

United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of PropertyHistoric name: Farwell, Ozmun, Kirk & Company WarehousesOther names/site number: N/A

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. LocationStreet & number: 75 Plato Boulevard West and 102 Water Street WestCity or town: St. Paul State: MN County: RamseyNot For Publication: N/A Vicinity: N/A**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide ___local

Applicable National Register Criteria:

___A ___B ___C ___D

Signature of certifying official/Title:**Date**_____
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:**Date**_____
Title :_____
**State or Federal agency/bureau
or Tribal Government**

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private: ☒
- Public – Local ☐
- Public – State ☐
- Public – Federal ☐

Category of Property

(Check only **one** box.)

- Building(s) ☒
- District ☐
- Site ☐
- Structure ☐
- Object ☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

2

Noncontributing

C

buildings

0

C

sites

0

O

structures

0

C

objects

2

Q

Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY/ PROCESSING/ EXTRACTION/manufacturing facility

INDUSTRY/ PROCESSING/ EXTRACTION/industrial storage

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE/warehouse

COMMERCE/TRADE/artist studios

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Commercial
Style _____

Materials: (enter categories from instructions.)

Principal exterior materials of the property: _BRICK, CONCRETE, CONCRETE BLOCK_

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Farwell, Ozmun, Kirk & Company Warehouses (FOK Warehouses) are located within the West Side Flats neighborhood of St. Paul, Minnesota in Ramsey County. The neighborhood has a light industrial character and includes industrial buildings, office buildings, and several apartment buildings constructed in the past few years. The property consists of two contributing concrete-frame and masonry buildings with flat roofs and roughly rectangular footprints. Warehouse 2 is a six-story, flat-roofed brick building constructed in 1911 with a sixth level added in 1915. Warehouse 3 is a three-story, flat-roofed brick building with an approximately rectangular footprint constructed in 1920 with a partial fourth level concrete block addition constructed in 1952 and a non-historic, single-level concrete addition at its south elevation constructed in 1969. Warehouse 3 also has three smaller additions: a brick welding addition constructed circa 1939 and a small non-historic addition clad with metal panels constructed circa 1979 at its north elevation and a brick addition constructed circa 1974 at its east elevation. The east end of the north elevation of Warehouse 3 abuts the south elevation of Warehouse 2, via a small "link" that is part of Warehouse 3 at its northeast corner. The

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intervening courtyard space, between the buildings, is the location of a former rail spur, which is no longer extant. The buildings have a utilitarian design and do not display a clear architectural style. They feature vertical stacks of punched, segmental arched and flat-topped window openings at upper levels and loading and pedestrian entrances at all elevations. The north elevation of Warehouse 2 functions as the primary façade for the complex and holds a loading dock at the first level and a painted wall sign with the historic company name near the top of the façade. While integrity of setting has been lost through a mid-twentieth century redevelopment of the neighborhood, the property retains integrity of location, design, materials, workmanship, feeling, and association, allowing it to communicate its historic significance to its 1911-1952 period of significance.

Narrative Description

Setting and Site (Photos 0001 – 0013)

The FOK Warehouses are located in the West Side Flats neighborhood of St. Paul, Minnesota in Ramsey County. The neighborhood has a light industrial character, with industrial and office buildings located nearby; several multi-family residential buildings, constructed in the last 5 years, are also located in the immediate vicinity. Harriet Island Regional Park is located northwest of the property, adjacent to the Mississippi River.

The property includes two warehouse buildings located on two adjacent parcels: Warehouse 2 addressed at 102 Water Street, constructed in 1911, and Warehouse 3 addressed at 75 Plato Boulevard West, constructed in 1920. The National Register property boundaries align with the original footprints of Warehouses 2 and 3 and their later additions as well as the area between the buildings that was historically occupied by a rail spur (see **Figure A**). The property is bounded to the north by an apartment complex parking lot (historically the location of West Fillmore Avenue), to the east by an alley (historically known as Walter Street), to the west by another alley (historically known as Bidwell/Hyde Street), and to the south by a grass lawn that fronts Plato Boulevard West (historically the location of West Fairfield Avenue; see **Figure C**).

Historically, there were two additional structures associated with Warehouses 2 and 3 located to the west of the west alley/historic Bidwell/Hyde Street, neither of which is extant: an L-shaped one-story varnish plant (constructed circa 1930, see **Figure U**) and a one-story drum storage building south of the varnish plant (constructed in 1948; see **Figure D**). The brick ruins of the former varnish plant are still visible at its original location and have been incorporated into the courtyard area of a new apartment building, which occupies the site of the former drum storage building. Because this area west of the alley no longer retains integrity, it is excluded from the National Register property boundaries.

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Warehouse 2 was constructed to house FOK's paint manufacturing division.¹ The six-story building has a roughly rectangular footprint with a curved south elevation, brick veneer, and a flat roof. The sixth level was added in 1915 (see **Figure B**). Warehouse 3, which is located to the south of Warehouse 2, was constructed in 1920 to house FOK's expanding metal fabrication division. The three-story 1920 warehouse has a rectangular-shaped footprint and brick veneer. A small three-story "link" at its northeast elevation (part of the original 1920 building) abuts Warehouse 2. A partial fourth level, which covers the western portion of the building's footprint, was added in 1952 and is composed of painted concrete masonry units. A single-level rectangular concrete addition constructed in 1969 is located on the south façade of Warehouse 3. A small brick welding addition (constructed circa 1939) and metal panel-clad addition (constructed circa 1979) are located along the north façade.² Another small brick addition (constructed circa 1974) is located on the east elevation. Warehouses 2 and 3 were at one point connected internally through their shared party wall,³ but historically, they functioned as separate buildings. Constructed to house different divisions, each warehouse contained a fully independent operating sector, each with its own manufacturing program, receiving and loading areas, support spaces, and vertical circulation.

The primary façade of the property is the north façade of Warehouse 2; it faces a circa 2025 seven-story apartment building which obscures views of Warehouse 2 from Water Street. Warehouse 3 occupies a secondary position on the complex with no clear façade; its main pedestrian entrance is located on the east elevation facing the east alley.

Warehouse 2 (Photos 0001-0004, 0011, 0013-0024)

General Exterior and Roof (Photos 0001-0004, 0011, 0013)

Warehouse 2 was constructed in 1911. The sixth story was added to the building in 1915. It has a rectangular massing and plan with concrete frame, masonry walls, and a flat roof. Masonry walls are composed of brown-red, smooth face brick laid in running bond at the north, west, and east elevations and first level of the south elevation. A buff-colored common brick laid in a common bond pattern can be seen at the remainder of the south elevation. A brick belt course located between the fifth and sixth stories demarcates the transition between the 1911 building and the 1915 sixth-level addition. The building features a corbelled brick parapet with metal coping and clay tiles. The roof is covered in a rubber membrane and features two single-story, rectangular brick stair penthouses. Penthouses have shallowly pitched shed roofs with metal coping at the parapet, steel windows at their east and west elevations, and metal doors at their south elevations. There are also several short brick chimneys that penetrate the roof.

¹ Sanborn Map Company, *St. Paul, Minnesota*, vol 5. (Sanborn Map Company, 1904, rev. 1939), sheet 601, Proquest Digital Sanborn Maps and Hennepin County Library; Sanborn Map Company, *St. Paul, Minnesota*, vol 5. (Sanborn Map Company, 1904, rev. 1950), sheet 601, Proquest Digital Sanborn Maps and Hennepin County Library.

² Based on historic aerial photographic views and Sanborn maps. For ease of reference, plan rather than true north is used throughout this description. North is true northwest.

³ Today, internal connections at this shared party wall between Warehouses 2 and 3 have been closed off.

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Operational entrances are located at the loading dock at the first level of the north façade (four overhead doors and four pedestrian entrances), at the east elevation (two pedestrian entrances), at the west elevation (three overhead doors and one pedestrian entrance), and at the south elevation (four loading entrances). At levels two through five, elevations are organized by evenly spaced vertical stacks of punched window openings, generally with segmental-arched brick heads and projecting limestone sills: twenty stacks at the south and north elevations, seven stacks at the east elevation, and five stacks at the west elevation. Non-historic sliding vinyl windows are located at levels two through five and non-historic hung multi-light aluminum windows at level six.

Primary North Façade (Photos 0001 and 0002)

At the first level of the primary north façade, which is raised above grade, painted brick highlights the primary entrance, and a historic platform sheltered by a sloped metal canopy runs the width of the façade. The platform functions as a loading dock at the east end and as an entry porch to pedestrian entrances at the west end. It consists of a historic metal-framed platform with brick veneer walls and a mix of pavers and concrete deck. The platform is accessed by several non-historic stairs and ramps. There are several historic and non-historic loading and pedestrian entrances at this elevation. Moving from west to east, there is one historic pedestrian entrance with non-historic brick infill, three historic segmental arched loading entrances with non-historic aluminum storefronts or glass block infill, one non-historic loading entrance with aluminum overhead door, one historic segmental arched loading entrance with brick infill, one non-historic pedestrian entrance with hollow-metal door, one historic segmental arched loading entrance with non-historic metal overhead door, two historic segmental arched loading entrances with historic double-leaf steel-paneled doors (one of which is concealed by a non-historic wood-framed dock protruding from the façade), and one historic pedestrian entrance with non-historic hollow-metal door. Based on the arched openings visible today, the façade is assumed to historically had approximately one dozen window openings at the first level. Today, some have been infilled with brick and non-historic windows while two retain their historic hung multi-light wood windows. One non-historic punched rectangular window opening is also located at this level.

Levels two through six feature the pattern of fenestration and non-historic windows typical to other elevations of Warehouse 2. At these levels, the façade is divided into three visual bays by the use of a stepped parapet, which is raised at the central portion of the façade. The east and west bays each contain five vertical stacks of window openings; the central bay contains 10 stacks of windows. At the second through fifth levels, window openings feature limestone sills. At the sixth level, the flanking east and west bays feature six-over-nine non-historic hung aluminum windows without sills, in contrast to the central bay, which features six-over-six non-historic hung aluminum windows with the typical limestone sills. In the center bay, between the fourth and sixth levels, there is a painted sign reading "FARWELL, OZMUN, KIRK & CO." and "2 WAREHOUSE 2."

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Secondary West Elevation (Photos 0002,- 0004)

At the ground level of the west elevation, brick is painted. Historically, this elevation featured five segmental-arched window openings; today, there is a non-historic vinyl window at the northernmost opening and non-historic brick infill at the four remaining openings. At the ground level, there are three non-historic single and double-height overhead door openings with metal multi-light overhead doors and a non-historic secondary pedestrian entrance with hollow metal door. The two double-head overhead door openings extend into the lower portions of the historic window openings above. Levels two through six feature the pattern of fenestration and non-historic windows with historic limestone sills typical to other elevations of Warehouse 2. At the sixth level, fenestration matches the east and west bays of the north façade, with non-historic six-over-nine hung aluminum windows without sills.

Secondary South Elevation (Photo 0004)

The south elevation features red brick cladding at the first level and buff-colored common brick above. At the southwest corner, there is an interlocking brick quoin that carries the red face brick around to west edge of the south elevation. The west half of the south elevation is curved, likely designed to accommodate the former route of the historic railroad spur between the buildings. At the first level, there are irregularly-located segmental arched window openings oriented horizontally. Some have been infilled with brick, others contain historic multi-light wood windows, and some are obscured by modern ductwork. At the first level, there are several historic segmental arched loading door openings with historic double-leaf steel-paneled doors and non-historic brick or wood siding infill. The loading door openings align with the raised first-floor elevation and the loading dock at the north façade. Based on their configuration, it is assumed that goods were transferred to and from the building through both the north and south loading doors. Levels two through six feature the pattern of fenestration and non-historic windows with historic limestone sills typical to other elevations, except for the non-historic ductwork attached to the elevation, which obscures some window openings. At the sixth level, window openings typically have non-historic six-over-six hung aluminum windows. The south elevation lacks the corbelled brick cornice of other elevations. At the far east side of the elevation, Warehouses 2 and 3 share a party wall at the first through third stories.

Secondary East Elevation (Photos 0011 and 0013)

At the east elevation of Warehouse 2⁴, former basement window openings are visible at the base of the elevation, typically infilled with brick or obscured by mechanical equipment. Some first level window openings are also obscured with mechanical equipment, but several segmental arched window openings are visible and hold historic multi-light hung wood

⁴ See section on Warehouse 3 for a description of the east elevation associated with Warehouse 3.

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windows. At the south side of the first level, there is a non-historic secondary entrance with hollow metal door and painted plywood surround accessed by metal stairs with metal handrails. A second set of metal stairs located near the center of the elevation provide access to another a secondary entrance at the second level, which consists of an aluminum entrance system with transom and side light. At the north end of the east elevation, the wood ramp that provides access to the loading dock at the primary façade wraps around the northeast corner of the building.

Levels two through six feature the pattern of fenestration and non-historic windows typical to other elevations of Warehouse 2, except for those that are obscured by non-historic ductwork. At the sixth level, window openings typically have non-historic six-over-six hung aluminum windows and limestone sills.

Interior (Photos 0014 – 0024)

At the interior, Warehouse 2 is primarily unfinished throughout the building, with non-historic partitions and finishes concealing the structure at the entrance lobby and a few tenant spaces. In general, the building features historic exposed concrete at floors, historic concrete and metal columns; historic exposed brick and clay tile walls; and historic exposed concrete and wood structure at ceilings. Some of the building's concrete masonry unit walls also appear historic. The limited finishes that are present, including gypsum board, plywood, and acoustical ceiling panels, are generally non-historic. Building systems are generally exposed throughout.

The layout varies by level, but corridors frequently provide circulation between the east and west ends of each level (see Photo Key). Vertical circulation between the roof, all six levels, and the basement is provided by sets of stairs at the east and west ends (Photo 0023), each located in a shared shaft with elevators. Stair and elevator shafts are in their historic locations and enclosed in historic brick and concrete masonry unit walls with small areas of gypsum board. The stairs are concrete with metal handrails.

Lower Level (Photo 0014)

At the basement level, the eastern two-thirds of the level consists of a large, open plan space, with smaller partitioned spaces at the southeast corner; the west end of the level is subdivided into several rooms. All spaces feature concrete floors, some with resilient floor base; brick and concrete masonry unit walls; and concrete ceilings with an area of unpainted gypsum board ceiling near the elevator lobby. On this level, some concrete masonry unit walls appear to be of a more recent vintage and non-historic. Doors are hollow metal or wood.

First Level (Photos 0015-0017)

The first level primarily functions as commercial storage. At the west end, there is a reception lobby with adjacent restrooms, common area with associated conference room and entry vestibule, and a non-historic sunken garage for loading. The remainder of the first level is

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an open-plan space filled with partial-height metal storage units; temporary metal partitions form double-loaded corridors providing access to individual storage units with metal overhead doors.

The sunken loading area features concrete columns with non-historic steel reinforcing collars; exposed concrete masonry unit, brick, and gypsum board walls; and painted concrete structure at ceilings (Photo 0014). At the north and south sides of the loading area, a non-historic metal lift and non-historic concrete and steel half flights of stairs provide access up to the adjacent lobby and storage spaces. The open storage space features exposed concrete floors, finished gypsum board and exposed concrete masonry unit walls with areas of exposed clay tile; and exposed concrete ceilings and columns (Photo 0017).

The lobby features non-historic tile flooring, non-historic aluminum-framed glazing systems overlooking the sunken loading area, and non-historic acoustical panels at the ceiling. The common space (Photo 0015), associated conference room, and entry vestibule feature non-historic tile and carpet floors; gypsum board and non-historic aluminum framed glass partition walls; and painted concrete structure at ceilings.

Second Level (Photo 0018)

The second level also functions as commercial storage space. It is primarily a single, open plan space with partial-height metal storage units similar to the first level. It features painted concrete ceilings, floors, and columns; concrete masonry unit walls with areas of clay tile; and concrete floors with areas of non-historic resilient tile flooring near the central and east portions. At the east side of the level, gypsum board is used to extend the height of the metal panel partitions to the underside of the ceiling, creating a short corridor leading to the second-level exit at the east elevation. Several other small support spaces are located at the north and east sides of the level.

Third Level (Photos 0019, 0020)

The third level contains a centrally-located, double-loaded corridor (Photo 0019) that runs east to west and provides access to artist studios along the north wall, an amenity lounge at the south side (Photo 0020), centrally-located restrooms, and a multi-purpose room at the northwest corner. The third level features concrete floors; brick walls at the perimeter and concrete masonry unit and gypsum board partitions with a non-historic resilient floor base; concrete columns; and concrete structure exposed at ceilings. Artist studios have partial height gypsum board walls and non-historic metal doors. The restrooms are finished with non-historic materials: ceramic tile at floors, gypsum board and ceramic tile at walls, and gypsum board at ceilings. The lounge area has gypsum board partitions and features an elevated wood stage and a kitchen island.

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Fourth and Fifth Levels (Photos 0021-0022)

The fourth and fifth levels have artist studios located at various points along the perimeter. At the fourth level, these are organized around a centrally-located open plan space (0021). At the fifth level, artist studios are located along the north side of the level and are accessed from a corridor (Photo 0022) running east-west that connects the east and west elevator/stair lobbies. Floors and columns are concrete, perimeter walls are brick, studio partitions are composed of partial height gypsum board and plywood, and ceilings have exposed concrete. Doors are non-historic wood or hollow metal.

Sixth Level (Photo 0023, 0024)

At the sixth level, the eastern two-thirds of the level consist of a large open plan space (Photo 0024) that is interrupted only by a corridor that connects the east and west elevator/stair lobbies. Subdivided multi-purposes spaces are located at the west side of the level. This level features brick walls with corbelled brick pilasters at the perimeter, historic exposed wood joists at ceilings, exposed wood columns, and concrete floors. Interior partitions are composed of non-historic gypsum board (many partially finished), non-historic plywood, non-historic paneled wood, and concrete masonry unit; many interior partitions are partial height. Some non-historic floor finishes like carpet, ceramic tile, and wood-look vinyl flooring are also present. Doors are non-historic wood, hollow metal, or full light metal doors.

Warehouse 3 (Photos 0003-0012, 0025-0033)

General Exterior and Roof (Photos 0003-0012)

Warehouse 3 is a four-story brick building that was constructed in 1920. A rectangular, single-story brick, welding addition with a concrete foundation and a side-gabled, ribbed metal roof was constructed on the north side of the building between 1939 and 1945 and a fourth story addition composed of painted concrete masonry units was added to the west side of the building's roof in 1952. Both additions are historic. A non-historic concrete and brick addition with rectangular footprint was added on the building's south side in 1969. On the north elevation, to the west of the 1939 welding addition, a non-historic, single-story, metal-framed addition with metal panel walls and corrugated metal shed roof replaced a historic frame "loading room" at this spot sometime after 1953 and by 1979.⁵ At the east elevation of the 1920

⁵ Sanborn Map Company, *St. Paul, Minnesota*, vol 5. (Sanborn Map Company, 1904, rev. 1950), sheet 601, Proquest Digital Sanborn Maps and Hennepin County Library; Aerial photograph of Ramsey County, 1979, Nationwide Environmental Title Research Historic Aerials Viewer, <https://www.historicaerials.com/>; Aerial photograph of Ramsey County, 1953, Ramsey County Interactive Property Map, <https://maps.co.ramsey.mn.us/MapRamsey/>.

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building, there is a small, single-story, non-historic brick addition with an asphalt-shingled shed roof, constructed between 1972 and 1974.

The original 1920 building and its additions together form an approximately rectangular footprint. At the 1920 building, masonry walls are composed of brown-red smooth face brick laid in running bond at the west, south, and east elevations and buff-colored common brick laid in a common bond pattern at the north elevation. The flat roof has a non-historic rubber membrane, clay tile parapet, several small metal chimneys and some mechanical equipment. Near the northeast corner, there is a flat-roofed penthouse with brick walls, metal coping at the parapet, and a metal door at its north elevation.

The 1952 fourth story addition is a partial story that occupies the west portion of the 1920 building's footprint. The 1952 addition has painted concrete masonry unit walls, a flat roof with non-historic rubber membrane, and ballast and metal coping at the parapet. At the northeast corner of the addition, there is a flat-roofed penthouse with brick and concrete masonry unit walls, metal coping at the parapet, and a metal door at its north elevation.

The 1969 south addition has a concrete foundation, ribbed precast concrete walls, a flat roof with non-historic rubber membrane, and ballast and metal coping at the parapet. The east end of the addition is a slightly taller office block with walls of red brick laid in common bond. Metal stairs at the roof junction of the two building sections provide access between the roofs of the warehouse and the office block. The roof of the warehouse has three small metal chimneys.

The building's main pedestrian entrance is located at the east elevation of the 1969 office block; secondary loading and pedestrian entrances are located on the north and west elevations. Secondary pedestrian and loading entrances are also located on the east, south, and west elevations of the 1969 addition and at the north elevation of the 1979 addition. The 1920 building generally features punched, stacked, flat-topped window openings with non-historic vinyl one-over-one hung or sliding windows and precast stone sills. The 1952 fourth level addition has historic multi-light steel windows. At the 1969 brick office block, there are aluminum-framed windows with fixed glazing in rectangular openings with precast stone sills; the 1969 concrete warehouse has no windows.

East Elevation: 1920 Building, 1952 Addition, Non-Historic 1969 Addition, and Non-Historic 1974 Addition (Photos 0010-0012)

The east elevation of the 1920 building has three stories and eight visual bays created by the stacks of windows (Photo 0012). Each of the three northernmost bays at the first level of the 1920 building feature one former opening with precast stone sills and painted infill panels. The five southernmost bays at the first level of the 1920 building are obscured by the non-historic, single-story 1974 brick addition (Photos 0011). The first level of the addition is raised above grade. At the east elevation, the addition features five window openings (most covered with grates) at the lower level and five single-hung windows with concrete sills at the first level; the

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north elevation has two secondary pedestrian entrances with flat slab hollow metal doors. At the roof, the north and south elevations feature a false front brick parapet. The second and third levels of the 1920 building feature typical non-historic windows in historic openings, one of which has been infilled with a louver. At the far west side of the 1920 building, the east elevation of the 1952 rooftop addition (only partially visible from the ground) has two historic multi-light metal windows at the fourth level.

To the south of the 1920 building, the east elevation of the 1969 addition consists of the two-story brick office block (Photo 0010). The main entrance is centrally located at this elevation and consists of an aluminum entrance system with double leaf doors, sheltered by a flat metal canopy with lettering reading "75 PLATO BLVD W." The entrance is accessed by a concrete ramp and stairs with painted metal handrails. The façade features rectangular, one and two-part aluminum windows with fixed glazing, generally stacked. At the north and south sides of the elevation, a section of the façade with stacked windows is recessed back from the wall plane.

South Elevation: 1920 Building, 1952 Addition, and Non-Historic 1969 Addition (Photos 0006-0009)

At the east end of the south elevation, the two-story brick office block of the 1969 addition features fixed rectangular aluminum windows (Photo 0009). A secondary entrance, comprised of an aluminum entrance system single leaf door, is located at the first level. Moving west, the south elevation of the 1969 concrete warehouse extends south slightly beyond the footprint of the brick office block. Near the west side of its south elevation, there is a loading entrance with metal overhead door, framed by a concrete masonry unit wall that is perpendicular to the façade; this loading entrance is accessed by a paved drive from the west alley/former Bidwell/Hyde Street (Photo 0007).

The south elevation of the 1920 building is obscured at the first and second levels by the 1969 addition (though the building's original south wall has been largely retained at the interior); above the addition, the third level of the south elevation features twelve historic window openings, some of which contain non-historic sliding vinyl windows. Near the west end of the elevation, one former third-level opening has been infilled with brick. At the south elevation of the fourth story 1952 addition, there are five historic multi-light metal windows (Photo 0006).

West Elevation: 1920 Building, 1952 Addition, Non-Historic 1969 Addition, and Non-Historic 1979 Addition (Photos 0004-0006)

Approximately the southern half of Warehouse 3's west elevation consists of the non-historic 1969 addition. The west elevation of the 1969 concrete warehouse features a loading entrance with large overhead door opening at the south end (Photo 0006). Above it, the elevation

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is clad with painted wood paneling. To the north of the overhead door, there is a secondary pedestrian entrance, elevated above grade and consisting of a single-leaf flat slab metal door accessed via a set of metal stairs with painted metal handrails.

To the north of the non-historic 1969 addition, the west elevation of the 1920 building (Photo 0005) features three infilled or obscured window openings at the lower level. At the first level, there are five historic window openings. Three hold historic multi-light steel windows; the other two have been infilled with non-historic aluminum windows and painted paneling. A non-historic metal-framed overhead door is located at ground level at the center of the elevation. The second and third levels feature typical non-historic windows in historic openings, several of which have been infilled with metal louvers. At the west elevation of the fourth story 1952 addition, there are four historic multi-light metal windows. North of the 1920 building, the west façade of the non-historic 1979 addition (Photo 0004) features corrugated metal paneling. A small loading dock projects from the first level, containing three loading door openings with metal overhead doors at the north, west, and south elevations. A metal louver is located at the second level of the 1979 addition.

*North Elevation: 1920 Building, 1939 Addition, 1952 Addition, and Non-Historic 1979 Addition
(Photos 0003 and 0004)*

At the north elevation of the 1920 building, the wall cladding is generally buff-colored common brick. At the east end of the north elevation, a small link, which is part of the 1920 building, abuts Warehouse 2. The west-facing elevation of the link features red brick at the first level and buff-colored common brick above; it has historic rectangular window openings with brick infill at the lower and first levels, mechanical louvers at the first level, and non-historic single-hung and sliding windows at the second and third levels. At the first level and a portion of the second level, the 1920 building's north elevation is obscured by the 1939 and 1974 additions. The 1939 addition is located at the east side of the 1920 building's north elevation, at the interior of the courtyard area, and is minimally visible from the public right of way. It has a rectangular footprint with a concrete foundation and red brick wall cladding. Two window openings appear to be located near the east end of its north elevation; steel framing and platform supporting mechanical equipment is located at the west end of the elevation. A continuous band of painted wood panels is located beneath the roofline. The ribbed metal roof appears to be non-historic.

The two-story 1979 addition abuts the west elevation of the 1939-1945 addition. It has a rectangular footprint and is clad with corrugated metal paneling without window openings. A secondary pedestrian entrance with hollow metal door accessed via a set of metal stairs is located near the east end of its north elevation. Moving west, there are metal storage cabinets with corrugated metal shed roofs and a one-story enclosed loading dock with two overhead doors (one infilled with gypsum board) and another secondary pedestrian entrance.

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Above these additions, at the north elevation of the 1920 building, the elevation is partially visible above the 1939 addition and holds several small second level window openings, some with plywood infill. At the third level of the 1920 building, there are several window openings with typical non-historic vinyl windows, a few of which have been infilled with brick or obscured with plywood panels; there is also an access door leading to a metal catwalk that provides access to mechanical equipment at the roof of the 1939 addition. At the north elevation of the fourth level 1952 addition, there are two historic multi-light metal windows and two former window openings infilled with concrete masonry units. Several metal exhaust stacks extending from the roof of the 1974 addition are anchored to the elevation and project above the roof line of the addition.

Interior (Photos 0025-0033)

Warehouse 3 primarily functions as a warehouse, except for the two-story brick block at the 1969 addition, which holds office space. The building is generally unfinished at the interior with exposed building systems. Exposed structure is generally historic and includes exposed concrete floors; brick and clay tile walls; ribbed metal and concrete at ceilings; and concrete and metal columns. Some of the concrete masonry unit partitions also appear likely to be historic. The building features limited finishes, including gypsum board at walls and acoustical panels at ceilings, which are generally non-historic.

Each level of the 1920 warehouse is primarily an open plan space, with a couple of smaller partitioned spaces at different locations on each level. There are two historic stair and elevator shafts, one at the east and one at the west side of the building, which provide access to the basement through third levels; the west shaft (Photo 0033) also accesses the fourth level and rooftop penthouse at the 1952 addition. The one-story concrete warehouse portion of the non-historic 1969 addition is a double height space (Photo 0027). The two-story brick office block of the non-historic 1969 addition contains partitioned offices, conference rooms, a reception lobby, and restrooms, which are finished with non-historic materials. An additional set of stairs located in the office block provides vertical circulation between its two levels.

Lower Level (Photo 0025)

The basement level of Warehouse 3 encompasses the footprint of the 1920 building and the 1939 addition. The layout is primarily open plan, with several smaller partitioned support spaces including an interior garage at the southwest corner of the building, a mechanical room at the south wall, a sprinkler room at the southeast corner, and a maintenance room located adjacent to the east elevator and stair shaft. There is a non-historic concrete ramp located along the north wall of the garage that provides access to an overhead door at the 1920 building's west elevation. Along the south wall of the warehouse, there is an area of plywood partitions. At the north side of the 1920 warehouse, the basement of the 1939 addition is accessible.

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The basement has exposed concrete floors, columns, and ceilings; painted brick and concrete at perimeter walls, and interior partition walls consisting of painted brick and concrete masonry units and non-historic plywood and gypsum board. The garage is non-historic, with non-historic unpainted concrete masonry unit and gypsum board walls. The maintenance room also has gypsum board walls, while the 1939 addition has concrete masonry unit walls. Doors throughout the basement level are primarily metal doors of various vintages. At the link between Warehouses 2 and 3, there is a historic set of metal double doors that once provided access between the two buildings.⁶

First Level (Photos 0026, 0027)

The first level of the 1920 building and 1969 warehouse addition is primarily an open plan space, with some smaller partitioned support rooms (break room, restroom, staging rooms, loading dock, install room, office) located along the west side. East of the warehouse in the 1969 brick office block, there are offices, an entry lobby and reception area, a conference room, and a restroom.

The non-historic 1969 warehouse (Photo 0027) is a double-height space with exposed concrete structure. At the north side of the 1969 warehouse, the original south exterior brick wall of the 1920 warehouse is visible. Brick has been painted, and historic window openings were converted to doorways to provide circulation between the 1920 building and 1969 warehouse addition (masonry below window sills was removed down to the concrete slab).

Within the 1920 warehouse (Photo 0026), there are two short non-historic corridors with gypsum board walls and ceilings. One connects the west stair and elevator shaft to an exit on the building's north elevation; another connects the east stair and elevator shaft to the office block of the 1969 addition (see Photo Key). The warehouse has exposed concrete floors, columns and ceilings; walls are primarily exposed concrete, concrete masonry unit, or brick with gypsum board walls at the install room, loading dock, and office. There are also some areas of plywood partitions and plywood panels at the ceiling. Doors are generally non-historic hollow metal.

At the north wall of the 1920 warehouse, there is an area of non-historic metal framing and exposed spray insulation and three non-historic metal overhead doors in arched and rectangular openings. At the northeast side of the 1920 warehouse, the first level of the 1939 addition is accessible from two large openings, one with a metal overhead door, located at the warehouse's north wall. The 1939 addition has exposed concrete floors, brick and concrete block walls, and exposed vaulted metal structure at the ceiling, a portion of which is covered by unfinished gypsum board panels. At the northwest side of the 1920 warehouse, the two-story 1979 addition is an unfinished, double-height space. It features exposed metal structure, plywood or asbestos tile at floors, and spray insulation at the ceiling.

⁶ Current operability of these doors was not confirmed.

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Moving east, the first level of the non-historic 1969 office block features an open plan space with cubicles and reception area, and a conference room with glazed partition walls. More conference rooms and partitioned offices line the east wall. With the exception of the westernmost wall, where the ribbed concrete of the 1969 warehouse is exposed, all walls are finished with gypsum board, and all ceilings are finished with acoustical panels. Floor finishes include carpet and ceramic tile. Doors are wood in metal frames. The stairs between the first and second levels of the office block are located along the east wall. They are finished with carpet and rubber treads and have a metal handrail.

Second Level (Photos 0028, 0029)

The second level of the 1920 warehouse consists of open plan space with partitioned support spaces at the northeast and southeast corners. This level features exposed concrete floors, ceilings, and columns (Photo 0028). Walls are painted and unpainted brick, concrete masonry unit, and clay tile. Near the central row of columns, partial height gypsum board partitioning has been added to create a row of storage alcoves that are enclosed on three sides (Photo 0029). Some carpet and ceramic tile flooring, gypsum board and plywood partitions, and acoustical panels are located at support spaces. Doors are generally metal in metal or wood frames.

At the link between Warehouses 2 and 3, a former double leaf door opening has been covered with gypsum board. At the west side of the 1920 warehouse's north wall, which abuts the 1979 addition, there are historic window openings filled with historic three-over-three windows with wire glass panes; these openings as well as some non-historic overhead door openings look into the addition. At the south wall of the 1920 warehouse, which abuts the 1969 warehouse, there is no fenestration; historic former window openings have been infilled with painted brick.

The second level of the non-historic 1969 office addition features an open plan space at the east side with partitioned support spaces and offices along the north, west, and south. Floors are finished with carpet, walls are finished with gypsum board, and ceilings are finished with acoustical panels. Doors are wood in metal or wood frames.

Third Level (Photo 0030)

The third level of the 1920 warehouse has an open plan with three small partitioned support spaces along the north wall and one small partitioned space along the south wall. This level features exposed concrete floors, ceilings, and columns. Walls are concrete masonry unit, brick, and clay tile. Similar to the second level, some partial height gypsum board and wood-framed plywood partitions have been added at columns to create storage alcoves, and a historic former double leaf door opening at the link between Warehouses 2 and 3 has been infilled with gypsum board. Some finishes, including carpet flooring and gypsum board, wood, and plywood

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walls, are located at support spaces. Doors are generally metal, non-historic wood, or non-historic paneled wood single-light in wood frames.

Fourth Level 1952 Addition (Photos 0031-0033)

The fourth level 1952 addition consists of one open plan space (Photo 0031) with a mezzanine level located at the northeast corner, near the building's west stair and elevator shaft. The area beneath the mezzanine level is enclosed and accessed by a pedestrian door and overhead door (Photo 0032). The open plan area features exposed concrete floors, perimeter walls composed of brick and concrete masonry units, exposed metal columns (some encased in plaster with metal lathe added at an unknown date), and exposed metal structure at the ceiling. At this level, doors at the west stair and elevator shaft are generally metal.

At the east wall, there is an exit to the roof of the third level consisting of a non-historic single leaf metal pedestrian door accessed by temporary wood stairs. In the room beneath the mezzanine level, ceilings are painted wood with exposed painted steel beams. The mezzanine level itself is accessed by metal stairs with open treads and a metal handrail. It features historic wood floors and is encircled by a metal handrail.

Integrity

The FOK Warehouses property retains sufficient integrity of location, design, materials, workmanship, feeling and association to convey its significance from its period of significance, 1911-1952. The seven aspects of integrity are discussed separately as follows:

Location

The property has not been moved and retains integrity of location.

Setting

Due to changes to the West Side flats during the mid-twentieth century urban renewal period of development of the neighborhood as well as in more recent decades, the property does not retain integrity of setting. Industrial and residential properties that were historically located in the surrounding blocks have been removed, the street grid has been altered, and the railroad spur has been removed. Though Farfield and Fillmore Avenues have been removed, some streets remain, including Bidwell/Hyde Street (now an alley) to the west, Walter Street (now an alley) to the east, and Water Street and Plato Boulevard to the north and south, respectively. Additionally, Harriet Island Regional Park is still located about two short blocks north of the property as it was

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during the period of significance, and the property retains its historic relationship to the Mississippi River.

Design

The property retains integrity of design. At the exterior, this is communicated through the footprint and massing of Warehouse 2, which is the same today as it was during the period of significance, as well as the building's fenestration patterns, most overhead door openings, the corbelled cornice, the irregular parapet and flat roof, and the raised brick platform for loading at the north façade. Though the metal canopy at the loading platform is non-historic, it closely resembles the canopy that is pictured in historic renderings and therefore contributes to integrity of design (see **Figure E**). The curved southwest corner, designed to accommodate a rail spur, conveys the importance of railroad shipping to the FOK warehouses and West Side industry.

Warehouse 3 likewise retains its flat roof and many of its historic window openings. The non-historic 1969, 1974, and 1979 additions to the warehouse are subordinate to and differentiated from the historic 1920 building and its contributing additions, and the building's historic footprint and massing is still clearly discernable when viewed from the exterior. The non-historic additions are not visible when viewed from the north (primary) side of the complex and are not located at the primary approach to the property as a whole, further decreasing their visual impact. (Furthermore, these additions have allowed for an expansion of the building's historic warehouse functions, prolonging its historic function and supporting integrity of feeling and association.) The historic exterior masonry wall of the 1920 building with modified historic window openings has been retained at the interior of the 1969 addition, helping communicate the historic design.

When considering the FOK complex as a whole, the loss of the ca. 1930 one-story varnish plant and 1948 one-story drum storage building does impact integrity of design. However, these buildings were much smaller in scale than the historic Warehouses 2 and 3 and comprised only a small portion of the complex's square footage (see **Figure D**). Both structures were added to the site after the 1911 and 1920 warehouses had been constructed, meaning that they were not originally necessary for the complex to contribute to the industrial output of the lower West Side flats. Therefore, the complex as a whole retains integrity of design sufficient to communicate its significance as a representation of the neighborhood's industrial history.

At the interior of Warehouses 2 and 3, integrity of design is further communicated by the retention of open plan, generally unfinished space, which is assumed to have been the historic condition given the industrial functions of the warehouses. At the interior of Warehouse 3, open plan space has been retained at all levels; Warehouse 2 also remains many open plan areas. The non-historic interior partitions that exist at Warehouse 2 and 3 communicate a temporary feel, and, because many are not full height, the spaces in both buildings continue to feel more open than partitioned. The generally unfinished character of both buildings has also been retained and

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contributes to integrity of design. Integrity of design is also supported by the retention of historic vertical circulation, as the two stair and elevator shafts in each warehouse are located in their historic locations.

Materials

The property retains integrity of materials. At the exterior, historic masonry walls and limestone windowsills have been retained. At the interior, historic concrete floors, clay tile and brick walls, and historic wood, concrete, and metal columns and structure at ceilings have been retained and remain exposed throughout the majority of both buildings. Their retention allows the property to communicate integrity of materials.

Workmanship

The property retains integrity of workmanship. At the exterior, the historic masonry construction, including the corbelled brick cornice and curved south wall with corner quoins at Warehouse 2, communicate integrity of workmanship. At the interior, the masonry construction, poured concrete columns and metal columns, exposed metal beams at Warehouse 3, and exposed wood joists at ceilings at Warehouse 2 illustrate historic construction methods and also contribute to the property's integrity of workmanship.

Feeling and Association

Both warehouses communicate integrity of feeling as historic warehouses through their current storage and warehouse functions. Their utilitarian design, exposed masonry and concrete structure, and large areas of open plan space also allow the property to retain integrity of feeling as a historic industrial complex. Integrity of association with Farewell, Ozmun, Kirk & Company is communicated through historic painted signage at the façade of Warehouse 2, which continues to display the Farwell, Ozmun, Kirk & Company name. Additionally, while surrounding industrial and residential buildings in the vicinity of the FOK warehouses are of a modern vintage, their presence allows the surrounding neighborhood to retain its historic function as a mixed residential and industrial area, further contributing to integrity of feeling and association.

In summary, the FOK Warehouses are the only industrial property on the West Side flats that retains sufficient integrity to communicate the neighborhood's late nineteenth and early twentieth century history as an industrial hub. Through integrity of location, design, materials, workmanship, feeling and association, they effectively illustrate the former industrial character and use of this area.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☐ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

INDUSTRY

Period of Significance

1911-1952

Significant Dates

1915

1920

ca. 1939

1952

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Butler Brothers

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Farwell, Ozmun, Kirk & Company (hereafter abbreviated as FOK) Warehouses are locally significant under Criterion A in the area of Industry for their association with early twentieth century industrial development in the lower West Side neighborhood of St. Paul. Beginning in the late nineteenth century, the area's geography, transportation networks, and resident population encouraged the concentration of industry in St. Paul's West Side neighborhood, which became a substantial industrial hub in St. Paul by the mid-1920s. This industrial history is represented by the FOK Warehouses. From their construction in 1911 and 1920 through the mid-twentieth century, these buildings held factory and warehouse space for Farwell Ozmun and Kirk, a St. Paul-based wholesaling and manufacturing company. Today, the rest of the neighborhood's late nineteenth and early twentieth century industrial buildings are no longer extant or do not retain integrity, and FOK is the best remaining example of this important industrial era in the West Side's history. The period of significance is 1911 until 1952, reflecting the year of the building's construction until the year of a severe flood that triggered an urban renewal project and extensive redevelopment of the neighborhood.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Development of the West Side: 1851 – 1890s

The neighborhood now known as St. Paul's West Side is located at a curve in the Mississippi River, bounded by the river on the west, north, and east and by the St. Paul city limits (at Annapolis Street West) to the south (see **Figure F**). If the river were stretched out in a straight line running north-south, the area would be located on the west bank of the river, leading to the neighborhood's name as St. Paul's "west side" (though it is technically on the south edge of the city and south of downtown). The West Side has a flat topography in the area adjacent to the river, which is known as the "flats" or the "lower" West Side. Just south of Plato Boulevard and west of Eaton Street, a series of bluffs rises from the landscape, so that the southern half of the neighborhood is at a significantly higher elevation.⁷

Euro-American settlement of the West Side began in the mid-1800s, when the 1851 Treaty of Traverse de Sioux provided the premise for the United States federal government to claim ownership of this Dakota land. By the late 1850s, approximately 600 individuals lived on the West Side. On the east side of the river, the City of St. Paul was incorporated as a town and the capital of Minnesota Territory in 1849, and continued as the capital after statehood was achieved in 1858. That same year, the West Side was incorporated as the City of *West* St. Paul.

⁷ Paul Nelson, ed. Tony Andrea, "West Side: An Introduction," Saint Paul Historical, accessed March 3, 2026, <https://saintpaulhistorical.com/items/show/155>; Lorraine Esterly Pierce, "St. Paul's Lower West Side," (master's thesis, University of Minnesota, 1971), 3-4.

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This was followed by the construction of the Wabasha Street Bridge (a toll bridge operated by the City of St. Paul) between St. Paul and West St. Paul in 1859, which helped to facilitate further population growth. The topography of West St. Paul meant that this area was susceptible to flooding, and those who settled there were generally newly arrived immigrants who could not afford housing elsewhere in the city. In the mid-1800s, these included French, German, and Irish immigrants. As author Paul Nelson notes, “Frequent flooding made the lowlands chancy for housing, hence a place for the poorest of immigrants.” Through the mid-twentieth century, the area was consistently occupied by the city’s poorer immigrant communities, with housing that was “modest at best,” reflecting residents’ socioeconomic status and the toll of frequent flooding of the area. In contrast to the flats, the bluffs to the south were developed with housing similar to other city neighborhoods – therefore, “the cliffs marked a division of West Side residents physically, ethnically, and economically.”⁸

In 1874, West St. Paul was annexed by the City of St. Paul through a public referendum and became the city’s Sixth Ward. Within a few years, the ward (which included both the upper bluffs and lower flats) was known as the “West Side,” a name that continued to stick even after residents voted to name the neighborhood “Riverview” in 1917.⁹ St. Paul’s annexation of the area was motivated by several factors. First, the city hoped to put an end to criminals evading city police by simply crossing the Wabasha Bridge to go outside of city jurisdiction. Second, as historian Demian J. Hess notes, “industrial sites which were adjacent to downtown and had access to rail and river connections were becoming increasingly scarce on the east side of the Mississippi in the 1870s. The west side river flats, by contrast, were undeveloped and obviously had tremendous industrial potential. By acquiring the West Side flats, the city council hoped to assure St. Paul’s future industrial and manufacturing growth.”¹⁰

In the late 1880s, the Minnesota and Northwestern Railway (which merged with the Chicago St. Paul and Kansas City Railway in 1887, which in turn reorganized as the Chicago Great Western Railway Company in 1893) made significant railway improvements to the West Side at a cost of \$300,000, including construction of the Minnesota and Northwestern Railway Bridge over the Mississippi River in 1886 and railyards with roundhouse (not extant) in the vicinity of current-day 222 Starkey Street. The railroad’s improvements included moving more than a half of a million cubic yards of material from the bluffs to the lower West Side, and grading a large area of land to the east of the Wabasha Street Bridge. The Robert Street Bridge

⁸ Lorraine E. Pierce, “The Jewish Settlement on St. Paul’s Lower West Side,” *American Jewish Archives* 27, no. 2 (November 1976), 143; Pierce, “St. Paul’s Lower West Side,” 7; Paul Nelson, “West Side: The Flats,” Saint Paul Historical, accessed March 3, 2026, <https://saintpaulhistorical.com/tours/show/31>; Patricia Murphy and Susan Granger, “Lowertown Historic District,” National Register of Historic Places Registration Form (U. S. Department of the Interior, National Park Service: 1984), Section 8, p. 1-2.

⁹ Pierce, “St. Paul’s Lower West Side,” 8-9; “Our History,” City of West St. Paul, accessed July 28, 2025, <https://wspmn.gov/159/History>. The current cities of South and West St. Paul do not encompass any portion of the West Side – these cities are located to the south of the West Side and were incorporated in 1887 and 1889.

¹⁰ Demian J. Hess, “The Last of Its Kind in Minnesota: The Old Wabasha Street Bridge and How It Linked East to West,” *Ramsey County History* 32, no. 2 (Summer 1997): 7-8, https://rchs.com/wp-content/uploads/2015/11/RCHS_Summer1997_Hess.pdf.

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was also constructed around this time, in 1886. During the 1880s, the city also began to construct a flood wall along the river, on which \$500,000 was spent in 1885.¹¹

These improvements helped to connect the lower West Side with the rest of the city and occurred alongside commercial and industrial development in the area. As Hess explains, “as many had foreseen, the West Side proved to a congenial location for manufacturers...a large number of manufactories located along the west shore, including, to either side of the Wabasha Street Bridge.”¹² According to Lorraine Esterly Pierce, the author of a 1971 master’s thesis on the development of the lower West Side, by 1880, “business and industry had gained a foothold” on the flats. In 1885, twenty store buildings were constructed in the area, followed by several more in 1886, largely along Ducas Street (now known as South Robert Street) and Dakota Street (now South Wabasha Street).¹³ Up on the bluffs, the construction of the “High Bridge” in 1889 provided access from the West Seventh Street area on the other side of the Mississippi River to the bluffs of the West Side, further increasing access to the more well-to-do residential area on the bluffs and leading to commercial development along Smith Avenue.¹⁴ An 1892 map of Ward Six shows the rail line, rail yards, and the Wabasha Street, Robert Street, and High Bridge bridges (see **Figures G and H**). By this date, the Great Northern’s rail freight house (not extant) was located along South Robert Street just north of Plato Avenue.¹⁵

During the 1880s, Jewish immigrants fleeing religious persecution in Eastern Europe began to move to the West Side in large numbers. At this time, the neighborhood was still relatively sparsely settled by the German Jewish immigrants who had arrived earlier. Some of the new Eastern European immigrants built their own houses in the neighborhood or moved into homes vacated by the previous German residents. This settlement continued through the 1890s, and by the mid-1890s, the lower West Side was predominately Jewish. Some Lebanese and Syrian immigrants and Black individuals also established residence on the West Side in the late 1800s.¹⁶ According to Pierce, many of these individuals “earned their livelihood as workers in the garment and needlework industries in downtown St. Paul, and there were also quite a few peddlers, junk dealers, and small neighborhood store owners.”¹⁷ Residents organized

¹¹ Pierce, “St. Paul’s Lower West Side,” 10-11; J. M. Elstner & Co. Publishers, *The Industries of St. Paul: Her Relations as a Centre of Trade, Business Houses and Manufacturing Establishments* (St. Paul: 1886), 33; Andrew J. Schmidt, Andrea C. Vermeer, and Betsy H. Bradley, and Daniel R. Pratt, “Railroads in MN: 1862-1956,” National Register of Historic Places Multiple Property Documentation Form (U.S. Department of the Interior, National Park Service, 2013), Section E, p. 54-55, <https://www.stpaul.gov/sites/default/files/2022-08/2013%20Railroads%20in%20Minnesota%201862-1956.pdf>; Hess, “The Last of Its Kind in Minnesota,” 8.

¹² Hess, “The Last of Its Kind in Minnesota,” 8.

¹³ William H. Dunne, “West St. Paul,” *The Northwest Magazine* 4, no. 2 (1886), 11, as quoted in Pierce, “St. Paul’s Lower West Side,” 11, 12.

¹⁴ Michael R. Louis, “The Significance of the High Bridge in the Early Development of St. Paul, Minnesota,” Minnesota Department of Transportation, Oak District Office, March 8, 1979, 4-7, Minnesota Historical Society (hereafter cited as MNHS).

¹⁵ Reuben H. Donnelley, *Donnelley’s Atlas of the City of St. Paul, Minnesota*, vol. 1 (St. Paul and Chicago, 1892), index map, <https://umedia.lib.umn.edu/item/p16022coll245:676>; Rascher Insurance Map Publishing Company, *Atlas of St. Paul, Minnesota*, vol. 4 (Chicago, IL: 1891), 343, <https://collection.mndigital.org/catalog/spp:517#?xywh=-3221%2C-497%2C13466%2C9938>.

¹⁶ Pierce, “The Jewish Settlement on St. Paul’s Lower West Side,” 143 – 146; Emily Cavazos, et. al, *From the Flats to the Future: Understanding Displacement on St. Paul’s West Side* (Research in Action, June 2024), 20, https://assets.nationbuilder.com/wsc/pages/1240/attachments/original/1719856784/From_the_Flats_to_the_Future_final_report_sm.pdf?1719856784.

¹⁷ Pierce, “The Jewish Settlement on St. Paul’s Lower West Side,” 143 – 146.

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synagogues, auxiliary societies, and a private religious school, as well as an important community institution known as the Neighborhood House.¹⁸

Author Paul Nelson describes the lower West Side as it existed in the late nineteenth and early twentieth centuries this way:

The Flats can be thought of as a village within the city. Made distinct by geography (river to the north, bluffs to the south) and language (Irish, Russian, Polish, Yiddish, Lithuanian), the Flats developed an internal economy based partly on family entrepreneurship. From a population that probably never exceeded two thousand, scores of businesses arose: junk dealers, egg candlers, tailors, cobblers, and butchers. A 1910 count found over a hundred such enterprises on the Flats.

Other men worked as laborers, and the West Side usually offered plenty of work. On the Flats themselves were American Hoist and Derrick, Minnesota Macaroni, Gedney Pickles, and the Waterous Company, maker of firefighting equipment. A little south, against the bluffs, stood Yoerg Brewery, Twin City Brick, and Villaume Box and Lumber. Farther south still were the South St. Paul stockyards.

Almost all the housing in the Flats was modest at best. There was no point in building a nice house; the Mississippi flooded nearly every spring, and on the lowland there was no escape. As early as 1917 a St. Paul housing survey found that almost half the houses in the Flats had no sewer connection. A third had no bathing facilities. The one public school, Lafayette Elementary, was poorly built and overcrowded. The city dump was nearby, and there were no parks—just one playground.¹⁹

Plat maps from the early 1890s (see **Figures G-K**) show small one and two-story frame residences scattered across the lower West Side, interspersed with numerous vacant lots. The east side of the flats (east of State Street) was largely undeveloped. Masonry commercial buildings lined portions of South Wabasha and South Robert Streets.²⁰

Industry on the West Side: 1890s – 1952

The cheap land available on the flats provided the conditions for not only housing for working class families but also industrial development; as Paul Nelson notes, “industry and housing grew side by side on the flood plain.”²¹ This development occurred within the context of St. Paul’s rise as a regional wholesale and manufacturing hub. Around 1850, Euro-American settlers in St. Paul and the nearby settlement of St. Anthony (now Minneapolis) began selling at wholesale, and the wholesale trade eventually grew to comprise a substantial industry in the

¹⁸ Pierce, “St. Paul’s Lower West Side,” 21-30.

¹⁹ Paul Nelson, “West Side Flats, St. Paul,” MNopedia, Minnesota Historical Society, last modified August 15, 2025, <https://www3.mnhs.org/mnopedia/search/index/place/west-side-flats-st-paul>.

²⁰ Donnelley, *Donnelley’s Atlas of the City of St. Paul*, 10, 15.

²¹ Paul Nelson, *Tour Saint Paul: West Side*, Historic Saint Paul, accessed July 28, 2025, https://www.historicsaintpaul.org/sites/default/files/neighborhood_guides/westside.pdf.

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Twin Cities.²² According to University of Minnesota Associate Professor of Economics and Marketing Edwin H. Lewis, “the trading establishments of this period typically combined the wholesale and retail trade, and in addition some of them also did a storage, forwarding, and commission business. After 1860, however, some of the St. Paul establishments began to operate at the wholesale level exclusively. These firms had a rapid growth in the years immediately following the Civil War.”²³ The area of the city known as Lowertown, on the east bank of the Mississippi River, became the hub of its wholesaling business. Dry goods and groceries were the predominant wholesaling product lines in those early years, and later, they were joined by hardware, agricultural implements, and agricultural produce as the area’s economy advanced.²⁴ By 1880, the St. Paul wholesaling industry conducted nearly \$47 million worth of business, and in 1882 alone, St. Paul added 19 new jobbing (wholesale) houses.

During the 1880s and 1890s, St. Paul’s manufacturing output increased rapidly.²⁵ According to the Lowertown Historic District’s National Register of Historic Places nomination, St. Paul became the manufacturing center of the Upper Midwest during this time.²⁶ In 1881, St. Paul manufacturing companies produced nearly \$5.5 million worth of goods for trade within the region; by 1890, the figure had increased to nearly \$61.3 million. Some of the manufacturing activity arose from enterprising wholesalers, who had established success by this time and so began to branch into increasingly specialized functions, such as in purchasing, marketing, sales, and manufacturing.²⁷

By the early 1890s, there was already significant industrial development of the lower West Side. An 1891 plat map of the area (see **Figures J and K**) depicts approximately thirty industrial properties in the area, generally located in the blocks closest to the riverfront or along the rail line. These reflected a variety of industries, ranging from the St. Paul Linseed Oil Company and the St. Paul White Lead and Oil Company to the Twin City and Japan Varnish Company and the American Hoist and Derrick Company. As shown on the maps, functions of these companies’ West Side buildings included both wholesale and manufacturing functions: ice houses, lumber yards, factories, warehouses, cold storage, brick kilns, foundries, machine shops, bottling works, tin shops, stables, shipping and packing, and other functions.²⁸

Undoubtedly, these firms were attracted by the availability of land on the West Side flats, which still had large expanses of undeveloped land, in contrast to the crowded downtown district shown on the 1892 plat map (see **Figure I**). A review of city directory entries for the industrial

²² According to the Cambridge Dictionary, the wholesale trade is “the selling of goods in large amounts at low prices to stores and businesses, rather than the selling of goods in stores to customers.” *Cambridge Dictionary*, “Wholesale,” accessed May 30, 2026, <https://dictionary.cambridge.org/us/dictionary/english/wholesale>.

²³ Edwin Lewis, *Wholesaling in the Twin Cities* (University of Minnesota Press, 1952), 2-3.

²⁴ Lewis, *Wholesaling*, 4; Murphy and Granger, “Lowertown Historic District,” National Register of Historic Places Nomination Form, Section 8, p. 6.

²⁵ Murphy and Granger, “Lowertown Historic District,” National Register of Historic Places Nomination Form, Section 8, p. 5; Jocelyn Wills, *Boosters, Hustlers, and Speculators: Entrepreneurial Culture and the Rise of Minneapolis and St. Paul 1849-1883* (Minnesota Historical Society Press, 2005), 160.

²⁶ Murphy and Granger, “Lowertown Historic District,” National Register of Historic Places Nomination Form, Section 8, p. 5.

²⁷ Wills, *Boosters*, 194-195.

²⁸ Rascher Insurance Map Publishing Company, *Atlas of St. Paul, Minnesota*, 331 – 354.

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companies shown on the 1892 plat map indicates that roughly ten had offices in downtown St. Paul, on the west side of the river, while their factory, production, and/or warehouse facilities were located on the flats. Some of these industries, such as the paint, oil, chemical, and varnish companies, may have produced strong odors; presumably, these companies experienced less resistance in locating their warehouses in a lower socioeconomic neighborhood than near the residences of those with political connections and money.²⁹

Around 1890, the city considered constructing another bridge over the Mississippi River at the location of Broadway Street (on the downtown side) and State Street (on the West Side), which would have connected the Lowertown wholesale district to the West Side flats (shown as “proposed bridge” on the 1892 plat map, see **Figure H**). This idea was followed by the Great Northern Railroad’s intent to construct a railroad bridge in this same general location. As the *Saint Paul Globe* explained,

the growing business demands of the city are, with the present cramped facilities for the handling of freight, becoming almost daily more difficult to deal with...The Great Northern company own a wide tract of the flats on the West side, and what is proposed to be done may be thus summed up: A drawbridge will be built connecting the present railroad tracks [on the downtown side of the river] with the West side flats. Several miles of railway tracks will be built on the flats, and extensive freight sheds – freight sheds capable of coping with all demands likely to be made on the railroad for many years to come.³⁰

Unfortunately for the promoters of this scheme, neither the Broadway bridge nor the proposed Great Northern railway bridge was built. Nevertheless, industrial development of the area continued, spurred by both public and private investment. In 1901, the West Side Improvement Association was established by a number of residents of the sixth ward. The organization, which appears to have been composed of West Side businessmen, began to advocate for public improvements to the neighborhood. By 1903, the association had successfully convinced the City of St. Paul to pave South Robert and South Wabasha streets and turn other streets into boulevards. Their advocacy also extended to promoting industry in the neighborhood. A December 13, 1903, article in the *Saint Paul Globe* noted that the association “...has worked hard to stimulate the industries of the ward. The river bottoms offer admirable facilities for factories, and the members are anxious that capital shall recognize the advantages of location on the West side...Already the smokestacks of many factories cut the sky on the West side, but the improvement association is by no means satisfied, and hopes to see the number greatly increased within the next few years.”³¹

In 1903, significant private investment occurred when construction began on a sand “river wall extending from Robert Street bridge to a point opposite Indian Mounds Park, a

²⁹ See for example R. L. Polk & Co., *St. Paul City Directory, 1890-91* (St. Paul: 1890), 1022, 1538, 1574, 1562, 1563, 1507; R. L. Polk & Co., *St. Paul City Directory, 1891* (St. Paul: 1891), 1560; Reuben H. Donnelley Corporation, *Donnelley's Atlas of the City of St. Paul*, plates 7 and 8.

³⁰ “Hill Looks Ahead,” *Saint Paul Globe*, August 12, 1890, newspapers.com.

³¹ “City’s Pioneer Improvement Association,” *Saint Paul Globe*, December 13, 1903, newspapers.com; “Business Men United,” *Saint Paul Daily Globe*, June 17, 1901, newspapers.com.

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distance of nearly four miles.”³² The goal of the project was to construct a wall high enough to withstand the ordinary flood stage of the Mississippi River. According to the *Saint Paul Globe*,

“the principal party behind the scheme is the Rock Island Railroad company, which proposed to use much of the ground for trackage purposes, but a number of real estate concerns and several manufacturers are interested and they will make use of the ground when it is permanently shut off from the annual inundations...The big sand pump has been throwing up tons of river bed since Monday and the flats are already beginning to show the effects. The ground is being made as level as a table and will be an inviting spot for manufactories when completed.”³³

It is unknown how much of the proposed sand wall was completed, but the 1904 Sanborn fire insurance map shows the Chicago, Rock Island, and Pacific Railroad cutting through the lower West Side, running north-south along the east side of the neighborhood in the approximate alignment of current day Airport Road and then east-west along the river parallel to Alabama Street, where the grading improvements would have been located. Its freight house (not extant) was located near the river just east of South Robert Street (see **Figure N**). The map also shows a third railroad line, a line of the Chicago, St. Paul, Milwaukee, and Omaha Railway, extending onto the flats from the southwest and running adjacent to the riverfront before terminating at the Wabasha Street Bridge.³⁴

These developments likely encouraged continued industrial development on the lower West Side. The 1904 Sanborn fire insurance map (see **Figures L-O**) shows that additional industrial buildings had been constructed in the lower West Side since the early 1890s. This included expansion of existing company complexes like the American Hoist and Derrick Company (located adjacent to the river; see **Figure M**) and the Villaume Box and Lumber Company (located west of Wabasha Street and south of Water Street; see **Figure O**) as well as construction of new facilities like the Chas A. Stickney Company (manufacturers of gasoline engines, located south of Fillmore Avenue along the east side of the Chicago Great Western rail line; see **Figure M**) and the J. F. Bach and Bro Trunk Factory (located west of current day Highway 52 and north of East Fillmore Avenue).³⁵

Despite the 1903 grading improvements, frequent flooding continued to plague the flats through the mid-twentieth century. Newspaper articles describe the largest floods that forced residents to evacuate their homes. One article in the July 2, 1908, edition of the *Minneapolis Tribune* described the aftermath of one such flood, where “Venetian-like conditions still exist in the State Street district and all there is now to do is to watch the water go down...all the territory from the bluff to the river east of Robert Street is one vast lake dotted here and there with

³² “Pumps Are at Work at Levee Building on West Side Flat,” *Saint Paul Globe*, July 15, 1903, newspapers.com.

³³ “Pumps Are at Work at Levee Building on West Side Flat,” *Saint Paul Globe*, July 15, 1903, newspapers.com.

³⁴ Sanborn Map Company, *Insurance Maps of St. Paul, Minnesota*, vol. 5 (New York, 1904), Library of Congress, https://www.loc.gov/item/sanborn04379_008/.

³⁵ Sanborn Map Company, *Insurance Maps of St. Paul, Minnesota*, vol. 5 (New York, 1904), Library of Congress, https://www.loc.gov/item/sanborn04379_008/.

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Venetian appearing houses. The high ground near the Rock Island tracks is the only dry land in the vicinity.”³⁶ Floods displaced individuals and damaged industrial buildings. As one local newspaper reported during the 1908 flood, “the greatest loss of property is found among the warehouses in the vicinity. The Fidelity warehouse had to move all goods from the first floor as it is under four feet of water. The storage sheds of the Cornplanter Oil company, the Capital warehouse, the Northwestern Fuel Company, and many other large buildings are flooded and business is suspended.”³⁷

Despite these floods, manufacturers and wholesalers continued to locate on the West Side. A map included in the 1915-16 Complete Jobbers’ and Manufacturers’ Directory of St. Paul showed the lower West Side as the “West Side Manufacturing District,” one of three manufacturing districts in the city that included the “West End Manufacturing District” (Midway area) and the “East End Manufacturing District” (current Dayton’s Bluff and Phalen neighborhoods).³⁸ A 1916 plat map (see **Figures P and Q**) shows over thirty warehouse buildings and/or industrial complexes in the area. The 1916 city directory provides only a West Side address for most of these companies, suggesting that most had their offices at the same location as their West Side factories. According to the 1916 plat map, many of these factories and warehouses were composed of brick, though some were also frame or iron clad frame.³⁹

A 1920 publication produced by the neighborhood’s Riverview Community Association noted that the neighborhood “has about 50 manufacturing plants in a very large and growing manufacturing district.”⁴⁰ This industrial character was reinforced by the city’s first zoning ordinance in 1922; a zoning map of the city from 1926 shows the lower West Side as primarily zoned for heavy industry (see **Figure R**).⁴¹

These West Side facilities reflect the continued growth of industry in early twentieth century St. Paul. In 1909, St. Paul factories had an output of \$59 million of products, or \$29 million when the cost of the raw materials used in these factories was subtracted from the total. That \$29 million total comprised 22% of the state’s total (which did not take into account the meat packing plant of South St. Paul).⁴² Factory types in St. Paul chiefly included printing and

³⁶ “Relief Comes for Victims of Flood,” *Minneapolis Tribune*, July 2, 1908, newspapers.com; “Flood Threatens St. Paul People,” *Duluth News Tribune*, October 11, 1903, newspapers.com; “Above Danger Line: River After a Record,” *Saint Paul Daily Globe*, April 1, 1897, newspapers.com.

³⁷ “Relief Comes for Victims of Flood,” *Minneapolis Tribune*, July 2, 1908, newspapers.com.

³⁸ L. Corning, *Complete Jobbers’ and Manufacturers’ Directory: St. Paul: The Home Market of the Great Northwest* (L. Corning: 1915), MNHS.

³⁹ G. M. Hopkins Co., *City of Saint Paul, Minnesota* (Philadelphia: 1916), Plates 6 and 46, <https://geo.lib.umn.edu/collections/digitizedplatbooks/stpaul1916index.htm>; see for example R. L. Polk & Co., *St. Paul City Directory 1916* (St. Paul: 1916), 1913, 1658.

⁴⁰ “Picnic and Sports Program of Riverview Community Association,” August 21, 1920, Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS.

⁴¹ St. Paul City Planning Board, “City of Saint Paul Zoning Map,” 1922, <https://streets.mn/2019/02/04/st-paul-2040-could-learn-something-from-st-paul-1922/>; James A. Stolpestad, “Building Through the Crash: St. Paul’s New Directions in the 1930s,” *Ramsey County History* 50 no. 3 (Fall 2015), 17, https://rchs.com/wp-content/uploads/2017/03/RCHS_Fall2015_Stolpestad.pdf.

⁴² E. D. Durand, “Manufactures in Minnesota,” *Journal of Geogr.*, 14 no. 6 (1915-16), 218-222.

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publishing, foundries and machine shops, breweries, boot and shoe factories, railroad shops, fur goods factories, and butter and cheese factories.⁴³

The importance of industry to the identity of the West Side specifically is evidenced in a campaign carried out by the Riverview Commercial Club's industrial division. The organization was created in 1905 by the "elite of the merchants, professional men, and citizens in general of the sixth ward" as a social club. Around 1914, it became a civic club, and eventually had a retail division with over 100 retail merchants and an industrial division formed "to promote through the Club the aiding of existing industries and securing new industries."⁴⁴ In the mid-1920s, the club's industrial division embarked on a campaign to "attract new industries to the Riverview district," including gathering of statistics from each of at least 40 industries located in the area by that time.⁴⁵ A variety of businesses were polled, ranging from the International Asphalt Refining Company and the Howe Baking Company to the West Publishing Company and the Independent Oil Company; Farwell Ozmun and Kirk also responded to the survey.⁴⁶

A 1927 typescript of a promotional article for the neighborhood summarized the findings of this survey as follows:

A great deal might be written on our industrial area and the concerns who occupy it. It forms a large and important part of the industrial areas of St. Paul and that the district is satisfactory to the industries we may say to its credit that none of them have moved away from the district. Figures collected compiled and given in 1926 for the industries of Riverview were as follows; number of employees: 3,937; annual payroll, \$6,328,600.00; amount of money in property investment, \$12,819,300.00; gross sales for 1925 amounted to \$31,371,000.00; tons of in and out freight in 1925 amounted [to] 637,964 tons. At 40 tons to a car this would mean about 16,000 car loads which would make a train approximately 120 miles long...⁴⁷

Specific industries mentioned by name in the article included the American Hoist & Derrick, which had national and international distribution, the Towle Maple Products company, with syrup "used wherever pancakes are eaten," the St. Paul Corrugating Company, also with a national distribution, the Waterous Fire Engineering Company, makers of fire engines, the Drake Marble and Tile Company, and the area's mushroom industry, which was housed in caves along the bluff and in windowless concrete block buildings.⁴⁸

⁴³ Durand, "Manufactures of Minnesota," 222.

⁴⁴ "Do You Know What the Riverview Commercial Club Is Doing?" ca. 1920s, Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS; Ernest J. Stiefel, "Riverview Commercial Club," [1944?], Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS.

⁴⁵ "River Traffic Prospects Told," clipping from unnamed periodical, January 30, 1924, Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS; letters from Riverview Commercial Club to various West Side companies, Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS.

⁴⁶ Letters from Riverview Commercial Club to various West Side companies, Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS.

⁴⁷ "Why Live and Do Business in Riverview, No. 4," November 17, 1927, p. 1, Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS.

⁴⁸ "Why Live and Do Business in Riverview, No. 4," November 17, 1927, p. 1-2, Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS.

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During the 1920s, the City of St. Paul as a whole, continued to be an industrial hub. A 1930 “Comprehensive Industrial Survey” produced by the Industrial Department of the St. Paul Association of Commerce noted that the city’s industrial growth “has been rapid [as] the result of its favorable situation as to raw materials, transportation, power, labor, and market.”⁴⁹ When compared to the city’s overall industrial statistics for 1927, the West Side’s significance as an industrial hub is clear. That year, St. Paul manufacturers as a whole employed 21,449 wage earners (about 4,000 individuals, roughly one-fifth of this total, were employed by West Side companies) and paid \$28,163,000 in wages (with over one-fifth of this total, \$6.3 million, paid by West Side companies).⁵⁰ Between 1914 and 1927, the “value of products manufactured in [St. Paul] plants with a production of over \$5,000 per year increased 133.4%.”⁵¹ St. Paul industry was supported by the nine railroad systems that served the city by 1930, efforts to re-establish river freight transportation in the late 1920s (including the construction of the Pig’s Eye merchandise and cargo terminal on the east bank of the Mississippi River), and the growing truck transportation network. As historian Dave Kenney writes, “by the 1920s, the railroads’ transportation dominance was beginning to wane. Over the next several decades, they lost much of their passenger business to automobiles and aircraft. Their share of intercity freight declined in the face of competition from trucks and pipelines.”⁵² By 1929, trucks were responsible for transporting 33,795 tons of St. Paul goods and materials, with two downtown truck terminals and 37 motor truck routes with 164 trucks operating each day within a 250-mile radius of the city. In 1928, the state highway department paved Trunk Highways 62 (from the northwest), 52 (from the southwest), and 12 (from the east) into the city, which helped further improve vehicle transportation and establish “the city’s position as the hub of state trunk highways.”⁵³

On the West Side, improvements to roads no doubt helped to support the continued use of the flats as an industrial area. In 1926, the Robert Street Bridge was rebuilt to accommodate a raised railroad platform at the downtown Union Depot. In 1929, South Wabasha Street was repaved from the bridge south to Plato Street, and the grade of Robert Street was reduced from Concord Street to Louisa Street.⁵⁴ Despite the location of the flats along the Mississippi, water transportation never seems to have been a primary reason for the West Side’s industrial success. In 1928, approximately 90% of incoming and outgoing shipments from Census Tract 61A (which encompassed the majority of the flats) were completed by rail, 10% by truck, and 0.2% by barge; in 1933, the totals included 85% by rail, 15% by truck, and 0.1% by barge.⁵⁵ There

⁴⁹ Industrial Department of the St. Paul Association of Commerce, *Saint Paul: A Comprehensive Industrial Survey*, 29.

⁵⁰ Industrial Department of the St. Paul Association of Commerce, *Saint Paul: A Comprehensive Industrial Survey of Saint Paul of the Great Northwest* ([1930]), 88.

⁵¹ Industrial Department of the St. Paul Association of Commerce, *Saint Paul: A Comprehensive Industrial Survey*, 33.

⁵² Dave Kenney, “Moving through Minnesota: Transportation in the Land of Lakes,” MNopedia, Minnesota Historical Society, last modified April 16, 2025, <https://www3.mnhs.org/mnopedia/search/index/moving-through-minnesota-transportation-land-lakes>.

⁵³ Industrial Department of the St. Paul Association of Commerce, *Saint Paul: A Comprehensive Industrial Survey*, 51-61.

⁵⁴ Larry Millet, “Robert Street Bridge,” Saint Paul Historical, accessed July 26, 2025, <https://saintpaulhistorical.com/items/show/402>; “Commercial Club Is Entering 27th Year,” clipping from unnamed periodical, 1931, Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS; “Work Is Started on Robert Str. Grading,” *Times*, December 7, 1929, and “South Wabasha Street to Be Paved at Once,” *Times*, June 8, 1929, Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS.

⁵⁵ St. Paul City Planning Board and Minnesota Works Progress Administration, *Industrial Survey: City of St. Paul, Minnesota*, [ca. 1937], “Survey District 062,” MNHS.

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were attempts to provide a river terminal on the flats, however. During the 1920s, as the City of St. Paul looked to reinvest in river transportation, the Riverview Commercial Club advocated for the location of a city barge terminal along the flats on the west side of the Mississippi River. Plans for an artificial lake harbor were floated in 1921, when the St. Paul City Council considered a \$550,000 investment into the district that would have included a 200-foot levee and 400-foot channel in the river.⁵⁶ By the mid-1920s, the commercial club was still pushing for a river port on the flats. In an article in the February 28, 1926, edition of the *Minneapolis Journal*, the club noted that a terminal could take advantage of the city-owned 200-foot strip of land along the West Side riverfront with rail access, and the land in the neighborhood that was still available for industrial expansion. In the end, a spot known as “Pig’s Eye” island at the east bank of the river, south of downtown St. Paul, was chosen for the barge terminal, which opened in 1927.⁵⁷

Nevertheless, some still saw a future for the West Side in river transportation. A 1928 promotional article argued that the West Side industrial district was well positioned to become an industrial port. “Without any particular stimulation and through natural causes,” the article asserted, “entirely a manufacturing district of more than one hundred important concerns has grown along the levee or so called flats. It is easily accessible from the Courthouse, being less than five minutes there from, and is served by three principal railroad lines.”⁵⁸

While the West Side was unsuccessful in its bid for a barge terminal, the construction of St. Paul’s municipal airport on the east side of the flats in the late 1920s brought a new type of transportation and new industries to the area.⁵⁹ The field was the homebase for Northwest Airlines, which was established in 1926 to deliver mail between Chicago and the Twin Cities and made regular stops in St. Paul as part of its mail route. When the company added passenger service in 1927, the St. Paul airport was also included as a regular stop. During World War II, the airport was the site of a U.S. Army Bomber Modification Center, where airplanes were fitted for specialized combat functions.⁶⁰

By 1938, approximately 75% of the lower West Side was zoned for industry, and most of this was heavy industry. The area continued to retain a small resident population, with about 18% of the zoned area reserved for residential buildings.⁶¹ In 1910, the entire West Side/Riverview neighborhood had a population of 21,848 individuals.⁶² Most of these appear to have lived on the bluffs; on the lower West Side specifically, a 1915 survey of the area east of

⁵⁶ “St. Paul Acts to Reclaim Flats,” *Minneapolis Star*, November 2, 1921, newspapers.com.

⁵⁷ “St. Paul West Side Seeks Barge Docks,” *Minneapolis Journal*, February 28, 1926, newspapers.com; “Barge Terminal, Airport Win in St. Paul Voting,” *Winona Daily News*, June 22, 1926, newspapers.com; “Upper River Freed of Sandbars for Barge Line Safety,” *Minneapolis Journal*, September 26, 1926, newspapers.com.

⁵⁸ “Riverview as an Industrial Center,” clipping from unnamed periodical, March 24, 1928, Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS.

⁵⁹ “Barge Terminal, Airport Win in St. Paul Voting,” *Winona Daily News*, June 22, 1926, newspapers.com.

⁶⁰ Elizabeth A. Gales, “Riverside Hangar,” National Register of Historic Places Nomination Form (U.S. Department of the Interior, National Park Service, 2007), Section 8, p. 1-5, <https://npgallery.nps.gov/GetAsset/40a4cfb6-0858-4ef2-9cf0-950be45d8cc6>.

⁶¹ City Planning Board, St. Paul Department of Public Works, Work Projects Administration, *Basic Data by Census Tracts for the City of St. Paul*, Report No. III, March 1, 1938, 10.

⁶² “Picnic and Sports Program of Riverview Community Association,” August 21, 1920, Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS.

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Robert Street conducted by the Neighborhood House showed 3,763 residents, 72% of whom were Jewish, and most of who had foreign born parents.⁶³ Pierce notes that “by the 1920s relatively few Jewish immigrants were settling on the lower West Side, while increasing numbers of those who had settled there previously were moving to other neighborhoods.” This was largely due to new federal immigration laws in the 1920s that restricted immigration from Eastern and Southern Europe. When their financial situations improved, some lower West Side residents moved to the wealthier areas of the West Side up on the bluffs, while others moved to St. Paul’s Highland Park neighborhood across the river.⁶⁴

After World War I, Mexican American residents began to replace Jewish Americans as the primary ethnic group on the West Side. As a brief historic context on the West Side explains:

The Mexican community began to form on the West Side during the 1910s, as migrant workers found winter housing along State Street on the flats. At that time, many Mexicans worked in the sugar beet fields during the summer and fall, and during the winter months, they began coming to St. Paul, where there were more housing options. Although St. Paul’s winter population of Mexicans was only 70 in 1920, that number grew to 350 in 1925 and then to 630 by 1930, representing 17 percent of the statewide total. As companies, such as Minnesota Sugar Company, stopped guaranteeing transportation and wages during the 1930s, more Mexicans remained in Minnesota year-round rather than returning to Texas or the Southwest. In St. Paul by 1938, the West Side Mexican colony or barrio had grown by nearly 400 people to approximately 1,000.⁶⁵

The employees of the West Side’s industrial plants likely included residents of the flats. By the time of a 1938 city planning survey, there were a total of 4,966 residents in the entire lower West Side.⁶⁶ A 1930 survey of 900 of those residents showed that roughly 80% of employed individuals had blue collar jobs, with 458 identifying as laborers, 186 as skilled laborers, 114 as merchants, 75 as peddlers, and 67 as professionals. Another survey of the Sixth Ward undertaken by the Neighborhood House Association in 1936 noted that 90% of those surveyed were employed as skilled and unskilled laborers – categories that would have included jobs such as carpenters, tanners, tinsmiths, machinists, truck and wagon drivers, watchmen and delivery men.⁶⁷

The Great Depression brought additional hardship to West Side residents. Pierce writes that during this time,

⁶³ Pierce, “St. Paul’s Lower West Side,” 30-31.

⁶⁴ Pierce, “The Jewish Settlement on St. Paul’s Lower West Side,” 156.

⁶⁵ Streamline Associates LLC, *Architecture-History Studies for the Robert Street (US 952A) Improvements Project, Saint Paul, Ramsey County, Minnesota* (2018), p. 13, <https://www.stpaul.gov/sites/default/files/2022-08/2018%20Robert%20Street%20Cultural%20Resource%20Assesment.pdf>.

⁶⁶ City Planning Board, St. Paul Department of Public Works, Work Projects Administration, *Basic Data by Census Tracts for the City of St. Paul*, Report No. III, March 1, 1938, 6.

⁶⁷ “The Neighborhood House Survey of Homes and Businesses of the Sixth Ward,” 1936, Box 13, Association Records, 1903-2001, Neighborhood House Association (St. Paul, Minn.), MNHS.

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...housing was steadily deteriorating and with economic conditions as they were, nothing much was being done about it. In a survey undertaken by the Council of Social Agencies in 1934, the Lower West Side was shown to have the highest proportion of houses in need of major repairs in St. Paul...Furthermore, between five and twenty-four percent of the houses on the Lower West Side in 1934 were said to be unfit for human occupancy, and the area's housing showed the lowest percentages in the city in plumbing facilities, gas, and electric lights.⁶⁸

A 1937 report described housing in this area as "one and two room shacks literally in the shadow of industrial plants."⁶⁹ As the authors of a recent 2024 report on residential displacement from the West Side note, "the West Side flats, like many twentieth century immigrant enclaves in U.S. cities, was one of the few neighborhoods where non-white people could buy property."⁷⁰ Between 1935 and 1940, redlining of the flats by the federal government's Home Owners' Loan Corporation (HOLC) prevented residents from qualifying for home loans or insurance, further encouraging the deterioration of housing. A map produced by the HOLC gave a large portion of the flats a "hazardous" grade, the worst rating possible. The discriminatory practice of downgrading areas occupied by ethnic minorities is evident in the HOLC's description of the area as the "ghetto district – Russians, Jews, Mexicans, Chinese, and riff raff live here, the most undesirable district in St. Paul. It is a low class development which has little or no value except as tenements."⁷¹ The 1930s map shows the residential areas concentrated near the center of the flats, surrounded by a ring of business and industry.

During the 1930s and 1940s, the flats retained its concentration of industry. A circa 1937 survey of Census Tract 61A, which encompassed much of the Lower West Side, described it as an area of "heavy industry" as well as "slum areas of foreign born." By this date, roughly 4,100 individuals lived in this Census Tract. Out of the total 567 zoned acres, approximately 477 were zoned for heavy industry and 27 for light industry, with 61 acres of residential and 8 acres of commercial zoning making up the rest. Grain products, dairy products, machinery, petroleum products, and miscellaneous shipping accounted for 86% of the area's industrial shipping in 1928 and 82.5% in 1933. A city dump, 16 junk yards, and the city animal shelter were located within the district, as well as "industries coming within the objectionable class are a tannery and a plant which manufactures disinfectants."⁷² A 1933 industrial building survey received responses from

⁶⁸ Pierce, "St. Paul's Lower West Side," 61-62.

⁶⁹ City Planning Board, "A Survey of Housing Conditions in Older Areas of Saint Paul, Minnesota," March 1937, as quoted in Minnesota Works Progress Administration, *Industrial Survey: City of St. Paul, Minnesota*, [ca. 1937], "Survey District 062," MNHS.

⁷⁰ Emily Cavazos, et. al, *From the Flats to the Future: Understanding Displacement on St. Paul's West Side* (Research in Action, June 2024), 17,

https://assets.nationbuilder.com/wscopages/1240/attachments/original/1719856784/From_the_Flats_to_the_Future_final_report_sm.pdf?1719856784.

⁷¹ Description of Census Tract 61A, from City Survey Files, 1935-1940, as provided in Nelson, Robert K., LaDale Winling, et al. "Mapping Inequality: Redlining in New Deal America," edited by Robert K. Nelson, *American Panorama: An Atlas of United States History*, 2023,

<https://dsl.richmond.edu/panorama/redlining.https://dsl.richmond.edu/panorama/redlining/map/MN/StPaul/areas#mapview=full&loc=13/44.9142/-93.1108>.

⁷² Minnesota Works Progress Administration, *Industrial Survey: City of St. Paul, Minnesota*, [ca. 1937], "Survey District 0612," p. 1- 5, MNHS.

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45 industries (including FOK; see next section) and indicated that 31 industries owned their buildings; 14 were tenants. Most used electric power and oil fuel, with brick and frame construction being common.

In 1943, on the eve of the United States' entry into World War II, the president of the Riverview Civic Club described the neighborhood's industrial section as "the second largest in the city. It occupies the area along the river from the high bridge to the municipal airport, extending back to the bluff. Manufacturing concerns there produce derricks, fire apparatus, macaroni, pickles, milk products, marble, tile, roofing and sheet metal, lumber and mill work, office and store fixtures, paint and automobile accessories."⁷³ The 1950 Sanborn Map shows the most industrial complexes were larger than their early twentieth century counterparts, with facilities made up of several buildings or additions (see **Figure S**). Buildings ranged from one to six stories in height, though most were low-rise one- or two-story structures, the majority of masonry construction but also frame or metal-clad frame and concrete block.⁷⁴

Farewell Ozmun and Kirk: 1859 – 1952

Establishment and Early Growth: 1859 – ca. 1900

The history of the Farwell, Ozmun and Kirk Company warehouses at 102 Water Street is an excellent representation of the industrial history of the West Side flats. Farwell, Ozmun, Kirk & Company was originally organized as a retail establishment selling metal and hardware products in 1859 by T.F. Cheritree and F.B. Farwell. The business was known as Cheritree and Farwell and had a shop located on Third Street (now Kellogg Boulevard) between Washington and Franklin.⁷⁵ The following year, the company moved into the Ingersoll Block at the corner of Third and Wabasha Streets, on the south side of the downtown area on the east side of the river.⁷⁶ Within a few years, the company expanded into wholesaling and moved again two blocks east, to 99 East Third Street. George Farwell joined the firm in 1867, and it was then called Cheritree and Farwells. In 1868, after Mr. Cheritree had retired, the company became known as Farwell Bros. The company owed much of its early and rapid growth to the opening of river navigation in the 1870s.⁷⁷ First, the business was able to easily receive shipments of stock and, second, the ever-increasing number of immigrants coming up the river into St. Paul and moving westward into western Minnesota and the Dakotas provided a constantly increasing customer base that spurred the company's growth. Indeed, wholesaling in the Twin Cities exploded in the late 1800s partly because of the large number of new settlers arriving in the area.⁷⁸

⁷³ Evangeline [Manlton?], "History of the Riverview Civic Club," May 1943, Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS.

⁷⁴ *Sanborn Map Company, Insurance Maps of St. Paul, Minnesota*, Vol. 5 (St. Paul: 1939, rev. 1950), 601-615, 621, Library of Congress.

⁷⁵ George E. Warner and Charles M. Foote, *History of Ramsey County and the City of St. Paul* (North Star Publishing Company, 1881), 454; Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers to Space Travel: Our First 100 Years 1859-1959* (n.p., 1959), 2.

⁷⁶ Warner and Foote, *History of Ramsey County*, 454.

⁷⁷ Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 3; C. M. Hopkins, *Real Estate Atlas: City of St. Paul, Minn* (Philadelphia, 1884), plate 3, https://geo.lib.umn.edu/plat_books/stpaul1884/reference/map01394.jpg.

⁷⁸ Lewis, *Wholesaling*, 3.

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Farwell's growth was such that it continually outgrew its facilities and moved into increasingly larger spaces every few years, all within downtown St. Paul. In 1870, it moved to 135 East Third Street, and in 1875, it moved across the street to 136 Third Street; by this time, its business was entirely in wholesaling.⁷⁹ In 1879, it moved again briefly before moving to 225-227 East Fourth Street in 1881, within the Lowertown area.⁸⁰ Yet again in 1883, the company moved to a larger building on Third Street east of Wacouta Street, also within the Lowertown district. Farwell joined forces with A.M. Ozmun and Frederick Jackson to form Farwell, Ozmun, and Jackson in 1881. In 1887, the company underwent an incorporation and a final name change, becoming the Farwell, Ozmun, Kirk & Company (FOK) with George Farwell acting as president.⁸¹

A devastating blow occurred when, on the morning of Wednesday, November 18, 1891, the company's office and warehouse located on Third Street was consumed by fire. The fire resulted in a total loss of the warehouse merchandise, which was valued at \$300,000.⁸² Instead of closing the business, FOK moved into a new building a couple of blocks west, at 94 East Third Street. By this time, the company's products included general hardware supplies, sporting goods, butcher supplies, and sewing machines.⁸³ The company also began a program of diversification around this time and acquired the high-grade cutlery manufacturer of Henry Sears & Sons in 1893.⁸⁴ The following year, plans were developed and construction commenced on a new facility on Broadway Avenue between Third and Pine Streets with a railroad track running the entire length of the new building for ease of shipment. The building, more recently known as the Tilsner Carton Company building located at 300 Broadway Street, is listed in the NRHP as a contributing building to the Lowertown Historic District.⁸⁵

By 1900, FOK employed 160 individuals, including 30 traveling salesmen.⁸⁶ Based on entries in city directories, the company's offerings expanded substantially around the turn of the twentieth century as well. The 1900 business directory lists the firm in over 20 product categories including Awnings, Tents and Wagon Covers, Silverware, Corrugated Iron Roofing and Siding, Hardware, and Paints, Oils and Glass.⁸⁷ In 1903, an article in the *Saint Paul Globe* covering an annual company banquet dubbed Farwell, Ozmun, Kirk & Co. "one of the foremost jobbing institutions in the Northwest, and ... an important factor in the business life of the city."⁸⁸ Its growth and prominence was further reflected in the company's construction of a new main office and warehouse building just ten years after moving into its facility at 300 Broadway.

⁷⁹ Warner and Foote, *History of Ramsey County*, 454.

⁸⁰ Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 4; Warner and Foote, *History of Ramsey County*, 454; Murphy and Granger, "Lowertown Historic District," National Register of Historic Places Nomination Form, map.

⁸¹ Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 3-4, 13.

⁸² Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 4-5.

⁸³ Murphy and Granger, "Lowertown Historic District," National Register of Historic Places Nomination Form, Section 7, p. 7; Reuben H. Donnelley Corporation, *Donnelley's Atlas of the City of St. Paul*, plate 8; R. L. Polk & Co., *The Dual City Bluebook* (St. Paul: 1893), 259, St. Paul Public Library Digital Collections.

⁸⁴ Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 6.

⁸⁵ Murphy and Granger, "Lowertown Historic District," National Register of Historic Places Nomination Form, section 7, p. 6-7.

⁸⁶ Murphy and Granger, "Lowertown Historic District," National Register of Historic Places Nomination Form, Section 7, p. 7.

⁸⁷ R. L. Polk & Co., *R. L. Polk & Co.'s St. Paul City Directory 1900* (R. L. Polk & Co., 1900), 1619, 1625, 1626, 1636, 1661, 1684, 1694, 1701, 1708, 1709-10, 1747, 1765, 1769, 1770, 1780, 1781.

⁸⁸ "Gives Annual Banquet to Employees," *Saint Paul Globe*, December 30, 1903.

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In December of 1905, FOK moved into the new building at 160 East Kellogg Boulevard, which was located at the southwest corner of Kellogg Boulevard and Jackson Streets, and had vacated the facility on Broadway. The nine-story, Commercial style building, which remains extant today, was once again served by railroad tracks along the entire south elevation of the building.⁸⁹

By the turn of the twentieth century, FOK was well established as a notable wholesale firm in St. Paul. Around this time, in alignment with the general growth of manufacturing in St. Paul, the company began expanding into the direct manufacturing that would become a key component of its business and success. Prior to 1896, the firm purchased paint from a local manufacturer, which it packaged and marketed under its own brand name. Around 1896, the firm acquired the Minneapolis Paint Company and subsequently renamed it the Northern Paint Company, and in 1901, they moved the business to St. Paul.⁹⁰ According to the *St. Paul Globe*, the “products of this plant are to be distributed through Farwell, Ozmun, Kirk & Co., who are distributors for two other such manufacturing establishments.”⁹¹ In 1900, FOK acquired another Minneapolis paint company, the Clare Paint Company.⁹²

By 1902, FOK was selling the paint, presumably manufactured by the Northern and Clare Paint Companies, under the brand name “Gilt Edge.”⁹³ During the early 1900s, in alignment with public concerns about quality and safety of foods and drugs, paint quality was a topic of debate. As explained in an article in the April 23, 1908, edition of the *Sauk Centre Herald*, “one of the biggest frauds perpetrated upon the public for a number of years has been in the adulteration of paint. Paints have been manufactured and sold as strictly pure when the pigment consisted mostly of inert material containing but a small percent of lead and zinc.”⁹⁴ In 1905, the state of North Dakota passed a law that required the clear statement of a paint’s mineral makeup on its packaging, and restricted the types of ingredients permissible in paints.⁹⁵ By the summer of 1907, Minnesota had passed a similar law which required that paint ingredients be clearly labeled on the packaging; laws regarding paint labeling were also passed in other Midwestern states like South Dakota, Wisconsin, and Iowa.⁹⁶ Within the context of these concerns, the perceived quality of FOK’s paints made them a popular item.⁹⁷ The *Sauk Centre Herald* asserted that “the ‘Gilt Edge’ paint, made by Farwell, Ozmun, Kirk & Co. of St. Paul, stood in the front rank as a high grade paint, and is now one of the leading paints in that state.”⁹⁸

In addition to paint manufacturing, the beginnings of the company’s metal fabrication division can be traced back to the 1880s. Small products, such as household funnels, cups, and coffee boilers were produced in addition to a small amount of stove pipe. The small tin shop, like

⁸⁹ Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 8-9.

⁹⁰ “Why It Moves,” *Minneapolis Daily Times*, July 19, 1901.

⁹¹ “New St. Paul Plant,” *St. Paul Globe*, July 18, 1901.

⁹² Farwell, Ozmun, Kirk & Company, *From Stern-Wheelers*, 12; Farwell, Ozmun, Kirk & Co., *Gilt Edge Paints*, (Farwell, Ozmun, Kirk & Co., 1916), Minneapolis Historical Society, St. Paul, Minnesota.

⁹³ “Farwell, Ozmun, Kirk & Co.,” *St. Paul Globe*, December 21, 1902.

⁹⁴ “House Paints,” *Sauk Centre Herald*, April 23, 1908.

⁹⁵ “Full Text of Paint Law,” *Washburn Leader*, December 22, 1905.

⁹⁶ “Will Allow Time,” *Winona Daily News*, August 2, 1907; “Bulletin No. 25,” *Rochester Post-Bulletin*, May 18, 1907.

⁹⁷ Farwell, Ozmun, Kirk & Company, *From Stern-Wheelers*, 12.

⁹⁸ “House Paints,” *Sauk Centre Herald*, April 23, 1908.

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all other aspects of the company, continually expanded and by 1910, household items had been replaced with stock tanks, camping stoves, and heating and air conditioning ductwork. In 1908, Robert Kirk, acting on behalf of the company, purchased a controlling interest in the Billings Hardware Company of Billings, Montana.⁹⁹ The two companies would work together for the benefit of both, as well as their customers.

West Side Warehouses: 1911 – 1952

With FOK's expanding wholesale business, as well as its paint manufacture and metal fabrication divisions, the company found itself in need of additional warehouse and facility space – and looked to the West Side flats as the new location for its manufacturing functions and additional storage for its wholesale business. Sometime between 1884 and 1891, the company constructed a one-story agricultural implements warehouse on the lower West Side, adjacent to the Chicago Great Western Railway Company spur line that ran along Robert Street (not extant, in the approximate location of 176 South Robert St.) The warehouse first appears in the St. Paul city directory in the 1891-92 edition, suggesting that it was constructed around 1891. The timing and location suggest that FOK took advantage of the new rail line, recent improvements to grading and flood protection, and availability of vacant land to expand in a way that would not have been possible at its Third Street location. The 1904 Sanborn fire insurance map labels the building as FOK's "warehouse." (The 1939 Sanborn maps show the building as "baled paper storage," suggesting that by this time it may have been associated with the paper warehouse and other buildings to the north belonging to the Great Western Iron & Metal Company. By 1950, the building was demolished).¹⁰⁰

This small building, however, was apparently not sufficient to meet FOK's needs. An article in the 1910 edition of the *Paint Oil and Drug Review* trade periodical noted that the company had "decided upon the erection of an additional warehouse to cost about \$150,000 to take care of the growth of their business." The new warehouse, known as Warehouse 2, was to be located at Fillmore and Hyde Streets on the West Side flats, across the Mississippi River and approximately one mile southwest of the 1905 office building. A five-story reinforced concrete building was planned for the site, which consisted of an entire city block and was intentionally larger than needed to accommodate future construction.¹⁰¹ No architect is listed on the original 1910 building permit, but the builder was the Butler Brothers, a St. Paul based contractor.¹⁰²

⁹⁹ Farwell, Ozmun, Kirk & Company, *From Stern-Wheelers*, 8, 13.

¹⁰⁰ Sanborn Map Company, *St. Paul, Minnesota*, vol 5. (Sanborn Map Company, 1904), sheet 609, Library of Congress; Sanborn Map Company, *St. Paul, Minnesota*, vol 5. (Sanborn Map Company, 1904, rev. 1939), sheet 609, Library of Congress; Sanborn Map Company, *St. Paul, Minnesota*, vol 5. (Sanborn Map Company, 1904, rev. 1950), sheet 609, Library of Congress; C. M. Hopkins, *Real Estate Atlas: City of St. Paul, Minn* (Philadelphia, 1884), plate 6, https://geo.lib.umn.edu/plat_books/stpaul1884/reference/map01394.jpg; Rascher Insurance Map Publishing Company, *Atlas of St. Paul, Minnesota*, vol. 4 (Chicago, IL: 1891), 343, <https://collection.mndigital.org/catalog/spp:517#?xywh=-3221%2C-497%2C13466%2C9938>; R. L. Polk & Co., *St. Paul City Directory: 1891-92* (St. Paul: 1892), 511.

¹⁰¹ "Trade Items," *Paint, Oil and Drug Review*, vol 49 (1910): 11,

https://www.google.com/books/edition/Paint_Oil_and_Drug_Review/7P9YAAAAYAAJ?hl=en&gbpv=1&bsq=farwell.

¹⁰² St. Paul Department of Public Works Building Permit No. 54998, July 5, 1910, on file at the Ramsey County Historical Society (hereafter cited as RCHS).

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The building was clearly sited to take advantage of rail connections and was located along a spur line of the Chicago, St. Paul, Milwaukee and Omaha railway; the railroad's freight depot was also located just a block to the northeast. Warehouse 2 was designed for rail shipping, with a curved southeast corner that accommodated the rail spur line along its south elevation. A historic photograph (see **Figure E**) indicates that loading also occurred along the north elevation along Fillmore Street, across the street from the freight depot. Like many of the other industrial buildings on the flats, Warehouse 2 was constructed of brick. Historic photographs and the 1904 Sanborn Map updated through 1939 indicates that the building was used as the company's hardware warehouse and that the western portion of the building was used as the company's paint factory, functions that were consistent with the industrial uses on the flats (see **Figure C**).¹⁰³ Like other factories, FOK was located in the vicinity of small residential buildings; based on the 1904 Sanborn Map, it appears that several frame residences were removed to make way for Warehouse 2. FOK was one of several industrial buildings/additions constructed in this area between 1904 and 1916, including the Minneapolis Macaroni Company, the Northwestern Shot and Lead Works, the Saint Paul Boiler and Manufacturing Company, and the expansion of the Villaume Lumber Company.¹⁰⁴

In its new facility on Water Street, FOK's paint division grew rapidly and, by 1914, Farwell, Ozmun, Kirk & Company claimed to be the largest jobber-paint manufacturer in the United States.¹⁰⁵ That year, the company ran a series of advertisements in newspapers in small Minnesota communities marketing its Gilt Edge Paints. FOK's business is described as both "paint manufacturers" and "wholesale hardware" in these advertisements, indicating that paint manufacturing was a key component of its business.¹⁰⁶ Beginning in 1916, FOK began producing double ground paints, which were run through a specially constructed double grinding mill.¹⁰⁷ FOK claimed this expensive process was responsible for the fine quality of its paints that other firms could not accomplish with their older style of mills.

Meanwhile, FOK's metal fabrication division was also continuing to expand, which would lead to additional construction at the company's West Side facility. During World War I, the metal fabrication division aided the war effort by producing coffee boilers for the Quartermaster Department as well as mess equipment for the Bureau of Ships. The metal fabrication product line continued to expand, eventually including traffic regulators and road signals, scaffolding, and sheet metal components for industrial facilities; FOK continued to manufacture items for military use after the end of World War I, such as heavy-duty garbage cans.¹⁰⁸

¹⁰³ Sanborn Map Company, *St. Paul, Minnesota*, vol 5. (Sanborn Map Company, 1904, rev. 1939), sheet 601, Library of Congress.

¹⁰⁴ G. M. Hopkins Co., *City of Saint Paul, Minnesota* (Philadelphia: 1916), Plates 6 and 46, <https://geo.lib.umn.edu/collections/digitizedplatbooks/stpaul1916index.htm>

¹⁰⁵ Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 12.

¹⁰⁶ "Gilt Edge Paints," *Republican Press [Atwater, MN]*, July 31, 1914.

¹⁰⁷ Farwell, Ozmun, Kirk & Co., *Gilt Edge Paints*, 1916.

¹⁰⁸ Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 13-14.

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By 1919, FOK decided that this division (known as the Metal Products Department and later as Farwell Metal Fabricating), which up until that time had been housed in the main warehouse and office at Jackson and Second, required its own facility. That year, a building permit was issued for the construction of Warehouse 3 at FOK's West Side flats facility, a three-story structure 102 ft. wide and 300 ft. long (see **Figure W**). The structure was located directly south of Warehouse 2 and estimated at a cost of \$200,000. Both the architect and contractor are listed on the original permit application as the Butler Brothers Building company.¹⁰⁹ The warehouse was completed in 1920.¹¹⁰

With the completion of these warehouses, FOK was advertising itself as both a wholesaler and a manufacturer. In their 1920 catalog, the company dubbed itself "wholesalers of merchandise for the modern hardware store" and "manufacturers of sheet metal goods, paints and sundries."¹¹¹ One page of the catalog was devoted to describing their facility on the West Side flats:

This view of the warehouse of Farwell, Ozmun and Kirk & Company is taken from the west end of the Wabasha Street Bridge. The building dominates the landscape as viewed from the opposite side of the river...The great activity of the loading platform is only suggested. The trackage is indicated by the cars curving to the rear. Three tracks [likely referring to the three spur tracks that entered the courtyard area between the Warehouses] penetrate the building. The ground area is 300 feet on Fillmore Avenue and 250 feet on Walter Street. This building is but a short distance from the one shown on the opposite page [FOK's main office on the east side of the river at 160 Kellogg Boulevard]. Automobile trucks make it possible to use them as a single distributing unit.¹¹²

The 1904 Sanborn Map updated through 1939 show the company's facilities encompassing the entire city block bounded by West Fairfield Avenue, West Fillmore Avenue, Walter Street, and Hyde Street (see **Figure C**). Paint manufacturing in the west half of Warehouse 2 was divided from the rest of the building by a partition wall running north-south at the location of the west elevator and stair shaft, and there was a small office at the northeast corner of the first level of the building. To the south, Warehouse 3 featured the sheet metal shop on its first level, with a "metal tinning" area occupying a large amount space at the north side of the building. A lunchroom, toilet, and shop office were located at the southeast corner of the first level. Between Warehouses 2 and 3, three railroad spurs branching off from the main line of the Chicago, St. Paul, Milwaukee, and Omaha Railway provided access to loading platforms. A large loading platform along the north elevation of Warehouse 2 may have served as truck loading and reflects the rise in truck transportation on the flats during this time.¹¹³

¹⁰⁹ St. Paul Department of Parks, Playgrounds and Public Buildings, Building Inspection Record and Application for Building Permit, Permit No. 74701, October 2, 1919, on file at RCHS.

¹¹⁰ Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 20.

¹¹¹ Farwell, Ozmun, Kirk & Co., *Catalogue No. 1020* (Farwell, Ozmun, Kirk & Co, 1920), MNHS.

¹¹² Farwell, Ozmun, Kirk & Co., *Catalogue No. 1020* (Farwell, Ozmun, Kirk & Co, 1920), MNHS.

¹¹³ Sanborn Map Company, *Fire Insurance Map of St. Paul*, vol. 5 (Sanborn Map Company, 1904, rev. 1939), Sheet 601; Minnesota Works Progress Administration, *Industrial Survey: City of St. Paul, Minnesota*, [ca. 1937], "Survey District 062," MNHS.

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FOK's continued success, and the continued viability of the West Side flats as an industrial district, is demonstrated by permits for new construction at the FOK complex during the late 1920s. It appears likely that the company's varnish plant on the west side of Hyde Street was constructed around this time. Permits were filed in 1926 and 1930 for two structures at this location, an 88-foot long by 25 feet wide, one-story brick and tile structure and a 30-foot by 100-foot, one-story brick and concrete structure, respectively; these may have accounted for the majority of the one-story, L-shaped varnish plant visible on the 1939 Sanborn map (see **Figure C**).¹¹⁴ In 1927, a 73 by 38 foot one-story brick and tile addition (described as an "addition to paint factory") was built on the south side of Fillmore for a cost of \$5,000 at an unknown location.¹¹⁵ In 1939, a permit was filed for a 26 foot by 16-foot one-story brick and steel addition to the varnish warehouse estimated at a cost of \$12,000.¹¹⁶

In 1927, the company was included in the Riverview Commercial Club Industrial Division's West Side survey. In their response to the survey, FOK noted that its business was "the distribution of general merchandise, and on the West Side the manufacture of sheet metal products. We employ about sixty people; the annual pay roll being approximately \$100,000.00. The total real estate investment [is] about \$400,000.00. A conservative figure of the number of tons in and out during 1925 would be 7,500."¹¹⁷

During World War II, FOK's metal fabrication division produced parts for naval vessels and aircrafts.¹¹⁸ Sometime between 1939 and 1945, the company expanded its facilities for the purposes of metal welding and fabricating at the east side of the north elevation of Warehouse 3 (see **Figure D**).¹¹⁹ Records of the National Labor Relations Board from 1945 provide a rough idea of the scale of the company's operations:

[FOK] buys a substantial quantity of raw materials, which consist primarily of white lead, zinc oxide, linseed oil, and steel, for use in its manufacturing processes; the Company also purchases merchandise for distribution through its wholesale house. During 1943, the Company purchased merchandise and raw materials valued in excess of \$3,000,000...during the same period, the value of manufactured goods sold and

¹¹⁴ St. Paul Department of Parks, Playgrounds and Public Buildings, Application for Building Permit No. 20268, April 9, 1926, on file at RCHS; St. Paul Department of Parks, Playgrounds and Public Buildings, Application for Building Permit No. 40298, March 21, 1930, on file at RCHS.

¹¹⁵ St. Paul Department of Parks, Playgrounds and Public Buildings, Application for Building Permit, 27971, July 31, 1927, on file at RCHS.

¹¹⁶ St. Paul Department of Parks, Playgrounds and Public Buildings, Application for Building Permit, Permit No. 20268, October 2, 1919, on file at RCHS; St. Paul Department of Parks, Playgrounds and Public Buildings, Application for Building Permit, Permit No. 53550, October 24, 1939 on file at RCHS.

¹¹⁷ [illegible], president of Farwell, Ozmun, Kirk & Co. to Mr. E. J. Stiefel, Chairman, Riverview Commercial Club, February 13, 1926, Riverview Commercial-Riverview Civic Clubs Records, 1918-1955, MNHS.

¹¹⁸ Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 15.

¹¹⁹ St. Paul Department of Parks, Playgrounds and Public Buildings, Application for Building Permit, Permit No. 96866, March 18, 1942, on file at RCHS; War Production Board, Statistics Division, *War Industrial Facilities Authorized* (War Production Board, Statistics Division, September 30, 1943), 73, https://www.google.com/books/edition/War_Industrial_Facilities_Authorized_by/NT9ojCCdkU4C?hl=en&gbpv=0.

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merchandise distributed was in excess of \$7,000,000, of which approximately 50 percent was sold to customers located outside the State of Minnesota.¹²⁰

During the mid-twentieth century, metal fabrication, paint manufacturing, and hardware wholesaling continued to be the key elements of FOK's business. In the years following World War II, the metal fabrication division manufactured parts for the agricultural, electronic, missile, aircraft and nuclear industries, amongst others.¹²¹ The paint manufacturing department and the Gilt Edge brand also increased its product line and research program following the war.¹²² With its emphasis on quality products and its good reputation, the company also continued to expand its West Side facility. A 40 ft. by 100 ft. drum storage building was constructed south of the varnish plant in 1948, and the fourth-story addition was constructed on Warehouse 3 in 1952.¹²³

Urban Renewal on the West Side: 1952 – 1960s

In 1952, a major flood brought large scale physical destruction to the West Side flats neighborhood. In April of that year, heavy spring rains caused the Upper Mississippi River to rise dramatically, suspending river traffic and causing damage to communities in several states. In St. Paul, by April 15, the river had reached just under 22 feet— eight feet above flood stage and two feet above the highest recorded tally of 20 feet in 1881. The flood put the majority of the lower West Side under water and forced an estimated 5,000 residents to evacuate. As the *Winona Republican-Herald* described, the flood “brought activity to a halt at scores of West Side industrial plants,” “covered large sections of railroad freight and passenger switchyards with up to three feet of water,” “forced all traffic but busses from two main bridges when automobiles stalled in water up to the running boards on low-lying approaches to the spans,” and “knocked out the Twin Cities metropolitan sewage treatment plant.”¹²⁴ Flooding brought extensive damage to West Side property. When combined with damage caused by flooding the previous year in 1951, damages to businesses and industries on the West Side (including the St. Paul Downtown Airport and the railroads) amounted to direct losses of \$5.5 million.¹²⁵

The 1952 flood was a watershed moment for the West Side, marking the end of its original industrial era and setting in motion a series of events that brought about the urban “renewal” of the neighborhood. Following the flood, the City of St. Paul sought state and federal aid to provide flood protection to the lower West Side. Between 1952 and 1956, the Army Corps of Engineers provided multiple appropriations for studies on the issue, which led to an Army Corps recommendation in 1957 that the federal government construct “levees, floodwalls, pumping plants, and related interior drainage works on the west side at St. Paul.” In 1957, the

¹²⁰ National Labor Relations Board, *Decisions and Orders of the National Labor Relations Board*, vol. 61, (Government Printing Office, 1945), 876,

https://www.google.com/books/edition/Decisions_and_Orders_of_the_National_Lab/GqI7AQAAAMAJ?hl=en&gbpv=1&dq=w ar+production+board+farwell+ozmun&pg=PA876&printsec=frontcover.

¹²¹ Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 15.

¹²² Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 20.

¹²³ Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 9.

¹²⁴ “River Crest Still Above St. Paul,” and “Truman to Fly Over Flood Area,” *Winona Republican-Herald*, April 15, 1952, newspapers.com; “Ol’ Man River,” *Winona Daily News*, April 19, 1952, newspapers.com.

¹²⁵ Pierce, “St. Paul’s Lower West Side,” 99.

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Minnesota State Legislature authorized the City to issue \$700,000 in bonds towards the project, and in 1958 and 1959, the federal government provided appropriations for project planning studies.¹²⁶

Concepts for a West Side levee developed alongside the idea that the flats themselves would be redeveloped from their ad hoc mixture of industry and residences into a dedicated industrial park that would provide greater revenue generation for the City of St. Paul. As Pierce bluntly notes, “the concern about the Lower West Side among business leaders in St. Paul was with profit and loss, and there did not seem to be any feeling that a floodwall protecting people had any merit.”¹²⁷ As plans for the levee were discussed, the City’s Port Authority and Housing and Redevelopment Authority (HRA) made plans to acquire and redevelop much of the flats into an industrial park. In 1956, the authority announced the future development of the park, which was followed shortly thereafter by the approval of the flood control project from the Army Corps.¹²⁸

Pierce explains that “the total plan for the Riverview Industrial Park was then drawn up, and presented by the Chairman of the Riverview Planned Redevelopment Commission...to city officials, housing authorities, the City Planning Board, the Port Authority (which would be responsible for carrying out most of the plans) and the Metropolitan Airport Commission. The plan would begin its first phase in the summer of 1959...” The Housing and Redevelopment Authority, formed in 1949 as the primary agency to administer federally funded urban renewal projects, was a key agency involved in plans for the west side.¹²⁹ An article in the February 13, 1959, edition of the *Minneapolis Star* summarized the plan, predicting that “by 1962, city officials and civic groups hope, the houses will be gone, the river chained and a spanking new industrial district open for business.”¹³⁰ As that quote indicates, project plans involved extensive displacement of residents of the West Side, whose houses and places of work would need to be demolished in order to make way for new development.

Meanwhile, Army Corps plans for the levee continued to develop. An article in the August 31, 1961, edition of the *Minneapolis Star* illustrated the proposed three-mile earth and concrete wall, which called for 700,000 cubic yards of earth and 3,150 cubic yards of concrete to create a concrete floodwall on top of a broad levee. According to calculations, the project would provide protection against future floods up to 35% worse than the 1952 flood. The \$4 million dollar project was financed by approximately \$3.2 million from the federal government and

¹²⁶ U. S. Congress, House, Committee on Appropriations, *Hearings before the Subcommittee on Appropriations*, 86th Cong., 2nd sess., 1960, 469 – 471, <https://www.google.com/books/edition/Hearings/XJ3IGLjS1K8C?hl=en&gbpv=1&dq=st+paul+flood+study+1955&pg=PA470&printsec=frontcover>.

¹²⁷ Pierce, “St. Paul’s Lower West Side,” 99.

¹²⁸ Pierce, “St. Paul’s Lower West Side,” 100.

¹²⁹ Pierce, “St. Paul’s Lower West Side,” 101; City Planning Board of Saint Paul, *The Progress of Urban Renewal in Saint Paul, 1945-1967*, City-Wide Revitalization Program Report No. 6, (Saint Paul: September 1968), 10.

¹³⁰ Hal Quarforth, “Riverview to Get a New Look,” *Minneapolis Star*, February 13, 1959, newspapers.com.

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\$865,000 million from the City of St. Paul. As the newspaper noted, “the 300-acre Riverview industrial park...will be one of the chief beneficiaries of the project.”¹³¹

In the end, the urban renewal of the flats was divided into multiple projects: 1) the Riverview Industrial Renewal Project on the flats west of Robert Street (which encompassed the area occupied by the FOK warehouses), led by the HRA, and 2) the Riverview Industrial Park east of Robert Street, led by the Port Authority. On the 273-acre Riverview Industrial Park project, the Port Authority began to acquire property through purchase and eminent domain, and between 1960 and 1964, the area’s 2,147 individuals were relocated and 420 structures were demolished. Roughly 179 acres of the area was determined “salable for development” and the first industrial site was sold in December of 1964. By December 1966, industrial firms had spoken for the redevelopment of 37 of those 179 acres.¹³²

In late 1963, planning began for the Riverview Industrial Renewal Project on the west side, where, in the words of the city’s planning board, “the residential properties interfered with industrial operations and expansion needs, while residents were bombarded by noise, smoke, and fumes.” The 146-acre area included 131 non-residential structures (including the FOK warehouses) and 106 residential structures. All residential structures and the majority of the non-residential structures were removed as part of the project. The only buildings that remained were “sound buildings” used by industrial firms, which were “given first priority for land to provide room for expansion needs.” Research did not uncover documentation related to the decision to preserve the FOK warehouses, but presumably, the company’s West Side warehouses were determined to be “sound” and therefore fit to be retained. By December 1966, 56 percent of the parcels had been cleared. To fill the vacant land, the city sought “non-nuisance type industries” “compatible to remaining industries.” Redevelopment of the area also included revisions to the street system and utilities.¹³³

The urban renewal projects created a new landscape on the West Side. In May 1963, as demolition proceeded, the *St. Paul Pioneer Press* described the dying community as resembling “...the bomb rubble of post-war Europe” or “the stately ruins of ancient Greece.” A comparison of aerial photographs between 1953 and 1974 shows the extensive changes to the district’s built environment (see **Figures X and Y**). In addition to large-scale building removal, many components of the street grid were removed and parcels combined to achieve the city’s plans for “renewal,” leaving the West Side neighborhood completely changed.¹³⁴ In the place of old industrial complexes, new midcentury factories arose. The levee was completed in 1964, and the Lafayette Bridge was constructed in 1968, further changing the character of the neighborhood.¹³⁵

¹³¹ Timothy Blodgett, “Engineers’ Chief Says Floods Offer Continuing Challenge,” *Minneapolis Star*, August 31, 1961, newspapers.com.

¹³² Pierce, “St. Paul’s Lower West Side,” 105-118; City Planning Board of Saint Paul, *The Progress of Urban Renewal in Saint Paul, 1945-1967*, City-Wide Revitalization Program Report No. 6, (Saint Paul: September 1968), 37.

¹³³ City Planning Board of Saint Paul, *The Progress of Urban Renewal in Saint Paul, 1945-1967*, City-wide Revitalization Program Report No. 6, (Saint Paul: September 1968), 31.

¹³⁴ “St. Paul’s West Side Story,” *St. Paul Sunday Pioneer Press*, Magazine Feature, May 19, 1963, as quoted in Pierce, “St. Paul’s Lower West Side,” 117.

¹³⁵ Alleen Brown, “Highway 52 Lafayette Bridge in St. Paul,” *Minnpost*, December 23, 2008, <https://www.minnpost.com/infodoc/2008/12/highway-52-lafayette-bridge-st-paul/>.

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In the words of Pierce (writing in 1971), “driving through the Industrial Park area one finds it hard to believe that the Lower West Side ever really existed.”¹³⁶

FOK: 1952 – 1971

FOK was one of the many industries on the West Side impacted by the flood of 1952. A St. Paul City Council Resolution from May 9, 1952, noted that the flood had caused shut-downs or delays at several West Side firms holding federal contracts, including FOK.¹³⁷ Nevertheless, FOK’s business appears to have been generally successful in the 1950s. By 1959, it boasted eight key metal fabricating services: engineering, tooling, machining, fabricating, stamping, welding, finishing, and quality control. It also proudly advertised the technology it used to manufacture its paint and metal products. In 1954, FOK purchased a warehouse on North Prior Avenue in St. Paul and another was acquired in Duluth in 1957, both for its new floor covering division.¹³⁸

In 1959, FOK saw a sales volume peak of roughly \$27 million.¹³⁹ A circa 1960 company catalog provided interior views of the firm’s “modern paint and varnish factory,” (likely Warehouse 2 and/or the non-extant varnish building; see **Figures T and U**) showing the 20 mixers where Gilt Edge paints “start out from basic raw materials,” a high speed roller mill, stone mills and ball mills, and final tanks of paint being thinned and tinted. The publication also included images of a laboratory “where the quality of Gilt Edge paint products is carefully controlled.” Scenes of the metal fabricating division (housed in Warehouse 3; see **Figures V and W**) included tool and die makers, milling machines, lathes, high speed punch presses which used dies to turn out thousands of parts, power shears, and welding facilities. The publication asserted that while paints and raw materials had changed over the past 65 years of production, the company had “always maintained a standard of highest quality and [had] tested the new and improved raw materials with the aim of improving” its paint products.¹⁴⁰

In the early 1960s, however, as the blocks near its West Side plant were cleared for urban renewal, the company entered a period of decline. An article in the *Star Tribune* from 1965 revealed that FOK’s Metal Fabricating Division had become “something of a drain” on FOK’s profits for several years, starting when it branched into mass production. At the time, the division was producing a “bewildering” variety of metal products, according to the *Star Tribune* article, and the breadth of their product array began to bite.¹⁴¹ Production problems and a large drop in employment from 500 to 200 ensued, and contracts were terminated in 1963. Following this, the division’s backlog of orders dropped from \$1 million to near \$0. In the early 1960s, the company’s annual sales began to dip from its 1959 peak. A Dun & Bradstreet report attributed

¹³⁶ Pierce, “St. Paul’s Lower West Side,” 121.

¹³⁷ U.S. Congress, Senate, Committee on Appropriations, *Hearings before the Subcommittee on Appropriations*, 82nd Cong., 2nd sess., 1952, 1403-1404, <https://www.google.com/books/edition/Hearings/PSaXMwb0k0sC?hl=en&gbpv=1&dq=farwell+ozmun+kirk+flood&pg=PA1403&printsec=frontcover>.

¹³⁸ Farwell, Ozmun, Kirk & Co., *From Stern-Wheelers*, 10, 15-18.

¹³⁹ David Sheridan, “Farwell Shakes Cobwebs Off Its 106-Year-Old Corporate Frame,” *Star Tribune*, July 11, 1965.

¹⁴⁰ Farwell, Ozmun, Kirk & Co., “A World of Products As New As Tomorrow” (catalog, 1960), Minnesota Historical Society, St. Paul, MN.

¹⁴¹ Farwell, Ozmun, Kirk & Co., “A World of Products.”

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this to “less favorable operating conditions in the area, including an increasingly competitive situation,” such as the decline of some small town areas and independent retailers and the rise of rapidly-expanding forces such as Sears Roebuck & Co. and Montgomery Ward. In 1964, the company was completely closed for a week for lack of business.¹⁴²

The decline of the metal fabrication division and the company’s downturn in the early 1960s appears to have spelled the end of the usefulness of the West Side warehouses for FOK. In 1965, it announced the creation of a new lumber division in order to accomplish enhanced profit structures for lumber yards.¹⁴³ However, the St. Paul city directory for 1968 indicates that by that date, another company had moved into Warehouse 3 and that Warehouse 2 was used for storage by FOK. It lists Gross-Given Manufacturing Company at 75 Fairfield Avenue West (Warehouse 3), FOK’s “storage warehouse” at 72 Fillmore Avenue West (Warehouse 2), and Gilt Edge Painters Wholesale Store at 75 Bidwell Street (likely the drum storage and/or varnish factory buildings on the west side of Bidwell Street). The directory makes no mention of paint manufacturing or metal fabrication by FOK at this location.¹⁴⁴ In November 1968, Gross-Givens Manufacturing filed a permit to construct the brick and concrete addition at the south elevation of Warehouse 3, which was completed in 1969.¹⁴⁵

FOK was acquired by American Hoist and Derrick Company (Amhoist) in 1969.¹⁴⁶ In 1971, FOK vacated Warehouse 2 as well as its headquarters on Kellogg Boulevard and constructed a new campus in South St. Paul.¹⁴⁷

The FOK Warehouses were vacant during the early 1980s until their the State Department of Public Safety began to utilize the property in 1985.¹⁴⁸ The State Department of Public Safety continued to occupy the complex until at least 1994.¹⁴⁹ Today, Warehouse 2 is home to F-O-K Studios, the studio spaces of artist collective Farwell-on-Water, and Extra Space Storage.¹⁵⁰ Warehouse 3 is home to AllInc.’s warehouse facilities.¹⁵¹

Comparative Analysis

Based on survey of the lower West Side, the FOK Warehouses property is the only industrial complex on the West Side flats dating to 1952 or earlier that retains integrity to that time period. Research using construction dates available through Ramsey County property

¹⁴² Sheridan, “Farwell Shakes.”

¹⁴³ “Farwell Creates Lumber Division,” *Star Tribune*, June 17, 1965.

¹⁴⁴ R. L. Polk & Co., *Polk’s St. Paul City Directory 1968* (R. L. Polk & Co., 1968), 55, 134, 140.

¹⁴⁵ Application for Permit General No. 17806 for 75 West Fairfield, November 8, 1968, on file at RCHS.

¹⁴⁶ Roise, Charlene. “Amhoist Tower,” National Register of Historic Places Registration Form (U. S. Department of the Interior, National Park Service, 2022) Section 8, p. 7,

https://mn.gov/admin/assets/MN_Ramsey%20Co_Amhoist%20Tower_Nomination%20Form_tcm36-531726.pdf

¹⁴⁷ “Farwell, Ozmun Will Build New Headquarters,” *Star Tribune*, May 17, 1970, newspapers.com; Robert Guenther, “Tescom Case: The Urge to Leave,” *Minneapolis Star*, May 6, 1981, newspapers.com.

¹⁴⁸ R.L. Polk and Company, *1985-1986 City Directory of Saint Paul, Minnesota*, (R.L. Polk and Company, 1985-1986).

¹⁴⁹ R.L. Polk and Company, *1994 City Directory of Saint Paul, Minnesota* (R.L. Polk and Company, 1994).

¹⁵⁰ “Farwell-on-Water: F-O-K Studios,” Buhl Investors, accessed on April 10, 2025, <https://www.farwellonwater.com/f-o-k-studios>.

¹⁵¹ Personal communication with Ryan Rutzik, March 7, 2025, and Pete Deanovic, April 11, 2025.

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records, available records on the Minnesota Statewide Historic Inventory portal, past aerial photographs, and other sources uncovered nine properties in addition to FOK that were constructed in 1952 or earlier, none of which retain integrity, as illustrated below.

- **J & L Wire, 268 West Water Street (no inventory number; see Figure Z):** constructed ca. 1949 (or possibly post-1953); historic function unknown. Aerial photographs indicate extensive additions to the west and north (street-facing) elevations of the building since 1979. The property does not retain integrity.¹⁵²
- **Wabasha Street Caves, 215 Wabasha Street South (RA-SPC-05458; see Figure AA):** caves developed in late 1800s and used for silica mining and mushroom growing. In 1933, the property was converted into a nightclub; it does not retain integrity to its era of industrial use.¹⁵³
- **Lan-O Sheen Company, 1 Water Street West (RA-SPC-05492; see Figure BB):** constructed ca. 1930s and expanded in 1952; occupied by the Lan-O Sheen Company, manufacturers of cleaning products. The building's façade was heavily modified in the early 1990s, including installation of the metal panel siding on its south (primary), east (street-facing), and north elevations, and installation of the two-story entrance tower at the south elevation. The property does not retain integrity.¹⁵⁴
- **42 Water Street West (RA-SPC-05493; see Figure CC):** constructed in 1902; used as a railroad freight warehouse. A substantial addition was added in 1953. In 2025, the property was substantially remodeled, including the removal of the original 1902 building and the remodeling of the 1953 addition. The property does not retain integrity.¹⁵⁵
- **W. J. Haas Manufacturing Co., 162 Wabasha Street South (RA-SPC-06637; see Figure DD):** constructed in 1929, used as an autobody repair shop and for auto body and radiator manufacturing. A second, three-story building to the south historically associated with this building (as shown on the 1939 and 1950 Sanborn Maps) has been removed, and the 1929 building is covered with EIFS. The property does not retain integrity.¹⁵⁶

¹⁵² Aerial photograph of Ramsey County, 1953, Ramsey County Interactive Property Map, <https://maps.co.ramsey.mn.us/MapRamsey/>; aerial photograph of Ramsey County, 1979, NETR, <https://www.historicaerials.com/>; Ramsey County Property Information, <https://maps.co.ramsey.mn.us/MapRamsey/>.

¹⁵³ Jeanne-Marie Mark, The 106 Group Ltd., "Minnesota History/Architecture Inventory Form," SHPO Inventory Number RA-SPC-5458, December 14, 2009, Minnesota Statewide Historic Inventory Portal, <https://mnship.gisdata.mn.gov/>.

¹⁵⁴ Aerial photographs of Ramsey County, 1984, 1991, NETR, <https://www.historicaerials.com/>; Jessica R. Wobig, "Minnesota Individual Property Inventory Form," Inventory No. RA-SPC-05492, September 9, 2022, Minnesota Statewide Historic Inventory Portal, <https://mnship.gisdata.mn.gov/>.

¹⁵⁵ Aerial photograph of Ramsey County, 1953, Minnesota Historical Aerial Photographs Online, John R. Borchert Map Library, <https://apps.lib.umn.edu/mhapo/>; Ramsey County Property Information, <https://maps.co.ramsey.mn.us/MapRamsey/>; A. Katata, "Historic Sites Survey: 42 W. Water Street," 1981, Minnesota Statewide Historic Inventory Portal, <https://mnship.gisdata.mn.gov/>; CBJ Press Release Service, "Bouldering Project Announces 2nd Location in Minneapolis," December 12, 2024, <https://climbingbusinessjournal.com/bouldering-project-announces-2nd-location-in-minneapolis/>.

¹⁵⁶ Ramsey County Property Information, <https://maps.co.ramsey.mn.us/MapRamsey/>; Sanborn Map Company, *St. Paul, Minnesota*, vol 5. (Sanborn Map Company, 1904, rev. 1950), sheet 608, Library of Congress; Sanborn Map Company, *St. Paul, Minnesota*, vol 5. (Sanborn Map Company, 1904, rev. 1939), sheet 608, Library of Congress.

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- **Drake Mantel and Tile Company, 60 Plato Boulevard East (RA-SPC-05564; Figure EE):** constructed in 1909 and utilized by a marble and tile company. The building was entirely re clad in a 2012 remodel and does not retain integrity.¹⁵⁷
- **Cherry-Burrell Corporation, 34 Fillmore Avenue (RA-SPC-06636; see Figure FF):** constructed in 1913 as part of a larger five building complex that functioned as a dairy equipment manufacturing and distribution center. The other four buildings on the complex have been removed, and the complex does not retain integrity.¹⁵⁸
- **Minnesota Farm Bureau Fertilizer Plant, 50 Chester Street (RA-SPC-05753; see Figure GG):** constructed in 1945 and used by a firm that manufactured feed and fertilizer and distributed farm supplies. Between 2009 and 2016, the building was re clad in modern metal siding, covering the majority of the fenestration visible from the public right of way; the roof shape was modified from a gable roof with central monitor to a shed roof; and the roof footprint was expanded to subsume a one-story block on the north elevation. The property does not retain integrity.¹⁵⁹
- **565 Barge Channel Road (no inventory number; see Figure HH):** according to county property records, this small, one-story building was constructed in 1887. However, it does not appear on a 1916 plat map, suggesting it was constructed after this date. Aerial photographs from 1923 and 1937 suggest that this small building was originally part of a larger complex of several buildings, none of which exist today; the property does not retain integrity.¹⁶⁰

Therefore, the FOK Warehouses are the best extant example of the West Side's pre-1952 industrial era, a rare illustration of an otherwise lost history.

Conclusion

Given the extensive clearance and redevelopment of the West Side neighborhood, not only of industrial buildings but also residential and commercial properties, FOK Warehouses represents one of the few remaining opportunities to communicate the history of the West Side flats. The property is eligible for the National Register under Criterion A in the area of Industry for its association with early twentieth century industrial development in the lower West Side neighborhood of St. Paul. The period of significance is 1911 until 1952, reflecting the year of the building's construction until the year of a severe flood that triggered an urban renewal project and extensive redevelopment of the neighborhood. Today, the rest of the neighborhood's late

¹⁵⁷ M. Michaud, "Historic Sites Survey: 60 E. Plato Boulevard," 1981, Minnesota Statewide Historic Inventory Portal, <https://mnship.gisdata.mn.gov/>, "The Drake Marble Building," Stahl Construction, accessed August 8, 2025, <https://stahlconstruction.com/project/the-drake-marble-building/>.

¹⁵⁸ Jeanne-Marie Mark, The 106 Group Ltd., "Minnesota History/Architecture Inventory Form," SHPO Inventory Number RA-SPC-06636, December 9, 2009, Minnesota Statewide Historic Inventory Portal, <https://mnship.gisdata.mn.gov/>.

¹⁵⁹ Carol Ahlgren, CCRG, "Minnesota Architecture-History Inventory Form," SHPO Inventory Number RA-SPC-05753, April 24, 2009, Minnesota Statewide Historic Inventory Portal, <https://mnship.gisdata.mn.gov/>; Google Streetview, 2009, 2016, <https://www.google.com/maps>.

¹⁶⁰ Ramsey County Property Information, <https://maps.co.ramsey.mn.us/MapRamsey/>; aerial photographs of Ramsey County, 1923 and 1937, Minnesota Historical Aerial Photographs Online, John R. Borchert Map Library, <https://apps.lib.umn.edu/mhapo/>; G. M. Hopkins Co., *City of Saint Paul, Minnesota* (Philadelphia: 1916), plate 48, <https://geo.lib.umn.edu/collections/digitizedplatbooks/stpaul1916index.htm>.

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nineteenth and early twentieth century industrial buildings are no longer extant or do not retain integrity, and FOK is the best remaining example of this important industrial era in the West Side's history.

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Farwell, Ozmun, Kirk & Company Warehouses
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Previous documentation on file (NPS):

- ☒ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☒ Other

Name of repository: Minnesota Historical Society

Historic Resources Survey Number (if assigned): RA-SPC-06631 and RA-SPC-06632

10. Geographical Data

Acres of Property approximately 2.6 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

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Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☒ NAD 1983

1. Zone: 15T	Easting: 492734	Northing: 4976028
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

See attached map, **Figure A**.

Boundary Justification (Explain why the boundaries were selected.)

The National Register property boundaries align with the original footprints of Warehouses 2 and 3 and their later additions as well as the area between the buildings that was historically occupied by a rail spur.

11. Form Prepared By

name/title: Lauren Anderson and Shannon Storey
organization: New History
street & number: 575 SE 9th Street, Suite 215
city or town: Minneapolis state: MN zip code: 55414
e-mail: anderson@newhistory.com
telephone: 612-843-4146
date: June 2026

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Farwell, Ozmun, Kirk and Company Warehouses

City or Vicinity: St. Paul

County: Ramsey County

State: Minnesota

Photographer: Shannon Storey, Jillian Knight, Katie Kuisle

Date Photographed: November 2024 and March 2025

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 33: View of north elevation of Warehouse 2, looking south.
- 2 of 33: View of north and west elevations of Warehouse 2, looking southeast.
- 3 of 33: View of west elevations of Warehouses 2 and 3, looking southeast.
- 4 of 33: View of courtyard area between Warehouses 2 and 3, looking east.
- 5 of 33: View of west elevation of Warehouse 3, looking northeast.
- 6 of 33: View of west and south elevations of Warehouse 3, looking northeast.
- 7 of 33: View of south elevation of Warehouse 3, looking north.
- 8 of 33: View of south elevation of Warehouse 3, looking northeast.
- 9 of 33: View of south elevation of Warehouse 3, looking northwest.
- 10 of 33: View of east elevation of Warehouse 3, looking southwest.
- 11 of 33: View of east elevation of Warehouses 2 and 3, looking northwest.
- 12 of 33: View of east elevation of Warehouse 3, looking southwest.
- 13 of 33: View of east elevation of Warehouse 2, looking southwest.
- 14 of 33: View of lower level at Warehouse 2, looking east.
- 15 of 33: View of the first level at Warehouse 2, looking southwest.
- 16 of 33: View of the first level at Warehouse 2, looking northwest.
- 17 of 33: View of the first level at Warehouse 2, looking south.
- 18 of 33: View of the second level at Warehouse 2, looking west.
- 19 of 33: View of the third level at Warehouse 2, looking east.
- 20 of 33: View of the third level at Warehouse 2, looking southwest.
- 21 of 33: View of the fourth level at Warehouse 2, looking northeast.

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- 22 of 33: View of the fifth level at Warehouse 2, looking east.
- 23 of 33: View of the stair shaft at the sixth level of Warehouse 2, looking southeast.
- 24 of 33: View of the sixth level at Warehouse 2, looking east.
- 25 of 33: View of lower level at Warehouse 3, looking north.
- 26 of 33: View of the first level at Warehouse 3, looking west.
- 27 of 33: View of the first level at Warehouse 3, looking north.
- 28 of 33: View of the second level at Warehouse 3, looking west.
- 29 of 33: View of the second level at Warehouse 3, looking north.
- 30 of 33: View of the third level at Warehouse 3, looking southwest.
- 31 of 33: View of the fourth level at Warehouse 3, looking west.
- 32 of 33: View of the fourth level at Warehouse 3, looking southeast.
- 33 of 33: View of the stair shaft at the fourth level of Warehouse 3, looking south.

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

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Figure A. Map of FOK Warehouses property. Approximate National Register property boundaries are outlined in red. Map aerial photograph courtesy of Ramsey County.

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Figure B. Development diagram of FOK Warehouses property. Background aerial photograph courtesy of Google.

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N/A

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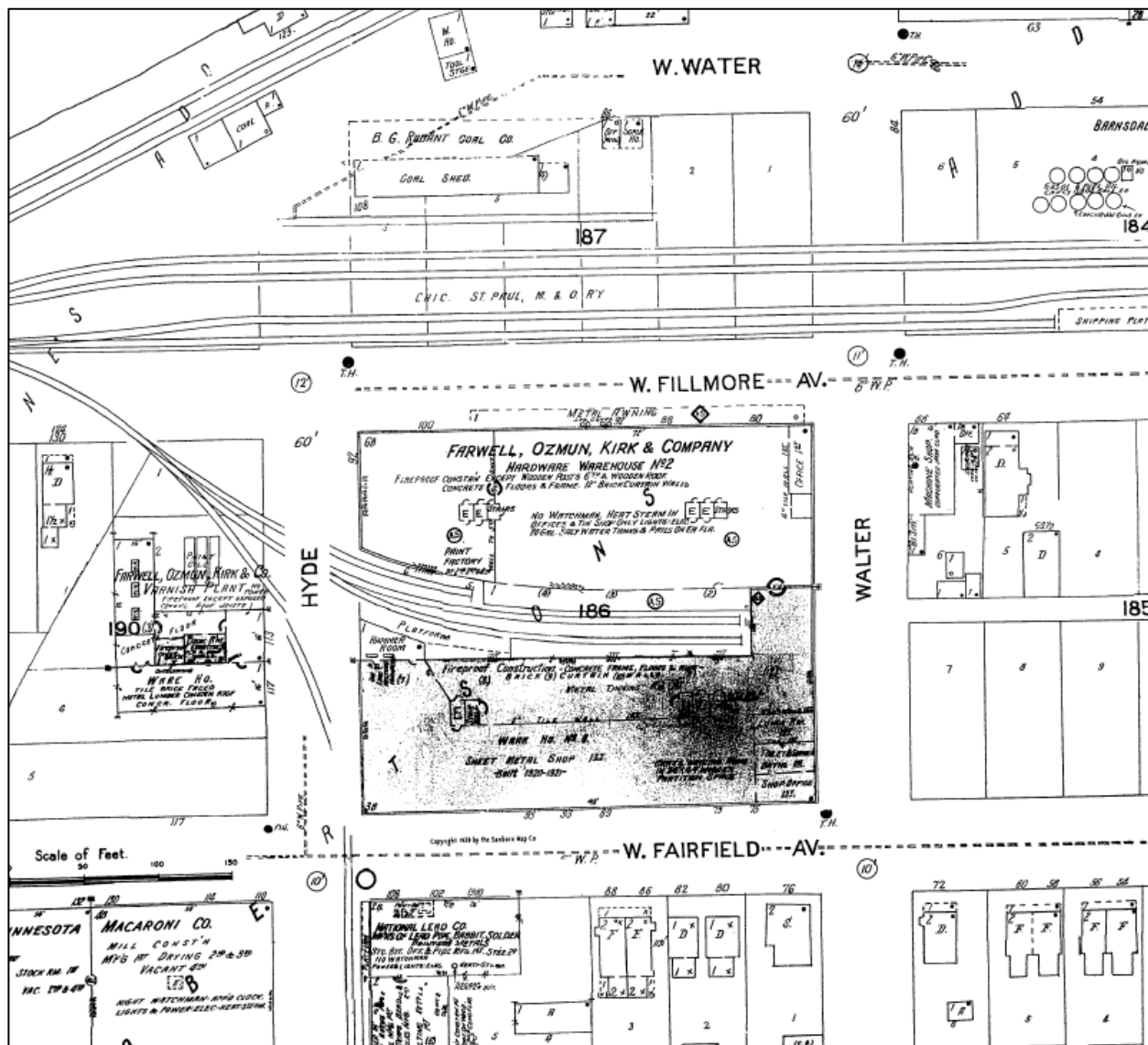


Figure C. Sanborn fire insurance map showing FOK Warehouses and varnish plant, 1904, revised to 1939. Image courtesy of Hennepin County Library.

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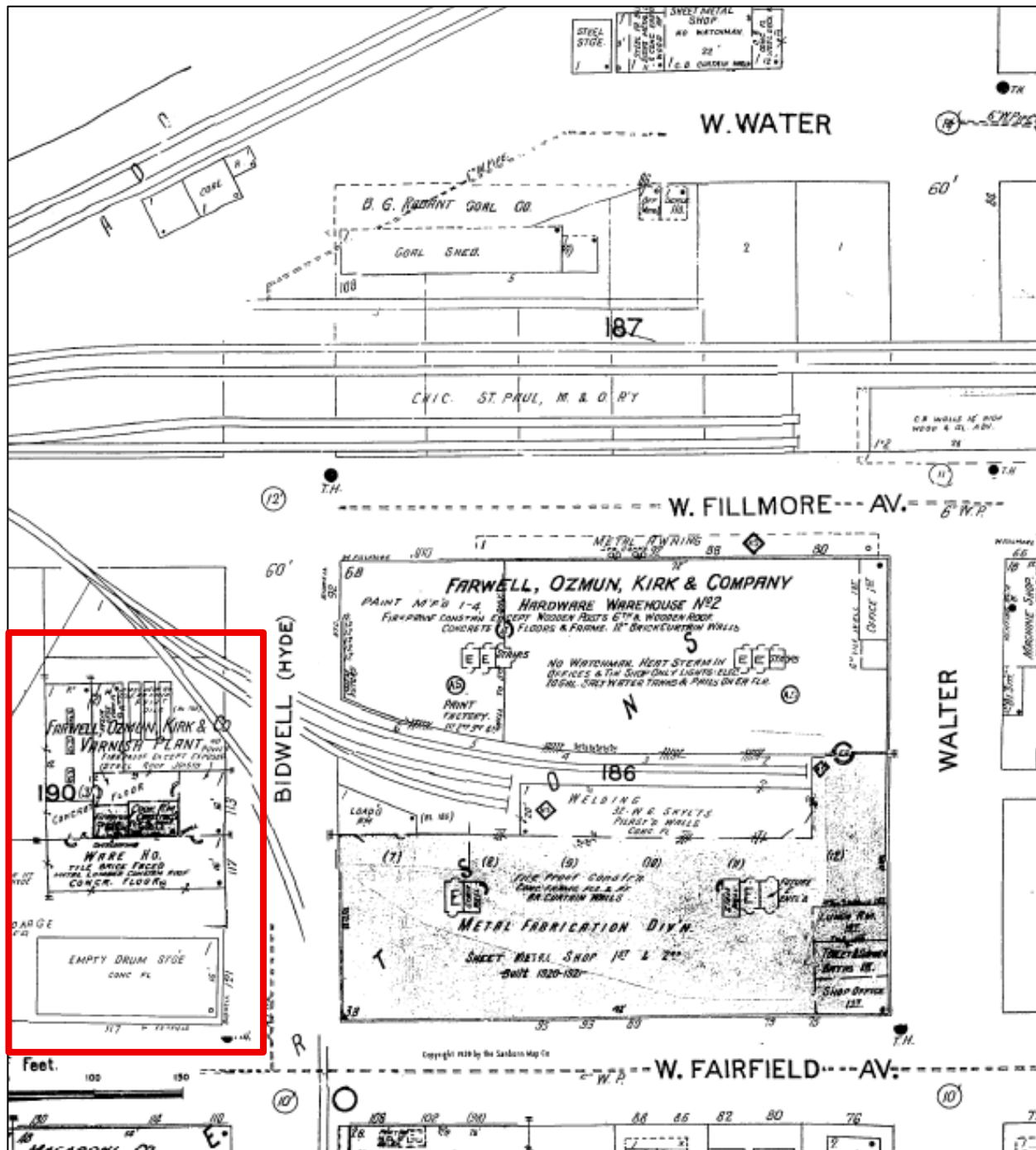
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Figure D. Sanborn fire insurance map showing FOK warehouses, 1904, updated through November 1950. Ca. 1930 varnish plant and 1948 drum storage building (both non-extant) outlined in red. Image courtesy of Hennepin County Library.

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Figure E. Historic photograph of Warehouse 2 and former rail spurs, date unknown. Image courtesy of Minnesota Historical Society.

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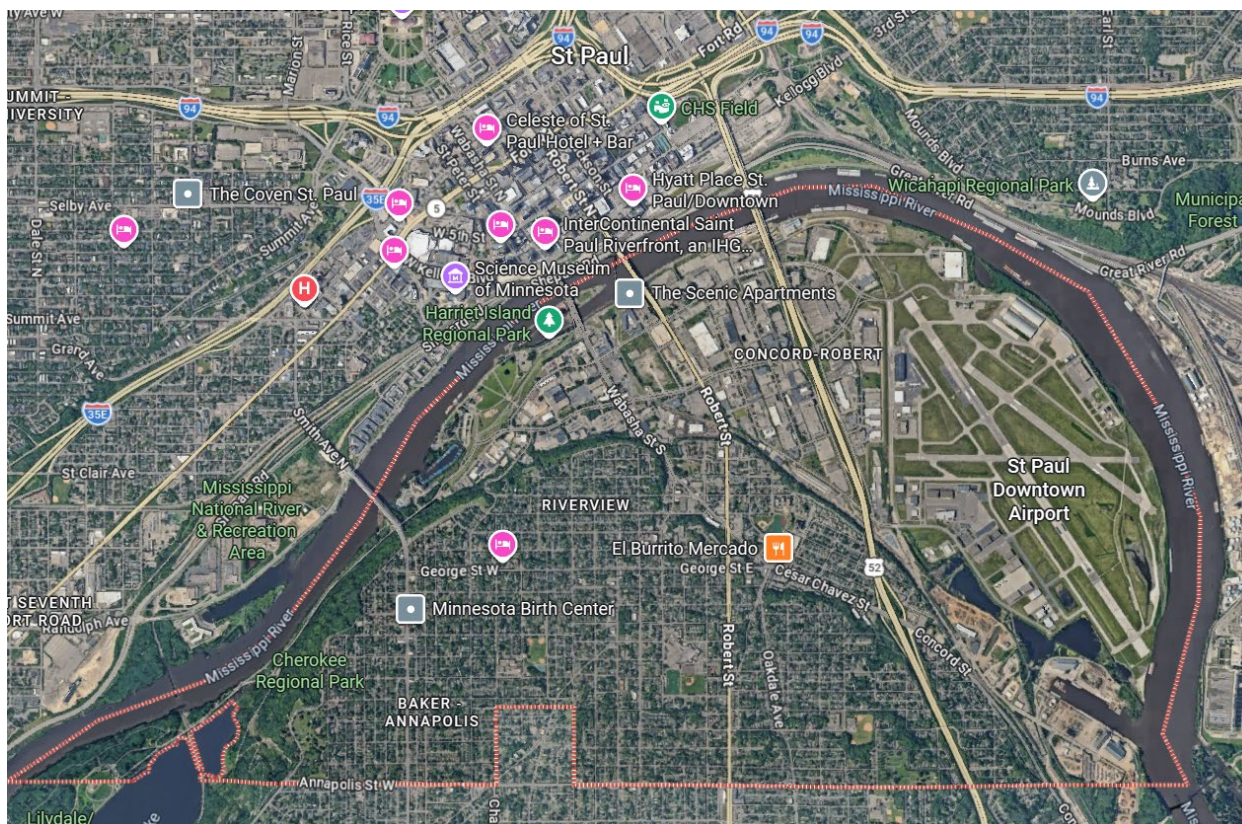
Section number Figures Page 6

Figure F. Map of West Side neighborhood in St. Paul, outlined in red. Map courtesy of Google.

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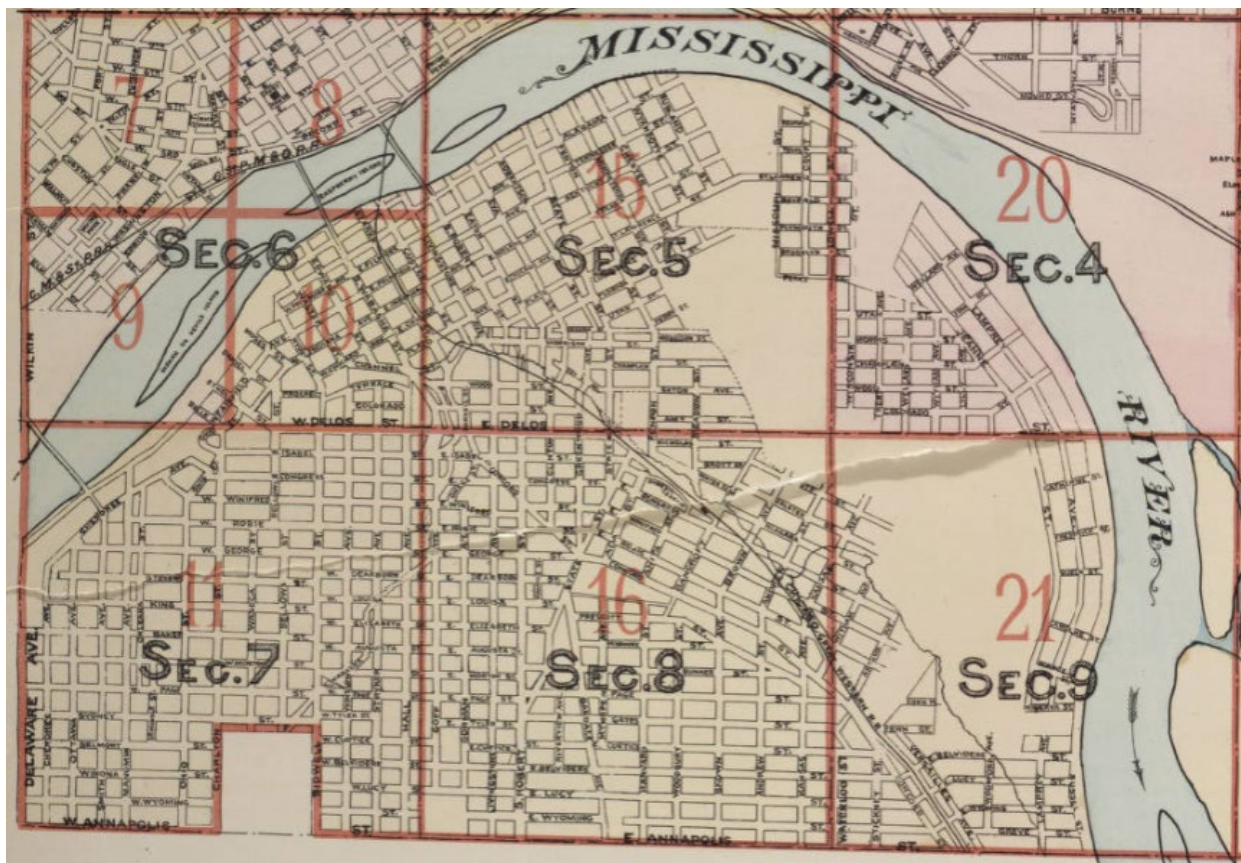


Figure G. Map showing City of St. Paul Ward Six, 1892. Wabasha and Robert Street Bridges visible in Square 8; High Bridge visible at upper left corner of Square 11. Image taken from Reuben H. Donnelley, *Donnelley's Atlas of the City of St. Paul, Minnesota*, Vol 1. (St. Paul and Chicago, 1892).

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Figure H. Map showing a portion of the West Side, 1892. Chicago Great Western Railway lines and roundhouse visible at bottom left of image; freight house located east of the intersection of Chicago Avenue and Robert Street. Image taken from Reuben H. Donnelley, *Donnelley's Atlas of the City of St. Paul, Minnesota*, Vol 1. (St. Paul and Chicago, 1892), Sheet 15.

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Figure I. Map showing a portion of the Lowertown district, across the Mississippi River from the West Side, 1892. Image taken from Reuben H. Donnelley, *Donnelley's Atlas of the City of St. Paul, Minnesota*, Vol 1. (St. Paul and Chicago, 1892), Sheet 8.

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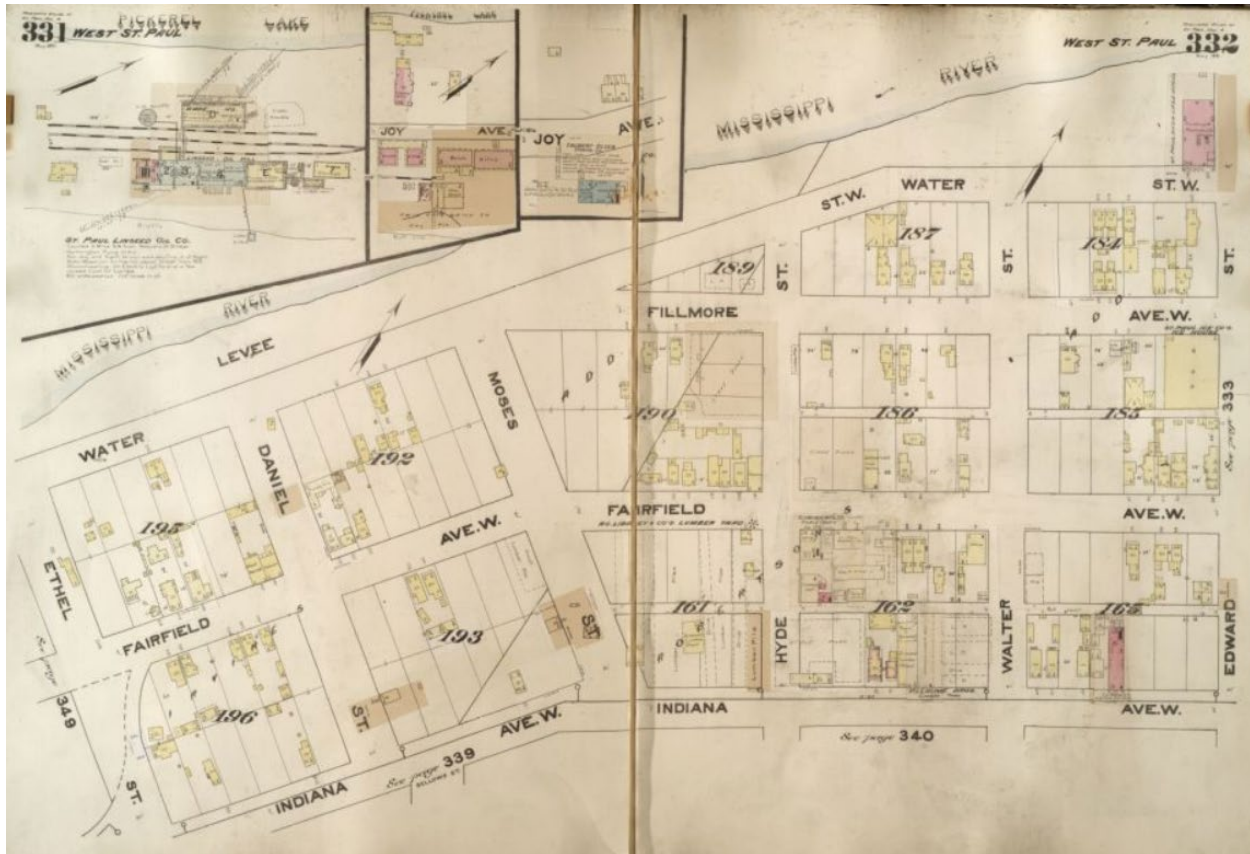
Section number Figures Page 10

Figure J. Map of the portion of the West Side, 1891. Future site of FOK Warehouses located in block 186 (between Walter and Hyde Streets and Fillmore and Fairfield Avenues). Image taken from Rascher Insurance Map Publishing Company, *Atlas of St. Paul, Minnesota*, Vol. 4 (Chicago, IL: 1891), Sheets 331 and 332.

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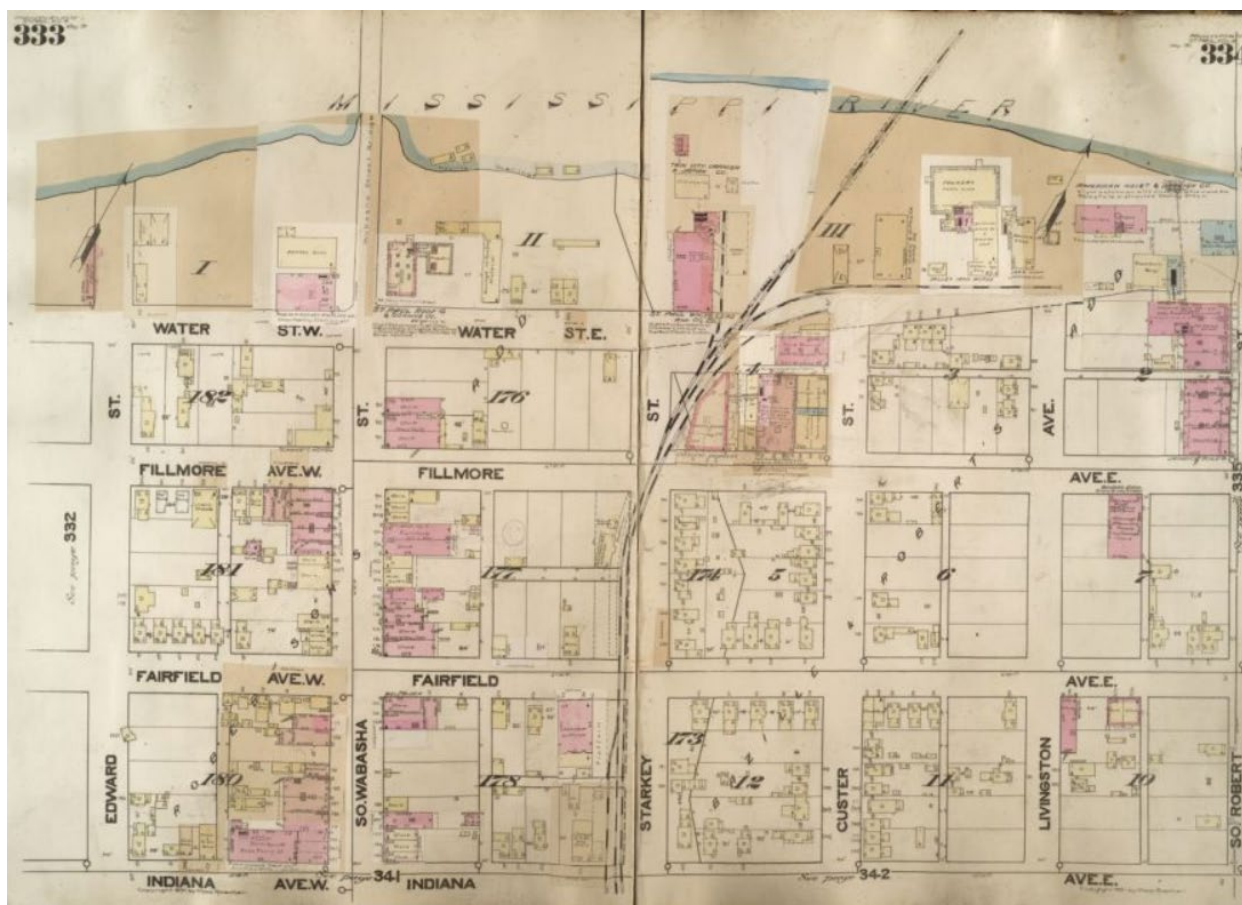


Figure K. Map of the portion of the West Side, 1891. Image taken from Rascher Insurance Map Publishing Company, *Atlas of St. Paul, Minnesota*, Vol. 4 (Chicago, IL: 1891), Sheets 333 and 334.

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Figure L. Map of a portion of the West Side, 1904. Future site of FOK Warehouses visible between Fairfield and Fillmore Avenues and Hyde and Walter Streets. Image taken from Sanborn Map Company, *Insurance Maps of St. Paul, Minnesota*, vol. 5 (New York: 1904), Sheet 601. Courtesy of the Library of Congress, <https://www.loc.gov/item/sanborn04379008/>.

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Figure M. Map of a portion of the West Side, 1904. American Hoist and Derrick Company visible at upper right of image; Chas. A. Stickney Company visible at left of image. Image taken from Sanborn Map Company, *Insurance Maps of St. Paul, Minnesota*, vol. 5 (New York: 1904), Sheet 603.

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Figure N. Map of a portion of the West Side, 1904. Chicago Rock Island and Pacific freight house visible at upper right of image. Image taken from Sanborn Map Company, *Insurance Maps of St. Paul, Minnesota*, vol. 5 (New York: 1904), Sheet 604. Courtesy of the Library of Congress, https://www.loc.gov/item/sanborn04379_008/.

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Figure O. Map of a portion of the West Side, 1904. Villaume Box and Lumber Company visible at upper left of image. Image taken from Sanborn Map Company, *Insurance Maps of St. Paul, Minnesota*, vol. 5 (New York: 1904), Sheet 607. Courtesy of the Library of Congress, https://www.loc.gov/item/sanborn04379_008/.

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Figure P. Plat map of the west side of the West Side flats, 1916. Warehouse No. 2 visible at left of image (between Walter and Hyde Streets south of Fillmore Avenue West.) Image taken from G. M. Hopkins Co., *City of Saint Paul, Minnesota* (Philadelphia: 1916), Plate 46.

<https://geo.lib.umn.edu/collections/digitizedplatbooks/stpaul1916index.htm>.

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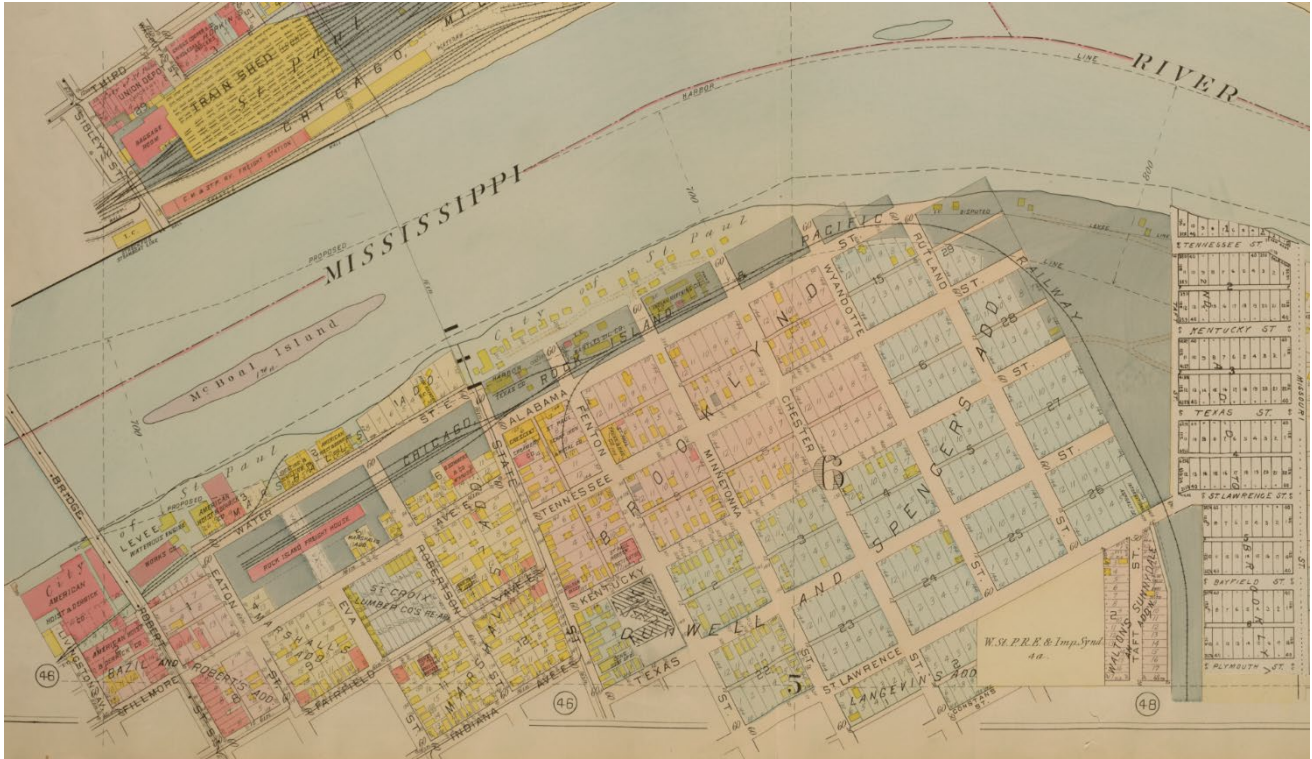
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Figure Q. Plat map of the east side of the West Side flats, 1916. Image taken from G. M. Hopkins Co., *City of Saint Paul, Minnesota* (Philadelphia: 1916), Plate 6.

<https://geo.lib.umn.edu/collections/digitizedplatbooks/stpaul1916index.htm>.

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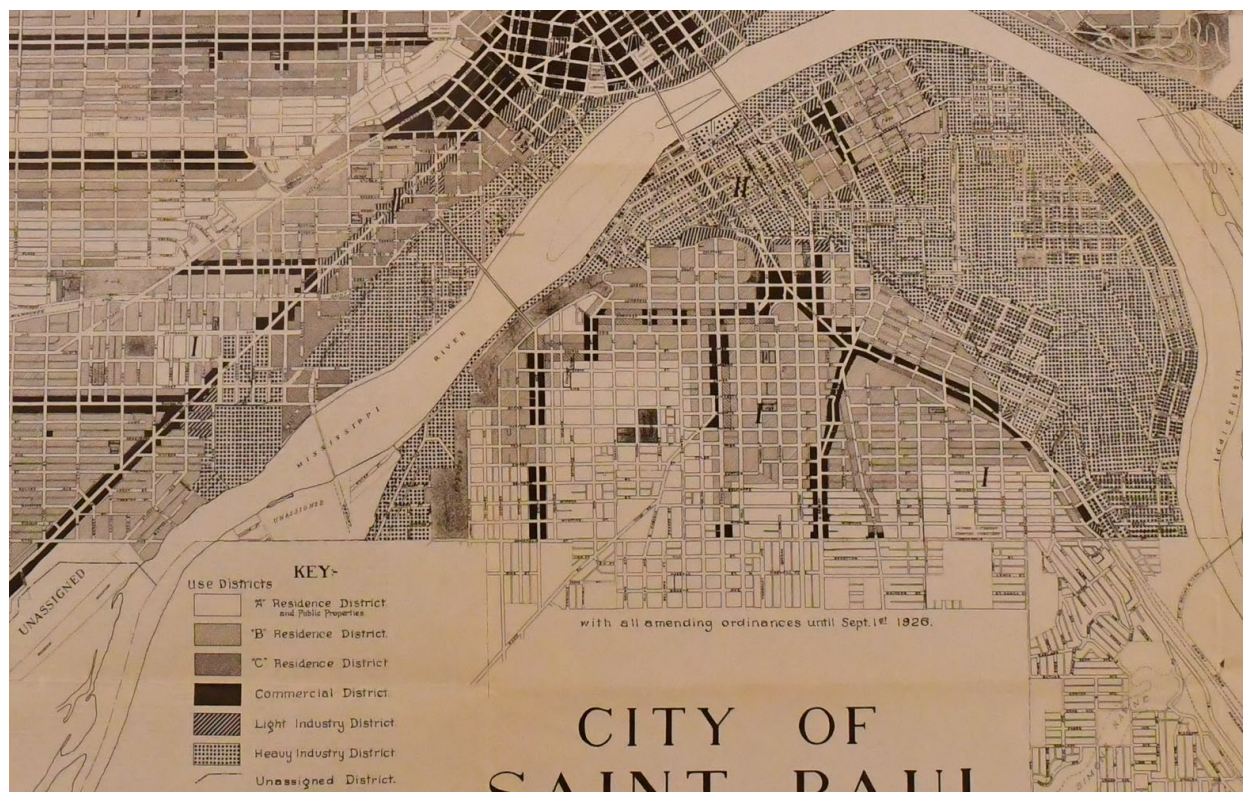


Figure R. Map by the St. Paul City Planning Board showing zoning of West Side neighborhood, ca. 1926. Dotted hatch indicates areas of heavy industry.

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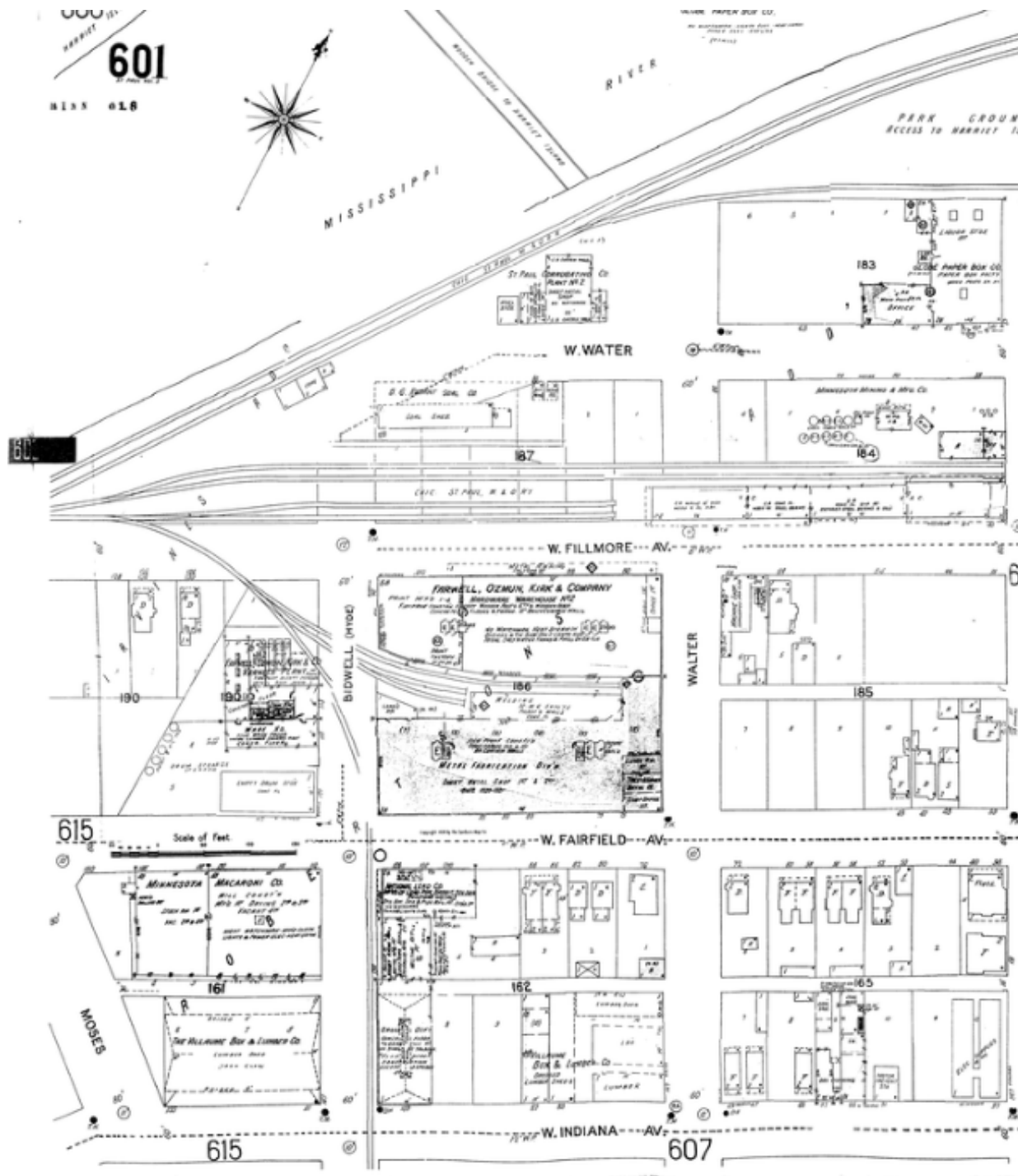
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Figure S. Map of a portion the West Side, ca. 1950. Sanborn Map Company, *Insurance Maps of St. Paul, Minnesota*, Vol. 5 (St. Paul: 1939, rev. 1950), Sheet 601.

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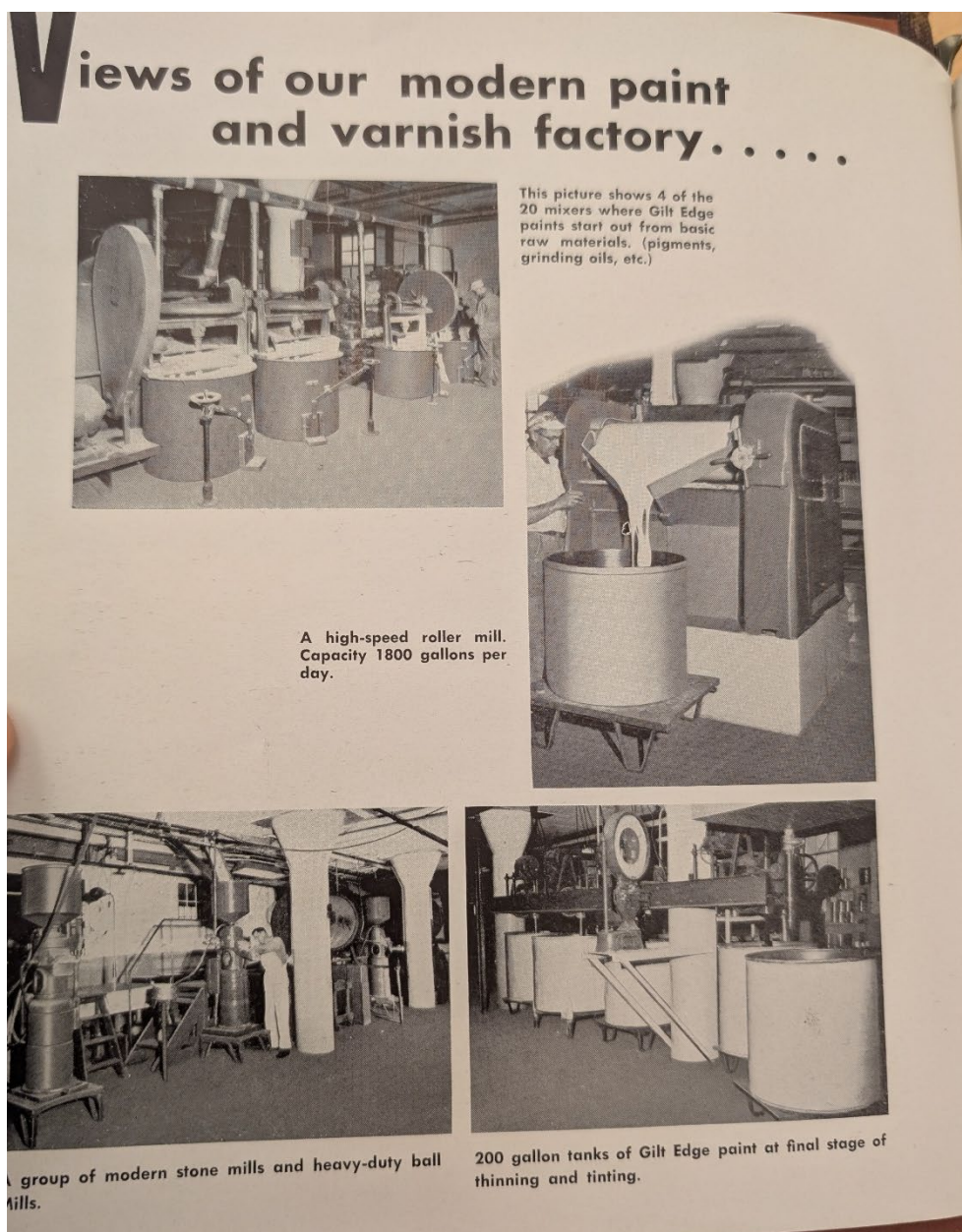
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Figure T. Interior image of paint manufacturing at FOK complex, likely Warehouse 2, from an FOK catalog, circa 1963. Image courtesy of Minnesota Historical Society.

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Figure U. View of the west and partial south elevation of Warehouse 2 (labeled "Paint Factory") and the varnish plant, from an FOK catalog, circa 1963. Image courtesy of Minnesota Historical Society.

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Figure V. View of interior of Warehouse 3, from an FOK catalog, circa 1963. Image courtesy of Minnesota Historical Society.

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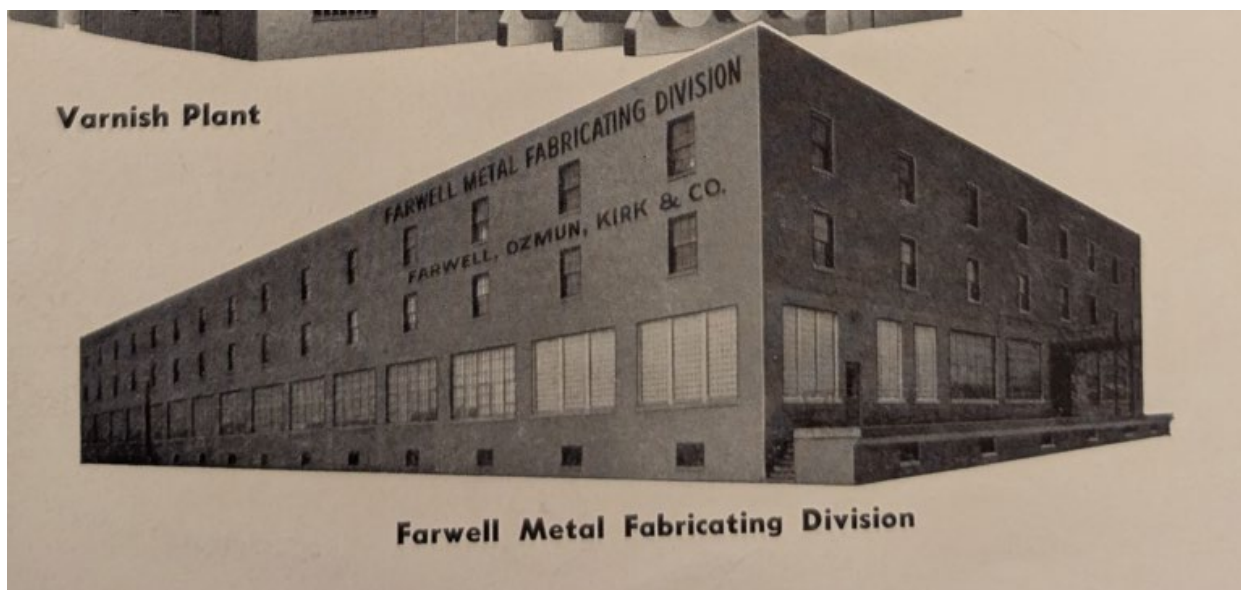


Figure W. Image of south and east elevations of Warehouse 3 from an FOK catalog, circa 1963. Image courtesy of Minnesota Historical Society.

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Figure X. Aerial photograph of the West Side, 1953. Photograph courtesy of the Minnesota Historical Aerial Photographs Online, John R. Borchert Map Library, University of Minnesota.

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Figure Y. Aerial photograph of the West Side, 1974. Photograph courtesy of Ramsey County.

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Figure Z. View of north elevation of J & L Wire at 268 West Water Street, looking southwest, June 2026.

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Figure AA. View of Wabasha Street Caves at 215 Wabasha Street South, looking south, June 2026.

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Figure BB. View of south elevation of Lan-O Sheen Company at 1 Water Street West, looking north, June 2026.

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Figure CC. View of north and east elevations of 42 Water Street, looking southwest, June 2026.

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Figure DD. View of south and east elevations of the W. J. Haas Manufacturing Co. at 162 Wabasha Street South, looking northwest, August 2024. Courtesy of Google Maps.

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Figure EE. View of north and east elevations of the Drake Mantel and Tile Company, 60 Plato Boulevard East, looking southwest, June 2026.

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Figure FF. View of west and south elevations of the remaining building of the Cherry-Burrell Corporation, 34 Fillmore Avenue, looking northwest, June 2026.

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Figure GG. View of west and south elevations of the Minnesota Farm Bureau Fertilizer Plant, 50 Chester Street, looking northwest, June 2026.

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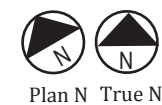
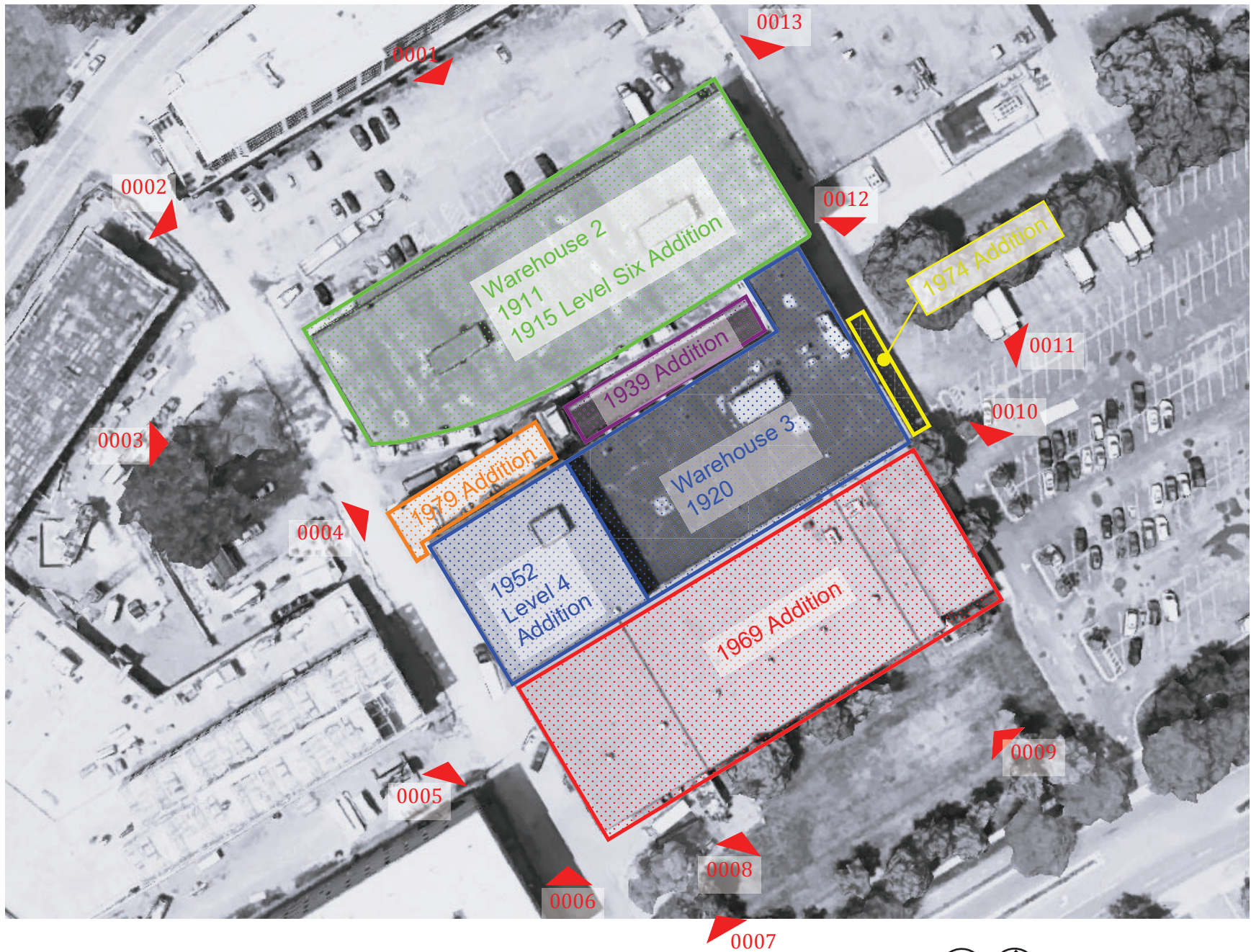
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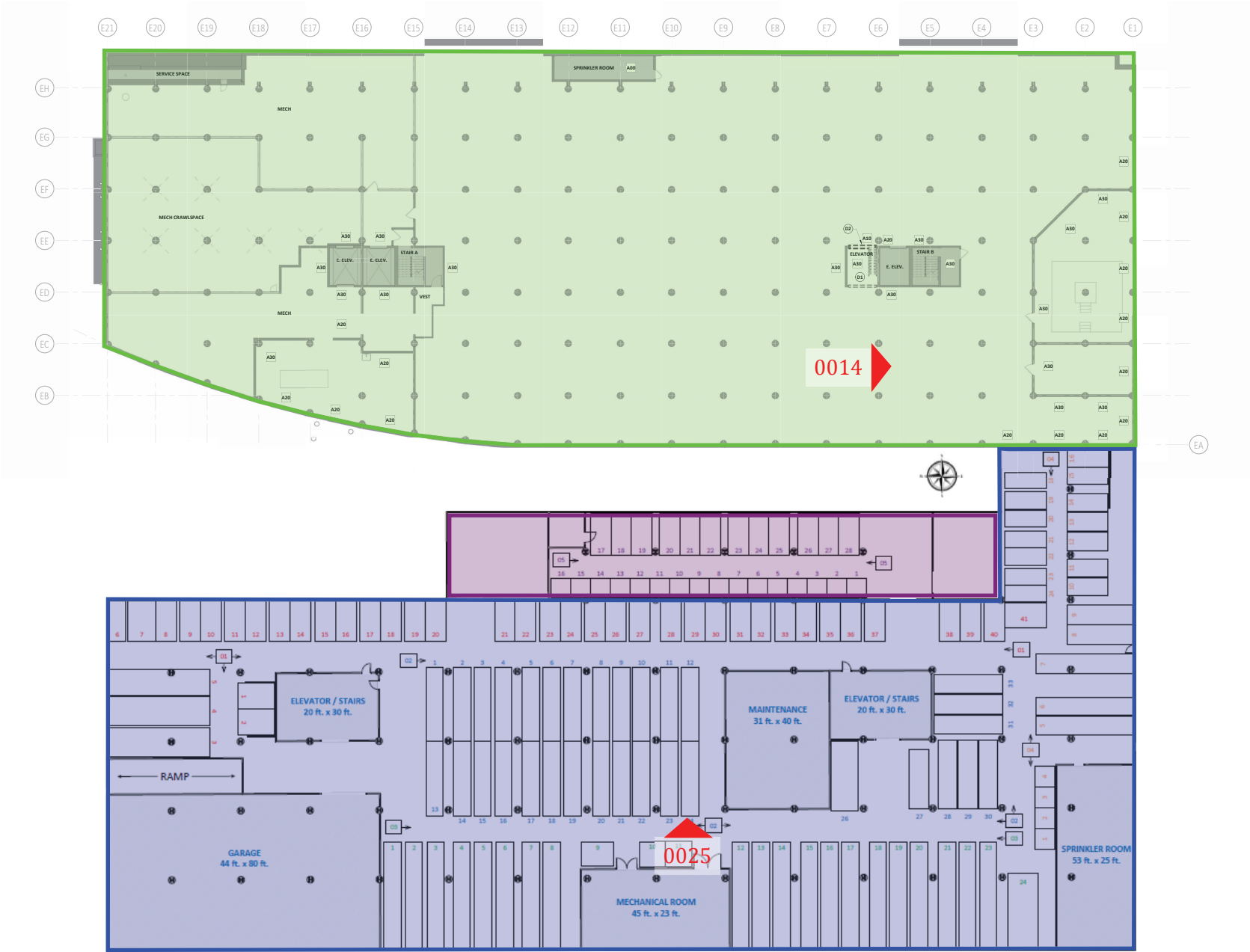
Figure HH. View of south elevation of the remaining building of the otherwise non-extant complex at 565 Barge Channel Road, looking north, June 2026.



FOK Warehouses
NRHP | Exterior Photo Key

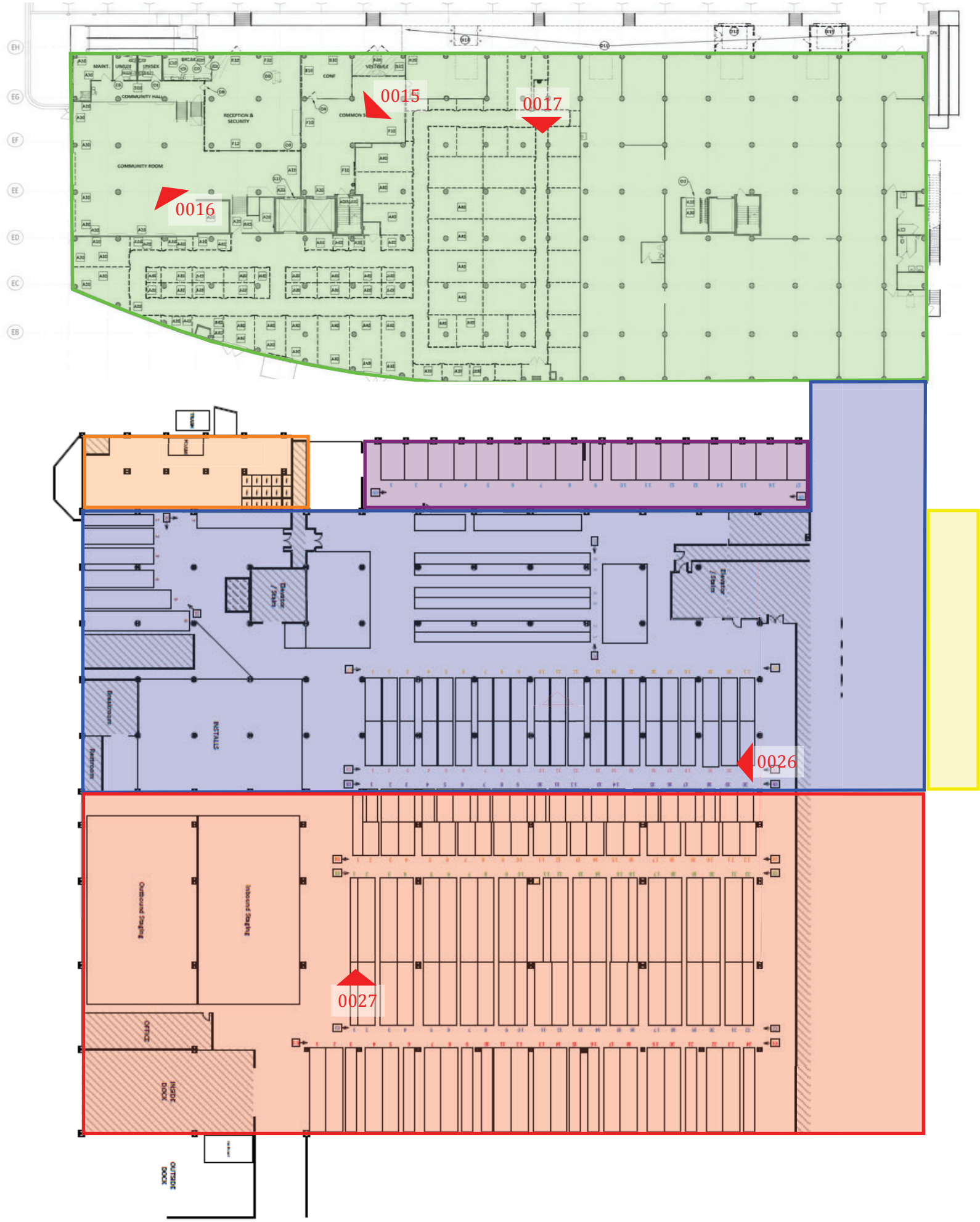


Development diagram of the FOK Warehouses property



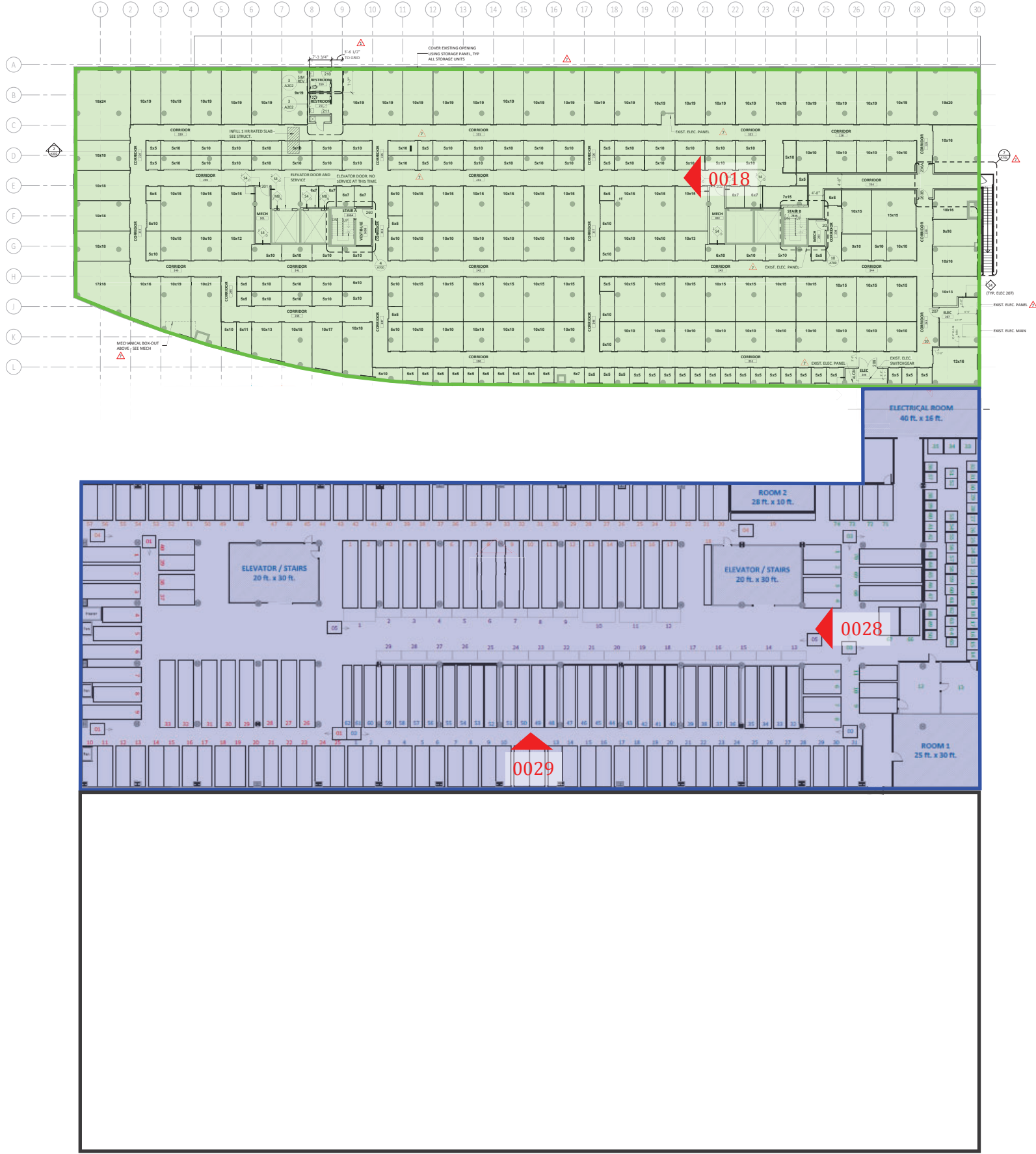


Development diagram of the FOK Warehouses property



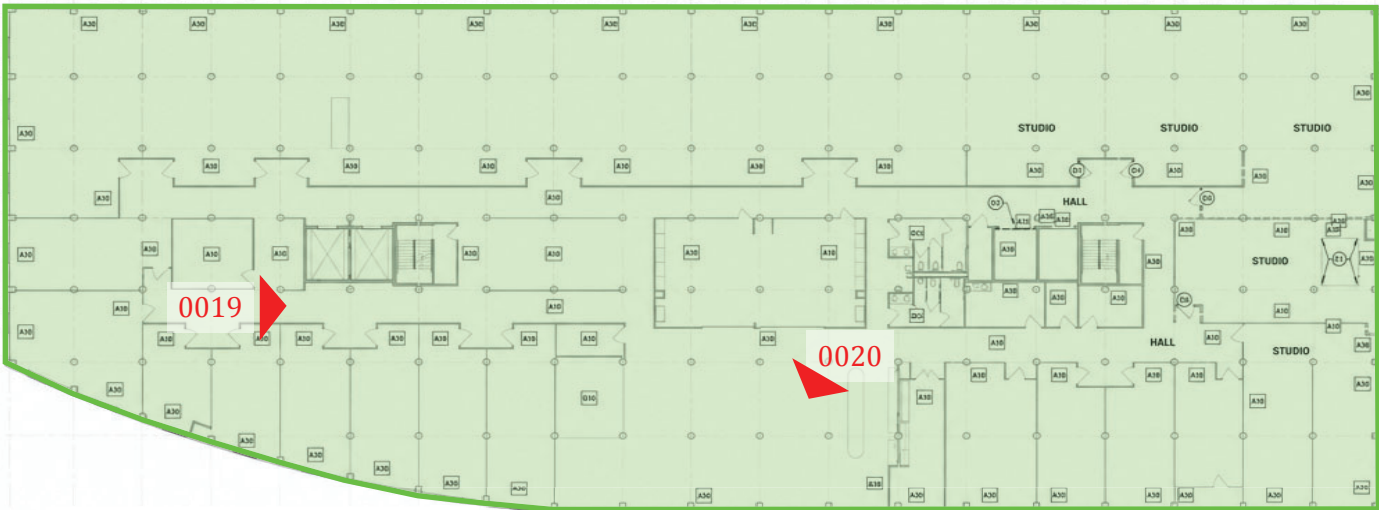


Development diagram of the FOK Warehouses property



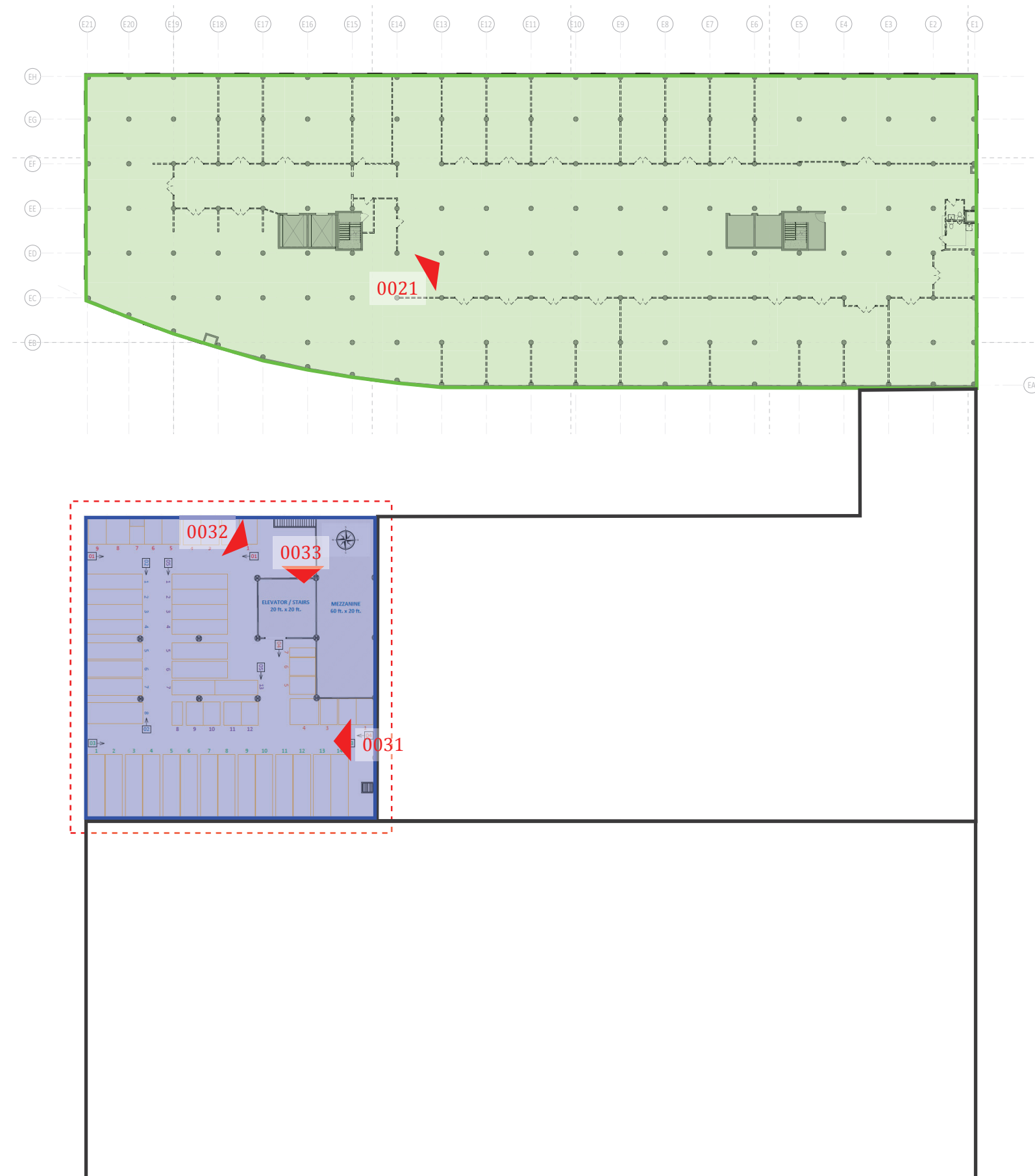


Development diagram of the FOK Warehouses property



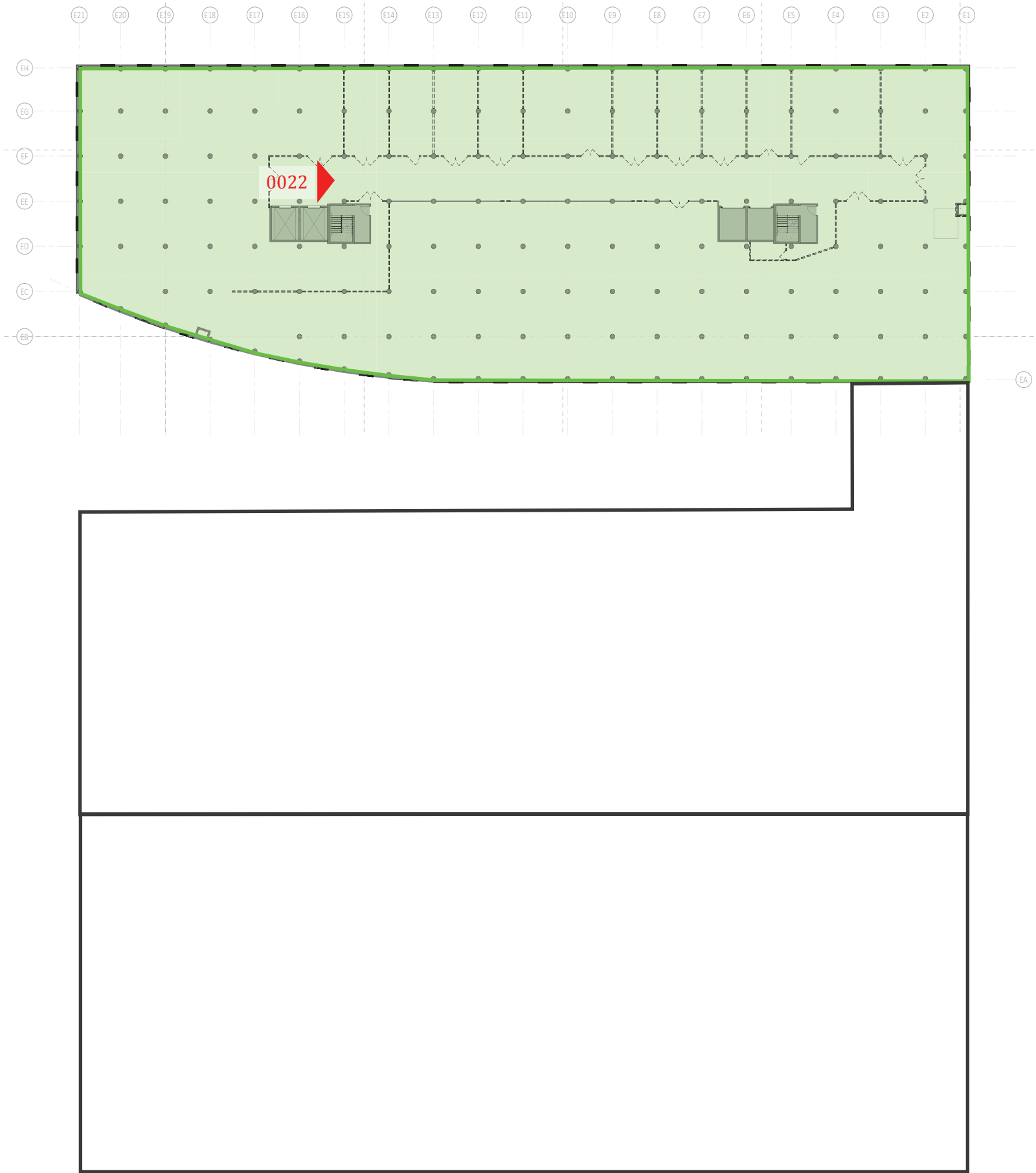


Development diagram of the FOK Warehouses property



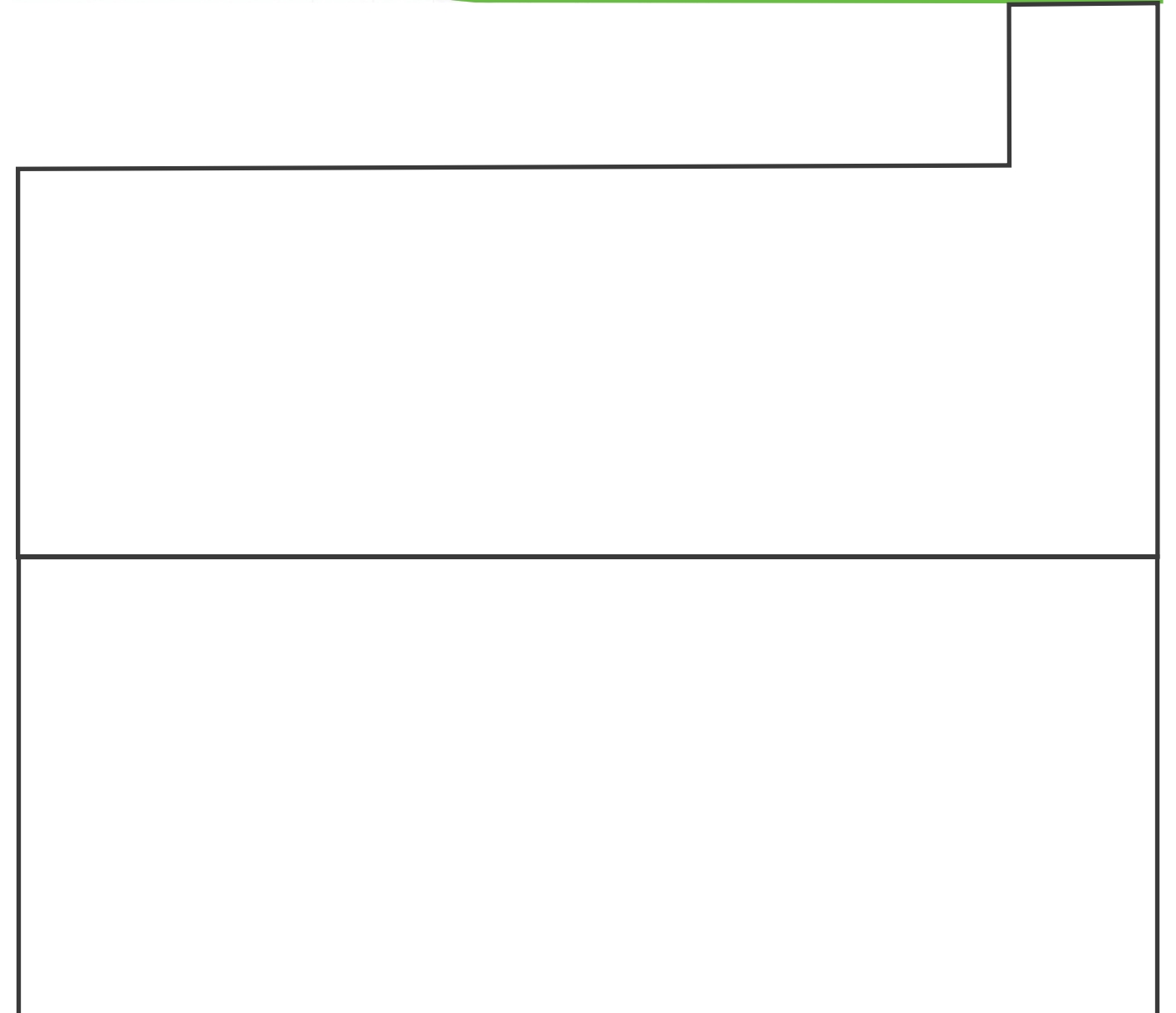
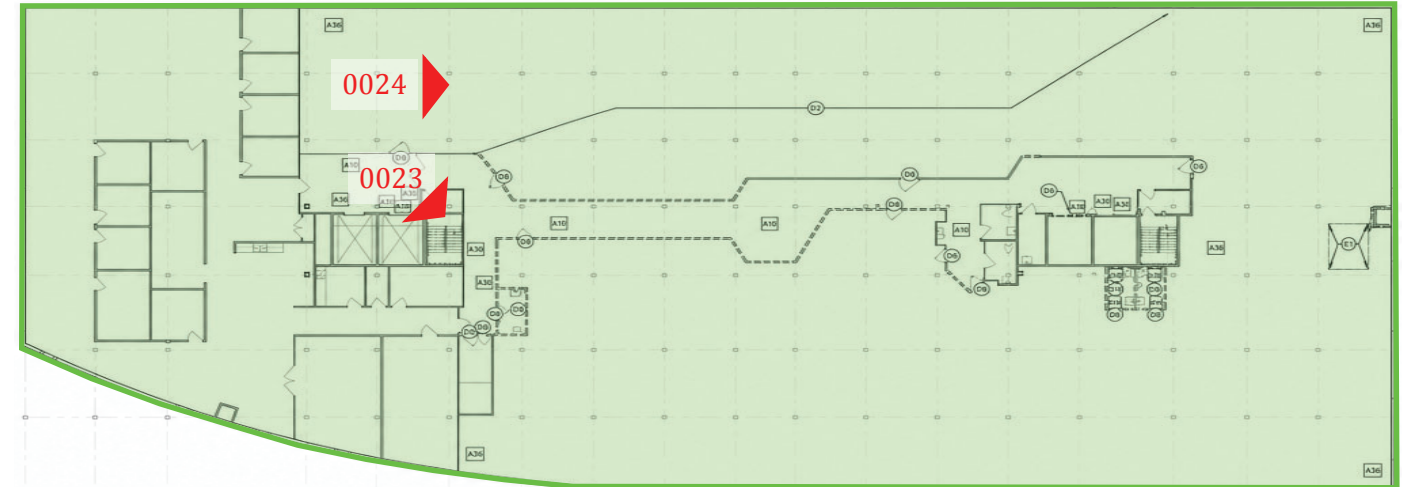


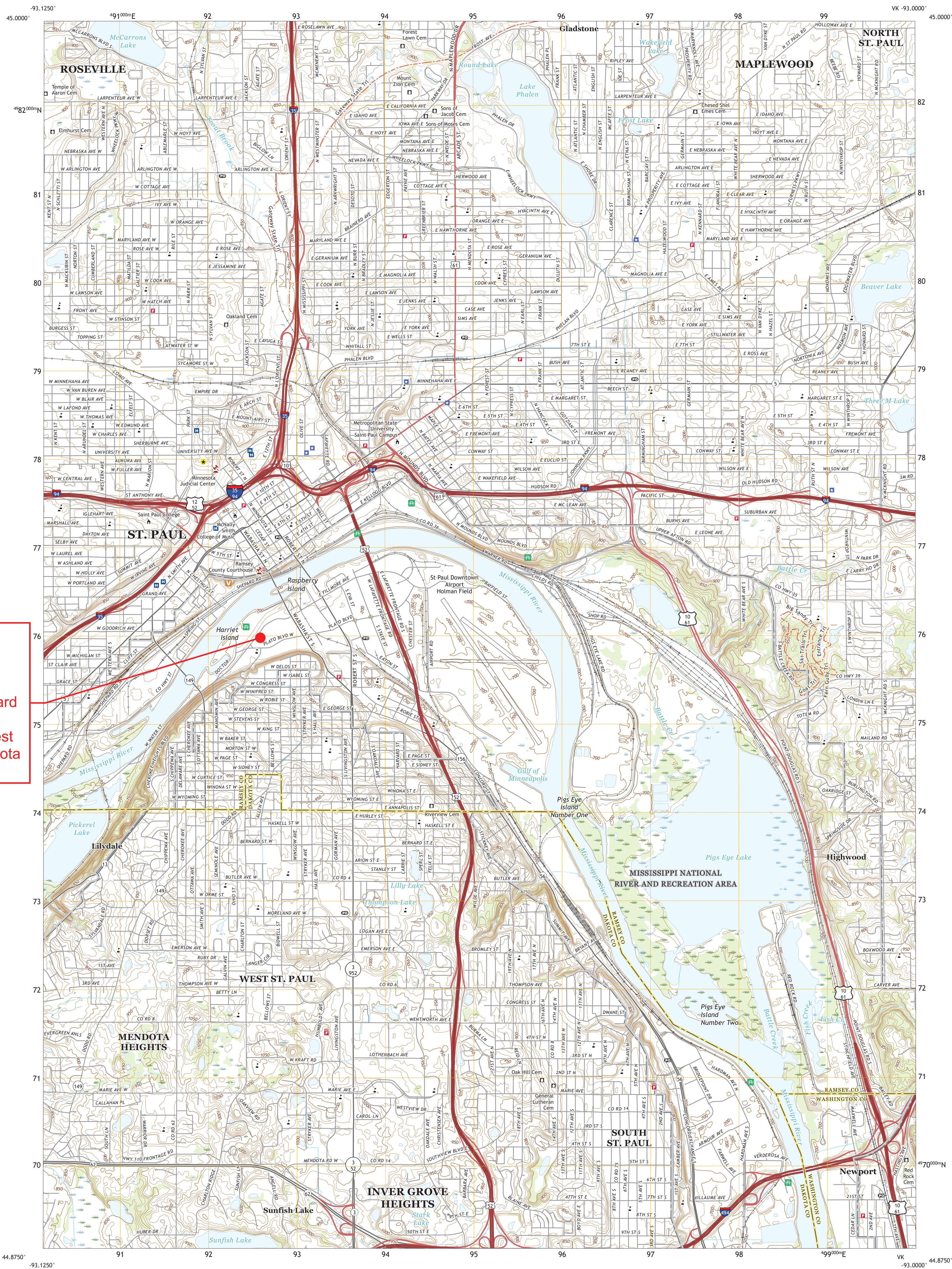
Development diagram of the FOK Warehouses property





Development diagram of the FOK Warehouses property

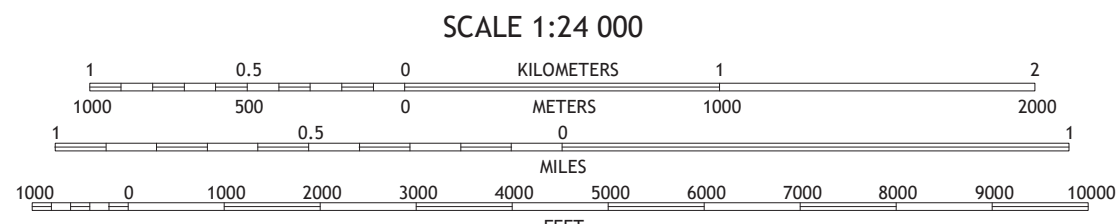
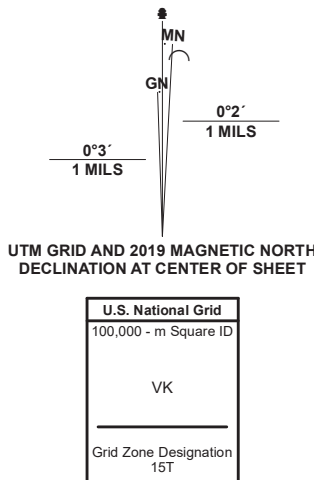




Produced by the United States Geological Survey

North American Datum of 1983 (NAD83)
World Geodetic System of 1984 (WGS84). Projection and
1 000-meter grid/Universal Transverse Mercator, Zone 15T
This map is not a legal document. Boundaries may be
generalized for this map scale. Private lands within government
reservations may not be shown. Obtain permission before
entering private lands.

Imagery.....NAIP, August 2017 - November 2017
Roads.....U.S. Census Bureau, 2016
Names.....GNIS, 1980 - 2021
Hydrography.....National Hydrography Dataset, 2001 - 2019
Contours.....National Elevation Dataset, 2016
Boundaries.....Multiple sources: see metadata file 2019, 2021
Public Land Survey System.....BLM, 2020
Wetlands.....FWS National Wetlands Inventory, 2010



CONTOUR INTERVAL 10 FEET
NORTH AMERICAN DATUM OF 1983
This map was produced to conform with the
National Geospatial Program US Topo Product Standard.



1	2	3
4	5	6
7	8	9

ADJOINING QUADRANGLES

1 New Brighton
2 White Bear Lake West
3 White Bear Lake East
4 Saint Paul West
5 Lake Elmo
6 Saint Paul SW
7 Inver Grove Heights
8 Saint Paul Park

ROAD CLASSIFICATION	
Expressway	Local Connector
Secondary Hwy	Local Road
Ramp	4WD
Interstate Route	US Route
	State Route

SAINT PAUL EAST, MN

2022

