

Historic Resources Inventory for the Lincoln Park Neighborhood

Duluth, MN

Submitted to
City of Duluth, Community Development Office

Submitted by
Summit Envirosolutions, Inc.

June 2017



**HISTORIC RESOURCES INVENTORY FOR THE
LINCOLN PARK NEIGHBORHOOD
DULUTH, SAINT LOUIS, MINNESOTA**

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FINAL REPORT

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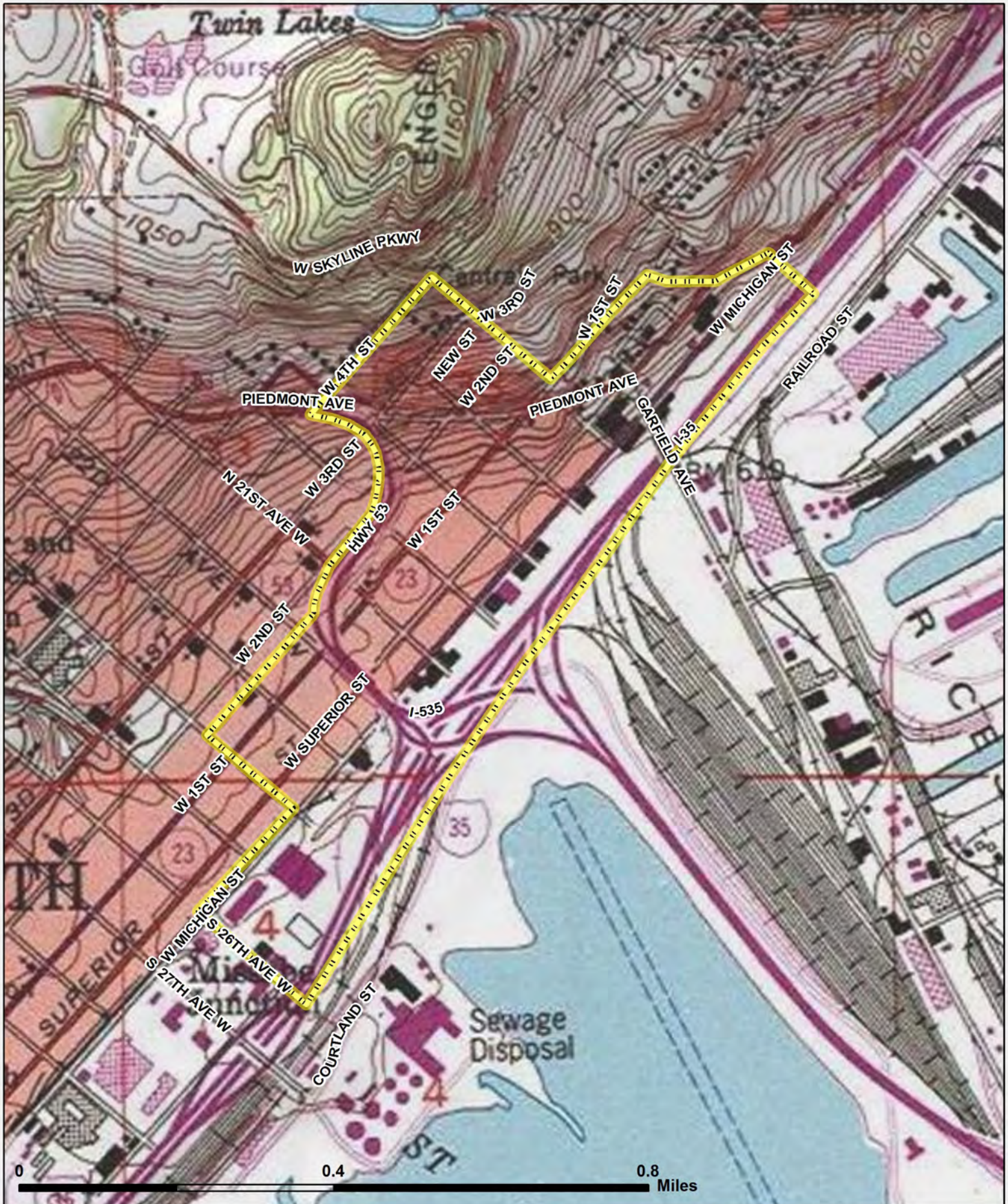
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INTRODUCTION

The Lincoln Park Historic Resources Inventory project was initiated by the Duluth Heritage Preservation Commission (DHPC) in order to document the historic resources within the area of the Lincoln Park Neighborhood (also known as the West End Neighborhood), roughly bounded as follows: on the northeast by North 14th Avenue West, southeast by West Michigan Street, southwest by North 26th Avenue West, and northwest by West 4th Street (Figure 1). The survey population consisted of 189 properties. Residential properties were comprised of 59 single-family, 31 multiple-family (duplexes, double houses, flats, and apartment buildings), and 12 mixed commercial-residential buildings. Commercial properties included 51 stores and offices, 20 factories and warehouses, and eight automobile service buildings. Finally, the survey population included two each of clubhouses, religious buildings, and utility buildings; one fire station; and one mortuary (Figure 6; Appendix A). Within the survey area, 70 previously inventoried properties are still standing but fourteen others have been demolished. Recorded buildings range in time from 1886 to 1976.

This survey is the first survey of the West End Neighborhood since the early 1980s. The DHPC has previously initiated five historic resource surveys, all conducted in Duluth's East End Neighborhood, between 2006 and 2014. For all historic resource surveys, historic buildings were documented and a database of information was established in order to assist the DHPC in developing strategies for preservation, to serve as a reference for the general public, to guide property owners in strategies that protect and preserve their neighborhoods, and to help the City Planning Division in administering the Unified Development Code and in implementing the Comprehensive Land Use Plan.

The project was financed through a grant from the United States Department of the Interior, administered through the Minnesota Historical Society, under the authority of the National Historic Preservation Act of 1966. Matching funds were also received from the Community Development Block Grant Program of the United States Department of Housing and Urban Development.



Legend


 Survey Area



FIGURE 1. SURVEY AREA

**Historic Resources of the Lincoln Park Neighborhood
Duluth, St. Louis County, MN**

RESEARCH DESIGN AND SURVEY METHODS

OBJECTIVES

The objective of the historic resources survey was to identify individual properties and historic districts that have potential for designation as city landmarks and/or nomination to the National Register of Historic Places (National Register). An intensive field survey was conducted throughout the study area to document the properties that retain integrity and are eligible for National Register listing or local landmark designation. These properties mostly consisted of commercial buildings along West Michigan, West Superior, and West 1st Streets and residential buildings along West 2nd and West 3rd Streets, as well as intersecting cross streets from 15th Avenue West to 24th Avenue West.

METHODS

Background Research

Summit began by reviewing results of previous surveys and studies at the Duluth Community Development office and the survey files and Review and Compliance files at the State Historic Preservation Office (SHPO). Two previous architectural history studies have included the current survey area. In 1974, the City of Duluth published *Duluth's Legacy: Volume 1 Architecture* which examined properties throughout the city including the west end of the city.¹ A more comprehensive survey, *Duluth Historic Resources Survey Final Report* (1984), was carried out by the St. Louis County Historical Society in 1981-1983.² These studies identified properties within the current survey area that were historically significant or had notable architectural characteristics and classified them as Group I (significant and National Register eligible), Group II (some significance, may be eligible), Group III (not eligible but worthy of preservation), or Group IV (little to no significance). These properties are discussed in Appendix A.

Other secondary sources were reviewed, including: books and articles; previous cultural resources reports and National Register nominations; and existing DHPC historic contexts. Those secondary sources were synthesized and summarized as they relate to the survey area. The review and refinement of the contexts identified the property types, based on significant events and themes, persons, and local architecture, to be targeted during the survey.

In addition, *Sanborn Fire Insurance Maps*, other historic maps, and aerial photographs aided in identifying early areas of development and concentrations of resources prior to fieldwork. The analysis was particularly useful for identifying areas for potential historic districts.

Survey

Before beginning the field survey, Summit received information from the City of Duluth on all properties within the study area. This included property identification numbers, addresses, and building dates. All properties that were at least forty-five years old were identified as potential historic resources for assessment during the field survey. In addition, all previously inventoried properties that remained extant were identified for recording in the field survey.

¹ James Allen Scott, *Duluth's Legacy: Volume 1 Architecture* (Duluth: City of Duluth Department of Research and Planning, 1974).

² Lawrence J. Sommer, *Duluth Historic Resources Survey Final Report* (Duluth: St. Louis County Historical Society, 1984).

Reports from previous studies and the related inventory data provided a starting point for the current survey. Previously surveyed properties were compared with the current list of properties to ensure that previous survey information was updated. Properties already locally designated as historic resources, listed in the National Register, or previously evaluated as eligible for local designation or National Register listing were inventoried in the field to update the status of their historic integrity.

During the field survey, a team of qualified architectural historians walked all streets to assess properties for historic and architectural significance and historic integrity. In cases where a building has lost a substantial amount of historic materials or a substantial addition has been constructed, its integrity was considered to be compromised. Also if a building has had additions or removal of historically significant features, such as a prominent porch, it would have little or no potential to be eligible for local designation or National Register listing.

If a building retained most of its integrity, it was identified as having potential to be a historic resource (eligible for National Register listing or local designation as an individual property or contributing to a historic district). All properties were inventoried on SHPO inventory forms. In addition, updated inventory forms were prepared for all previously inventoried properties even if the property had lost integrity. The surveyed and resurveyed properties were documented with the following:

- At least two high-resolution digital photographs (400 dpi) showing the property. Due to the high density of the neighborhood, and numerous trees and shrubs located in front of structures, only one photo was possible for some of the properties.
- An Excel spreadsheet of each digital photograph completed; this was done in accordance with the SHPO *Guidelines for History/Architecture Projects in Minnesota*.
- Mapped location on a field map using ESRI ArcGIS Online Aerial and Street Basemaps. Location of the properties are marked with site numbers.

The main sources used to identify styles of the properties through the Lincoln Park Neighborhood were *A Field Guide to American Houses* and *The Buildings of Main Street: A Guide to American Commercial Architecture*.³

Evaluations

Additional research was completed for the individual properties. This research included identifying original building configurations and uses from Sanborn maps; owners from city directories; and owners, architects/builders, and contractors from city building permits. Information from building permits was obtained by an intern and city staff with the City of Duluth. Original building permits were not available for all buildings, particularly for those constructed prior to about 1890. This information was entered into the database for each property inventoried.

³ Virginia McAlester and Lee McAlester, *A Field Guide to American Houses* (New York: Knopf, 1989); Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (Washington, D.C.: The Preservation Press, 1987).

National Register. There are four National Register criteria of significance; a property must meet at least one of the criteria to be eligible for listing. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of significant persons in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded or may be likely to yield, information important in history or prehistory.

City of Duluth. The City of Duluth has a separate set of criteria for designation of properties by the City as heritage preservation landmarks or historic districts. A property is eligible for local designation if it:

- A. has character, interest, or value as part of the development, heritage, or cultural characteristics of the City of Duluth, State of Minnesota, or the United States; or
- B. is the location was a site of a significant historical event; or
- C. is identified with a person or persons who significantly contributed to the cultural development of the City of Duluth, State of Minnesota, or the United States; or
- D. embodies a distinguishing characteristic of an architectural type; or
- E. is identified as the work of an architect or master builder whose individual work has influenced the development of the City of Duluth or the State of Minnesota; or
- F. embodies elements of architectural design, detail, materials, and craftsmanship which represent significant architectural innovation; or
- G. has unique location or singular physical characteristics that represent an established and familiar visual feature of a neighborhood, community, or the City as a whole.

Note: Due to compromised historic integrity, numerous properties were recommended not eligible for individual listing in the National Register. If, in the future, any of those properties are rehabilitated in a way that reflects their historic appearance, they could be eligible for listing in the National Register if they also meet one or more of the criteria of significance.

HISTORIC CONTEXTS

The following sections provide relevant historic contexts for the architectural history properties inventoried during the survey. These contexts constitute research themes within which properties can be evaluated for National Register significance, and they are consistent with the statewide contexts “Urban Centers, 1870-1940”; “Railroads and Agricultural Development, 1870-1940”; “Northern Minnesota Lumbering, 1870-1930s”; “Minnesota’s Iron Ore Industry, 1880s-1945”; and “Hydroelectric Power in Minnesota, 1880-1940.” These contexts have been extensively discussed in the document, “Duluth’s Central Business District, 1872-1933.”⁴ The following contexts are also based on the previously developed Duluth contexts, “Neighborhoods, 1880-1940”; “Community Institutions, 1870-1940”; “Recreational Resources, 1880-1940”; and “Industry and Commerce, 1870-1940.”⁵

DEVELOPMENT OF DULUTH’S WEST END NEIGHBORHOOD

The development of the West End Neighborhood (now called Lincoln Park) extending southwest of 14th Avenue West, past the outcropping of Point of Rocks, has not previously been documented in earlier city surveys. Information gathered in the five phases of the East End Residential Neighborhoods was used to inform the following discussion.⁶

City of Duluth

The city of Duluth is located at the west end of Lake Superior, the largest freshwater lake by area in the world. Its site, along the north shore of the lake, became part of a fur trade route and the site of trading posts beginning in the late eighteenth century. The Treaty of La Pointe with the Ojibwe Indians in 1854 opened the north shore to Euro-American settlement. A town called Duluth at the base of Minnesota Point on Superior Bay was platted in 1856 and incorporated in 1857. Ten other settlements were also platted along the north shore. Among them were Portland, located east of Duluth and platted in 1855 from North 2nd Avenue East to North 9th Avenue East up the hill to what is now Portland Square; Rice’s Point, the peninsula that juts out from Point of the Rocks between Duluth harbor and St. Louis Bay, platted in 1858; and Endion, platted into “suburban” lots for “capitalists doing business in Superior.” However, the financial panic of 1857 quickly halted further development.⁷

Twelve years later, Duluth’s fortunes began to revive when financier Jay Cooke determined to make Duluth a major railroad and shipping hub. Recognizing the potential for a hydraulic power source, Cooke also acquired riparian rights along both banks of the St. Louis River above Duluth. By July 1870, the population reached 3,500, Duluth received a city charter, and it had annexed Portland, Rice’s Point, and Endion, along with several other neighboring towns. The streets of Portland were replatted

⁴ Michael Koop and Chris Morris, “Historic Resources of Duluth’s Central Business District, 1872-1933,” National Register of Historic Places Multiple Property Documentation Form (MPDF), prepared for Minnesota Historical Society and National Register of Historic Places, 2006.

⁵ Nancy Eubank, *The Zenith City of the Unsalted Sea: Duluth Historic Context Study*, prepared for the Duluth Heritage Preservation Commission, 1991.

⁶ Sara Nelson, Marjorie Pearson, and Andrew Schmidt, *Historic Resources Inventory for the East End Residential Area – Phase V*, prepared for City of Duluth Community Development Office, 2014; Sara Nelson, Marjorie Pearson, and Andrew Schmidt, *Historic Resources Inventory for the East End Residential Area – Phase IV*, prepared for City of Duluth Community Development Office, 2012; Summit Envirosolutions, Inc., *Historic Resources Inventory for the East End Residential Area – Phase III*, prepared for City of Duluth Community Development Office, 2012; Debra Kellner, *Intensive Survey of Historic Resources in Duluth’s East End Neighborhood*, prepared for the Duluth Heritage Preservation Commission, 2009; Larson Fisher Associates, *Intensive Survey of Historic Resources in Duluth’s East End Neighborhood*, prepared for the Duluth Heritage Preservation Commission, August 2007.

⁷ Koop and Morris, “Historic Resources,” E:2-3; Sommer, 12.

so they would line up with those of Duluth to the west.⁸ Construction workers, railroad workers, businessmen, and lumbermen were all part of the influx to Duluth.⁹

Also by 1870, Duluth gained rail connections to the south and to the west as well as the newly constructed ship canal which provided direct access between the lake and Duluth Harbor. The new Northern Pacific Railway line was laid between the lakeshore and Superior Street from southwest of the city into downtown. Duluth's fortunes crashed in 1873 in the aftermath of the failure of Cooke's banks and the nationwide financial panic that followed. In 1874 the population of the city dropped from over 5,000 to 1,300. The population began to recover by the late 1870s, as more and more grain was shipped through Duluth's port. The port expanded rapidly during the 1880s, and by 1886, the Duluth harbor shipped over 22 million bushels of grain. The city and harbor were also served by eleven railroads.¹⁰

During the 1880s and 1890s, the population of Duluth grew rapidly, aided by railroad expansion and grain shipments. The population was estimated at 30,000 in 1887 and continued growing during the 1890s as lumber milling and shipping through the harbor expanded.¹¹ Duluth was ideally situated to take advantage of the lumber boom that harvested the northern pine forests. Lumber mills in Duluth and Superior, Wisconsin, cut logs and supplied building materials that were shipped out on the railroads or on booms towed by steam barges on Lake Superior. Productivity was measured by board feet of lumber, which reached a high point of 443 million board feet in 1902. The amounts gradually declined through the 1910s as the pine forests were logged out.¹²

Even as logging and the lumber industry declined, the city experienced another economic boom from the iron ore industry. Iron ore began to be mined in the Mesabi, Vermilion, and Cuyana ranges north and west of Duluth in the 1880s. Rail lines were constructed to haul the ore from the mines to Duluth for shipping to eastern ports for processing. By the early years of the twentieth century, millions of tons were being shipped. "The city's population had grown to 53,000, and the Duluth-Superior harbor rivaled the cities at the Ruhr-Rhine confluence in Germany as one of the largest freshwater ports in the world." The resultant prosperity was key to what has been characterized as Duluth's "golden age."¹³

The St. Louis River's potential for hydraulic power was realized in 1907 by the Great Northern Power Company. President C.C. Cokefair's company acquired the riparian rights from the Jay Cooke estate and constructed an "immense" dam, a 2.75 mile-long canal, and a powerhouse 14 miles above Duluth at a cost of \$5 million.¹⁴ Pipes in the canal drew water into the powerhouse where it was converted from hydraulic into electric power. From there, the power was carried via wires strung upon steel towers to the power substation at West Superior Street and 15th Avenue West, where the high voltage was "stepped down for distribution." Power from the plant was utilized both in Duluth and, via submarine cables, in Superior. The power operated the cities' street cars, electric lighting, and city

⁸ Koop and Morris, "Historic Resources," E:4; Sommer, 12, 14-15.

⁹ Koop and Morris, "Historic Resources," E:4, citing *The WPA Guide to the Minnesota Arrowhead Country* (Chicago: A. Whitman, 1941; reprint Minnesota Historical Society, 1988), 106.

¹⁰ Koop and Morris, "Historic Resources," E:5-6.

¹¹ Koop and Morris, "Historic Resources," E:6.

¹² Koop and Morris, "Historic Resources," E:7-8.

¹³ Koop and Morris, "Historic Resources," E:9-10; *WPA Guide*, 107.

¹⁴ Dwight E. Woodbridge and John S. Pardee, *History of Duluth and St. Louis County, Past and Present* (Chicago: C. F. Cooper, 1910), 527.

water pumps. In addition to public utilities, “a number of manufacturing establishments” used the power for machinery at elevators and coal docks.¹⁵

A prosperous commercial downtown, prominent civic buildings, and a proposed “City Beautiful” plan were all manifestations of Duluth’s golden age. The rapidly expanding population of Duluth needed places to live. Because of its geography Duluth became “a long and narrow city, clinging to the hillsides.”¹⁶ James Allen Scott has characterized the situation in the early years:

People in the central downtown and hillside streets lived together with little regard for occupation or profession: large storeowners, successful manufacturers, brokers, wholesalers, small downtown shopkeepers, clerks and salesmen, school teachers, carpenters and contractors, and skilled workmen were mingled up Fifth Avenue West and along First, Second, and Third Streets...In 1871, neighborhoods were beginning to take shape. By 1887, Duluth was ready to fill out the basic pattern of a suburban metropolis.¹⁷

West End Neighborhood

Much of the residential area southwest of downtown was platted as the City of Duluth, Second Division, when the area was annexed by the City in 1870. The land stands southwest of the “Point of Rocks,” a giant rock outcropping that originally protruded past Superior Street. Little development occurred in the neighborhood in the 1870s, but after portions of Point of Rocks were blasted away and Superior Street was graded in 1886, commercial and residential construction increased. The steep hillside above West 1st Street and the igneous rock outcrops in the ground made building on the hillside difficult; however, the determined immigrant population developed residential neighborhoods on the hillside and were soon served by a growing commercial district along Superior Street that extended westward from downtown. Many “early structures in the region had no basements at all, or incorporated outcropping rock into irregular but sturdy foundations.”¹⁸ Real estate investors found value in building economical multi-family dwellings in the neighborhood in order to serve its growing population. In 1892, the Second Division had \$227,567 in building improvements; this was the fourth highest of the 32 divisions in the city.¹⁹

The streets in steepest sections of the Lincoln Park survey area, in Myers Rearrangement east of Piedmont Avenue, were renamed in 1903 as Fir Avenue, Park Avenue, and Park Alley.²⁰ Despite decades as part of a residential neighborhood, Park Avenue, 17th-½ Avenue, and 2nd and 3rd Streets remained unpaved in 1950; Fir Avenue was deemed impassable and several houses that stood on the block are no longer extant or now have addresses on Park Avenue.²¹ Duluth had incorporated powers of easements and condemnation of property into the 1891 City Charter and Ordinances. The city was able to “take private property [...] for laying out, opening, straightening, or altering any public street

¹⁵ Woodbridge and Pardee, 528.

¹⁶ Eubank, 55.

¹⁷ Scott, 7-8.

¹⁸ City of Duluth, *2006 City of Duluth Comprehensive Plan*, 1.

¹⁹ Thomas E. Bowen, *The Duluth Year Book: A Review for the year 1892 of the Progress, Trade, and Resources of the City of Duluth, Minnesota* (Duluth, 1893), 29.

²⁰ City of Duluth, *Ordinances of the City of Duluth, Minnesota: With Franchises Effective Under Grant of Said City. Standing Rules of City Council Procedure* (Duluth, 1922), 277.

²¹ Sanborn Map Company, *Insurance Maps of Duluth, Minnesota Fire* (New York: Sanborn Map and Publishing Co, 1908, 1950), volume 1, sheet 20.

or to lay out and open any new street, and for easements for slopes for cuts or fills, either before or after a street is graded.”²²

The earliest residents of the West End were immigrants. Duluth’s immigrants typically came from western and northern Europe where they fled famine, poverty, or political strife. About 60 percent of Duluth’s population in 1870 was foreign-born: half were Scandinavian and the other half were predominately Irish, German Catholics, and Canadians of French heritage.²³ Railroad companies such as the Lake Superior & Missabe lacked an adequate supply of labor to construct and operate their “frontier railroads” through “virtual wilderness” into Duluth. They recruited laborers by advertising (in both English and Swedish) with the Scandinavian Emigrant Agency.²⁴ The city’s immigrant population was dominated 4-to-1 by men; half of the foreign-born population in 1870 were men between 20 and 34 years of age.²⁵ The majority of the immigrants found employment as common laborers for railroads and related industries at the ore docks, grain elevators, flour mills, and railyards along the lakeshore and on Rice’s Point.²⁶ Upon arrival, many “found temporary housing in the Immigrant Houses established by the Northern Pacific Railroad.”²⁷ They would then typically settle in the West End, which “would welcome most of Duluth’s immigrants for the next 40 years.”²⁸ A review of building permits and city directory listings indicate that the neighborhood retained a significant Scandinavian population, joined by Irish, German, Polish, and French Canadians, as well as a scattering of Greeks as proprietors of local businesses. Immigrants with specialized professions included craftsmen and technicians, shopkeepers, tailors and shoemakers, bakers and saloon operators.²⁹ In the Lincoln Park survey area, early occupants of thirty inventoried residences were employees of the Northern Pacific Railway. Half of those employees were engineers and conductors; they typically resided in single-family houses. The remaining railway occupations included clerks, firemen, foremen, switchmen, and weighmen; they were often tenants in multi-family residences and flats. Many people both resided in the West End neighborhood and were employed at its factories and warehouses. National Candy and Nelson Knitting are among the companies that operated factories in the survey area.

The residents of the West End Neighborhood were served by a thriving commercial district that developed primarily along Superior Street, with nodes along West 1st Street and warehouses and factories on West Michigan Street. The oldest extant commercial buildings, constructed as early as 1886, stand along the 1800 and 1900 blocks of West Superior Street. Storefronts were occupied by saloons, cafes, and grocery stores, as well as tailors, barbers, and retail goods stores. When not dedicated to residential flats, the upper floors of the commercial buildings were rented as office space to professionals such as physicians, dentists, opticians, photographers, and real estate companies.

The growing community was served by the nearby hospitals, public institutions, and churches. The first St. Mary’s Hospital was established in 1888 at the corner of West 3rd Street and North 20th Avenue West (non-extant). Due to overcrowding, a new building was constructed closer to downtown in 1896; this first building became the first St. James Catholic Orphanage, then St. Ann’s Home for the Aged

²² City of Duluth, *The Charter, Municipal Court Act, Park Commission Act, and Ordinances of the City of Duluth* (Duluth, 1891), 48, 82.

²³ Tony Dierckins and Maryanne Norton, *Lost Duluth: Landmarks, Industrial Buildings, Homes and the Neighborhoods in Which They Stood* (Duluth: Zenith City Press, 2012), 5.

²⁴ Dora May McDonald, *This Is Duluth* (Duluth: Central High School Printing Department, 1950), 76.

²⁵ McDonald, 74.

²⁶ McDonald, 75.

²⁷ Dierckins and Norton, 5.

²⁸ Dierckins and Norton, 6.

²⁹ McDonald, 77.

until its demolition in 1958.³⁰ Fire Station No. 2 at West 1st Street and Piedmont Avenue was constructed in 1889. (Fire Station No. 1, built in 1887, is located at First Avenue East and East 3rd Street.) In 1885, Adams School was built atop a rock outcropping above Superior Street between 17th and 18th Avenues West (non-extant). The three-story school, which stood on a raised basement, was designed by McMillen and Stebbins.³¹ The school closed in 1951 and was demolished in 1968. Before the mid-twentieth century, five public schools and three Catholic schools operated in the West End neighborhood. Today none of the schools survive as schools and only two of the buildings are extant.³²

While residences dominated the neighborhood north of West 1st Street, it was also home to many churches. The importance of – and variations in – ethnic identity in the West End neighborhood is best reflected in the number of churches established there. The 1908 Sanborn map indicates that fifteen churches stood within, and within a block of, the Lincoln Park Survey Area: six were Swedish, three were Norwegian, and one was French-Canadian; denominations included Lutheran, Evangelical Lutheran, Methodist Episcopal, Roman Catholic, Presbyterian, and Baptist.³³ The three Catholic churches, St. Clement's (German), Sts. Peter and Paul (Polish), and St. Jean-Baptiste (French Canadian), operated parochial schools, further reinforcing ethnic traditions.³⁴ The Salvation Army has had a presence in Duluth since 1892 when it was organized under Staff Captain Howells.³⁵ Two Salvation Army halls were established: Number 1, downtown, at 23 North 5th Avenue West and Number 2, in the West End neighborhood, 1631 West Superior Street (non-extant).³⁶ In 1892 the captain of Hall No. 2 was Augusta Danielson and by 1897 the captains were John Bardzen and Oscar Engvall.³⁷ In 1910 a Salvation Army Temple Corps was constructed at 115 North 23rd Avenue West (Site #34). The temple corps consists of the local church organization, its people, and physical place of worship; the term “temple” or “citadel” was frequently used in lieu of “church.”³⁸

Churches served as the primary cultural connection in the community, but social and recreational organizations also located in the West End neighborhood. The Trinity Lodge, home of the Masonic society, Order of the Eastern Star, operates out of a large house at 2118 West 1st Street; originally constructed as a single-family house, it has been the lodge house since at least 1922.³⁹ The Modern Woodmen's Hall (SL-DUL-1250, demolished in 2004) was located at North 21st Avenue West and West 1st Street. Smaller organizations typically used office or meeting hall space on the second floor of commercial buildings. The Alpha Omega Club headquarters was at 2024 West Superior Street, then at 21 North 21st Avenue West.⁴⁰ The building at 1931 West Michigan Street, originally the three-story Esmond Hotel, now serves as the All-American Clubhouse.

³⁰ Dierckins and Norton, 65.

³¹ Dierckins and Norton, 52.

³² Jim Heffernan, “Education Flourished in Duluth's West End,” Zenith City Online, November 7, 2013. (<http://zenithcity.com/education-flourished-duluths-west-end/>)

³³ Sanborn (1908), volume 1, sheets 17-36.

³⁴ Jim Heffernan, “West End Churches Represented Many Christian Faiths,” Zenith City Online, February 12, 2016. (<http://zenithcity.com/>)

³⁵ McDonald, 108

³⁶ R. L. Polk and Company, *Duluth City Directory* (St. Paul: R.L. Polk and Company, 1892), 52.

³⁷ Polk (1892), 52; (1897), 48.

³⁸ Salvation Army, “History of the Salvation Army.” Online resource, <http://www.salvationarmy.ca/history/>, 2017.

³⁹ Polk (1922), 64.

⁴⁰ Polk (1915), 129; (1918), 80.

The West End neighborhood is flanked by two city parks, both of which were officially designated as such in 1894: Lincoln Park to the southwest and Central Park to the northeast. Lincoln Park is approximately two blocks wide and ten blocks long, roughly bounded by North 24th and 26th Avenues West and West 3rd and 13th Streets. The wooded lands for the park were acquired between 1889 and 1928; it was first called Cascade or Millers Creek Park.⁴¹ Miller Creek runs through the length of the park and the city's first playground was installed here in 1908. Lincoln Park served as host to the annual Swedish-American Midsummer Festival, when "Duluthians and Superiorites of Swedish descent celebrated their ethnic heritage and their new home country."⁴² A reflection of the local immigrant community and identity, the festival began in 1911 and ran through 1949; yearly attendance ranged from 10,000 to 20,000 people.⁴³

Central Park is located on "some of the wildest and steepest land" in the city, on the "rocky hillside below Enger Park" bounded by North 14th and 17th Avenues West and West 1st and 4th Streets.⁴⁴ The land was donated to the city in 1870 when its original owners began platting the area for development, but the public park was not formally named until 1894. The City of Duluth's park board engaged landscape architects in 1911, but changing political forces and lack of funds prevented Central Park's development. Despite being one of the earliest platted parks, Central Park remains undeveloped. It stands on the hillside below one of the most-developed parks in the city. Enger Park was established after prominent West End businessman Bert Enger donated \$50,000 to the city in 1921: "a sufficient amount of land can be acquired so as to accommodate municipal golf links, baseball diamonds, tennis courts, swimming pool, toboggan slides, and other summer and winter sports and recreational establishments."

⁴¹ Nancy S. Nelson and Tony Dierckins. *Duluth's Historic Parks: Their First 160 Years* (Duluth: Zenith City Press, 2017).

⁴² "15,000 Attend Great Festival," *Duluth News Tribune*, June 25, 1914.

⁴³ City of Duluth, "Lincoln Park" (Duluth, 2017).

⁴⁴ Nelson and Dierckins.

Figure 2. 21st Avenue West at Superior Street, 1910 (Facing northwest)
(Lakesnwoods.com postcard collection)

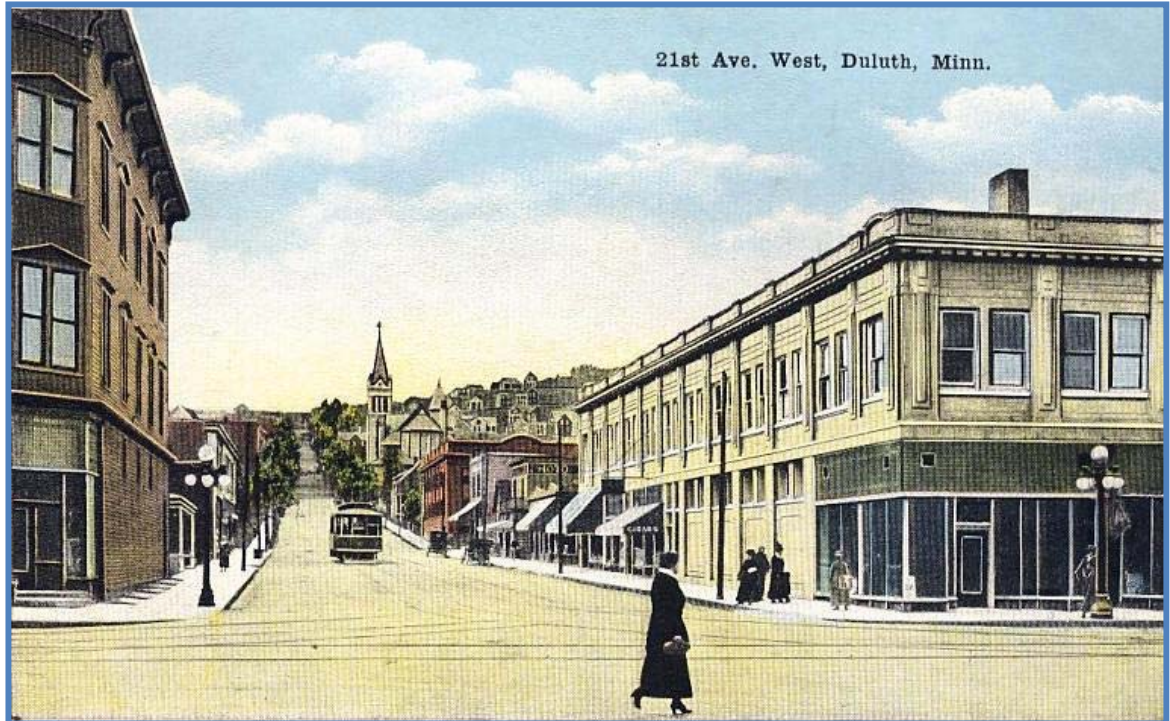
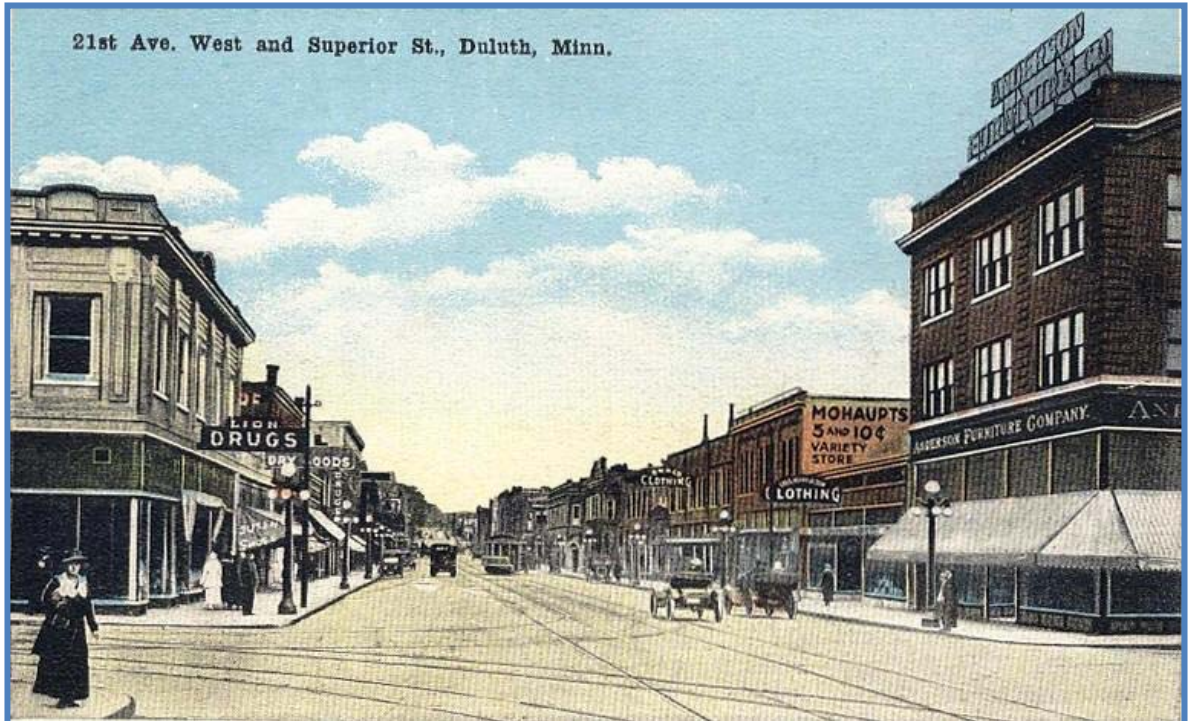


Figure 3. Superior Street at 21st Avenue West, 1910 (facing northeast)
(Lakesnwoods.com postcard collection)



While the Northern Pacific Railroad spurred the initial growth of the West End neighborhood, it was the city's streetcar line that helped spur commercial development out of the central business district as well as residential development that grew up the hillside: "The commercial potential of land situated on main streetcar lines encouraged builders to construct apartments or multiple dwellings with stores on the first floor."⁴⁵ The Duluth Street Railway (DSR) was incorporated in 1881 and began operations two years later. By 1890 the DSR owned 4.5 miles of line in the city; that year the company began making plans to convert the system from horse- and mule-drawn cars to electric power.⁴⁶ With financial backing from Thomas Lowry and other Twin City Rapid Transit Company (TCRT) investors, the DSR also acquired several smaller independent streetcar lines and began planning for an incline track up the hillside. The company faced many hurdles as it strived to supply lines to the "sprawling, low-density city" while contending with "some of the coldest and snowiest weather in the country."⁴⁷

Streetcars began serving the growing industrial corridor west of downtown along Lake Superior's harbor in 1891. Built as extensions of the primary Duluth-Superior line, the Grand Avenue and West Duluth lines shared tracks along Superior Street between downtown and 21st Avenue West. At that point, the Grand line continued along 3rd Street and Grand Avenue, and the West Duluth line continued along Superior and Oneota Streets.⁴⁸ By 1911, the Grand Avenue line extended northeast along 3rd Street to meet the Piedmont Avenue line.

The Piedmont Line branched off Superior Street north of Garfield Avenue; it was opened in 1896 to serve the residential hillside neighborhood. At first, the line only ran between West Superior and West 3rd Streets: the cars "climb up and over the steep west shoulder of Point of Rocks" at an average 7 percent grade. The Piedmont line was extended further up the hillside in 1910. Although plans called for it to reach West 13th Street, grades were too steep and it ended at West 10th Street.⁴⁹

The DSR's peak year was 1919, but the high costs of operation; the advent of personal automobiles and public buses; and the Great Depression led to the demise of streetcars by 1939. In 1929, the Piedmont line was duplicated by buses, and continued up the hillside to Enger Park and Hermantown. Five years later the streetcar line was replaced by trolley buses.⁵⁰ Electric-powered trolley buses, which utilized the old streetcars' overhead power lines, stopped running in 1957.

⁴⁵ Scott, 24.

⁴⁶ Aaron Isaacs, *Twin Ports by Trolley* (Minneapolis: University of Minnesota Press, 2014), x.

⁴⁷ Isaacs, xi.

⁴⁸ Isaacs, 210-211.

⁴⁹ Isaacs, 207.

⁵⁰ Isaacs, 207.

Figure 4. Duluth-Superior Railway Lines, 1911

Note the Ore & Coal Docks, Elevators, and RR lines near the Survey Area (MN Streetcar Museum).

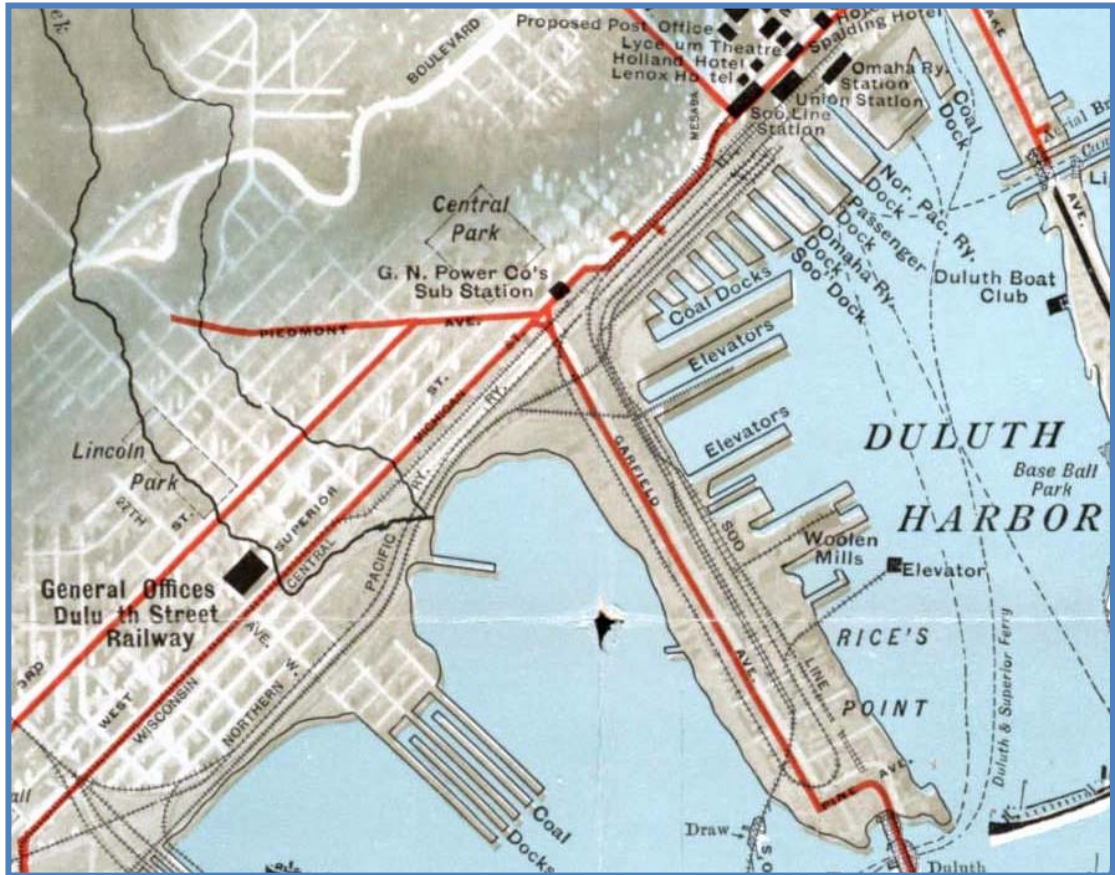


Figure 5. Streetcar Junction at West Superior Street and Piedmont Avenue, 1923

(MN Streetcar Museum)



The most significant change to the West End neighborhood in the twentieth century was the construction of the U.S. Highway 53 expressway. Established in Wisconsin in 1926, and continuing into Minnesota in 1934, U.S. Highway 53 runs along a north-south route from La Crosse to International Falls. Today the highway is carried over the St. Louis Bay from Superior into Duluth on the Blatnik Bridge. The original section of the highway through the West End neighborhood followed Garfield Avenue and Piedmont Avenue north of Rice's Point. The expressway above the neighborhood was constructed in the 1970s after most of the homes on the west side of Piedmont Avenue were demolished during the previous decade; it incorporated the new I-35 freeway interchange to the south and joined Piedmont Avenue at West 4th Street. Most of the "Piedmont Avenue" section of U.S. Highway 53 was a narrow two-lane roadway from 1934 until 2004, at which time it was reconstructed as an elevated four-lane divided highway from I-35 north to Trinity Road.⁵¹

Federal programs including the Housing and Urban Development Act in 1965 and the Congregate Housing Services Program in 1978 provided the Duluth Housing and Redevelopment Authority (HRA) the funding to construct high-density housing for low-income senior citizens. The high-rise Midtowne Manor I and II apartments, at West 2nd Street and North 21st Avenue West (outside the Lincoln Park Survey Area), were constructed in 1971 by the Duluth Housing Administration. The land upon which they stand was formerly occupied by St. Clement's Catholic Church, its school, and St. Ann's Home for the Aged (the original St. Mary's hospital building), as well as several single-family houses.⁵²

⁵¹ Dierckins and Norton, 41-42; Patrick Nunnally, "Final Phase I Cultural Resource Report: MnDOT S.P. 6915-44 for Reconstruction of T.H. 53 (Piedmont Avenue) from Skyline Drive to I-35 in Duluth, Minnesota," prepared for Trunk Highway Cultural Resources Program, Minnesota Historical Society, 1994.

⁵² Sara Nelson, "Cultural Resources Review for Verizon Wireless Projects DUL Lincoln Park– Small Cell Build; Duluth, St. Louis County, Minnesota," (2016), 2, 4.

RESIDENTIAL ARCHITECTURE OF THE STUDY AREA

The residential architecture of the area reflects geographic constraints combined with patterns of rapid population growth, particularly in the last two decades of the nineteenth century and the first decade of the twentieth century. As Nancy Eubank has commented:

Building houses on the hillside was not an easy undertaking. The slopes were quite steep in some places and the rock had to be blasted and elaborate stone retaining walls constructed. Nevertheless, the streets above Superior Street soon boasted a number of imaginatively carved latticed, gabled, and turreted frame houses of the well-to-do, along with the smaller but still comfortable residences of downtown shopkeepers, clerks, salesmen, contractors, and some skilled workers.⁵³

Single-Family Houses

The earliest residential development in the area was almost all freestanding single-family houses, as reflected in the 1888 *Sanborn Fire Insurance Map*. It depicts an area with minimal development; the map did not include sections north of West 2nd Street and the blocks of West 1st Street and West 2nd Street were scattered with houses between West 15th Avenue and West 23rd Avenue.⁵⁴ By the time the 1908 *Sanborn Fire Insurance Map* was published, the western end of the city was much more densely developed. Freestanding single- and multi-family residences had been constructed throughout the West End neighborhood. As development moved up the hill beyond West 2nd Street, many of these houses were built on smaller lots and have smaller footprints. East of Piedmont Avenue, “Half” Avenues and alley-free streets were graded in order to maximize development on the steep hillside. Reflective of the neighborhood’s working class roots, very few houses were designed by architects or built for individual well-to-do owner-residents. Upper class businessmen and professionals typically resided in the East End of Duluth. Permits reveal that many houses were built by developers, contractors, and real estate investors. The homes were typically sold or rented to residents with more specialized occupations such as railroad engineers and conductors, and grocery store proprietors.

The forms and styles of single-family houses are characteristic of popular types during the late nineteenth and early twentieth centuries seen throughout Minnesota communities. These include the Queen Anne, Stick Style, and Colonial Revival. Some of the larger, more distinguished examples were designed by Duluth architects. The majority follow vernacular examples based on plan shapes and roof forms, such as front-gable-form, intersecting gable form, and Foursquare.⁵⁵ Most of the single-family houses are frame construction, originally with wood clapboard and/or wood shingle siding, wood ornamental detail, and an open wood porch with ornamental columns or posts. Some have brick walls or brick facing over frame construction. Because of Duluth’s geography and the availability of local bluestone (gabbro), they are often set on stone basements or foundations. Wood siding and ornament have been susceptible to deterioration and change over the years. It is unusual to find largely unaltered examples in the study area.

From the 1930s onward, many single-family houses were converted to duplexes or flats with two or more dwelling units or apartments. Some became rooming houses or boarding houses.

⁵³ Eubank, 57.

⁵⁴ Sanborn Map Company, *Duluth, Minnesota Fire Insurance Maps* (New York: Sanborn Map and Publishing Company, 1888), sheets 28, 29, 30, 31.

⁵⁵ Sommer, 35-36, characterizes these as the “Homestead” and “American Foursquare” styles.

Multi-family Buildings

Multi-family residential buildings of a variety of types are found throughout the area. Duluth was a rapidly growing community with limitations on space to build, so it was advantageous to construct multi-family dwellings in many parts of the city.

Double Houses and Duplexes

Double houses and duplexes are located throughout the study area. Some of the earliest date from the 1880s, but most were constructed between 1890 and 1910. Both are buildings that were designed with two dwelling units, either side-by-side or on different floors. This study differentiates them by characteristics of form and plan.

Double houses are similar in form and stylistic characteristics to single-family houses, although they may occupy a larger footprint or the two units may be set side-by-side and may be mirror images. Like the single-family houses, they are often frame construction with wood siding and set on stone basements or foundations. Some are clad with brick. Each unit has its own doorway. The double house has an open porch extending across the front that may be carried up to the second story. The double house has a gabled or hipped roof, which reinforces the similarity to single-family houses.

Duplexes are similar in form to the larger row flats. They are two-story flat-roofed structures, usually of brick set on stone basements or foundations. The brick façade rises to a parapet, often with a decorative brick frieze or cornice. Each floor has a dwelling unit, and each unit has its own doorway. The building is often fronted by an open porch, usually carried up to the second story.

Like the single-family houses, some double houses and duplexes were converted into more than two dwelling units from the 1930s onward.

Row Flats

What this study calls row flats, have been broadly identified as apartment buildings in the 1984 *Duluth Historic Resources Survey*. “Flats” is the term used on Sanborn Fire Insurance maps to identify multi-family dwellings. These buildings, on their exteriors, look like the rowhouses found in many urban areas throughout the United States, especially where land was expensive and geography limited development.⁵⁶ Although more common elsewhere, the concentration of row flats in Duluth may be unique in Minnesota cities. One group in the survey area appears on the 1888 Sanborn Fire Insurance Map. Like the duplexes, most were constructed during the decades preceding and following the turn of the twentieth century. In the survey area, each group of row flats has a consistent design, organized in three to six units, as seen on the façades. The buildings are usually of brick and set on stone basements or foundations. They are usually two stories above a basement whose height is partially dependent on the terrain. Sometimes the façades of the units are identical throughout the group. In other cases, the façades are differentiated within an overall pattern. Like the duplexes, the row flats have flat roofs. The façades rise to a continuous brick parapet, usually with a cornice or decorative frieze. Windows at the second story usually have an ornamental treatment. Each unit has its own doorway. Open porches may extend across fronts of the units; often they are continuous for a group, although sometimes the units have their own porches.

⁵⁶ Philip Kent Wagner, “The Historical Geography of Apartment Housing in Minneapolis, Minnesota, 1870 to 1930” (Ph.D. diss., University of Minnesota, 1991), 145-145, discusses row flats as a type of apartment building.

What this study calls apartment buildings have been categorized as apartment buildings in the 1984 historic resources survey. Apartments are larger in height, scale, and footprint than the row flats. Most were constructed in the 1890s and 1900s and located on the streets between North 18th and 22nd Avenues West. Typically, they are brick buildings, two or three stories in height, with a single entrance. The façades are often ornamented and rise to parapets above cornices and decorative friezes. They often display elements of the Romanesque Revival, Neo-Classical Revival, or Georgian Revival styles.

The survey area underwent a significant amount of redevelopment during the 1960s and 1970s. Just outside the survey area, at 21st Avenue and West 2nd Street, the Midtowne Manor apartment buildings were constructed that served as public or subsidized housing for seniors. These apartment buildings were constructed in a Modern style on a larger scale than the predecessors constructed around the turn of the twentieth century.

COMMERCIAL AND INDUSTRIAL ARCHITECTURE OF THE STUDY AREA

The commercial and industrial architecture of the area reflects typical building types for the period during which they were constructed. Unlike the residential areas of the survey area with its geographic obstacles, the commercial district is closer to the lakefront and has relatively low changes in elevation.

Specialty Store Buildings

The typical late nineteenth to early twentieth century commercial buildings in the survey area are one to three stories in height. They are faced with brick, stone, and/or terra cotta above ground-level storefronts with large display windows. Some of the retail store buildings have a raised first story that incorporates an interior mezzanine space. In addition to shops, these storefronts also housed restaurants, cafes, and saloons. The upper floors were reserved for residential flats or professional offices. Some buildings contained both flats and offices. Romanesque Revival and Neoclassical Revival are typical stylistic details applied to these commercial buildings, though their design elements are fairly restrained – or have been covered by twentieth-century façade alterations.⁵⁷ Some specialized buildings, like the Duluth National Bank and the Fred Olson Mortuary, stand out from the more typical multi-purpose commercial buildings. The area also had a handful of small hotels and boarding houses on Superior Street and Michigan Street. The Esmond Hotel, with commercial space on the first floor and residential apartments on the upper floors, is the last of these to survive.

Factories and Warehouses

These buildings, often encompassing part or all of a block, are usually larger – in height and footprint – than their specialty store counterparts. Earlier buildings have interior wood or iron structures with exterior brick cladding, but by the twentieth century many were built of reinforced concrete and are clad with brick. Near the middle of the twentieth century, the warehouses in the survey area were typically constructed of concrete block. The ground level along the primary façade often contained storefronts while the side and rear elevations had loading bays and docks. The buildings typically housed a variety of specialized uses: offices and retail or wholesale sales on the ground floor; and

⁵⁷ Marjorie Pearson, “Commercial and Industrial Development of Downtown Cedar Rapids, c. 1865 – 1965” National Register of Historic Places Multiple Property Documentation Form, prepared for City of Cedar Rapids and National Register of Historic Places, 2015, F:58; Michael Koop and Chris Morris, “Duluth Commercial Historic District,” National Register of Historic Places Registration Form, 2006, 8:12-13.

offices, warehousing, and manufacturing on the upper floors. While restrained in decorative elements, typical stylistic details are Neoclassical Revival.⁵⁸

ARCHITECTS OF THE STUDY AREA

A number of notable Duluth architects have designed buildings in the study area. Information about many of them has been compiled in the previous East End Neighborhood studies and the “Duluth Commercial Historic District” National Register form and “Historic Resources of the Central Business District” MPDF. Other architects and builders have not been previously documented. The names were gathered from an examination of city building permit records, which are often written by hand and can be difficult to interpret. To the extent possible, names have been checked against listings in Duluth city directories.

Albertson, Abraham Horace (1872-1964)

Abraham Horace Albertson, Ph.B., began his architectural career in New York City, but moved to Seattle, Washington, in 1907 as a representative of the New York firm Howell & Stokes. The company had been commissioned to plan the development of the University of Washington’s Metropolitan Tract. He started his own practice in 1919 with Joseph Wilson and Paul Richardson. The firm completed the university’s Tract buildings, including “the White & Stuart Building (1923), the Arena Building (1925), and the Stimson Building (1925). Their eclectic training produced a variety of work in a mix of architectural styles, including the Spanish Revival style Cornish School (1921); the Art Deco Municipal Building (1930) for the City of Everett; and several Collegiate Gothic structures for the University of Washington.” He was the architect for the state’s Federal Housing Authority in the 1940s.⁵⁹ One building within the survey area was designed by Albertson, in partnership with Vernon Holder and engineer W.B. Rittenhouse:

- Great Northern Power Company’s substation at 1424 West Superior Street, as well as the powerhouse at Thomson Dam (1906)

Baillie, William (Wangenstein & Baillie) (1862-1897)

William Baillie died early on in his career, but designed many high-end residences while partnered with John J. Wangenstein. Baillie’s untimely death was noted in the *Duluth Herald*:

W.E. Baillie Dead. Consumption Took Him Off After a Long Illness. William E. Baillie died at 11:30 o’clock this forenoon at his residence, 321 East Third Street. The immediate cause of his death was consumption [tuberculosis], which was brought on by rheumatism. Mr. Baillie had been an invalid for about three years, and his death had been anticipated for some time. The funeral will probably take place Sunday, and will probably be in charge of the Masons, of which order he was a member. He was also a member of the First Baptist church. Deceased came to Duluth from Chicago in 1888, entering the office of O. G. Traphagen, where he was employed as chief draughtsman until 1892. In that year he became the junior member of the firm of Wangenstein & Baillie. Ill-health compelled his withdrawal from business, and he had not been

⁵⁸ Marjorie Pearson, “Industrial Development of Cedar Rapids, Iowa, c. 1865 - 1965” National Register of Historic Places Multiple Property Documentation Form, prepared for City of Cedar Rapids and National Register of Historic Places, 2015. F:48.

⁵⁹ Washington State, “Abraham H. Albertson,” Architect Biographies. Department of Archaeology and Historic Preservation, Online resource: <http://www.dahp.wa.gov/learn-and-research/architect-biographies/abraham-h-alberston>, 2017.

identified with the firm for some time before his death. Mr. Baillie was 35 years old. He leaves a wife and two children.⁶⁰

The firm of Wangenstein & Baillie designed three buildings in the survey area. Despite their construction post-dating Baillie's death, both members of the firm were listed on the original building permits for the Store & Flats at 1923 W. Superior Street and the E. Olson house, suggesting either an earlier date of construction than the year noted in assessor's records or the plans were completed before his death:

- Store & Flats Building, 1824-32 W. Superior Street (1886)
- Store & Flats Building, 1923 W. Superior Street (1899)
- Erick Olson House, 1731 W. 1st Street (1901)

Bray, William E. (Bray & Nystrom) (1868-1959)

William Bray began his architectural career in the early 1890s as a draftsman for Traphagen and Fitzpatrick. In 1896, Bray formed a partnership with John Wangenstein, which lasted until 1898. Bray partnered with Carl Wirth for a short time, then I. Vernon Hill during 1902-1904. Bray formed a partnership with Carl Nystrom in 1905; together they designed at least 25 residential buildings in Duluth.⁶¹ Bray designed several commercial buildings in downtown Duluth including the Commercial Club (1909) at 402 West First Street; the Christie Building (demolished); and a building located at 23-25 E. Superior Street (1912, demolished). He also designed several public schools in the Iron Range.⁶² A brief obituary in 1959 documents his retirement and subsequent move to California:

Former Duluth Architect Dies. William T. Bray, 91, retired Duluth architect who designed many schools on the Iron Range, died last Thursday at his home in Beverly Hills, Calif. He designed and supervised construction of schools throughout the Range while practicing here from 1897 to 1925. Largest of the schools he worked on is the Hibbing high school, erected between 1919-21. Mr. Bray was born in New York. He retired in 1925 and moved from Duluth to California in 1937.⁶³

One building within the survey area was designed by Bray, in partnership with Nystrom:

- Store & Office Building, 2201-2203 West 1st Street (1910)

Ellingsen, Willeik (Giliuson & Ellingsen) (1892-1959)

Willeik Ellingsen was born in Norway in 1892; he immigrated to Duluth with his family in 1907. After receiving his bachelor's degree in architecture at the University of Minnesota in 1913, he spent most of his professional career in Duluth. For a time he partnered with Ephraim Giliuson; the length of their partnership is not clear; published biographical summaries note that it "probably was only for a few years [in the 1940s]." City directories contradict that date, indicating the firm, with offices in the Torrey Building, was established as early as 1925.⁶⁴ Before his death in 1959, he was a member of the Stanius, Morgenstern, and Ellingsen firm. Ellingsen designed several schools, churches, and public buildings. He and his firms' notable buildings in downtown Duluth include the Downtown Motel; Sears, Roebuck

⁶⁰ *Duluth Herald*, 21 January 1897.

⁶¹ Alan K. Lathrop, *Minnesota Architects: A Biographical Dictionary* (Minneapolis: University of Minnesota Press 2010), 27.

⁶² Koop and Morris, "Historic Resources," F:3-4.

⁶³ *Duluth News Tribune*, 3 April 1959.

⁶⁴ Polk (1925), 277; (1929), 579.

& Co.; Orpheum Service Garage; and the Northwest Radio building.⁶⁵ One building within the survey area was designed by Ellingsen, in partnership with Giliuson:

- Duluth Gospel Tabernacle Church, 7 N. 15th Avenue W. / 1515 W. Superior Street (ca. 1921)

Fitzpatrick, Francis (Traphagen & Fitzpatrick) (1863-1931)

Fitzpatrick was born in 1863 in Montreal, Quebec. He was working in Duluth by 1884, and moved to Minneapolis in that same year to work with Leroy Buffington as a draftsman. In 1887, Fitzpatrick entered the office of George and Fremont Orff, where he worked for three years. He moved back to Duluth in 1890, and entered a partnership with Oliver Traphagen for six years. During this time, they designed over 30 commercial and residential buildings in Duluth. The team designed First Presbyterian Church, 300 East 2nd Street (1890) and Fire Station No. 1 & Annex, 101 East 3rd Street (1889), both of which are listed in the National Register of Historic Places. Fitzpatrick moved to Washington, D.C., in 1896 to work as a foreman in the Office of the Supervising Architect of the Treasury. In 1903, Fitzpatrick had his own practice and in 1918, he became head of the architectural department of the Bankers Realty Investment Company in Omaha, Nebraska. By the 1920s, he was residing in Evanston, Illinois; it is unclear if he was practicing architecture or retired by this time. He died in 1931.⁶⁶ One building in the survey area was designed by Fitzpatrick in partnership with Traphagen:

- Store & Office Building, 2021-2023 W. Superior Street (1898)

German, Frederick (1863-1937)

Architect Frederick German was a Canadian who came to Duluth in 1890 via New York, where he had worked for McKim, Mead & White. He first partnered for a year with Robert L. Young, then with John de Waard in the 1890s. In 1905, German entered into a brief partnership with A. Werner Lignell. This collaboration was responsible for many important buildings in Duluth as well as several residences in the East End. German's 1937 obituary describes his many architectural contributions to the community:

F. G. German Came Here in 1892 PIONEER DIES. Prominent Architect Was Designer of Many Buildings. Stricken with a heart attack as he returned from a walk, F. G. German, widely known Duluth architect, died yesterday afternoon at the home of a son, George B. German, 4631 Jay Street. He was 73 years old. Born Nov. 9, 1863, at Bath, Ont., he attended the University of Toronto and later worked in New York architects' offices before settling here in 1892. Among organizations of which Mr. German was a member at the time of his death were the state board of registration for architects, to which he was appointed by Governor J. A. O. Preus at its inception in 1921; the Duluth city planning commission, on which he had also served continuously, and the American Institute of Architects. Mr. German gained recognition throughout this area for his work in designing numerous public buildings, churches and offices. Among those in Duluth for which he drew plans were the Central YMCA and YWCA, the boys' Y, the Pilgrim Congregational church, the Glen Avon Presbyterian church, St. Anthony's Catholic church, the Bradley Building, the new Marshall-Wells building and many large homes. He designed as well the new Virginia Memorial Recreation building and city hall, the Chisholm junior high school and the Green Bay post office.⁶⁷

In the survey area, German designed two buildings while independently running his own firm:

- Furniture Store Building, 2026-2032 W. Superior Street (1910)
- Commercial Building, 2305-2311 W. Superior Street (1919)

⁶⁵ Lathrop, 68, 82; Koop and Morris, "Duluth Commercial Historic District," 7:25, 7:31, 7:66.

⁶⁶ Koop and Morris, "Historic Resources," F:4.

⁶⁷ *Duluth Herald*, 14 October 1937.

Giliuson, Ephraim (Giliuson & Ellingsen) (1888-1947)

Ephraim Giliuson was born in Stillwater, MN to Swedish immigrants and raised in Duluth. He apprenticed under J.J. Wangenstein in 1903; after training at the Art Institute of Chicago he joined that firm and became partner in 1914. For a time before 1922 Giliuson entered a partnership with Anthony Puck. He then partnered with Willeik Ellingsen; the length of their partnership is not clear; published biographical summaries note that it “probably was only for a few years [in the 1940s].” City directories contradict that date, indicating the firm, with offices in the Torrey Building, was established as early as 1925.⁶⁸ He and his firms’ notable buildings in downtown Duluth include the Granada Theater; Sears, Roebuck & Co.; Orpheum Service Garage; and the Northwest Radio building.⁶⁹ One building within the survey area was designed by Giliuson, in partnership with Ellingsen:

- Duluth Gospel Tabernacle Church, 7 N. 15th Avenue W. / 1515 W. Superior Street (ca. 1921)

Hanson, E.L.

No information has been found on E.L. Hanson. He was listed as architect and builder of the factory and office building at 1701-1703 West Superior Street.

Holder, Vernon Milner

There is little published information about Vernon M. Holder. He was born in Illinois and graduated from the University of Illinois in 1903 with an architectural degree.⁷⁰ For one year in 1906, Holder lived in Duluth and was employed as architect for the Great Northern Power Company.⁷¹ It was during this time that he was the local associated architect with A.H. Albertson for the Great Northern Power Company’s powerhouse and substation for the Thomson Dam. He lived at 1232 E. 1st Street before moving to Brooklyn, New York in 1907.⁷² From at least 1920 to 1940 he lived in Essex County, New Jersey, where he was employed as an engineer in the architectural industry.⁷³ One Building within the survey area was designed by Holder, in partnership with A.H. Albertson and engineer W.B. Rittenhouse:

- Great Northern Power Company’s substation, 1424 West Superior Street, as well as the powerhouse at Thomson Dam (1906)

Holstead, Abraham (Holstead & Sullivan) (1879-1955)

Abraham Holstead was born in England in 1879; there, he became head designer for Sir Alfred Gelder in Hull and was a member of the Royal Institute of British Architects. He immigrated in 1906 and settled in Chicago. He designed many buildings throughout the country while chief designer of Shepley, Rutan & Coolidge. Holstead moved to Duluth and from 1912 to 1928 was in a partnership with William Sullivan. Holstead’s most notable designs, in conjunction with Sullivan, are located in northern Minnesota: the Duluth Lincoln Branch Library at 2227 W. 2nd Street (1917), St. Louis County Jail (1923), and Denfield High School in Duluth (1925-1926); and Naniboujou Lodge in Grand Marais (1928).⁷⁴ He retired to California and died in 1955. Holstead’s most notable buildings are located in

⁶⁸ Polk (1925), 277; (1929), 579.

⁶⁹ Lathrop, 68, 82; Koop and Morris, “Duluth Commercial Historic District.”

⁷⁰ Vergil V. Phelps (ed.), *University of Illinois Alumni Directory*. (Champaign, Ill.: University of Illinois, 1916), 310. Online source, www.ancestry.com. *U.S., School Catalogs, 1765-1935*.

⁷¹ Polk (1906), 401.

⁷² Polk (1906), 401; (1907), 428.

⁷³ United States Census, 1920, 1940.

⁷⁴ Lathrop, 104, 204-205.

Chicago, but locally he designed the Frank and Ida Kemp residence at 217 E. 7th Street in 1914.⁷⁵ Buildings in the survey area designed by Holstead or in partnership with Sullivan include:

- Store & Office Building, 15-23 N. 21st Avenue W. (1914)
- Store & Office Building, 2102 W. 1st Street (1916)
- Store Building, 1604 W. Superior Street (1938)
- Duluth National Bank, 2000 W. Superior Street (1922)

Nystrom, Carl E. (Bray & Nystrom) (1867-1944)

Carl Nystrom was born in Sweden and immigrated to Ashland, Wisconsin, in 1889 and then to Ironwood, Michigan. In the early 1890s he moved to Duluth, and after a brief move to Calumet, Michigan, during the Panic of 1893, Nystrom returned to Duluth and partnered with Frank L. Young until 1905. After this date, Nystrom became a partner of William T. Bray from 1906 to 1915. After Bray & Nystrom dissolved their partnership, Nystrom opened his own office in the Palladio Building in downtown Duluth. Nystrom died in 1944 at age 76.⁷⁶ One building within the survey area was designed by Nystrom, in partnership with Bray:

- Store & Office Building, 2201-2203 West 1st Street (1910)

Radcliffe, Edwin S. (Radcliffe & Willoughby) (1851-1925)

Edwin Radcliffe was born June 2, 1851 in Elmira, New York. The family moved first to Indiana then to Minneapolis. His father, Abraham Maby Radcliffe, was a master builder/architect whose offices (first in Minneapolis, then St. Paul) served as training ground for some of the Twin Cities' most notable architects.⁷⁷ Son Edwin attended Minneapolis public schools, then the University of Minnesota from 1869-72. He received subsequent technical education at the Art Institute in New York City in 1874. From 1875 to 1886 Radcliffe worked as draftsman in his father's St. Paul office, succeeding his father in the last year as head architect. He continued there until 1889 when he moved to Duluth and formed a partnership with Charles McMillan that continued until 1893. After the partnership with McMillan dissolved, Radcliffe then partnered with Charles E. Willoughby as Radcliffe & Willoughby until 1900. He practiced alone from 1901 through 1906, after which he partnered with Vernon J Price under firm name of Radcliffe & Price until 1910. Radcliffe then practiced alone until he died in 1925.⁷⁸ One building within the survey area was designed by Radcliffe, in partnership with Willoughby:

- Duluth Press Building, 1915 W. Superior Street (1894)

Rittenhouse, Walter B. (ca. 1875-1966)

Walter B. Rittenhouse was born in 1875 in New Jersey. He received his professional training at the Stevens Institute of Technology in Hoboken in 1898.⁷⁹ By 1902 he was living in Duluth and employed as an electrical engineer for the Highland Canal & Power Company. A year later he was a mechanical engineer for the Great Northern Power Company, and by 1909 he was the Inspector.⁸⁰ In 1909 he was the power company's Inspector. He moved to Colorado in 1910; settled in Illinois by 1917; and retired

⁷⁵ Lathrop, 104, 204-205.

⁷⁶ Henry A. Castle, *Minnesota: Its Story and Biography* (Chicago: Lewis Publishing Co., 1915), 1365; *Duluth Herald*, August 3, 1944.

⁷⁷ Larry Millett, *Lost Twin Cities* (St. Paul: Minnesota Historical Society Press, 1992), 45-46.

⁷⁸ Lathrop, 178

⁷⁹ Stevens Institute, *Stevens Institute Indicator* (Hoboken: Alumni and Undergraduates of Stevens Institute of Technology, 2006). Online resource, <https://books.google.com/books?id=oy5RAAAAYAAJ>.

⁸⁰ Polk (1902), 509; (1903), 570; (1909), 836.

to Florida in 1944.⁸¹ Rittenhouse was project engineer for one building within the survey area, the architects of which were Vernon Holder and A.H. Albertson:

- Great Northern Power Company’s substation, 1424 West Superior Street, as well as the powerhouse and Thomson Dam (1906)

Sullivan, William (Holstead & Sullivan) (1884-1942)

William J. Sullivan was born in 1884 in Mankato, Minnesota. He studied at University of Illinois and Cornell University, was a draftsman in Chicago, and then moved to Duluth in 1910 to open an office. He partnered with Abraham Holstead in 1912 and the team “became one of the most successful in the city.” Sullivan’s most notable designs, in conjunction with Holstead, are located in northern Minnesota: the Duluth Lincoln Branch Library at 2227 W. 2nd Street (1917), St. Louis County Jail (1923), Denfield High School in Duluth (1925-1926); and Naniboujou Lodge in Grand Marais (1928).⁸² After their partnership dissolved in 1928, Sullivan partnered with Henning N. Orrfalt. He retired to Arizona in 1936 and died in 1942. Buildings in the survey area designed by Sullivan in partnership with Holstead include:

- Store & Office Building, 15-23 N. 21st Avenue W. (1914)
- Store & Office Building, 2102 W. 1st Street (1916)
- Duluth National Bank, 2000 W. Superior Street (1922)

Terryberry, Austin (1853-1922)

Terryberry was born in Canada in 1853 and arrived in Duluth in 1887. Little is known about Austin Terryberry, his early life, or training. However, he was responsible for a number of significant buildings in Duluth. It appears in city directories that he worked independently and did not partner with another architect. Buildings in the survey area designed by Terryberry include:

- House, 1805 W. 2nd Street (1902)
- Crane Block, 1727-1731 W. Superior Street (1905)

Traphagen, Oliver (Traphagen & Fitzpatrick) (1854-1932)

Traphagen was born in Tarrytown, New York in 1854. His career started in Saint Paul as an apprentice to George Wirth. In 1882, Traphagen relocated to Duluth and worked as a carpenter and architect. In 1890, he became a partner with Francis Fitzpatrick.⁸³ The firm designed prominent buildings in Duluth, including the Board of Trade; First Presbyterian Church; and the NRHP-listed fire station at 101 East 3rd Street. The partnership ended in 1896 when Fitzpatrick moved to Washington, D.C. Traphagen lived in Duluth another two years until he moved to Honolulu, Hawai’i because of illness in the family. In Honolulu he continued a successful career, including design of the Moana Beach Club in 1901 (one of the first tourist hotels on Waikiki Beach). Traphagen eventually moved to Alameda, California where he retired in 1925 and later died in 1932.⁸⁴ One building in the survey area was designed by Traphagen in partnership with Fitzpatrick:

- Store & Office Building, 2021-2023 W. Superior Street (1898)

⁸¹ Susannah Cynthia Olsen, “Walter Britton Rittenhouse” Family Biography, 2017. Online resource [subscription], www.ancestry.com.

⁸² Lathrop, 104, 204-205.

⁸³ Lathrop, 214.

⁸⁴ Lathrop, 214.

Wangenstein, John J. (Wangenstein & Baillie) (1858-1942)

Wangenstein was born in Valdres, Norway and studied in Trondheim before immigrating to St. Paul in 1878 and then moving to Duluth in 1883. He had a prolific career designing numerous commercial, residential, and religious buildings in Duluth and across St. Louis County, beginning in the late nineteenth century and extending into the 1930s. From 1892 to about 1895 Wangenstein worked in partnership with William E. Baillie, establishing the firm of Wangenstein and Baillie. He also partnered with Olaf Roen and Ephraim Giliuson at various times. Beginning in 1913, Wangenstein was the local architect for the St. Louis County Courthouse, in association with Daniel H. Burnham of Chicago. Prominent buildings in Duluth designed by Wangenstein include the Wolvin Building (1901) at 225-231 W. 1st St.; the Masonic Temple (1904) at 4 W. 2nd St.; and the DeWitt-Seitz Building (1911) in Canal Park along with numerous other commercial buildings throughout the downtown. In the survey area, Wangenstein designed six buildings, the earliest three of which were in collaboration with Baillie:

- Store & Flats Building, 1824-32 W. Superior Street (1886)
- Store & Flats Building, 1923 W. Superior Street (1899)
- Erick Olson House, 1731 W. 1st Street (1901)
- Nelson Knitting Co. Building, 2105-07 W. Superior Street (1911)
- Nelson Knitting Co. Building, 2101-03 W. Superior Street (1918)
- Row Flats, 1820-1828 W. 2nd Street (1891)

Willoughby, Charles E. (Radcliffe & Willoughby)

Willoughby was born in England and was a draftsman for McKim, Mead & White in New York. He joined J.T. Waddell to form Waddell & Willoughby during the 1890s.⁸⁵ Willoughby partnered with Edwin Radcliffe between 1897 and 1900.⁸⁶ He practiced independently for a year before moving to Pennsylvania in 1902. One building within the survey area was designed by Radcliffe, in partnership with Willoughby:

- Duluth Press Building, 1915 W. Superior Street (1894)

⁸⁵ *Pen and Sunlight Sketches of Duluth, Superior and Ashland: Their Wonderful Development, Resources, Commerce, Manufacturers, Financial Interests, Public Institutions and Prospects* (Duluth: Phoenix Publishing Company, 1892), 70.

⁸⁶ Larson Fisher Associates, 72.

PROPOSED WEST SUPERIOR STREET COMMERCIAL HISTORIC DISTRICT

The proposed historic district is focused on West Superior Street between 14th Avenue West and 22nd Avenue West. The boundary extends south to West Michigan Street since most of the buildings on the south side of West Superior Street extend through the block to the north side of West Michigan Street. Two warehouse buildings on the south side of West Michigan Street are also proposed for inclusion. At the west, the district extends north to West 1st Street. At 18th Avenue West the district line extends north to West 1st Street and then east along the diagonal of Piedmont Avenue to West Superior Street. The Garfield Avenue bridge provides an access point to West Superior Street at the east, while the elevated ramp for U.S. Highway 53 acts as a dividing point along West Superior Street at the west.

Superior Street, set on a ridge above the shore of Lake Superior, has been the main commercial street of Duluth since the late nineteenth century, extending both to the east and to the west and southwest out of the downtown area. It was also the location of one of the city's first trolley lines which provided ready access for West End residents to other parts of the city. The massive rock outcropping, known as Point of Rocks, at 14th Avenue North created a boundary for the section of Duluth known as the West End (today's Lincoln Park neighborhood). Platting and building construction began in the 1880s. As Superior Street was extended past Point of Rocks, it became a thriving location for commerce and related services, including warehousing and manufacturing, for the West End community.

Surviving buildings in the proposed historic district range in date from the late 1880s to late twentieth century. Buildings along West Superior Street and intersecting avenue blockfronts range in height from one to four stories and generally create a unified street wall. Most are characteristic of late nineteenth and early twentieth commercial styles with storefronts at the first stories and regularly spaced window openings that light either flats or offices on the upper stories. Most have brick facades accented with stone or terra-cotta detail and are often surmounted by a projecting cornice or raised parapet. One-story buildings incorporate storefronts extending across the facades. The distinctive Art Moderne Garfield News Building (1938) occupies a strategic location at the intersection of the Garfield Avenue bridge with West Superior Street. A variety of retail shops, eating and drinking establishments, and professional services like doctors and lawyers were located along West Superior Street and the intersecting avenues. Sometimes the proprietors of the businesses in the first-story storefronts lived in flats on the second story. The buildings along West Michigan Street or that extended south from West Superior Street to West Michigan Street often included warehouse or manufacturing space. Some businesses like the Enger and Olson Furniture Company had a store building on West Superior Street and a warehouse on West Michigan Street. The West 1st Street buildings include store and office use, a meeting hall for the Order of the Eastern Star, and a mortuary for a business that had previously been located on West Superior Street. Residential hotel buildings, flats buildings, and row flats are other building types that contribute to the district. The four-story Duluth Press Building (1894; architects Radcliffe & Willoughby) and the temple-front Neo-Classical Duluth National Bank (1922; architects Holstead & Sullivan), both on West Superior Street, are among the buildings that add individual distinction to the proposed district. At the east, the district includes the former Duluth Fire House No. 2, home of the city's second paid fire company which served the West End as it was developed for residential, commercial, and industrial uses. Also at the east are the architecturally impressive Great Northern Power Company substation on West Superior Street and its company supply warehouse and garage facilities on West Michigan Street.

Many of the buildings in the proposed historic district were designed by Duluth architects who designed notable buildings downtown. These buildings enhance the character of the district.⁸⁷ They include Bray & Nystrom (William T. Bray and Carl E. Nystrom), German & Lignell (Frederick G. German and Anton W. Lignell), Holstead & Sullivan (Abraham Holstead and William J. Sullivan), Radcliffe & Willoughby (Edwin S. Radcliffe and Charles E. Willoughby), Austin Terryberry, Traphagen & Fitzpatrick (Oliver Traphagen and Francis Fitzpatrick), and Wangenstein & Baillie (John J. Wangenstein and William E. Baillie).

The proposed West Superior Street Commercial Historic District is a reflection of the growth of Duluth's commercial and residential development, outward from the central business district, from 1886 to 1950. It is recommended as eligible for the National Register under Criterion A for its significance in the areas of Commerce and Community Planning and Development. The buildings in the district contain well-preserved examples of commercial architectural styles popular in the late nineteenth and twentieth centuries and are eligible for the National Register under Criterion C for significance in the area of Architecture. The district is significant at the local level and reflects the statewide historic contexts, "Railroads and Agricultural Development, 1870-1940," "Northern Minnesota Lumbering, 1870-1930s," "Minnesota's Iron Ore Industry, 1880s-1945," and "Urban Centers, 1870-1940," as well as the local historic contexts "Neighborhoods 1880-1940" and "Industry and Commerce 1870-1940." It is also recommended as eligible for local designation under local Criteria A, C, D, and F.

For either National Register listing or local designation, the period of significance is recommended to begin in 1886, the date of the earliest surviving building in the proposed boundaries. The period of significance would extend to 1950, reflecting ongoing commercial development in the West End neighborhood. This development was essentially halted with the planning for the expansion and construction of elevated US Highway 53. Buildings that fall within the period of significance and retain sufficient integrity are likely to contribute to the character of the proposed historic district.

⁸⁷ Koop and Morris, "Duluth Commercial Historic District," 8:13-8:14.

SURVEY RESULTS

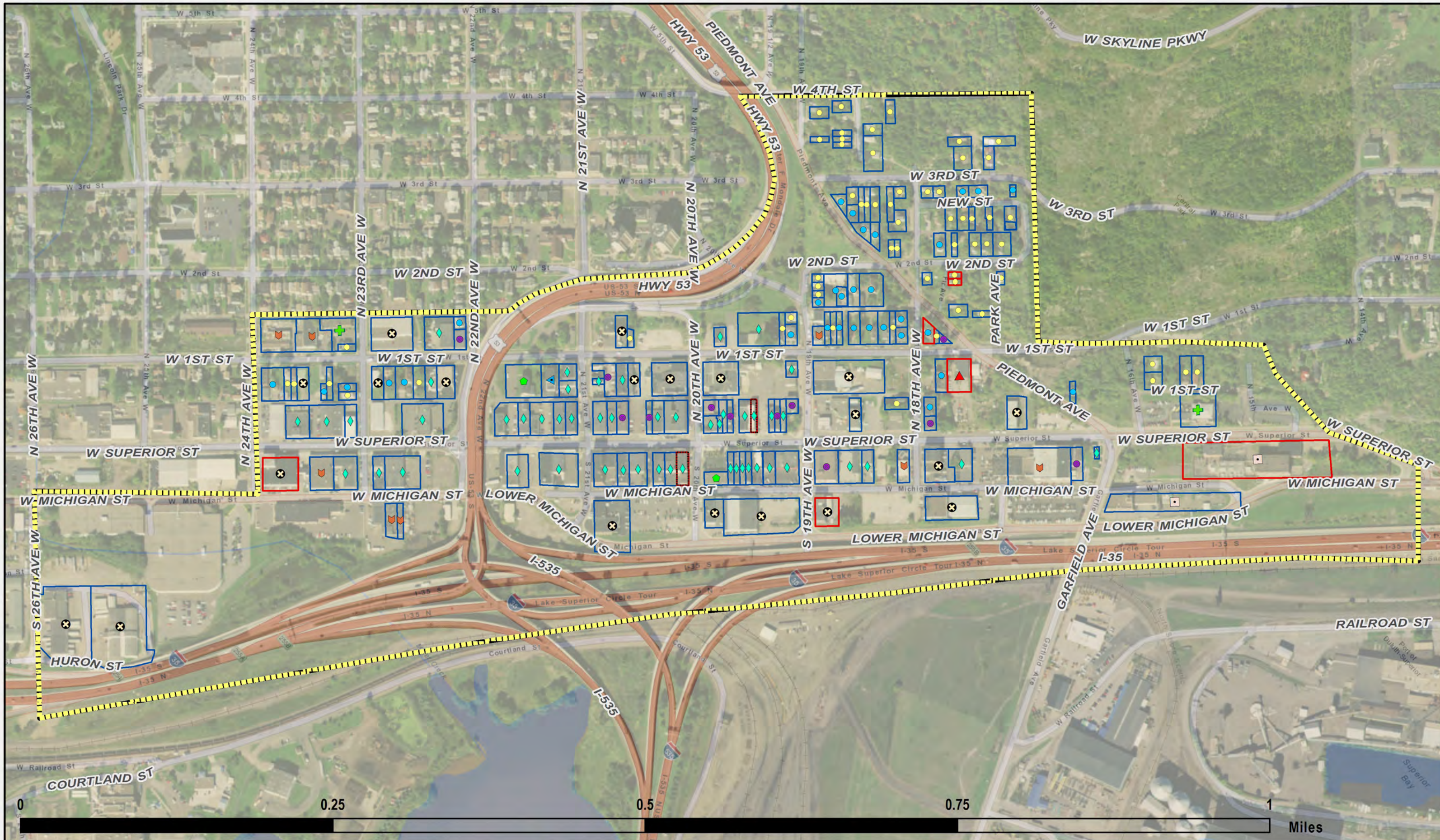
SUMMARY

Marjorie Pearson served as Principal Investigator, assisted by Sara Nelson and Andrew Schmidt in the field. Fieldwork was conducted January 18 and 19, 2017. During the survey, all buildings, structures, and objects within the survey area that were 45 years in age or older were inventoried. Previously surveyed properties were surveyed again to document current status, regardless of integrity. The survey population consisted of 189 properties. Residential properties were comprised of 59 single-family, 31 multiple-family (duplexes, double houses, flats, and apartment buildings), and 12 mixed commercial-residential buildings. Commercial properties included 51 stores and offices, 20 factories and warehouses, and eight automobile service buildings. Finally, the survey population included two each of clubhouses, religious buildings, and utility buildings; one fire station; and one mortuary (Figure 6; Appendix A). Within the survey area, 70 previously inventoried properties are still standing but fourteen others have been demolished. Recorded buildings range in time period from 1886 to 1976.

The *Duluth Historic Resources Survey* (1984) included 86 properties in the Lincoln Park Survey area that were categorized at that time into four groups based on their significance and architectural integrity.⁸⁸ One property in the survey area—the Great Northern Power Company substation—was categorized under Group I, defined as: “exceptional landmark structures of such irreplaceable value that they should be protected and preserved at almost any cost. These structures are of such significance that they already are on, or certainly meet, the criteria for listing in the National Register of Historic Places.” An additional seven properties were placed in Group II, which was defined as: “a generally important site or structure that contributes significantly to the visual and cultural heritage of Duluth and qualifies for listing in the NRHP.” Group III included 67 properties, which were defined as: “a structure that contributes to the overall character of Duluth and worthy of preservation whenever feasible.” Eleven properties were placed in Group IV, which was defined as: “a structure of little, if any, historical, architectural, or related cultural significance.” The properties have been reviewed as part of the current survey effort and determined whether they are individually eligible for listing in the National Register; are eligible for local designation; or are not eligible for either National Register listing or local designation. In addition, one potential National Register and/or local historic district, the West Superior Street Commercial Historic District, has been identified within the Lincoln Park Survey Area. A high concentration of the properties within the historic district retain sufficient historic integrity, and therefore contribute to the historic district. Many commercial buildings outside of the potential district boundaries and residential buildings in the neighborhood have been altered to such an extent that they no longer convey their historic characteristics and therefore do not retain historic integrity. As described below, however, multiple-family residential properties could be further studied as part of a comprehensive study of such buildings in Duluth.

Narrative write-ups for the surveyed properties are in Appendix A and are arranged by address and site number. Each entry includes a description, brief historical information, assessment of significance, and one or more photographs. For convenience, property descriptions use cardinal directions following the street names (north-south, east-west) even though the Lincoln Park street grid is oriented in a northeast-southwest, northwest-southwest direction as shown on Figure 1.

⁸⁸ Not all properties in this survey have inventory forms.



Legend		Property Types	
	Survey Area		Single-Family Residence (59)
	Eligible Property		Multi-Family Residence (31)
	Parcel (45+ years)		Mixed Commercial/Residential (12)
			Religious (2)
			Factory; Warehouse (20)
			Auto-Related (8)
			Utility (2)
			Fire Station (1)
			Clubhouse (2)
			Mortuary (1)

File: LincolnParkField
 Summit Proj. No.: 2124-0004
 Plot Date: 03/13/2017
 Arc Operator: SJN
 Reviewed by: MP



FIGURE 6. SURVEY RESULTS
Historic Resources of the Lincoln Park Neighborhood
 Duluth, St. Louis County, MN

Properties Currently Listed in the National Register

No properties within the survey area are currently listed in the National Register:

Individual Properties Recommended Eligible for National Register Listing

The following three properties within the survey area are recommended as eligible for listing in the National Register, and are therefore also recommended for local designation by the City of Duluth. All three of these properties are located within the boundaries of the proposed West Superior Street Commercial Historic District. Their building descriptions, histories, and evaluations of eligibility for are provided in Appendix A. Statements of significance are provided below.

Site #	SHPO #	Address	Property Name
42	SL-DUL-3382	1820 W. Michigan St	Enger & Olson Inc. Furniture Warehouse
48	SL-DUL-3386	1424 W. Superior St	Great Northern Power Co. Substation
65	SL-DUL-0962	1915 W. Superior St	Duluth Press Building

The **Enger and Olson Inc. Furniture Warehouse** was constructed in 1909 and served as a warehouse for a prominent local furniture company, beginning in 1920. The company proprietors were Bert J. Enger and Emil H. Olson. Because of its association with local commercial development, the building may be eligible for National Register listing under Criterion A. Because the building is associated with prominent Duluth businessman and philanthropist Bert J. Enger and reflects his contributions to the industrial and commercial growth in the West End Neighborhood, it may be eligible for National Register listing under Criterion B. In addition, the building stands within the boundaries of a potential historic district focused along West Superior Street. It may be eligible for local designation (see below) under Criterion A for its interest as part of the development of Duluth and under Criterion C for its identification with a person who contributed to the cultural development of Duluth.

The **Great Northern Power Company Substation** was constructed in 1906 as part of the expansion of the Great Northern Power Company system that provided electric power for Duluth and Superior. Designed by Abraham H. Albertson of New York and Vernon M. Holder of Duluth, the building is a distinguished example of Renaissance Revival style industrial architecture that highlights its location on West Superior Street and its importance to the electric system. The building is likely eligible for National Register listing under Criterion A for its role in the development of Duluth and under Criterion C for its architectural character and quality. In addition, the building stands within the boundaries of a potential historic district focused along West Superior Street. It may be eligible for local designation (see below) under Criterion A for its interest as part of the development of Duluth and under Criterion D for embodying the distinguishing characteristics of an architectural type.

The **Duluth Press Building** was built in 1894 for William F. “Buffalo Bill” Cody and designed by the local architects Radcliffe & Willoughby. It was named after its original occupant, the Duluth Press, which was owned by Cody and his sister Helen C. Wetmore. Her husband Hugh A. Wetmore was the newspaper editor. This was the only Duluth newspaper to own its building at the time. The building may be eligible for National Register listing under Criteria A, B, or C. The building possesses significant associations to historic events and people, including William “Buffalo Bill” Cody. Though its architectural integrity has been compromised, it retains sufficient design characteristics by locally prominent architects Radcliffe & Willoughby. The building also stands within the boundaries of a

potential historic district focused along West Superior Street. The building may be eligible for local designation (see below) under Criteria A through E.

Properties Recommended Eligible for Local Designation

Nine properties within the survey area are recommended eligible for local designation by the City of Duluth. Six of the properties do not meet the criteria for listing in the National Register. National Register and City of Duluth criteria are described above in Research Design and Survey Methods. Five of the properties are located within the boundaries of the proposed West Superior Street Commercial Historic District. These properties’ building descriptions, histories, and evaluations of eligibility for are provided in Appendix A and their locations are indicated in Figure 6. Statements of significance for properties for local designation are provided below.

Site #	SHPO #	Address	Property Name
42**	SL-DUL-3382	1820 W. Michigan St	Enger & Olson Inc. Furniture Warehouse
48**	SL-DUL-3386	1424 W. Superior St	Great Northern Power Co. Substation
65**	SL-DUL-0962	1915 W. Superior St	Duluth Press Building
75	SL-DUL-3410	2000 W. Superior St	Duluth National Bank
102	SL-DUL-3428	2326-32 W. Superior St	Purity Baking Co.
107	SL-DUL-3433	1720 W. 1st St	Duluth Fire Department Engine House #2
111	SL-DUL-1246	1731 W. 1 st St	Erick Olson House
174	SL-DUL-2777	128 Fir Ave	House [with 130 Fir Ave]
175	SL-DUL-0394	130 Fir Ave	House [with 128 Fir Ave]

** Indicates also recommended for listing in National Register

The **Duluth National Bank** was built in 1922 and designed by the local architectural firm of Holstead & Sullivan. The building may be eligible for local designation under Criteria A, C, D, and E. The Duluth National Bank was established in Duluth’s West End Neighborhood in 1910; its success is reflected in this prominent building, constructed just over a decade later. The building design embodies the Neoclassical Revival architectural style. The bank building is also associated with prominent Duluth businessman Dr. John J. Eklund. The building stands within the boundaries of a potential historic district focused along West Superior Street.

The **Purity Baking Company Building** was constructed in 1926 and housed offices and bakery facilities for the production of Taystee Bread, a prominent commercial bakery product. It remained in use as bakery until 1987. The building may be eligible for local designation under Criterion A; it has value as a part of the development of the City of Duluth, reflecting the industrial growth in the West End Neighborhood.

The **Duluth Fire Department Engine House No. 2** was built in 1889. As the city’s second fire station, the building may be eligible for local designation under Criterion A; its location past the Point of Rocks reflects the industrial and residential growth in the West End Neighborhood and need for public services and infrastructure. The building also stands within the boundaries of a potential historic district that focuses on West Superior Street.

The **Erick Olson House** was built in 1901 for a local merchant who operated a meat market and a livery stable. The house may be eligible for local designation under Criteria D and E; the house embodies distinguishing Queen Anne characteristics and was designed by locally prominent architectural firm Wangenstein & Baillie, whose work has influenced the development of the City of Duluth.

The two **Houses at 128 and 130 Fir Avenue** were built in 1904 for Captain John R. Randall. Randall was a member of the Minnesota state legislature with extensive real estate interests in Duluth, including two hotels and houses that were income-producing properties. The Fir Avenue houses may be eligible for local designation under Criterion C for their association with locally prominent businessman John R. Randall.

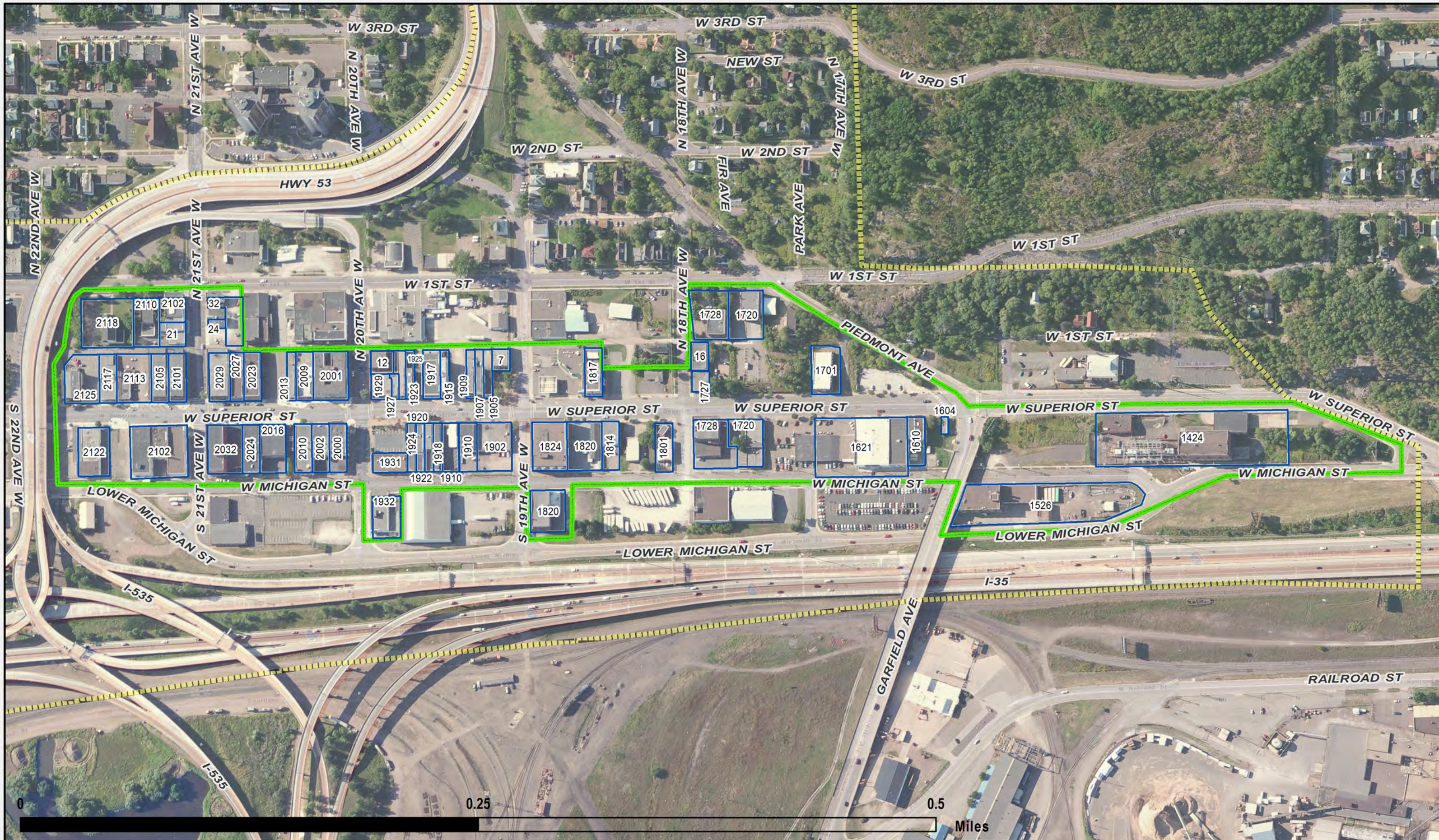
Properties Recommended for inclusion in the West Superior Street Commercial Historic District

The survey resulted in the identification of a proposed National Register and/or local historic district as described above. The following 63 properties within the survey area are located within the proposed West Superior Street Commercial Historic District. Note that several buildings may also be recommended as individually eligible for local designation, and/or listing in the National Register. Each property’s building descriptions, histories, and evaluations of eligibility are provided in Appendix A and their locations are indicated in Figure 7. Contributing or noncontributing status will be determined after further study, based on period of significance and integrity.

Site #	SHPO #	Address	Property Name
5 +	SL-DUL-2015	4-18 N. 18th Ave W.	Crane Terrace Row Flats
15 +	SL-DUL-2027	7-11 N. 19th Ave W.	Store & Flats
24	SL-DUL-3368	10-14 N. 20th Ave W.	Store & Flats Building
26	SL-DUL-3370	15-23 N. 21st Ave W.	Store & Office Building
27	SL-DUL-3371	24 N. 21st Ave W.	Store & Office Building
28	SL-DUL-2042	30-32 N. 21st Ave W.	Store & Flats Building
38	SL-DUL-3378	1526 W. Michigan St	Great Northern Power Co. Whs.
39	SL-DUL-3379	1621 W. Michigan St	Auto Showroom & Garage
41	SL-DUL-3381	1801 W. Michigan St	Auto Filling Station
42**	SL-DUL-3382	1820 W. Michigan St	Enger & Olson Furniture Whs.
44	SL-DUL-3383	1931 W. Michigan St	All-American Clubhouse
45	SL-DUL-0659	1932 W. Michigan St	West End Scrap Iron & Metal Co.
48**	SL-DUL-3386	1424 W. Superior St	Great Northern Power Substation
49	SL-DUL-3387	1604 W. Superior St	Garfield News
50	SL-DUL-3388	1610-12 W. Superior St	Store & Flats Building

Site #	SHPO #	Address	Property Name
51	SL-DUL-3389	1701-1703 W. Superior St	Factory & Office Building
52	SL-DUL-3390	1718-1720 W. Superior St	Office Building
53	SL-DUL-0961	1730 W. Superior St	National Candy Co. Building
54	SL-DUL-3391	1727-31 W. Superior St / 2 N. 18th Ave W.	Crane Store & Flats Building
55	SL-DUL-3353	1814-1816 W. Superior St	Store Building
56	SL-DUL-3392	1817-1819 W. Superior St	Warehouse & Office Building
57	SL-DUL-3393	1820 W. Superior St	Office Building
58	SL-DUL-3394	1824-1832 W. Superior St	Store & Warehouse Building
59	SL-DUL-3395	1902 W. Superior St	Store Building
60	SL-DUL-3396	1905 W. Superior St	Store Building
61	SL-DUL-3397	1907 W. Superior St	Store & Flats Building
62	SL-DUL-3398	1908-1912 W. Superior St	Store & Office Building
63	SL-DUL-3399	1909 W. Superior St	Store & Office Building
64	SL-DUL-3400	1916 W. Superior St	Store Building
65**	SL-DUL-0962	1915 W. Superior St	Duluth Press Building
66	SL-DUL-3401	1917 W. Superior St	Store Building
67	SL-DUL-3402	1918 W. Superior St	Store & Office Building
68	SL-DUL-3403	1920 W. Superior St	Store Building
69	SL-DUL-3404	1922 W. Superior St	Store Building
70	SL-DUL-3405	1923 W. Superior St	Store & Flats Building
71	SL-DUL-3406	1924 W. Superior St	Store Building
72	SL-DUL-3407	1925 W. Superior St	Store Building
73	SL-DUL-3408	1927 W. Superior St	Store Building
74	SL-DUL-3409	1929 W. Superior St	Store Building
75*	SL-DUL-3410	2000 W. Superior St	Duluth National Bank
76	SL-DUL-3411	2001 W. Superior St	Hotel Rex
77	SL-DUL-3412	2002 W. Superior St	Store & Office Building
78	SL-DUL-3413	2009 W. Superior St	Store Building
79	SL-DUL-3414	2010-2012 W. Superior St	Store Building
80	SL-DUL-3415	2013 W. Superior St	Store & Flats Building
81	SL-DUL-0963	2016-2022 W. Superior St	Lion Drug Store Building

Site #	SHPO #	Address	Property Name
82	SL-DUL-0964	2021-2023 W. Superior St	Store & Flats Building
83	SL-DUL-3416	2022-2024 W. Superior St	Mohaupt Block Store & Office
84	SL-DUL-0965	2025-2027 W. Superior St	Store Building
85	SL-DUL-3417	2026-2032 W. Superior St	Furniture Store Building
86	SL-DUL-0966	2029-2033 W. Superior St	Stack Building
87	SL-DUL-0967	2101-2103 W. Superior St	Nelson Knitting Company
88	SL-DUL-3418	2102-2112 W. Superior St	Robert's Furniture Store
89	SL-DUL-0968	2105-2107 W. Superior St	Nelson Knitting Company
90	SL-DUL-3419	2113 W. Superior St	Restaurant Building
91	SL-DUL-3420	2117-2119 W. Superior St	Store Building
92	SL-DUL-3421	2122-2124 W. Superior St	Store Building
93	SL-DUL-3422	2125-27 W. Superior St	Store & Meeting Hall / Liberty Hall
107*	SL-DUL-3433	1720 W. 1st St	Duluth Fire Dept. Engine House #2
109 +	SL-DUL-3434	1728 W. 1st St	Apartment Building
131	SL-DUL-3452	2102 W. 1st St	Store & Office Building
132	SL-DUL-1251	2110 W. 1st St	Fred Olson Mortuary
133	SL-DUL-1252	2118 W. 1st St	Trinity Lodge



- Legend**
- Survey Area
 - West Superior Street Historic District
 - District Parcels (45+ Years Old)



File: LincolnParkField
 Summit Proj. No.: 2124-0004
 Plot Date: 03/13/2017
 Arc Operator: SJN
 Reviewed by: MP



FIGURE 7. PROPOSED W. SUPERIOR STREET HISTORIC DISTRICT
Historic Resources of the Lincoln Park Neighborhood
 Duluth, St. Louis County, MN

Properties Recommended for a Multiple-Family Residential Building Study

There are many multiple-family residential buildings in the survey area, some of which were identified in the 1984 survey and placed into Group II or Group III. Some buildings retain more integrity than others, but as a group the buildings are a significant and distinguishable entity that is associated with Duluth's rapid growth during the 1880s through 1920s. Many of these multiple-family residential buildings are also found in the East End and have been discussed in previous studies. As discussed in the historic contexts, multiple-family residences were a means of providing housing for the growing population and their construction was concentrated in the current survey area due to its proximity to the industrial yards along the lakeshore. Between 1908 and 1950, several single-family houses were converted into flats to serve a greater number of residents. Generally, houses that were converted to multi-family residences after 1950 are not considered eligible for inclusion in such a study, as it postdates the period of significance for this building type. Some of the buildings were designed by local Duluth architects that had prolific careers locally and farther afield. A total of 29 multi-family residences are proposed for inclusion in a more detailed multiple-family residential building study that would extend throughout the city. Each property's building description and history is provided in Appendix A; their locations are indicated in Figure 8.



Note that several buildings may also be individually eligible for local designation or listing in the National Register, as well as included in the proposed West Superior Street Commercial Historic District. It should be noted that, because these are income-producing properties, if listed in the National Register, they would be eligible for federal and state historic preservation tax credits.

Site #	SHPO #	Address	Property Name
5 ++	SL-DUL-2015	4-18 N. 18th Ave W.	Crane Terrace Row Flats
6	SL-DUL-3360	109-111 N. 18th Ave W.	Duplex
15 ++	SL-DUL-2027	7-11 N. 19th Ave W.	Store & Flats
18	SL-DUL-3364	122-124 N. 19th Ave W.	Double House
30	SL-DUL-3373	113-115 N. 22nd Ave W.	Double House (Converted to Flats)
32	SL-DUL-3375	23-25 N. 23rd Ave W.	Double House
35	SL-DUL-2045	22-30 N. 24th Ave W.	Row Flats
109 ++	SL-DUL-3434	1728 W. 1st St	Apartment Building
112	SL-DUL-3436	1801-1803 W. 1st St	Row Flats
114	SL-DUL-3438	1807 W. 1st St	House (Converted to Flats)
115	SL-DUL-3439	1811 W. 1st St	Double House
116	SL-DUL-1247	1819 W. 1st St	Apartment House
117	SL-DUL-3440	1823 W. 1st St	House (Converted to Flats)
119	SL-DUL-3442	1827 W. 1st St	Double House
121	SL-DUL-1248	1901 W. 1st St	Apartment Building
139	SL-DUL-3455	2220 W. 1st St	Double House (Converted to Flats)
140	SL-DUL-3456	2226 W. 1st St	Double House (Converted to Flats)

Site #	SHPO #	Address	Property Name
144	SL-DUL-3460	2312 1/2 W. 1st St	House (Converted to Flats)
155	SL-DUL-1399	1727 W. 2nd St	House (Converted to Flats)
158	SL-DUL-3358	1812 W. 2nd St	House (Converted to Flats)
159	SL-DUL-3356	1818 W. 2nd St	Apartment House
160	SL-DUL-3466	1820-1828 W. 2nd St	Row Flats
162	SL-DUL-1557	1702 W. 3rd St	House (Converted to Flats)
164	SL-DUL-1559	1712 W. 3rd St	House (Converted to Flats)
184	SL-DUL-3469	111 1/2 Park Ave	House (Converted to Flats)
185	SL-DUL-3470	18 Piedmont Ave	Duplex (Converted to Flats)
186	SL-DUL-0739	208 Piedmont Ave	Double House
188	SL-DUL-0741	220 Piedmont Ave	House (Converted to Flats)
189	SL-DUL-0742	226 Piedmont Ave	House (Converted to Flats)
++ Indicates also recommended for inclusion in the proposed West Superior Street Commercial Historic District			



Legend

-  Survey Area
-  Property Recommended for a Multiple-Family Residential Building Study [Site #]



File: LincolnParkField
 Summit Proj. No.: 2124-0004
 Plot Date: 06/28/2017
 Arc Operator: SJN
 Reviewed by: MP



FIGURE 8. PROPERTIES RECOMMENDED FOR A MULTIPLE-FAMILY RESIDENTIAL BUILDING STUDY
Historic Resources of the Lincoln Park Neighborhood
 Duluth, St. Louis County, MN

Properties Recommended Not Eligible for National Register or Local Designation

The following 96 properties within the survey area are recommended not eligible for individual listing in the National Register or for local designation as a Duluth historic landmark. Furthermore, they do not stand within the boundaries of the proposed West Superior Street Commercial Historic District, nor are they proposed for inclusion in a multiple-family residence study. Each property's building descriptions, histories, and evaluations of eligibility are provided in Appendix A and their locations are indicated in Figure 6.

Site #	SHPO #	Address	Property Name
1	SL-DUL-0960	7 N. 15th Ave W. / 1515 W. Superior St	Duluth Gospel Tabernacle Church
2	SL-DUL-2013	315 N. 17th 1/2 Ave W.	House
3	SL-DUL-2014	318 N. 17th 1/2 Ave W.	House
4	SL-DUL-3359	15 N. 18th Ave W.	House (Flats post-1950)
7	SL-DUL-3361	130 N. 18th Ave W.	House
8	SL-DUL-3357	219 N. 18th Ave W.	House
9	SL-DUL-2019	230 N. 18th Ave W.	House
10	SL-DUL-2021	301 N. 18th 1/2 Ave W.	House
11	SL-DUL-2022	302 N. 18th 1/2 Ave W.	House
12	SL-DUL-2023	303 N. 18th 1/2 Ave W.	House
13	SL-DUL-2024	305 N. 18th 1/2 Ave W.	House
14	SL-DUL-2025	308 N. 18th 1/2 Ave W.	House
16	SL-DUL-3362	18 N. 19th Ave W.	Warehouse Building
17	SL-DUL-3363	115 N. 19th Ave W.	House (Flats post-1950)
19	SL-DUL-3365	126 N. 19th Ave W.	House (Flats post-1950)
20	SL-DUL-3366	128 N. 19th Ave W.	House (Flats post-1950)
21	SL-DUL-3367	130 N. 19th Ave W.	House
22	SL-DUL-2030	314 N. 19th Ave W.	House
23	SL-DUL-2031	326 N. 19th Ave W.	House
25	SL-DUL-3369	17 N. 20th Ave W.	Warehouse & Office Building
29	SL-DUL-3372	102-114 S. 21st Ave W.	Warehouse & Office
31	SL-DUL-3374	15 N. 23rd Ave W.	House (Flats post-1950)
33	SL-DUL-3376	101 N. 23rd Ave W.	House
34	SL-DUL-3377	115 N. 23rd Ave W.	Salvation Army Temple Corps
36	SL-DUL-2497	209 S. 25th Ave W.	Warehouse & Office Building
37	SL-DUL-2496	202 S. 26th Ave W.	Warehouse & Garage Building
40	SL-DUL-3380	1726 W. Michigan St	Industrial & Warehouse Building
43	SL-DUL-3354	1910 W. Michigan St	Warehouse
46	SL-DUL-3384	2220 W. Michigan St	West End Body Co.
47	SL-DUL-3385	2220-2226 W. Michigan St	West End Body Co.
94	SL-DUL-3423	2215 W. Superior St	Commercial Building
95	SL-DUL-3424	2224 W. Superior St	Office Building
96	SL-DUL-3425	2230-32 W. Superior St	Restaurant Building
97	SL-DUL-3426	2301-2303 W. Superior St	Store & Office Building
98	SL-DUL-0969	2302-08 W. Superior St	Store & Warehouse
99	SL-DUL-3034	2305-2311 W. Superior St	Commercial Building

Site #	SHPO #	Address	Property Name
100	SL-DUL-0970	2308-2316 W. Superior St	Auto Service Building
101	SL-DUL-3427	2319-223 W. Superior St	Store Building
103	SL-DUL-3430	1516 W. 1st St	House (Flats post-1950)
104	SL-DUL-3431	1520 W. 1st St	House
105	SL-DUL-3429	1530 W. 1st St	House
106	SL-DUL-3432	1530 1/2 W. 1st St	House
108	SL-DUL-1245	1725-1727 W. 1st St	House & Store (Flats post-1950)
110	SL-DUL-3435	1729 W. 1st St	House
113	SL-DUL-3437	1805 W. 1st St	House
118	SL-DUL-3441	1825 W. 1st St	House (Flats post-1950)
120	SL-DUL-3443	1831 W. 1st St	Auto Service Building
122	SL-DUL-3445	1902 W. 1st St	Store Building
123	SL-DUL-3446	1905 W. 1st St	House
124	SL-DUL-3447	1915 W. 1st St	Store Building
125	SL-DUL-3355	1923-1925 W. 1st St	Store & Office Building
126	SL-DUL-3448	1928 W. 1st St	Warehouse Building
127	SL-DUL-3449	2019 W. 1st St	House (Flats post-1950)
128	SL-DUL-3450	2020 W. 1st St	Warehouse & Office Building
129	SL-DUL-3451	2021-2025 W. 1st St	Store & Warehouse Building
130	SL-DUL-1249	2022-2024 W. 1st St	Warehouse & Office Building
134	SL-DUL-3453	2202 W. 1st St	Warehouse & Office Building
135	SL-DUL-1253	2201-2203 W. 1st St	Store & Flats Building
136	SL-DUL-1254	2205-2207 W. 1st St	Store & Office Building
137	SL-DUL-1255	2212 W. 1st St	Factory & Office Building
138	SL-DUL-3454	2218 W. 1st St	House
141	SL-DUL-3457	2231 W. 1st St	Warehouse
142	SL-DUL-3458	2232 W. 1st St	Warehouse & Office
143	SL-DUL-3459	2310 W. 1st St	House
145	SL-DUL-3461	2318 W. 1st St	Warehouse & Office
146	SL-DUL-3462	2319 W. 1st St	Auto Service & Warehouse
147	SL-DUL-3463	2320 W. 1st St	House
148	SL-DUL-3464	2321 W. 1st St	Warehouse & Office
149	SL-DUL-3465	2322 W. 1st St	House
150	SL-DUL-1393	1705 W. 2nd St	House
151	SL-DUL-1394	1706 W. 2nd St	House
152	SL-DUL-1395	1709 W. 2nd St	House
153	SL-DUL-1396	1715 W. 2nd St	House
154	SL-DUL-1398	1721 W. 2nd St	House
156	SL-DUL-1401	1803 W. 2nd St	House
157	SL-DUL-1402	1805 W. 2nd St	House
161	SL-DUL-3467	1820 1/2 W. 2nd St	House (Flats post-1950)
163	SL-DUL-1558	1709 W. 3rd St	House
165	SL-DUL-1560	1721 W. 3rd St	House
166	SL-DUL-1561	1802 W. 3rd St	House

Site #	SHPO #	Address	Property Name
167	SL-DUL-1562	1806 W. 3rd St	House
168	SL-DUL-1563	1812 W. 3rd St	House
169	SL-DUL-1564	1818 W. 3rd St	House
170	SL-DUL-1565	1820 W. 3rd St	House
171	SL-DUL-1566	1822 W. 3rd St	House
172	SL-DUL-1692	1804 W. 4th St	House
173	SL-DUL-1694	1818 W. 4th St	House
176	SL-DUL-3444	1702 New St	House
177	SL-DUL-0710	1710 New St	House
178	SL-DUL-0713	1718 New St	House
179	SL-DUL-0714	1719 New St	Double House
180	SL-DUL-0715	1720 New St	House
181	SL-DUL-0716	1724 New St	House
182	SL-DUL-1209	1727 New St	House
183	SL-DUL-3468	111 Park Ave	House
187	SL-DUL-0740	212 Piedmont Ave	House (Flats pre-1950)

Properties Demolished Since Being Previously Inventoried

The following fourteen properties within the survey area were previously inventoried, but have since been demolished.

SHPO #	Address	Property Name
SL-DUL-0738	204 Piedmont Ave.	House
SL-DUL-2012	104 North 17th Ave. W.	Apartments
SL-DUL-2016	211 North 18th Ave. W.	House
SL-DUL-2017	217 North 18th Ave. W.	House
SL-DUL-2018	221 North 18th Ave. W.	House
SL-DUL-1250	2031 1 st St. W.	Modern Woodmen's Hall
SL-DUL-1392	1703 2 nd St. W.	House
SL-DUL-1397	1719 2 nd St. W.	House
SL-DUL-1400	1801 2 nd St. W.	House
SL-DUL-1243	1713 1 st St. W.	House
SL-DUL-1244	1715 1 st St. W.	Row Flats
SL-DUL-2026	312 North 18-1/2 Ave. W.	House
SL-DUL-2028	17 North 19 th Ave. W.	Flats
SL-DUL-2032	330 North 19 th Ave. W.	House

SUMMARY OF RECOMMENDATIONS

The Lincoln Park Historic Resources Inventory project was initiated by the Duluth Heritage Preservation Commission (DHPC) in order to document the historic resources within the area of the West End neighborhood closest to downtown, roughly bounded by North 14th Avenue West, West Michigan Street, South 26th Avenue West, 24th Avenue West, West 2nd Street, and West 4th Street. The survey population consisted of 189 properties. Residential properties were comprised of 59 single-family, 31 multiple-family (duplexes, double houses, flats, and apartment buildings), and 12 mixed commercial-residential buildings. Commercial properties included 51 stores and offices, 20 factories and warehouses, and eight automobile service buildings. Finally, the survey population included two each of clubhouses, religious buildings, and utility buildings; one fire station; and one mortuary (Figure 6; Appendix A). Within the survey area, 70 of the previously inventoried properties are still standing but fourteen others have been demolished. Recorded buildings range in time from 1886 to 1976.

No properties within the survey area were previously listed in or determined eligible for listing in the National Register. As a result of this survey, three properties are recommended as individually eligible for listing in the National Register, and subsequently eligible for local designation. Six other properties are recommended as eligible for designation by the City (but not eligible for listing in the National Register).

A potential commercial historic district, focused along West Superior Street, was identified during this survey. It may be eligible for National Register and/or local historic district listing. Extending from 14th Avenue West to 22nd Avenue West, the district includes 63 properties.

It is further recommended that a more comprehensive study be developed for the multiple-family residential properties in the West End, as well as other areas of Duluth. A number of the apartment buildings, duplexes, and row flats in the West End survey were identified in 1984 as being in Groups II and III, which means the buildings contribute to the overall character of Duluth. Some buildings retain more integrity than others, but, as a whole, the buildings relate to the historic context of the West End neighborhood. Some of the buildings were designed by local Duluth architects who had prolific careers locally and farther afield. A total of 29 multiple-family residences are recommended to be included in such a study.

The remaining 96 properties are recommended as not eligible for listing in the National Register or for local designation by the City, either individually or as part of a historic district.

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2017 "21st Avenue West and Superior Street, Duluth Minnesota, 1910's" postcard. Duluth Minnesota Gallery. Online resource: <http://lakesnwoods.com/images/Duluth287.jpg>. Accessed 3/21/2017.

Minnesota Streetcar Museum

1923 "Streetcar Junction on Superior Street, Duluth, MN" photograph. Minnesota Streetcar Museum collection. Online resource: <http://reflections.mndigital.org/cdm/singleitem/collection/msn/id/1795/rec/1>. Accessed 4/4/2017.

APPENDIX A: SURVEYED PROPERTIES

APPENDIX B: SHPO INVENTORY FORMS

On FILE at the Minnesota State Historic Preservation Office, Saint Paul.