hattie N. Goode First North Des Moines House
1813 7th Street
- Julius Scheibe Cottage
815 College Avenue
- Chaffee-Hunter House
1821 8th Street

* Asterisk indicates property being nominated with this submittal.

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Important Note:

None of these lists of eligible or potentially eligible properties is inclusive. Because a property is not included on these lists does not necessarily mean that it is not eligible or potentially eligible.

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H. Summary of Identification and Evaluation Methods

(Discuss the methods used in developing the multiple property listing.)

RECOMMENDATIONS FOR FUTURE IDENTIFICATION, EVALUATION, REGISTRATION AND TREATMENT ACTIVITIES

Recommendations for Further Research and Registration

The research, analysis, and evaluation undertaken as part of this project revealed that additional areas of North Des Moines have potential for nomination to the National Register of Historic Places as historic districts.

During the course of documenting Prospect Park Second Plat Historic District, researchers discovered a series of real estate developers' plats and concept plans for that Victorian residential park. These materials were prepared to market the larger tract of land known as Prospect Park. The subsequent analysis of these documents determined that this promotional effort was the most extensive of any associated with a Victorian real estate development in the Des Moines metropolitan area. Not only was the marketing effort intense, it also achieved success in the sale of many building lots and the construction of improvements upon them. These improvements occurred throughout the Prospect Park tract (which had been laid out in a series of closely-chronological plats). Further research during this project for several single-family dwellings within the first of these plats indicated that this plat possessed historical significance and further survey work for this project indicated that this plat also possessed architectural significance. As a result, it is recommended that this plat--known legally as the "Official Plat of the Southwest Quarter of the Northeast Quarter of Section 34, T79N R24W"--be studied for National Register eligibility with the view in mind of National Register listing.

The double house is an interesting architectural form, which deserves more local study and analysis. The Sherman Hill Historic District of Des Moines possesses a number of fine examples of the double house. A number of double houses can also be found on Des Moines' East Side. Several outstanding examples of double houses stand along Polk Boulevard, carefully designed to blend into the neighborhood's character of single-family dwellings.

It is recommended that further research focus on the directors of the Polk County Homestead & Trust Company and their corporate activity. The company remained in business until at least 1902, having survived the Panic of 1893 and other national financial crises.

The subject of Jewish settlement in North Des Moines should be explored. Many present-day residents in Des Moines can provide oral history. It should be undertaken while this living information is still available.

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The subject of civil engineering and its contributions to city planning and landscape architecture in Des Moines during the Victorian period (and beyond) is almost unexplored. This topic is likely to yield information of considerable historical importance for local history.

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I. Major Bibliographical References

(List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)

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PUBLICATIONS

1883a

Iowa State Leader, February, 1883. Credits the streetcars for new home construction in North Des Moines.

1883b

Iowa State Leader, April 7, 1883. Discusses Percival and Hatton's purchase of Col. Hodges' property in North Des Moines and the improvements thereon.

1883c

Iowa State Leader, April 19, 1883. Discusses sale of stock in Grand Park Addition Building corporation and growth of North Des Moines.

1883d

Iowa State Leader, April 23, 1883. Discusses agitation for new 6th Avenue bridge.

1883e

Iowa State Leader, April 30, 1883. Discusses the many people site-seeing the improvements in North Des Moines.

1884

"PROSPECT PARK. The Beautiful Site Selected as a Resort for Des Moines Citizens. The Drives, Rambles, Walks, Lakes, and Fountains Which Add to Its Beauty. Twenty-five Thousand Dollars to Be Expended this Season on Making a Park for Des Moines."; *Iowa State Register*, May 18, 1884.

1886

Des Moines Leader; August 19, 1886, p. 4, col. 5. Discusses annexation of new territory to the City of North Des Moines.

1889a

"Building Up Des Moines." *Iowa State Register*; September 22, 1889.

1889b

"Some Fine New Dwellings." *Iowa State Register*; September 22, 1889.

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1890

"Building Improvements." *The Des Moines Leader*; January 5, 1890

1893

"Grand Inaugural of the 'Switchbacks' at Crocker Woods." *Iowa State Register*; July 30, 1893.

1896

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1897

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1899

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1901

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1905

"Flat Building is Popular Here." *Des Moines Register*; March 12, 1905. Includes architect's drawing of the west facade.

1913

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1918

"Apartment House Epidemic." *Des Moines Register*, April 25, 1918.

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1920

"This Beautiful Home Will Be Sold at a Sacrifice This Week." *Des Moines Register*, November 7, 1920.

1923

"Keo Way' cost to date \$750,000--Balance of \$4,511. in city funds reported." *Des Moines Capitol*, November 26, 1923.

1929

"Duplex homes popular here." *Des Moines Tribune*, December 20, 1929.

1931

"80 Vacancies in duplexes." *Des Moines Tribune*, December 18, 1931.

1933

"Path ordered clear for Keo: Wrecking of buildings to start." *Des Moines Tribune*, July 26, 1933.

1934

"Keo busiest street--reports sends 20,000 cars into loop in 12 hours." *Des Moines Tribune*, July 4, 1934.

"Long dream of planners. Working at Second St. North to river." *Des Moines Tribune*, January 24, 1934.

1935

"City's paving is 318 miles. Cost \$13,000,000, Budd reports." *Des Moines Tribune*, August 6, 1935.

1936

"2,500 dedicate paving project. W.P.A. workers gather at Second Ave." *Des Moines Register*, October 11, 1936.

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Polk County Homestead & Trust Company; *Plat of Prospect Park, Des Moines, Iowa*; Anonymous publisher; Circa 1888.

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Polk County (Iowa) Recorder's Office. Following official plat maps (cited by book and page number):

West Ninth Street

Butt's Subdivision of Block C of Thompsons Subdivision of Lot 45. Book C-162.
Edgewood Park, an Addition to Northdes [sic] Moines. Book D-5.
Fink's Addition to North Des Moines, Plat No. 2. Book D-64.
Fink's Addition, Plat 1. Book C-178
Hallett's Subdivision of the East 173 feet of O. P. Lot 16 of S20-1/4 of Sec. 34-T79-R24. Book D-153.
Harland and Tubbs' Replat of McMartin and Snell's Addition to North Des Moines. Book D-22.
Hunt's, Enos B., Addition to North Des Moines. Book C-134.
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