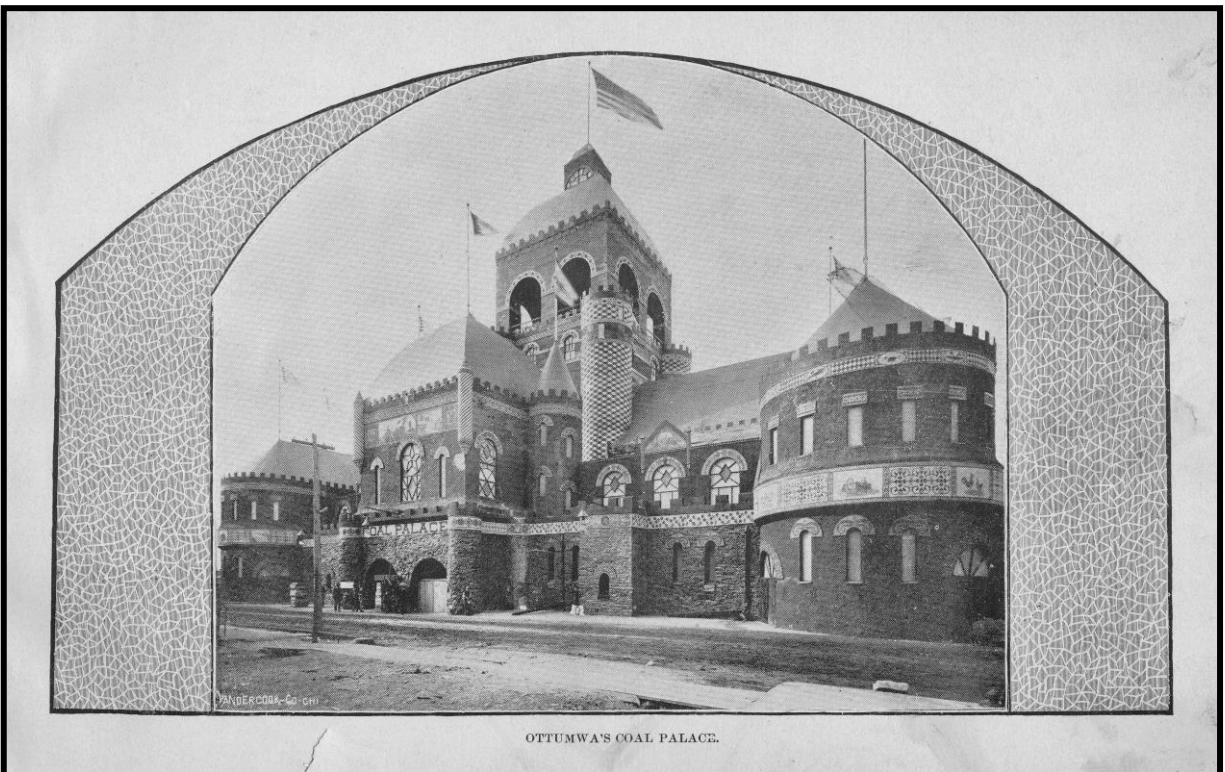


**A REPORT ON AN INTENSIVE LEVEL
ARCHITECTURAL & HISTORICAL
SURVEY & EVALUATION
OF THE
CENTRAL BUSINESS DISTRICT IN
OTTUMWA, IOWA**



**Prepared for the
Ottumwa Historic Preservation Commission**

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June 2013**

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Cover Photo: Ottumwa Coal Palace
(Flowers, Illustrated Review of Ottumwa, Iowa, 1890)

INTRODUCTION

In the spring of 2012 the Ottumwa, Historic Preservation Commission (HPC) was awarded a Certified Local Government (CLG) grant to conduct an intensive level survey and evaluation of Ottumwa's central business district. Ottumwa is the county seat of Wapello County, with the courthouse located just to the north of the business district. Unlike many county seat communities, Ottumwa was not laid out around a public square, but along the banks of the Des Moines River. For this reason, the central business district is linear in design, with the majority of the commercial buildings located along Main and Second Streets.

A number of historic preservation projects have been accomplished in Ottumwa over the past twenty years, and there are already fifteen individual resources listed on the National Register of Historic Places as well as six historic districts. Ten of the individual NRHP resources plus one historic district are located in the survey area..

The National Register sites are:

Benson Block	108-112 N Market
Benson Building	214 E Second
B'nai Jacob Synagogue	529 E Main
Burlington Depot	210 W Main
First National Bank	131 E Main
J.W. Garner Building	222-224 E Second
Historic Railroad District	Main to RR tracks between Washington/Marion
Hofmann Building	101 S Market
Hotel Ottumwa	107 E Second
Jefferson Street Viaduct	Jefferson at the Des Moines River
YWCA	133 W Second

In addition to these NR sites, there are three located immediately north of the survey area around Central Park:

Wapello County Courthouse
Ottumwa Public Library
US Post Office/Federal Building (City Hall)

GEOGRAPHIC DATA

The geographic area covered in this survey and evaluation project is the core of the Ottumwa business district. The area focuses on Main and Second streets, with two dozen resources located on eight cross streets immediately north and south of Main and Second. (Figure 1, p 33) The south boundary is the railroad tracks running parallel to the Des Moines River; the north boundary is irregular, being Main Street from Wapello to Marion, the alley between Main and Second streets between Marion and Washington, Third Street from Washington and Jefferson, and the alley between Main and Second from Jefferson to Union. The cross streets in the area are Marion, Washington, Court, Market, Green, Jefferson, College and Union. This area encompasses approximately sixteen square blocks (56.3 acres) along the north side of the Des Moines River.

METHODOGY

This Ottumwa preservation project is part of a long-range program to identify, evaluate, register, and protect the cultural resources of the State of Iowa. The objective of this 2012-2013 project was to record each of the resources in the central business district and to evaluate each to determine individual eligibility for listing on the National Register of Historic Places, to determine whether or not there is the potential for a historic district, and if there is, determine the boundaries for such district.

The Ottumwa Historic Preservation Commission (HPC), working with Main Street Ottumwa, selected architectural historian/historian Molly Myers Naumann to serve as the consultant. Naumann worked with local

volunteers who were responsible for the fieldwork, photography, and archival research. Early in the project she conducted a training workshop for the volunteers. . Volunteers conducted the research primarily at the Ottumwa Public Library focusing on *Ottumwa Daily Courier* and *Ottumwa Democrat* microfilm from the 1870s to 1965. Additional information was gathered through local and county histories, reminiscences, and historic photos. In addition to the volunteer activities, the consultant had access to previous surveys and documentation available through previously conducted preservation projects. The information gained through the research process was used in the development of the historic context “Commercial Development of Ottumwa, Iowa: ca. 1845-1964” and the associated property types. The consultant evaluated each of the intensive survey sites and a determination of National Register eligibility as made: individually eligible, not eligible, or eligible as part of a potential historic district. A public meeting will be held at the end of the project to report on the findings of the survey and evaluation, and to make recommendations for future preservation activities.

A local photographer was responsible for photographing each building and lot within the survey area. An Iowa Site Inventory Form was completed for each of the 138 resources recorded, including a map indicating the location and at least one photograph. City plat maps, Sanborn Insurance maps, USGS maps and aerial photos were used to locate each of the resources.

HISTORIC CONTEXT

The River

When Wapello County was opened for settlement on May 1, 1843 (Figure 2, page 34), there was an actual land rush into the county. (Meagher & Munsell, p 18) Reports said that at least 2,000 people, men, women and children, were lined up on the Jefferson County line to swarm into what was to become Wapello County. The Appanoose Rapids Company was already well aware that the new counties were to be of equal size, with the county seat located as near to the center as possible. The Des Moines River runs diagonally through the county from northwest to southeast (Figure 3, page 34) and the company had identified a spot on the river near the geographic center of the county that had a set of rapids capable of providing water power. (A large island, Appanoose Island, divided the river into two channels at this location, with the rapids in the north channel) At this spot the company laid out a town (surveyed by John Arrowsmith) and named it Louisville, after the Kentucky town of the same name. There was disagreement among member of the company about the name of the new town, with the majority preferring the native American name "Ottumwa." When a name was needed for a post office, Ottumwa was the name chosen. In 1844 Ottumwa was designated the county seat and the first lots were sold on July 4th. The original plat extended from Cass Street on the west to Union on the east, and from 6th Street south to the riverbank. (Figure 4, page 35) The Des Moines River extended much farther north than is found now, and the area along the north bank as far as Market Street was very wet and marshy. It is interesting to note that the native Americans in this area never camped along this marshy riverbank, but instead, held their councils on the bluffs above the river.

The only remarkable feature of Ottumwa in its infancy was the slow pace of its growth. Who built the first house within the town's confines the earlier histories do not say, but in 1844 there were only ten buildings in the place, one a small frame structure, put up by Elder Jamison, a Methodist circuit rider, and the others, crude log cabins. The first store was built by Seth Richards and conducted by Heman P. Graves. In the summer of that year David Hall built the Ottumwa House, a double log affair, in which, on the 4th of July, 1844, George May read the Declaration of Independence and Judge H.B. Hendershott and Charles Overman addressed a small audience in patriotic vein. The county commissioner's court was held in a log cabin situate[d] between Third and Fourth streets, immediately east of the public square. These comprised the buildings, and it is presumed most of them were occupied by the county officials.

The year 1845 saw but little forward movement in building and increase of population. The appearance of the town was primitive. "No streets had been opened. Paths ran across lots every which way, like they were made by cows going to pasture. Indian wickeups [sic] were scattered over the bluff, a cluster of them being on a lot on "College Hill," is the way an early writer pictured the scene.

However, Ottumwa really was growing. Seth Richards' store was still in the trade, under the management of Heman P. Graves, and here was kept the post office, over which Paul C. Jefferies presided. Thomas Devin engaged in business here during the year, placing the store in charge of his son, Thomas J. Devin. There was another store conducted by Tolman, Lyons and Albert Mudge. The firm name later became A.J. Davis & Company, then A. Mudge & Company. These three general stores were patronized by the settlers, and, as money was scarce, a credit business was the rule.

A two-story frame courthouse was built in 1846 and a log jail, but no schoolhouse. When court was not in session the children were taught in the temple of justice. The mill, to which the Appanoose Rapids Company donated the site, was built by John Myers, David Armstrong and T.C. Coffin. The structure was begun in 1845, and stood on the margin of the river at the foot of Market Street. (Waterman, pp 62-63)

Alvin C. Leighton was an early settler who arrived in Ottumwa in 1846 with his family. In 1914 he submitted to an interview about his memories of those early days. (Waterman, pp 63-70) In 1846 there were only eighteen houses in the new town plus three or four stores, a hotel and the new courthouse at the corner of Third and Market. Most of these structures were located along Main Street, but a few were scattered along Second and Fourth Streets, with two houses on the 5th Street bluff between Market and Green. Mr. Leighton recalled that the following year (1847) "witnessed the beginning of a building era" with an estimated 100 houses, mostly frame. Tay Sinnamon built and operated a three story hotel on the location of the future Ballingall Hotel

(corner of Main and Green). Sinnamon was a “well-known character” in the community, and stories of his antics abounded.

The *Des Moines Courier* (which became the *Ottumwa Courier*) was established in 1848, and the first two-story brick building was started in 1849 at the corner of Market and Main. This building stood unfinished for quite a while. In 1850 Ottumwa was said to have a population of about 500. There were more business houses, and steamboat arrivals on the Des Moines were happening more frequently. There were no sidewalks in Ottumwa until 1857 when a board walk was laid along the north side of Main Street between Market and Green. The location of this board walk denotes the most important business block in the tiny community. Two ferries provided transportation across the river, one at the foot of Green Street and the other on the south side on the ox bow at a village called Port Richmond.

The Des Moines River was the object of a decade-long 19th century federal development project, the Des Moines River Improvement Project (1846-1860). The goal was to make the Des Moines navigable from the Mississippi just south of Keokuk to Raccoon Fork (present site of Des Moines) by the construction of a series of twenty-eight locks and dams, plus a few canals where necessary. (Figure 5, page 36) This project became a series of mishaps and misappropriations that resulted in less than half a dozen locks and/or dams being completed, with only locks #5 and #7 in Van Buren County (NRHP) remaining. [During the preparation of a NRHP nomination for the “Lockkeeper’s House” downstream from Eldon in 2009, remnants of another lock, Lock #10, were uncovered after high water on the Des Moines eroded the river bank. These are only visible when the river level is very low.] However, steamboats did attempt to navigate the Des Moines River during the 1850s, and the *Des Moines Courier* noted the arrival and departure on a regular basis of boats with names like the *Clara Hine*, *Skipper*, *Edward Manning*, *Des Moines City Defiance*, and the *Flora Temple*. These steamers not only delivered cargo to Bonaparte, Keosauqua, Ottumwa, Eddyville and Des Moines, they also carried passengers, and meeting the boats was a social event.

Ottumwa residents discovered the fury of the river when the Flood of 1851 shattered all records for floods on the Des Moines River (though there couldn’t have been many records to begin with). It is said that the ferry that crossed the river from Port Richmond on the south side (at what is now Ferry Street) could be poled through Central Addition (the area in the ox-bow of the river) to the corner of Wapello and Main, and then along Main to Green Street. Leighton recalled that two feet of water covered Main Street. Second Street was similarly flooded between Court and Green.

Early settlers described Ottumwa in 1853,

Ottumwa was quite a busy little trading point in 1853, and gave many evidences of prosperity. There were eight dry-goods stores, two drug stores, one clothing and one grocery store, a stove store, with a tin shop in connection; a harness shop, two church buildings – Congregational and Catholic—and a Methodist Church in course of construction; two hotels, a tannery, saw and grist mill, a carding machine to prepare the native wool for clothing; a chair shop, gunsmith shop, three blacksmith shops, four shoe shops, three tailor shops, a bakery and confectionery, a printing office, a newspaper, a land office, and a daguerreotype or photograph gallery. The Masons, Odd Fellows, Sons of Temperance and Cadets of Temperance had established lodges and were flourishing. T. Sinnamons’ chain ferry was in operation and every able-bodied man busy. (Waterman, p 120)

Ottumwa’s fledgling business district grew up along both sides of Main Street, primarily between Market and Green, with residential development being primarily on Second Street with a few houses scattered between buildings along Main. Like most communities, the earliest commercial buildings were of frame construction, mostly one or two stories with gable roof. Figure 6, page 37 shows some of the earliest wood frame buildings from c. 1855-65 in the 300 block of E Main Street just east of Green. After the first brick building was started in 1849 at the corner of Market and Main, other brick commercial buildings were constructed along Main Street in the mid to late 1850s. In 1855 a two story brick courthouse was constructed at the corner of 4th and Court Streets (site of the present Wapello County Courthouse), replacing the early frame courthouse that had been built at 3rd and Market. The availability of brick by the mid-1850s was also seen in residential construction. The Thomas Devin house, built in 1854, on the north side of Second Street between Market and Green was one of the first brick houses and Alvin Leighton referred to it as “perhaps the nicest house for many years.” (Waterman, page 69) There were no buildings along the south side of Main Street between Court and Market

as the riverbank was much closer to Main Street at that time. In the mid-1850s a wharf was built at the foot of Court Street to facilitate steamboat landings.

While the steamboats continued to ply the river between Keokuk and Fort Des Moines, there was talk of a railroad across the southern part of the state as early as 1852.

The Railroad

The fledgling Burlington and Missouri (B&M) River Railroad was chartered in Burlington in 1852. Like most early railroad ventures, it was slow to gain support, and it wasn't until the summer of 1855 that a contract was let to construct the road from Burlington to the east bank of the Skunk River in Henry County, a distance of 35 miles. The tracks didn't actually cross the Skunk River until 1857. It was with great anticipation, and a great celebration that the first Burlington and Missouri River train reached Ottumwa on September 1, 1859. Ottumwa was to remain the western terminus of the railroad until after the Civil War.

The Burlington and Missouri tracks ran parallel to the river, echoing the major streets in Ottumwa. Thus, the business district and industrial areas of town continued to grow parallel to the river and the railroad, stretching for blocks to the east and west. During the war years Ottumwa became a major wholesale center because goods could be shipped that far by rail before being loaded onto wagons to continue the trip west. This was a period when many young men, known as "Pike's Peakers" were heading to Colorado and Ottumwa was the last chance for many of them to buy necessary supplies and equipment. This image as a wholesale center would continue well into the 20th century.

Although the ill-fated Des Moines River Improvement project failed to make the Des Moines River navigable from the Mississippi to the Raccoon Fork (present site of the city of Des Moines), it did have a major impact on another form of transportation. On March 22, 1858, the Iowa Legislature passed an act giving all the lands which remained after settling with the Des Moines Navigation and Railroad Company to the Keokuk, Fort Des Moines and Minnesota Railroad Company for the purpose of constructing a railroad from Keokuk up the Des Moines Valley, to Minnesota. (Waterman, Vol 1, pp 265-266) Construction of the tracks following the Des Moines River valley through Ottumwa reached as far north as Eddyville before work was stopped due to the Civil War. Following the war construction was resumed toward Des Moines. (*Ibid.*, p 162) Other rail lines soon followed, with the Wabash in 1870, in 1875 the Chicago Burlington and Quincy (CB&Q) took possession of the Burlington and Missouri River assets, the Chicago, Rock Island and Pacific arrived in 1878, the Iowa Central in the 1880s, and the Chicago, Milwaukee and St. Paul in 1883.

The railroads provided Ottumwa with many different goods that had not been available before because of the time and cost of shipping by steamer. This was especially true in terms of building materials. Historic photos show that many of Ottumwa's buildings exhibited the same early Italianate design found in towns to the east such as Burlington and Mount Pleasant. The major design elements included round-arched windows (with or without horseshoe-shaped hoodmolds) and bracketed cornices of wood or metal. The storefronts often featured round-arched (arcaded) display windows and entrances. (Figures 7 & 8, page 37) The ready availability of mass-produced decorative elements, ordered from catalogs, brought a new elegance to the buildings of Main Street. It seemed that each building owner tried to out-do his neighbor. One of the first places this was seen was on the south side of Main Street just west of Green. The Union Block was a three story, seven storefront building constructed around 1870. It was originally a simple design with segmental arched windows and arcaded storefronts. (Figure 9, page 38) Following an 1872 fire, all seven storefronts were almost immediately rebuilt, but with a variety of different designs (Figure 10, page 38), defining the individual buildings and owners, and each building was known by the owner's name: the Eaton Building, Jordan Building, Harlan Building, and Lilburn Building. (1885 Sanborn map, page 5) These three and four story buildings featured a variety of elaborate cast hoodmolds, use of stone quoining, and pressed metal cornices ranging from simple bracketed Italianate to almost Baroque elegance.

A map of Ottumwa from the 1875 *Illustrated Historical Atlas of the State of Iowa* (Figure 11, page 39) shows that a number of additions had been made to the city during the first thirty years, all located on the north side of the Des Moines River. As development (almost exclusively residential) climbed the bluffs, streets were laid out to compass points, rather than parallel to the river. Note the location of the railroads along the river bank, and the rail line crossing both channels and Appanoose Island. On the south side of the river there is a

small plat labeled "Pickwick." South Ottumwa was not brought into the city limits until the 1880s. A second commercial district grew up along Church Street on the south side of the river, but it was never as densely built-up as Main Street in the central business district.

The Italianate style was to remain the most popular for commercial buildings until the end of the century with decorative detailing becoming more elaborate. The most elaborate buildings were located in the 100 and 200 blocks of E Main. There had been enough change in the river channel (probably due to the railroad tracks) that the south side of Main between Court and Market filled in and was dry enough for the construction of two and three story brick buildings. With a handful of exceptions, the buildings lining Main between Court and Green streets today are the same ones shown on the 1885 Sanborn map. The majority of these buildings were three stories, with one four story building. The north side of Main between Market and Green was composed of two story buildings with the exception of the Centennial Block at 209-211 E Main which is three stories. (Figures 13 through 19, pages 40 through 43). As the business district grew, brick construction moved into the 300 block of E Main, though the buildings were less spectacular in design, and it took until the mid- 20th century to remove that last frame building in that block.

Market Street appears to have always been the major cross street, with the intersection of Market and Main was considered the heart of the business district as early as the 1860s. At one point, three of the four corners at that intersection were occupied by banks (First National, Iowa National and Ottumwa National). Court Street also appears to have developed about the same time as Main. Second Street boasted a combination of brick and frame buildings between Court and Market, while the block from Market to Green remained primarily residential. Historic photographs show both Market and Green fully developed between Main and Second with some brick development north of Second. (Figures 20 and 21, page 44)

A two story brick city hall was built at the corner of 3rd and Market in 1873. This building housed the police and fire departments as well as the court system. In 1901 a two story brick fire station was built next door, free up space in city hall for expanding municipal offices. These two public buildings on N Market were in use until the early 1960s when a new fire station was built at Fourth and Wapello, and city hall moved into the old post office between Third and Fourth Streets next to Central Park.

As the business district developed, the city of Ottumwa began adding amenities for its citizens. In 1876 the Ottumwa Water Power Company was formed to build dams in the vicinity of Turkey Island and to construct head and tail races thru Central Addition. The water system was controlled by a number of different companies between 1876 and 1909 when the entire facility including the new pumping house, was sold to the city. From 1870 to 1914 the city constructed about 35 miles of main sewer lines (combination storm and sanitary). Gas lighting was introduced in 1870, and electric lighting in 1884. The first bridge across the river at Market Street was constructed in 1880, opening that side of the river for development. It was replaced a dozen years later with a bridge that was in use until 1971. In 1889 the original electric company was purchased by the Ottumwa Railway Electric Light & Steam Company, offering not only lights and steam heating, but an electric street railway (street cars) as well. Ottumwa was the fourth city in Iowa to have electric street cars. (*Ottumwa Democrat*, November 28, 1889, p 3, c 2) The newspaper article told of the formal opening of the Electric Street Railway the previous afternoon with an inaugural trip by two cars filled with dignitaries (primarily the officers of the company and their families) that began at the company office on Market Street and traversed "the entire lines of the road." It noted that "the Railway, Electric and Steam Company have spent in the neighborhood of \$200,000 in the plant. The cars which they have now cost them \$4,000 and \$5,000 respectively a piece; the ones that run up Court Street costing \$5,000 each." The higher cost for the Court Street cars may have been because of the long hill that had to be climbed from the business district north.

The street railway was not the only mode of transportation making news in 1888. On July 8 the *Ottumwa Democrat* noted (p 4, c 1) that "the Wabash bridge is almost finished." That is interesting as the bridge had been shown on the 1885 Sanborn map. This was probably a second, perhaps more permanent, railroad bridge across the Des Moines. On page 3 that same day was the following:

Prof. Jones, the balloonist, is now making a balloon that will carry him 800 feet high. Well, all we have to say....it may be well for our undertakers to look up this matter anytime between now and when he gets back. It is all right to look ahead for business. There is little difference between 800 feet and a telegraph pole.

It appears that the newspaper had little faith in the whole idea of a hot air balloon. In August the newspaper announced that Prof. Jones would be jumping 5,000 feet (???) and parachuting to the ground, somewhere on the south side of Ottumwa. He apparently survived, because an article on Friday, August 24 announced that the balloon ascension had been a success. [This event might be perceived as a precursor to the highly successful hot air balloon races that have been held annually for over thirty years in Ottumwa.]

By the mid-1880s Ottumwa had grown to the point that the federal government decided that it was large enough to support a free-standing post office/federal building. By 1889 the new post office of deep red brick was in service on Third Street on the east side of Central Park. (Figure 22, page 45) Another sign that Ottumwa was a prosperous, progressive city was the opening of the Ottumwa Opera House in December 1889 at the corner of Main and Jefferson. (Figure 24, page 46) The construction of this building at the east end of the 300 block of Main gave credibility to a block that had lagged in development. Although the last frame building on the north side of the block would not be replaced until the mid-twentieth century (according to Sanborn maps) the other lots on that side were soon filled with two story brick commercial buildings, many of them with a double storefront. The Opera House was the major entertainment venue in the community for three decades. The popularity of motion pictures brought about the demise of live theater, and the top two floors were removed in the 1930s, leaving the building in its current, single story condition.

1889 was also the year the Chicago, Rock Island and Pacific and the Chicago, Burlington and Quincy railroads built a combined Union Depot at the foot of Washington. (Figure 23, page 45) Fill was required at the site prior to construction of the new depot as this was part of the marshy area before the river channel changed. (*Ottumwa Democrat*, June 1888, no date or page specified.) The red brick building was a combination passenger and freight depot. This was said to have been designed by the Chicago architectural firm of Burnham and Root. That firm was responsible for the larger depots on the CB&Q line, and the Ottumwa depot certainly met that requirement as a two story building with the division offices housed on the second floor. The CB&Q tracks ran along the side of the depot closest to the river, while the CRI&P tracks ran along the Main Street side of the depot. Railroad historian Robert Brown says that "despite the name, to the railroaders and the citizens of Ottumwa it was always called the Burlington Depot." (Brown, Chicago, Burlington & Quincy Railroad Company: Iowa Main Line & Branch Lines Depots & Towers, p 16) Ottumwa was connected with the rest of the country in all four directions. In 1914 Waterman wrote,

Ottumwa is a railroad center of no mean proportions. It has four separate and distinct roads, radiating out of Ottumwa in various directions, which bring the place in close and direct touch with Chicago and the East; St. Paul and Minneapolis in the North; St. Louis, Kansas City and the great Southwest; and Omaha, Denver and the West and Northwest. The traveler may leave Ottumwa on either one of two main lines and reach Chicago in from seven to nine hours. (Waterman, p 161)

Commercial Street between Market and Green was basically the alley behind the south side of the 200 block of E Main. The south side of Commercial was lined with three story brick warehouses holding farm implements, hardware and groceries by 1900. (1897 Sanborn map, p 10) The back doors of these warehouses opened directly on the railroad tracks for easy unloading of goods. (Figure 41, page 54) This was the warehouse district in Ottumwa. By 1914 around one thousand Ottumwans were employed by the railroads, with yearly payrolls that were an important part of Ottumwa's economy. The annual Burlington payroll in Ottumwa was approximately \$475,000; The Milwaukee \$425,000; the Rock Island, \$40,000; and the Wabash, \$20,000. (Waterman, p 162)

Wapello County was one of the largest coal producing counties in the state in the last decades of the nineteenth century. As early as 1857 coal was being mined near Dahlenega, Kirckville, below Eddyville and on Bear Creek west of Ottumwa. In 1862 Wapello County produced three times as much coal, 327,650 bushels, as any other county in the state. (Waterman, p 91) Sue Parrish prepared a summary of coal mining in the area in 1991 for the Wapello County Historical Society which provided the following information. Coal was found primarily in the northwest part of the county (Richland, Center, Columbia, and Cass townships), although the Laddsdale mines were located near Eldon, along the river in the southeastern corner. The Phillips Coal and Mining Company (which later became the Phillips Fuel Company) carried on extensive mining in Center Township. The town of Rutledge (also called Phillips) was associated with the company. Parrish noted that one of the largest mines was located in Richland Township at Keb and was known as the Whitebreast No. 22. It employed as many as 225 men and produced more than 1000 tons of coal a day. The Whitebreast Coal Company had mines in Mahaska, Monroe and Lucas counties as well as Wapello. Small towns grew up near

the mines, sometimes built by the company, but often by the miners themselves. When the mines closed, so did the towns. Today only the names remain: Keb, Willard, Dudley, Bidwell, Happy Hollow, Laddsdale, Rutledge, and Alpine. Only Kirkville continues to exist. Waterman noted (p 94) that there were five operating coal companies in Wapello County in 1913: Alpine (Fowler & Wilson) Coal Co., Anchor Coal, Morey Clay Products, Phillips Coal Co., and Trio Coal Co.

As Ottumwa neared the end of the century, Ottumwa businessmen were looking for a way to promote their community. Peter Ballingall, well-known hotel owner and community philanthropist, conceived the idea of a middle ages inspired palace, covered in coal, to showcase this important product. In addition to coal, this hall could include exhibits of farm products, and local industrial products. Ballingall and a small group of city leaders spent two years raising the \$30,000 necessary to build their dream. Three hundred ninety-five people bought shares worth \$5 or more to support the construction of this building. It was designed by architect Charles P Brown of Sioux City, and the contractor was Ottumwan William Reece. Ballingall owned a parcel of land immediately north and west of the Union Depot at the intersection of Main and Marion streets, and it was here that the Coal Palace was built in 1890. (It is shown on the 1891 Sanborn map) The *Ottumwa Democrat* carried a four column article detailing the wonder of the palace and the opening day festivities. The Coal Palace was 230 feet long and 130 feet wide with a 200 foot tall central tower. It was a combination of Gothic and Byzantine design, a frame structure covered with a veneer of locally produced coal and a special paper mache made to look like coal. (Figure 25, page 46) In addition to the central tower, each of the four corners was adorned by a turret. As with all buildings with towers, at least one intrepid photographer climbed to the top to document Ottumwa from a bird's eye view. The interior of the building featured huge display rooms and an auditorium that could hold 6000 people. There was also a dance floor at the top of the tower, 150 feet above the ground. Near the center of the building was a thirty foot wide waterfall that fell forty feet into a miniature lake. \$10,000 was spent decorating the interior, professional decorators assisted by local ladies. Murals created with corn, oats, wheat, rye, wool, hemp, coal and other agricultural and mineral products adorned the walls. One of the most remarkable of these was a portrait of Chief Wapello done in corn, decked out with strings of red haw beads and fifteen foot spread eagle in bas relief against a background of red and black corn. Under the Coal Palace was a "working" coal mine, completed with grimy-faced miners and a coal car pulled by Maude the mule from the mine through a dark tunnel into a beautiful sunken garden located in front of the depot (now the site of Ballingall Park). On Opening Day, September 16, 1890, it was said that over 6000 people took part in the celebration. The Coal Palace was open for twenty-two days from early morning to late at night. Each day had a different theme, and there were bands and speeches each day. A dozen neighboring counties took part as well, each of them sponsoring a day at the palace. Special trains ran from each of the counties on their special day. President Benjamin Harrison visited the Coal Palace (while he was in town to visit his sister, Sarah Harrison Devin). The exposition was so successful that after dividends were paid to the shareholders, the decision was made to open it again for the 1891 season. During the second season there were the usual speeches, bands and special events. It was said that 30,000 people turned out on September 23, 1891 to hear a speech by Congressman William McKinley who would become president just five years later. (Meagher and Munsell, pp 62-64) Another major event, unplanned, took place in the palace during the second season. On a trip around the world, Peter Ballingall died unexpectedly at sea. His body was returned to Ottumwa, where the funeral service was appropriately held in the Coal Palace. When the exposition finally closed, it was agreed that it had fulfilled its purpose. People from all over the country, and the world, had visited and enjoyed the palace, the city of Ottumwa, and the state of Iowa. The building was razed and several years later a five story brick grocery warehouse would be built on the site, but the memories lingered on for decades.

Coal was not the only thing produced in Ottumwa. Ottumwa was the home of a number of small industries located outside the central business district. Industrial development really started with the construction of the saw and grist mills at the foot of Market Street in 1845-46. Over the years industrial development took place primarily around the edges of the business district, with most factories located near the river and railroad tracks. Packing houses, farm implements, mining tools and mine equipment were major industries, with wood and clay products, candies, wagons, and metal factories (Johnston Ruffler, Ottumwa Iron Works, etc) also important. (Figure 27, page 47) The first brick yard was established in 1869 by H.B. Osdiek, with Ottumwa Brick & Tile opening in 1890. D.F. Morey bought out his partners and remained it Morey Clay Products sometime between 1890 and 1914. The largest employer for decades was John Morrell & Co Meatpacking which opened here in 1878 in Ottumwa's east end. (Figure 26, page 47) Joseph Dain was lured to Ottumwa by a financial package offered by local businessmen to establish a factory for the manufacturing of his innovative hay rake. Dain Manufacturing became the city's second largest employer, and merged with John Deere in 1907. (Figure 28, page 47) The plant was locally referred to as "the Dain" until well after World War II.

Henry Phillips of Phillips Coal invented the box car loader to streamline the shipment of coal, with the factory west of the business district on Second Street. (Waterman, 149-156) Hardscog Manufacturing produced mining equipment, and a separate company produced the "Little Wonder" drill invented by Martin Hardscog. This drill was not only used in area coal mines, but was "used on some of the largest engineering fetes in the world, such as the Panama Canal, the New York subway and the Katskill aqueduct." (Meagher and Munsell, p 122

One industry was located in downtown Ottumwa, but almost always on the second floor of buildings. This was cigar manufacturing. Although it came to employ several hundred people near the turn of the century, it began on a very small scale in 1871 when Daniel Morey started a small factory to meet local demand. He named his brand La Flor de Mayo. Three years later Julius Fecht arrived in Ottumwa and started his cigar factory, with his most popular brand being Three Star cigars. (Meagher and Munsell, p 125) The Pallister Brothers established their factory in 1878, and others followed. In 1879 there were five cigar factories in town, by 1890 there were eleven firms, and by 1910 over 400 people were employed in the cigar manufacturing industry. (Quinn, no page) The high point appears to have been 1899 when there were sixteen manufacturers. The industry lasted in Ottumwa for over eighty years, but the heyday was from 1890 to the mid-1920s. In the early days the cigar manufacturing industry was centered in downtown, with the 200 block of East Main and the 100 and 200 blocks of South Market housing the bulk of the factories. Large companies might need an entire building while smaller ones rented space on second floors. Many of the employees were young women, many who came "to the big city" to find work. This was the first job for many people, just as fast food restaurants are today.

The cigar manufacturing industry began to wane in the mid 1920s. By 1929 there were only four cigar manufacturers left in Ottumwa. ... Three cigar making firms struggled through the depression years. In 1931 the industry was employing less than 100 people. The Julius Fecht Cigar Company was the last cigar manufacture3r in Ottumwa. It closed its doors for good on December 28, 1953, after 70 years in business. The cigar industry had made its mark on Ottumwa. It created jobs and opportunities for people. It spread the name of Ottumwa as a quality manufacturing and wholesale center. The cigar industry left behind it over 80 years of good smells and good smokes. (Quinn, no page)

Many of the buildings that housed cigar factories are non-extant, but two survive. One is 114-118 N Market where the Pallister Brothers had their factory on the second floor for over twenty-five years. The other is the Julius Fecht Three Star Cigar factory at 302 W Main. (Figures 29 & 30, page 48) Fecht added the multi-story rear wing in 1916 when he moved to this location. His company occupied this space for thirty-seven years. Not only did Fecht produce cigars in Ottumwa, he was the co-owner of a tobacco plantation in Cuba and had that tobacco shipped by rail directly to the loading ramp of this building. He controlled the process from planting to smoking.

The Retail Hub

The 1890s were a decade of development in downtown Ottumwa. The Coal Palace had brought thousands of people to Ottumwa, now the community wanted them to return. Ottumwa was known as a wholesale center, now it wanted to be seen as a retail hub. New businesses moved into existing buildings, and established businesses expanded. At least five picture books promoting Ottumwa were published between 1889 and 1900. This was the period that photographs were first used extensively in promotional materials. Although there was an emphasis on commercial buildings and streetscapes, with lots of photographs of local industries, these books also featured the photos of the finest residences in the community, promoting it as a good place to live.

A new Wapello County Courthouse (NRHP) opened in 1893 at the corner of Fourth and Court streets. (Figure 31, Page 49) Designed by the Des Moines architectural firm of Foster and Liebbe, the Richardsonian Romanesque building featured a clock tower, round arches, turrets and a rusticated stone exterior. It was crowned by a twelve foot metal statue of Chief Wapello. The location of this building points out a difference between towns laid out with a public square and those with a linear plan. The courthouse is not in the center of a square but is located on a hill four blocks from the river overlooking the community, reducing the chance of flooding. Although it rests on the north side of Central Park, the park was not the reason for the site selection. This was the site of the earlier brick courthouse so the county already owned the land. It was decided to save money by building the new courthouse on the same lot. Across Central Park was the Post Office facing Third

Street. There were many public comments concerning the condition of Central Park and the fact that it was not providing a good impression of Ottumwa. It took several years, but in 1895 the park was finally “spruced up.” The Wapello County Jail at 215 N Court was completed in 1911. (Figure 34, page 50) Designed by Ottumwa architect George M Kerns, the building repeated the use of rusticated stone on the exterior that was seen on the adjacent courthouse

During the summer of 1890 the newspapers were full of news of street paving and the laying of sewers. Waterman described the paving projects in downtown Ottumwa (pp 120-1). Some paving was done in the business district as early as 1870, but it was 1890 before brick streets were introduced. That year, Main was paved from Wapello to Washington with vitrified brick. “The same year paving was laid on Main from Washington to Court; on Washington from Main to the Union Depot; and Court from Second to 6th. The following year paving was continued on Court from 6th to Woodland; on Washington, from Main to Second; on Main, from Court to Jefferson.” By 1914 the city had 18 miles of paved streets and alleys. The sewer project started in 1890 included not just the business district, but extended well into residential neighborhoods on the hills above the river valley. There was also talk of new sidewalks, either stone or concrete, with each building/house owner responsible for the sidewalk in front of their property. It must have made for somewhat hazardous walking with the sidewalks changing every twenty to forty feet. A local firm, Fair Williams Bridge Company, developed plans for a new bridge across the river at Vine Street. This would be more convenient for the many Morrell workers who lived on the south side of the river. There was also talk of moving the Market Street bridge to the west end of town and building a new bridge at Market. This was accomplished in 1892. It is believed that the moved bridge is the one known as Blackhawk bridge that crosses the north channel to Turkey Island. 1895 saw the laying of more brick streets (many in residential areas such as Fifth Street), more sewers, and more sidewalks.

The early years of the twentieth century were a period of new construction in Ottumwa, replacing the early brick commercial buildings with “modern” stores, expanding the business district into the 200 block of East Second and filling Commercial Street between Market and Green with four story warehouses, building new public buildings, and replacing some of the small early residences with much larger ones that the prominent business and professional leaders could now afford. This was a time for the community to show that it had grown from a young county seat town into a prosperous county seat community that attracted business from all over the southeastern part of Iowa and northeastern Missouri.

The Ottumwa Public Library (NRHP) was constructed on the west side of Central Park in 1901-02. Designed by the Des Moines architectural firm of Smith and Gutterson, it is one of 101 libraries in the state of Iowa funded by Andrew Carnegie. This limestone building shows the influence of the Neo-classical buildings that were built for the 1893 Columbian Exposition in Chicago. (Figure 32, page 49) This style was adopted not only for public buildings, but also for certain commercial building types. Prior to the construction of this building the Ottumwa Library Association had operated out of the second floor of several buildings downtown. Like the Courthouse, the location for the library was not a deliberate choice to high-light Central Park. It was a business decision, with the lot on the west side of the park being the most affordable. The symmetrical façade of the library adds a formal quality to this space. The Carnegie organization had a set of standards for libraries constructed with their dollars, the largest communities had libraries with limestone exteriors, the smaller communities had buildings of brick with limestone trim, and the very smallest towns had brick libraries. To receive \$10,000 from Carnegie for this building the city and library board had to meet certain requirements. These included providing the lot of the building, providing an annual budget for adding to the collection, providing the salary for the library director, and to promise that it would be “a free public library.” Prior to this time, library associations had provided services only to their members. Carnegie wanted everyone to be able to have equal access to books and information. With few exceptions, Carnegie libraries were only built in county seat towns. (Ottumwa Public Library NRHP nomination, 1984)

A few years after the opening of the library, the U.S. Treasury Department decided that Ottumwa had grown sufficiently and postal receipts had increased to the point that a larger, more impressive Post Office/Federal Building should be built. The location of the 1889 Post Office on the east side of Central Park was a good one, but more space would be needed. The lot immediately north of the Post Office, facing fourth Street, was obtained, doubling the amount of land, and construction started on the new building in 1910. Two years later the new building opened to the public. (Figure 33, page 50) Designed by Treasury Department architects, the Renaissance Revival building (NRHP) features an ashlar limestone exterior with each floor receiving a different architectural treatment: first floor with round-arched windows, second floor with rectangular

pedimented windows, and the third (attic) floor with short rectangular windows. Primary entrances were located on the Third and Fourth street elevations. On Third Street the entrance leading into the Post Office was on the first floor. A secondary entrance on the west elevation at this level opened toward the park. The Fourth Street entrance was reached by a short flight of stone steps leading to the second floor where the Federal offices and courtroom were located.

With the completion of the Post Office/Federal Building, Central Park was surrounded by government. Buildings: Wapello county Courthouse, Ottumwa Public Library, and the Post Office/Federal Building. These symbolized the growth and development of Ottumwa during its first fifty years. Twenty years later the 1860s stone St Mary of the Visitation would be replaced by a much larger, majestic limestone Gothic Revival style building. Central Park was ringed by monumental stone buildings. Around 1915 a Classical Revival bandstand, with columns echoing those of the library, was built at the foot of the park on Third Street. (Figure 35, page 51)

Ottumwans again experienced the fury of the Des Moines River in 1903 when the business district, and much of the south side of town, were inundated by flood waters. The water reached record levels and there was talk of building some type of flood control. Unfortunately, talking was as far as the flood control went.

As noted earlier, commercial development began spreading into the 200 block of E Second during the first decade of the 20th century. The Electric Building at 209-211 E Second was constructed around 1900, and like the jail, it was designed by George M. Kerns. The Iowa Telephone Company built a new two story brick building around the corner at 116 N Green in 1904 and it too was a Kerns design. Kerns had become well-known in the first few years he lived in Ottumwa, designing the Ottumwa Cemetery Gateway and Office, two buildings for the Ottumwa Country Club, and numerous residences around town. In 1906 the Ottumwa Railway & Light Company, the successor to the Ottumwa Railway, Electric Light and Steam Company, moved into the brick building at the corner of 2nd and Market, providing not only offices but also a large waiting room for the street car patrons. (Figure 38, page 52) With this waiting room opened, the tradition of a public transit hub on Market between Main and 2nd was established. The Utt Building at 226-232 E Second was built in 1909. (Figure 39, page 53) This building with a wonderful terra cotta façade was designed by another Ottumwa architect, Ernst Koch. Next door to the Utt Building at 222-224 E Second, JW Garner had a three story double storefront building constructed in 1911 to house his dry goods warehouse. (Figure 40, Page 53) The JW Garner Building (NRHP) was designed by his former son-in-law George M Kerns in a simplified classical revival style with limestone detailing. The location of the Garner warehouse was unusual as it was the only building of its kind that was not located closer to the railroad tracks, either on Commercial or W Main Street. The 300 block of E Second gained a substantial two story brick building of a new type c.1910-12...an auto sales and service garage. This building was designed by Kerns for the Ottumwa Auto Company. The front of the building had large plate glass windows in the show room, with the supply room behind it, and the actual service garage at the rear of the building. (1917 Sanborn, p 13)

An early 1905 newspaper article discussed the changes that had occurred in Ottumwa the previous decade. A portion of the article read,

Many "splendid" buildings have been erected in [the] business district. Ten years ago there was an unsightly hole from Court to Washington between Main Street and RR tracks....this has been filled up and four story brick and stone buildings have been erected, making it one of the handsomest business blocks in the city. (*Ottumwa Daily Courier*, Jan 2, 1905, p 2, c 2)

This was the marshy area along the south (river) side of the 100 block of W Main. The four story buildings mentioned housed furniture stores, wholesale drug and wholesale grocery businesses. (1917 Sanborn map, p 10) The backs of these buildings, like those on Commercial Street, opened directly to the railroad tracks for easy loading. While this block was late in developing commercially, it was one of the first to be demolished during urban renewal. No vestiges of these buildings remain today. The square block on the north side of the street was demolished at the same time. One warehouse that has survived is the J.G. Hutchison Wholesale Grocery Warehouse at 226 W Main, one block west of the buildings noted above. (Figures 42 & 43, page 54) This was built c.1910-12 on the site where the Coal Palace had stood. Like the others, the rear doors opened directly onto the railroad tracks. The tracks behind this building have been removed.

1906 saw the completion of a truly unique building in downtown Ottumwa, the Ennis Building. (Figure, 68, page 66) Located at the corner of Market and Main, this was a six story building, approximately twenty-two feet wide along Main Street by eighty feet deep along Market, featured a steel framework with red brick exterior with stone pilasters at street level and oriel windows on floors two through five on the Market Street elevation. (*Ottumwa Daily Courier*, April 25, 1905, p 4, c 4) A bank occupied the corner room, while a barber shop and shoe shine parlor were located along the Market Street side. The floors above were filled with professional offices. In later years the building changed hands and became known as the Professional Building. It was demolished in 1962 and replaced by a two story building of buff-colored brick.

In 1914 Kerns designed a new synagogue for the congregation B'nai Jacob to be located at 531 E Main (NRHP). (Figure 44, page 55) The location of this house of worship is important to the understanding of the Jewish community in Ottumwa. This was originally an orthodox congregation which meant that the building had to be within easy walking distance of their residences as buggy riding was forbidden on the Sabbath. The majority of the Jewish businesses were located in the 300 to 500 blocks of E Main, and most of the shopkeepers lived behind or above their business. There were so many Jewish businesses in the 400 block of E Main that it was referred to as "Jew Town." (Ullman, "Jewish Settlers in Ottumwa," p 8) The Cohn family had a clothing store and movie theaters. The Browns expanded from used furniture into a store selling new furniture. The Sigel families had both a clothing store and a furniture store, The Spiwaks had a furniture store and an auto dealership. There were also two Kosher butcher shops and two Kosher bakeries. (B'nai Jacob Synagogue, NRHP nomination, 2004) Today this synagogue is the only one remaining in southeastern Iowa.

While the first decade of the 20th century had seen the construction of modern public buildings, and the 'teens and the 1920s brought new commercial construction to downtown Ottumwa. The First National Bank had stood at the corner of Market and Main for over forty years when the decision was made by the bank officers in 1915 to construct a new building on the same site. (First National Bank, NRHP nomination, 1995) Three of the four corners of this intersection were occupied by banks. With such competition, First National desired a more modern design. The use of Chicago architect H.H. Stoddard indicates the seriousness with which the bank approached the construction of a new building. Stoddard selected the Neo-Classical style for his design. This style was becoming very popular for bank buildings as it evoked a feeling of trust, as well as elegance, and was considered to be appropriate for a banking institution. The decision to cover the entire exterior (22 feet by 132 feet) with cream colored terra cotta was a costly one, but it created an outstanding appearance. (Figure 36, page 51)

In 1915 the leading businessmen of Ottumwa met to discuss the need for a first class luxury hotel. The Ballingall Hotel at the corner of Main and Green Streets had held this position throughout the late nineteenth century, but was showing signs of age. None of the other hotels in town even pretended to provide first class lodging. These businessmen incorporated, sold shares, and commissioned Proudfoot, Bird and Rawson of Des Moines to design the new structure. (Hotel Ottumwa, NRHP nomination, 2012) The stylish six story classical revival building opened to much fanfare in September 1917. (Multiple editions of the *Ottumwa Courier*) The Renaissance Revival design featured an exterior of dark brown brick that was accentuated by the lavish use of cream-colored terra cotta. (Figure 45, page 55) It was located just two blocks from the Union Railroad Depot and one-half block south of Central Park. Perhaps by coincidence,

The Young Men's Christian Association (YMCA) building at the corner of Second and Washington was found to be too small by 1920 and plans were made for a new building three blocks east at the corner of Second and Green (231 E Second). This four story brick building in the Renaissance Revival style opened to much fanfare in 1921. (Figure 46, page 56) Although documentation has not yet been located, it is believed that this building was designed by the Minneapolis architectural firm of Croft and Boerner. It is known that Croft and Boerner designed the new Ottumwa High School (1923) two blocks east at 501 E Second. The free-standing YMCA building retains high degree of integrity and is one of eight buildings in the 200 block of E Second built between 1900 and 1930.

In 1900 the *Ottumwa Daily Courier* was purchased by A.W. Lee, becoming the first newspaper in what later became Lee Enterprises. The growth of the paper was so rapid that a new building was constructed at 117-119 E Second Street, next door to the Hotel Ottumwa, in 1903 (non-extant). By 1920 the paper had outgrown this building and a new one was built at 213 E Second (just two doors west of the YMCA). This modern 1921 newspaper plant was designed by the Davenport architectural firm of Clausen and Krause (who also designed the building for the Lee newspaper in Davenport, the *Democrat*) in a style rarely seen in Iowa,

Egyptian Revival. The buff-colored brick of the façade was trimmed with limestone and colorful terra cotta detailing on the papyrus capitals and cornice of egg and dart design centered with a winged globe. (Figure 48, page 57) Although the headquarters of the Lee papers was in Davenport, Ottumwa's building was unique. It retains a high degree of integrity.

Around the corner on N Market, the Benson Block (NRHP) was built in 1924 at 108-112 N Market. This two story triple storefront building features an elaborate Neo-classical terra cotta façade. (Figure 49, page 57) The first floor features three large display windows, the second floor has three elegant round-arched windows, and a richly embellished pediment topped with a classical urn completes the design. No architect has been identified for this building. Its original use is said to have been as a movie theater, but it lacked sufficient exits to meet fire code. Over the years it has housed a number of more mundane businesses.

Four years after the men moved into the new YMCA, the women of Ottumwa moved into their new YWCA at the corner of Second and Washington, site of the old YMCA. It appears that the women were able to acquire the lot at a good price and were able to build a three story brick building to meet the growing needs of their organization. They hired the same Minneapolis firm that designed the High School, Croft and Boerner, to design their building in the popular Renaissance Revival Style. (Figure 47, page 56) Like the YM, the YW provided programs for young people, and they also provided sleeping rooms. Many of these rooms were said to have been occupied by young women employed in the local cigar factories. (YWCA NRHP nomination, 2005)

The construction of the Utt Building, Garner Building, Hotel Ottumwa, Ottumwa Courier Building, YMCA, and YWCA within a three block section of Second Street during a ten year period illustrates the expansion of the central business district. This was to continue with the Langdale Building at 220 E Second in 1923, an auto garage across from the YWCA in 1924, and the Benson Building (NRHP) at 214 E Second in 1930. Major new buildings were also under construction during this period outside of the central business district. The Sisters of the Humility of Mary had St Joseph Hospital built at the east end of Vogel Avenue (key structure in the Vogel Place Historic District), and Ottumwa architect Archie Eaton designed a modern mortuary facility on N. Court for the Jay Funeral Home (NRHP). It appears that the local brick yard, Morey Clay Products, provided the bricks used in the construction of all of these.

While all of this new construction was going on, buildings along Main Street were being remodeled, with many receiving totally new, modern, facades. Redmans had a totally new façade put on the front of the Jordan building (c.1874-75 following Union Block fire) at 232-234 E Main before they moved their store from the 400 block of E Main. The drug store at the corner of Market and Main was remodeled when it became Hill's Drug in 1923 (non-extant). 1929 brought the remodeling of the storefront at 312 E Main and the building next door, 316 E Main, received a new terra cotta façade (Figure 50, page 58) before Montgomery Ward & Company moved in that year. A news article, with the photo seen in Figure 50, described the façade.

The front, of colored terra cotta made in rather a Spanish style architecture, follows the patterns being used extensively over the country. A statuary figure at the top, known as the spirit of progress, follows the motto of the company. The display windows, too, are the latest in design and display possibilities. Lighting fixtures, both in the windows and the store interior, including the display cases, are of the most approved type. (*Ottumwa Daily Courier*, Oct 24, 1929, no page, no column)

The following year, 1930, brought new construction in front and in back of these two buildings. Across the street at 307 E Main, Iowa Southern Utilities (ISU) had a building constructed to house both its retail and office departments. This two story double storefront building features a tapestry brick façade with golden yellow terra cotta details and steel casement windows on the second floor. (Figure 51, page 58) The integrity of this building has been retained, almost by accident, by a metal slipcover that was recently removed. More research is necessary for this building. Behind the buildings on the south side of the street, ISU built a major electric powerhouse on S Jefferson. (*Ottumwa Daily Courier*, Dec 30, 1930, no page, no column) The smokestack was removed several decades ago, and the last of the power plant has been removed more recently.

Like the rest of the country, Ottumwa saw limited construction during the Depression. Two major WPA projects were accomplished, both with ramifications for the downtown. In the early 1930s the decision was made to build a new National Guard Armory with a large public meeting space as well. George M. Kerns was selected as the architect for this project. This building, the Ottumwa Coliseum (1934, non-extant), was constructed on the south side of the river, immediately downstream from the Market Street Bridge. The large

brick building was Art Deco in design with decorative panels above all entrance doors. The style was continued on the interior with curving walls and railings. The lower level housed stables for the cavalry horses and an indoor riding ring. The main level featured a stage with orchestra pit, dance floor, and balcony on three sides. For decades the Coliseum was the site of formal balls, concerts (including many of the Big Bands), cooking schools, car shows, dog shows, and dance recitals. These activities brought visitors to Ottumwa who shopped, ate, and stayed over-night in downtown. The Coliseum was demolished shortly after 2000 for the construction of the Bridge View Convention Center.

In 1936 another large structure was built next door to the Coliseum, the Jefferson Street Viaduct (NTHP). At the time this was built, this was the longest bridge in the state, extending beyond the riverbank on either side for almost two blocks. (Figure 52, page 59) This completion of this bridge was celebrated with a street dance on Memorial Day, 1936, opening to traffic the next day. This bridge carried the traffic on US Highways 34 and 63 across the river as well as all the daily traffic locally generated. It remains in use today.

Major industrial construction took place at the John Morrell and Company meat packing plant on the east side of town during the 1930s. The Morrell buildings were all designed by the Chicago firm of Henshein & McLaren. In addition, two new elementary schools (Agassiz and Horace Mann) were completed just before the outbreak of World War II. Both of these schools were designed by the Des Moines firm of Keffer & Jones.

The construction of the Hofmann Building (NRHP) just prior to World War II was a sign that Ottumwa's business community was not dead, despite the Depression. The Hofmann family envisioned a building to house many of the community's health and medical facilities in a centralized location that was easily accessible by public transit. The six story building is a major architectural landmark in downtown Ottumwa and is an excellent example of simplified modern commercial design executed in brick and terra cotta, designed by an important Iowa architectural firm, Proudfoot, Rawson, Brooks & Borg. (Figure 53, page 59)

As early as the summer of 1940 Ottumwa business leaders expressed interest in obtaining a war-related facility. They actively campaigned for a new munitions plant that was scheduled to be built somewhere in the Midwest. A site near Burlington, seventy miles east of Ottumwa was ultimately selected. In October 1940 city leaders shifted their focus and began to think about a military air base. The Ottumwa Airport was located on the north edge of town, restricted in size by a rail line on the north, and U.S. Hwy 63 along the west. Mid-Continent Airways had pronounced the field unsatisfactory and suspended service due to the cinder runways. The city's airport commission and the Federal Aeronautics Authority began studying topographic maps to identify an area for a new airport. A large level area approximately five miles northwest of the city was found and a preliminary survey was undertaken. A detailed survey of the 1,440 acres northwest of the city was completed and the results sent to Washington, D.C. On 1 July 1942 a letter from the Bureau of Aeronautics to the Secretary of the Navy authorized construction of a base in Ottumwa. The specific function was to train navy pilots. Construction began in late 1942 with the facility being activated in 1943. Many Ottumwans were involved in the construction, and many worked on the base during the war. At any given time there were approximately 5000 men and woman stationed at NAS Ottumwa. It was active for 925 days, during which 4626 pilots were trained. The city of Ottumwa welcomed the navy personnel, providing recreational activities, food, drink, housing for families, and a multitude of other services. Downtown Ottumwa became a "sea of white" during the summer months as sailors came into town on Saturday nights. A tavern appropriately named the Submarine was located in the basement of the Eagles at Second and Green. It became a favorite of the enlisted men and soon became "off-limits." The Hotel Ottumwa opened a more upscale lounge, the Parade Room, which catered primarily to officers. Following the war plans were made to close the base, with operations ceasing August 1, 1947.

Later, Ottumwans were thankful that the navy remained that long after the end of the war. For the floods of 1851 and 1903 paled in comparison to the twin floods that struck Ottumwa in June 1947. The flood waters rose steadily the first week in June, cresting on Saturday, June 7. Just as Ottumwans were starting their clean-up, the waters started rising again, cresting for the second time on Sunday, June 15. (Disaster At Ottumwa, Iowa, unpagged). Navy personnel joined with state and local officials in rescue missions, provided communications, and brought in much needed supplies by air and truck convoys. Not only was much of South Ottumwa under water, but the flood waters ran over a foot deep down Main Street. (Figures 54 through 59, pages 60 through 62) Storefronts were sandbagged with hopes of keeping the water out of the businesses. The flood ultimately crested with water reaching the alley between Main and Second streets. Many Main Street businesses had water on their main floor, and basements were flooded. The Floods of 1947 were far worse,

and more damaging, than those experienced in 1851 and 1903. Flood control became the major issue for the city.

Both the central business district along Main Street in downtown Ottumwa and the Church Street business district on the south side sustained major damage during the floods. Downtown there was talk of the need for a “face-lift.” Several buildings, including the Bookin Building (originally the Centennial Block) in the 200 block of East Main Street, had new brick facades installed. (Figure 60, page 63) A new Medical Arts Building was constructed at 118 West 3rd Street. (Figure 61, page 63) a new way to shop for groceries was taking the country by storm...the supermarket. A&P opened a single story brick store, completed with paved parking lot in the 500 block of E Main. (Figure 65, page 65) It was one of the first supermarkets in Ottumwa. Auto sales were expanding with all of the returning veterans needing transportation. Ackley Motor Company opened a Ford dealership building at 406 West 2nd Street. (Figure 66, page 65) The Ackley building featured a façade of light grey limestone panels, a material that was gaining popularity during this period. Union Bank & Trust saw the need to expand their services, with adequate parking for its customers. It built a new building in 1956 on Third Street, just far enough from the river that flooding would never be a problem. This modern two story building combined buff colored brick with rectangular black marble panels, and vertical window panels defined by aluminum strips. (Figure 67, page 65) The bank building still functions as a financial institution, but the window treatment was changed a few years ago when reflective mirror glass was installed.

Plans had been drawn for a new Burlington (CB&Q) Railroad depot prior to the beginning of the war. The new building would be of the same style and building material (stone exterior) used for the new depot in Burlington, Iowa. These plans were interrupted by the war years. From 1945 on there appears to have been discussion on a regular basis concerning when, and if, the new building would be constructed. The decision was finally made to retain part of the old depot, removing the tower and roof, to keep expenses down. Work was started in June 1950. The new depot opened in the spring of 1951, with a small, beautifully designed city park and fountain in front of the entrance. (Figures 62-64, page 64) Today the Burlington Depot (NRHP) houses the Wapello County Historical Society Museum, with the original lobby being used for Amtrak and Trailways bus passengers. A small historic railroad district including the depot, park, passenger canopies and Burlington Retirees Clubhouse was listed on the NRHP in 2011.

Downtown Ottumwa was a lively place in the 1950s. (Figure 68, page 66) Parking meters were installed, and Main and Second streets became one-way to alleviate perceived traffic problems. Both Morrells and Deere paid employees on Thursday, so Thursday became “shopping night” in Ottumwa with stores staying open until 9:00 PM.

The 1947 Floods were not forgotten. Plans were drawn for a massive river straightening project and levee system which would alleviate future flooding problems. At the same time the two federal highways which passed through Ottumwa (US 34 and US 63) were being relocated and widened. The highway and river projects worked hand in hand. The river project was totally locally funded.

On June 1, 1955 the City Planning Commission issued a report, “The Plan for Ottumwa, Iowa, Looking Ahead 50 Years.” This report included plans for the relocated highways, showing that US 34 and 63 would intersect in the middle of Central Addition, the area which had become an island when the race was cut through in the 1870s. (Figures 69 & 70, page 67) Central Addition had been covered with water during every flood since the city was established. The race running parallel to the railroad tracks was to be widened and straightened, while the old river channel (the ox-bow) was to become a controlled level lagoon. The first contract for the river widening was let in August 1956. (*Ottumwa Courier*, September 1, 1956, p 9) With the new levees along the widened channel, Central Addition would no longer be in danger of flooding. Plans released that September showed proposed recreation areas to be created in Central Addition, an area to be renamed Greater Ottumwa Park. In the decades that followed the 340 acre park became the center of recreational activities for the community with ball parks, tennis courts, walking and biking trails, a camp ground, and an open area used for hot air ballooning.

The re-routing of the highways was accomplished in phases, with fewer travelers and heavy trucks driving through the business district, which was a plus in terms of traffic congestion. However, without the travelers coming through the business district, no longer were people stopping to shop with local merchants. Businesses started moving out of downtown to the edges of town, setting up shop along the new highway routes. The 1950s saw the beginning of suburban sprawl in Ottumwa. The first suburban development took

place along Highway 63 north of town at Rochester Road. The Rustic Village motel and restaurant occupied the NW corner of the intersection, with a discount store building on the NE corner. A farm implement dealership, a gas station, a night club, and then a furniture store soon followed along the highway. To the east of town on Highway 34 a car dealership and implement dealer were built along the highway, near a truck stop.

On July 1, 1964 the Wapello Street Viaduct was opened, linking traffic from US Hwy 63 from the north to traffic on US 63 south and US Hwy 34 east and west in the middle of Greater Ottumwa Park. The decade long plan for river straightening and highway relocation had been completed. Travelers could now drive completely through Ottumwa without entering the central business district. Commercial development in downtown Ottumwa would never be the same.

1964-2013

Ottumwa embraced urban renewal in the late 1970s, envisioning a “new” downtown. Entire blocks were bulldozed. Many of the remaining historic buildings in downtown Ottumwa have suffered from both neglect and remodeling. In the early 1960s the city fire inspector determined that pigeons were carrying smoldering cigarette butts up into their nests behind the pressed metal Italianate cornices, thereby creating a fire hazard. He ordered that all cornices should be removed to solve the problem. It is unknown how many feet of decorative metal cornices were taken to the city dump. As the upper stories were vacated by tenants, less maintenance was done to that space and to the roof. Consequently, many buildings have deteriorated due to moisture problems. As successful businesses moved to strip malls along the highways, the space was either left empty or occupied by a less successful business. Empty storefronts led to more empty storefronts.

CONCLUSIONS

Ottumwa was platted and grew, first as a river town, and then as a railroad town, with a linear “Main Street” running parallel to the Des Moines River. It was a county seat town that not only served its residents, but the rest of the county as well. The local economy was based not just on the prosperity of its inhabitants and local industries, but on the agricultural economy of the surrounding area. (Nash, E-5)

Richard Francaviglia describes this linear Main Street plan as “...Main Street at its most functional...” (Francaviglia, p 78) A linear pattern creates a very different business district from that around a public square. John Jakle wrote that “this type of linear Main Street is tightly bounded by the architecture of the buildings lining it.” (Jakle, pp 18-19) This was true originally of Ottumwa. The historic photos seen in Figures 12-19 show two to four story masonry buildings lining Main Street, constructed at the front edge of their lots, creating a common setback, an unbroken wall on each side of the street. This becomes almost like a brick canyon with the only open space being the sidewalks and the street itself.

Figures 75-110 show Ottumwa’s business district as it looks today. Unfortunately, the “brick canyon” is broken in many places, and the decorative details that provided the pattern and rhythm of each block are missing. There is no longer the potential for a historic district that encompasses the whole downtown. It is much more difficult to retain the sense of time and place necessary for a historic district in a linear Main Street.

However, there appears to be a small historic early 20th century district in the 200 block of E Second. Nine of the eleven buildings were constructed between 1900 and 1930, with six of these being architect-designed buildings and two are already listed on the NRHP. In addition, three buildings in the next block east, 303 and 315 E. Second and 116 N Green, fall within the same time period and represent property types new to this time period, a gas station and an auto garage. The Benson Block (NRHP) at 108-112 N Market adjoins these buildings and falls within the appropriate time period. By adding the Benson Block the district would consist of thirteen key and/or contributing structures and two non-contributing.

200 Block E Second Street
(13 contributing resources)

104 N Market
108-112 N Market
207 E Second
211 E Second
213 E Second

214 E Second (NRHP)
220 E Second
222-224 E Second (NRHP)
226-228 E Second
231 E Second
116 N Green
303 E Second
315 E Second

In addition, four resources were identified as potentially having individual significance:

Julius Fecht Three Star Cigar Factory, 302 E Main (aka 203 S Marion) for its association with the cigar manufacturing industry in Ottumwa.

J.G. Hutchison Wholesale Grocery Warehouse, 226 W Main, is the last remaining wholesale building located adjacent to the railroad tracks, illustrating the importance of Ottumwa as a wholesale center.

Iowa Southern Utilities Building, 307-309 E Main represents the locally owned electric company, and related street railway company, that was a major part of downtown development.

Ottumwa Daily Courier, 231 E Second, is the oldest business in Ottumwa. This was built to house the flag-ship newspaper in the Lee Enterprises group and is an outstanding example of Egyptian Revival design.

During this project the City of Ottumwa was awarded a CBDG grant for Façade Improvements in the 300 block of East Main. This is an area that, eight years ago, many people wanted to bulldoze. Ottumwa was designated a Main Street community in 2006 and, in the past four years there have been two major building rehabilitation projects in this block (one with I-JOBS funding) and other building owners are now interested in rehabbing their buildings. Much of the impetus for this comes from Main Street Ottumwa working with the City. 90% of the buildings in this block of E Main will be undergoing façade improvements within the next two years thanks to the CBDG grant. As façade work begins in the 300 block, care will be taken to retain any original design elements that may be discovered and some buildings may need to be re-evaluated for significance.

RECOMMENDATIONS

Additional research is recommended on the feasibility of the district and the four individual National Register nominations. National Register nominations should be prepared for the eligible resources.

The Historic Preservation Commission should work with their staff liaison from the Planning and Development Department to consider the creation of Conservation Districts in at least two sections of downtown Ottumwa, the 300 block of E Main and the 200 block of W Main. This would identify these two areas as having historic significance within the community and would encourage the maintenance, and perhaps rehabilitation, of the resources.

This Historic Preservation Commission has a history of providing preservation education sessions for the community and this should continue. Walking tours, brochures, and Historic Preservation Month activities s might be expanded to include workshops on proper maintenance and rehabilitation techniques, and could be offered to local contractors. “Hands-on” training is always a valuable service to historic property owners.

This project was strictly an architectural and historical survey as there was no archaeological component to this project. Archaeological surveys should be considered in the future.

PROPERTY TYPES

Commercial Development in Ottumwa, Iowa: ca. 1845 - 1964

NAME: The building, structures, objects and districts representing the Commercial Development in Ottumwa, Iowa: ca. 1845-1964

The resources (a collective terms for the above named categories) associated with this context are unified by the fact that each was built in the central business district of Ottumwa, Iowa during this time period and each illustrates the growth and development of the business community during this period. Buildings can be sub-divided into specific types: commercial/retail, commercial/non-retail, auto-related, recreation and culture, and public .

BUILDINGS: Commercial/Retail

Description. Commercial/retail buildings make up the largest individual group of resources from this period. These buildings are rectangular in shape, varying from one to six stories in height, and are of masonry construction with a flat roof sloping gently to the rear. These buildings fill the full width of their lot (creating party walls), and were built at the front of the lot, forming a common setback from the street. With few exceptions, these are single storefront two story buildings. The brick used in the construction of these buildings ranges in color from soft rosy-red in the earliest buildings, to deep red, browns and buff colored brick in those of the twentieth century. For the most part, these were constructed by local contractors in the popular styles of the period, influenced by catalogs or local traditions. Approximately a dozen of these buildings were architect-designed,

Visually these buildings vary the most in terms of detailing on the façade. Decorative cornices, hood molds, and other elements could be ordered from catalogs to give each building a touch of a popular style such as Italianate or Queen Anne. In the early twentieth century elaborate decorative ornamentation was replaced by simple flat brickwork and stone patterning. Terra cotta became a popular decorative material in the early twentieth century, both brick-colored and glazed. Two buildings in downtown Ottumwa (1st National Bank and the Benson Block) both feature full terra cotta facades. The details may vary on the commercial buildings lining Ottumwa's downtown streets, but the overall mass of the buildings remains constant. The differences are cosmetic, not structural.

Function. These buildings were built to house retail business on the first floor with the upper stories often occupied by offices or by specialty businesses such as photographers, tailors, or, in some instances, by fraternal lodges such as the Masonic and/or Odd Fellows organizations. In some cases the upper story was used for housing.

Significance. The resources in this sub-category are the core of the downtown. They represent the most popular buildings materials and styles found across Iowa in the years between 1845 and 1959.

Registration Requirements. Significance (use or form) relates directly to the Commercial Development of Ottumwa.

To be eligible under **Criterion A** the building must reflect the commercial development of Ottumwa during this period, have been constructed to serve a commercial/retail/office purpose, and add to the overall commercial life of the community.

To be eligible under **Criterion B** the building must be directly associated with a specific person who played an important role within the community.

To be eligible under **Criterion C** the building must be a good example of its particular building type (commercial) and/or style, displaying distinct characteristics that are representative of their period of construction, and/or have been designed by a recognized architect.

No resources have been identified that might have **Criterion D** eligibility, as an archaeological survey was not part of this project.

If a building has been moved, the other six aspects of integrity must have been retained. Specifically, there should be limited loss of architectural elements, limited alterations due to the move, the original design, material and craftsmanship should be clearly visible, and the new site must be sympathetic to the original location and setting.

Integrity considerations. In all cases, the most important integrity consideration is that the building retains sufficient elements of the original design, materials, and setting that the builder/original owner would recognize it. The resource should retain a sense of the original function as a commercial building. The basic shape and proportions of the building should be intact with little or no changes to doors and windows, or roofline. Replacement windows should match the original ones in terms of materials, size, and design. For example, if steel casement windows need to be replaced, they should be replaced by steel casement windows of the same dimensions. Additions to secondary elevations may be acceptable if they are of appropriate scale and proportion, and sympathetic materials. Most alterations to commercial buildings take place on the first floor storefront. Any changes made should be replacement, not remodeling. That is, brick in-fill of large displace windows is not acceptable. Replacement of solid wood or metal doors with glass doors is not acceptable. Signage should be sympathetic to the overall design. Buildings considered for individual eligibility will be required to have a higher level of integrity than those that are considered as contributing to a historic district.

Resources Within the Survey Area Identified as Potentially Eligible Individually

307 E Main	Iowa Southern Utilities Building, 1929
213 E Second	Ottumwa Courier Building, 1921
104 N Market	(?) Ottumwa Railway & Light Company, 1915-6

BUILDINGS: Commercial/Non-Retail

Description. These buildings will be two to five stories tall, rectangular in shape with either a flat or gabled roof and will be of masonry construction. Many of these buildings were originally found along the riverbank and/or railroad tracks. For the most part, these buildings will be truly functional in design with few, if any, decorative details. Non-retail buildings are more likely to be free-standing structures. Many of these have been demolished, leaving only a handful to represent this important type of building.

Function. These buildings housed warehouses, mills, button factories, wagon factories, cigar factories, ice houses, livery stables, lumberyards, and other forgotten activities.

Significance. The resources in this sub-category illustrate the non-retail base of the local economy. As first a river, and then a railroad town, Ottumwa was the shipping and receiving headquarters for a large area of southeast Iowa throughout the late nineteenth and early twentieth centuries. As the western terminus of the Burlington and Missouri River Railroad from 1859 until after the Civil War, wholesaling became a major part of Ottumwa's economy.

Registration Requirements. Significance (use or form) relates directly to the Commercial Development of Ottumwa.

To be eligible under **Criterion A** the building must reflect the commercial/non-retail development of Ottumwa during this period, have been constructed to serve a commercial purpose, and add to the overall commercial life of the community.

To be eligible under **Criterion B** the building must be directly associated with a specific person who played an important role within the community.

To be eligible under **Criterion C** the building must be a good example of its particular building type, displaying distinct characteristics that are representative of the type and period.

No resources have been identified that might have **Criterion D** eligibility, as an archaeological survey was not part of this project.

If a building has been moved, the other six aspects of integrity must have been retained. Specifically, there should be limited loss of architectural elements, limited alterations due to the move, the original design, material and craftsmanship should be clearly visible, and the new site must be sympathetic to the original location and feeling.

Integrity considerations. In all cases, the most important integrity consideration is that the building retains sufficient elements of the original design, materials, and setting that the builder/original owner would recognize it. The resource should retain a sense of the original function. The resource should retain a sense of the original function. The basic shape and proportions of the building should be intact with few, if any, changes to doors and windows, or roofline. Additions to secondary elevations may be acceptable if they are of appropriate scale and proportion, and sympathetic materials. Brick in-fill of large display windows or garage/loading doors is not recommended. Signage should be sympathetic to the overall design. Buildings considered for individually eligibility will be required to have a higher level of integrity than those that are considered as contributing to a historic district.

Resources Within the Survey Area Identified as Potentially Eligible Individually

226 W Main
302 W Main

J.G. Hutchison Wholesale Grocery Building, 1912
Julius Fecht Three Star Cigar Factory, c. 1900/1914/1931

BUILDINGS: Auto-Related

Description: Like the buildings in the two categories above, the buildings in this category are of masonry construction, rectangular in shape, and usually have a flat roof. These buildings can be broken into two types: gas station and auto garage/dealership. Gas stations are single story masonry buildings set back from the street to allow room for driveways and gasoline pumps. These varied in design, often stations of the same brand sharing a common design and plan. Many featured the steeply pitched gable roof often associated with English Cottages. Early gas stations did not have garages attached to the side. The auto garages/dealerships are one or two stories high and are built at the front of the lot, maintaining the streetscape established by the retail buildings. The two major differences between these buildings and the commercial buildings in the previous categories are the large display windows to showcase automobiles and the presence of large garage doors, often on the primary façade. These needed to be of fire-proof construction with broad open interior space. Since these are of twentieth century construction, the brick used for the facades is usually deep red or of brown tones. Secondary elevations are often of concrete block or glazed hollow tile. Both gas stations and auto garages/dealerships were primarily on the outer edges of the central business district.

Function. These buildings were specifically constructed to provide gasoline and oil to motorists and to house auto garages, (sales, service or repair). On rare occasions an existing building was re-purposed for use as a garage, but in these cases the building had been originally constructed for a semi-related business such as farm implements. These buildings are most often a single story, but some two story examples do exist. The location near the business district was convenient for citizens who were already downtown shopping to fill their tanks, leave their cars for service/repair, or to “window shop” for a new vehicle.

Significance. These buildings are physical symbols of the changing lifestyle brought about by the advent of the automobile. These were new building types that replaced the familiar livery stables that had ringed the business district.

Registration Requirements. Significance (use or form) relates directly to the Commercial Development of Ottumwa.

To be eligible under **Criterion A** the building must clearly demonstrate the importance of the automobile in the changing society during the first half of the twentieth century.

To be eligible under **Criterion B** the building must have a direct connection with a person who played an important role in the community's development. No such connection has been established any of the auto garages identified in this survey.

To be eligible under **Criterion C** the building must be a good example of its particular building type and/or style, displaying distinct characteristics of the period and style, be a good example of the use of a specific building materials, and/or have been the work of a recognized architect.

No resources have been identified that might have **Criterion D** significance as there was no archaeological component to this project.

If a building has been moved, the other six aspects of integrity must have been retained. Specifically, there should be limited loss of architectural elements, limited alterations due to the move, the original design, material and craftsmanship should be clearly visible, and the new site must be sympathetic to the original location and feeling.

Integrity Considerations. In all cases, the most important integrity consideration is that the building retains sufficient elements of the original design, materials, and setting that the builder/original owner would recognize it. The resource should retain a sense of the original function as a public building. The basic shape and proportions of the building should be intact with little or no changes to doors and windows, or roofline. Replacement windows should match the original ones in terms of materials, size, and design. Additions to secondary elevations may be acceptable if they are of appropriate scale and proportion, and sympathetic materials. Brick in-fill of large windows or doors is not recommended. Buildings considered for individual eligibility will be required to have a high level of integrity than those that are considered as contributing to a history district.

Resources Within the Survey Area Identified as Potentially Eligible Individually

315 E Second

(?) Ottumwa Auto Company (aka Howe Auto), 1909-1917

BUILDINGS: Recreation & Culture:

Description. The two buildings in this category (YMCA and YWCA) in the Ottumwa business district are located at opposite ends of Second Street. Both are architect-designed and date to the 1920s. These buildings are taller than most of the commercial buildings in the business district, being three and four stories. They are of brick construction, rectangular in shape with a flat roof. Both buildings share the common set-back of the commercial buildings lining Main Street. Unlike the commercial buildings meant for retail use, there is no need for large display windows, so the design focus on these buildings is seen in the large round arches at the primary entrances. Both of these buildings reflect the influence of the Renaissance Revival style seen in the Post Office/Federal Building (1910-1912) and the Hotel Ottumwa (1917), with high foundations, round-arched or jack-arched fenestration, simplified window treatment on the upper stories, and relatively simple brick patterning at the corners or roof. Limestone is used to define the watertables and as keystones on the jack-arches. The YMCA is a free-standing structure, while the YWCA is physically connected to the neighboring building, but is visually separate due to the window treatment.

Function. Although located in the business district, these two buildings provided services rather than goods. Each of these provided recreational services (basketball, swimming, etc) as well as leisure time activities such as card playing, pool, etc. Both buildings provided sleeping rooms for young unmarried adults without families in town. In line with the name of the two organizations, these were considered to be good moral Christian places for young people, male & female, to congregate. Many of the residents attended Iowa Success School, a local business college and/or the young women were often employed in the cigar industry.

Significance. These two buildings house organizations that were established by the men who were the "shakers and the movers" in Ottumwa, and by their wives. They shared the common purpose of providing a good, moral Christian environment for young people, as well as providing recreational activities for men and women. T.D. Foster of the John Morrell and Company meatpacking plant spearheaded the establishment of the YMCA to provide services for his plant workers. His wife was also a strong force in establishing the YWCA.

The perceived importance of these organizations is shown by the fact that both buildings were architect designed (the YWCA by Croft & Borner of Minneapolis, and it is believed that the YMCA was designed by the same firm).

Registration Requirements. Significance (use or form) relates directly to the Commercial Development of Ottumwa and the prosperity that followed.

To be eligible under **Criterion A** the building must demonstrate the specific service it is providing to the community, and why that service is needed. Both the YWCA and YMCA buildings reflect the importance of their organizations.

To be eligible under **Criterion B** the building must have a direct connection with a person who played an important role in the community's development. No such connection has been established for either of these buildings.

To be eligible under **Criterion C** the building must be a good example of its particular building type and/or style, displaying distinct characteristics of the period and style, be a good example of the use of a specific building materials, and/or have been the work of a recognized architect.

No resources have been identified that might have **Criterion D** significance as there was no archaeological component to this project.

If a building has been moved, the other six aspects of integrity must have been retained. Specifically, there should be limited loss of architectural elements, limited alterations due to the move, the original design, material and craftsmanship should be clearly visible, and the new site must be sympathetic to the original location and feeling.

Integrity Considerations. In all cases, the most important integrity consideration is that the building retains sufficient elements of the original design, materials, and setting that the builder/original owner would recognize it. The resource should retain a sense of the original function as a public building. The basic shape and proportions of the building should be intact with little or no changes to doors and windows, or roofline. Replacement windows should match the original ones in terms of materials, size, and design. Additions to secondary elevations may be acceptable if they are of appropriate scale and proportion, and sympathetic materials. Brick in-fill of large windows or doors is not recommended. Buildings considered for individual eligibility will be required to have a high level of integrity than those that are considered as contributing to a history district.

**Resources Within the Survey Area Identified as Potentially Eligible Individually
(the YWCA is already listed on the National Register)**

231 E Second

Young Men's Christian Association, 1921

BUILDINGS: Public

This survey and evaluation project did not include the public buildings in Ottumwa as the Post Office/Federal Building (now City Hall), Ottumwa Public Library, and the Wapello County Courthouse are all located immediately north of the survey area and all three are already listed on the National Register. The publicly owned buildings of the Ottumwa Water Works are located between the railroad tracks and the river, and have been recently evaluated for Section 106 purposes.

DISTRICTS:

Description. Districts are geographic clusters of related resources that are linked by common style, materials, builders, or use. The Ottumwa business district as a whole has been severely impacted by several urban renewal projects and is no longer visually cohesive or geographically well defined. It consists of individual masonry buildings sharing a common set-back, similar rooflines, similar brick exteriors, first floor storefronts of

glass, and upper stories with many windows that have been blocked or bricked-in, or have been replaced by smaller inappropriate windows. Many buildings have slipcovered facades. Every block has either modern in-fill that does not meet the 50 year requirement, or gaping empty lots.

However, the 200 block of E Second retains a higher degree of integrity than the rest of the downtown, with twelve buildings (including three buildings in the next block east, 116 N Green, 303 and 315 E Second) that were constructed between 1900 and 1930. Of these twelve, architects have been identified for six, and two of the twelve are already listed on the National Register. Despite a new buff-colored building at each end of the 200 block, this group of buildings meets the requirements for a historic district with the majority of the buildings constructed within the identified period of significance, they display architectural characteristics popular during this period, the buildings share a common use or function (such as retail/office or retail/apartments) that is visible, and there is a sense of time and place.

Significance. A historic district is representative of common building types and use, in this case, commercial, and illustrates the development of the Ottumwa business district during a second (third?) phase of retail development between ca. 1900 and 1930. The number and size of these commercial buildings demonstrate the continued importance of Ottumwa as the commercial/retail center within Wapello County and the surrounding market area.

Registration Requirements. Significance (use or form) relates directly to the Commercial Development of Ottumwa.

To be eligible under **Criterion A** an historic district must reflect the importance and vitality of the business district in the Commercial Development of Ottumwa. The district as a whole and the individual buildings/business must illustrate the changing patterns of commercial development.

To be eligible under **Criterion B** a historic district must have a direct connection to an individual or family who played a significant role in the development of the Ottumwa business district.

To be eligible under **Criterion C** a historic district must contain a set of buildings which are good examples of their building type (retail/office, retail/apartments, commercial/non-retail), displaying distinct characteristics that are representative of their period of construction, style, use of materials, and/or have been designed by a recognized architect. There must be a cohesive visual element to the district.

No resources were identified that might have **Criterion D** significance because this project did not contain an archaeological component.

Integrity considerations. In all cases, the most important integrity consideration is that the buildings retain sufficient elements of the original design, materials, and setting that the builder/original owner would recognize it. The resources should retain a sense of the original function as a commercial building. The basic shape and proportions of the building should be intact with little or no changes to doors and windows, or roofline. Replacement windows should match the original ones in terms of materials, size, and design. Additions to secondary elevations may be acceptable if they are of appropriate scale and proportion, and sympathetic materials. Brick in-fill of large display windows is not recommended. Replacement of solid wood or metal doors with glass doors is not recommended. Signage should be sympathetic to the overall design.

It is expected that the storefronts of commercial buildings may have been altered to present a more “modern” appearance. For this reason, some alterations to the first floor façade of commercial buildings may be acceptable if the upper stories of the building retain the original design and fabric. While such alterations might not be acceptable for a building being considered as individually eligible (a key structure), contributing buildings in a historic district can retain a lesser degree of integrity. This integrity must include the overall size, shape, building material, and fenestration. Buildings which have been “slip-covered” with modern material must be considered non-contributing to the historic district. If the slip-cover is removed at some point in the future, the building should be re-evaluated. At least 60 per cent of the resources in a district should be individually eligible or contributing. There must be sufficient integrity of design and materials to retain a strong sense of time and place

Resources Within the Survey Area Identified as Potentially Eligible Individually

200 Block E Second Street (13 Resources)	104 N Market
	108-112 N Market
	207 E Second
	211 E Second
	213 E Second
	214 E Second (NRHP)
	220 E Second
	222-224 E Second (NRHP)
	226-228 E Second
	231 E Second
	116 N Green
	303 E Second
	315 E Second

LIST OF THE 138 INVENTORIED RESOURCES

ADDRESS	NRHP	CONTRIBUTING	NON-CONTRIBUTING	DATE OF CONSTRUCTION
MAIN ST				
101-103 E Main		X		Pre-1885
102- 130 E Main			X	c.1985
105-107 E Main			X	Pre-1885
109 E Main		X		Pre-1885+
111 E Main		X		Pre-1885+
113 E Main		X		Pre-1885+
115 E Main		X		Pre-1885
117-119 E Main		X		Pre-1885+
127 E Main			X	Post-2000
131 E Main	X			1916
132 E Main			X	Pre-1885/1929
202 E Main			X	1962
203 E Main			X	Pre-1885
205 E Main		X		Pre-1885
207 E Main		X		Pre-1885
209-211 E Main		X		1876/1948
210 E Main			X	Pre-1885
212 E Main			X	Pre-1885
213 E Main		X		Pre-1885
214 E Main			X	Pre-1885
215-217 E Main			X	c.1965
216-218 E Main		X		Pre-1885/1931
219 E Main			X	Pre-1885
220 E Main			X	Pre-1885
221 E Main		X		Pre-1885
222 E Main		X		c.1890
223 E Main		X		Pre-1885
224-228 E Main		X		1873
225 E Main		X		1909-1917
227 E Main		?		1941
228 E Main		X		1873
230 E Main		X		1873
231 E Main		?		Pre-1885+
232 E Main			X	1873/c.1925
236 E Main			X	1977
303 E Main			X	Pre-1885
305 E Main			X	Pre-1885
307 E Main		X (Key)		1929
311 E Main			X	1902-09
312 E Main			X	Pre-1885
313 E Main			X	Pre-1885
314 E Main		X		1929 façade
315 E Main			X	Pre-1885
316 E Main		X		1929 façade
317 E Main		X		c.1920
319-321 E Main			X ?	c.1905
320 E Main			X	Pre-1885

322-324 E Main			X	Pre-1885
323-325 E Main		X ?		c.1915
ADDRESS	NRHP	CONTRIBUTING	NON-CONTRIBUTING	DATE OF CONSTRUCTION
326 E Main			X	Pre-1885
328 E Main		X		Pre-1885
330 E Main		X		Pre-1885
331 E Main			X	Pre-1885
334 E Main		X		Pre-1885
408-410 E Main			X	c.195
412 E Main			X	c.1895
414 E Main			X ?	c.1895
415 E Main			X	c.1925
416 E Main			X	c.1900
418 E Main			X	c.1900
422 E Main			X	c.1915
424 E Main			X	c.1905
425 E Main			X	c.1950
428 E Main		X		c.1915
433 E Main			X	c.1960
509 E Main			X	c.1950
510 E Main		X		Pre-1885
512 E Main		X		Pre-1885
518 E Main			X	c.1900
520-522 E Main			X	c.1900
529 E Main	X			1915
531 E Main			X	c.1960
536 E Main		X ?		c.1895
102 W Main			X	c.1990
103-111 W Main			X	c.1990
116 W Main			X	c.1990
203-205 W Main		X		1917-25
209 W Main		X		c.1900
210 W Main	X			1951
211 W Main		X		Pre-1917
217 W Main			X	c.1945
225 W Main			X	c.1980
226 W Main		X (Key)		1912
301 W Main			X	c.2000
302 W Main		X (Key)		c.1900+
334 W Main			X	c.1990
SECOND ST				
107 E Second	X			1916
112-124			X	x.2000
112.5 E Second		X		c.1935
121-125 E Second			X	Pre-1885
127 E Second		X ?		[re1885
129 E Second			X	Pre-1885
207 E Second		X		c.1900

211 E Second		X		1901
213 E Second		X (Key)		1921
214 E Second	X			1930
ADDRESS	NRHP	CONTRIBUTING	NON-CONTRIBUTING	DATE OF CONSTRUCTION
220 E Second		X		1923
222-224 E Second	X			1911
226-228 E Second		X		1909
231 E Second		X		1921
303 E Second		X		c.1925-30
315 E Second		X		c.1910
321 E Second			X	c.1950
347 E Second			X	c.1950
106 W Second			X	c.1980
107 W Second		X		Pre-1885
109 W Second		X		Pe-1885
111 W Second			X	c.1965
119 W Second			X	c.1960
133 W Second	X			1924
222 W Second			X	c.2005
THIRD ST				
110-112 E Third		X		c.1915
118 W Third		X		c.1948
120 W Third		X ?		c.1935
MARION ST				
114 S Marion		X		c.1900
WASHINGTON				
121 S Washington			X	c.1930
COURT ST				
101-105 N Court		X		Pre-1885
107-109 N Court			X	Pre-1885
112 N Court			X	c.1980
104 S Court			X	c.1980
107-121 S Court			X	c.1980
116 S Court		X		Pre-1885
MARKET ST				
104 N Market		X (Key)		1915
105-107 N Market			X	Pre-1885
108-112 N Market	X			1924
114-118 N Market		X		c.1900
120 N Market			X	c.1980
101 S Market	X			1941
102 S Market			X	c.1965
107 S Market			X	c.1990
108 S Market			X	c.1910+
116 S Market			X	Pre-1885

201 S Market			X	1962
216 S Market			X	Post-2000
ADDRESS	NRHP	CONTRIBUTING	NON- CONTRIBUTING	DATE OF CONSTRUCTION
GREEN ST				
116 N Green		X		1905
109 S Green			X	c.1980
JEFFERSON ST				
114 S Jefferson			X	c.1930+
206 S Jefferson		X Fire Damaged		c.1905
216 S Jefferson			X	c.1960
COLLEGE ST				
220 S College		X		c.1900
UNION ST				
222 S Union			X	c.1910

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Ottumwa Democrat. 1888, 1890

Ottumwa Weekly Times. 1878

Historic Photographs

Foster Family Private Collection

Michael W. Lemberger, Special Collection.

Ottumwa Public Library, Iowa History Collection

Wapello County Historical Society Collection

Fred Zesiger, Private Collection

ILLUSTRATIONS

Historic Building Inventory



Figure 1
Map of survey area

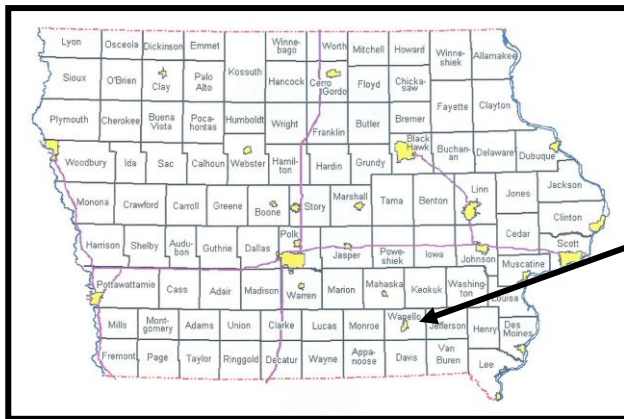


Figure 2
Iowa map indicating location of
Wapello County

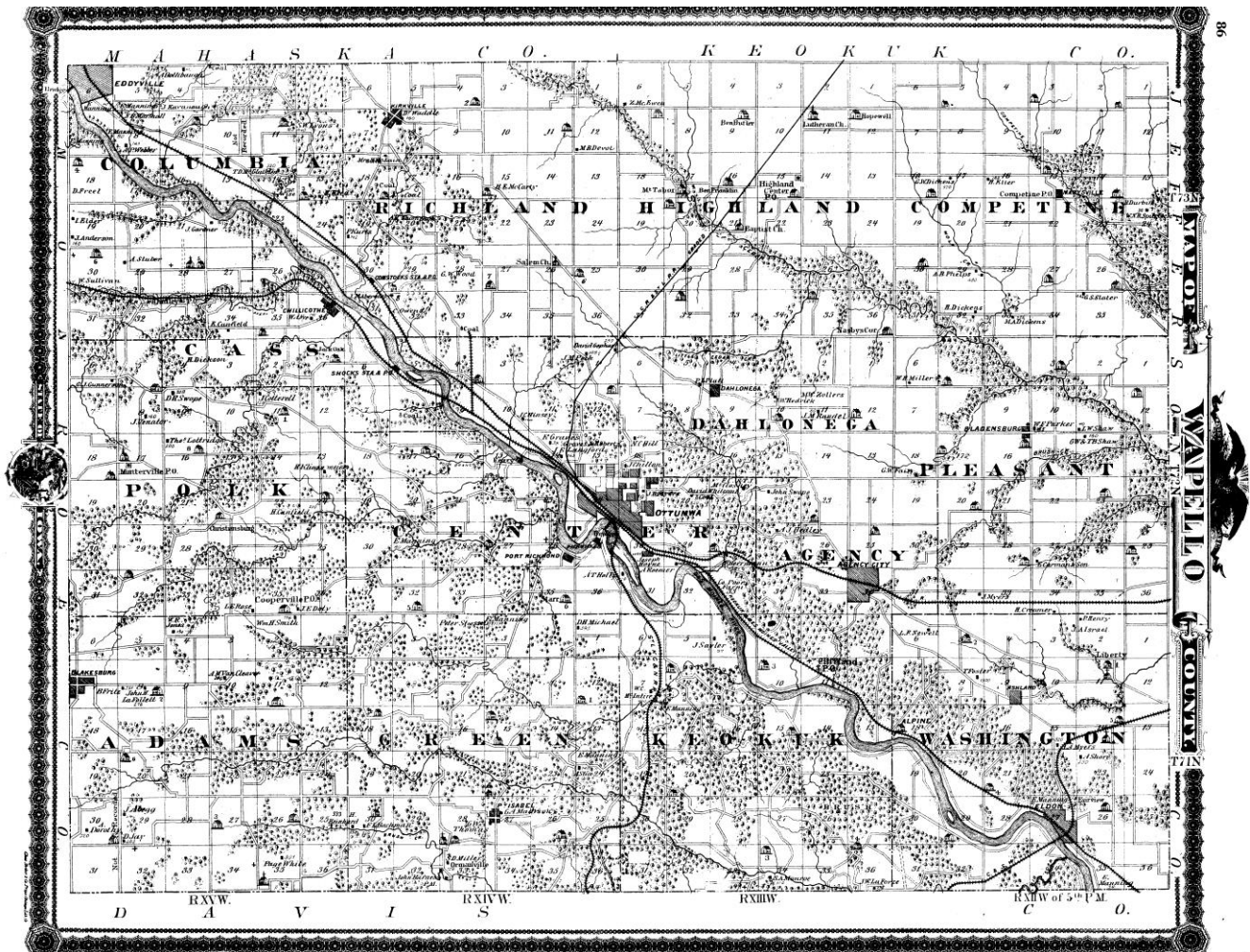


Figure 3
1875 map of Wapello County
(Illustrated Historical Atlas of the State of Iowa, p 86)

N

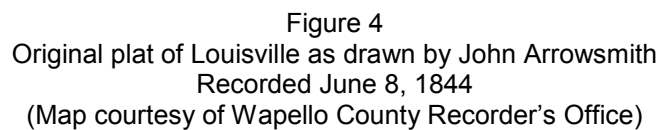




Figure 5
 1849 survey map of the Des Moines River showing the location of
 proposed locks and dams in the Ottumwa area.
 Note that a canal was proposed to avoid the ox bow on the south side of the river
 (State Historical Society of Iowa)



Figure 6
Northeast corner of Main and Green looking toward Adams School
Undated photograph, c.1865-70
(Ottumwa Public Library)

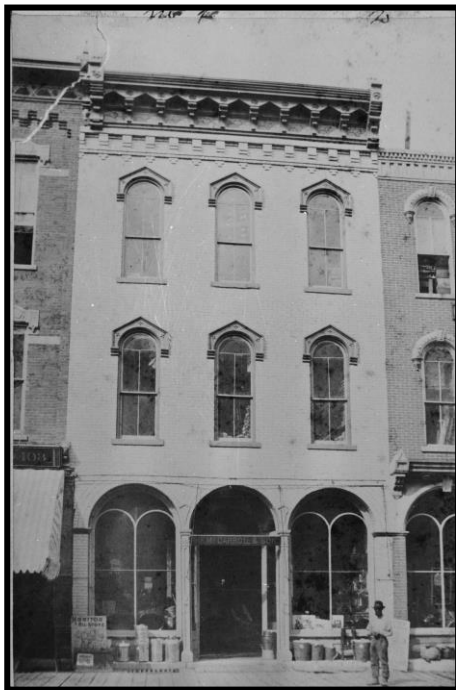


Figure 7
105 E Main, c.1870-75
Photograph c. 1880



Figure 8
107 E Main, c.1870-75
Photograph c. 1890

(Both photos from the Zesiger Collection)

These facades are currently (2013) slip covered so it is impossible to determine integrity.



Figure 9
 Union Block, east end of 200 Block E Main, looking SW
 Note arcaded storefronts.
 Destroyed by fire 1872

(Zesiger Collection)

Figure 10
 East end of 200 block E Main, south side looking SW
 Site of Union Block following 1872 fire



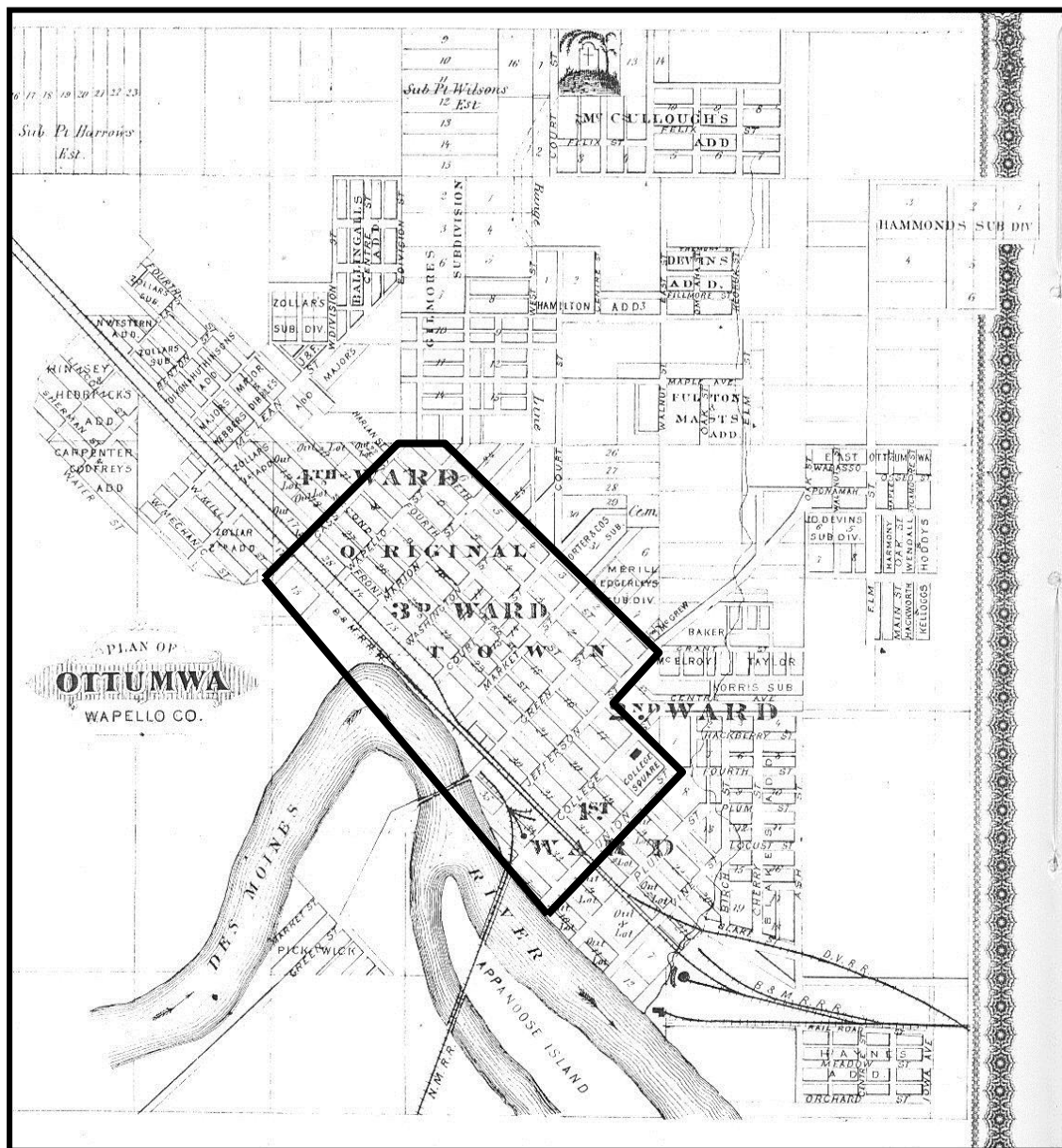


Figure 11
 1875 Map of Ottumwa
 Black line shows Original Plat
 (Illustrated Historical Atlas of the State of Iowa, page 136)

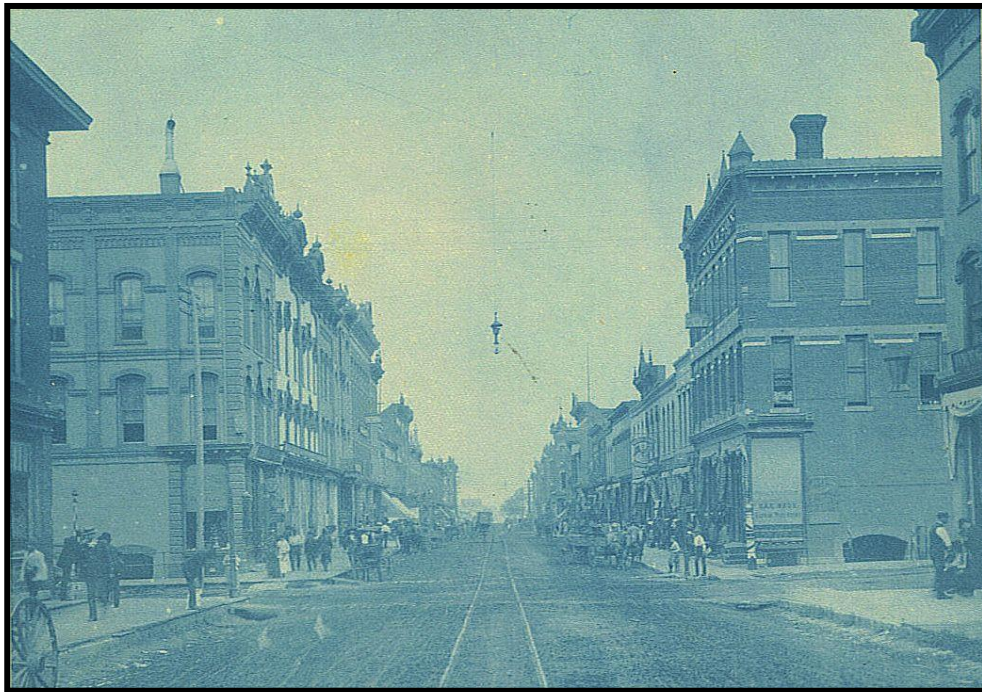


Figure 12
200 block of E Main looking W from corner of
Main & Green
(Ottumwa Illustrated, no page)

Figure 13
West end of 200 block E Main, south side looking SE
(Zesiger Collection)





Figure 14
North side of 100 and 200 blocks E Main looking west to corner of Market and Main
Note three buildings on right with round-arched windows
(Wapello County Historical Society)

Figure 15
West end of north side 200 block E Main
Note the same buildings with round-arched windows
Centennial Block is double storefront three story building
Photo c. 1945
(Ottumwa Public Library)





Figure 16
100 block E Main looking W from Market & Main, c. 1900-10
(Zesiger Collection)

Figure 17
NE corner of Main & Court (100 block E Main), Taylor Building
Photograph c. 1880
(Flowers, opposite p 40)

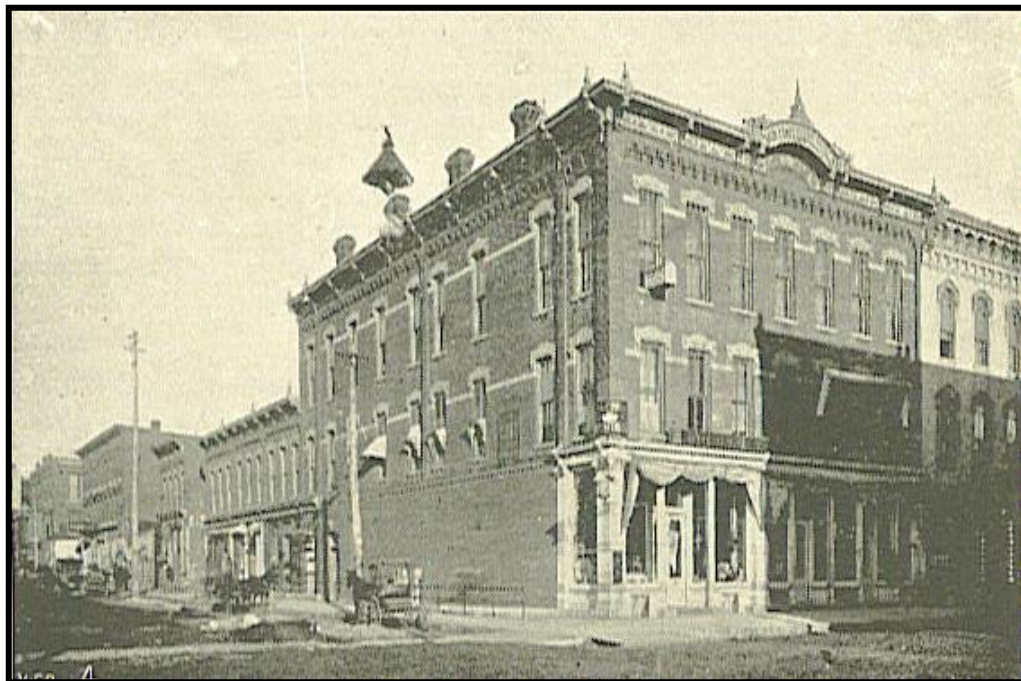




Figure 18
North side of 100 block E Main looking E
Building at far left is the Taylor Building
Photograph c. 1920

(Both photos from Wapello County Historical Society)

Figure 19
South side 100 block E Main, c.1935
looking toward Market & Main





Figure 20
West side of 100 block S Market
Photograph prior to 1882
(Zesiger Collection)

Figure 21
Bird's eye view of Market Street looking north
Photograph between 1893 and 1910
(Foster Family Collection)

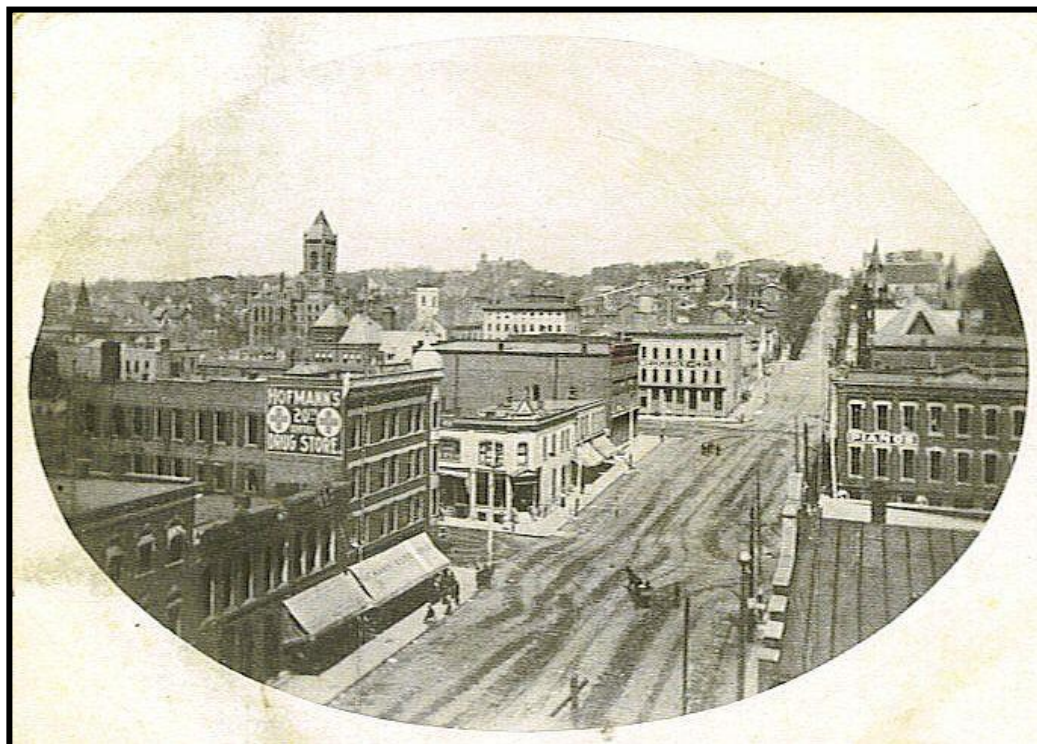




Figure 22
Post Office, east side of Central Park on Third Street, 188(Flowers, opposite Preface)

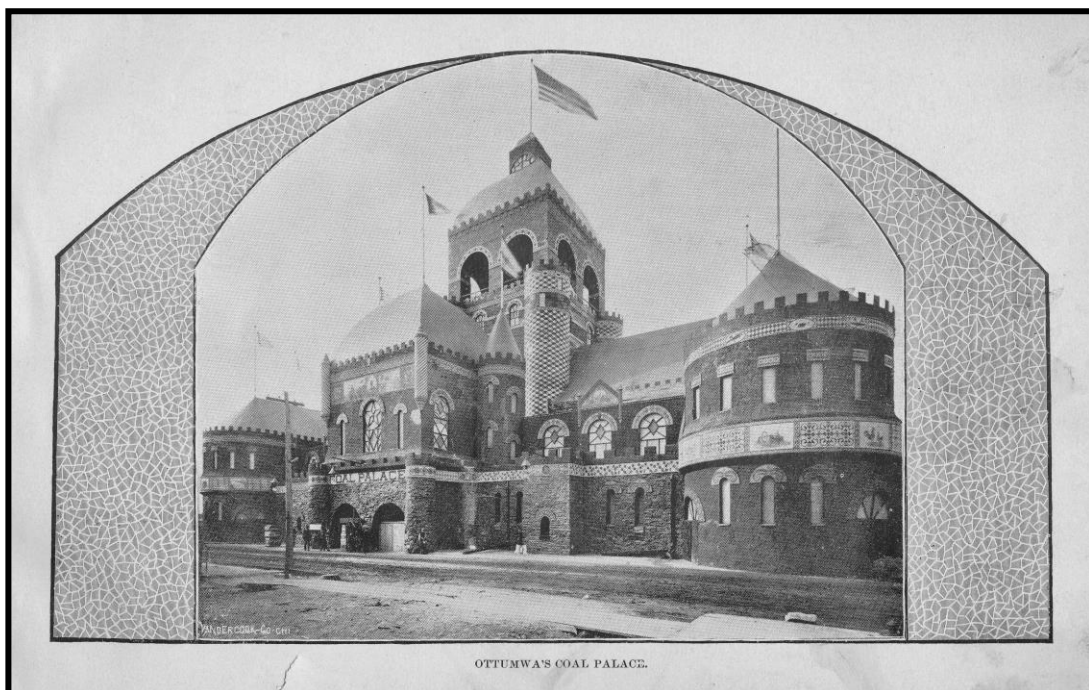
Figure 23
Union Depot, 1889
Foot of Washington
(Ottumwa Illustrated, no page)





Figure 24
Grand Opera House, 1889
Corner of Main and Jefferson
(Zesiger Collection)

Figure 25
Coal Palace, 1890
Foot of Marion Street
(Flowers, Frontispiece)



A SAMPLE OF OTHER OTTUMWA INDUSTRIES IN THE LATE 19TH / EARLY 20TH CENTURY

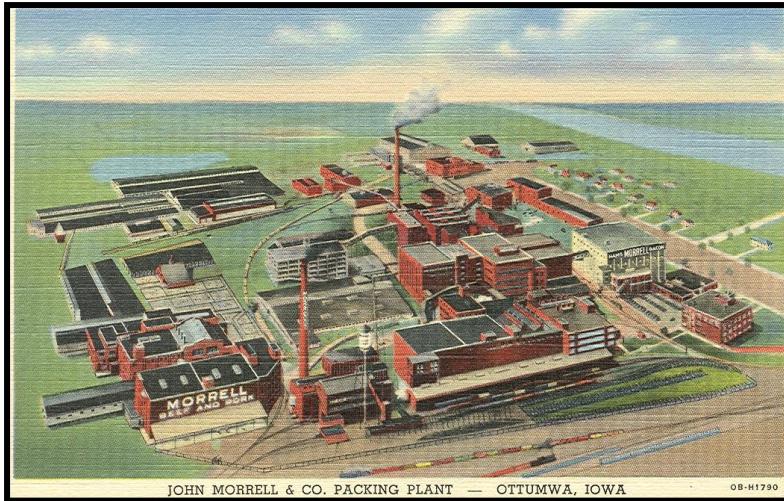


Figure 26
John Morrell & Company Meatpacking
(Zesiger Collection)

Figure 27
Johnston Ruffler Company
(Flowers, p 13)

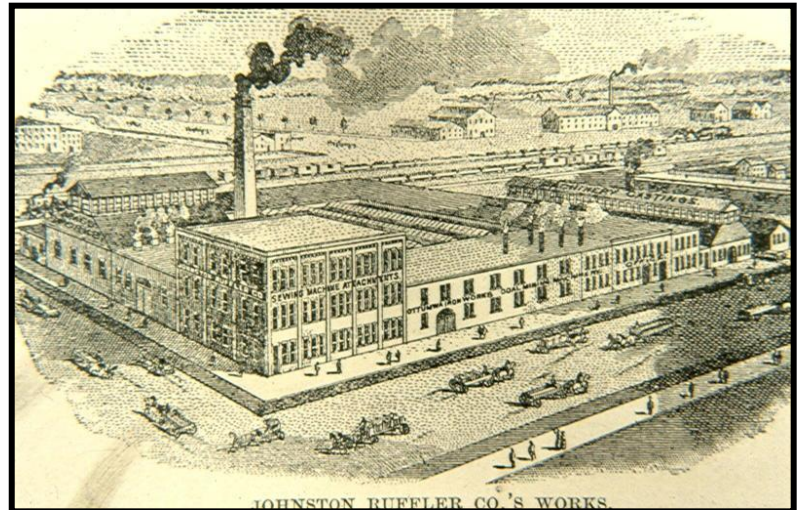


Figure 28
Dain Manufacturing
Agricultural Implements
(Zesiger Collection)

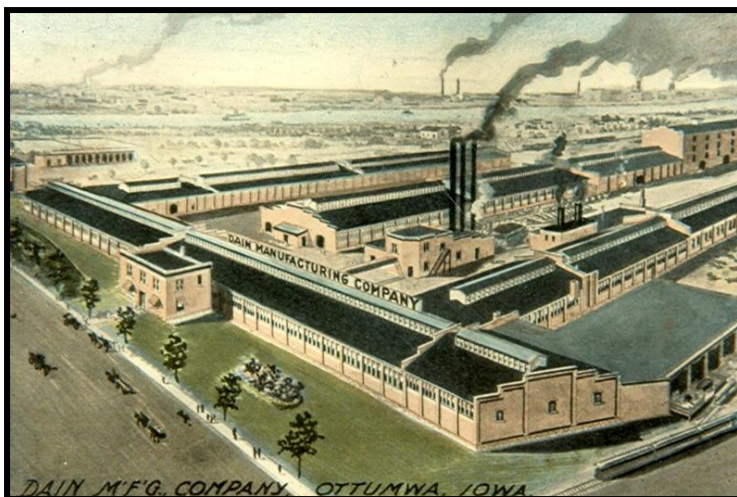




Figure 29
Julius Fecht Three Star Cigar Factory, photo c. 1920-25
302 W Main
(Ottumwa Public Library)

Figure 30
Julius Fecht Three Star Cigar Factory, 2012
302 W Main



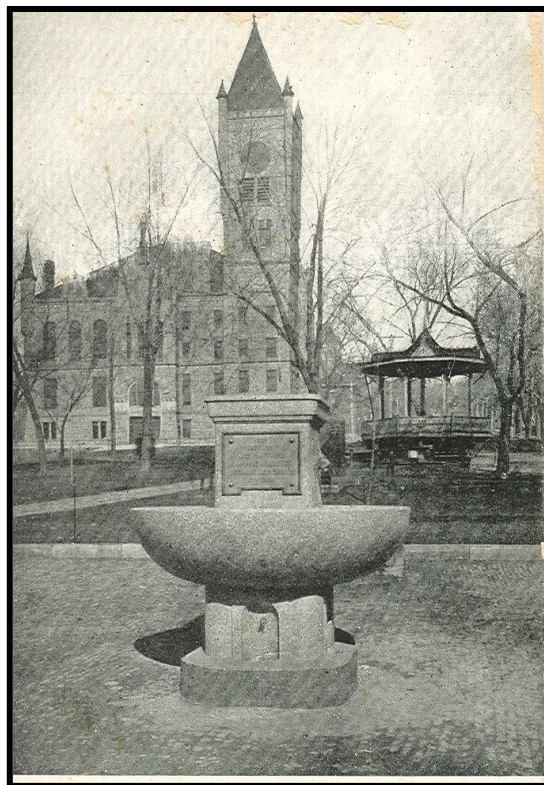


Figure 31
Wapello County Courthouse (NRHP), 1893
Corner Fourth and Court, top of Central Park

(Both photos from Ottumwa Public Library)

Figure 32
Ottumwa Public Library (NRHP), 1901
Court Street, west side of Central Park

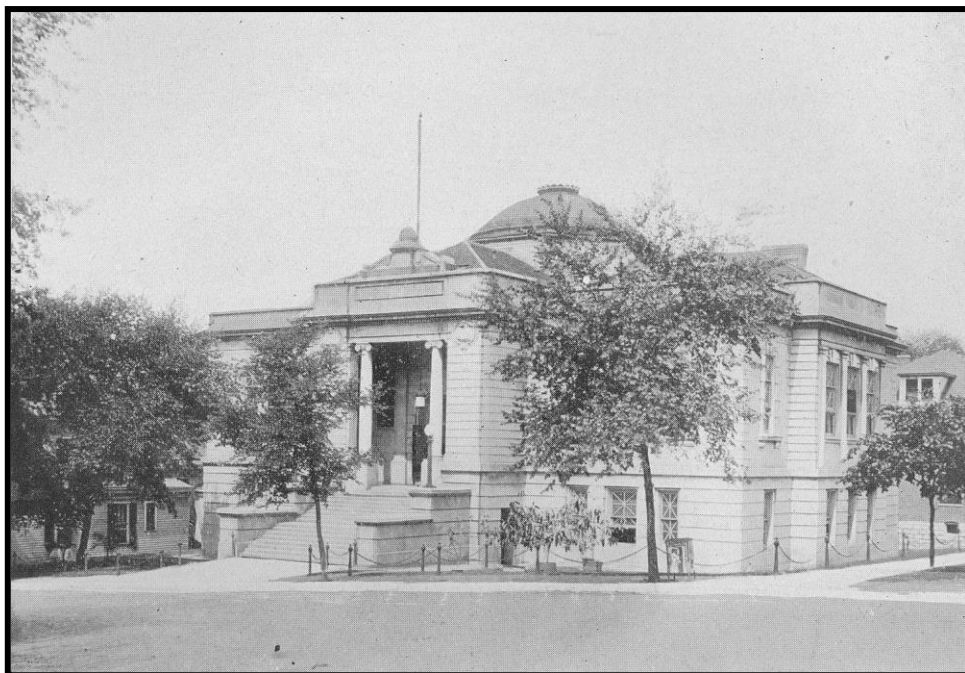




Figure 33
US Post Office/Federal Building (NRHP), 1910-12
Third Street on east side Central Park

(Both photos from Ottumwa Public Library)

Figure 34
Wapello County Jail, 1910
N Court just north of Fourth Street





Figure 35
Classical Revival Bandstand in Central Park, c.1915

(Both photos from Zesiger Collection)

Figure 36
First National Bank (NRHP), 1916
Corner of Market and Main

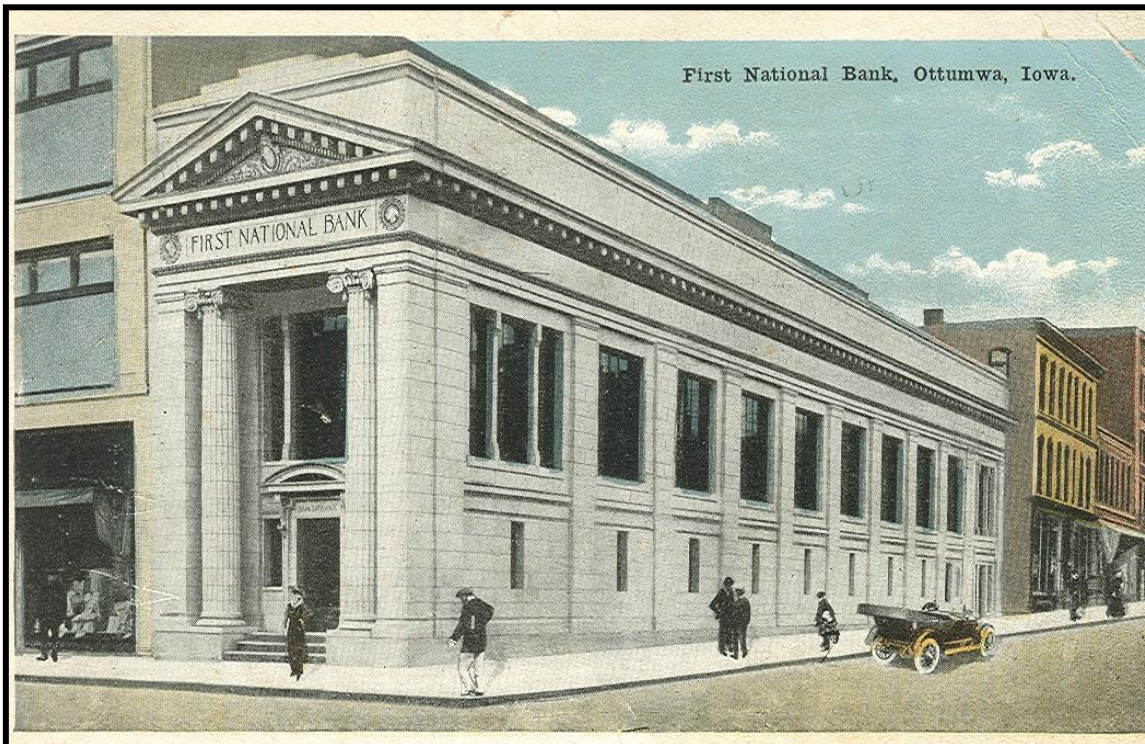




Figure 37
200 block of E Second, bird's eye view from Market

(Both photos from Foster Family Collection)

Figure 38
200 block E Second, north side from Market





Figure 39
 Corner E Second & Green
 Elks Lodge, Utt Building (1909) and Garner Building (1911)
 (Wapello County Historical Society Collection)

Figure 40
 Utt Building and Garner Building (NRHP), 2012



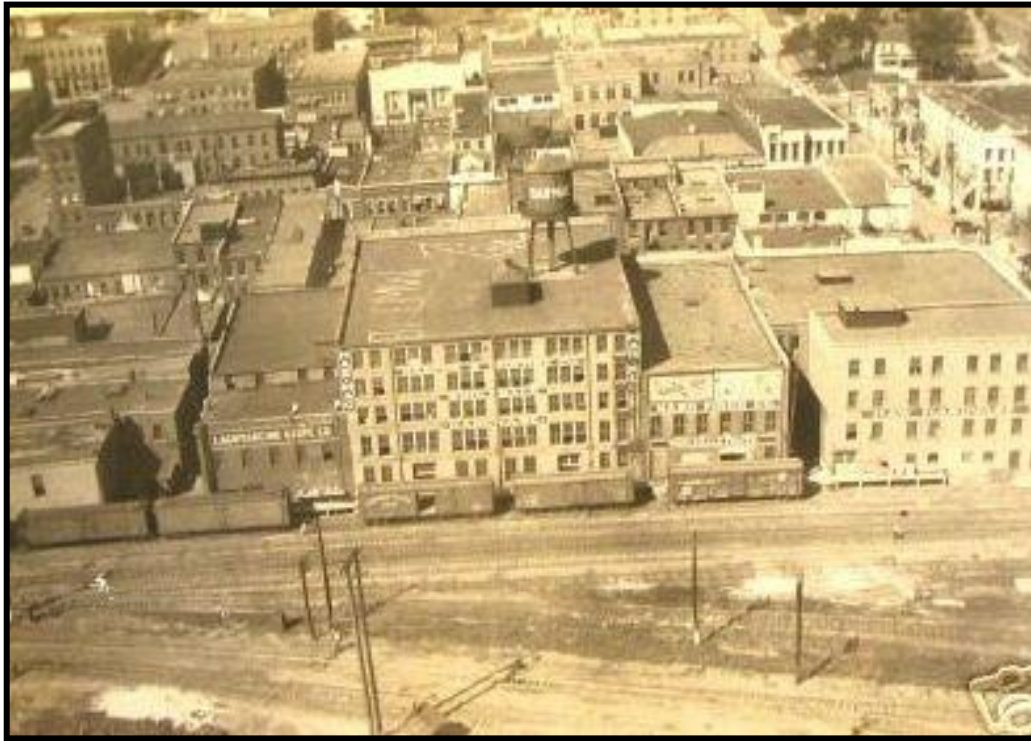


Figure 41
Multi-story wholesale warehouses between Commercial Street and railroad track
(Wapello County Historical Society Collection)



Figure 42
J.G. Hutchison Wholesale Grocery Warehouse
226 W Main, c.1912
(Zesiger Collection)

Figure 43
Hutchison Building 2012





Figure 44
B'nai Jacob Synagogue (NRHP), 1915
529 E Main

Figure 45
Hotel Ottumwa (NRHP), 1917
Corner Court and Second
(Zesiger Collection)

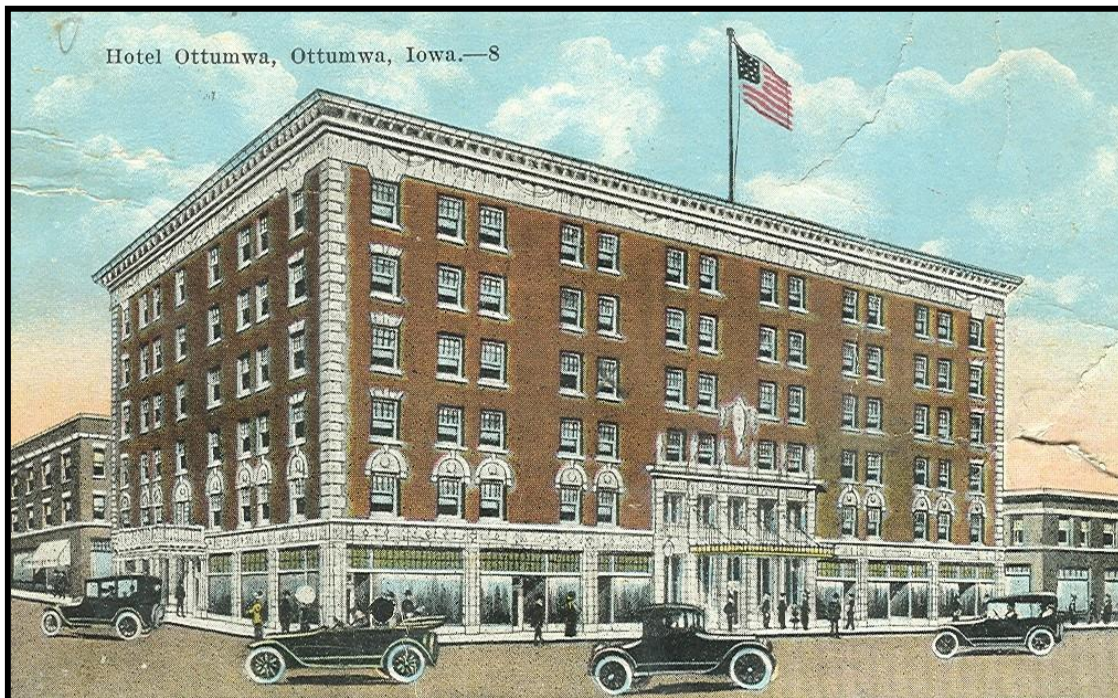




Figure 46
YMCA, 1921
Corner Second and Green

(Both photos from Wapello County Historical Society)

Figure 47
YWCA (NRHP), 1924
Corner Second and Washington

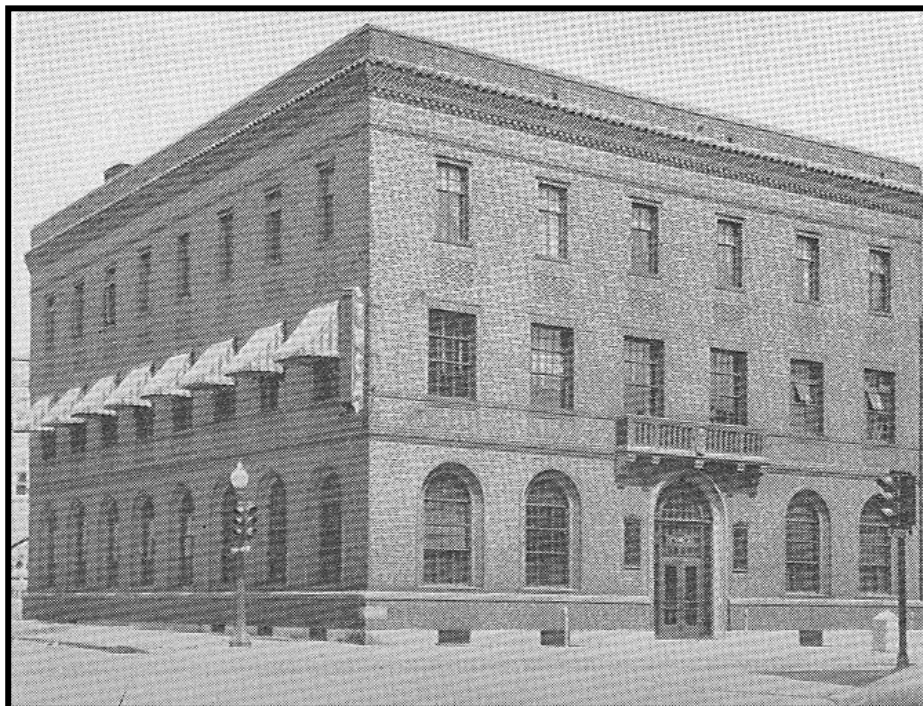




Figure 48
Ottumwa Daily Courier, 1921
113 E Second

Figure 49
Benson Block (NRHP), 1924
108-112 N Market





Figure 50
 Montgomery Ward Building, 1929
 316 E Main
 (Michael W Lemberger Collection)

Figure 51
 Iowa Southern Utilities Building, 2012
 309 E Main



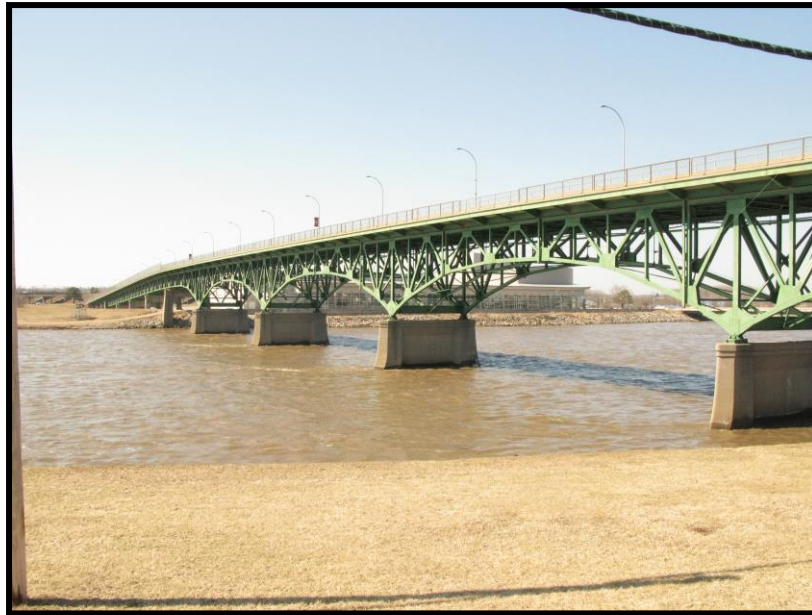
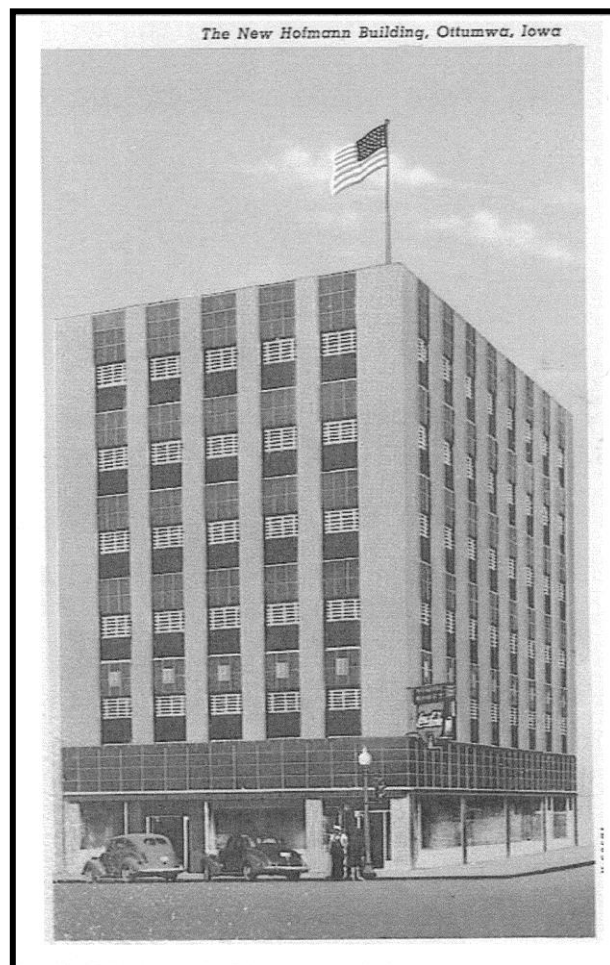


Figure 52
Jefferson Street Viaduct (NRHP), 1936

Figure 53
Hofmann Building (NRHP), Corner Second and Market, 1941
(Zesiger Collection)





PARKING LOT—BEGINNING OF OVERFLOW, JUNE 6

Figure 54
The Floods of 1947 climbing out of the banks at Market Street

(Disaster At Ottumwa, Iowa, unpagged).

Figure 55
Looking East on Main Street with river channel on right, June 1947



MAIN STREET—LOOKING EAST



Figure 56
Corner Market and Main looking NW, June 1947

(Disaster At Ottumwa, Iowa, unpagged).

Figure 57
Corner Market and Main looking SE, June 1947
South side 200 block E Main



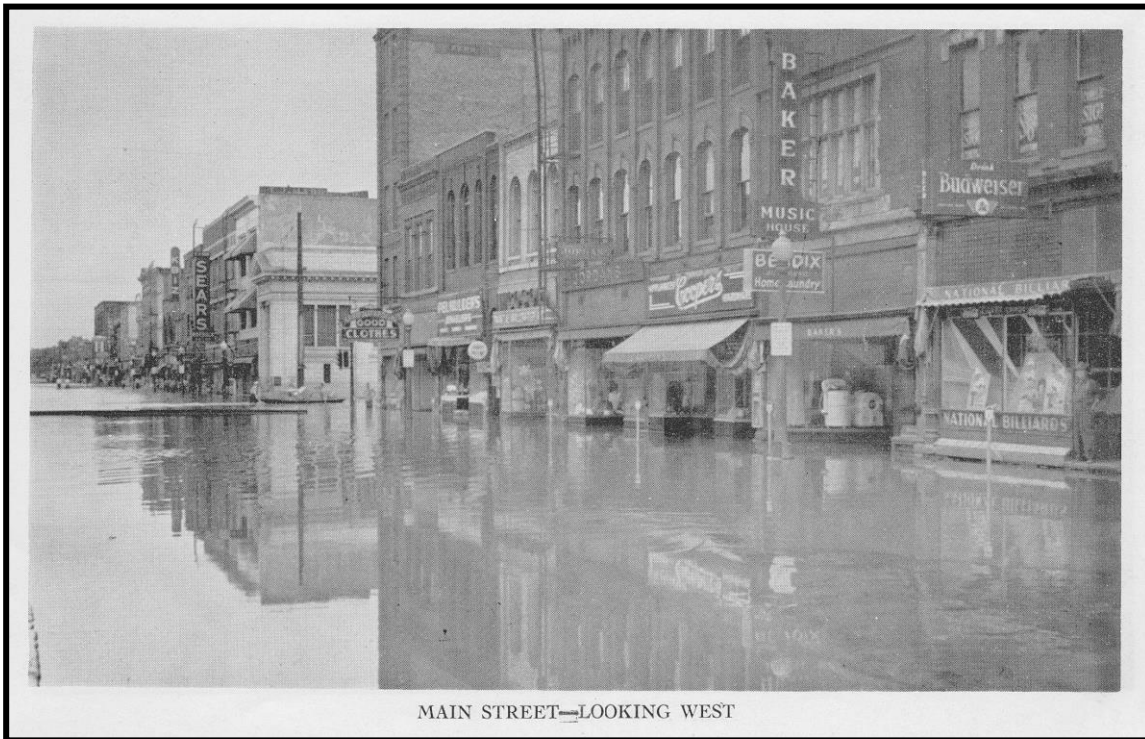


Figure 58
North side 200 block E Main looking NW, June 1947

(Disaster At Ottumwa, Iowa, unpagged).

Figure 59
North side 200 block W Main looking NE, June 1947

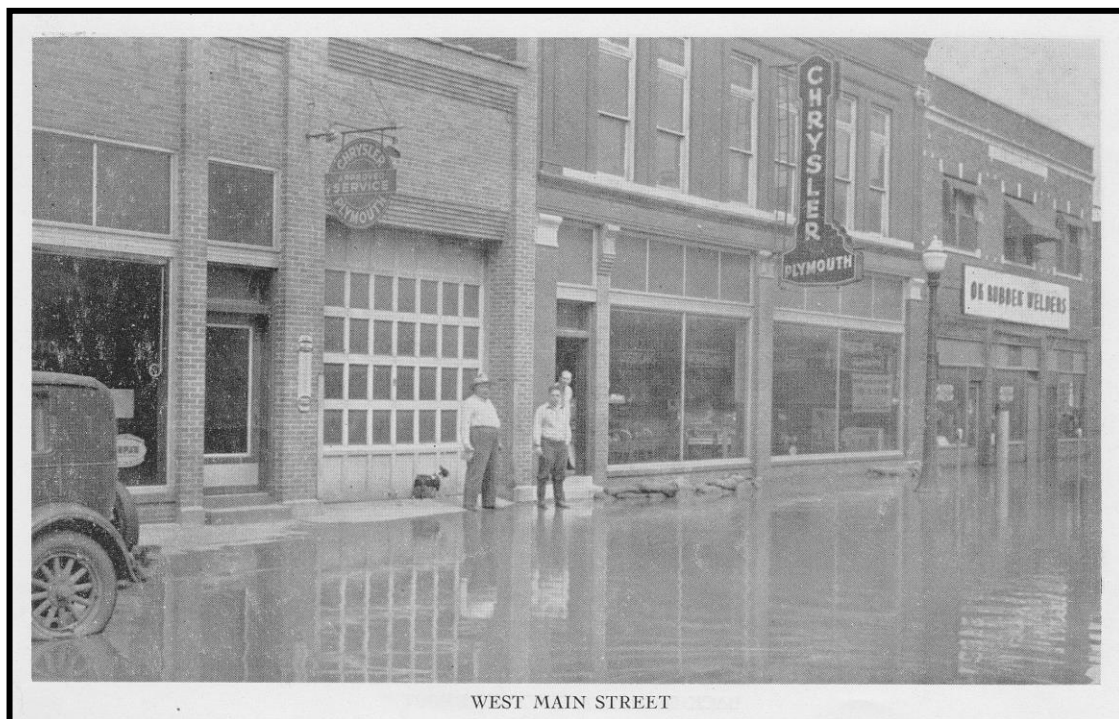
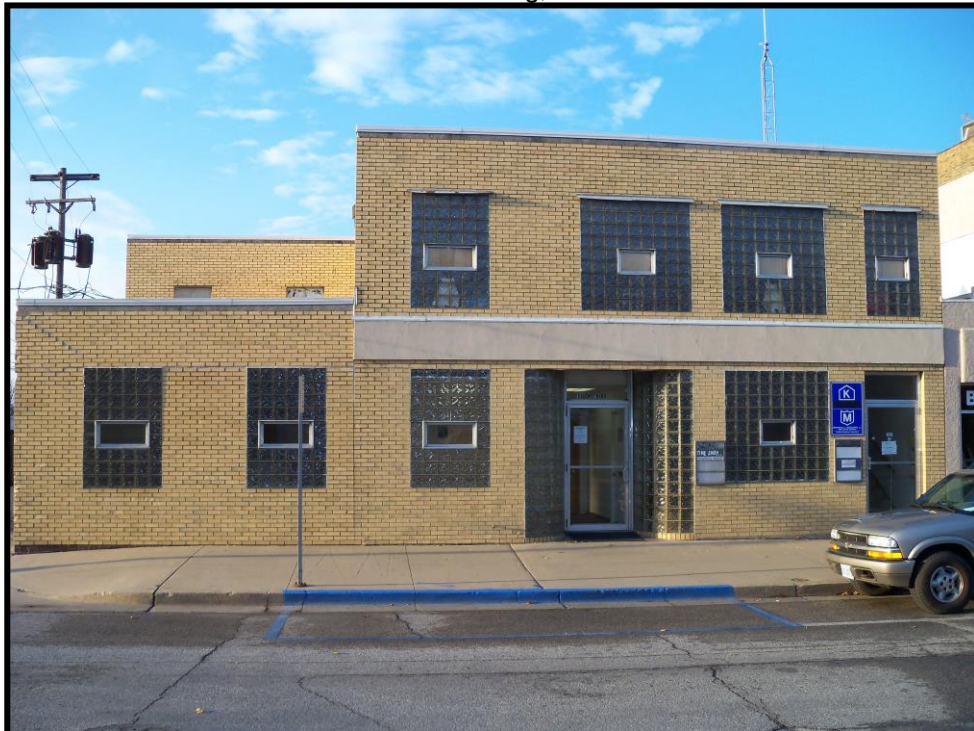




Figure 60
Centennial Block aka Booking Building, new post-1947 façade
209-211 E Second

Figure 61
Medical Arts Building, c. 1948-50

120 W Third



Historic Railroad District (NRHP)
Main at Washington

Figure 62
Burlington Depot, 1951



Figure 63
Ballingall Park, 1951



Figure 64
CB&Q Locomotive
Donated by CB&Q RR
September 1959





Figure 65
A&P Grocery, 509 E Main, c. 195-
(Zesiger Collection)

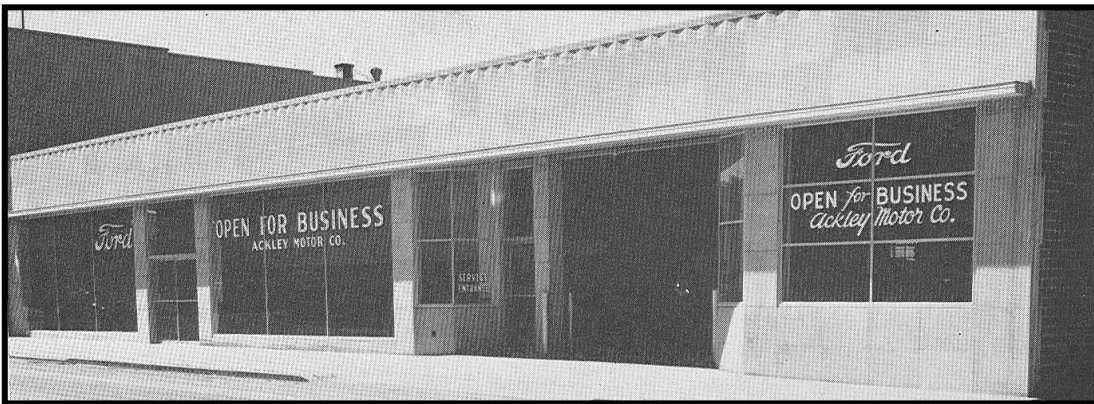


Figure 66
Ford Auto Show Room, 406 W Second, 1948
(Taylor, p 43)



Figure 67
Union Bank & Trust Company, 123 E Third, 1956
(Ottumwa Chamber of Commerce Brochure, 1955)



Figure 68
Corner of Market and Main, c.1960
Six story Ennis Building (aka Professional Building), 1906
(Zesiger Collection)

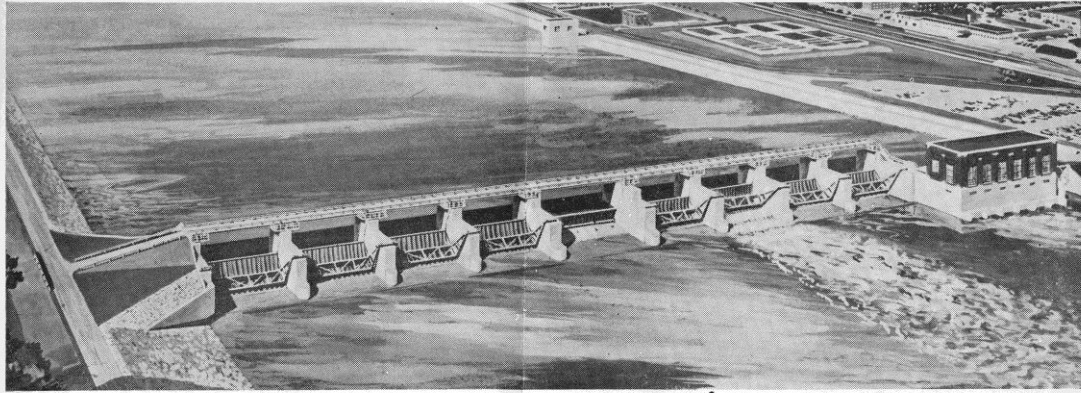


Figure 69
1950s Aerial of Ottumwa showing
Central Addition, the area inside the river
ox bow
(Iowa Geographic Map Server)

Figure70
Aerial photo with overlay of proposed relocation
of highways 34 (right to left) and 63 (top to center)
The cloverleaf intersection in Central Addition, now
Ottumwa Park, was never built
(The Plan for Ottumwa, Iowa: Looking Ahead 50
Years)



Next Big Step in Ottumwa River Program...



The Des Moines River in Ottumwa, spanned by the new dam to be erected in 1959, is depicted in this sketch prepared by the Burns & McDonnell Engineering Co.

The view is to the northwest from a point over the south end of the Market Street Bridge. It shows the existing hydroelectric plant building on the right and a string of nine new gates that will impound the entire river.

In the center is a bascule gate 75 feet in length. It will fold down into its base, oper-

ated by automatic controls which, during periods of low flow, will maintain a constant level in the reservoir for Ottumwa's power and water needs.

Four gates on each side of the center will be tainter gates, each 60 feet long. They will be similar to the present 25 foot gates, three of which are to be removed. The fourth 25 foot gate, to the right of the hydro building, remains in place.

When fully raised, each new tainter gate

will provide an opening as wide as Second Street in downtown Ottumwa, and as high as a three-story building.

Electric hoists will operate the tainter gates. An emergency power plant will be located inside the building. A 14 foot service roadway spans the top of the structure, providing access for a powered crane if needed.

Structure at the top center of the picture is an intake for the waterworks. Behind this is the rebuilt water treatment plant. The

Market Street Parking Lot at the right, and beyond that the Burlington Station and downtown buildings.

Fabrication of the steel gates is already under contract. Bids on the supporting structure and channel grading are to be taken in October, and work is expected to start late this fall. This will be the third major stage of Ottumwa's river development program. It includes excavation to widen the hydroelectric race into the 700 foot channel shown beyond the gates.

STORY of PROGRESS....

Figure 71

Drawing of the new dam to be erected in 1959

(Des Moines Sunday Register, Jan 4, 1959, Community Progress Section, no page noted)

Figure 72

Photo of completed relocation of US Highways 34 and 63

With new US 34 bridge in lower right corner, John Deere and Company in left center, And the new dam and widened river channel at top.

(Zesiger Collection)

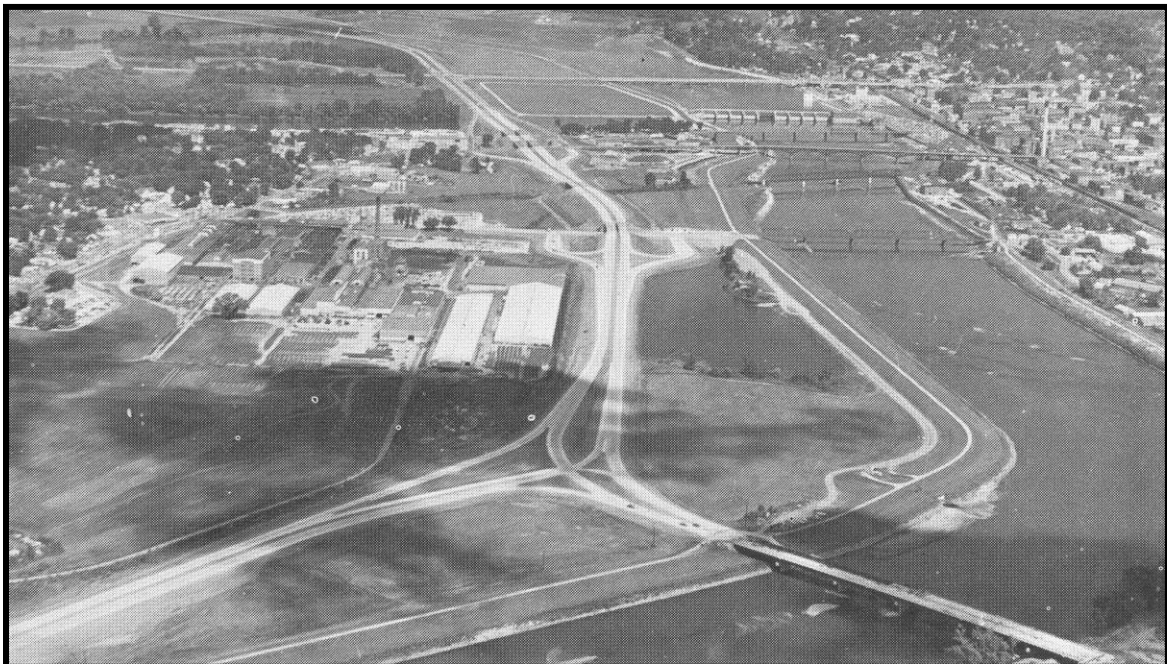




Figure 73
1950s aerial map of Ottumwa central business district
Note densely built-up blocks along Main and Second Streets

(Both photos from Iowa Geographic Map Server)

Figure 74
2010 aerial photo of Ottumwa central business district
Note large demolished areas now used for parking lots





Figure 75
200 block W Main with 302 W Main in background, looking west

Figure 76
200 block W Main, north side looking north





Figure 77
100 block W Main looking SE from Washington

Completely new construction following total demolition of both square
Blocks during urban renewal in the late 1970s

Figure 78
100 block W Main looking NW from Court





Figure 79
100 clock E Main, north side from Court

Figure 80
100 Block E Main south side from Court





Figure 81
100 block E Main, middle of north side

Figure 82
100 Block E Main west from Market





Figure 83
200 block E Main, north side from Market

Figure 84
200 block E main, north side, theaters





Figure 85
200 block E Main, south side from Market

Figure 86
200 block E Main, south side, middle





Figure 87
200 block E Main, site of the Union Block

Figure 88
200 block of E Main looking west from Green





Figure 89
300 block of E Main, north side looking east from Green

Figure 90
300 block of E Main, south side looking east from Green





Figure 91
300 block of E Main looking west from Jefferson

Figure 92
Recent rehabilitation of 330-332 E Main





Figure 93
100 block E Second, north side from Court

Figure 94
100 block E Second, north side from Market





Figure 95
100 block E Second, south side from Court

Figure 96
100 block E Second, south side from Market





Figure 97
200 block E Second looking east from Market

Figure 98
200 block E Second looking west from Green





Figure 99
200 block E Second, north side from Market

Figure 100
200 block E Second, north side from Green





Figure 101
200 block E Main, south side from Market

Figure 102
200 block E Main, south side, middle





Figure 103
NE corner Second and Green, 300 block E Second

Figure 104
300 block E Second, north side from Jefferson





Figure 105
100 block N Court, west side facing Hotel Ottumwa

Figure 106
100 block S Court, east side facing new construction





Figure 107
100 block N Market, east side from Second

Figure 108
100 block N Court, west side from Second





Figure 109
100 block S Market, west side from Main

Figure 110
100 and 200 blocks S Market from Second



Historic Building Status

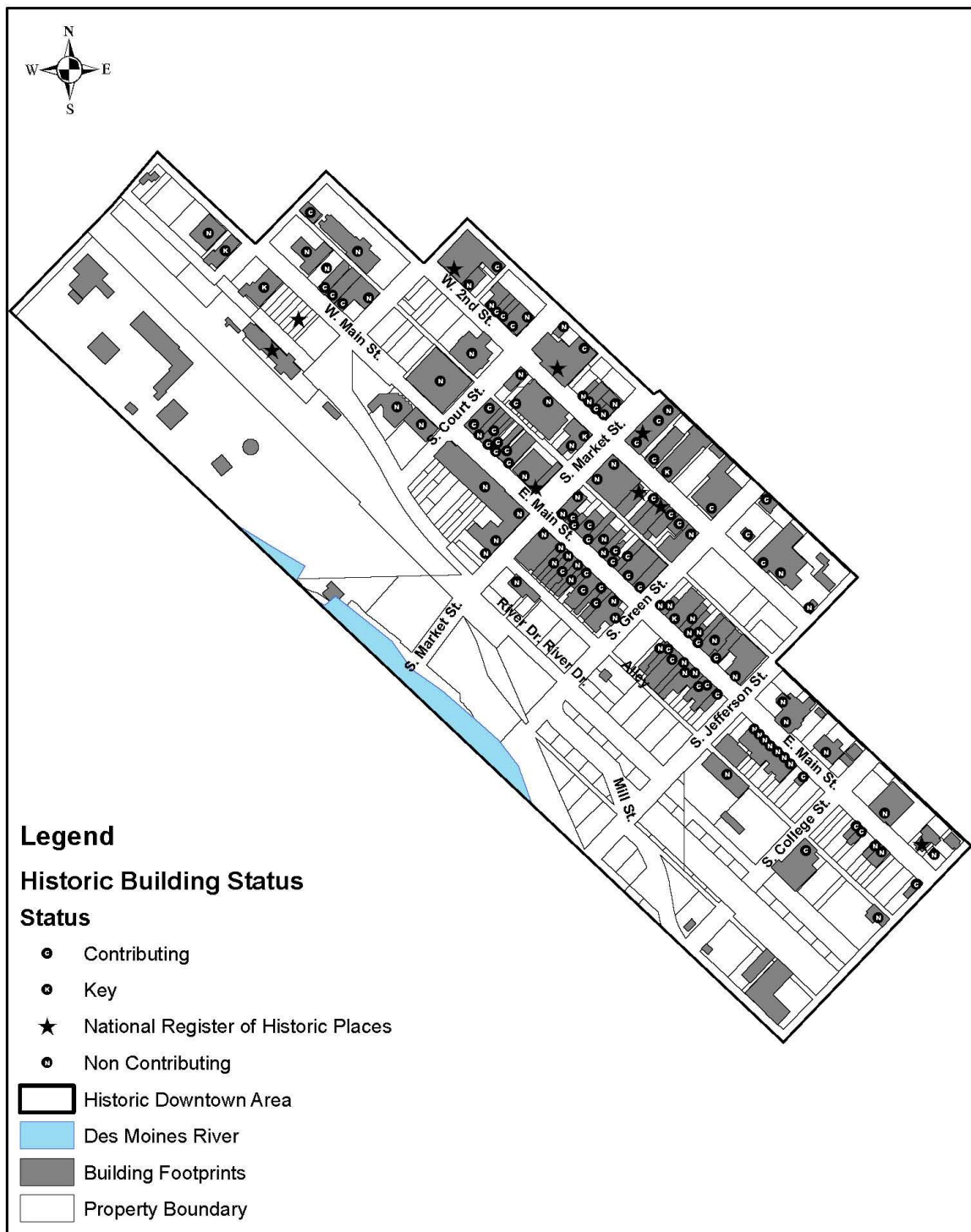


Figure 111

Map of survey area showing key (K), contributing (C) and non-contributing (N) resources
 Sites listed on the National Register are marked with a star