

Drake Neighborhood Architectural and Historical Survey:

The university also looked to establishing a polytechnic campus nearly two miles west of the original campus in 1889 as a means to avoiding building in the University Place area. The university board of trustees pursued plans with the West End Land Company to purchase about 100 acres of lands on which to erect \$40,000 in buildings surrounded by experimental grounds. When the university was unable to secure a contract that protected its assets and assured proceeds adequate to fund the new campus, the deal fell through. That same year, the university tried to purchase land downtown for the medical and law schools' use, again directing growth away from the University Place campus. The board then tried to establish a polytechnic school on the east side of Des Moines, but was unsuccessful in striking an agreement to the benefit of the university. Finally, the town of University Place in 1890 vacated a portion of 27th Street so that the university could build a science hall to the west of the Main Building, without intruding on the original five-acre campus lawn. In the early 1900s, the university would build three buildings on the original campus site, but each positioned to the side of the Main Building, to preserve the planned vista view (*Minutes*, March 12, December 9, 1889; April 9, 1890) [Conclusion of Jennifer James' section].

Drake University as a Speculative Apartment Block Developer:

The university determined that it profit better by partnering in apartment house building rather than simply let its endowment remain in the bank. The move had nothing to do with student housing. It wasn't very successful. The single endeavor, consisting of a multi-unit apartment complex, was only partly completed and the experiment was not repeated.

Drake University Student Housing, On and Off Campus:

Drake University's very first building, the Student's Home, as the name implies, provided living quarters for some large proportion of the earliest student body. It is presumed that board accompanied the digs but this is not documented. There were various eateries that functioned as eating clubs, selling tickets at a reduced rate with the student choosing when to do the eating. One of these was located on Forest Avenue.

The developing off-campus housing data clearly indicates that students were being housed in private homes. They tended to be segregated by sex and again, it is not known how commonly board came with the sleeping room.

The growing student body soon eclipsed any university effort or desire to provide housing on campus and it was obviously school policy to let the market handle housing and boarding of students. The original dormitory was sold off in the middle 1890s and the next dormitory was not built until 1927 and it was built to house female students. The Greek social system context describes how post-war dormitory construction provided better living conditions for on-campus living than did many fraternity and sorority houses. The university even considered assuming a partnering role in developing "Greek Row" housing on university land. On campus housing substantially changed the demand for private leased housing off campus. Most recently large scale apartment construction has further redefined the nature and quality of housing for Drake University students.

Off Campus Living and House Clubs:

Were it not for four near simultaneous attic-level house fires, all in club house residences that were located on the same street and block, this topic would have remained undocumented. Most of these clubs were disguised Greek houses, while the others were professional club houses such as that of the law college, Sword and Balance.

Club Houses Be Doomed!!!

When the roof of the Etsis House burned, it was an accident. When the third floor of the Sword and Balance Klub caught fire the following Saturday at the same hour, it was a coincidence. When, about a month later, the Dirks came piling out to see their roof burning, people murmured "Habit." But when the Odis Club got the habit and applied for a new roof, it was all the rage. What do you you know about it, anyway? Three club houses within a block on the same street all get new third stories, while the fourth gets four fine rooms in the sky parlor. There must be a clew! Six insurance men tour the various habitations in University Place and find at the remaining houses that all trunks and suitcases are packed, dress suits next to the door and everything in readiness for the coming fashion. Insurance goes up by leaps and bounds.

But the clew. The owners declare that it is most inexpedient and inadvisable to rent a home to any club without adequate provision to shelter all members, for they will get more room anyway. Those who know say that if the fires had occurred in the evening the natural cause would be the multitudinous sparking that is continually going on on those moonlit evenings. Since chafing dishes are still perfectly good fudge implements, this may be another glimmer. At the present time the consensus of opinion and the weight of evidence in regard to the Sword and Balance fire points to the careless use of curling irons by the mustache growers among the lawless Laws. The disadvocators of such cliques are assured that the aforesaid custom among such institutions is the absolute and irrevocable proof that such rooming houses cannot exist on the face of the earth (*Quax*, 1914, p. 286).



Figure 3-40: Sword and Balance fire (*Quax*, 1914, p. 287)

The Sword and Balance Klub was actually a law social fraternity, Sigma Beta Kappa, which formed 1909-10.



Figure 3-41: Etsis fire (*Quax*, 1914, p. 287)

Etsis was the sorority Epsilon Tau Sigma.



Figure 3-42: "Juniors Chapel (unidentified residence) (*Quax*, 1912)

White gowns and mortarboards are the only clues as to the identity of the Juniors. Both men and women are represented in their ranks.

Off campus living was alive and well early on. The geographic distribution of students as of 1892, 1904, and 1920, shows that the concentration of these residences was initially northeast and north of the campus. A great many former student residences were removed by campus expansion. By 1920 the automobile and streetcar enabled students to reside throughout the city but the core location remained to the north and south

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of the campus. Students resided with resident families. Many likely had familial or social connections with their hosts. As noted, homes tended to host just one species of student, male or female, although there were a few exceptions. Small numbers of students were also the norm.

The *Delphic* printed a list of off-campus addresses and weekly rates. Assuming that this was a complete list, and not simply a list of available housing, there were rooms for 153 male students and 155 female students. It must also be assumed that there was actually a market for all of the rooms, that there was no market surplus. There were rooms available for 152 male students and 160 female students. Weekly rates ranged from one dollar to fifteen dollars, so at some point board must have come with the room. Female students enjoyed both cheaper and more expensive housing. Five percent of female students paid \$4.00 or less a week, while just three percent of males could pay as little. One third of male students paid \$7.00 or less weekly, while 26.5 percent of their counterparts could do so. Twenty-eight percent of males paid \$10.00 or more, while forty percent of females did so. Sixteen female sleeping rooms cost \$12-18 a week, compared to four high-end male rooms priced at \$12-12.50. Single female household accommodations accounted for 24 percent of all offerings, while the male equivalent was just under 18 percent. One to three rooms housing accounted for 74 percent of all male housing, and 81 percent of female housing. The highest capacity homes were filled mostly with male students. Thirty-nine male students occupied houses with four or five sleeping rooms, while just seven female students did so (*Quax*, September 20, 1904).

An underappreciated fact is the substantial presence in the student ranks of foreign students, particularly Pacific Islanders. By 1915 there were enough of these distant alumni to plot them on a world map in the *Quax*.

The 1920 off-campus housing data provides no cost figures but the listings do indicate that students from the same home community (likely often siblings?) tended to share the same or adjoining addresses. The very few surviving Greek houses at that time were almost completely filled with Iowa natives, although the Greek ranks at that time were considerably reduced in numbers (1920 Des Moines City Directory).



Figure 3-43: Tux Club House (*Quax*, 1912)

The Tux Club was founded April 17, 1907, but it was in reality Tau Psi fraternity. Its purpose remains illusive but by 1912 it had a dozen alumni and sixteen current members. Another organization was the “Student’s Dress Club” that was located at 1207 25th Street, well south of campus. The “dress

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club” reference was to the many dry cleaning firms that went by that same name. The purpose was presumably that of a social club.



Figure 3-44: Senior Dorm House, southeast corner, 28th and University, view southeast (the former college president’s residence) (non-extant) (*Quax*, 1938)

A major impetus for replacing multi-family (or multi-student) housing with single-family residency was the first zoning of the City of Des Moines, accomplished c.1927. That zoning enabled home owners to add apartments with separate entrances (which is to say exterior stairs or fire escapes). Still this physical transformation of the Drake neighborhood largely post-dated 1949 at which time single-family occupancy still remained dominant. Most of the transformation appears to have taken place during the post-World War II years. Curiously this was at a time when the university was busily building new dormitories. Part of the cause for the apartment transformation was the emergence of a new renter class that was attracted to the neighborhood. This group included “hangers-on” who simply remained near their former campus and others who were drawn to what constituted the city’s residual counter culture. Other factors that displaced home owners were aggressive campus expansion and the interstate highway construction.

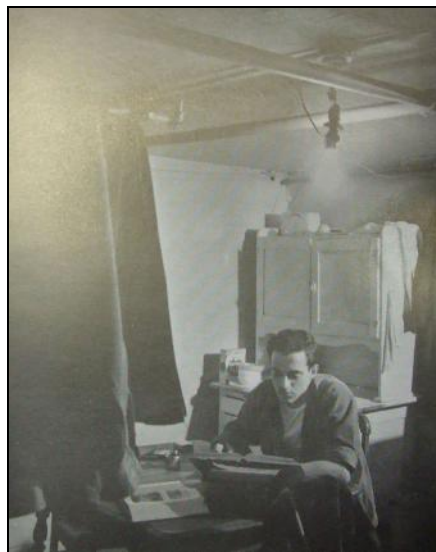


Figure 3-45: 1954 basement apartment. (*Quax*, 1954)

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Freshman student Paul Fusco's six-dollar a week one-room basement quarters were featured in the Quax in 1954 as a testimonial for the University's campaign to build additional dormitories. That year a 25-year campus expansion plan was announced. The student housing situation, "which until now had required off-campus rooming for much of the Drake enrollment and with the area surrounding the university filled with twento to fifty-year old houses, many of which were cut up into multiple dwelling units," was now to be changed.



Figure 3-46: 1974 Brattleboro Boogie Band (Quax, p. 197)

Beginning in 1974, the Drake yearbooks celebrated dorm hall life and photographs of each "house" began to appear, as had Greek group and house photos for generations. This new emphasis on campus life coincided with the anti-institutional ethos of those times many students ceased to join organizations. Campus traditions such as the election of a homecoming king and queen waned and even the yearbook briefly disappeared. In 1964, the annual Younkers Department Store campus queen "dress-up" photo was transformed into a dressed-up couple.



Figure 3-47: Have car will travel (Quax, 1980, p. 259)

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Campus Lifeways:

A perusal of the Quax yearbooks nicely illustrates how each generation of Drake students contributed their creative and youthful energy to enriching the university community. Necessarily the university evolved in response to the demands of its changing student body. Athletics, the Greek system, on-campus housing, a modern campus (student union, department specific buildings), parking, beer on campus, public art and landscaping, remote learning, adult continuing education, and so on were all adopted so as to keep the institution competitive in changing times.

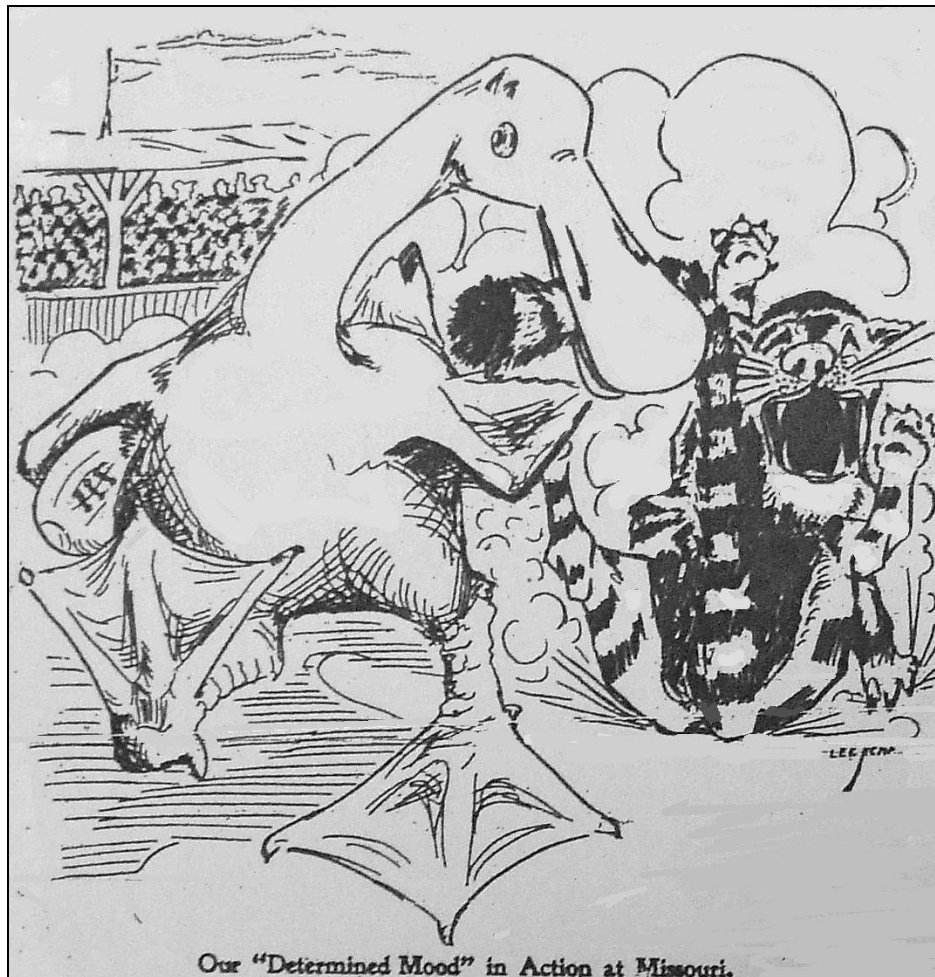


Figure 3-48: Drake Duck (Drake *Delphic*, October 21, 1903)

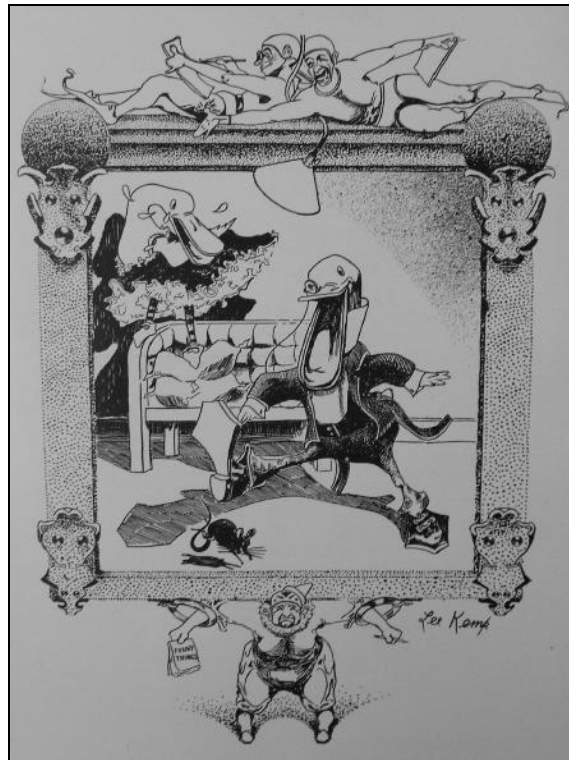


Figure 3-49: An uncommon appearance of the Duck mascot (*Quax*, 1905)

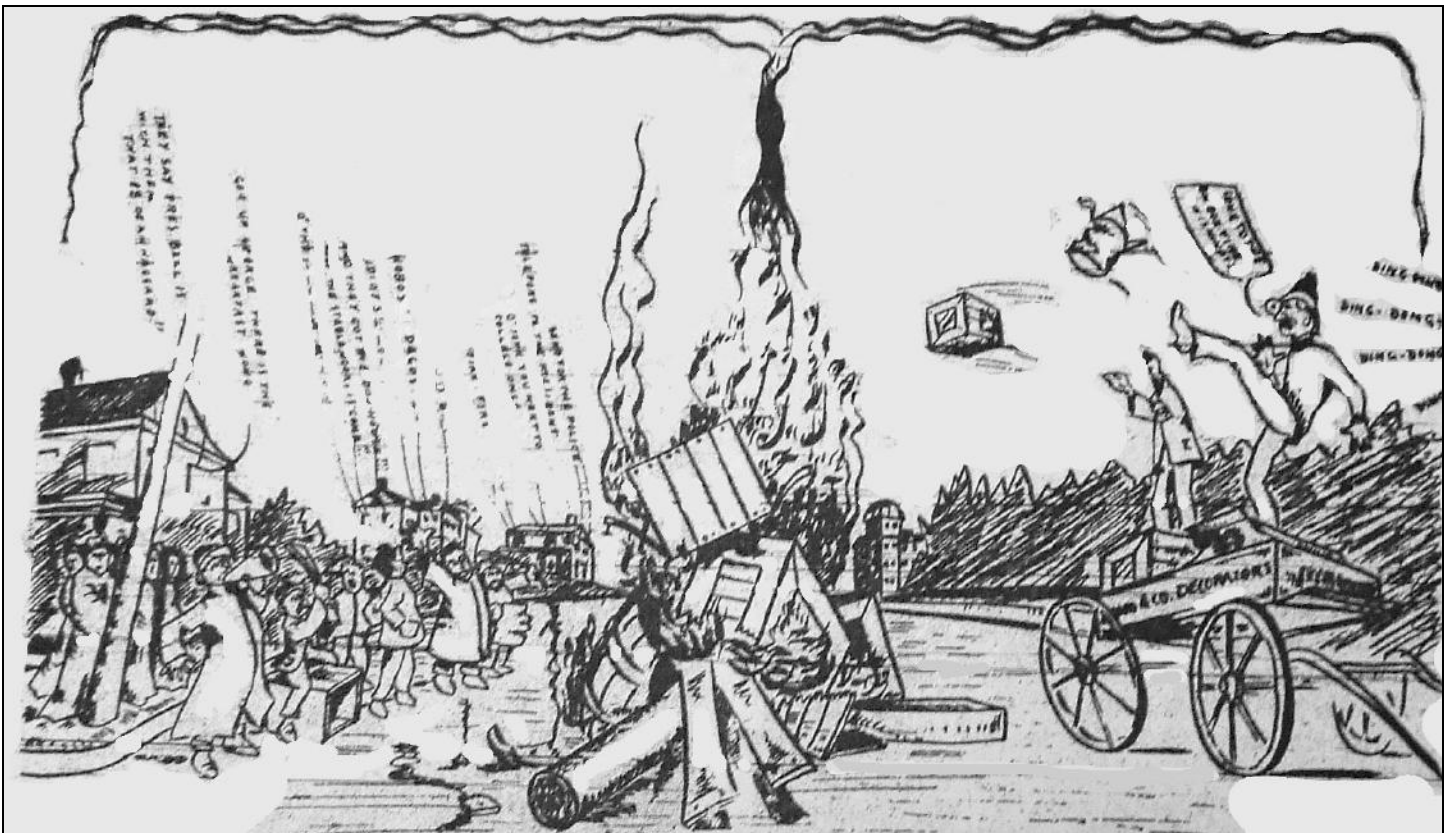


Figure 3-50: Another Quake is felt in University Place-Drake Celebration on University Avenue (*Delphic*, May 10, 1906)

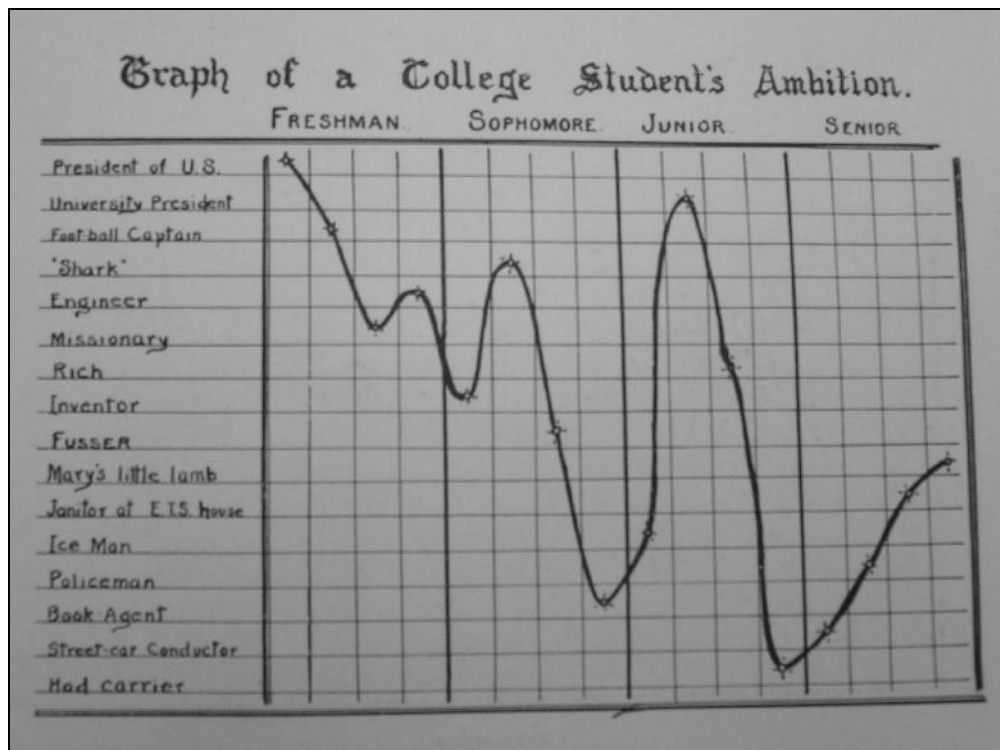


Figure 3-51: Declining fortunes over four years, 1914 (*Quax*, p. 281)



Figure 3-52: Outing, unspecified location (*Quax*, 1908)



Figure 3-53: Bucolic picnic, undated (Quax, 1956, p. 12)

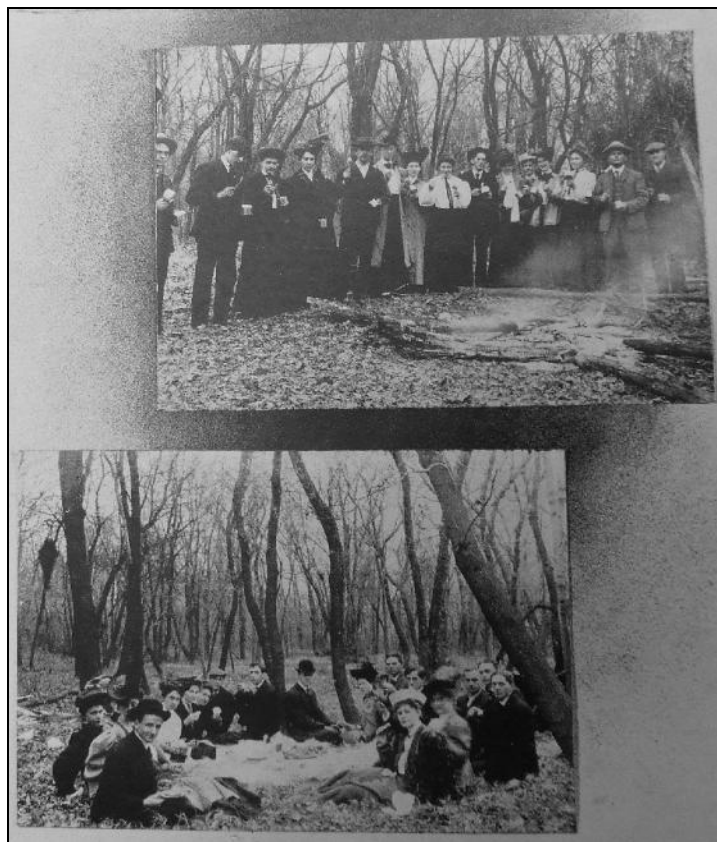


Figure 3-54: Des Moines River outing (Quax, 1905)

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Given the lack of parks and the inexorable loss of campus open space over time, the Des Moines River, Kirkwood Glen to the northwest, and other unspoiled retreats were favored by the University Community as picnic sites.

The year 1911 was a catylist of sorts for student self-assertion on campus. That year the student body raised the initial \$5,000 to build a gymnasium (men's). It was the first year that the seniors began to paint their year on the campus smokestack with much attention being paid to how high up the painting was done. It was the apex year of the social club with an impressive listing of those clubs and its busy calendar included "Flunk Day," likely a precursor of Skip Day. The event of 1912 was an impressive "Save The Medics" parade that presumably advocated for saving the university's medical school. By 1913 area phones had a "Drake Park" prefix.

By 1917 the venerable Duck mascot was under threat by the bulldog. It is said that the latter's origin was simply one of convenience, a coach being the owner of one such beast.

One ancient tradition was skip day. It evolved as did the university's football program. Following the first season's victory (although that became confusing at times when every victory resulted in yet another partially supported day off) students congregated at 25th and University, boarded the streetcars en masse and proceeded downtown where they occupied the Paramount Theater and in later years the Capital Building. The downtown was similarly commandeered for homecoming and a parade followed Locust Street. The high point of skip day came with university alumnus Robert Ray was the governor and the Capital Building was deemed all the more accessible for teepeeing and the Governor himself would formally announce the day of days. Skip Day 1956 resulted in claims for \$199.45 in property damages.



Figure 3-55: Skip day, 1957 (*Quax*, pp. 50-51)

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The post-war trailer village as well as the large proportion of war veteran students on campus must have had quite an impact on the university community. The trailers were a heterogeneous mix of trailer types and they seem to have been arranged by type based on the following images. By 1952 the trailer residents had their own governing council.

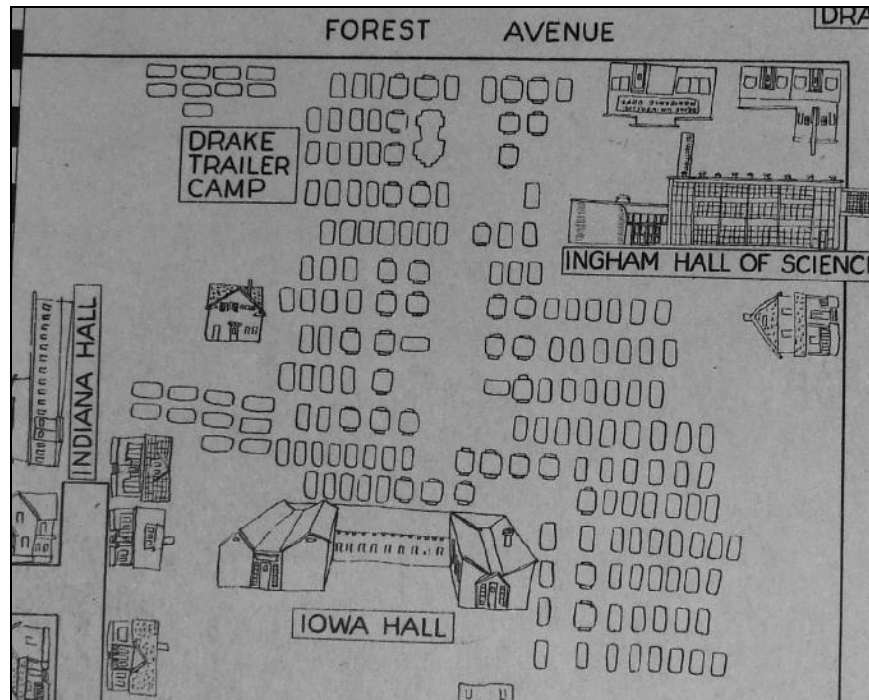


Figure 3-56: Map of trailer village (*Quax*, 1950)

The Drake University Greek Social System:

The history of the Greek system at Drake has been documented by a most excellent historical study, titled Etsis: A History of the Fraternities and Sororities of Drake University, authored by Sheree L. Clark and Lynden Lyman. The title, specifically the word “Etsis” (Epsilon Tau Sigma-the first permanent Greek-letter social organization) refers to the hidden early days of the Drake Greeks when one of its houses adopted that club name. The purpose of this context, in lieu of covering the same ground as the authors did, is to address the high points of the Greek story and to explore how the context is significant.

The Greek social system speaks to class, caste, social advancement and networking, social and leadership training, and a range of other goals and purposes. To the outsider, it represents terra incognita, while to the participant, it is a valued realm of memories as well as a lifetime of ongoing support and affiliation. From the standpoint of significance, at least three measures of importance come to mind. The first is the simple reality that any successful college or university would be expected to be a part of the Greek system. Second, that participation should ideally be sufficiently of quality and scale that the best national affiliations and the highest Greek accolades are represented in the mix and history of its fraternities and sororities. Finally, by its very nature, the Greek system plays a very public and fundamental social role in campus life and the fact that its presence is reflected in residence houses, and the fact that those houses tend to be both very visible (seasonally and at late hours), this history leaves a mark on the campus and its neighborhood. Usually these houses cluster and this aspect adds to the potential architectural significance of the context.

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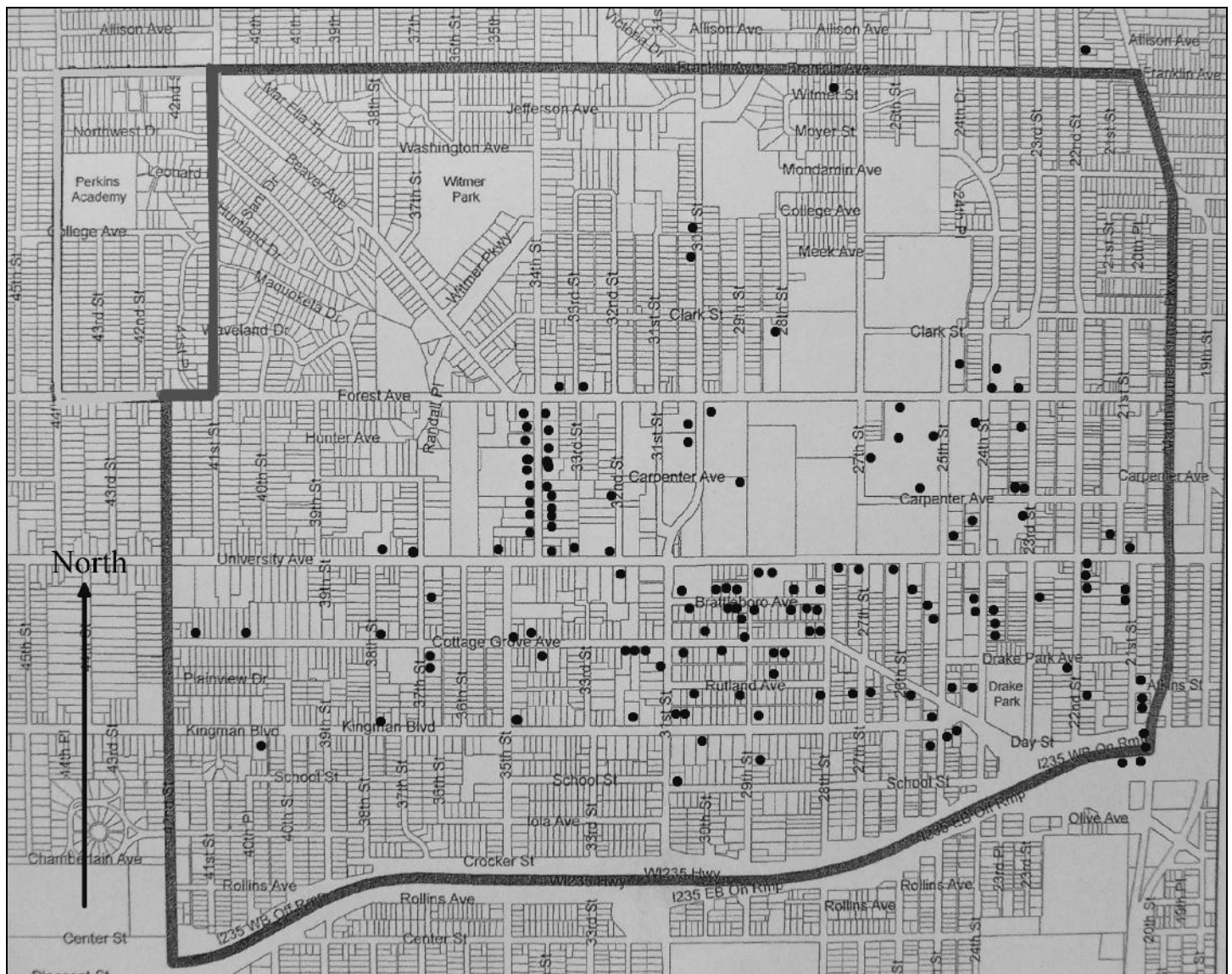


Figure 3-57: All Drake University Greek fraternity/sorority locations (dark gray boundary denotes core concentration of the houses, the 34th Street clustering being of recent date (J. Jacobsen, data from Clark, city directories)

From the Greek social standpoint, the equality and egalitarianism that was the cornerstone of the Disciples of Christ Church, was the same core essence that invigorated the fraternity and sorority. The Drake University community failed to see that similarity and the following *Delphic* 1884 polemic against all things Greek expresses the initial and long-enduring opposition to the system:

COLLEGE SECRET SOCIETIES—we take no part in the cry against these societies simply because they are secret. Their secrecy does not hurt them. They are a curse, however, to every institution that has them. We know they pretend to have benevolent purposes, such as encouraging high scholarship and providing good company for their members, and doubtless, they sometimes do some good; but we speak of them in general.

A student may be ever so worthy in character yet if he lacks money or makes no show or spread of himself the secret societies regard him of no consequence and treat him as a barbarian in social matters. In the literary societies and in the class the fraternity boys vote for their brethren

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simply because they are brethren. Their aim is to give every thing having any honor attached to it to one of their own members.

Drake University is fortunate in not having any of these secret societies. Notwithstanding the faculty's prohibition, efforts will likely be made to establish them here; for they exist in many schools with hostile faculties.

If any such efforts are made we hope and believe they will fail.

A transfer student caused the first campus fraternity to receive its charter in early 1891. Curiously true to form, its members soon gained control of the Delphic newspaper. Students tossed out the miscreants the next year and the fraternity evaporated a year later, the victim of negative student opinion. A late 1902 petition to the Board of Trustees seeking acceptance of a Law fraternity was denied. This matter introduces the potential confusion between Greek-letter social organizations and honorary Greek professional organizations. The latter, along with many other unlettered ones, thrived on campus. Revised Board of Trustee bylaws, promulgated in August 1901 reaffirmed opposition to both professional departmental and Greek-letter social organizations. That same year the Dental Department had at least initiated a professional fraternity, but abandoned that effort when the bylaws prohibition was brought up. Even as the university administrators claimed that there was no interest in the matter, the first secret sorority was organized in late 1903 (Clark, pp. 4-7).

The campus environment and particularly the student body was changing at this time and with all the trappings of modernity, the students were less conservative. The university made its formal break with the Disciples of Christ Church and embarked on its secularized path into the future. By 1913 there were 16 fraternities and sororities organized at Drake. These existed under the pretense of coded names, usually substituting English letter equivalents for the Greek ones. A unified dance event held in early 1908 roused the University Council to investigate but it would appear that it was the function and not sponsoring group(s) that was taboo. The Council restated a prohibition of "dances, card parties or any other kindred function by any organization of the university, or connected with it." The fraternities and sororities called their bluff, holding prohibited activities the very next day after the issuance of the edict. The 1907-08 Quax was the first to picture the "social clubs." University rules were announced to govern the clubs. They had to have a name, as opposed to an acronym, had to have open membership with no inniation, and the members could wear no badge apart from the club name. They could own or lease no houses, each had to have an honorary faculty member and only active students could be considered members.

In accordance with these rules, the conversion chart for the Greek-social organizations consisted of the following:

ET SIS=Epsilon Tau Sigma
GSK=Golden Skull Club
Delta Chi=Dirk's Club
Tau Psi=Tux Club
Sigma Beta Kappa=Sword and Balance Klub
Iota Delta Omicron=Idono
Kappa Kappa Upsilon=Kiku Club
Zeta Phi=Zatis

Once fraternities and sororities were allowed to come out of hiding, the system experienced a pre-World War I period of growth. The "anti-democratic" organizations proved that they could be self-governing organizations. They recruited the majority of the best students and quickly became dominant in the organizing

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of most university activities. The war narrowly avoiding the complete suspension of Greek activities and the houses contributed funds to a variety of war-related purposes and individual house activities were greatly reduced. At war's end the Greek membership accounted for over three-fourths of university enlistments and five of the 18 Drake war dead were Greek members. There does not appear to have been any loss of fraternities or their houses due to the war effort (Clark, pp.10-18).



Figure 3-58: New Kappa Alpha Theta sorority house, 2840 University Avenue (Des Moines *Tribune*, October 18, 1922)

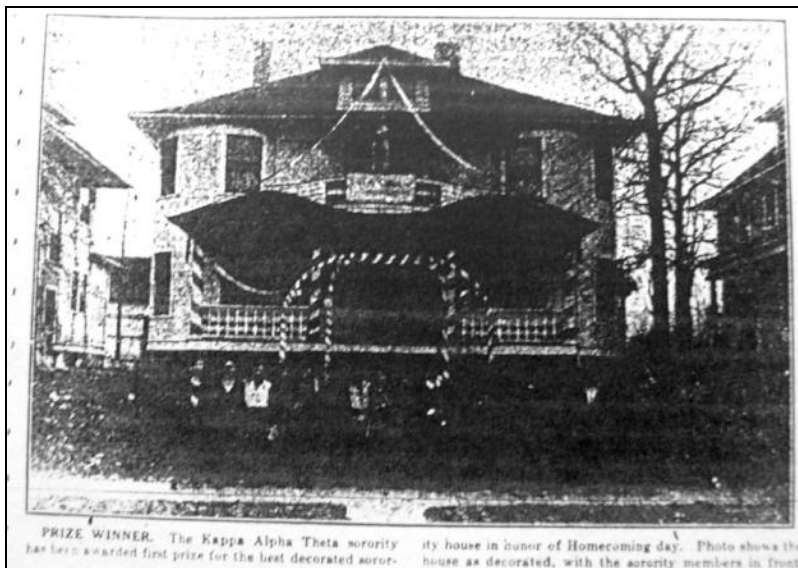


Figure 3-59: Best homecoming decorated house, 2840 University Avenue (non-extant) (Des Moines *Tribune*, November 9, 1922)

The long-time opponent of the system, university president Hill M. Bell, was replaced by a fraternity member, Arthur Holmes, in early September 1918. The only obstacle to full Greek legitimacy was that of national affiliation (several honorary societies had been allowed this privilege pre-war) and this was allowed in 1920 with comparatively minimal resistance. National affiliation was a two-way street. The university had to meet the standards of the national organizations as fully as did the chartering local houses. The institution was deemed to lack both national recognition and a stable endowment. Just three of ten sororities were deemed to be eligible and it was the fraternities that made the first move to affiliate, and three of three applications were

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rejected in 1920. The university's stature was an obstacle to approval as was the fact that the State universities were considerably further advanced vis-à-vis accreditation and the nationals were content to focus their energies on them. As of the spring of 1920 just four organizations had their own houses (located at 2718 University Avenue, 1218 28th Street, 1174 26th Street and 1173 27th Street). By the spring of 1921, affiliate installations had been held at three Drake fraternities and three sororities. The unanticipated consequence was the loss of four sororities, during 1921-22 due to their inability to realize a national charter. Consolidation was a another by-product, with combined assets making affiliation more likely (Clark, pp. 19-27; *Des Moines Register*, September 3, 1920).

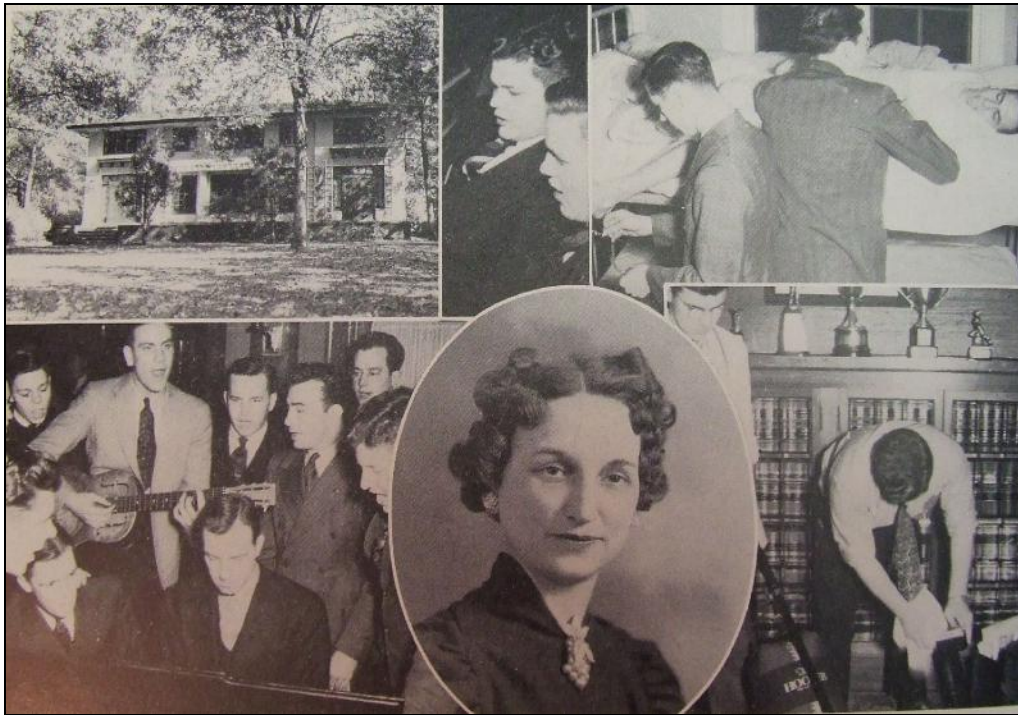


Figure 3-60: 1235 34th Street, Sigma Alpha Epsilon fraternity and house mother (Quax, 1938, p. 188)

By 1929-30 all but two organizations had their own houses and the system was enjoying stability and consistent recruitment. The arrival of the Great Depression imposed a "survival of the fittest" regime on the Drake Greek social system. Two fraternities collapsed almost immediately as the student enrollment declined from 2,499 in 1929-30 to 1,803 in 1934-35. Affiliation was now a luxury. Two more fraternities failed in 1931 and the houses struggled under austerity budgets. Sororities were particularly hard hit. The majority of female student candidates were in two-year teacher's training programs. The university had mandated a minimal one-year commitment for female pledges and the university's first dormitory, for women, had opened in 1931. Three sororities went down. The university Committee on Fraternity Affairs mandated that a fraternity had to liquidate all of its debts semester to semester before they could seek new members. This act sought to protect "new students in becoming involved in the debts of a nearly bankrupt organization." The committee added sororities and the university reserved the right to deny graduation to those having unpaid fraternity/sorority accounts. By 1934 eight fraternities had been winnowed down to three, representing all of the campus national affiliates. Some houses relocated to less-expensive locations. All was not bad, as the Valentine's Sweetheart Sing" was established in the spring of 1935 and would remain a mainstay in Drake Greek traditions as late as the 1980s. Curiously another innovation, maligned in the early years, was that of the "alliance." Composing just a quarter of the student body, sororities and fraternities were enabled to secure control of elected campus positions. Too many conflicting alliances backfired however. Another effect of national affiliation was an opposition to recruiting Jewish or Catholic members. The Drake Men's Club

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organized in 1937 to provide a Drake home for these undesirables and it quickly achieved national affiliation. By that time, some normality had returned to the campus with a record-setting 1940 campus enrollment. National affiliation had produced larger houses, with fraternities averaging 60-75 members (formerly 30) and sororities 45 members (Clark, pp. 28-33).

Threats of another war coincided with a new Drake president, Dr. Henry Gadd Harmon, another fraternity man. Harmon would remain at Drake for 23 years and would be an active proponent of the Greek social system. With the declaration of war, campus manpower was reduced, although accelerated programs (two and a half years) still retained draft deferment status. Two fraternities went dormant and gave up their houses, while two others gave up their houses for use as military barracks (3650 Cottage Grove, 2900 Brattleboro). As the end of the war neared, dormant fraternities were reactivated. The post-war onslaught of veteran-students was a boon to the Greek social system. Fraternity membership soared on average to 100 members, hazing was relaxed with drinking, and a greater maturity was introduced. There was a campus push to increase the number of sororities and the available fraternities were simply outstripped by male student interest. One administrative change uncoupled the issuance of grades to those having unpaid Greek accounts. Now the houses became their own bill collectors. Far more problematic was the non-availability of rentable quarters. Even the university owned houses were full. Three of eleven houses had satisfactory housing. This new reality pushed the unhoused to consider 34th Street, between University and Forest avenues, as a desired Greek social system nesting place. Two houses were already long-established there since 1934. These houses were apparently illegal, since the city's zoning ordinance prohibited establishing multi-family housing there. The first house to seek rezoning, in October 1947, won approval of the Plan and Zoning Commission and City Council, but a technicality forced a reconsideration and the request was rejected in the face of neighborhood opposition. The two established houses were awarded variances (Clark, pp. 34-38).

By 1950 22 percent of Drake's male student body (564 men) were affiliated with one of nine fraternities. Forty-four percent of the females (317 students) composed seven sororities. In March 1952, "Greek Weekend" was held and became the seed for "Greek Week," another Drake tradition. The campus social environment was changing. Residence halls had their own councils and were holding their own social calendars. The university was becoming more involved in the many facets of student life, beyond simple discipline. A 1952 study evaluated the failure of fraternity grade point averages to equal all-men grade points. Some consideration was made of establishing "coordinated sorority and fraternity housing" close to the campus. The matter of 34th Street returned in mid-1958. Alpha Phi sought to purchase 1236 34th Street and its petition was approved by the Plan and Zone Commission. Neighbors went to court, overcoming an initial District court defeat in 1959, before securing an Iowa Supreme Court victory that negated the zoning change as spot zoning. The Des Moines City Council asked for court relief in the matter, was denied, and then acted to rezone the entire block. As a result, Greek Row developed along that street during the 1960s and 1970s (Clark, pp. 39-41).

The issue of racial and religious exclusion resurfaced in early 1960. At its heart was a growing divergence between the Greek community and the campus student body. Charges of hypocrisy were leveled. The former enforced a relentless group and individual conformity, and social changes that were developing in the broader society were not represented in the more traditional Greek social system. In 1962 Drake University mandated that all student organizations would base their membership "on merit, congeniality, common interests and special talents." Still, 1962 was the high-water mark of student body Greek involvement, with 27 percent of all males, and 40 percent of all female students being affiliated. The active pledge pool that fall totalled 900 students. At the same time virtually every Drake fraternity was on some type of administrative probation during this period. In late 1962 Sigma Phi Epsilon lost its Drake recognition, an unheard of action. A set of "minimum responsibilities" for each Greek organization was developed and enacted by the University. The university Senate mandated compliance with a non-discriminatory membership requirement in late 1963 and surprisingly, the national organizations allowed compliance (Clark, pp. 42-43).

The development of “Greek Row” on 34th Street was still in a nascent state when a serious university effort was undertaken in 1960 to construct a fraternity-sorority row on the university-owned parcel located north of the stadium. The impetus curiously was to make Greek living conditions comparable with that enjoyed by those who were living in the dormitories. Federal funding was investigated and a substantial report was produced on the concept. Greek houses were encouraged to delay any housing plans and the idea was still alive and well when President Harmon died in 1964. His successor, Dr. Paul Sharp, thought that the university had limited resources and other building priorities (Clark, pp. 43-45).

Social change during the late 1960s and early 1970s created an unprecedented level of student autonomy. The Greek social system found itself aligned with “The Establishment” as all things traditional were derided. By 1970, student participation in things Greek plummeted to 16.3 percent of all men, and just 24.8 percent of all women students. The university abandoned its efforts of surrogate parenting and fraternities in particular were left without any university staff guidance. Stability and some degree of normalcy returned by 1980 as student interest in the Greek system rebounded. Figure 3-61 tallies the overall pattern of chapters at Drake. Most notably is the dominance of sororities during the early years and the impact of World War II on fraternities (the numbers did not go to zero, but all activities were suspended for the duration) (Clark, pp. 46-51).

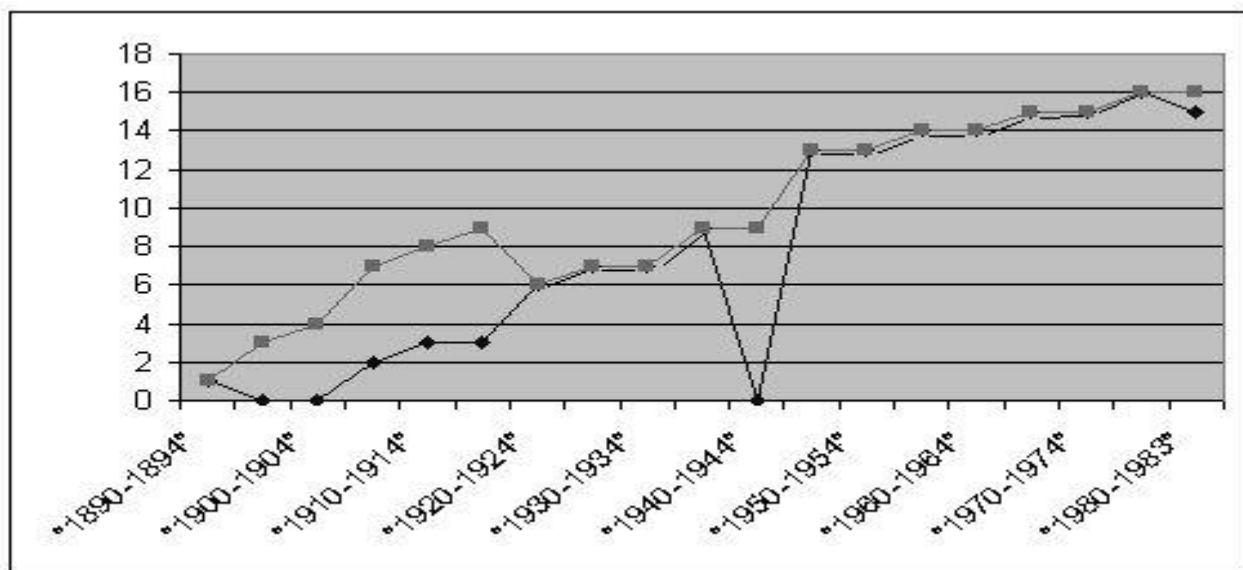


Figure 3-61: Sororities (gray line) and fraternities (black line) at Drake, 1890-1983
(Data from Clark, pp. 253-258)

The architectural manifestation of the Greek social system largely post-dates World War II. It wasn't until that time period that many houses actually began to own their houses, and it wasn't until that period of rapid expansion that the size of the houses required the alteration of the single-family houses that were occupied. Prior to that time, a Greek residence stood out from its neighbors on a seasonal basis only, when its façade was largely obliterated with decorations for homecoming or the like. The first alterations consisted of interior alterations, attic and basement sleeping rooms, and outside fire escapes. Then more substantial rear additions were built and in some exceptional instances, the original house was as architecturally obliterated as were the apartmentalized houses.

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Figure 3-62: 3118 Cottage Grove Avenue, then and now
(Des Moines *Register*, April 2, 2000; Polk County Assessor)

Edward F. and Clara Bailey built this house in 1900 and lived here until 1919. By 1946 Delta Zeta was Drake's largest sorority and the house was purchased. Enlargements began in 1955 and concluded in 1963, resulting in a 35-bed capacity. The sorority relocated to 1300 34th Street in 1974 but closed in 1979 (Des Moines *Register*, April 2, 2000).



Figure 3-63: 3650 Cottage Grove Avenue, 1937 (left) and 1962 (right)
(Quax, 1937, p. 226; 1962, p. 263)

Alpha Tau Omega, a fraternity, occupied this house 1934-43 (it was used as a training barracks during World War II) and again 1944-1978. Its enlargements were more sympathetic and the original house remains visible, but with a substantial east end extension. This house was located well west of the campus.



Figure 3-64: 1335 34th Street, 1951 (left), 1958 (right)

Drake Neighborhood Architectural and Historical Survey:



Figure 3-65: 1335 34th Street, present appearance (Polk County Assessor, 2011)

This is what the residents on 34th Street certainly most feared. The Kappa Alpha Theta sorority acquired this Tudor style house in 1947, and the rest is architectural history (Quax, 1951, p. 64; 1958, p. 161).

One historical documentation legacy of the Greek experience at Drake University is the hundreds of house photos that document many of the more than 150 houses that sheltered the fraternities and sororities in and around the campus. In many instances, dozens of images and drawings document these houses, and all available images, from Quax and other sources, have been digitized and organized by address as a historical neighborhood visual dataset.

Drake University Campus Expansion and its Impact upon Residences:

The “Lost Houses” address list that was developed as an appendix to this report identifies some 630 houses that are no longer standing on their original lots. While a good number of these were relocated and reused, most were not. This tally excludes the houses lost to the construction of Interstate-235, which lies outside of the survey boundaries. This is an impressive number given that the survey area houses generally represent the first houses ever built on their lots. A good proportion of these losses can be directly linked either to campus expansion, or to commercial expansion which was also related to the presence of Drake University. The loss of the houses close to or on campus makes it more difficult to interpret the architectural history of the residential areas that developed in proximity to Drake. The converse is that the loss of the houses was the direct consequence of the success of the university.

The other sections of this report describe how the campus began with all of its earliest buildings being located within a single block. The campus then grew west and the stadium was developed in a separate area to the northwest of the campus. It wasn’t until the early post-World War II years that stadium and the campus proper were connected with new buildings, located along 29th Street. The substantial wave of new university construction that followed during the 1950s established what is recommended as an enlarged National Register eligible campus district.

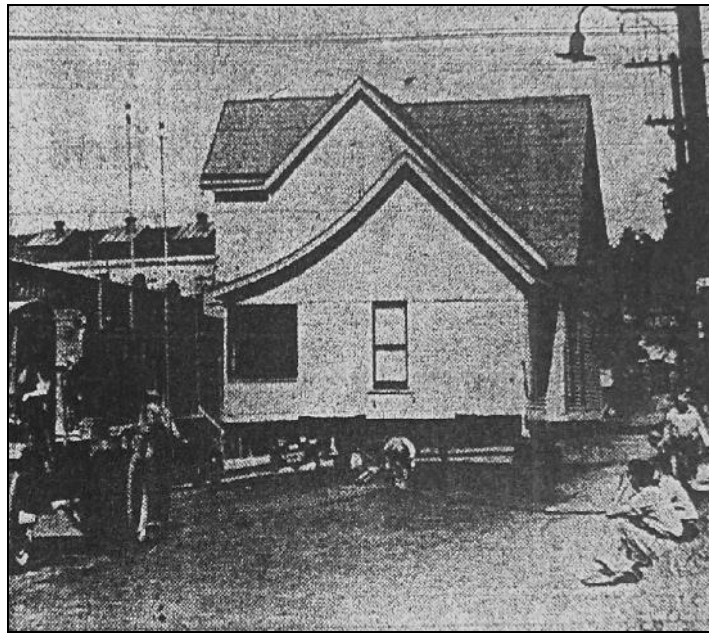


Figure 3-66: House moving on Forest Avenue (Des Moines *Register*, no date, ca.1937)

This house stood at 24th Street and Forest Avenue, and ended up at Clark Street and Beaver Avenue.

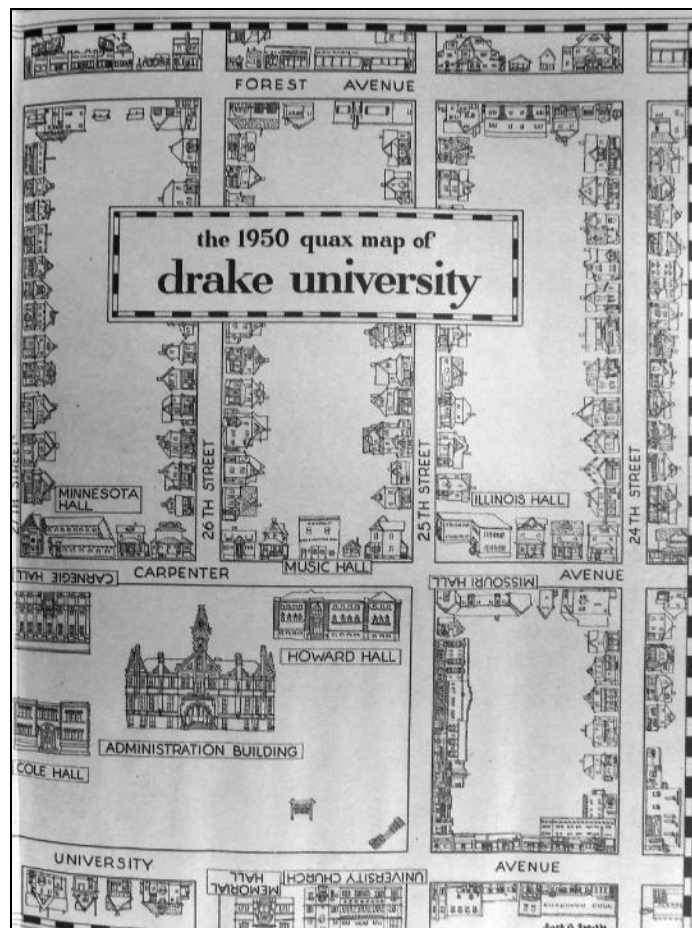


Figure 3-67: Sketches of lost houses (Quax, 1950, inside covers)

Drake Neighborhood Architectural and Historical Survey:

This detail of a 1950 sketch map was drawn by Jack O. Smith and documents the houses that remained in place on the east half of campus. It individually presents each house but also shows that the residential neighborhood in and around the campus remained almost completely intact as late as 1950.



Figure 3-68: “Last house moves” (Quax, 1952, p. 40)

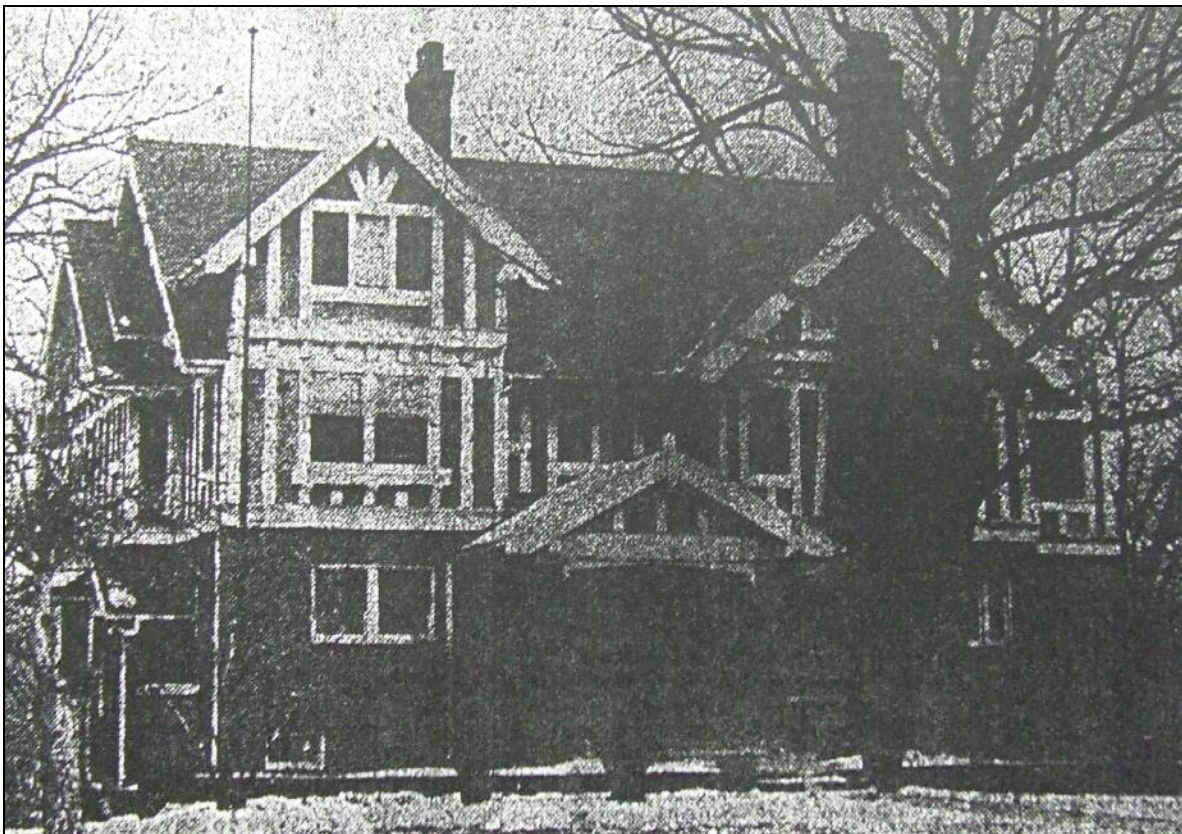


Figure 3-69: David H. Buxton House, 1355 30th Steet, demolished to make room for new dormitory (Des Moines Register, March 15, 1952)



Figure 3-70: Demolition of the former president's home, Carpenter Hall, 2700 University is visible in the background (Quax, 1979, p. 40)

Chapter 4: Transportation In Univeristy Place, 1881-1960:

The point of beginning in this survey project was the observed premise that it wasn't easy to get here from the city proper. The majority of the survey area comprises a fairly broad plateau upon which Drake University is centered. University Avenue follows that same feature to the west. To the east there was both a general ascent as well as several fairly substantial drainages. Bird's Run separated the extreme northwest corner of the original city plat from the rest of the city. Ingersoll Run, drained to the southeast, and served as another local obstacle. It is understood that Forest Avenue would have served as an early point of entry given that it is understood to have been paved as far west as 21st Street when it was a part of North Des Moines. It likely was also bridged across Bird's Run.

The survey correction line, along University Avenue, produced another obstacle to north-south transportation as streets were mis-aligned on either side of the avenue.

Streetcar Service: (By Jennifer James):

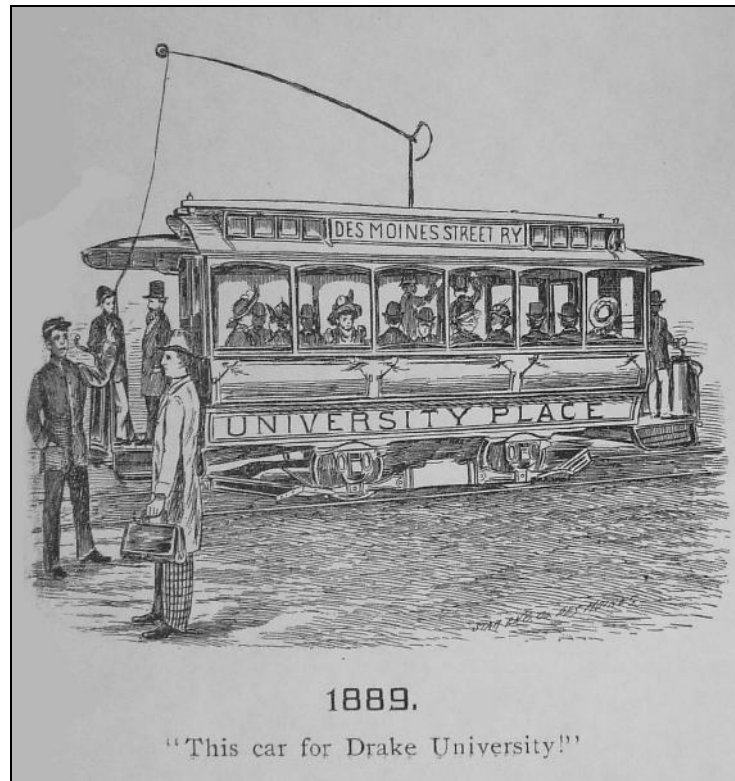
Reliable transportation was important to attracting middle-class dwellers who worked in the city. Transit played a key role in attracting suburban land buyers, and the University Land Company and later Drake University worked to connect the University Place area with public transit and street paving. As urban historian Raymond Mohl notes: "The availability of horsecar service to workplaces in the urban core hastened suburban lot sales and house building. Suburban development, in turn, increased both the outward movement of population and the profits of the [transit] companies."

In the early 1880s, University Land Company members worked to get the horse-drawn streetcar connection from Des Moines extended to the University Place area. Des Moines' horse-drawn streetcar franchisee M.P. Turner had sold land to the University Land Company; perhaps it was then that he agreed to

Drake Neighborhood Architectural and Historical Survey:

extend his streetcar route to the University Place area. The land company ordered its president to “put on a hack line as soon as possible to run in connection with the streetcar line of Dr. M.P. Turner, in pursuance of his agreement to extend his line this winter or early in the spring. In the accomplishment of this purpose, the president is to make the best terms possible with some person to run said hack consistent with safety and good service.” The streetcar extension to Drake University took longer than expected, so hack service continued to operate between the furthest streetcar stop and University Place area (*Record of the University Land Company*, November 26, 1881; *Record of Sales, University Land Co.*; Ritchey, 50).

The lengthy journey to the downtown Disciples of Christ church probably prompted the land company board to plan ahead for the development of a Disciples of Christ church. “Under proper guarantees, the board agreed to donate a lot for erecting a church building on the grounds of the company.” The university’s Main Building served as the Disciples of Christ chapel until a church was constructed, in 1890; the charter for this new church was signed by 317 members of the Des Moines church in 1888. Drake history professor Charles Ritchey attributed early commercial development in the University Place area to the lack of regular streetcar connection. The hack connections “were so awkward and time consuming that stores began to spring up as forerunners of the present neighborhood shopping center” (*Record of the University Land Company*, January 25, 1882; Ritchey, 50).



Figures 4-1: Cartoon in the 1890 student annual (Source: *The Ekard*, 1890, pages 122–123)

Regular horse-drawn streetcar service by M. P. Turner’s Des Moines Street Railway was began in spring 1887, with cars running north on 22nd Street, west on North Street to the corner of campus, south on 25th Street, and east to the city on Cottage Grove Avenue. Two years later, in 1889, electric streetcar service arrived in University Place, making it one of the first Des Moines suburbs to enjoy such luxurious transportation. *The Delphic* Drake University newspaper reported: “The electric street railway has at last reached University Place. The first car was hailed with loud applause and started for [down]town with eighty-eight passengers.” Reliable transportation was key to growing the population of the university and the University Place area, as illustrated in a two-part editorial cartoon that ran in the 1890 Drake University annual, *The Ekard*. The first panel shows a

Drake Neighborhood Architectural and Historical Survey:

new student arriving off the train in downtown in 1882 and inquiring of a police officer how to reach Drake University. The officer responds: “Well, I don’t know, but I think there’s such a place northwest two or three miles, in the woods. If you go far enough I expect you will come to it.” The second panel, set in 1889, shows a Des Moines Street Railway car labeled “University Place” with a conductor calling out “This car for Drake University!” The cartoons show how in less than a decade University Place and Drake University became well-known destinations in Des Moines, with streetcar transportation playing a key role (*The Delphic*, May 1887, page 123; June 1889, page 157; *The Ekard*, pages 122-123).

For a time, the University Place area was served by both horse car and electric streetcar lines. Eventually, the Des Moines City Railway consolidated all streetcar service and made electric the single mode. The railway owner, Jefferson S. Polk, “was heavily involved in suburban real estate development, and he realized the advantages rapid transit systems could provide to suburban development.” Polk was the mastermind behind the push for Des Moines to annex the surrounding suburbs. In exchange for the suburbs’ support of annexation, Polk promised to extend streetcar service to each suburb. University Place representatives voted unanimously to support annexation. Polk delivered on his promise, opening his company’s first suburban connection to University Place with the Walnut Street line in February 1890. That Polk chose University Place to be the first suburb connected reflects the growing influence the suburb and Drake University had upon the metro Des Moines area. This influence was built upon the careful land development strategy laid out by the University Land Company and followed by Drake University as more and more land was platted and developed for middle-class and upper-middle-class suburban residences. Drake University’s board of trustees no doubt helped urge Polk to make University Place a top priority for streetcar service. Polk, University Land Company stockholder James Callanan, and Drake University trustee Samuel Merrill, a former governor, had been business associates in the Iowa and Minnesota Railway Company starting in 1866 until the narrow-gauge railroad failed a few years later (*Bushnell’s Des Moines City Directory*, 1889-90, p. 49; (Page, page E.11; Andrews, p. 255).



Drake Neighborhood Architectural and Historical Survey:

Initially, the Walnut Street line ran from the central business district to 19th Street, then west on Cottage Grove Avenue and north on 24th Street to North Street. By 1891, it was extended to 29th Street where the trolley turned around near a covered waiting room, located in the Kingman Place subdivision, just west of the University Place area. The Walnut Street line was rebuilt in 1889 as an electric streetcar line. In 1907 the 24th Street segment was double-tracked at the petition of residents. Further expansion in 1906-07 extended the trolley line out several miles west. A second streetcar line, the Clark Street line, traveled from downtown up 12th Street, jogged over to 13th Street, and turned west on Clark Street, located a few blocks north of North Street (now University Avenue) (“Bird’s Eye View of Kingman Place,” *Des Moines Iowa State Register*, May 5, 1899; *Des Moines Daily News*, May 27, 1906; August 18, 1907).

Figure 4-2 depicts the two lines, Center and University, that served the survey area. The Urbandale line to the north, was a combination light-freight and streetcar right-of-way. The proposal to build a new west end high school was under active consideration as of 1914 (it wasn’t located and built until the mid-1920s) and this was influencing the proposed new line that is depicted in a darker black line. That line, the Crocker Street line, was the last substantial streetcar extension made in Des Moines and was not to be built for another decade.

Perhaps more noticeable than anywhere else is the building in the territory that will be served by the Crocker line of the Des Moines City Railway, which will be constructed within the next few months. Here property owners have held back until some definite conclusion to the street car negotiations have been reached (*Des Moines Register*, April 9, 1916).

[Conclusion of Jennifer James’ section]

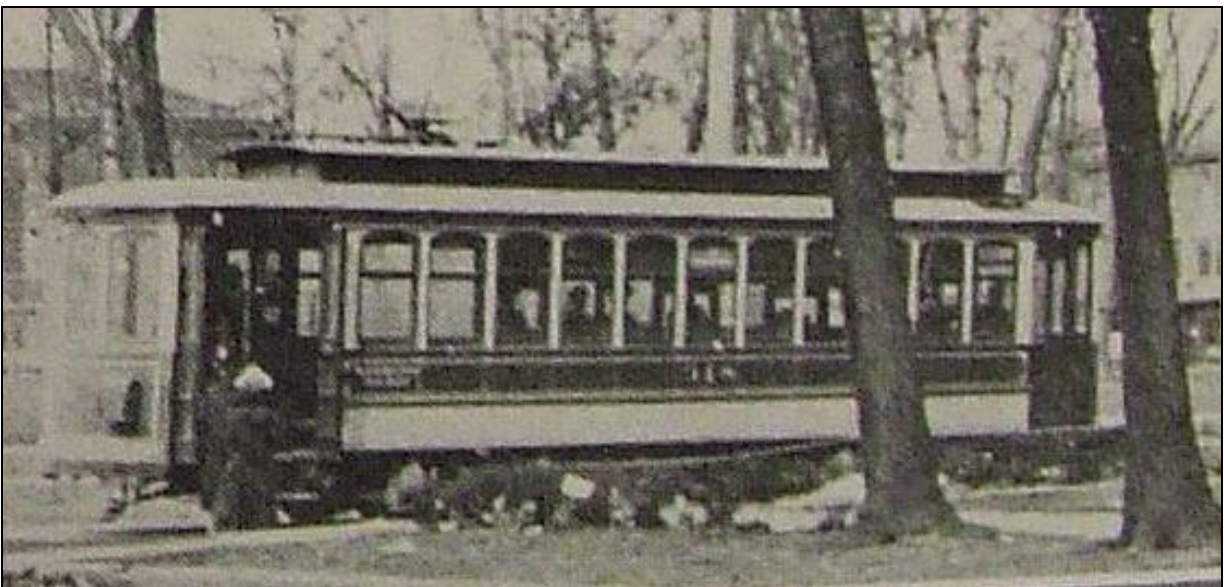


Figure 4-3: Drake streetcar (Quax, 1916, p. 391)

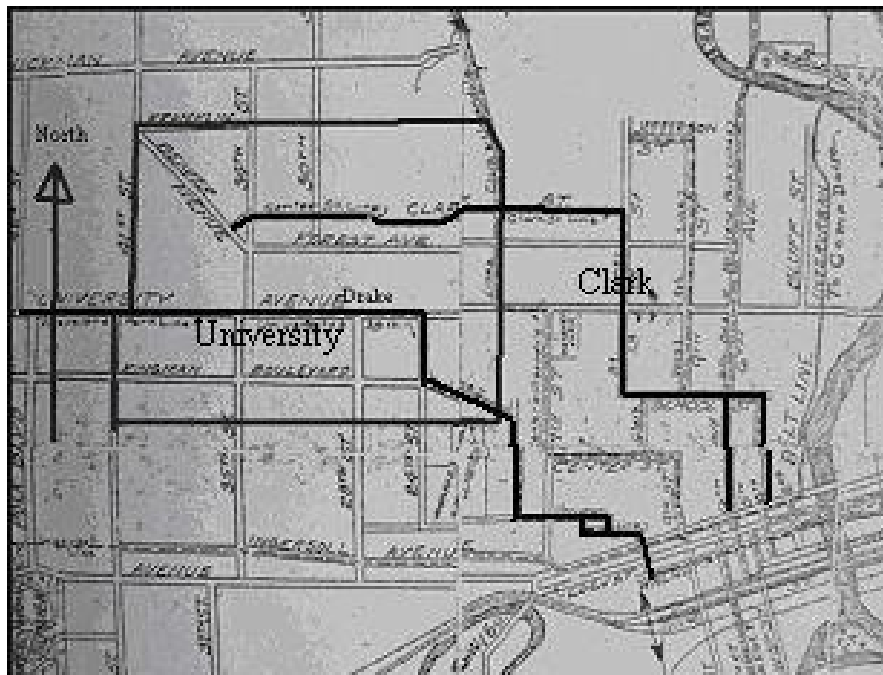


Figure 4-4: The Walnut/University and Clark Street carlines, c.1918
(lines enhanced and labeled)

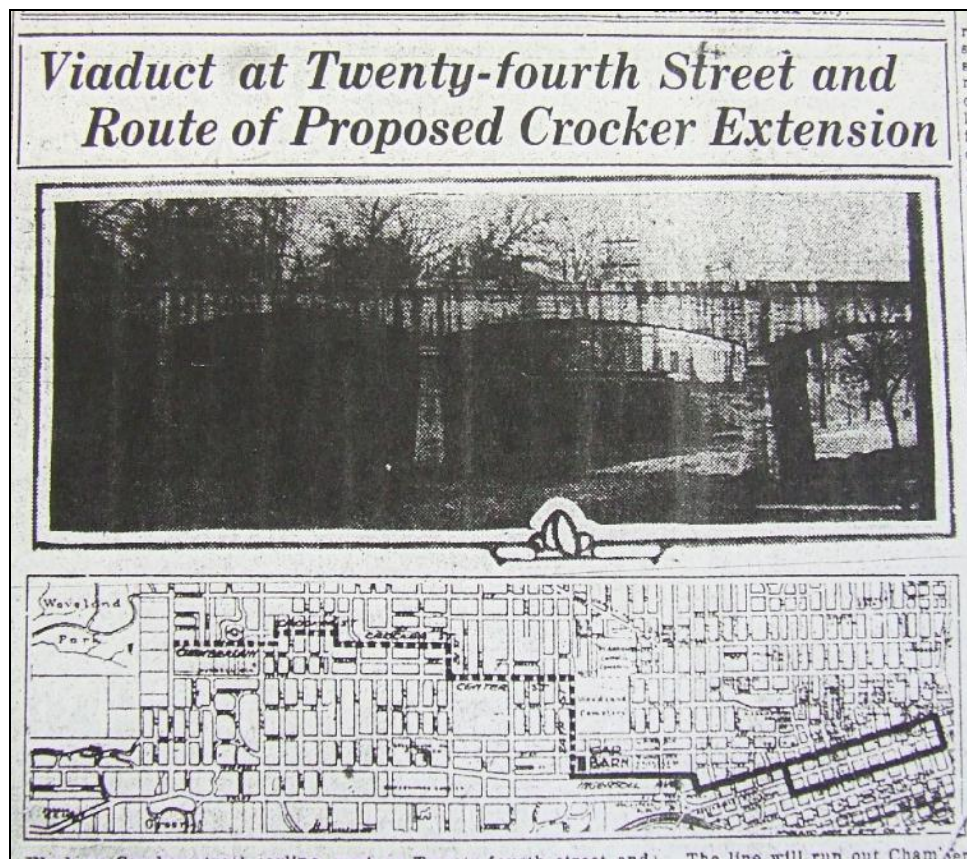


Figure 4-5: Closer to fruition, the new Crocker Street carline
(Des Moines Tribune, January 27, 1923)

Drake Neighborhood Architectural and Historical Survey:

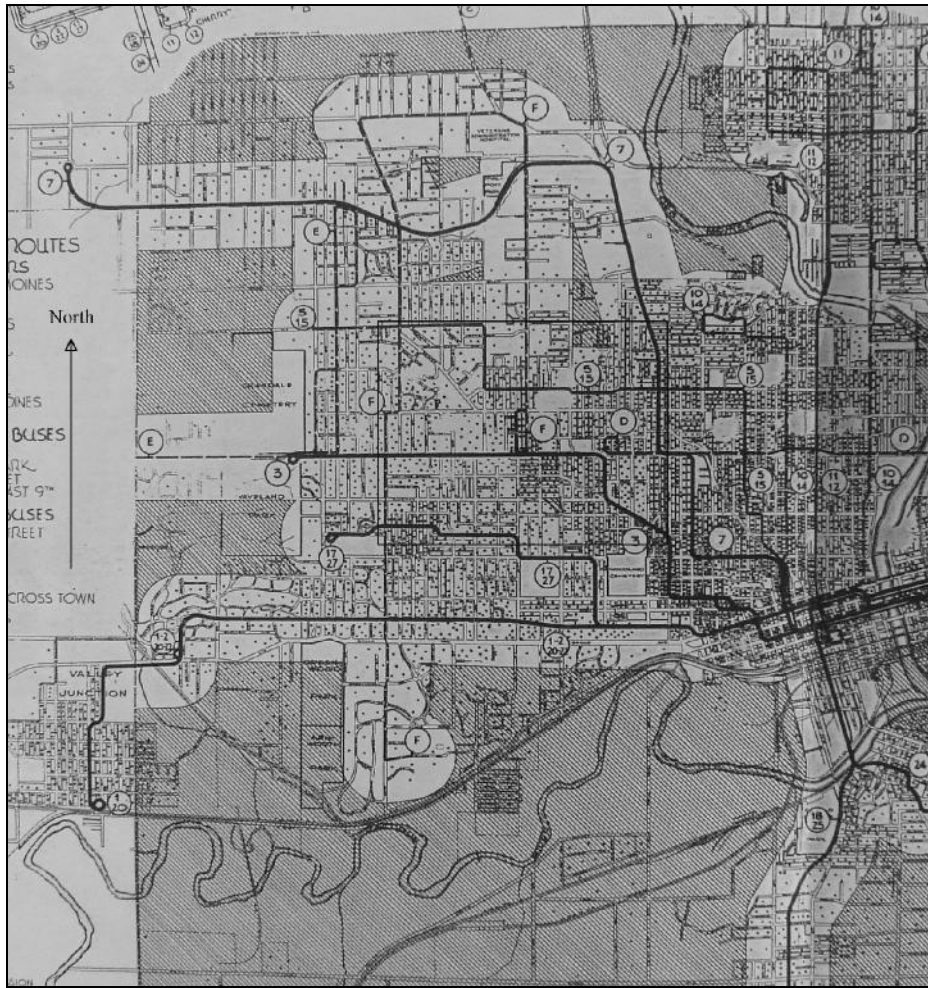


Figure 4-6: Areas (white shade) within a quarter-block of streetcar/bus service, 1939 (Bartholomew Comprehensive Plan, Plate 36)



Figure 4-7: Rushing the streetcar (Quax, 1924)

Drake Neighborhood Architectural and Historical Survey:

Horse-drawn vehicles, the Automobile, Buses and Trucks:

The land survey as noted favored east/west over north south travel within the survey area. Thus Cottage Grove Avenue funneled traffic west onto both University Avenue and Kingman Boulevard. The former street, while partly obstructed with centered streetcar tracks and traffic, went somewhere, inasmuch as it continued west beyond Waveland Park, while Kingman ended at Polk Boulevard. Forest Avenue was also an early important commercial arterial and it linked with Beaver Avenue, a continuation of the old Fort Dodge stage road. University Avenue became increasingly important as it was refined into a direct east/west route, gaining a Des Moines River bridge in 1920 and losing many of its odd kinks in its route over time.

Street improvements consisted of a series of steps, hopefully carried out in the proper sequence. Streets were reserved as part of the platting process, and rough street grades were presumably cut early on. The rapidity of the Drake University area land sales hints that minimal if any grading was carried out. At the same time a distinguishing characteristic of the residential area to the south of the campus is the consistent presence of fairly substantial terraces. These could only have resulted from very substantial street grading. After the street grid was established, the city engineer would establish grades and these grades were more related to sewer drainage than any other purpose. The construction of sewers usually brought about the installation of curbs and gutters. It was best that all three of these components were in place prior to paving. Paving then was the final improvement.

The city's annexation of suburbs such as University Place meant that the city took on any corporation indebtedness, most of which was due to infrastructural improvements. University Place had a \$9,000 debt when it was annexed and this amount of debt hints that some considerable street and other improvements were already in place. The paving record is silent in the survey area until mid-1899 when 27th Street, between Cottage Grove Avenue and University Avenue was paved with brick, laid either on a concrete or broken tile substrate. The length of the paving was 116 feet with a width of 45 feet. It was noted that 27th Street was the only city street to be paved in "years." The owners along the newly paved street were assessed for a portion of the paving costs. That fall 27th from Carpenter to Forest Avenue, was curbed (*Des Moines Capital*, June 9, July 29, November 22, 1899).

In 1901 21st Street between the same cross avenues had the honor of being the first city street to be paved using asphalt in lieu of bricks or wood blocks. In fact the street might previously have been paved with the old cedar wood blocks given that the contractor, Capital City Brick and Pipe Company, was reported to be "cleaning out the old blocks" as it started its work. The same year a corresponding stretch of 26th Street was similarly paved with asphalt. Brattleboro between 28th and 30th streets and 29th from Cottage Grove Avenue to Brattleboro, were also paved with an unspecified material (*Des Moines Capital*, March 28, August 26, October 3, 1901).



Figure 4-8: 26th Street north from Cottage Grove Avenue (*Midwestern Magazine*, 1907)
Advertisement by the Bryand McLaughlin Asphalt Paving Company

Grading contracts followed in early 1906 for 32nd Street and Carpenter, and Kingman Boulevard between 37th and the Smith Tract. Grading also was begun within the Kingman Tract, including 29th and School streets. Atkins Street was surfaced with vitrified brick between 21st and 25th streets along one side of Drake Park. An unspecified length of 28th Street was also to have been paved with asphalt but the work was halted due to improper grading. The street was re-graded and the work proceeded (*Des Moines Capital*, March 26, May 27, June 17, August 12, 1906).

Residents of Kingman boulevard have circulated a petition for sphalt paving as far west as Thirty-first street and a majority of the residents [have] signed in favor of such an improvement (*Des Moines Daily News*, May 20, 1906).

The City has ordered Kingman boulevard paved with asphalt from Thirty-fifth to Polk boulevard. This will make it one of the finest boulevards in the west and will give better access to Waveland Park (*Des Moines Daily News*, July 28, 1907).

In 1907 Forest Avenue was paved as far west as 27th Street, a contract that totalled \$40,000, putting to question the claim that the street to the west had been paved previously. That same year 28th Street, from University Avenue to Cottage Grove Avenue, 22nd Street, from University Avenue to Forest Avenue, 26th Street, from Kingman Blvd to School Street, and 29th Street, from University Avenue to Rutland Street, were all paved (*Des Moines Daily News*, February 24, March 18, 24, 1907; *Des Moines Iowa State Register*, May 5, 1899).

Drake Neighborhood Architectural and Historical Survey:

By the late spring of 1910 there were 1,000 new houses going up across the city, and nine out of ten of these were being built in the suburbs. The *Register* observed that the automobile played “the largest role” in influencing this suburban growth (Des Moines *Register*, April 29, 1910).

In 1917 \$200,000 was expended to pave Forest Avenue, 34th Street and Beaver Avenue (Des Moines *Register*, December 30, 1917).

University Avenue was substantially improved by widening in 1937 between 9th and 49th streets. The street was widened to 52 feet where there were streetcar tracks (the streetcar company agreeing to double track the section between 24th and 48th streets) and 42 feet where there were no tracks. The Des Moines *Tribune* urged that an 80-foot setback be established so as to allow for inevitable future widening (Des Moines *Tribune* July 7, 1937).



Figure 4-9: University Avenue street widening, looking east from 42nd Street, January 3 1911
(State Historical Society of Iowa, Pioneer Club Photos-Paul Ashby)



Figure 4-10: Clark Street carline extension, view north along 34th Street (Des Moines *Tribune*, July 17, 1924)

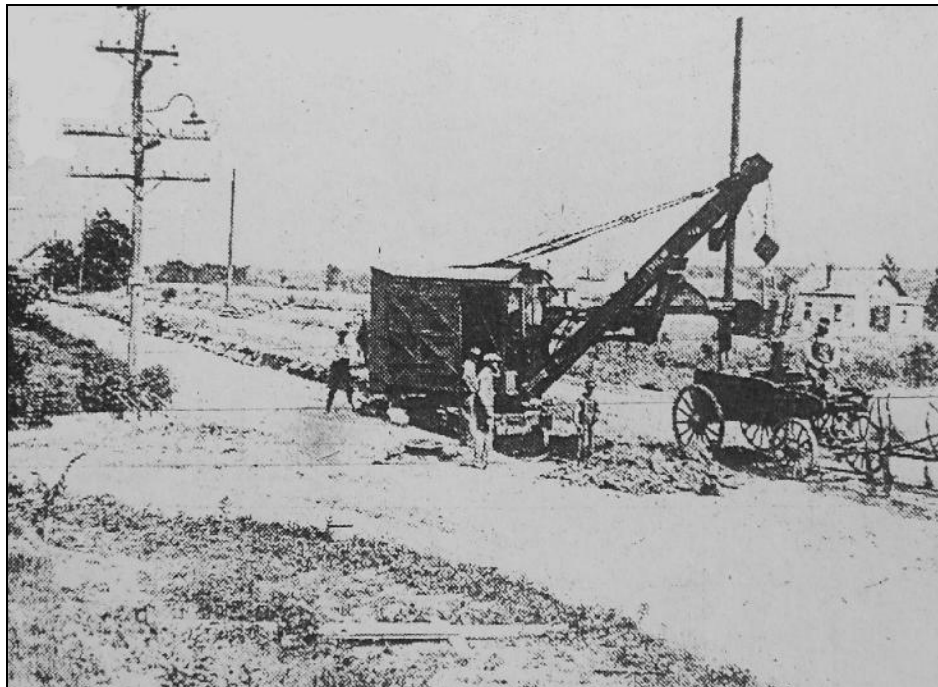


Figure 4-11: Carline extension work on Franklin Avenue, view southeast) Des *Tribune*, July 17, 1924)

It was noted that the extended streetcar service would “reach many homes” but the figure shown above shows precious few dwellings in place along Franklin Avenue as of this time. The image actually nicely depicts the open large tract nature of this part of the survey area. This improvement greatly facilitated house construction in that area.

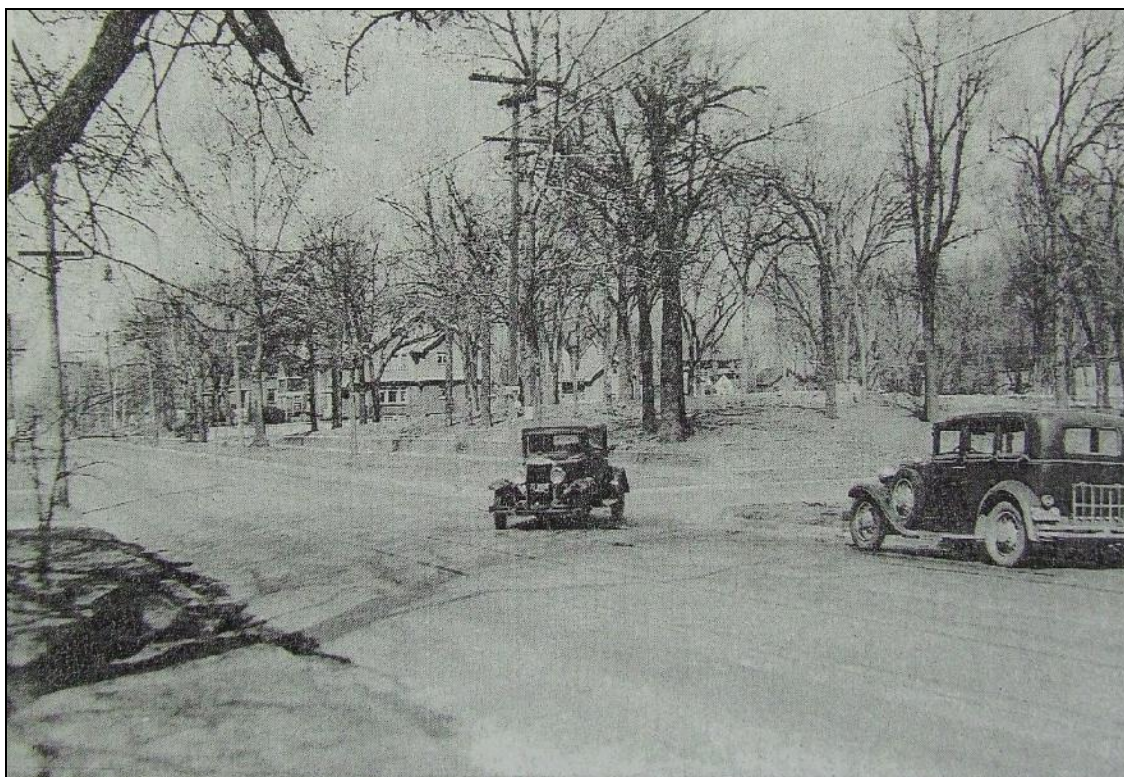


Figure 4-12: View northwest, 32nd Street and University Avenue, ca. 1935
(Des Moines *Register*, October 5, 1994)



Figure 4-13: Curbliner in front of Old Main (Quax, 1947, p. 243)



Figure 4-14: Curbliner on University Avenue (Quax, 1949)

The final streetcar service extension to be constructed within the survey area, added a line to the northwest quadrant of the area. The new line ran north on 34th Street, from Clark Street to Franklin Avenue, and from that point ran west along Franklin Avenue to Beaver Avenue.

The City Beautiful and the Boulevard System:

The proponents of Kingman Boulevard unsuccessfully sought a streetcar line that would have looped to University Avenue via Polk boulevard. They next sought to become a part of the “planned” boulevard system. Such a system, a ring road of sorts, more purposed for aesthetic weekend drives than for speed and high volume of traffic, assumed any number of ambitious layouts. The 1916 map (Figure 71) shows how the layout of Witmer Way or Boulevard was very much influenced by the idea of being incorporated into such a broader plan. In fact, the bridge/culvert at Forest Avenue was built with steps leading down from the avenue to the planned parkway level and these remain in place today. The layout shown envisioned continuation west along Kingman Boulevard and eastward via Hickman Avenue to the several parks that lay across the Des Moines River in that direction.

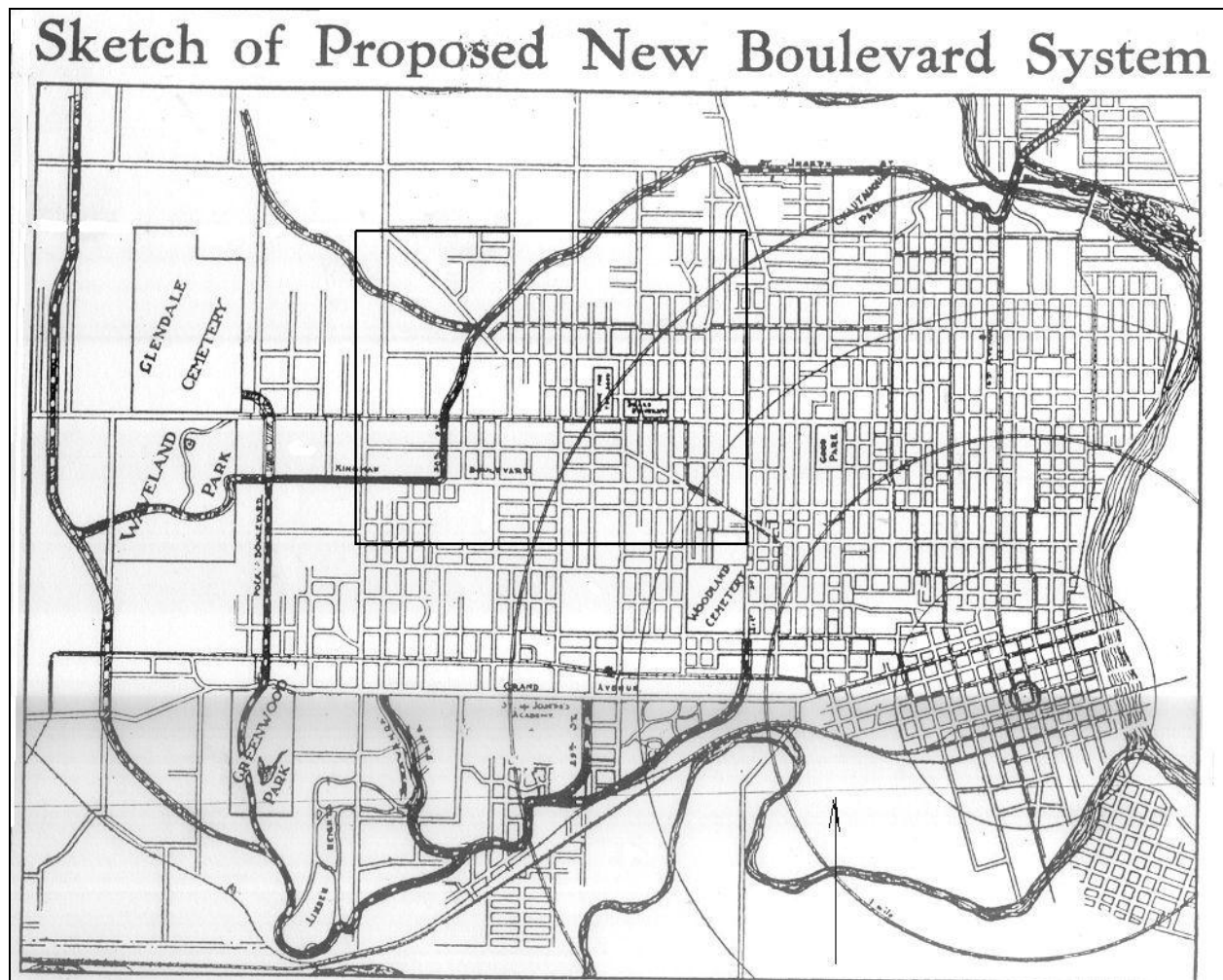


Figure 4-15: Proposed City Boulevard and Park System, 1916 (Des Moines Capital, June 13, 1916)
(survey area outlined in black)

The earliest reference to a boulevard concept, radiating spokes rather than a ring-road concept, date to 1906 when it was noted that a system of radiating diagonal boulevards were under consideration, "which will greatly develop suburban property and aid in building up tracts." Several plans entailed such a diagonal "running through the Northwest City." When Kingman Boulevard was ordered to be graded west to Polk Boulevard, the *Daily News* observed that:

The street has been curbed and will probably be paved with asphalt this year. The street is part of the park system connecting Drake and Waveland parks and will in the near future be the finest street in the west and a beauty spot in which the whole city can take pride and show to their visiting friends with considerable pride (Des Moines *Daily News*, May 27, 1906).

Figure 71 depicts the most mature version of the planned boulevard system. This was the product of Ray Weirick, Ralph Sawyer and F. E. Wetherell. Notice in particular how the system incorporated the city's parks and even bisected the golf course at Waveland Park. Connectors to the northwest served as conduits for out-of-town traffic. Note as well that the system was restricted to the city's west side, north of the Raccoon River. The onset of World War I doomed the vision and as will be seen, when the City did embark on building Keosauque Way through an established commercial area, the endeavor was both costly and unsuccessful.

Drake Neighborhood Architectural and Historical Survey:

Keosauqua Way emerged in road planning even as plans for a broader boulevard system were being made and remade. Never a direct part of that larger system, this 100-foot wide arterial was designed to both feed into that system and to alleviate downtown traffic congestion. In the end it never really went anywhere given the failure of the boulevard system to be realized. Its design to connect the downtown with the northwest part of the city was almost its undoing given the organized reluctance of residents in that quarter of the city to be assessed for its cost of construction. The assessment was apportioned much like a water drainage district, with the cost being apportioned to beneficiaries proportionately. As the tax district map indicates, most of North Des Moines escaped the special assessment altogether, a clear indication that this improvement had little to do with them. Survey work was underway in early 1919 at which time the *Register* noted that the route beyond its terminus was “indefinite” and would “not be decided upon at this time.” The same source observed that this was in reality a project for the city’s future, noting “While the city may not really need the improvement today, it is growing so rapidly that it is far less expensive to cut it through now than to wait even ten or fifteen years when it will be a necessity.” As such, the boulevard is an excellent example of how cities attempted to resolve an exponential traffic congestion caused by the automobile. Keosauqua Way attests to the rapid northwestward growth of the city, particularly as it was increased during the World War I years by the presence of the Federal military cantonment at Camp Dodge. It was the first and only municipal effort to cut a diagonal arterial through the established inner city and as such it represents both the hopes and failures of early local municipal planning. The beginning of work on the arterial coincided with the building of the University Avenue Bridge, the continuance of the riverfront beautification in the downtown, and the emergence of a modern parks system in the city. All of these accomplishments, but particularly Keosauqua Way were featured in an article in *The American City Magazine*, titled “Comprehensive City Planning Follows Piecemeal Progress in Des Moines, which was penned by James B. Weaver, a member of the Town Planning Commission (*Register*, March 23, 1919; *The American City Magazine*, October 1925, pp. 349-55).

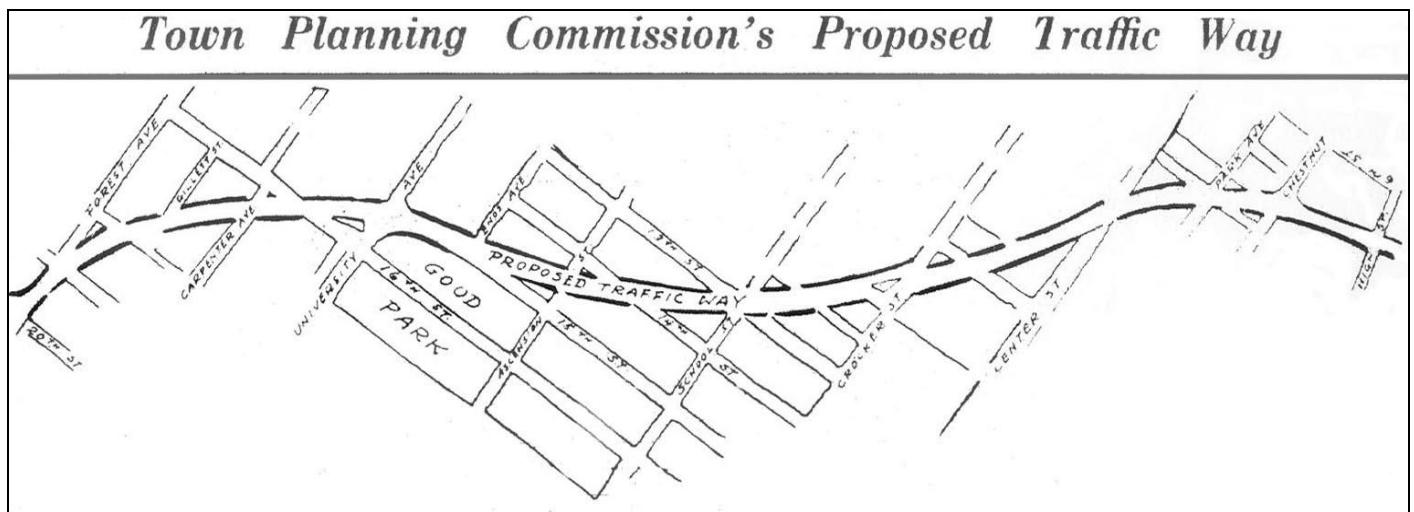


Figure 4-16: The As Yet Unnamed Boulevard (*Des Moines Tribune*, October 11, 1916)

Right-of-way was secured to 19th and Carpenter and demolition work began in early 1920. The planned tunnel beneath University Avenue was termed “a unique feature” and it might have been the earliest of several such undercrossings to be built in the city. The best example was the broad viaduct on Court, located south of the State Capitol (non-extant) which dates to this same period. Others, like the one envisioned for Forest and 38th Street as part of the boulevard system were never built. Paving from Chestnut to 15th Street was approved in early 1922 (*Tribune*, January 26, 1920; *Register & Leader*, January 28, 1917; *Register*, April 29, 1922).

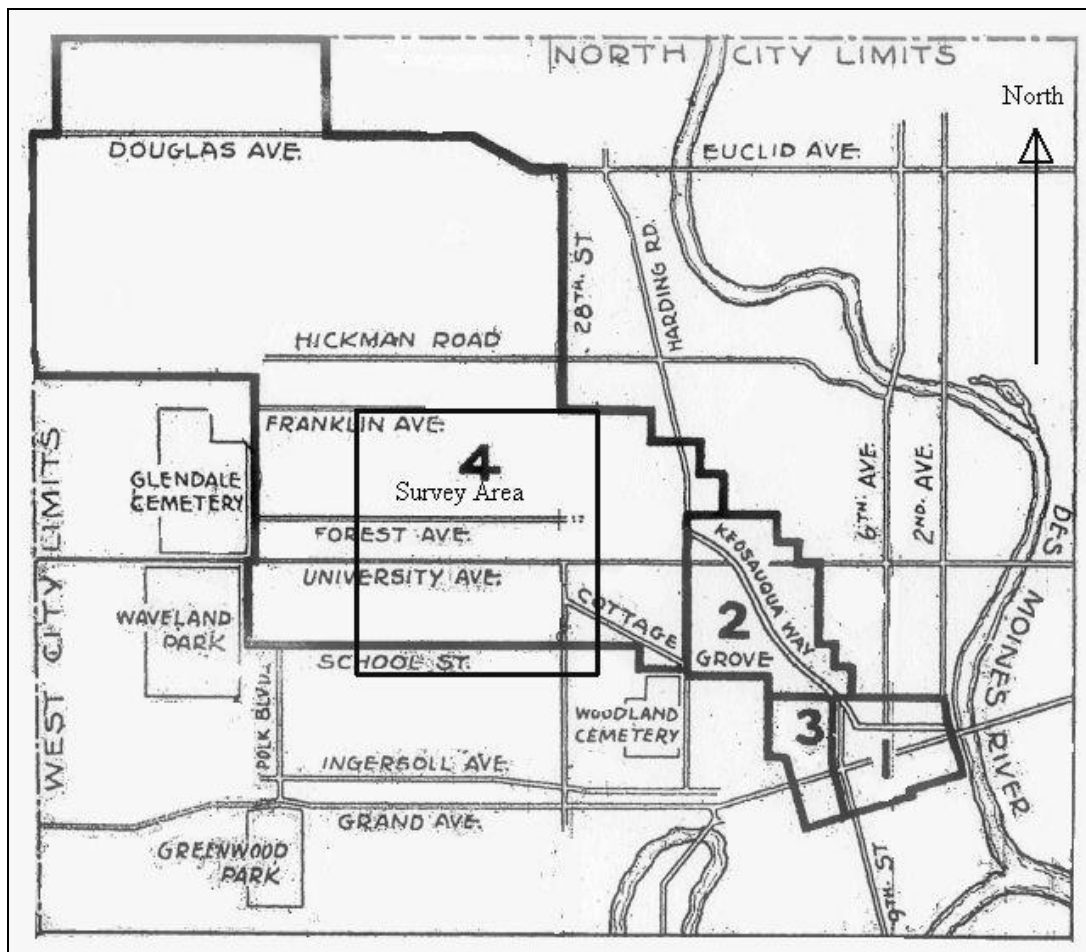


Figure 4-17: Keosauqua Way “benefited district” (Des Moines Tribune, June 8, 1943, p. 8)

The survey area boundary is superimposed in Figure 73 and should not confuse the intention of the map. While the angled street was envisioned to have continued to the northwest, even in its completed section the assessments and perceived value of the road was much more to the west and northwest than the north. Due to its abrupt ending at 19th Street, Keosauqua Way would have only an indirect impact on the traffic flow and pattern within the survey area. For the most part it funnelled traffic north to Hickman and Douglas avenues, well north of the survey area. After a few years connecting ramps with University Avenue facilitated the traffic flow between the two streets. The benefited district spread the enormous cost of property acquisition, \$850,000 across a broader area, while abutting owners paid the usual paving assessments. Region 1 paid 60 percent of the total, Region 2 paid 20 percent and Region 4 15 percent (Des Moines Tribune, June 8, 1943, p. 8).

The Keosauqua Way construction directly impacted Forest Avenue. The street was lined with oak and elm trees and it was noted for its landmark architecture. In the fall of 1928 all of the trees within the parkings on each side of the avenue were removed and the 40-foot wide street was widened by 16 feet, eight feet on each side, from 19th Street to Beaver Avenue. The street was literally paved from sidewalk to sidewalk. The master street plan called for an 80 feet wide avenue between 20th and 30th streets, and 100 feet on west to Beaver Avenue. While these widths were never realized, all new construction was required to abide by a setback that reflected these widths. The consequence of Keosauqua Way was to redirect a considerable volume of traffic to Forest Avenue, bypassing University Avenue and the Drake campus.

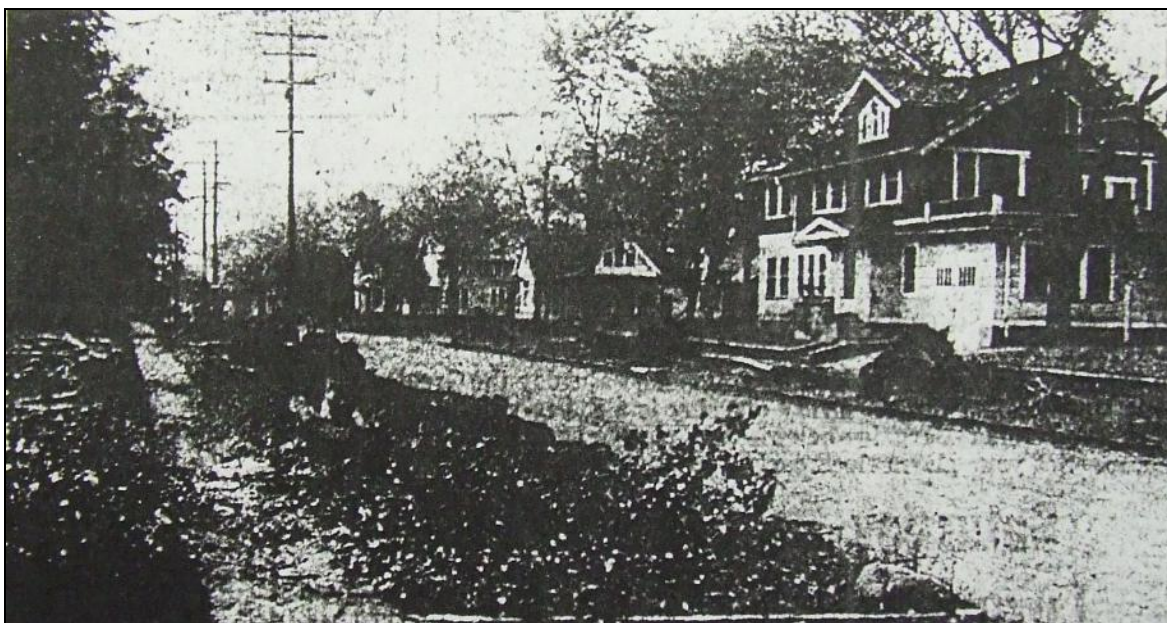


Figure 4-18: Removal of Forest Avenue trees (Des Moines Tribune, October 9, 1928)

Highways and Inter-state Arterials:

City streets evolved into arterials as they received state highway designations and subsequent improvements such as widening. Within the survey area the highway right-of-way remained fairly stable over the years. More recently, super-highways had a major and very direct impact on the survey area. Interstate I-235 cut a swath through the residential and commercial area to the south and southeast of the survey area and caused the relocation or demolition of many potentially significant buildings. It is said that it took the Drake neighborhood a generation to recover from the impact of that improvement. More distant interstate highways increased arterial traffic volumes but the survey area was long protected by the lack of any north/south arterial. A northward extension of Martin Luther King Parkway, the east boundary of the survey area, remains blocked by the Des Moines River and other factors.

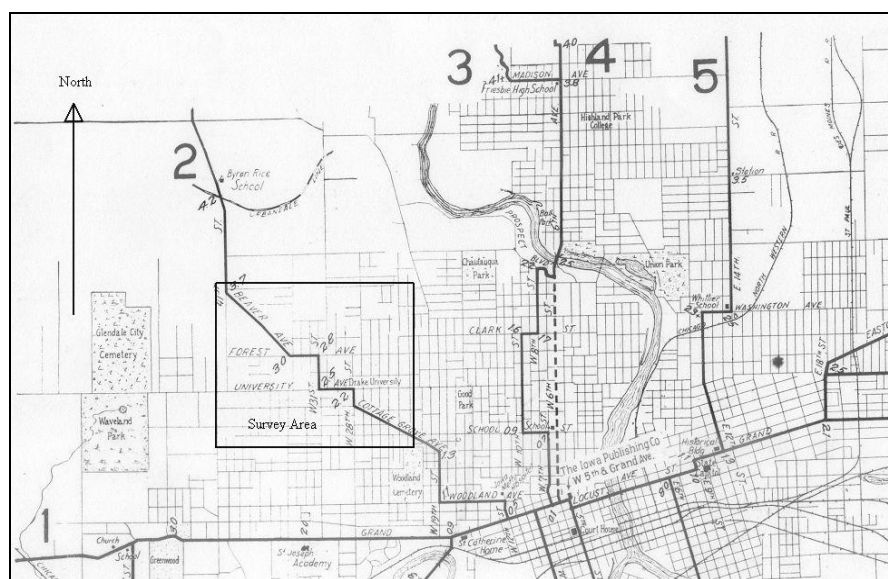


Figure 4-19: Early highway routes (Huebinger, 1912)
(survey area superimposed as a black rectangle)

Drake Neighborhood Architectural and Historical Survey:

This map shows the diversion of traffic to the west of the Drake University campus, following 28th Street from Cottage Grove Avenue to University Avenue, then that avenue west to 31st Street, north to Forest Avenue, and via that avenue to Beaver Avenue. The route #2 depicted, Highway 43, continued north and then abruptly turned west, leading to Grimes.

The evolution of a northwest highway was greatly facilitated by the development of interurban extensions and the establishment of Camp Dodge, the state's national guard facility, in that direction. The construction of a massive federal training cantonment at Camp Dodge during World War I resulted in the paving of the lengthy connective road link between the city and the camp. This infrastructure in turn expedited northwest suburban growth and development.

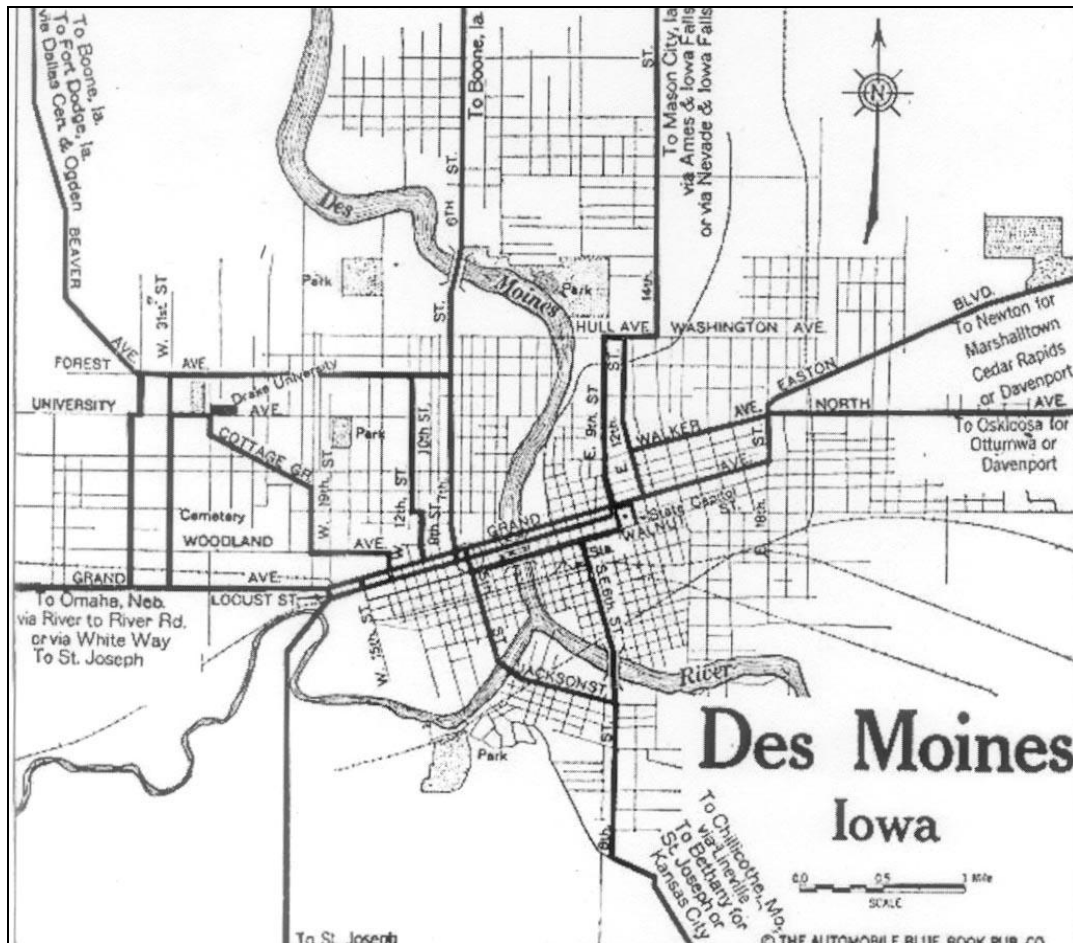


Figure 4-20: 1919 Des Moines Highway Map (The Automobile Blue Book Publishing Company, 1919
(www.lib.utexas.edu/maps/historical/des_moines-io_1919)

This figure continues to show automotive traffic flowing around Drake University to the west. Forest Avenue by this time is serving as a key east/west arterial. Other north/south conduits are 42nd/41st and 31st streets. The newly-paved Camp Dodge link to the northwest is depicted in this map. Note the lack of any other northward arterials between that route and the Des Moines River to the east.

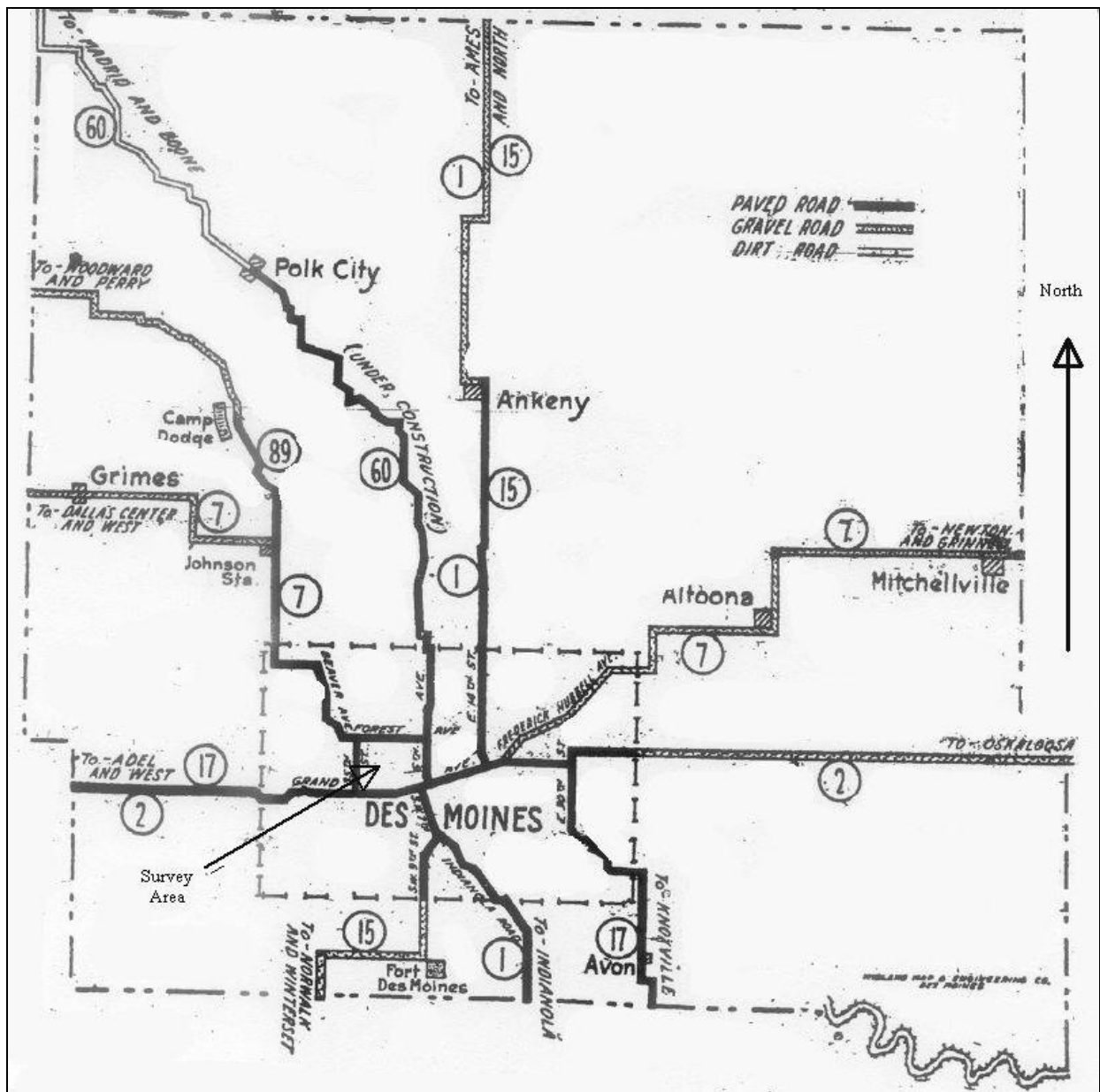


Figure 4-21: “All Roads Lead to Des Moines,” 1922
(*Des Moines Register*, June 9, 1922)

Logically the “Northwest City” served to channel traffic to the northwest of the city. This function and pretty much the same right-of-way preceded the survey area plat in the form of the Fort Dodge Stage Road. The loss of one segment of that diagonal, beginning at the junction point of Cottage Grove Avenue and 28th Street, forced the diversion of through traffic north, along 24th and 25th streets to the east of Drake University, to either University Avenue but mainly to Forest Avenue. In Figure 76 note how the pavement ends at Camp Dodge. A new “northwest” link is under construction (Highway 60) but it is on the other side of the Des Moines River. The caption to this figure advised how a person downtown would see many license plates from Dallas (#30) and Story (#86) counties (to the west and north respectively) and “every now and then you’d see a car with a number indicating that the owner and his family had driven 50, 75, or even 100 miles for a day’s shopping in Des Moines” (*Des Moines Register*, June 9, 1922).

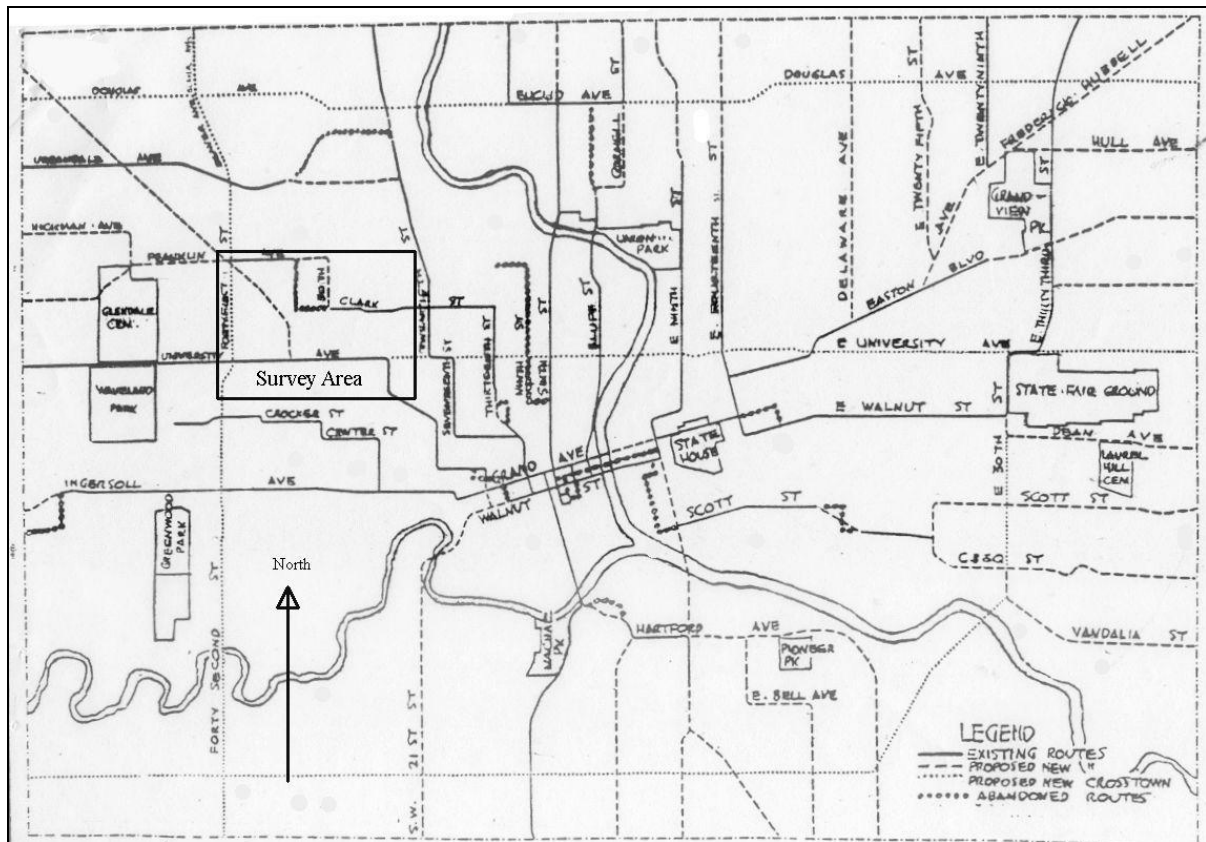


Figure 4-22: The end of streetcar dominance, 1927 (Des Moines Register, December 8, 1927) (survey area superimposed as a black rectangle)

Figure 4-22 depicts both the beginning of the end for the streetcar and the last gasp of hope that new diagonal arterials might be carved to the northwest before development made such projects impossible. The impetus for a northwest diagonal (shown as a dashed line, and a route that would have followed the old Fort Dodge stage road route!) was the successful completion of the Avenue Frederick Hubbell, shown in the northeast quadrant of the map. The vital difference was that Hubbell personally made the route happen and he was confronted with supportive land owners and considerably less in-place development. Franklin Avenue is first shown as a major east/west arterial and there remains a plan to split it at its west end, funneling traffic to Hickman Boulevard and through the cemetery and on westward. The first streetcar line abandonments are depicted as is the Crocker Line, just finished.

The city proper encompassed 59 square miles and that sprawling “girth” posed a major transportation problem. The zoning commission developed a transportation plan (Figure 78) that proposed five crosstown arterials, three running east/west and two north/south. Relative to the survey area, two of the former routes were University Avenue and Douglas/Euclid avenues to the north. From the latter group, 41st/42nd Street was envisioned to serve north south traffic (in was never extended south across the Raccoon River however).

Drake Neighborhood Architectural and Historical Survey:

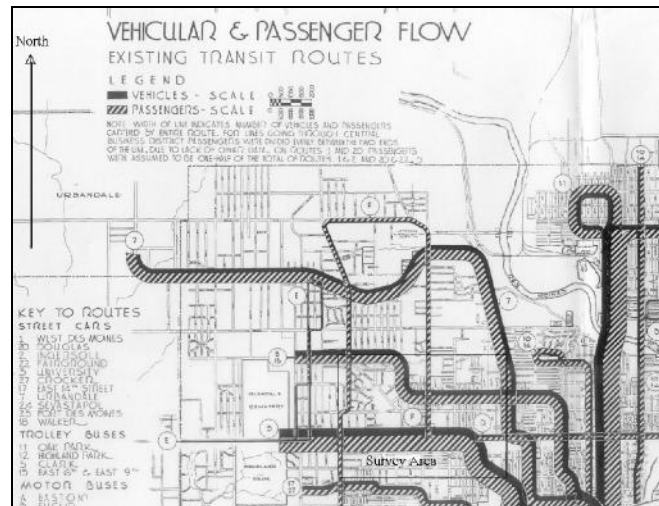


Figure 4-23: Traffic flow, 1939 (Des Moines Comprehensive Plan, Plate 38)
(survey area superimposed as a black rectangle, the black bar is scaled to represent vehicles, the slanted bar passengers)

This figure contrasts the arterial traffic flow on the various arterials. The high volume of traffic on Urbandale Avenue to the north, a feature absent from most of the other figures, results from rail and bus traffic. The middle east/west bar refers to Forest and Beaver avenue traffic. Note that 41st/42nd and 30th streets are carrying considerable north/south traffic by this time.

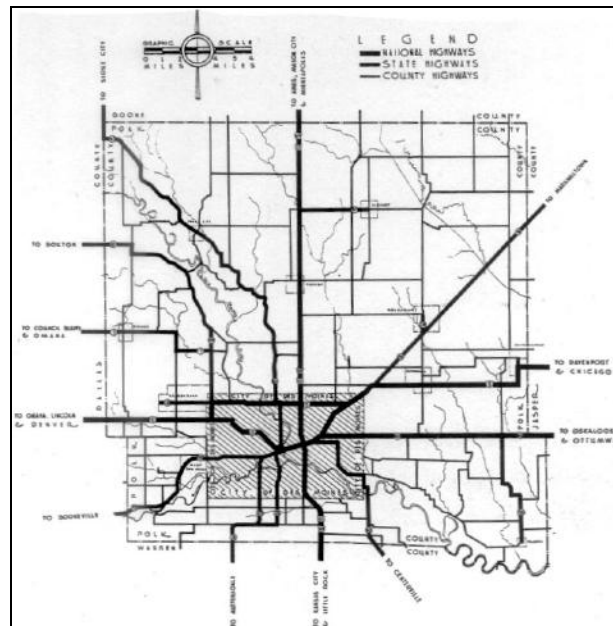


Figure 4-24: Highway layout, 1939 (Des Moines Comprehensive Plan, Plate 38)

This figure illustrates the dominance of Highway 6, by this time a federal highway vis-à-vis state highway 132 (Douglas Avenue), which ends in Urbandale to the west. Beaver Avenue finally offers a minor north/south route to the west of the Des Moines River.

Drake Neighborhood Architectural and Historical Survey:

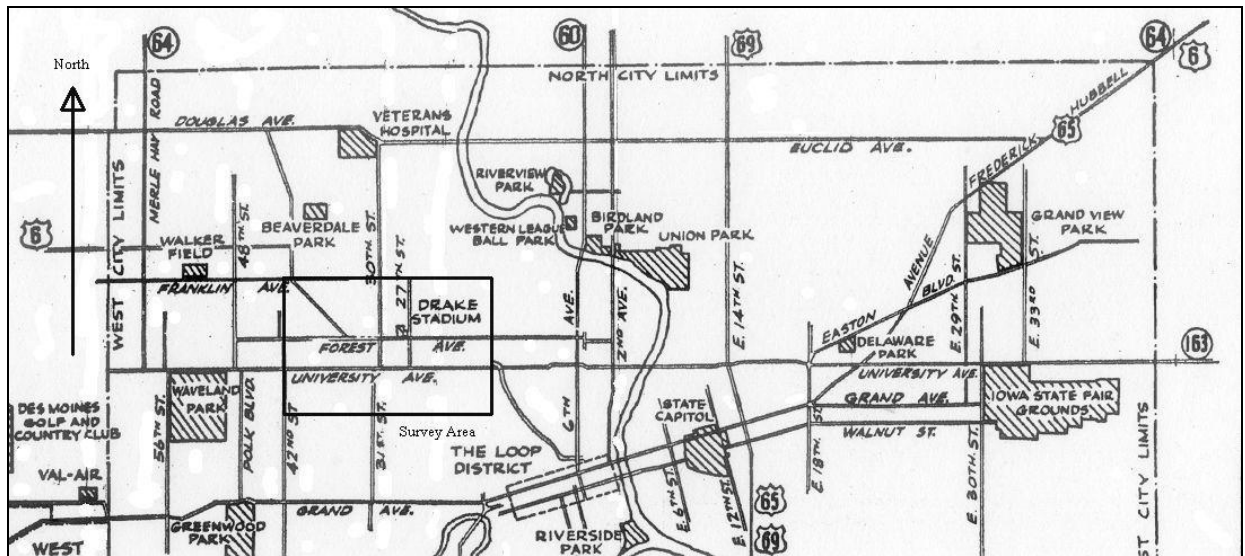


Figure 4-25: Main arterials, 1946 (*Des Moines Register*, June 26, 1946)
(survey area superimposed as a black rectangle)

Figure 4-25 depicts the actualization of the plans that were envisioned in the preceding figure. Douglas/Euclid avenues are in place (the Des Moines River bridge was the major impediment, finally resolved). The Veterans Administration Hospital had located along this key route (this facility was to have been located to the west of Waverland Golf Course but it got “stolen” to its new site by the Highland Park interests). Walker Field was one of several early private airfields. University Avenue (Highway 163) and Highway 6 (Hickman, Beaver, Forest Avenue, Keosauqua Way, etc.) are also well established.

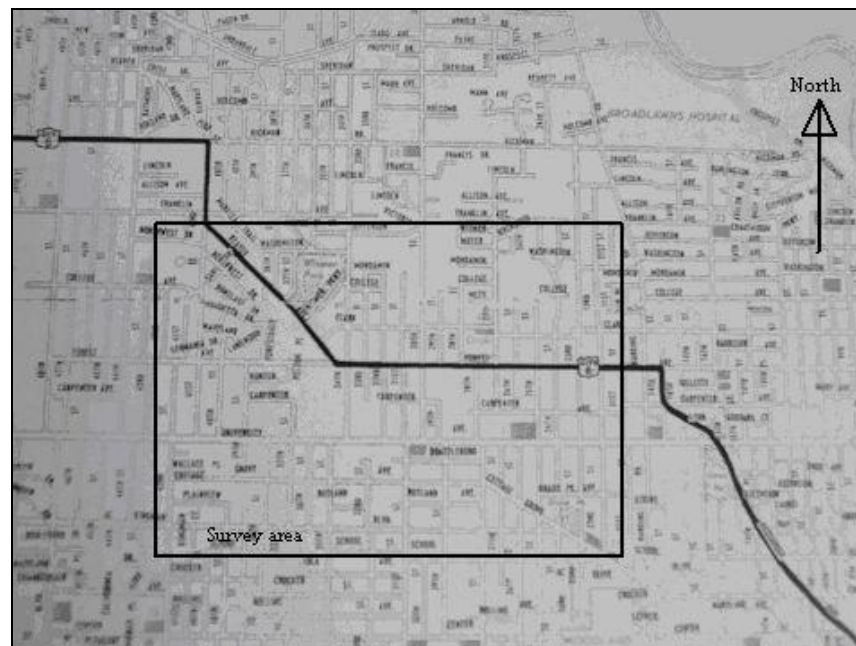


Figure 4-26: Highway 6 route, early 1950's (*Des Moines Chamber of Commerce*)

Figure 4-26 simply documents that the Highway 6 right-of-way continued to follow its original route right up until the end of the period of significance (1960).



Figure 4-27: The emergence of a super highway system, 1956 (Des Moines Tribune, September 13, 1956) (survey area superimposed as a black rectangle)

By 1956 what would become the I-80/35 corridor route around Des Moines was being envisioned. Highway 6 by this time had been relocated to Hickman and Euclid avenues and the survey area was finally without a designated state highway within its boundaries. Highway 69 was relocated from East Des Moines to the western suburbs and was to be four lanes in width.

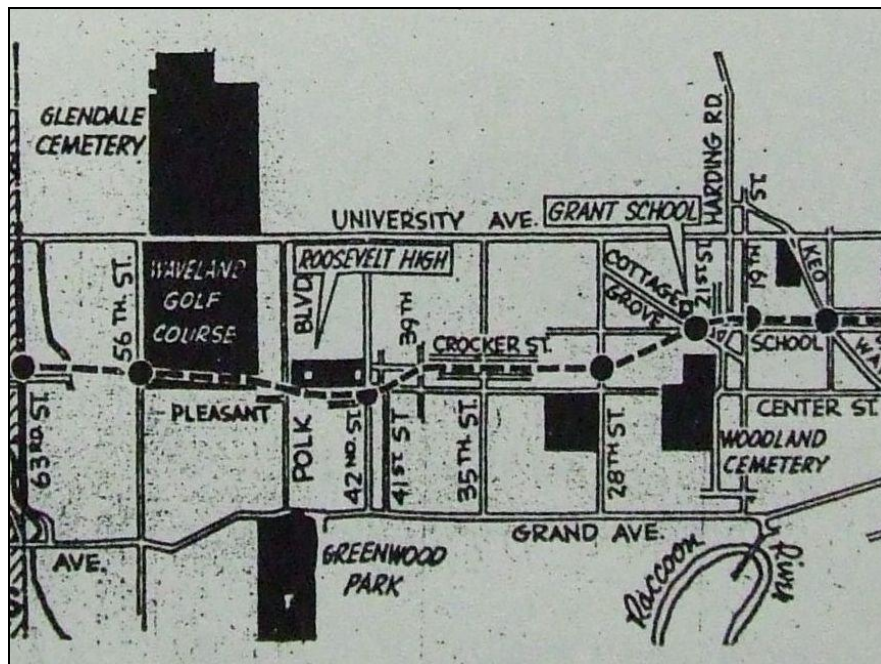


Figure 4-28: Final right-of-way, MacVicar Freeway (Interstate-235) (Des Moines Tribune, May 12, 1958)

The freeway right-of-way was constrained by a number of obstacles, notably Woodland Cemetery and Roosevelt High School. At the same time the school grounds and the Waveland Golf Course offered open ground in lieu of private homes. The route necessarily ran south of Glendale Cemetery and most of the golf

Drake Neighborhood Architectural and Historical Survey:

course and avoided the high school and most of its grounds. To the east it avoided the downtown proper and the hospital complex that bordered the downtown to the north. Earlier versions of what was termed the Ingersoll Avenue By-pass envisioned a route much further south, but its purpose was to divert traffic around the downtown. The freeway's purpose was to do the same but on a crosstown scale.

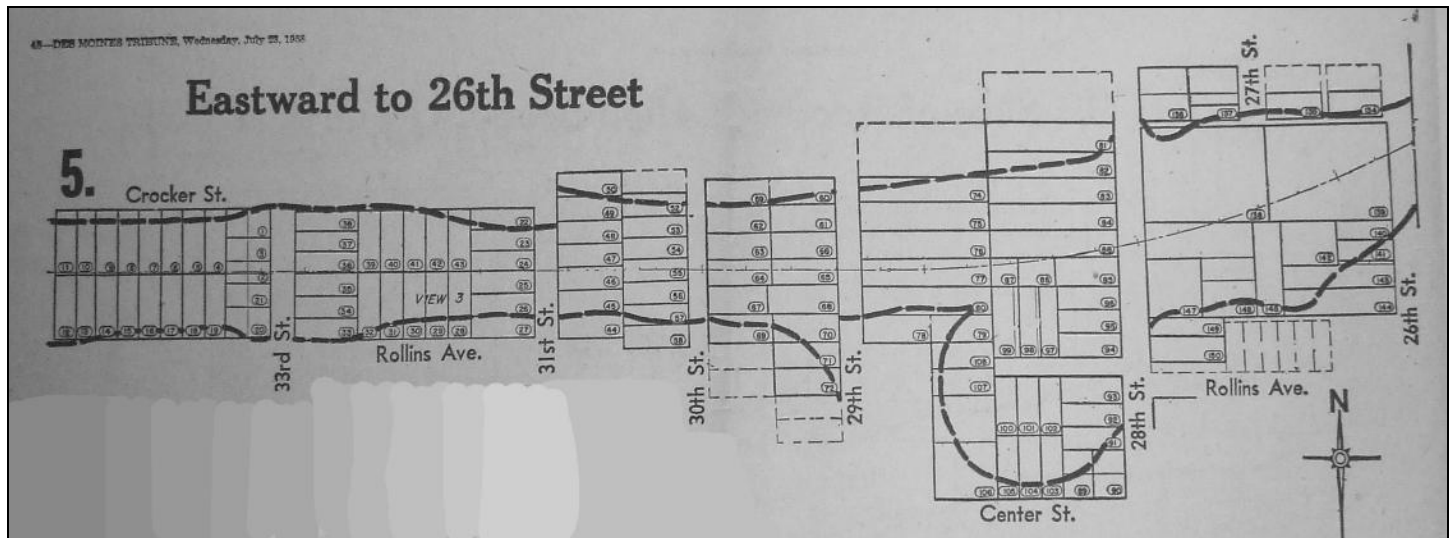


Figure 4-29: Final right-of-way, MacVicar Freeway (now Interstate-235), 26th to 33rd streets (Des Moines *Register*, July 23, 1958)

This figure gives a sense of how many homes were removed from the initial freeway right-of-way. Much of this housing stock was of a later date than that found within the survey area to the north. Many smaller houses were simply moved and were not demolished.

Chapter 5: Sewer Service:

Sewer systems assume two basic forms, storm and sanitary. By the 1880s larger cities were passing ordinances to separate the two, but initially sewer systems performed both functions and there was, of course, no sewage treatment. Water service was useless unless a neighborhood also had a sewer with which to remove the used water. The earliest known area reference to water main construction dates to mid-1895 when Brattleboro, between 28th and 30th streets, was receiving a water main (Des Moines *Capital*, May 6, 1895).

The survey area was sewered from the beginning by patching it into existing storm sewer systems or at least into branch line sewers that were located in other “downstream” sections of the city. Figure 85 depicts the Sewer System No. 2 which was authorized for construction by City Council Ordinance 791 which was passed on February 6, 1893. The hard economic times apparently slowed its actual building and the contract for its construction, awarded to Bryan and Youngerman, was complete by mid-August 1896. At that time the City was experiencing the usual difficulty in getting recalcitrant abutting property owners to pay their assessments. A few cases were in the district court system. The City Council passed an enforcement ordinance on August 14 that established a process whereby the properties involved would be reassessed and re-levied. At the end of that reconsideration, the owners were obliged to pay up (Des Moines *Daily Capital*, August 17, 1896)

The Sewer System No. 2 was the upper end of the Bird's Run Sewer, and that system in turn ran into the Park Street sewer, near 11th and Park streets. Figure 85 depicts the run of the system, as the *Capital* describes it. The thicker black lines locate runs of 15 inch diameter or greater. The main branch line, running along Carpenter Street (then University) staged down from 60 inches, east of 22nd Street, 48 inches to 24th Street, 36

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inches to 27th, and 24 inches to 28th Street. The lines between Carpenter and University and those running north to Forest, east of 23rd Street, were all 15 inches in diameter. The line on 19th, below University and that on 28th Street, east of Rutland and Cottage Grove, were of the same thickness. The other lines were 12 inches in diameter.

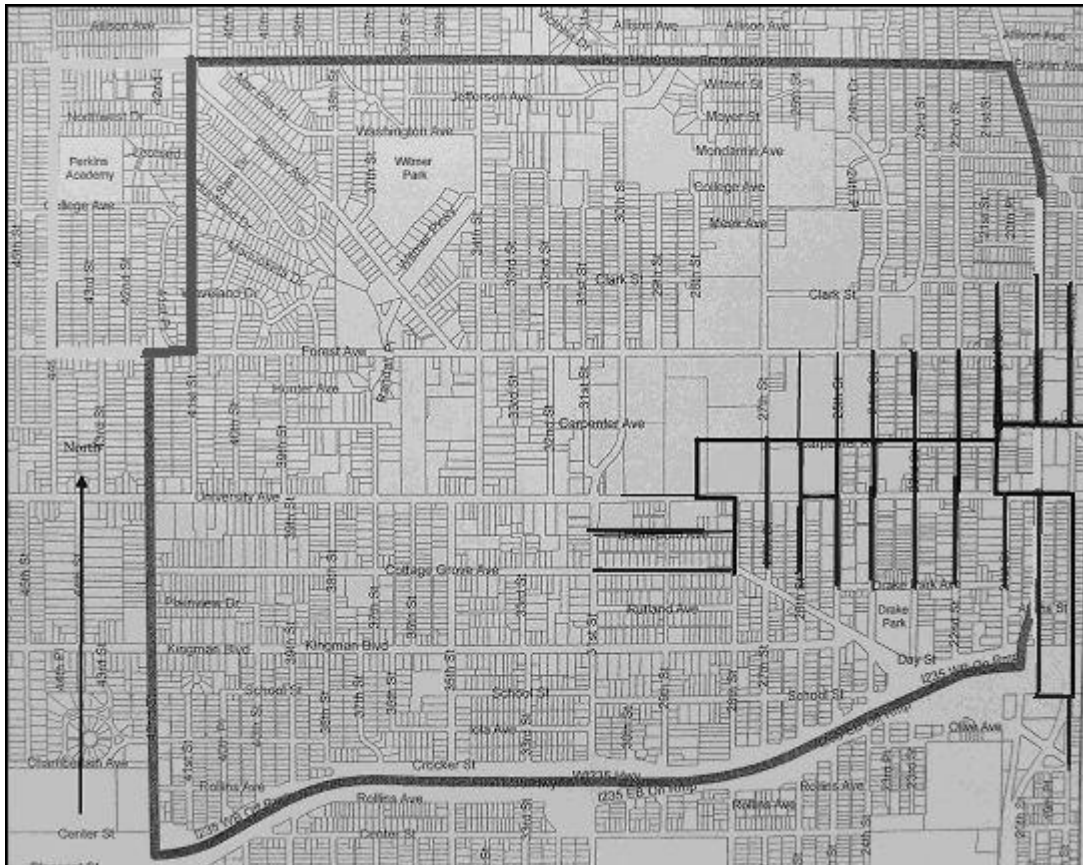


Figure 5-1: Sewer System No. 2 (Map by Jacobsen based on Des Moines *Daily Capital*, August 17, 1896)

Further west, the Ingersoll Sewer Extension was designed to serve the rest of University Place, in early 1906. City Engineer Dobson proposed the extension via 21st Street to Clark Street “and [to] connect the northwest part of the city with that main through laterals. That part of the city is being thickly populated and must have some connections at once for health considerations.” A month later the plans were being prepared and Alderman Hamery was expected to “put it [the sewer] through” the council so that work could begin (Des Moines *Daily News*, April 22, May 20, 1906).

The folks who lived between those who enjoyed the benefits of the Ingersoll system and those to the north who desired the sewer service were not supportive of helping to pay for the new connection. The *News* reported “The original plan for drainage for the northwest city has been finally adopted and a septic tank system will be begun at once. The plan to connect this portion of the city with the Ingersoll sewer was held up by intervening property owners and as the necessity is great, the septic tank system was ordered Friday.” Such an arrangement is unusual for the times and if it was actually built, any substantial remnant of it would be of some historical interest (Des Moines *Daily News*, June 10, 1906).

The cost was estimated at \$30,000 and the Board of Public Works took bids for new system, said to be “badly needed for years” in early July 1906. Still termed the Ingersoll Run sewer extension, J. W. Turner got the contract for \$25,303. The system would drain the area south of University Avenue and west of 25th Street.

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First Ward Alderman Hamery, was credited with making the sewer a reality (Des Moines *Daily News*, July 8, September 30, 1906).

The system, finished it was said at a cost of \$19,000, was reported as done by mid-January 1907. The news noted “This is the most important sewer improvement of the year. The system extends from Twentieth-fourth to Thirty-fifth streets and from University avenue to State road” (Des Moines *Daily News*, January 17, 1907).

What is known as the North branch of the Ingersoll sewer has been completed and a very large portion of the Northwest city now has sewer connections, and is being used (Des Moines *Daily News*, November 10, 1907)

A number of more minor sewer projects are enumerated in the following table:

Location	Citation/Date	Description
20 th south of School	<i>Capital</i> , July 1, 1899	Contractor Hurley to start digging
Clark Street, 20 th -21 st	<i>Daily News</i> , March 25, 1901	Contracts let to John Hurley, 12 inch diameter
Cottage Grove, 19 th – 31 st	<i>Daily News</i> , January 6, 1906	Alderman Hamery having plans made for First Ward, \$15,000
Drake Stadium, north of Forest Avenue	<i>Daily News</i> , March 24, 1907	Culvert being built to drain the stadium

Water Mains

Location	Citation/Date	Description
24 th at Cottage Grove, 1.5 blocks south	<i>Capital</i> , March 29, 1902	Alderman Dorr files resolutions with City Council
23 rd and Clark, 1.5 blocks north	<i>Capital</i> , March 29, 1902	Alderman Dorr files resolutions with City Council
29 th , University to Carpenter	<i>Capital</i> , March 29, 1902	Alderman Dorr files resolutions with City Council

Chapter 6: Retail and Commercial Services:

The only extant historic commercial node is located at University Avenue and 25th Street, adjacent to the Drake University campus. Accordingly this context focuses upon that area only. A few Forest Avenue businesses survive from post-World War II and scattered individual commercial properties are found within the district, but there are no other commercial historic districts.

The Commercial Node at 24th and 25th streets and University Avenue or “Dogtown”- By John Zeller

Studying the Drake neighborhood revealed a surviving portion of the oldest suburban commercial district in Des Moines. This area just east of Drake acquired its name, “Dogtown,” sometime in the 1920s after Drake’s sports mascot was changed from a duck to a bulldog. The shopping district is bounded by 24th and 25th streets and along University avenue from 23rd street westward to 25th street. By 1900, only 19 years after Drake’s founding, the district had reached these boundaries and now 110 years later it still resembles the earlier footprint.



Figure 6-1: Save the Medic's Parade, view northwest, University Avenue at 24th Street (1912 Quax)

An earlier commercial node had sprung up along Cottage Grove Avenue from 19th street through 22nd Street. Bordered on the east end with Hawthorne school on the west by Grant Elementary school, this shopping area included Grace Methodist Church (1885) and a district fire station. The district followed the University Place street car line that reached Drake in 1884. Today the only remnants of this commercial center is the 1901 rebuilt Grace Methodist Church and Smokey Row Coffee Shop at Martin Luther King and Cottage Grove Avenue. The district vanished for various I-235 and Martin Luther King expansions.

The earliest mentions of the Drake environs mention it being hidden in a grove of trees. A photo of Drake's "Old Main" taken during construction in 1883 shows it being built among a thicket of second growth timber. The land surveys in 1847 indicated the terrain to be "second rate," in contrast to "first rate" in nearly every other direction. This land seems to have been cleared early and then allowed to return to timber. Early farmers Kingman, Knox and various members of the Fagen families largely lived south and west of the Drake campus. In its early years, Drake intended to keep a patch of trees on University Avenue west of campus preserved as a park for the town of University Place. The farms that existed were mostly small orchards, grazed prairies and nurseries. In short, the area in the vicinity of Drake was surprisingly vacant of farms, farm houses and large fields of grain. By the time of Drake's inception, the truck farms and dairies that serviced the city of Des Moines had moved a mile north to an area surrounding 30th and Hickman Avenue and to farms south of the city. University Place had no coal mines or other smoke stack industries to boast of. All these factors added together suggest Dogtown was created entirely in response to Drake University, its students and faculty living nearby.

Its first business was a grocery store in 1883 owned by a Mr. Reynolds at the southwest corner of 24th and North (University) Street. (North Street was the original northern boundary of Des Moines. Its name changed to University Avenue in 1894 after the death of Chancellor Carpenter in 1893. University Street one

block north was changed to Carpenter Avenue in the same year). In 1884, the Mershon brothers bought the grocery store and Reynolds left to attend Drake University along with many of the Mershon children.



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By 1888, both Dogtown and the Cottage Grove district had about 15 businesses each.

	Dogtown	Cottage Grove
Bakeries	0	1
Barbers	1	0
Blacksmiths	0	1
Books	0	1
City Scales	0	1
Drugs	1	1
Florists	2	0
Flour & Feed	2	1
Hay	1	0
Grocers	2	2
Ice Cream	0	1
Jewelry	1	0
J of the Peace	1	0
Livery	1	0
Meat Market	0	2
Newspapers	1	0
Physicians	2	1
Well Digger	0	1

The first map showing the district was drawn in 1891 by the Sandborn & Perriss Co. The district was shown as a detail of the area east of the Drake campus. In that map we see three groceries, a bakery, two shoe stores, a laundry, millinery, meat market, book store, black smith, photo studio, harness maker, two coal stations and a fuel and feed store. Many residents nearby are listed in the City Directory as having many Drake boarders or roomers. The increase in groceries, bakeries and meat markets reflect the fact that Drake did not possess any student housing beyond its “students’ home” which only housed a fraction of its students. The next year the University tore down this structure and was out of the dormitory business for 40 years. By 1896, both the Dogtown and Cottage Grove districts had grown slowly to about 20 businesses each. Development near Drake may have slowed in response to the rapid development of Highland Park in north Des Moines.

By 1900, Dogtown had grown to 30 businesses including for the first time a fire station, a bank and two restaurants. Ten years later in 1910, it could claim 50 businesses, boasting for the first time a bicycle shop, four dress clubs (dry cleaners) and three dentists. The new University State Bank housed in their 1905 bank building dramatically increased the number of apartment dwellers living in Dogtown.

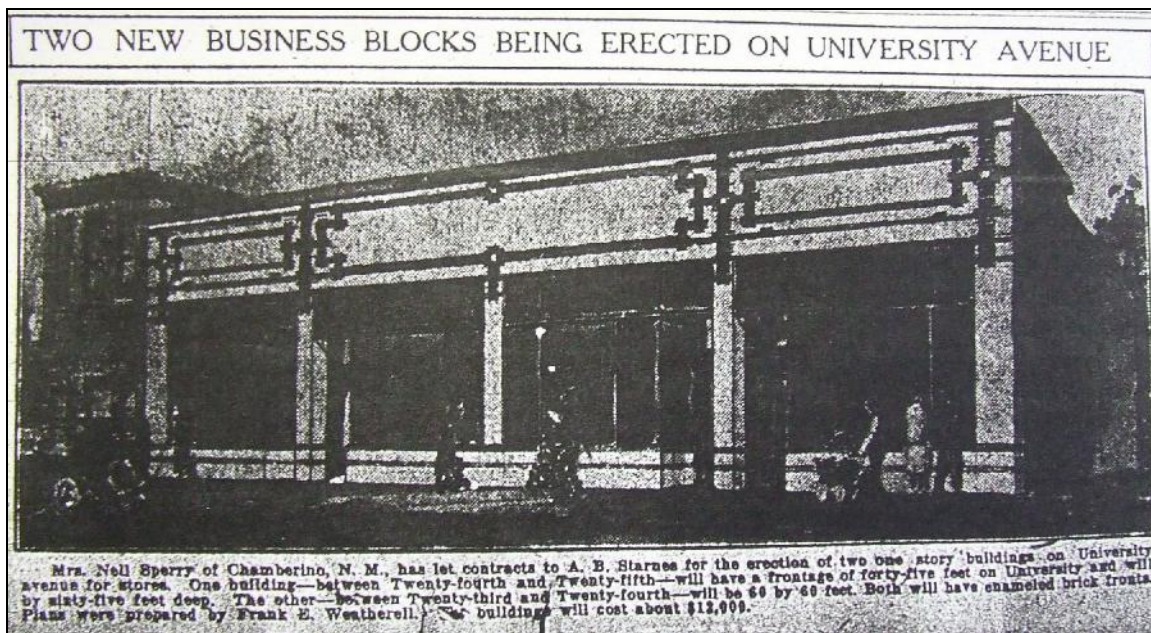


Figure 6-3: new business blocks (Des Moines *Register*, September 24, 1916)

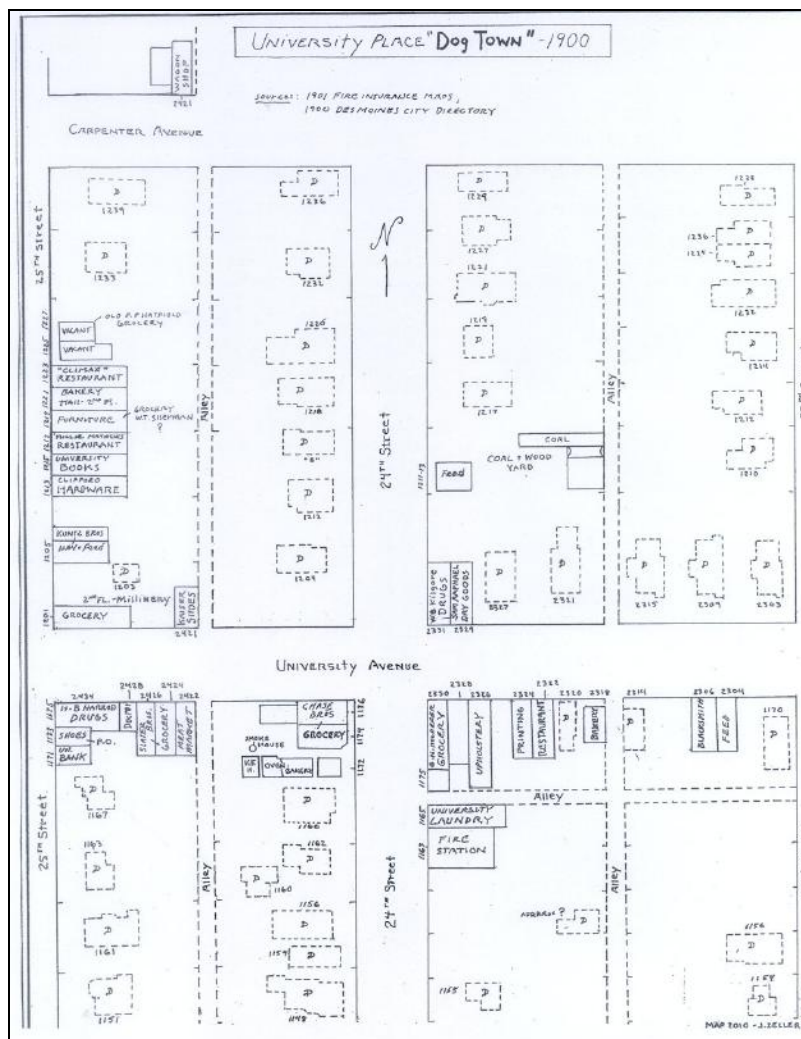


Figure 6-4: Commercial District, University and 24th-25th streets, 1900 (Zeller, 2011)

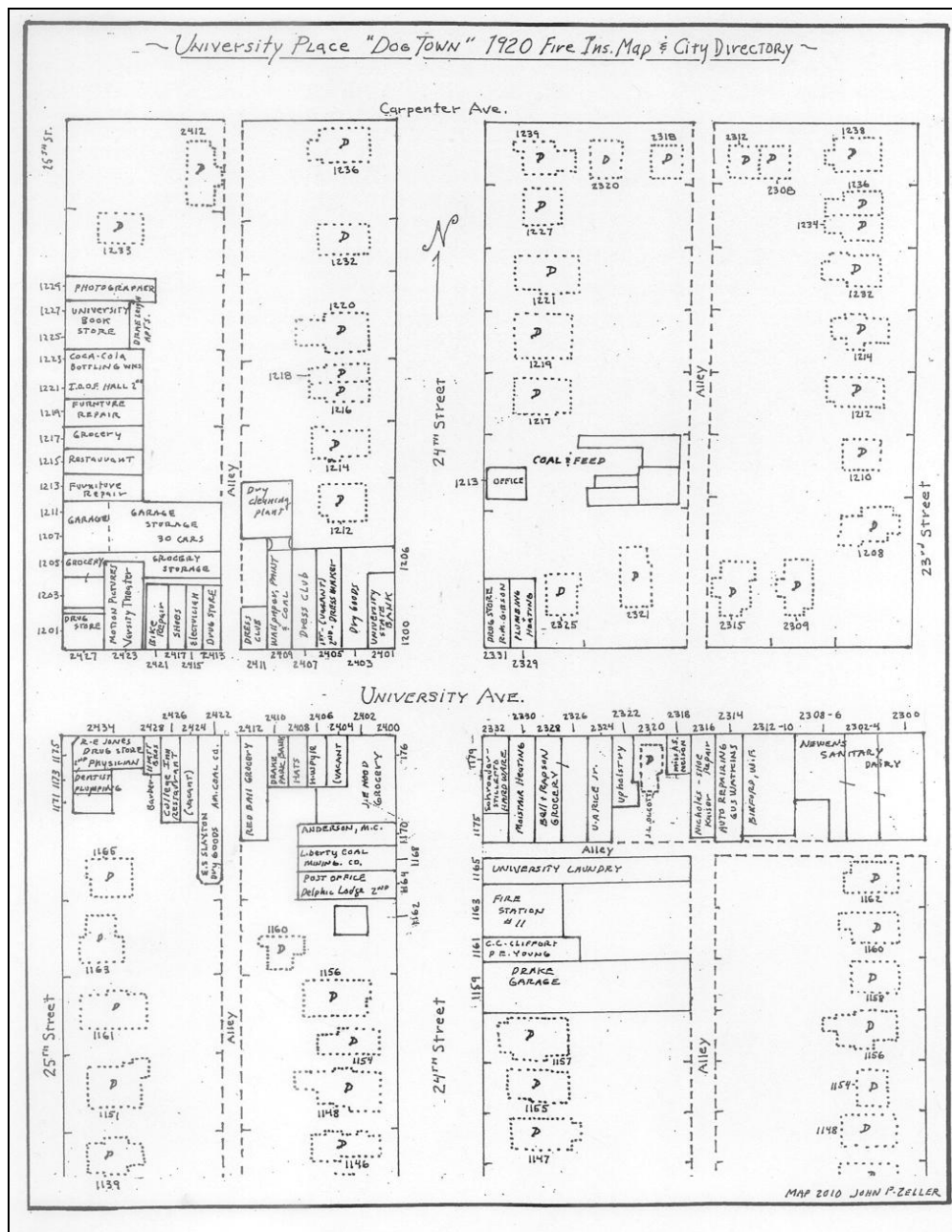


Figure 6-5: Commercial District, University and 24th-25th streets, 1920 (Zeller, 2011)

New businesses in 1920 included three auto garages and a motion picture theater (the “Varsity” then at 2427 University Avenue), and Newlen’s Sanitary Dairy. Interestingly, there were no gas stations in Dogtown in 1920. Forest Avenue had become more of an auto thoroughfare when the Highway 6, which ran east on Hickman and then down Beaver Avenue to Forest Avenue and onto Keosauqua Way to downtown, was completed in the 1920s. Gas stations and some of the first ice cream and hamburger stands that catered to auto traffic appeared on Forest Avenue.

By 1942 the eastern half of the district had become related to general services, plumbing, auto repair, upholstery, electric, woodworking, and weather stripping businesses. While on the western side of 24th Street, retail shops and entertainment dominated. The Varsity Theatre in 1937 was moved to its present location on 25th Street, and a bowling alley was located on the south side of University Avenue. The district had grown to 74 businesses in that year, including a branch city library, a hat shop, beauty parlors, barber shops and cafes.

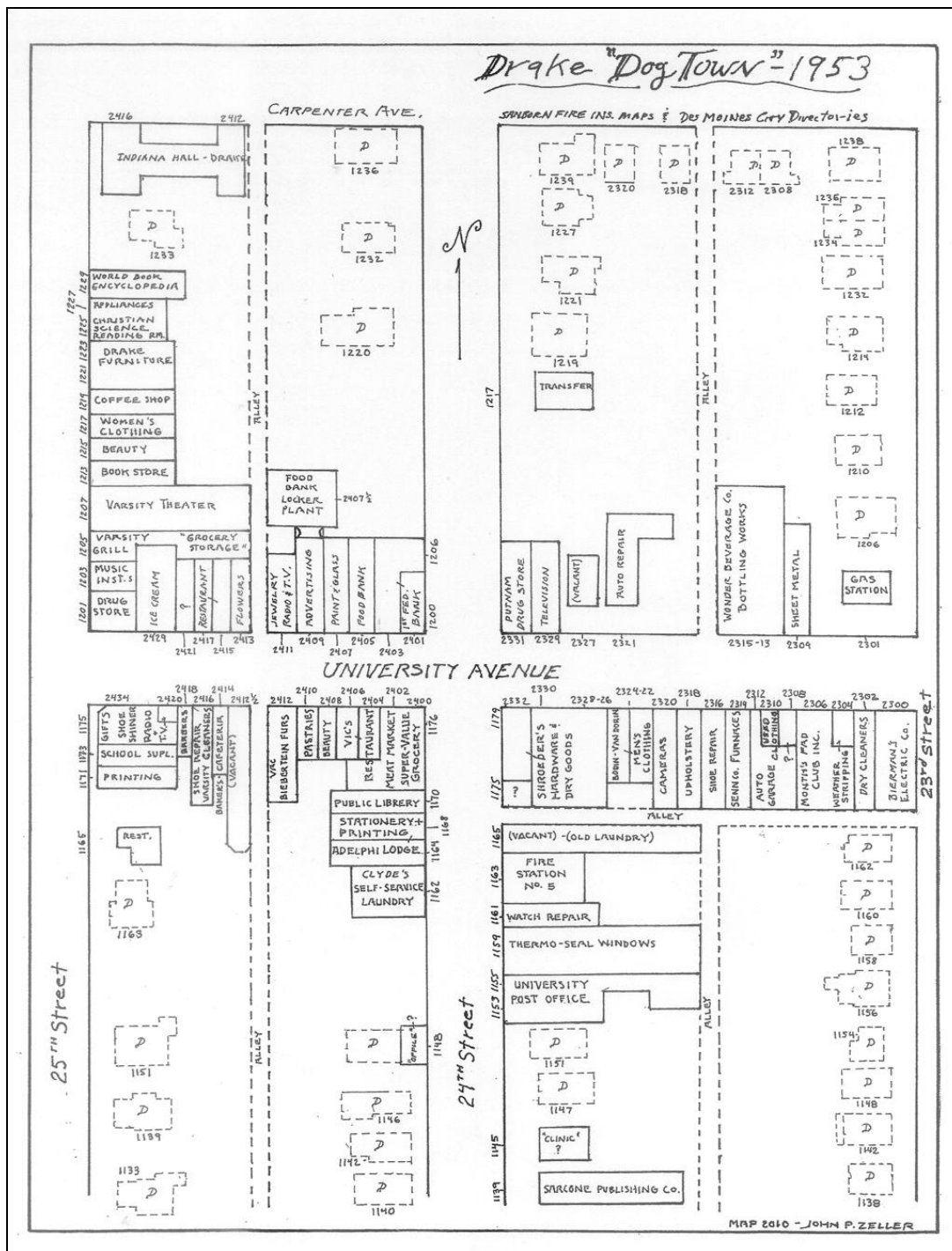


Figure 6-6: Commercial District, University and 24th-25th streets, 1953 (Zeller, 2011)

Our last available map charts Dogtown sometime in the early 1950s -- probably 1953. The map and City Directories show an increase in retail stores for appliances, radios and TVs, musical instruments, paint and glass, jewelry, flowers and furs. This map shows perhaps the high point for Dogtown. The Uptown Shopping Center, one mile west at 42nd Street and University Avenue, would remodel in the 1950s, building a large parking lot for its contemporary Super Value store. Within five years the state's first shopping center, Merle Hay Plaza, would open three miles northwest of Drake and begin a sharp decline of neighborhood shopping districts [Conclusion of John Zeller's section].

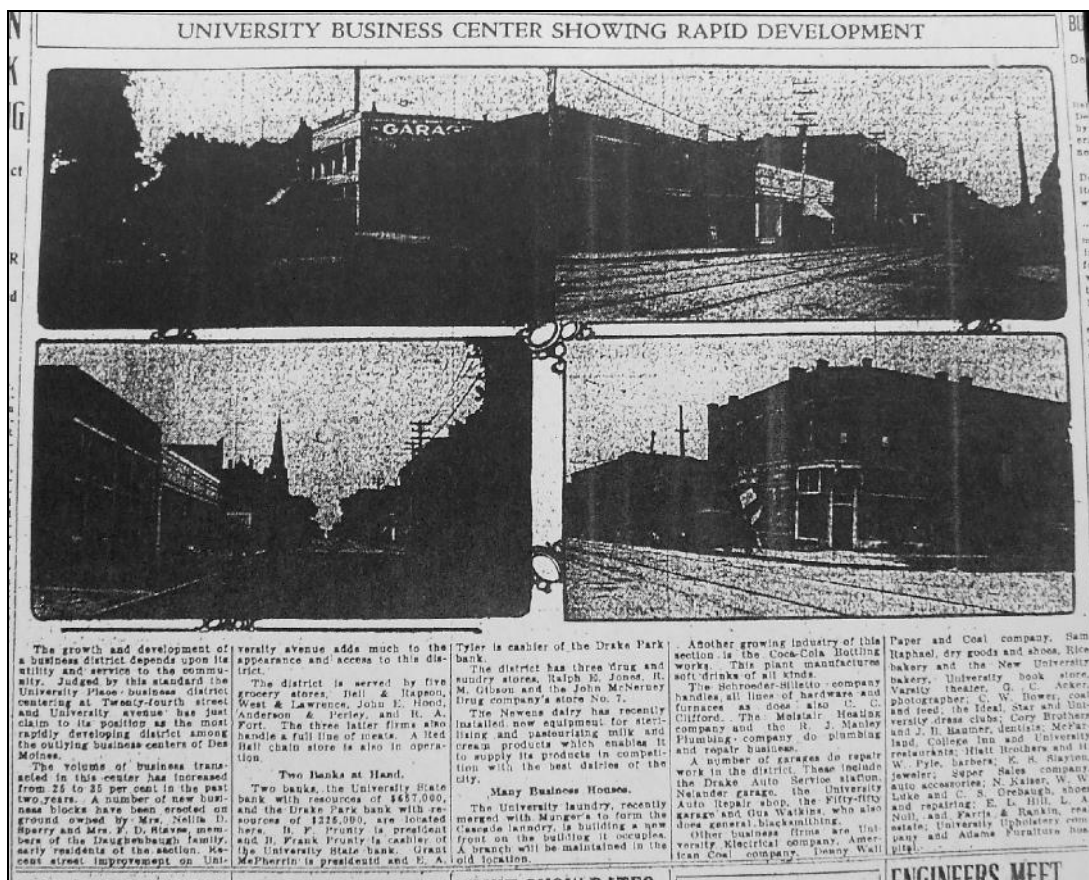


Figure 6-7: By 1919 the commercial center of the district had shifted eastward to 24th Street and University, where two banks were located. All of the images shown above were taken from that corner (Des Moines Register, June 8, 1919)

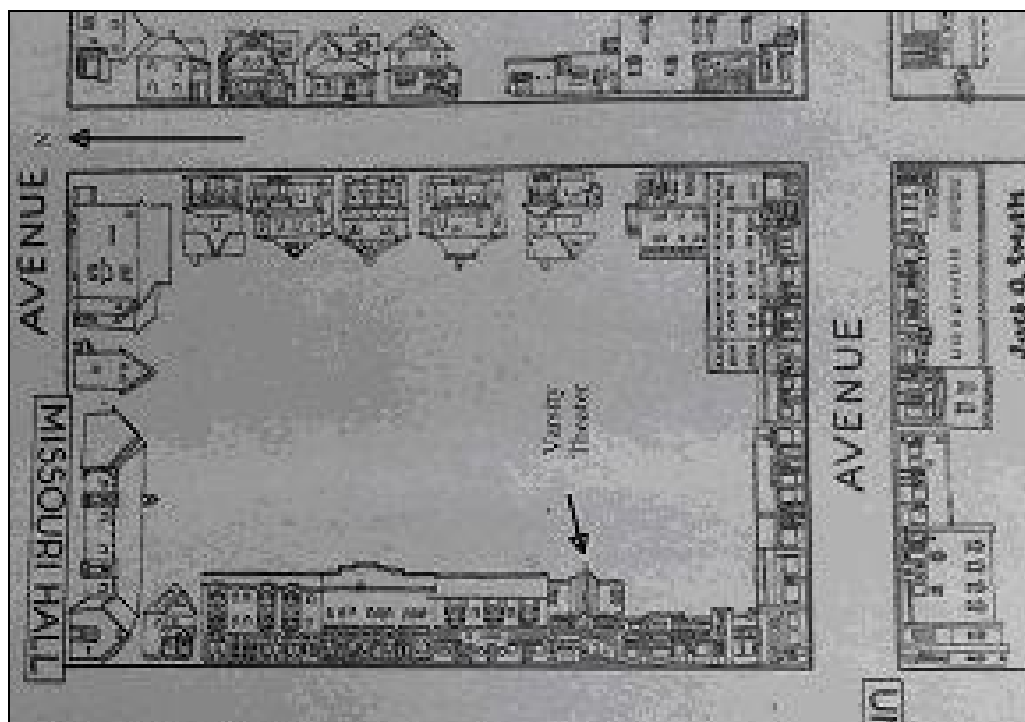


Figure 6-8: Sketch of Dogtown, Jack O. Smith (1950 Quax, inside covers)



Figure 6-9: View northeast from First Christian Church, pre-traffic lights, 25th Street and University Avenue (1950 Quax, p. 172)



Figure 6-10: Traffic lights in place, view southeast, 25th Street and University Avenue (1951 Quax)



Figure 6-11: University bookstore, Varsity Theater, view east from campus (1943 Quax, p. 159)

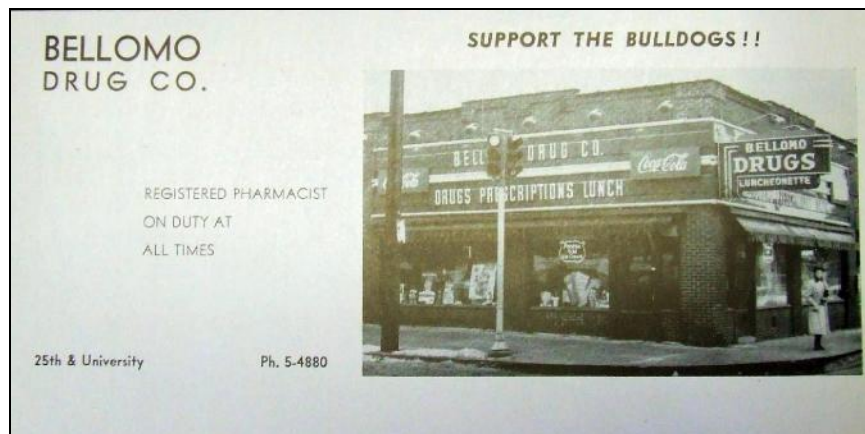


Figure 6-12: view northeast, 25th Street and University Avenue (1952 Quax, p. 236)



Figure 6-13: View east from First Christian Church, along University Avenue (1957 Quax, p. 268)

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Drake University and Area Commerce:

Eateries having student boarding as a key component in their business plan included the Climax Restaurant, located at 1223 25th Street as of October 1900. Managers Baker and Bealey advertised “student board a specialty...Lunches served at all hours.” Stratton’s Restaurant, located in 1906 at 2330 University Avenue, seems to have functioned as a cafeteria, promising “Pay only for what you get). The University Dining Hall, 1161 24th Street, was in operation by the fall of 1909. A student could buy 21 meals for \$3.00 and the managers claimed they offered “the best board in University Place.” It contended with the Drake Café, at 1166 24th Street. The café offered twenty-one “25 cents” meal tickets for \$3.10 and also offered special Sunday dinners (*Delphic*, October 1900; September 1906; September, October 1909).

The University Lunch was in operation at 1170 24th Street by the fall of 1919 and \$3.50 meal tickets could be purchased for \$3.00 (*Delphic*, September 30, 1919).

Other simple eating places located near the university included the following, all of whom advertised in the *Delphic*:

Drake Baker, John Wunch, in the Post Office Building on 25th Street, was also a confectionery and sold summer drinks and ice cream (May 1889).

University Restaurant, C. F. Cheshire, 1217 25th Street, also offered candy, fruit, cold drinks and cigars (April 1901).

Oregaugh’s on 25th Street, offered lunches (March 1906).

University Baker, Cutler & Sons (September 1896)

Dreizler Brothers Home Bakery, 1206 24th Street offered “fancy baked goods for home, party and picnic use” (April 1907-April 1908).

Charles A. Davis Restaurant and Bakery, 2330 University Avenue (April 1907).

George Cross’ Home Bakery, 1210 25th Street, offered “bread, pies and cakes like your mother used to make” (October 1909).

Olsen’s Tea Cup Den had a caviar sandwich on its menu for \$.25, no hot lunches were served after 2:00 p.m. however (May 1909).

Rice’s Bakery, 2324 University Avenue offered “old fashioned ginger bread” and “pumpkin pies like Mother made” (October 1919).

Louese Lunch, 1215 25th Street, opened October 22, 1919

(*Delphic*, May 1889; September 1896; April 1901; April 1907; April 1908; October 1909; October 1919).

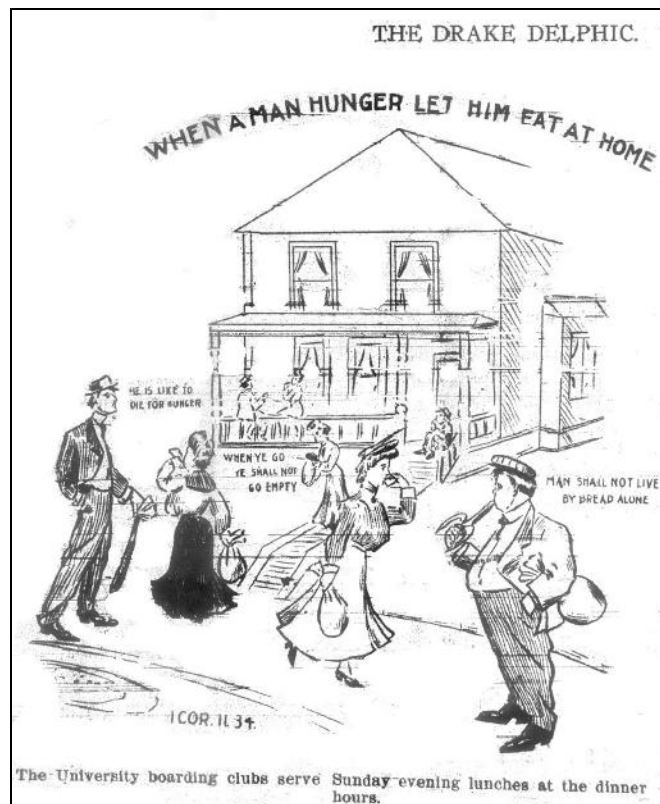


Figure 6-14: University Boarding Club (*Delphic*, September 1905)
The referenced Biblical quotation reads “If anyone is hungry, let him eat at home”

The annual yearbooks were inconsistent in their inclusion of advertisements. The earliest issues contained no eateries at all. The Davis Restaurant and Bakery appeared in 1906 and 1907 and promised “the best 15 cents meal in the city.” McFarland’s Lunch (1901 Cottage Grove) was advertised in 1912 along with the C. H. Smith’s University Dairy Lunch (1170 24th Street). The 1912 listings were repeated in 1913, joined by the Cottage Grove Café (1905 Cottage Grove Avenue), R. S. Wilson’s University Bakery (1219 25th Street), and D. E. Eggenberger’s confectionery (2330 University Avenue). The 1914 yearbook advertised McFarland’s, the Cottage Grove Café and the University Dairy Lunch. In the 1915 edition the Cottage Grove Café was relocated to 1905 Olive Avenue by 1915 and McFarland’s was the only other eatery included. John E. Hood advertised a grocery-meat market in 1915 (2400 University) but added a bakery by 1916-17. McFarland’s continued to be listed those same two years and Durand and Harlan, also had a grocery and meat store with a bakery (1121-23 25th). M. C. Anderson’s University Lunch (“open all night”) was the sole advertised eatery in 1920, and it was joined by Louese (“the place to eat”, 1215 25th) in 1921-22, with the latter listing being the only one in the 1923 edition. Hugh Anderson’s meats, grocery and bakery (2400 University), Merson and Chamberlain’s luncheonette, and the West End Coffee Shop (19th and Ingersoll) were the 1924-25 listings. The New Coffee Inn Café (2416 University) replaced the West End Coffee Shop in 1925. The Bluebonnett Coffee Shop (1173 25th) was “the clean place to eat” as of 1924. The Campus Coffee Shop appeared in 1931. Ma’s Coffee Shop (2703 Beaver Avenue) was listed in 1935. It, the Bon Ton Café (25th and University), and the Vita Mix Luncheonette (Harding Road and Cottage Grove) appeared in 1936. The Bulldog and College Inn (2412 University Avenue) was advertised in 1939. The Soda Grill Café (2427 University Avenue) was listed in 1945. The 1947 issue introduced a number of eateries that would become legendary near campus. The Blue Willow (2502 Forest Avenue), appears through 1957. Vic’s Café, founded c.1947, (2404 University, at 2417 by 1957, home of the double burger, the “Double B”) survived through 1968. Peggy’s Café (3020 Forest Avenue) remains in business and had morphed into a tavern by c.1966. Bonson’s Restaurant (2417 University) appeared in the same issue, and last appeared in 1953. Jeff’s Café, first appeared in 1950 and noted that it was just 55.5

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steps away from the women's dormitory. Last listed in 1963, the building on University Avenue (west of the dry cleaners) is extant but is scheduled for immediate demolition. Baker's Cafeteria (2414 University) was listed 1953-54. Cliff's Hamburger House (2811 Forest Avenue) was adversed in 1952 but lasted just a year. Phil's Café (2417-27 University Avenue) was similarly listed only in the 1946 issue. By 1955-57 more distant eateries were advertising. These included Noah's Ark Restaurant (2400 Ingersoll Avenue), the Quick-E Drive in (912 42nd Street), and Smitty's Donut Shop (19th and Keosauqua Way). Grocery stores like Paul Farley's (2809 Forest Avenue) and the Drake Super Value (University Avenue and 42nd Street). Chicken Royale (4702 University Avenue) was another distant location, advertised in 1959. The Village Restaurant (2404 University Avenue) is listed 1964-66. Jolly's Place and Pizza Emporium (3201 Forest Avenue) appears 1973-74. Chain eateries such as McDonald's (3116 Forest Avenue) appear in 1964, followed by Pizza Hut, nearby, three years later. Felix and Oscar's (2424 University Avenue) is listed in 1980.

Drug stores most likely included lunch counters and soda fountains. Drake Pharmacy was advertised from 1911 on (25th and University) and was replaced by McNerney's Drugstore by 1920. By 1947 it was the location of Ohnesorge's Drugstore. The Putnam Rexall Pharmacy (24th and University Avenue) was advertised in 1959 and was still in business a decade later. Dick's Pharmacy ("the snack shop," 31st and Forest Avenue), was listed 1973-74.

A men's dining hall, conducted in a residence on the corner of 26th and Carpenter, appeared in the 1949 edition. It opened in September of that year and had a seating capacity of 90 students. By 1953 the first on-campus dining hall was functioning, and was joined by the Hubbell Dining Hall in 1959. Increasingly the university was replacing private sector subsistence for its students (*Quax*, 1949, p. 171).

Other Commercial Nodes:

A second smaller grouping of commercial buildings developed along the north side of University Avenue, east of 31st Street. These included a restaurant, Thode's Sporting Goods, and a blinds shop. All of these were recently demolished. A Walgreen's store, on the south side of University Avenue, has replaced the demolished Elmwood Elementary School (1886-1979).



Figure 6-15: University Avenue and 42nd Street, view east (Des Moines Register, December 14, 2004)

Major and early shopping centers developed on the southeast corner of University and 42nd Street and along the east side of 42nd Street, opposite Hubbell Elementary School, at Rollins Avenue. The former, shown above, is no longer extant, save for the corner two-story building. In 1943 a large grocery store building permit was awarded to be built to the south of the row of commercial buildings. The City Council called in the building inspector who issued the permit, complaining that the new building was within the right-of-way of a diagonal street that was in the city plan, that would have linked 41st and 42nd streets, much as an angled street does the same for the 30th and 31st streets, on University Avenue to the east. The grocery store won the battle and the present commercial mall is setback behind the avenue, with parking in the north frontage.



Figure 6-16: Roosevelt Shopping Center, view northeast, ca. 1937
(State Historical Society of Iowa, Pioneer Club Photos)

The Roosevelt Shopping Center, pictured above was the city's first commercial strip mall. It was developed in conjunction with a live theater immediately to the south. While the commercial buildings remain in the same massing, they and the theater have been too altered to be deemed historically significant.

Forest Avenue also developed a series of commercial nodes between 20th and 32nd streets. During the post-World War II years most of the restaurants, taverns and grocery stores that directly served the Drake University community were located along Forest Avenue. Farley's Grocery Store was the most memorable of these (non-extant). The only notable surviving cluster of commercial buildings, including Peggy's Tavern, are located on the south side of Forest Avenue, between 30th and 31st streets. These buildings have been too altered to be deemed historically significant.

The residential areas of the survey area contain very few isolated commercial buildings. Several occur on the east end of Cottage Grove Avenue. The majority are located in the oldest portions of the residential area. Two exceptions are 3715 Kingman and 3835 University Avenue. The latter, a single-story brick building, was started without a building permit in 1926 and the neighbors were caught by surprise. Their protests went unheeded. The former, a two-story frame grocery and residence, was built in 1921 by M. S. Barnham. It elicited a steady stream of neighborhood protests and zoning challenges, but it too prevailed (Des Moines Building Permits, September 27, 1921).

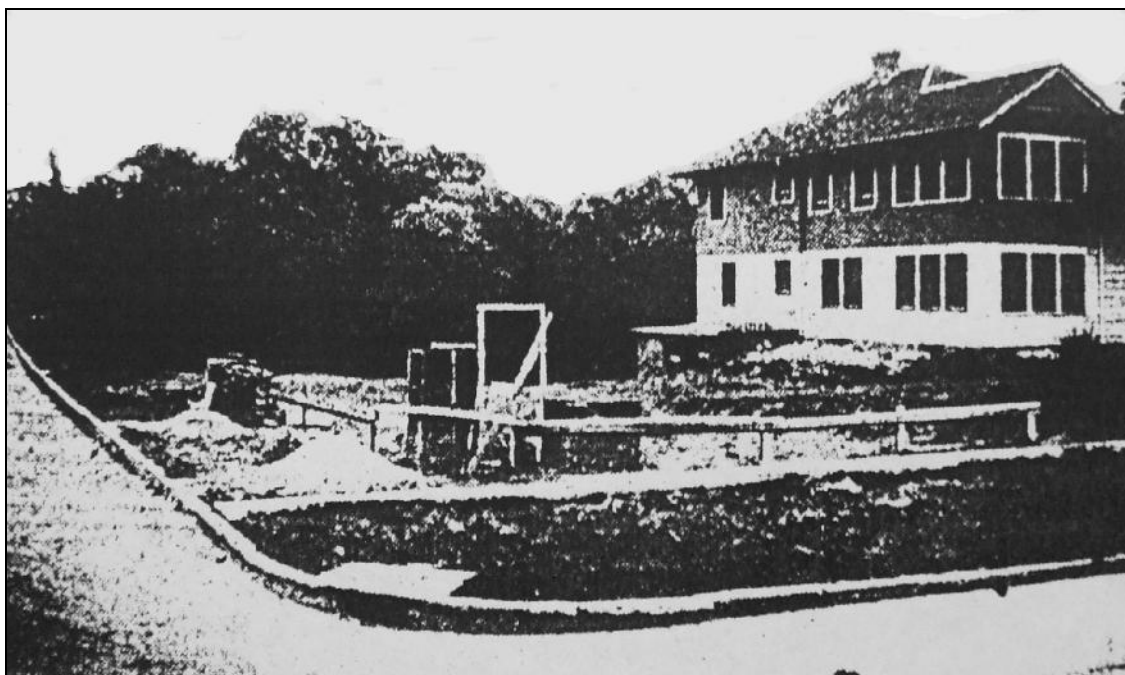


Figure 6-17: Neighbors protest commercial construction (*Des Moines Tribune*, August 21, 1926)

Chapter 7: Apartment Buildings Within the Survey Area:

Des Moines is preponderantly a city of detached houses. Duplexes and apartment houses, while numerous, are less common than is the case in most cities. Apartment houses that pre-date 1961 tend to cluster reasonably close to the downtown. They also tend to be located along key arterial streets. The survey area is largely located outside of the core area where most apartment houses are to be found. While smaller and more recent apartment examples occur throughout the survey area, the vast majority of early apartment building examples are located on or to the south of University Avenue, and tend to cluster within the southeastern quadrant of the survey area. The largest and most architecturally interesting apartment building examples are not to be found in the survey area, although there are exceptions. Two principal factors, those of multiple buildings and distinctive architectural merit, are deemed relevant to evaluating the significance of area apartment buildings.

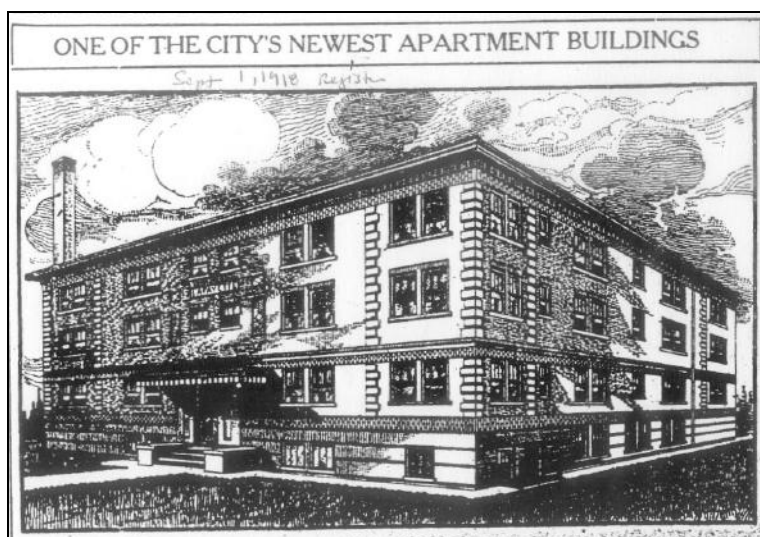


Figure 7-1: Lafayette Apartments, 1131 35th Street, actual building right

Drake Neighborhood Architectural and Historical Survey:

(Des Moines *Register*, September 1, 1918; Polk County Assessor's photo, 2011)

Apartment construction within the survey area consisted of two major phases. The first involved the building of two-story four-unit brick apartments between 1890 and 1905 (1170 MKL, 1137 26th, 2023 University). An unusual elongated frame plan, was built at 1115 25th Street. The second phase is that of the substantial three-four story brick apartment block. The Norman Apartments, at 3103 University, was the first of these. Thirteen blocks were built before the end of World War I. Seven more were built between 1918 and 1923. A final sub-phase of apartment building took place on the west end of University Avenue (within the survey area) where all of the remaining apartment blocks were built through 1929.

Street	#	Year Built	Description	Evaluation
Cottage Grove	2419	1910	Cutler Flats, 8 units-low profile basement, blonde brick with stone ornamentation	In proposed district
Cottage Grove	2600	1918	Three-stories, brick	In proposed district
Cottage Grove	2900	1916	Prine Apts.-two buildings	
Cottage Grove	2901	1914	Carson Apts., 13units, U plan, three stories, brick	In proposed district
Kingman	2500	1919	Kingman Apts.	
Kingman	2600	1918	Nadine Apts., four stories, brick, U plan	In proposed district
Kingman	2820	1958	Motel-like apartment block	
Kingman	3002	1959	4 units	
Kingman	3205	1969		
Kingman	3322	1976	Plan set sideways to street	
MLK	1170	1890	Four units, two story stuccoed brick, reduced windows, nice cornice	
University	2023	1905	Two story brick, very nice design with bay windows, distinctive cornice, four units	Worthy of further investigation
University	3103	1908	Norman Apts., 8 units	NRHP 9-9-1988
University	3438	1917	Yocum Apartments, three stories	
University	3519	1916	Campbell Apartment, nice ornamental stone/brick design, three stories, raised basement, end porch wings advanced at front and rear	
University	3523	1951	University Terrace Apartments, multi-building complex	
University	3616	1922	Prime Apts., four stories, 15 units	
University	3725	1965		
University	3809	1967		
University	3910	1929	Tudor Revival, three connected projecting front wings	Part of University Ave. apartment district
University	3932	1926	Tudor revival, unusual "H" plan, three stories	Part of University Ave. apartment district
University	3936	1926	Tudor revival	Part of University Ave. apartment district
University	3940	1926	Tudor revival, H plan, three stories, very unusual	Part of University Ave. apartment district
University	4000	1916	Craftsman style, three stories, brick	Part of University Ave. apartment district
University	4004	1979		
University	4009	1931	Two story hip roof brick veneer plan that looks like it was built much later	
University	4010	1979		
University	4021	1917	Custer Apts., built by E. Custer,	

Drake Neighborhood Architectural and Historical Survey:

Street	#	Year Built	Description	Evaluation
University	4023	1917	Craftsman style, twin front wings tapered like porch columns, stucco exterior	Individually eligible due to style, materials
Rutland	2901	1962	Enlarged 1895 residence on a grand scale	No integrity
21	1043	1960	10 units	
21	1082	1923	Also dated 1880-frame-10 units	
21	1134	1966		
21	1313	1970	18 units	
22	1314	1920	Two story stuccoed, too altered to determine original appearance	No integrity
22	1441	1974		
23	1156	2005	Modern	
23	1340	1968		
25	1101	1988		
25	1115	1897	Grace Apts/Kirkham Flats, Italianate style, the survey area's first apartment building, rehabilitated in the 1970s	In proposed district
25	1126	1987		
26	1137	1895	Frame apts. built from Student's Home	In proposed district
28	0915	1953	Ranch style, 6 units	
29	1110	1910	Or 1919-Dr. Carson, 7 units	
30	1414	1964	Modern two story apt. block	
31	1025	1930	Unusual house-like Tudor/Classical Revival style	In proposed district
31	1134	1912	Usher/Mirel Apts.-14 suites	In proposed district, SHPO DOE
31	1220	1908	McCoy Apts.	SHPO DOE 2001
31	1408	1963		
32	1336	1967		
32	1410	1923	Is a converted house	
34	1224	1973		
34	1240	1973		
34	1304	1967		
35	1060	1914	Lafayette Apartments, Classical Revival style, key feature is the offsetting of the central bay windows and doors vis-à-vis the main fenestration, unusual attic level with windows	Worthy of further investigation
35	1131	1915	Lafayette Apartments, Classical Revival style, interesting pattern of ornamental stone inlay, stone base	Worthy of further investigation

Chapter 8: Churches Within the Survey Area:

The small number of churches that are located in the survey area is a point of interest. Historically this fairly large area had no churches and the downtown churches established mission churches in the area. The latter, all mainline protestant faiths, grew into substantial congregations. The earliest and most substantial churches were located on or to the south of University Avenue. Cottage Grove emerged as the location of choice, a pattern that would be broken when the First Christian Church finally opted to locate on University Avenue, close to the university campus, with which it was directly associated. The major churches were so successful that they all replaced their original church buildings during or after World War I, or they relocated to larger quarters (1110 35th Street).

The history of Grace Methodist Church illustrates this pattern of growth. In 1883 the downtown congregation first established a mission church that was located a mile to the northwest, at 19th and Crocker

Drake Neighborhood Architectural and Historical Survey:

streets. An available but unpaid minister formed the congregation nucleus and in 1902 a more substantial building replaced a simple frame building. That building survives as “Kingsbury Cathedral” but was much altered by a disastrous 1917 fire. Drake University and the First Christian Church sheltered the homeless congregation until temporary repairs could be made. In 1925 the present church was built, located two miles northwest of the burned church. This move was problematic if only because the congregation’s residential center point was also moved west. The new building was dedicated in 1927 and was supplemented with an educational wing in 1957 (Andrews, pp. 1-28, 46-47).

A small number of fundamentalist congregations built churches before and after World War II. Two Lutheran churches also located within the survey area at this time.

Street	#	Year Built	Description	Evaluation
22	1501	1952	Iowa Church of the Nazern, traditional frame church form with corner spire	
31	0920	1915-18	Macedonian Missionary Baptist Church	Many integrity issues, paneled windows, some reversible however
35	1110	1906	St. George’s Greek Orthodox Church, originally Elmwood Presbyterian Church	NRHP
35	0950	1972	Des Moines Baptist Church	
42	1117	1920	Waveland Park Congregational Chapel, now Muslim Community Organization, Inc.	Too altered, need to determine original appearance, many windows covered
Cottage Grove	2401	1917	Cottage Grove Presbyterian Church, originally 6 th Presbytereterian Church, third building on this site	Consultant recommended DOE, part of a proposed district
Cottage Grove	3700	1927	Grace United Methodist Church	In course of being NRHP nominated in 2002? Part of proposed district
Forest	3424	1928	St. Luke’s Episcopal Church, church started with relocated chapel-most interesting elements rebuilt	Requires further investigation
Forest	3717	1940	Crestwood Baptist Church	
University	2500	1921	First Christian Church	NRHP listed, 1988
University	3223	1950	Trinity Lutheran Church	
University	3615	1903?	Redeemer Evangelical Lutheran Church, enlarged substantially 1946 or 1952	Invstigate further given early date

Chapter 9: Former Farm Houses Within the Survey Area:

A “farmhouse” is a generic term that in this application refers to a house that pre-dates the formal platting and up-building of the area. The vast majority of candidate buildings likely was associated with either a larger tract or a small truck farming application. Many of the latter could be of relatively recent date, say as late as the pre-World War I years. The idealized large farmhouse, identified by its odd placement relative to the street grid is not to be found within the survey area. This list then necessarily consists of those houses that stand

Drake Neighborhood Architectural and Historical Survey:

out in terms of their architecture (usually being more vernacular in form) and by virtue of their early construction date relative to other nearby homes.

It was hoped, as a part of the project research design, to use comparative map analysis, particularly the 1909 U.S.G. S. map (see Figure 1-12) to locate farmhouse candidates. In lieu of this, the comprehensive review of county assessor photographs was used to develop this list of potential farm houses. Given the mobility of houses and the high proportion of house replacement, it is also suggested that many pre-existing houses were carted off or demolished so as to make room for more substantial replacements. Another subset of this class of pre-existing houses is the residences of more wealthy land owners, those who platted and developed their land as the opportunity arose. These houses would stand out all the more in terms of their architectural quality and substantial nature, as well as an early construction date. It will require targeted historical research to identify these residences.

Possible Survey Area Former Farmhouses (sorted by date)

Street	#	Year Built	Description	Evaluation
Drake Park	2124	1853	Mansard roof cottage	
Northwest	4117	1857	Brick T-Plan	Just out of survey area, but documented as farmhouse
School	4031	1873	Hip roof cottage with flat cap	
School	4031	1873	Hip roof cottage	
40	0912	1885	Hip roof cubic plan	
21	1211	1890	T-plan house	
31	1420	1890	Considerably altered	
23	1554	1895	Altered cottage	
29	1444	1895	Side gable cubic plan	
Jefferson	3209	1895	Poor photo-undetermined	
Beaver	1506	1896	Upright and wing	
College	2707	1896	Gable front cottage	
Beaver	1506	1896	T-plan house	
31	1423	1899	Hip roof house	
Clark	2026	1900	Upright and wing	
College	2736	1900	Now side gabled bungalow	
24	1816	1900	Gable front cottage	
29	1502	1900	Hip core cottage	
33	1418	1900	Side gable cottage (also dated 1912?), altered	
33	1548	1900	Gable front cottage	
34	1701	1900	Hip roof cottage	
34	1701	1900 (pre)	Hip roof cottage	
College	2720	1901	Hip roof cottage	
23	1310	1902	Upright and wing	
21	1217	1902	Side gabled cottage	
32	1440	1902	T-plan cottage	
MLK	1620	1904	Hip roof cottage	
School	2834	1909	Side gabled cottage	
21	1819	1910	Hip roof cottage	
Meek	2026	1910	Hip roof cottage	

Chapter 10: Architects and Builders Context:

Architects:

Barton, H.H./W. C. (?-?):

H. H. Barton secured permits for three contiguous houses on Drake Park Avenue, east of 25th Street (2414, 2418, 2426) in 1900. Unfortunately the existing houses do not conform with that period of time. W. C. Barton secured a permit for a concrete block building at 30th and Cottage Grove in 1905.

Cross, Charles C. (?-?):

Cross practiced in Des Moines from 1891 until 1925 when he removed to Florida. He practiced with his son Herbert as C. C. Cross & Son and the firm sold a catalogue that contained 50 of their residential designs (Shank, p 49).

Three storefronts at 20th and Forest, 1904 (the only surviving buildings are 2001, 2009 Forest Avenue. 2814 Rutland-home of Andrew G. McKay, Treasurer, Keystone Coal Co., 1905



Figure 10-1: 2919 Cottage Grove Avenue, designed by C. C. Cross
(extant but the front dormer has been extended across the entire front wing)



Figure 10-2: William A. Black's residence, 1031 21st Street, designed by C. C. Cross (non-extant)

Eastman, Charles Edward:

Eastman was likely the busiest architect within the survey area-at least based on available records. He designed a broad range of residences from tiny cottages to large houses and photographs of many of his designs survive and can certainly be matched to extant houses.

Clark and 20th-1905

Residence for W. H. Hand, University Place, \$3,600 (1906)

Residence for W. H. Bates, 25th south of Cottage Grove, \$2,500 (1906)

2837 Brattleboro (1918) (non-extant)

Gage [Alvah John] and _____ Franklin:

University and 25th, three-story apartment with four storefronts below, for Dr. F. D. Staves (1917) (not built).

Goldsmith, George, and R. Q. Selby:

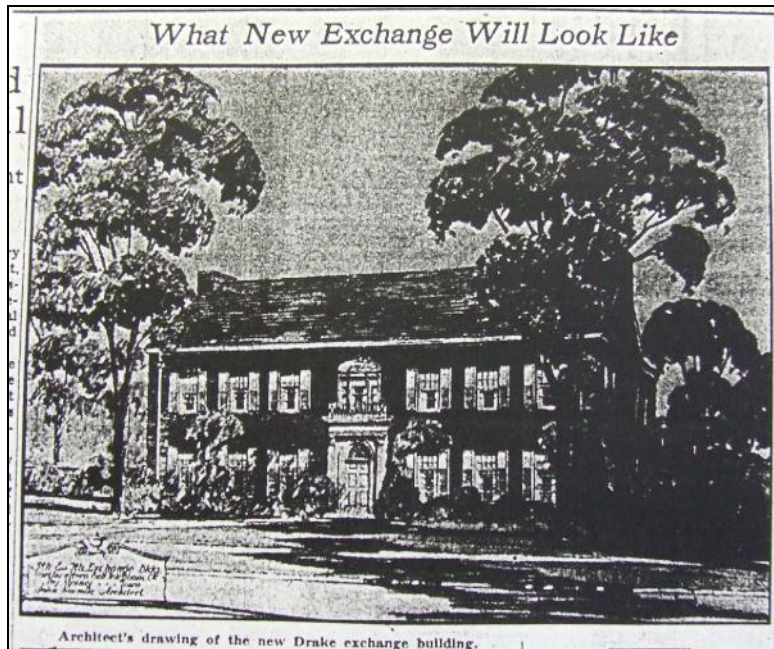
They designed the Spanish/Mission Revival house at 1717 38th Street. Neither name appears in Iowa's Historic Architects (Des Moines Register, March 11, 1928).

[George] Hallett & [Harry D.] Rawson:

Johnson, C. V.:

Residence for A. L. Steele, University Avenue, west of 43rd Street (Des Moines *Register and Leader*, August 9, 1914).

The new telephone exchange, 4200 Kingman Boulevard, is just outside of the survey area but it replaced the exchange at 1000 24th Street.



Oren, Thomas:

Proudfoot & Bird:

Auditorium addition for the First Christian Church, 25th and University Avenue (Des Moines *Register*

Drake Neighborhood Architectural and Historical Survey:

and Leader, July 23, 1908)

Elmwood United Presbyterian Church, first planned for 28th and Cottage Grove in 1905, but was actually built at 1110 35th

Sawyer and Watrous:

3438 University, Apartment Building (1917)

Kingman near 30th, residence for Jack Campbell (1907-Watrous)

Smith, Wetherell and Gage:

2808 Cottage Grove, residence for Ralph Jones (1908)

Frank Wetherell and Gage:

3700 Cottage Grove, residence for John P. Wallace (1902)

3700 Cottage Grove, addition (1914) for John P. Wallace

2908 Cottage Grove, residence for Ralph E. Jones, druggist (1908)

3306 University, residence for Dr. Edward Dorr (1908)

1118 18th-duplex for Francis A. Bomer (1892)

4232 University-residence for John R. O'Brien (1907)

3400 Kingman, two-story frame residence for James R. Martin (1917-Frank Wetherell)

Wetherell and Gage:

Residence for J. R. Beeman, corner 23rd and Forest Avenue (see below), 1914

Residence for W. W. Maish, 34th north of University Avenue(see below), 1914

1806 36th, residence for Harris Golden (1952)

4010 Kingman, porch addition for David R. Miller (1943-Wetherell)

41st and Beaver, storage wall for George Glann (commercial? Destroyed 1983) (1983?, Wetherell)

1612 Northwest Drive, basement remodeling for C. Max Miller (1958, Wetherell)



Figure 10-4: Residence for W. W. Maish, Wetherell and Gage, architects
(Des Moines *Register and Leader*, April 5, 1914)

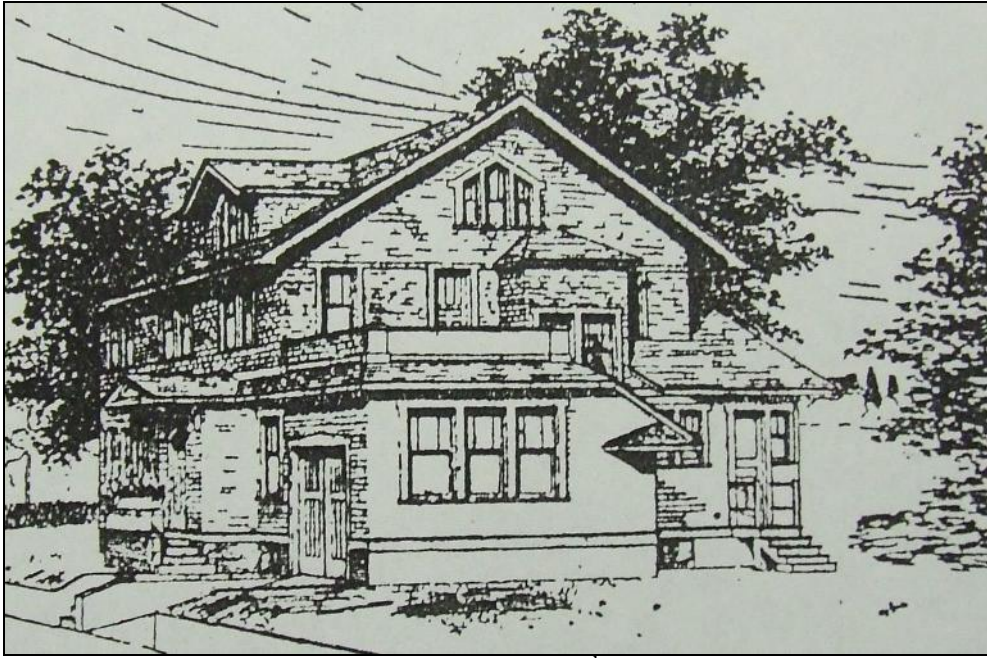


Figure 10-5: Residence for J. R. Beeman, northeast corner 23rd and Forest Avenue (non-extant), \$6,500, eight rooms with sleeping deck (Des Moines *Register*, April 1, 1914)

House Builders:

The “template” of builders that was developed for the King-Irving neighborhood survey was used for this project, assuming that the same builders would have likely been active in this adjacent, although later, area. A most complete building permit list for this survey yields a rather complete sampling of builders and their houses. The list is not complete because builders were not always the applicant on record for a building permit. Builder’s names who built houses in both survey areas are italicized.

Allen, Dudley:

Allen was a major Highland Park home builder. A dozen survey area houses are linked to him, built 1917-24. Half of these were built on the 3600’s block of Rollins Street. He built 3827 Lanewood and 1619 Beaver Avenue.

Alstrand, William A.:

He built 3912, 3916, 3920 Forest Avenue, 1920-22.

Anderson, Ira:

Anderson built at least six houses, 1881-1884, most of these being on Cottage Grove Ave. towards its eastern terminus. Consequently these likely are all gone. Three houses were built on 21st Street.

Andrews, Bert E.:

Andrews is an unusual example of an individual who served as his own architect and builder.

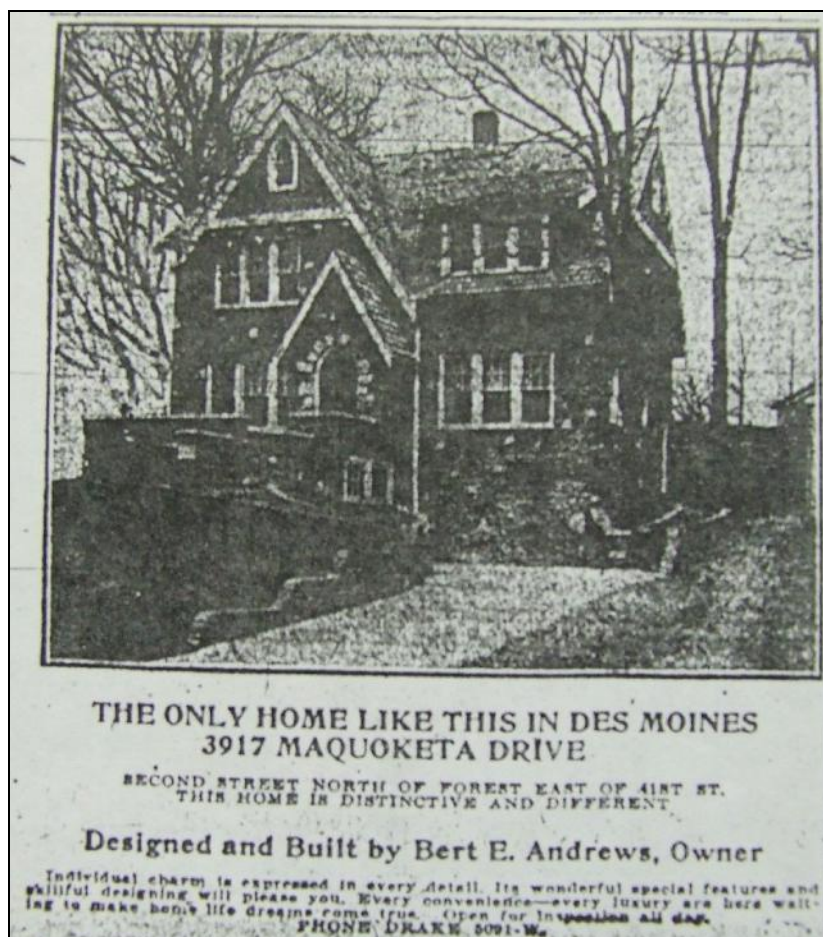


Figure 10-6: Andrew's new house, 3917 Maquoketa Drive
(Des Moines Register, April 26, 1926)

Arnold, W. H.:

He built 1131, 1135 20th Street in 1902.

Atkins, C. H.:

Atkins was an early builder, 1881-1882, and is linked with four houses, also in the vicinity of Cottage Grove Ave.

Baker and Company Construction:

This firm built seven duplexes in Kingman Court in 1950.

Bedford and Detwiler:

This firm built three houses on 21st Street near Atkins and Kingman, between 1883 and 1889.

Bender, John:

Five houses are credited to him, built 1921-1923 but he also built his houses in pairs, and two double examples are found on 28th Street where all of his houses went up (1544, 1546, 1548 and 920, 922).

Drake Neighborhood Architectural and Historical Survey:

Best, Emmett E.:

He built three ranch style homes in Neirob Court in 1954.

Botsford, Lyle A.:

G. H. and Lyle A. Botsford were active builders, the former with two houses, 1912, 1923, the latter with five houses all in the 2600 block of Forest Avenue, 1930-40. None of these survive due to Drake campus expansion.

Brandenburg, W. H.:

He built 962 29th Street and 2617 Clark Street in 1919.

Burnett, J. G.:

One house, dated to 1918 is attributed to him (2021 20th).

Canine Brothers:

G. L. and R. W. Canine built at least 16 houses between 1924 and 1956. Ralph W. Canine did the building between 1955 and 1956. These later houses included three adjacent ones on Jefferson Street (3200's).

Carney, E. P.:

Thirteen houses built by Carney date to 1918-1920. These were located on 29th, 30th, 39th, and Forest.

Carr, J. H.:

Carr built three adjacent houses on 42nd south of Forest and 4129 Forest, in 1921-1923.

Chamberlain and Kirk:

They built 1821 24th Street and 1723 41st Stree, 1922-23.

Collins, D. V. and Collins & McNeal:

Six houses were built in 1928-29 and these were expensive homes. Their distribution is scattered but they need to be investigated. Several are in the Forestdale Plat.

Community Building and Securities Company:


This firm built at least 51 houses in the survey area between 1920 and 1924. Three major clusters were built up, both sides of 41st above I-235, of which the east side only survives; 31st at College, four houses; and Mowyer, both sides west of 27th Street. The latter is likely the most intact and the firm likely built up the entire plat.

Coon, C. A., J. L., D.H., R. S.:

Coon Bros. are making a very extensive improvements [sic] in the neighborhood of University Place, comprising about ten houses to cost \$2,000 each.

(*Iowa State Register*, May 22, 1891)

The Coon family was very busy in the survey area from an early time period. A. J. Coon (and A. J. Coon and Sons) is credited with 15 houses, built 1911-27, on Iola, 38th streets and Beaver Avenue. C. A. Coon built 23 known houses, 1899-1920, mostly on School and Iola streets. C. L. Coon built 15 houses, 1919-1942, on Iola and the rest in the northwest portion of the survey area. Roy W. Coon is linked to three Kingman Blvd. Houses, and he resided at 3221 Kingman. He was active from 1911-1919. O. H. or D. H. Coon was the last family builder, ca. 1947-49, and built two houses. These houses cluster along both sides of Iola Street (3300's); 38th and University; School (3100's-3200's); with smaller groupings on Kingman and 24th.



1729 BEAVER AVENUE. OPEN TODAY. \$11,000, ALL SPECIALS PAID.

THE SUPERB HOME
THE ECONOMICAL HOME
THE DISTINCTIVE HOME

BY A. J. COON & SONS

**A Home That You'll Be Proud
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Because—Our modern homes of brick veneer combine CHARACTER and DISTINCTION with the HIGHEST GRADE MATERIALS and QUALITY WORKMANSHIP.

COMFORT, UTILITY AND CHARM are features which just naturally conform to our type of home construction.

IN FACT

Everything is put into these homes that 40 YEARS of building experience can accumulate and now profitably apply to present day conditions. We invite your closest inspection.

**IT'S ALL TO YOUR ADVANTAGE TO
OWN A COON-BUILT HOME**

THIS HOME AND A 5-ROOM BUNGALOW AT 3129 CENTER ST.
ARE OPEN TODAY FOR INSPECTION.

A. J. COON & SONS
512 Crocker, Mkt. 2307, Dr. 8118-W.

Figure 10-7: 1729 Beaver Avenue, offered by A. J. Coon and Sons
(*Des Moines Register*, April 17, 1926)

Drake Neighborhood Architectural and Historical Survey:

Crawford, H. W. and A. C.:

Eleven houses are attributed to this family with six permits having been issued to Grace Crawford. These houses were built from 1920 through 1926. One of Des Moines' model bungalows built by Crawford is at 3417 Kingman. 1629 41st should be investigated. Kingman clusters are located at 3907, 3911 and 4004, 4010.

Cross, John R.:

Cross built at least 14 houses in the area between 1925 and 1937. All of these occur on the west side of 37th and the east side of 38th, below Washington Street.

Cumings, D. C.:

He built 3916, 3920, 3924 and 3908 Maquoketa Drive, Forestdale Plat, in 1925-27.

Cutler, Edward:

Cutler built six houses on the east side of 25th Street (now 24th Drive) in 1911). Five survive.

Des Moines Housing Corporation:

This firm built higher-end homes, two of which were at 1427 and 1507 Germania Drive, Forestdale Addition.

Dillon Construction Company:

This firm built houses at 1709, 1719, 1723 and 1922 34th Street, 3306 Jefferson Avenue and 1600 Huntland Drive.

Dixon, Emmett E.:

Dixon advertised in the 1915 Des Moines City Directory and his advertisement stated: "Will build and sell on easy terms in the most desirable residential district in the city." A photo of 3600 Kingman Boulevard accompanied his advertisement. He promoted himself as a "designer and builder of modern homes." That is the only identified survey area house that Dixon built.

Dombach, Charles M.:

Thirty-seven survey area houses are attributed to Dombach, built between 1911 and 1928. He built four houses on 40th, half a dozen on Kingman, four on 39th, eleven on Crocker Street, seven on 37th and then returned to Kingman where he built three more.



Figure 10-8: New Dombach-built houses
(Des Moines *Tribune*, November 22, 1928)

Duffield, George J.:

Duffield wasn't primarily a house builder but he did build 2010-12, 2016 Forest and his own Mission style residence at 3500 Kingmand Boulevard.

Duro Brothers, S. B. Duro:

Just 14 houses are linked to S. B. Duro, Duro Brothers, or H. W. Duro, for the years 1919-1933, with H. W. Duro building 1934-1947. J. H. Blount also partnered with S. H. Blount to build 1914, 1922 22nd in 1919. The north end of 29th Street on both sides was built up by Duro Brothers over a long period of time and two houses were permitted twice, both being finally built in 1932-34.

Dyer-Martin Investment Company:

Eleven houses are attributed to this firm, being built 1920-1924. Six houses are clustered along the east side of 27th Street flanking Wrenwood Drive.

Eade and Dye:

They built four houses along the east side of 30th south of School Street in 1918. Five houses are attributed to them.

Drake Neighborhood Architectural and Historical Survey:

Eichelberger, R. A.:

Three houses, built in 1917-19, cluster along the east side of 42nd Street, north of Crocker.

Essex, R. M.:

Essex was an early builder (1901-07) who built at least five houses in the east part of the survey area.

Evans, H. C.:

Evans built three higher-end homes on 37th Street between 1919 in 1921.

Ferguson, J. C., Realty Company:

Eight homes were built by this firm between 1925 and 1927. Two houses were adjacent on Hunter Avenue.

Fidelity Insurance Company:

This firm built three adjacent homes on 21st Street in 1900.

Fidelity Building and Finance Corporation:

Sixteen homes are known to have been built by this firm between 1922 and 1924. This is likely Edwin Beck's building firm. These homes account for the entire east side of 39th Street south of University Avenue with house pairs on Washington Street, 34th and 41st streets.

Fritz, H. J.:

Five homes are attributed to this firm, built in 1911 on the 1100's block of 42nd Street. Just two survive, being just outside of the survey area to the west. Commercial buildings eliminated two houses on the east side of the street.

Frost, F. F.:

Frost marketed very inexpensive houses and was most infamous for moving former officers' huts into the city from Camp Dodge post-World War I. Four homes are credited to him for the period 1922-23, two of which are paired on 28th Street (906, 914).

German, Burt:

For all of his notoriety vis-à-vis the Knox Place and Forestdale plats, he is credited with just two homes, 3827 and 3923 Maquoketa Drive, built in 1936 and 1949. The former references his Home Building Company but that firm does not appear separately within the survey area.

Goodwin & Hoffman:

Four Crocker Street homes were built by this firm in 1923-1924 (3700's block). Interstate I-235 took all of them out.

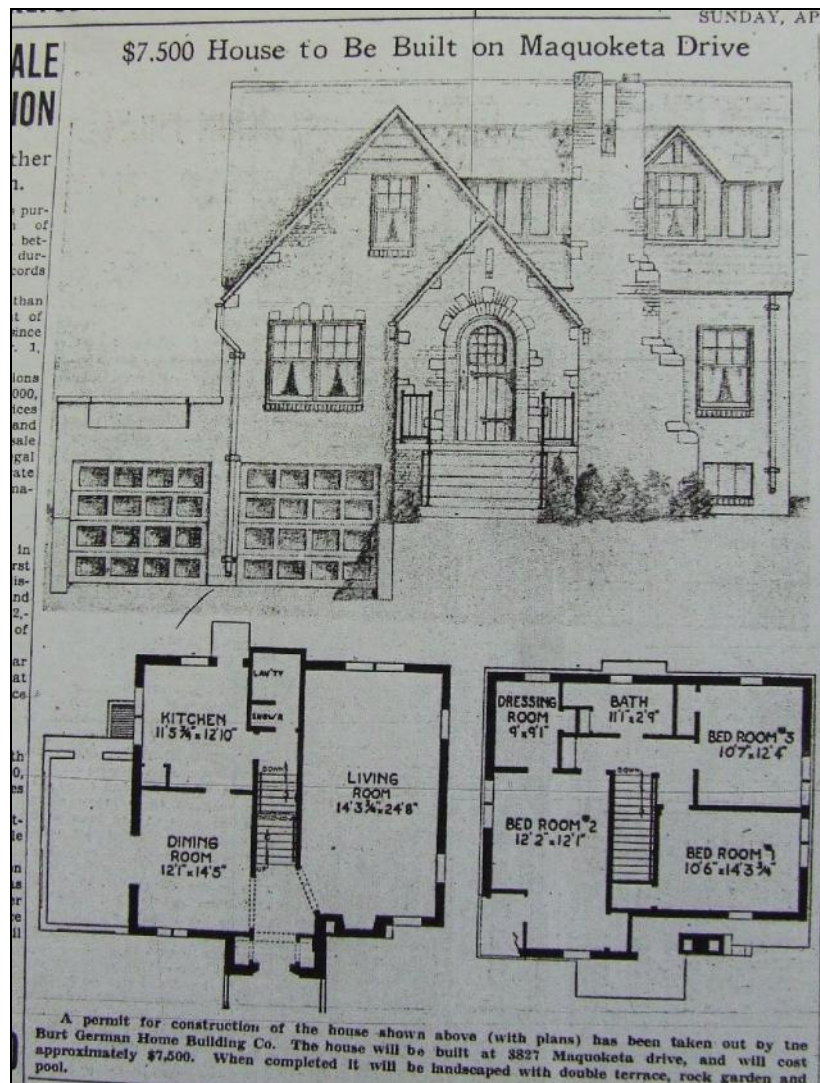


Figure 10-9: German-build house, 3827 Maquoketa Drive
(Des Moines Register, April 19, 1936)

Gordon, Sam:

Gordon built four houses on 39th Street (900's) in 1917.

Gordon Van Tine Company:

Pre-cut houses were listed in the newspaper only in 1915 but seven houses hint at a much broader role played by pre-cut houses within the survey area. The houses are 1333, 1404 22nd Street, 1717 23rd Street, 1435 32nd Street, 1504 33rd Street, 1242 37th Street, and 3513 Kingman Boulevard. All survive.

Grandquist, J. G. and O. G.:

Two homes (paired on 27th) are credited to J. G. in 1911 but these weren't actually built until 1919 when new permits were drawn. Fifteen homes, including these two, were built by O. G. between 1918 and 1920. These homes show a decided preference for constructing two adjacent houses. Major clusterings include Meek Avenue and 33rd Street (1600's) Grandquist-Buffington built one house in 1939. Grandquist Construction built two homes in 1949 and 1955.

Drake Neighborhood Architectural and Historical Survey:

Grubb, John R./ R. W.:

Grubb was a successful large-scale home builder after World War II. Six homes were built by him between 1953 and 1956. These were high-end designs, costing \$11,000-18,000.

Gunderson, Ole C.:

Gunderson built five houses between 1918 and 1921, all located on 39th, 40th and 40th Place.

Hartuppee, W. H.:

Six homes are credited to Hartuppee, built between 1913 and 1922. W. N. Hartuppee built the last two houses, 1921-22. The houses are located on 40th, 41st, and 42nd streets.

Hunter, Raymond:

He built six houses on Rollins Street in the 3700's-3800's blocks, in 1924.

Hyde, Josie:

Hyde built three houses on Clark, two of which survive (2413, 2417) in 1921.

Ingham, Merle E.:

Seven homes are identified with this firm, and another by John Ingham (1932), the former being built 1939-46. Most cluster at the north end of 31st, on the east side (1600's).

Iroin[s], Tom E.:

Eleven homes date from 1921 to 1925. There are three known house pairs on Crocker, 38th and 30th streets.

Johnson, Royal W.:

Sixteen houses are attributed to this firm, dating 1922-1930. This makes Johnson a long-term successful home-builder and one who is worthy of further investigation. These houses tend to be built in pairs and house sets are found on Kingman (two) and Forest.

Kellogg, A. E., O. E., S. T./Kellogg Bros.:

Forty houses are credited to all of the Kellogg iterations, built between 1917 and 1947. Wayne and Harold Kellogg were the last family builders, their houses dating to 1939-1947. Two house groups, 1600s 30th (1917) and the 900's of 41st Street (1923) are worth investigating.

Killam, Sam:

Killam built 1706 Franklin Avenue in 1952.

Knight, Joe:

Drake Neighborhood Architectural and Historical Survey:

This firm built eight houses, 1922-1929. There are two house pairs on 34th and 39th streets.

Kohn, Morris L.:

Nine houses were built by this firm, 1926-1941. This spread of time denotes a successful builder during difficult times. A triple house cluster is found on 38th and a pair of houses on Kingman.

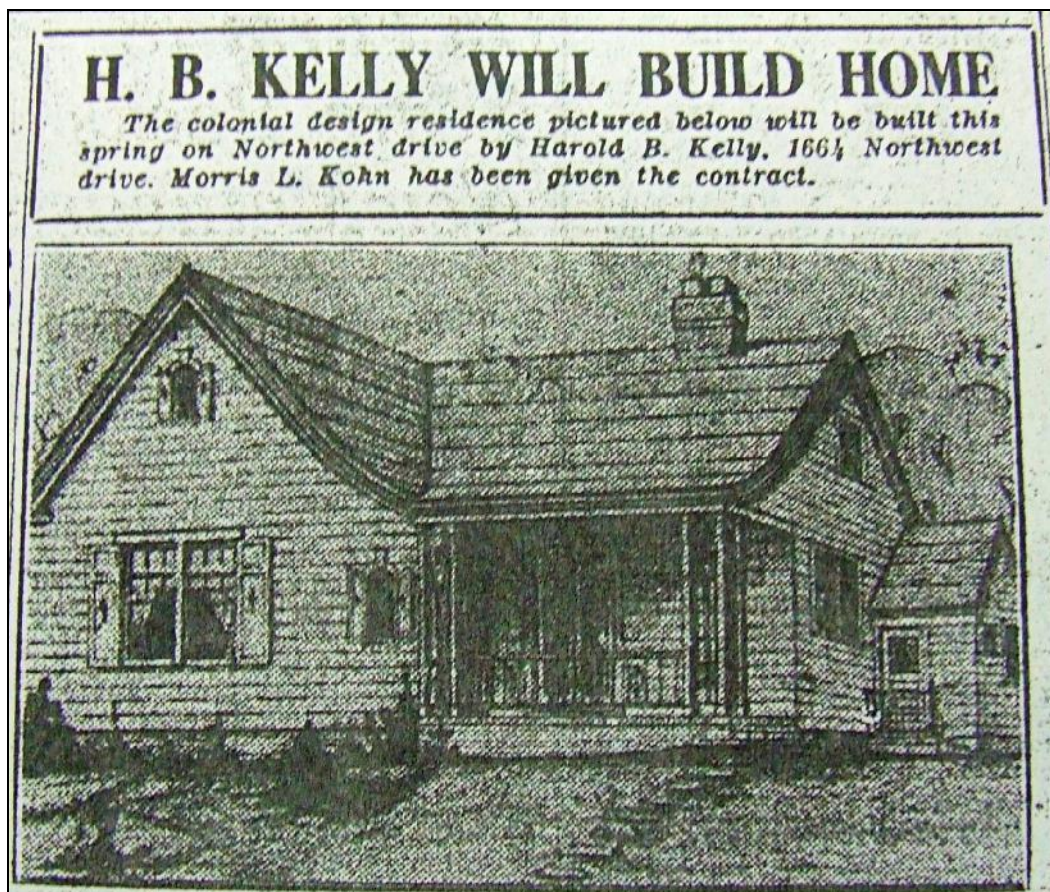


Figure 10-10: Morris L. Kohn builds a cottage for H. B. Kelly (Des Moines Register, March 25, 1928)

Kucharo, W. S. and G. H.:

Just four houses are credited to this firm, three to W. S. K. (1925) to G. H. K. (1947). The early houses are on Clark and 34th.

Larsen, J. G.:

Three homes were built by this firm in 1923 and include a pair on 40th Street.

Leisure, I. M., T. A.:

Five houses, dating to 1918-1919, include a pair on Crocker Street (non-extant), are attributed to I. M. and Minnie Lint, presumably his wife. T. A. Leisure built two homes on 28th 1920-1923.

Drake Neighborhood Architectural and Historical Survey:

Lint, J. H.:

Four houses built by this firm date to 1919-1920. J. W. Lint built one house in 1926.

Littrell, O. O.:

He built 931 and 1001 42nd Street in 1918.

Lockard, Chas. E.:

Eleven houses were built by the Lockard Construction Company, 1918-1923, with one house being built by Charles E. Lockard in 1946. Two adjacent houses were built on Northwest Drive in 1921 as were three others on 39th Street that same year. The following figure documents three 40th Street bungalows that were built in 1922 by the Lockard Construction Company.

will of tion, fork uar- oria, scre- ocia- rva- rva- J. Apl- Mrs. Trust alter Mr. the and dent Carl ple's De ank- ara- Na- kers An- won. Mur- orge and lds. Co. B. Mrs. Mr. Mr. Ing- ord. C. sits. Un-

NG Walnut and Locust streets on Ninth street.

high record on the present move- ment.

The new store will be complete and ready for business within the next ten days.

More Than 1,000 People

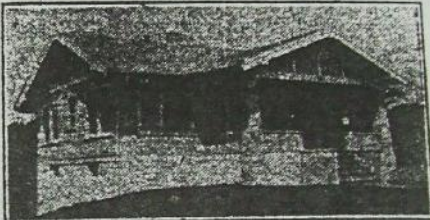
Visited Lockard's Completely Furnished Modern Bungalow Last Sunday.

Were you one of those who took advantage of the opportunity to see how a really modern home is built and furnished? If you did not, you have another opportunity today. To see this Modern Home will give you a better idea of our complete building service plan, and an appropriately furnished home—how the furnishings and draperies should harmonize with the woodwork of each individual room. These homes were built by the Lockard Construction Co. All materials used were furnished by The Lockard Lumber Co. Come and see this Modern Home.


Open Again Today 2 to 9 P. M.

The Modern Home—A Furnished Bungalow Located at 818 40th Street Place.

Comprising six rooms; enameled woodwork; trimmed in walnut; oak floors; built-in features; electric fixtures; fireplace; screened; full basement; garage in basement; strictly modern. Exterior is finished in Kragstone. Asphalt shingles; paving in; yard sodded; cement driveway. Will sell this model home completely furnished, just as you see it.

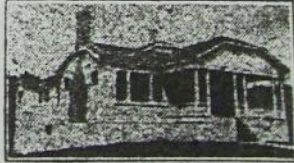


5 Room Modern Bungalow—Located at 814 40th Street Place



SOLD last Sunday to Dr. Carl H. Carryer, 910 Bankers Trust Bldg.

6 Room Modern Bungalow—Located at 822 40th Street Place



Living room, dining room and solarium in oak, balance in white enamel; trimmed in walnut; oak floors; full basement; garage in basement; screened; built-in features; fireplace; strictly modern. Exterior finished in Kragstone. Semicolor Asphalt shingles; paving in; yard sodded; and cement driveway.

Another One of Lockard's Ideas of Modernizing Homes

Lockard Construction Co.

417 Sixth Ave. Phone Walnut 3244

Figure 10-11: Three 40th Street bungalows built by the Lockard Construction Company (Des Moines Register, August 13, 1922)

Drake Neighborhood Architectural and Historical Survey:

Maas, A. J.:

Maas built four houses on 40th Place in 1924.



Figure 10-12: Maas-built home at 878 41st Street
(Des Moines *Tribune*, December 17, 1928)

Madden, A. S.:

Eight homes were built by Madden, 1919-1923, these being a cluster of five houses on Meek Avenue (non-extant) and three on 41st Street.

Mayden, W. B.:

Mayden built a cluster of three homes on Kingman in 1917 (4100s block). These are early building dates for that part of the boulevard.

McElroy, Arthur:

Early houses were identified in this southwest corner of the survey area and McElroy is the builder. He built four houses, 1900, 1911, between 40th Place and 40th Street, on the north side of Rollins Street.

Drake Neighborhood Architectural and Historical Survey:

McMeekan, James:

He is an early house builder and we have two credited houses, 1129 (1131?) 22nd being a very early extant example with an attributed builder.

McNeal, T. P./McNeal Realty Company:

This firm was responsible for the hip roof brick duplexes that dot the city, infilling any available lots in the years 1948-50. A total of 29 homes or duplexes (13 of these) were built by a variety of company name variants. The T. R. McNeal Realty Company built the duplexes. Five homes date to 1929-1931. The company reappears in 1941, ceases construction during the war, and again returns post-war. The early homes are paired on School, Jefferson and 28th streets. The duplexes cluster on 29th (the earliest 1948 examples), and on Kingman, 34th, 38th, and 39th streets.

Meredith, E. A.:

This firm is credited with at least 21 homes, built 1921-1948. These homes were more expensive designs. The vast majority represented the final wave of infill in the Forestdale Plat. Their later houses included a pair on Northwest Drive.

Miller, Jack/John:

Fourteen homes are linked to this firm, dating 1938-1941. These homes cluster on 26th (east side, below Franklin), 28th (west of Moyer and Witmer, these date to 1942 and are some of the last pre-war houses built), and 40th streets.

Milligan, Merle O.:

Milligan was a real estate man but he was also a builder. Four houses, pairs on Forest Avenue and 41st Street, date to 1935-1937. This firm built at least two of the striking assemblage of Tudor brick cottages that line the west side of 41st Street, north of Forest Avenue.



Figure 10-13: 1534 41st Street, an “English cottage,” built by Merle Milligan, under construction (Des Moines *Register*, February 2, 1936)

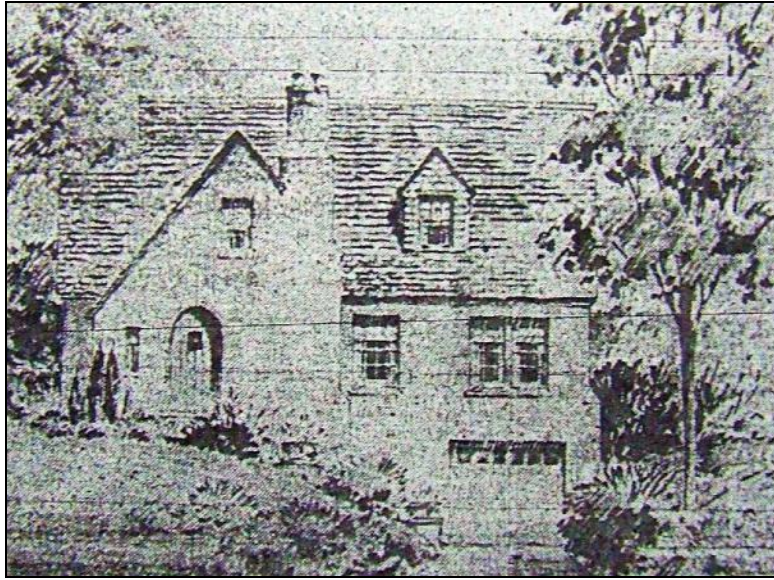


Figure 10-14: Merle Milligan built home for E. H. Fitch, 3912 Maquoketa Drive
(Des Moines *Register*, October 12, 1936)

Modern Home Building:

This firm built 1628 37th, 1705 Beaver Avenue and 1625 Huntland Drive in 1940.
Montgomery, William:

This early builder is credited with three homes, none of which have specific addresses. These date 1882-1889.

Morgan, Avery L.:

Morgan built at least four houses in 1913, clustered in the 3300's block of Cottage Grove Avenue.

Newlen, F. A.:

This firm, perhaps associated with the dairy family, built a group of six houses on Kingman and 28th, and four others, all during 1918. Newlen at least briefly partnered with D. W. Snyder in 1918.

Nielsen, Ray:

Nielsen was active in the area 1929-1930 and built three strings of homes on the south side of Franklin Avenue, a total of ten homes.

Nolan, T. J.:

Nolan built a three-house cluster on 41st Street in 1923.

Norton, Max:

Norton built a two-house pair on 33rd Street in 1929.

Drake Neighborhood Architectural and Historical Survey:

Osburn, Don F.:

Osburn built seven homes in 1925, including pairs on Forest Avenue, 28th (non-extant), and 38th streets.

Paul Realty Company:

This firm built the commercial mall on 42nd at Rollins. While extant, it is too altered to be deemed significant.

Paulsen, S. F. and Fran:

Five homes are attributed to Paulsen, dating 1919-1927. There might be a partnership of Paulsen and Fehn (1927). This was a high-end building firm. Substantial examples are 3900 Waveland Drive (1927) and most notably, George J. Duffield's house at 3500 Kingman, designed by architect Oren Thomas (1927). A three-house cluster was built on the 1100's block of 33rd Street.

Pelton, L.:

Four homes were built by Pelton in 1923-1924, two of which are paired on Forest Avenue (3704, 3708).

Percival and Porter:

Just three homes are attributed to this firm, dating to 1911 (1719 20th Street, 702 40th Street and 4210 Kingman Boulevard).

Prine, Lou:

Prine built apartments. He is credited with building at least two of these between 1918-1922, at 3616 University Avenue, 1088 29th Street, and 2500, 2600 Kingman Boulevard.

Rehman Brothers, John C.:

Fifteen houses are credited to Rehman Bros., or John C. Rehman & Co., and these date from 1917 through 1926. These included four adjacent houses in the 900's block of 30th (1919), and two on 31st Street (1919) which are non-extant. These two sets represent an unusual joint construction on opposite ends of the same block.

Risser, W. W.:

Five houses are credited to W. W. and W. H. Risser, 1919-20. Two adjacent houses were built on 20th Place in 1919.

Robertson, E. M.:

Robertson built four houses on the 1100's block of 24th Street between 1918 and 1930. This is well worth further investigation. Presumably he lived at 1159 24th and over time developed his other nearby holdings? Unfortunately none of the houses have survived.

Drake Neighborhood Architectural and Historical Survey:

Rogers, U. B.:

Seven houses are credited to Rogers, between 1923 and 1925. All but one are clustered between 944 and 1026 37th Street.

Sargent, Walter.:

Walter Sargent, Jr. built two adjacent houses at 2700, 2704 Franklin Avenue in 1948. He was otherwise building to the north of the survey area.

Smith and Thompson:

This firm built three homes on Kingman Blvd. in 1919 (3809, 3813, and 3815).

Smith, E. D.:

This firm built at least four early houses, between 1881 and 1888. No specific addresses are yet found.

Smith, O. F.:

Five homes were built by this firm, 1911-1912, three of which clustered on Cottage Grove Avenue. The numbers, 3214, 3218 and 3222, do not match existing houses and the directories do not confirm construction. These would have occupied the southeast corner of 33rd Street and Cottage Grove Avenue.

Smith, R. F.:

Smith built at least eight houses, between 1919 and 1925. A house pair was built on 34th and a triple-house set on Beaver Avenue.

Smith, Walter H.:

Smith was a survivor, building within the survey area from 1931 until 1951. He built at least nine houses and these included a pair of houses on Kingman (3215, 3219) and a triple-set on 33rd (1064, 1068, 1072).

Snyder, F. A.:

Snyder built at least four houses on College Avenue, in 1918. One of these was in partnership with F. A. Newlen.

Stevens, Leo:

Stevens built three bungalows in a group at 1626, 1630 and 1634 30th Street in 1916.

Stringfellow, E. E.:

He built three houses at 1115, 1117, and 119 33rd Street in 1923.

Drake Neighborhood Architectural and Historical Survey:

Taylor, P. E.:

Seven houses are credited to Taylor, built 1919-1929. Contrary to pattern, no paired houses have been identified among these homes.

Tennant, W.:

He is an early builder and is credited with at least five houses, built 1888-1889. No specific addresses have been determined.

Thompson, J. R.:

He built at least four houses, 1924-1926, including a pair at 1805, 1809 27th Street.

Tillia, Henry J.:

Seven houses are credited to Tillia, and these date from 1906 through 1917. C. G. Tillia built one of these in 1924. Tillia was noted for his high-end bungalow designs, particularly aeroplane plans. The best example is 4041 Cottage Grove, built in 1915 for Henry Lagerquist. A house at 3216 Jefferson needs to be evaluated given its early construction (1924) on that street.

Trent, John G.:

Eight homes are attributed to Trent, built 1917-1919. There is a triple-house cluster (1141, 1145, and 1149) on 38th Street.

Undersfer, Herman:

This builder built four houses on 40th Place in 1939. These were more expensive houses and in two instances the original permit increase was nearly doubled with a revised permit.

Union Building and Investment Company:

Five homes were built by this firm in 1912.

Van Gordon, P. C.:

He built a pair of homes at 1546 and 1548 28th in 1923-1924 (non-extant).

Van Trump, A. L.:

He built a pair of homes at 2723 and 2729 Mowyer in 1923-1924.

Van Vliet & Van Ginkle:

Nine houses built by this firm date to 1919-20 and all are clustered at School (south side, 3300's-3400's) and 35th Street. This firm built more expensive houses so these will be evaluated.

Drake Neighborhood Architectural and Historical Survey:

Varsell, Carl:

A dozen homes are attributed to Varsell, built between 1919 and 1920. Six cluster on Meek (2700's), the rest are on 33rd Street.

Vaughn, C. M.:

Vaugh built two brick cottages at 1414-18 23rd in 1912 (non-extant).

Veatch, O. C.:

Veatch built four homes during 1914.

Wagner, A. E.:

Wagner's five known houses date 1912-1923, which covers a lengthy period of time. A pair of houses (1042 and 1044) are on 37th Street. Another pair (3816-3818) are on Cottage Grove Ave.

Walker, J. J.:

Nine houses were built by Walker between 1919 and 1921. Eight of these are paired on 27th, 28th, 32nd and Mondamin. These illustrate an unusually regular pattern of building two adjacent homes at a time.

Wallace, Floyd:

A pair of houses at 2842 and 2848 Kingman were built in 1919.

Wallace, Harry G.:

Wallace was almost completely responsible for the commercial building up of University Avenue east of 42nd Street as well as some of the apartment building in that area. At least 24 homes, commercial buildings or commercial additions are attributed to his firm and span the years 1918-1950. This is a remarkable longevity for a construction firm. Two paired houses were at 2323-2325 (likely 2319 as well, all non-extant) School Street, and four houses cluster on 40th Street (1211, 1215, 1223, and 1231).

Wears, W. H.:

Wears built a house pair (2917, 2923) on Cottage Grove Avenue in 1900. See 2915-2919?

West, A. R.:

West built at least seven homes between 1882 and 1884, none of which are specifically addressed.

Wheller, W. W.:

Wheeler built a three-house cluster on Washington Street in 1946 (2312, 2314, 2316). This section of that street does not exist.

Drake Neighborhood Architectural and Historical Survey:

Wick, J. E.:

Wick built at least six homes between 1922 and 1925. Two of these were paired on 40th Street (1306, 1310).

Wilson, W. L.:

Wilson built a house pair on 31st Street (1223, 1225) in 1920, 1924 (non-extant).

Witmer Estate:

Three Witmer Parkway homes are attributed to this builder, 1923-1939.

Woods, F. E.:

A pair of houses was built on 33rd Street (1427, 1429) in 1927.

Wilfon, Frank W.

Wilfon was another good example of a self-made architect-builder, who was perhaps inspired by the hard times of the Great Depression, as the following figure indicates.

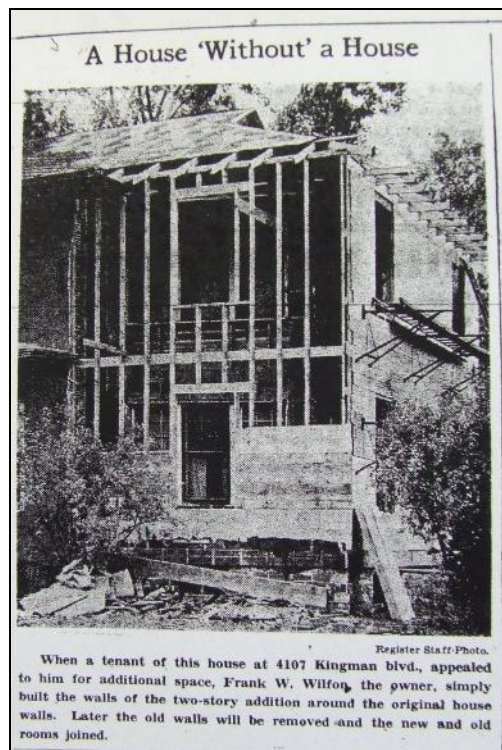


Figure 10-13: An enlarged house, 4107 Kingman Boulevard
(Des Moines *Register*, June 11, 1936)

Young, A. V.:

Four houses straddled 26th Street (1700, 1704, 1705 and 1708), built in 1941.