



Phase V

Dubuque Historical and Architectural Survey of the Fenelon Place, North Main and Broadway Neighborhoods

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History Pays!

June 30, 2005

Cover Photo Credits:

Upper photo: Madison and North Main, viewed northeast from West 17th, c.1915 (Center For Dubuque History, Loras College).

Lower photo: Fenelon Place and West 3rd Street, 1974 (Telegraph-Herald Staff Photo, November 27, 1974)



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Introduction:

This architectural and historical survey is the fifth in a series of Dubuque historical studies. Phase I documented the lower Couler Valley. Phase II did the same for the Eagle Point neighborhood. Phase III focused on the downtown proper and nearby residential areas. Phase IV re-surveyed the Jackson Park and Cathedral National Register districts and documented and listed the West 11th Street and Langworthy residential districts to the National Register. This phase focused on three other bluff-front residential areas, two of which were thought to contain potential historic districts.

The three successive survey areas are treated in this report. A methodology section describes how the survey was conducted. Each individual property within the three survey areas was documented and photographed and an Iowa Site Inventory form was completed. Three separate appendices to this report contain the same information that is individually presented for each property. This data is summarized in a spreadsheet fashion and offers a single-point resource for each survey area.

Project intern Linda A. Mathewson assisted the consultant, James Jacobsen, in completing this project. Assistant Planner Wally Wernimont served as project manager.

Part I: Fenelon Place Neighborhood Historical Survey Report

Overview:

Fenelon Place is the southernmost of Dubuque's distinctive bluff-front neighborhoods. Fenelon Hill or even Fenelon Place was commonly broadly used to refer to the larger neighborhood beginning in the pre-Civil War years. The term Prospect Hill was used in the plats to denote the hill that dominates the area to the north.

The survey area in this study was bordered by Hill Street (east side only) between West 3rd and West 5th, West 5th (south side only) between Hill and the bluff front, the bluff front on the east (or Raymond Place), and West 3rd, between the bluff front and Hill on the south (also included were a number of south side properties along West 3rd between Burch and the west side of James streets, and properties on Cardiff Street).

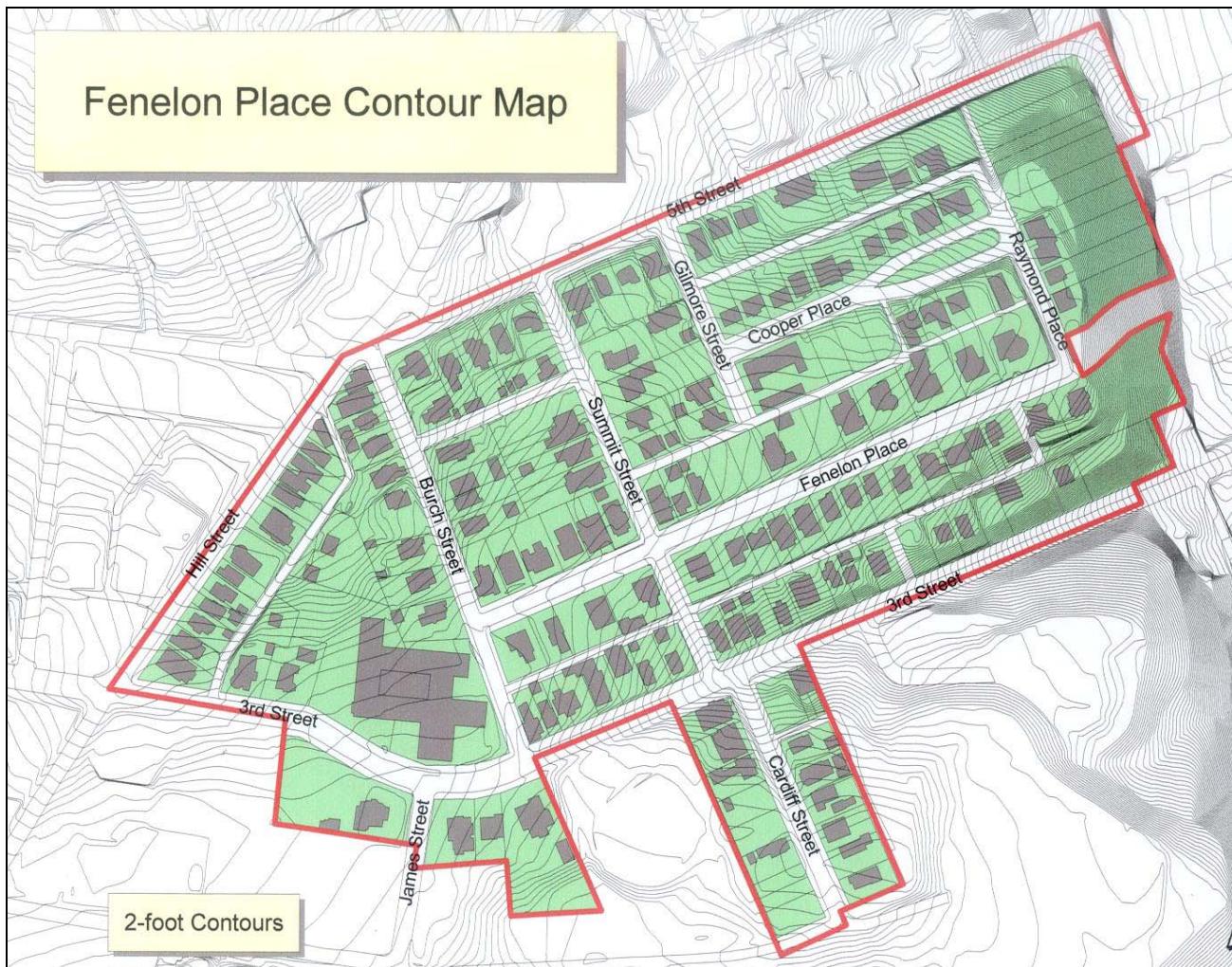


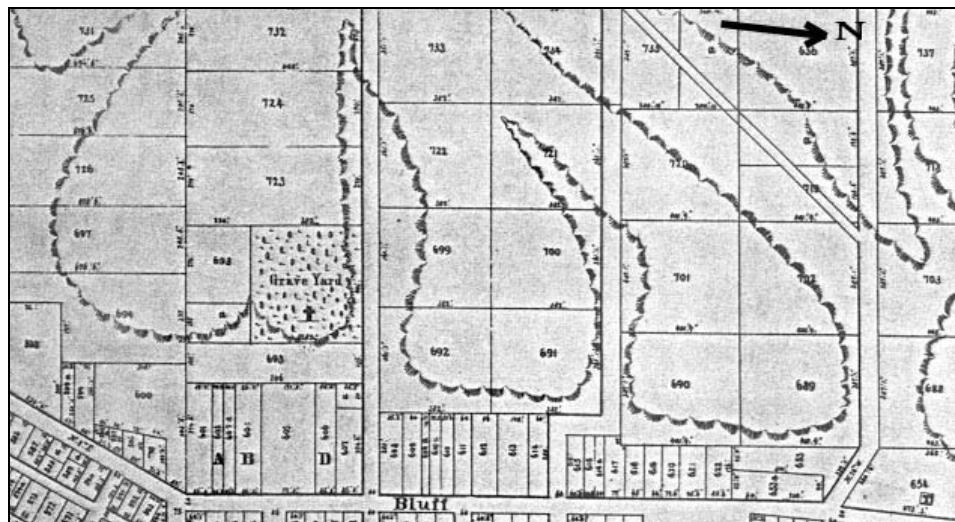
Figure 1: Survey Area (Map prepared by the City of Dubuque, 2004)
(contours mark two feet elevation changes)

The survey area (Figure 1) is necessarily fully developed as a residential neighborhood. Just two commercial properties are located at Hill and West 5th and reflect the mixed use of Hill Street. There are no historic institutional or religious buildings to be found. With one great exception, the Tri-State Convalescent Center at 901 West 3rd, there have been no institutional intrusions into the

neighborhood. It is curious that major commercial and institutional land uses border the survey area along its southern edge.

Given its bluff top location it is no surprise that the actual distribution of housing within the survey area assumes no dominant pattern. Three streets run the full east/west length of the survey area (West 3rd, Fenelon and West 5th). Just two cross streets, Burch and Summit, connect the perimeter streets, West 5th and West 3rd. Consequently the vast majority of homes front north or south onto the east/west streets. East and west fronting houses are found on both sides of Burch and Summit, the west side of Gilmore, and both sides of Cardiff, which projects southward below West 3rd Street. Houses which front onto West 3rd and West 5th, to the east of Summit Street, are set atop increasingly higher terraces as one proceeds eastward.

The survey area topography consists of two prominent ridgelines that orient roughly east and west. One runs south of West 3rd Street, while the other runs between that street (on the south) and West 5th to the north. Hill Street runs through a broad drainage that orients to the northeast and both West 5th and West 3rd streets follow steeply pitched drainage basins. Despite the topography, streets assume a traditional grid pattern, with north/south streets being aligned with the bluff front in a northwest/ southeast orientation. The plats and sub-plats produced lots of varied dimensions. Alleyways occur only along Hill and the several east/west streets.



Burch Street developed south to north beginning in the middle 1880s. Cardiff Street similarly was built up during the 1880s, but from north to south. Hill Street developed in two phases, during the late 1880s-1896 on its north half, and between 1893 and 1901 on its south half. Fenelon Place was as noted re-built on the south side of its east end beginning in the late 1890s. Houses on the north side of that street dated 1898-1911. These house designs were executed in the Classical Revival style, as were those along Burch Street (west side, north half of the street) and Hill Street.

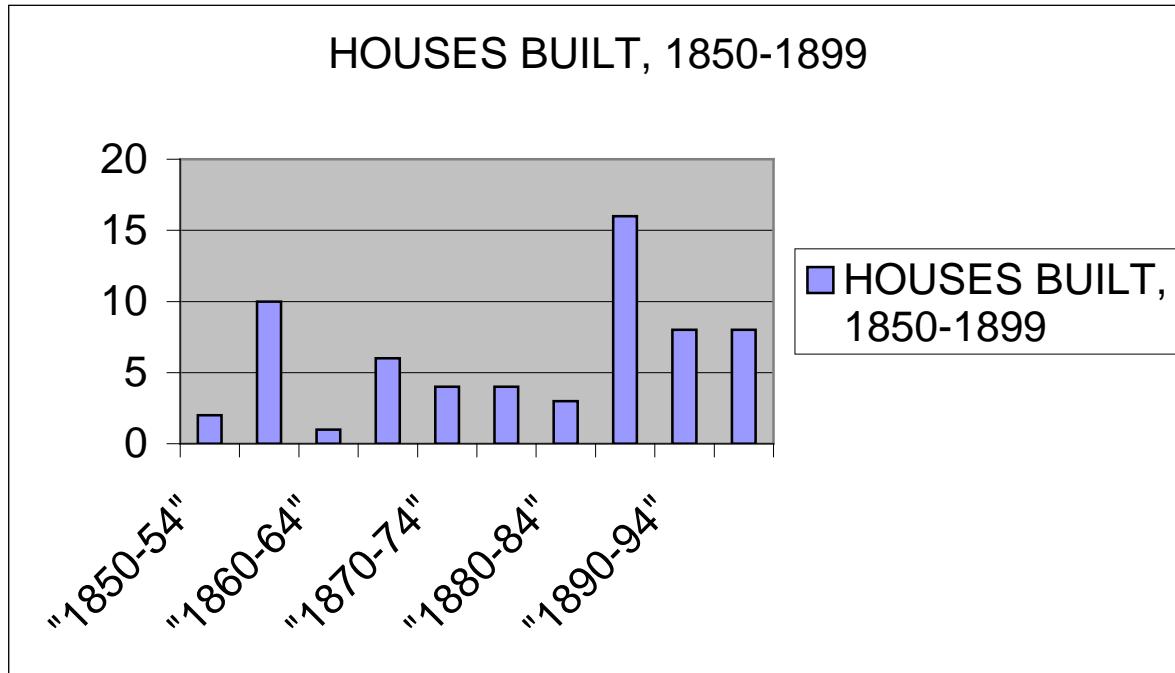


Figure 3:

Figure 3 shows the chronological distribution of 63 surviving pre-1900 houses. The pattern depicts a good number of early surviving houses but it also shows the onset of a re-building phase that started during the second half of the 1880s. The surviving pre-1870 houses, 17 in number, are clustered along the south side of Fenelon, on Summit, and on the north side of West 3rd Street, west of Summit. Scattered survivors are to be found on Burch, and West 5th streets. Houses dating to the 1870s follow the same pattern.

Stylistically, there are six Federal examples, 20 Italianate examples, six Queen Anne designs, and 24 Classical/Colonial Revival designs. There are just four examples of the Second Empire style, all of which are on the Fenelon or West 3rd streets. There is one Gothic Revival example (243 Cardiff). Thirty-eight examples are best described as vernacular, but the range is broad. A few cottages are included but the majority of examples are gable front ones.

The concluding years of the rebuilding of the area are reflected in Figure 4 (page 7). The First World War brought a halt to the construction, with just two new houses dating to 1915-19. House building resumed post-war with 11 new homes being built between 1920 and 1929. The northeast quadrant of the survey area was re-platted in 1950 and virtually all of the 16 minimal traditional designs were built on Copper Place, Raymond Place, or Gilmore Street, beginning in the early 1950s. The west end of Cooper Place began its initial development in 1940-41 when two cottages were built opposite the Claridge Apartments. Other infill forms included bungalows (five), four squares (five), revival style cottages (three), Craftsman style (one), and two split-foyer examples.

HOUSES BUILT 1999-64

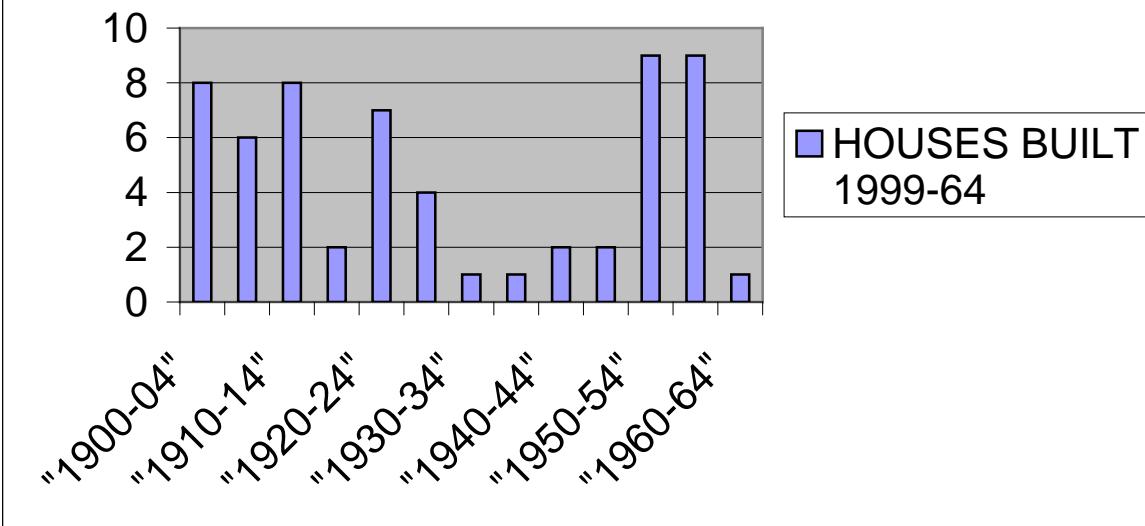


Figure 4:

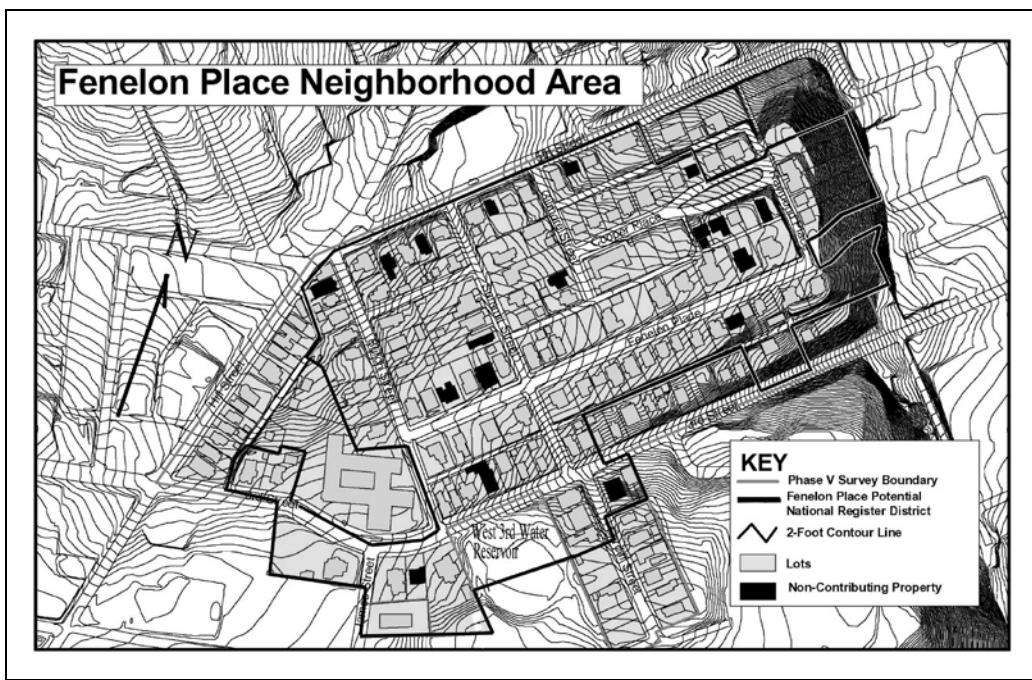


Figure 5: Proposed Fenelon Place Historic District (black boundary lines)

The proposed historic district (Figure 5) encompasses the majority of the survey area, excluding only the lower reaches of West 3rd, West 5th and Hill streets. The latter is excluded because it fronts away from the survey area, is located within the Hill Street drainage, and lacks the necessary integrity to warrant inclusion. The other exclusions have terrace-top houses which cannot be seen, and have intrusive infill and a lack of integrity. Five included properties will be 50 years of age and contributing by 2007. The district combines two architectural themes. The dominant theme is pre-World War I residential architecture. The second is that of post-World War II contemporary architecture. The strongest portions of the district are located within the southwest quadrant of the survey area (the west end of Fenelon, Summit Street, and West 3rd between Hill and Summit).

The Fenelon Mystique:

The two points where elevated railroads developed in Dubuque marked the most prestigious bluff-front residential neighborhoods. Grove Terrace or West 11th Street (National Register of Historic Places, 2004) and Fenelon Place shared physical prominence and a splendid isolation that was borne of their elevated locations. The origin of the name Fenelon is unexplained. There was an Irish family of miners by that name, that resided in the Cardiff Street area just after the Civil War. But Fenelon pre-dates the war.

Julius Graves made Fenelon what it was. His stately Fenelon Place mansion, located on four acres of land, was termed the “Executive Mansion” in mid-1867 when Graves was elected mayor of Dubuque. The Herald reported:

Yesterday we took a stroll on Third street bluff. By the way why do not the residents on Fenelon extend the classical nomenclature of their locality and give us something better than Third Street Bluff[?] It is out of place and grates on the ear. “Third street slough” will do—that is beyond redemption as an attractive place. But the bluff, one of the most beautiful in the city, or along the entire river, from its beauty deserves a suggestive name. What it shall be we leave to those immediately interested. We urge, however, that a change be made (*Herald*, June 19, 1867).

A 1957 retrospective treatment of the neighborhood also linked the Graves presence with the identify of the area:

The J. H. Graves home was a mecca of social life. The Graves were related by marriage to Dubuque’s famed Langworthys. When the latter came home from New York for a summer visit, the street buzzed with excitement. People saw and were seen. Parties were lavish, conversation eager. It was a time to be happy and young and excited.

Other landed gentry on this personality street knew the format of aristocratic living. But the Graves were the titlists, their old neighbors agree. Mrs. Graves was said to have dressed like an empress.

A street that halts on a bluff overlooking a panorama of the Mississippi Valley, Fenelon Place did not depend on social power for its fascination.

Take the touchy subject of gossip. Fenelon Place thrived on it. But even that was done differently. It was not malicious. It was clever. If somebody got in some mixup, it spread up and down the street quickly and the people smiled knowingly. But no malicious jibes or snubs. The people were just too light-hearted and gay and full of fun.

“Fun, with money to help it along...that was Fenelon Place,” one old resident remembers. They weren’t busy trying to impress each other. It was taken for granted everyone was “somebody.” So they could devote themselves to intimate conversation, secret dreams of the future, good games and a daily look at the breath-taking river valley beneath them.

Here Dubuque author Bissell, now being compared to Mark Twain, was born. There’s no mistake about the imprint Fenelon Place stamped on the boy who has become a famous writer. His son, Thomas, edits a weekly paper in the author’s Connecticut home nostalgically called the “Fenelon Place Journal.”

Here was the ideal spot to watch a horrible, but fascinating fire. In the 1890s several Dubuque business landmarks were leveled in deadly fires. Some were connected with well heeled Fenelon residents. But the sheer magic of a large fire populated the bluff as young and old watched in silent fascination from the perfect vantage point.

And here of course is the celebrated, ever-efficient Fenelon Place elevator, still five cents a ride after 74 years...

The Graves house is the only one to exit from the scene although others have been streamlined somewhat. It was three stories like several other Fenelon houses...

When Graves' Commercial State Bank went down in a fire in 1888, amid some hint of a bank shortage, things were not quite the same on Fenelon. Graves' position as a rich man crumbled. But there were other rich people, the Tredways, the W. G. Foxes, the Peter Seipples, the Charles Merkle's, the Bissells.

Several residents recall attending kindergarten under Miss Mary Hooper, first kindergarten teacher in Dubuque, who put the kids through their paces in the Hooper House.

Everyone recalled Mrs. Hattie Scott, and the Smock family, and don't forget the George Raymonds. The Fenelonites were friendly and close and want to be remembered that way.

In fact Miss Adele Wullweber says that although the street had its wealth, it was predominantly middle class. At any rate the neighbors cut out the social barriers.

By 1920 all the houses were built, the street was paved and sidewalks were in.

New families came along such as the John Cunningshams, and the George Bogues. But older residents like Theodore Ris stayed on.

Some houses began to take in roomers, one converted into an apartment, younger people moved away. Yet some of the original flavor remained (Clark Kalvelage, "Fabulous Fenelon: The Best View in Town...Beautiful Old Homes Mark Stately Street," *Telegraph-Herald*, December 15, 1957).

At least two houses were demolished more recently. 629 Fenelon Place was demolished in December 1988. 645 Fenelon Place was taken down in August 1886. Both lots remain vacant. No date has been found for the demolition of the Grave's house and its site is occupied by 515, 529, and 541 Fenelon Place.

Relationship to Nearby Areas and Associated Landmarks:

A closely related neighborhood is the Fifth Street Hill or Prospect Hill area, located to the north and northeast. Prospect Street runs north/south and Raymond Place, a later-date Fenelon Place street, was early on a southward extension of Prospect Street. Prospect Hill might be considered a part of the broader Fenelon neighborhood given its physical proximity, its direct linkage via West 5th Street, and its historical association. John Gantenbein built a three-story brick mansion (Figures 6-7) on a seven-acre tract on the bluff front to the west of Bluff, north of West 5th Street. Described as a "mansion in the skies" it was purchased by J. A. Rhomberg in 1867 and he substantially rebuilt the house that year, changing virtually everything but its exterior walls. A large addition and observatory were added, the latter offered a three-mile view. Rhomberg expended 30,000 perch of stone in retaining walls, all of the work, by contractor Robert Armstrong, costing an estimated \$50-200,000. "Immense improvements" followed in 1868 as Rhomberg acquired what was termed the Boston Mining Company property, that comprised 60 lots, a dozen houses, three stores and the Jesse Farley vineyards. He widened West 5th Street to 64 feet, macadamized, guttered and sewered it, and added sidewalks on that street for half a mile to the west of Locust Street. He similarly improved Prospect Street which led off of West 5th to his residence. Rhomberg terraced adjacent Prospect Hill, planting 1,000 trees and 2,000 grape vines. Finally he rebuilt a house on West 5th that was associated with the vineyard and was north of George Young's house, adding a second story at a cost of \$4,000. His total 1868 expenditures were \$15-25,000. His terraces featured heavy stone walls. There was a Rhomberg Street near Rhomberg's residence long before there was a Rhomberg Street running out to Eagle Point. Rhomberg's mansion was placed on the corner of Prospect and Rhomberg as of 1873. Rhomberg

made \$3,000 in improvements on his residence that year (*Herald*, September 5, 1867; December 13, 16, 1868; November 9, 1873; *Times*, January 1, 1869).

C. Collins at the same time built a two-story frame house (Figure 6) with basement (32x16) with a rear kitchen wing (34x10) on the bluff at the head of West 6th Street. The house site was first blasted to create a level building site. The \$3,000 house was apparently to the east of Rhomberg's house. A third key residence, that of J. P. Farley, was on the Bluff at the head of West 6th Street. Farley beautified his residence in 1870 with the expenditure of \$1,500 (*Herald*, September 5, 1867; December 18, 1870).



Figure 6: View north along Lovers' Lane, J. Rhomberg House and barn on 5th Street Hill, c.mid-1880s, West 5th Street crosses at the base of the lane (Center For Dubuque History, Loras College, Photo Collection, #4641)



Figure 6A: Contemporary view from same point as Figure 6
(Photo by J. Jacobsen, April 2005)

The 5th Street Hill barely escaped obliteration in 1919 when the school board determined to locate the new high school there and began condemnation proceedings against the opposing residents. That case went to district court and eventually the school was relocated to its present site (*Herald*, September 29, 1919).

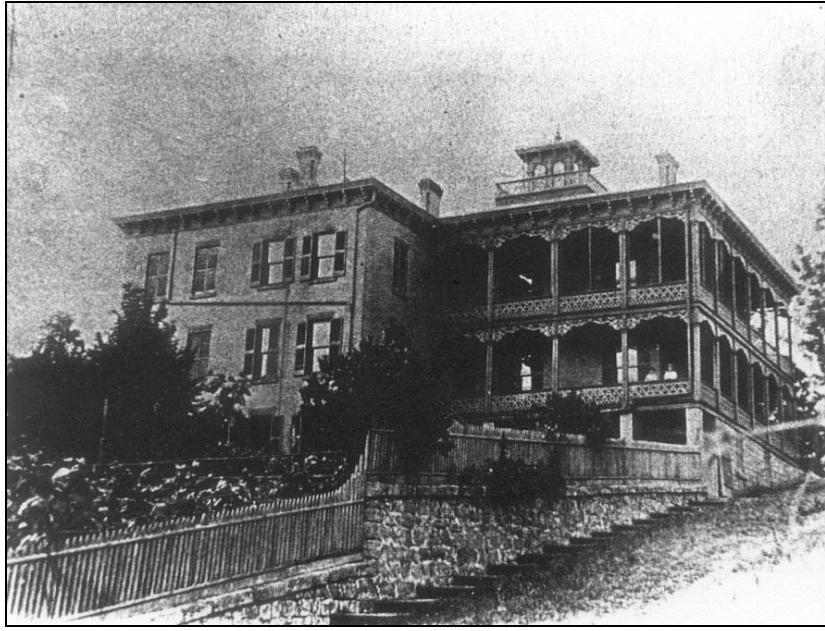


Figure 7: J. Rhomberg House (c.mid-1880s), view northeast from West 5th Street
(Center For Dubuque History, Loras College, Photo Collection, #7109)

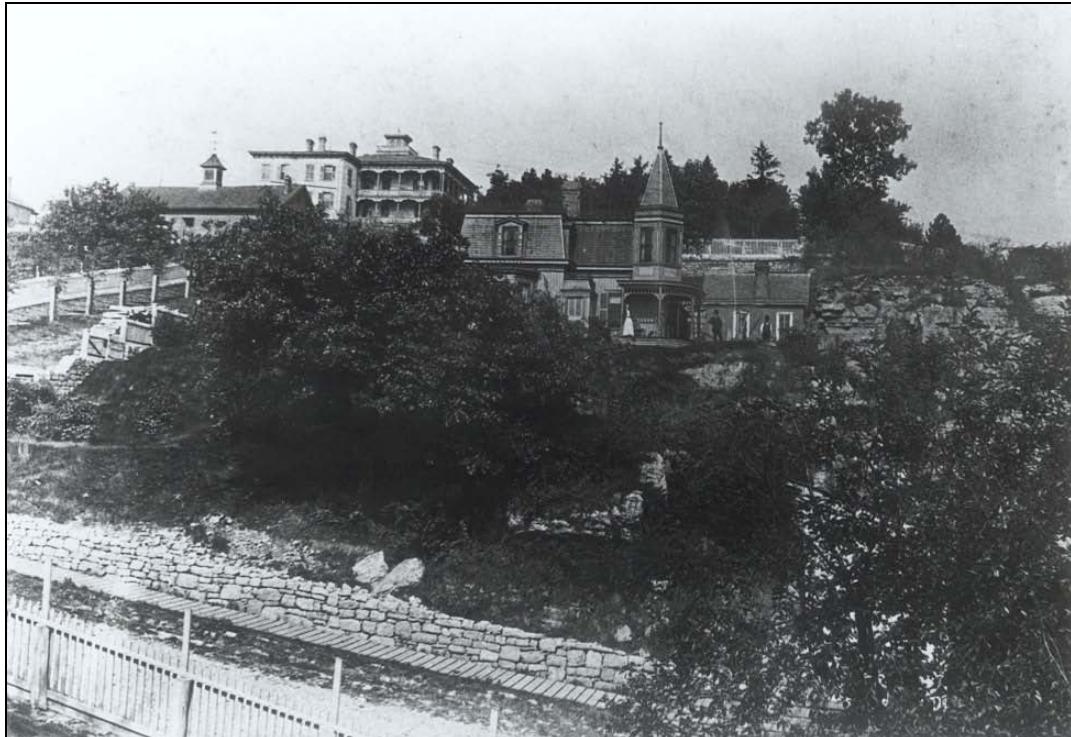


Figure 8: View north across 5th Street, c.1870
(Center for Dubuque History, Loras College)



Figure 9: View to the southwest from the Rhomberg House, c.mid-1880s, West 5th Street ascends in the foreground. House of Platt Smith (non-extant) visible to right of center. Visible at the far left of center is R. S. West's Italianate brick house that stood on West's Bluff or West Point (Center For Dubuque History, Loras College, Photo Collection, #RM 1105)

Lovers' Lane:

Lovers' Lane, a steeply pitched ascent with wood sidewalk and high wood side walls, ascended south from West 5th Street. The lane is visible on the two preceding photographs. There was also what was termed “Rhomberg’s Park” on the 5th Street hill, which closed in 1895, and the Fourth Street Elevator Company acted at the same time to put in place “hog-tight” fences at either end of the lane (*Herald*, September 10, 1895).

James Hughes' Shot Tower:

This shot tower complex was established in 1862-63 along the west side of Hill Street, below Julian/University. It suffered at least two catastrophic fires but continued in operation into the 1880s. It combined a tower and mining shaft to obtain sufficient drop to produce the spherical lead shot.

Knapp Brickyard, Head of Julien Avenue:

This new yard, located near the Shot Tower, was turning out 8,000 brick daily as of late April 1867. The close proximity and bluff top location of a source of brick to the Fenelon area would have made brick more readily available to builders (*Herald*, April 25, 1867).

The Third Street Catholic Cemetery and St. Dominic's Villa:

This very large cemetery was prominently located on a broad flat terrace atop the bluff that stood to the west of the Cathedral. The cemetery appears on the 1836 map of the city and indeed was of such an early starting date that the formality of actual ownership was overlooked. Bishop Loras consecrated the burial ground in 1839. Bishop Hennessey acted in 1867 to stop the sale of burial plots and the issue of ownership came to the fore when the Bishop disclaimed any obligation to pay his large assessment that resulted from the improvement of West 3rd Street. The City sued the Bishop but lost its claim because the Bishop was right. He didn't own it. It wasn't until c.1906-08 that the ground was finally transferred to the Diocese by the federal government. Burials continued in owned family

plats at least through 1896. The Dominican Sisters bought the cemetery and additional ground to the east of Mercy Hospital in 1945. They built St. Dominic's Villa as a Novitiate for their Province. One hundred novitiates arrived at the complex each fall to undergo preliminary training for their new order. The center also cared for retired members and took advantage of the proximity of the hospital for medical care. The villa closed in 1964 when a new convent was completed at Sinsinawa. The massive complex was demolished in 2005. In 1965 a local developer purchased the cemetery site and erected a modern Tudor style residence. While the graves were, in theory removed, graves continue to be struck. The site was largely supposedly completely graded off to bedrock and as a result there are two distinct plateaus which step down to the east. The tragedy is that no burial records survive from this cemetery and indeed, Dubuque is somewhat unique inasmuch as neither of her pioneer-era cemeteries survive (*Herald*, February 27, 1867; April 24, 1870; interview with Biays Bowerman, December 13, 2004).



Figure 10: St. Dominic's Villa
(Center For Dubuque History, Loras College, Photo Collection, #RM 4515)

Mercy Hospital Complex:

This sprawling Catholic medical complex borders the southern edge of the survey area and was associated with St. Dominic's Villa, located directly to the east. Expansion of the parking areas and the complex in general caused the removal of houses located along Langworthy and James, to the south of West 3rd Street.

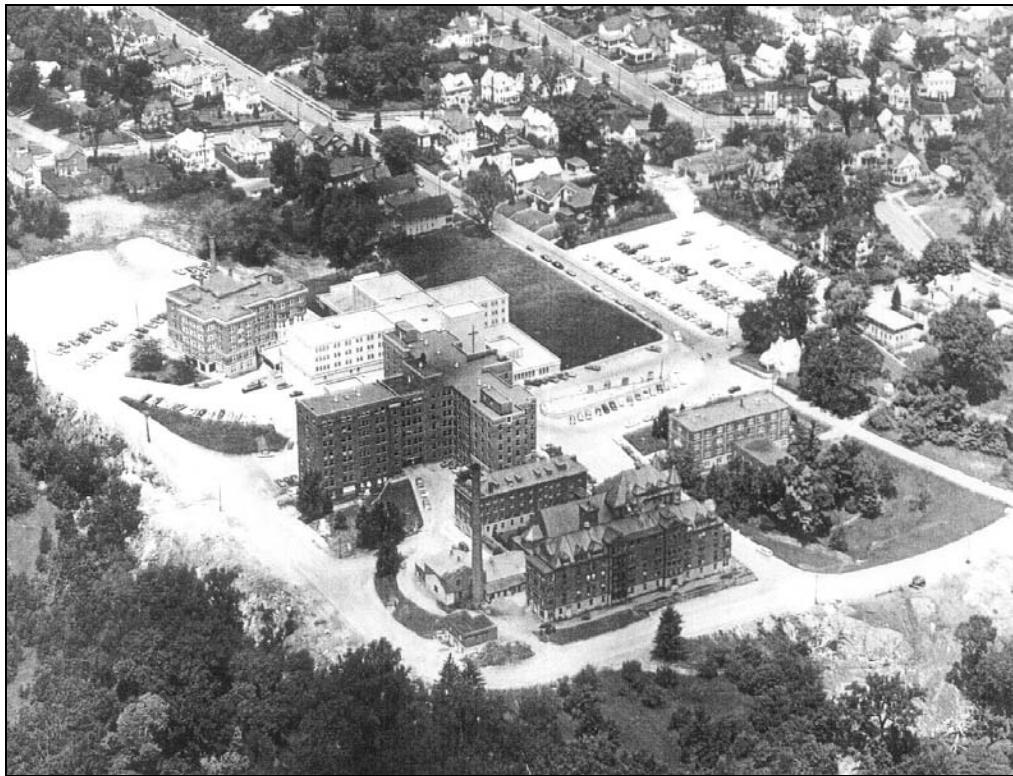


Figure 11: Aerial view of Mercy Hospital complex, looking northwest, c.1975
(Center For Dubuque History, Loras College, Photo Collection, #426)

Harkett's Nursery:

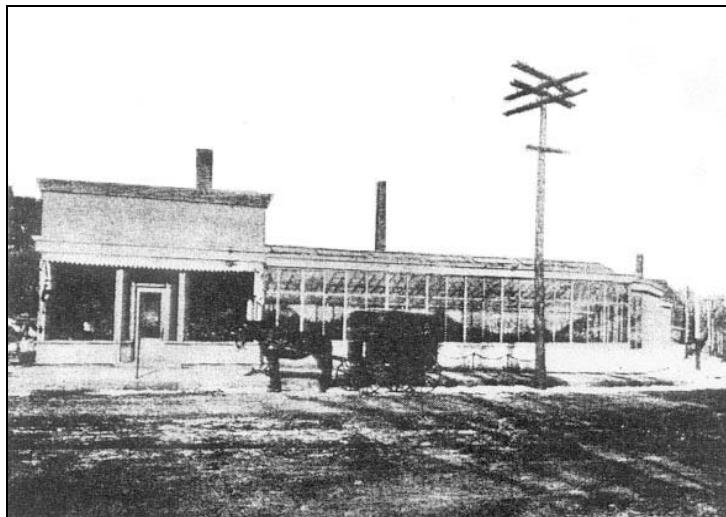


Figure 12: W. A. Harkett's Floral Nursery, greenhouses and storefront
opposite Hill and West Fifth streets, 1911
(*Greater Dubuque*, Dubuque: Times-Journal, 1911)

This long-surviving nursery was established in 1872. The greenhouses on Hill were built in mid-1877. There was a second storefront at 9th & Main at that time. *Dubuque of Today* (post-1902) states that Harkett came to the city and established his nursery “that is now one of the flower emporiums of the West.” Twenty-three greenhouses totaled 42,000 square feet of glass (*Herald*, July 11, 1877; *Dubuque of Today*, p. 8).

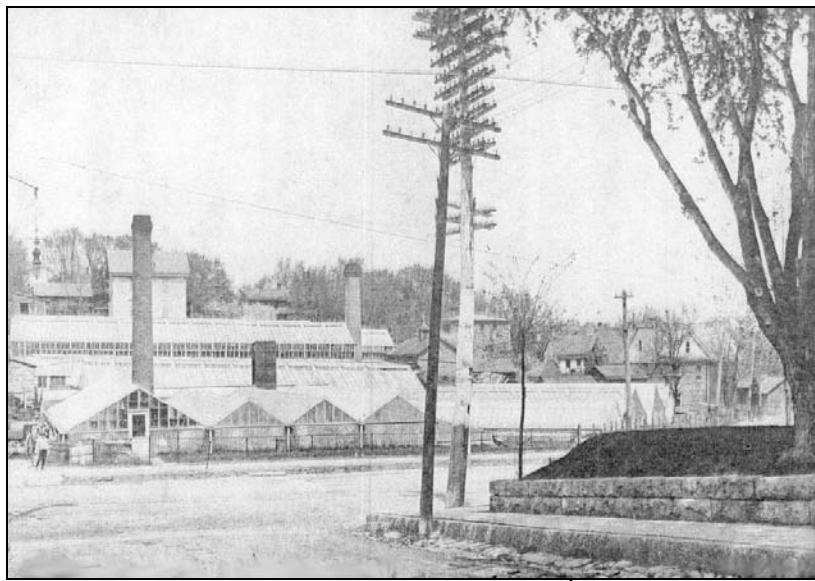


Figure 13: Harkett's Nursery, viewed from 5th and Hill, northwest
(Center for Dubuque History, Loras College)

General Historical Development:

The survey area was populated with a number of early frame houses and cottages at this time. It is probable that those who lived there were associated with mining efforts to the west of the city. The *Republican* reported, in late 1856:

The appearance of this bluff dotted over with fine cottages and prominent buildings as viewed from the east side of the Mississippi is truly a beautiful scene—one which strikes the stranger with astonishment in viewing a city, which for fine business blocks, beautiful residences and grand romantic scenery surroundings is not surpassed by any city in the Western States (*Republican*, November 21, 1856).

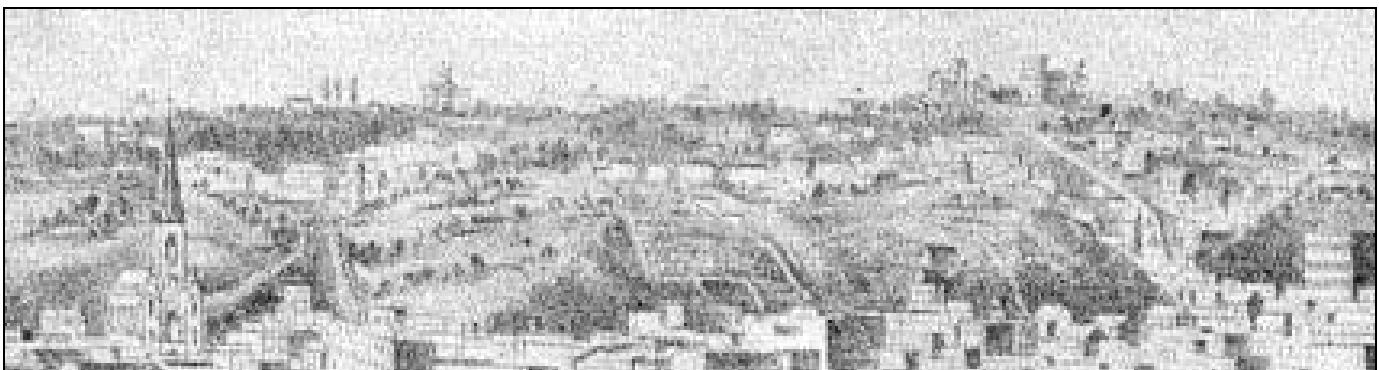


Figure 14: Detail 1855 W. J. Gilbert panoramic view of Dubuque (New York: Endicott & Co. Lithographers, 1855)

The 1855 Guilbert lithograph (Figure 14), depicts the bluffs between West Third (to the right of the Cathedral at far left) to West Fifth (at far right, the Lorimer Hotel being the very large building) show an extensive cluster of houses on the Fenelon Bluff, immediately northwest from St. Raphael's Cathedral. West 3rd Street is shown to the right of the Cathedral (at far left) and West 5th Street, is less distinct, is well to the right, beyond the grapevines shown on the bluff front. Not yet built is the Rhomberg house. The larger bluff top edifices are perhaps prospective institutions? Subsequent images do not show this level of bluff top development.

Early City Council actions affected developing streets in this area. Austin Adams and others asked the Council on September 15, 1856, to establish a formal grade on Fenelon Place. Most curious were several actions relative to Summit Street. Summit was laid out 40' wide between West 3rd and West 5th and ran between City Lots 734 and 721 in I. S. Jannett's plat. The street was to take 20' from each of the lots. Apparently developers blocked the street given the note that the "street has been obstructed much to the inconvenience of the residents in the vicinity and it being the only access to 5th Street." The Council acted on March 23, 1857, recommending that the City accept the street and directed the City Engineer to remove the obstructions. That action was re-approved on April 20 and May 4, 1857 in response to the petition of A. S. Bunting and 25 other individuals. As late as July 13, 1857 Ed Mattox communicated to the Council relative to re-opening Summit Street. West 5th Street was frequently on the Council docket and it is difficult to know which segment of that street was being considered. The south side ditch along the road, between Bluff Street and the top of the hill was judged to be too shallow and caused flooding on the lower parts of the street. The Council appropriated \$185 to deepen it. The Committee on Streets, charged with examining possible street connections in the area between Hill and Julien, reported on September 1, 1856, "it would require to make 5th Street an easy grade, a cutting from 10 to 15 feet in depth, and to do this, would cost some three thousand dollars or more." Similar grading was needed to extend 5th beyond Hill Street and if that work was done, it "would in effect make property of less value than at present." The City Marshall was instructed on October 10, 1854 to pay damages resulting from opening West 5th across the land of Thomas Kelly. On October 1, 1855, the Council adopted the City Engineer's formal profile for West 5th "west of the old incorporation line" and for Hill Street, between Julien and West 5th Street. The Council received complaints on June 2, 1857, that contractor P. Wells, grading on West 5th, was undermining fences. On June 9, 1856 the City Engineer presented a profile for West 5th, between Bluff and Hill Street. A petition was received to further extend West 5th beyond Hill Street.

The earliest detailed reports of house building atop or near Prospect Hill date to 1856-57 when a lengthy list of new houses and cottages clustered mainly along the east base of the hill along the east side of Bluff or on the 5th Street hill to the north. A number of listings were along Prospect, which then continued as far south as West Fourth. Fenelon and West Fourth were being both used, and West Fourth apparently ascended the bluff front at least in the imagination. J. A. Parker had a frame dwelling on West 4th, west of Prospect. Rev. G. R. Trowbridge had his frame dwelling on the corner of 4th and Prospect. Machinist J. W. Glynn lived in a new frame residence on Fenelon between Bluff and Locust. E. W. Deitrich had finished a \$6,500 brick mansion on the corner of Fenelon and Summit. The Cannon Brothers, grocers, similarly built a two-story brick residence on Fenelon, east of Summit. Gardener Ed Mattox built two two-story dwellings on Summit. Land Agent J. M. Simmeral built a fine double brick building on the summit of West 5th for \$3,200. Other listings in the newspaper could not be found in the 1857 city directory (*Herald*, March 8, 1857).

The missionary Dr. Dean was quoted as comparing the vista from the bluff tops with the scenery around Hong Kong. The editor of the *Daily Times*, writing in mid-1857, lauded the bluffs for their protection against the Mosquito plague:

Having taken our abode on the bluffs, to our great chagrin, we have no attentions from this gauzy-winged, bed-room bird. It is understood, however, that such of our adipose aldermen as live below the bluffs, have its nocturnal respects (*Daily Times*, July 31, October 31, 1857).

The same writer also encouraged the planting and preservation of trees on the bluffs:

On the bluffs, every street should be decorated with trees as soon as it is graded, by so doing, in a very short time the walks there will be unexcelled in delightfulness.

Dubuque can be made into an arena of beauty, if we begin now, and make no halt for improvements...The groves on the bluffs should be only judiciously thinned...For the bluffs we feel *especial* concern, the forest growth there must be spared. We know the denuding proponents of the Yankee, and his passion to *slash*, in this case, must be checked (*ibid.*, October 29, 1857).

A major housing development was a string of houses built by Rufus Rittenhouse during 1857. The *Daily Times* reported:

Rufus Rittenhouse is building a block of eight brick houses on Summit street, near the residence of Mr. Pinto, opposite the property of E. Mattocks, and within five minutes walk of the Post Office. They are admirably located for first class residences, having a good neighborhood, and a delightful view of the country. Mr. R. is erecting them for the purpose of accommodating our citizens with good homesteads. They are well built, have every convenience that a family requires, and will be sold, we understand, on favorable terms.

These buildings survive today as 419-21, 427-33 and 439-49 Summit. Reference to the proximity of the downtown envisioned a brisk walk down West 5th Street (*Daily Times*, August 24, 1857).

Life on the bluffs brought with it additional costs and inconveniences. As the following account indicates, anything hauled up from the city below brought with it a premium in delivery charges. Water too was commonly hauled for those residences and tenements that lacked storage cisterns. By 1865, mandatory cisterns for every residence were advocated and it was claimed that the city would 1,000 more residents had such an ordinance been enacted ten years earlier (*Herald*, August 2, 1865):

Filling Up: Everybody wants to live in the Fourth Ward this fall, from some unaccountable reason. They say it is very healthy in that locality, victuals taste better, the air is pure, and as for the society, that is a No. 1, the cream of the city. Those bluffs are not hard to climb, and no person grumbles about giving a dollar extra for having a cord of wood hauled up there...In many parts of the ward there is a bustle and moving that reminds one of Mayday in New York –families filling up unoccupied tenements, and parsons searching for a dwelling to move into...(*Herald*, September 29, 1864).

During the post-Civil War years, the bluffs began to be appreciated for their aesthetic and healthy qualities. The *Herald* printed this excellent description in mid-1866:

On The Bluffs. – The stranger visiting Dubuque should not fail to go to the bluffs just back of the city, and feast his eyes on the beautiful panorama spread out before him. It is a sight well worth seeing; worth the pencil of a Rembrandt or Alliston; worthy a niche in the catalogues of American scenery; worthy the most impassioned rhapsodies on the part of every true enthusiast. Below the spectator many hundred feet, lies the business portion of Dubuque, with its rows of substantial brick buildings, clean pavements, glittering spires, stately churches, quiet dwelling houses, and the might father of waters, like a broad belt of silver, murmuring at their base. Directly opposite are the high bluffy shores of Illinois an Wisconsin, now clothed in all the glory of nature's brightest green, while Dunleith with its spacious elevator and depot buildings lies sleeping in the distance. The whole scene is one of sublimity, beauty and grandeur, and when viewed in the sunlight with the flickering shadows of waving trees and

passing clouds cannot fail of impressing the spectator with the most profound feelings of awe and admiration....

On the heights are to be found many splendid private residences. Great taste and elegance is displayed in the arrangement of the grounds, and many pastures of flowers are almost exotic in their beauty and fragrance, while apple trees of proportions and fruitfulness that would compare favorably with those of the old Bay State, are quite common. We could not help admiring the magnificent grapevines of Platt Smith, Esq., which sends forth at the proper season a perfect harvest of the most luscious grapes. When they get ripe may we be there to see. We should be happy to give an extended description of the many palatial houses on the bluffs, but space forbids. All we have to say is, that if any one can walk around the suburbs of Dubuque for an hour and not have their ideas of the city expanded, enlarged and strengthened, we are willing to stand treat and they can pay for it (*Herald*, June 12, 1866).

Living on the bluffs and getting there readily were too different things. When wet the unpaved streets up the bluff were barely passable and when wet and frozen, the *Herald* observed "a person could go all over the city with a pair of skates, while those unfortunate individuals living on the bluffs were forced to adopt the style that the serpent assumed after tempting Eve, or else go up to the edge and roll off." The same source described the fate of a resident living at the head of Julien Avenue who tired to go to the city for his usual dinner. That individual "tumbled down three hundred and forth-nine times and cracked his skull in twelve places" getting to his meal (*Herald*, February 16, 1867).

Critically vital street improvements greatly facilitated bluff-top living. Hill Street was first improved in mid-1867 with a combination of grading, macadamizing and the construction of stone retaining walls. A Mr. Brophy, a resident of the city for several years, was a veteran of stonework at West Point, Fort Sumter (Charleston, South Carolina) and the foundation for New York City's Crystal Palace, had the contract for the stonework. This back way to the bluff top was likely used for many years, at least by wheeled traffic. The opening of Hill Street resulted in a flurry of commercial buildings around its junction with Julien Avenue (now University) and West 8th Street. Harkett's Nursery, established in 1872 at West 5th and Hill, was the furthest out example along Hill (*Herald*, July 31, 1867).

Plans for West 3rd Street improvements followed later that same year. Thomas Harrington got the contract to excavate, gutter, macadamize and also to lay up massive stone retaining walls along that street. The residents along the street paid a special assessment of \$1,500 towards the work. The *Herald* considered the work "of great importance, and when it is completed it will add materially to the beauty of the city as well as increase the value of property in its neighborhood." The work under the Harrington contract unfortunately ceased when the money did and floods wiped out what little had been accomplished. It is difficult to determine how much work was accomplished during 1867. An early September report described the Third Street work as running from Bluff to Summit "up which no carriage has been hauled for eight years, is being made one of the easiest up-hill roads in the city, by grading and macadamizing, to prevent the ravages of water, solid stone ways will be constructed to convey it down upon each side of the road." The cost was put at \$4,500. The city committed another \$1,000 in August 1868 but no bids were received. An additional \$500 resulted in the awarding of a new contract to F. Beyer. Again the *Herald* noted the great need for the work and lauded Mayor Sol Turck for cutting the "red tape of committees" in getting the work underway. It wasn't long before the major was being criticized for the debt which the city took on. The series of Samuel Root Third Street photographs included in this report depict this street work of 1867-68. William Rebman had a contract

for \$6,500 to macadamize West Third between Bluff and Summit in 1870 (*Herald*, August 21, September 5, 1867; October 24, 1868; December 18, 1870).¹

Things went better in improving West 5th Street. The *Herald* reported in late August 1867 “Work on the Fifth Street improvement has been fairly completed. With Third and Fifth streets improved so as to allow carriage access to residences on the bluffs in this neighborhood, that portion of the city will be largely benefited. Shot Tower operator James Hughes picked up specimens of lead ore along the grading route along West 5th, and the same source boasted “Dubuque builds her streets on mineral wealth and thinks nothing odd.” In other words, lead mining properties were so common place, streets could be graded across some known sites. As was the case with West Third, this street was being graded and macadamized at a cost of \$6,000 (*Herald*, August 21, September 5, 1867; September 11, 1867).”



Figure 15: Samuel Root image, to southwest, from West 8th and Main streets, 1877, the first day of Service on the Hill Street Railway. The Rhomberg House is visually prominent on the bluff to left of center along with other houses to south (Center For Dubuque History, Loras College, Photo Collection, #LHH 4674)

Even as these two eastern gateways to the Fenelon area were being improved attention was also being paid to its rear approach, via Hill Street. Expenditures along that steep ascent totaled \$1,200 in 1867. The *Herald* described the street as “one of the most important in the city, which has long been in a deplorable condition, a mere gully, has been graded and macadamized, and a wall of solid masonry built, to prevent the road bed from being worn away again by the current that comes pouring down the ravine.” The City Engineer was reported as conducting a survey of Fenelon Place in late April 1872 “preparatory to the grading of the same.” During the first week of May a party of City officials returned to that same street to inspect its sidewalks, which were the subject of a dispute between the property owners and the City. They determined to leave the sidewalks at a ten-feet length (*Herald*, September 5, 1867; April 24, May 5, 1872).”

¹ Bluff mania didn’t captivate everyone, one notable exception was M. Allison, probably the son of William B. Allison, who left the heights for a home on Locust in 1867 (*Herald*, July 21, 1867). West Third was also being improved to the west of Hill Street during 1867, with the expenditure of \$1,000 to grade and macadamize that section (*Herald*, September 5, 1867).



Figure 16: 1872 Birds Eye View Lithograph Detail

The 1872 aerial view depicts a fairly compactly developed Fenelon neighborhood. Many of the houses are quite substantial. West 3rd Street ascends the bluff to the north of the Cathedral. West 5th, with its recognizable northward jog from West 4th at the base of the bluff, parallels West 3rd to the north. As of this time only the north side of West 3rd, both sides of Fenelon, both sides of West 5th, and Burch and Summit streets were built up. The 1872 image, in sharp contrast to period photographs, represents particularly the area south of West 3rd Street as being tree-covered. Two houses are visible on Cardiff Street although the street itself is not drawn in.

A correlation of the 1873-74 city directory entries for this area results in 32 occupied addresses as of 1873. No Burch Street entries were found. Nine residences were addressed to Summit, above Fenelon. Sixteen addresses were along Fenelon, clustered mostly towards its western end, with Julius Grave's residence being the easternmost listed, being six houses east of Summit. Eight West 3rd Street listings were all (save for the Langworthy-Massey residence just east of Hill Street) on the north side of that street. These too clustered towards Summit. Two residences had a number of boarders, the third house on West 3rd east of Summit had eight listings, while Graves had two boarders. Two other homes had a single border. All of the four West 5th Street listings clustered on either side of Summit and that street.

Those of our citizens who have not been on the hills for some time would be surprised to see the improvements of all kinds that is going on. Houses are being built everywhere, and new streets are being laid out in all directions. Many down town people are moving on the bluffs. It is thought that the population west of Bluff street will reach 12,000

(Herald, July 12, 1877).

The frequent freshets down the various drainages would wash out larger stones and obstruct the roads leading up the bluffs. Such was the case on West Third, atop the bluff as of late October 1880. The editors of the *Herald* called for their removal or their pulverization into smaller obstructions. A similar washout or cave in took place in August 1895 at the head of West Third, offering "a temporary inconvenience to the traveler (*Herald*, October 29, November 10, 1880; August 29, 1895).

While the bluffs were growing increasingly popular for homesteading, it was finally the exhaustion of flatland lots that drove the multitudes to the heights around the city. Reliable and frequent car service also played a key factor. The *Herald* recorded two new developments in the city during 1880. The first was the increased use of the streetcars for pleasure riding, chiefly mothers and their children, on pleasant afternoons. The second was the scarcity of convenient building lots. "Building lots below the bluff are getting scarce. The few remaining command a good price" the newspaper observed. Demolition and replacement on these coveted lots was also growing more commonplace (*Herald*, September 28 1880).

By early 1881 Fenelon Place was once again boasting some emerging tree cover. Residents were reported trimming their shade trees along their street in early May (*Herald*, May 1, 1881).

Water main extensions were authorized for Burch south to West 3rd, along Summit south to West 3rd and along the full length of Cardiff Street in 1887. Hydrants were put in place at the corners of James and West 3rd and West 3rd and Summit (*Herald*, June 11, 1887).

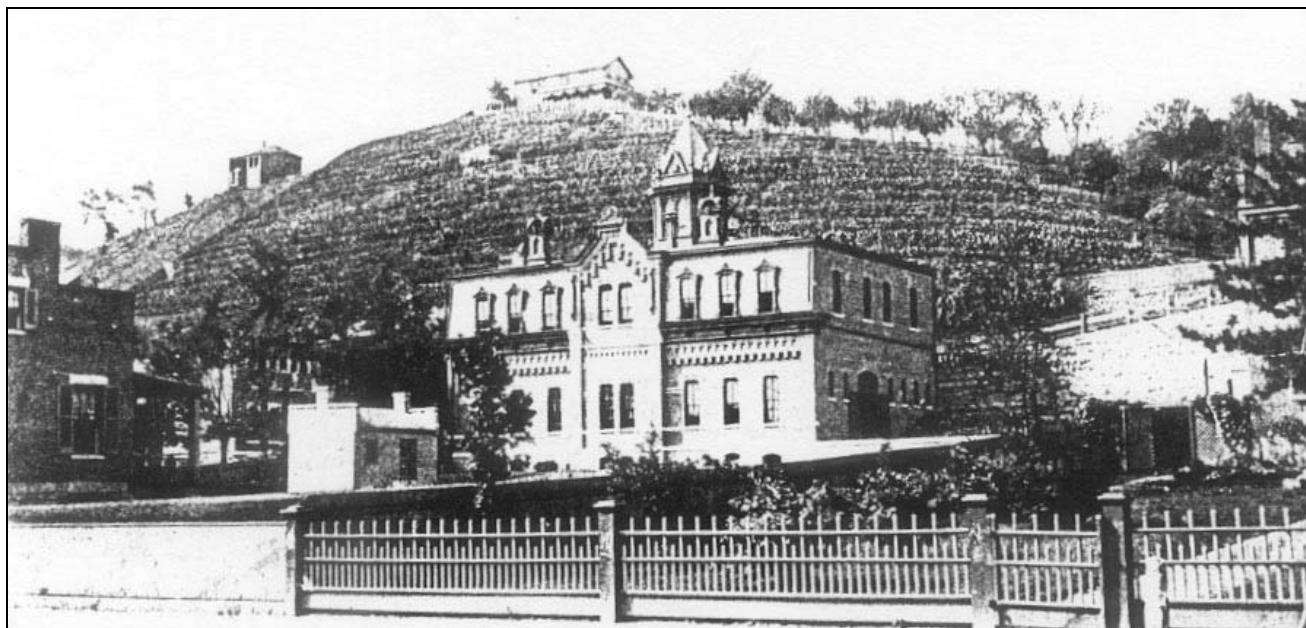


Figure 17: View to the southeast, Bluff behind A. A. Cooper Carriage House, West 4th and Bluff streets, c.mid-1880s. The original Fourth Street Elevator building is visible at far left, the Platt Smith House is at the center (Center For Dubuque History, Loras College, Photo Collection, #AAC 8096)

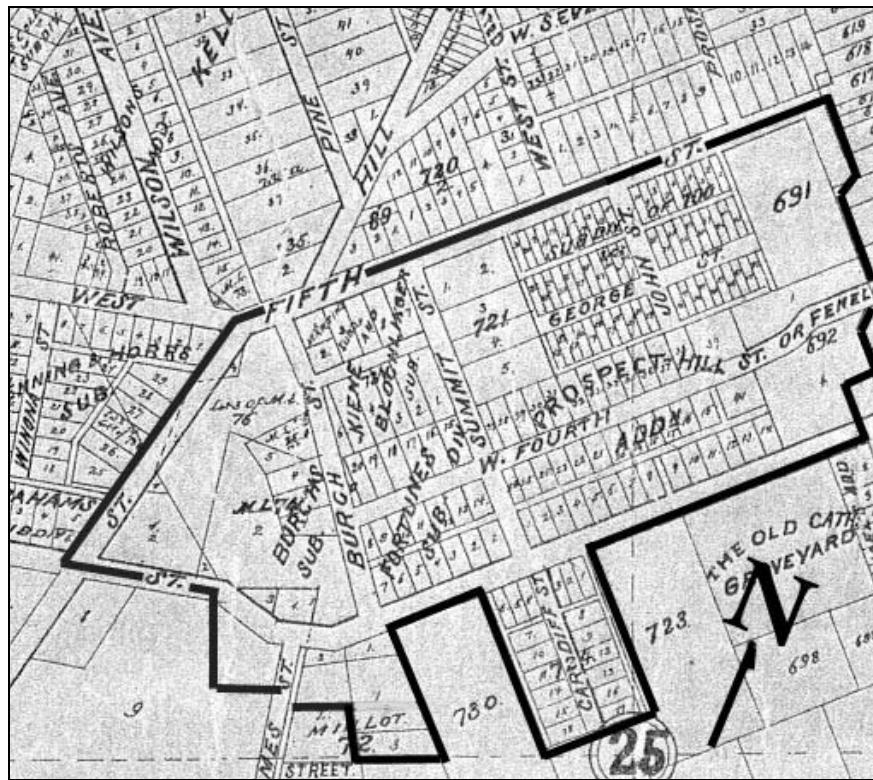


Figure 18: Detail, 1888 Map of Dubuque (survey area boundary lines in black)

The Subdivision of Lot 700 (Figure 18), originally comprising John and George streets is of particular interest because the lots are very small in size and because this plat preceded what became Cooper Street. The earlier plat included the south side of West 5th Street. Note also that Fenelon was still called West 4th and that the larger area was called Prospect Hill, a name that was used in its principal plat (Map of the City of Dubuque, Iowa, 1888. New York: Leggo Brothers & Company).

Street railways, as earlier noted, facilitated through-traffic across the district and encouraged the development of Fenelon Place and other western points. The *National Demokrat* observed in 1876 “Reasons that Dubuque has to tie together the settlement on the Bluffs and West Dubuque through a street railway have brought various plans at different times.” A Lieutenant Sloan “from the East” visited the city at that time and suggested “a steam elevator...a cable drawn car with a line up and down...4th Street best for this.” Regular streetcar service would then take riders further west. Note that this meant that the elevated line would communicate between two separate car systems, one below and the other above the bluff (*National Demokrat*, May 25, 1876).

Other developers were confidant that streetcars could be hauled up the bluff fronts. At the same time initial efforts to establish an uphill true streetcar service proceeded forward and what was first called the “Julien Avenue Railroad Company” was incorporated and given a 20-year right-of-way. It began service a year later (in the meantime Mr. Beavis’ West Dubuque Omnibus line was packed, using the same point of ascent, *Herald*, July 25, August 31, 1876) as the West Dubuque Street Railroad and would provide successful service to the suburbs, following West 8th, Hill Street, etc. until 1884 (*National Demokrat*, May 25, June 15, 1876; *Die Iowa*, September 13, November 8, 1877).

The 4th Street Elevator idea didn’t assume solid form until 1883. Mr. J. K. Graves announced plans to sink a tunnel 50-100’ into the bluff. The gas-powered elevator would then lift vertically. Within two weeks the precursor of the present system was decided upon and contracts let. The *Herald* noted “When completed it will be one of the most beneficial and best enterprises of the season, and we sincerely hope the projectors of this scheme will be liberally rewarded for their enterprise (*Herald*, July

15, 29, 1883)." Legend states that the first scheme was simply a private convenience for Graves who wished to go home in Fenelon Place for lunch and a nap each workday. Neighbors were soon paying a nickel to use the system and the scale grew more complex. The *Herald* account references multiple promoters and the system required an operator to be on duty so this story is likely apocryphal. Fires provided opportunities to upgrade the original scheme and the several different setups visible in the historical photographs (see below) are readily explained by these burnings. The first fire destroyed the street elevator in 1887. A second blaze destroyed the power house at the top of the hill in 1893. The *Weekly Times* chided the negligent firemen for allowing the loss of the twin cars as well:

The two cars stood under the shed midway between the top and bottom and with very little trouble they might have been blocked and saved, but a half dozen firemen stood watching the fire from the bottom of the hill and let them run down and be destroyed. It was a remarkable piece of supineness for the men who are well paid for the energies they expend for the city (*Weekly Times*, May 26, 1893).

William B. Lapham, 4th Street Elevator Superintendent, lived at 119 Fenelon Place as of 1888 (City Directory).

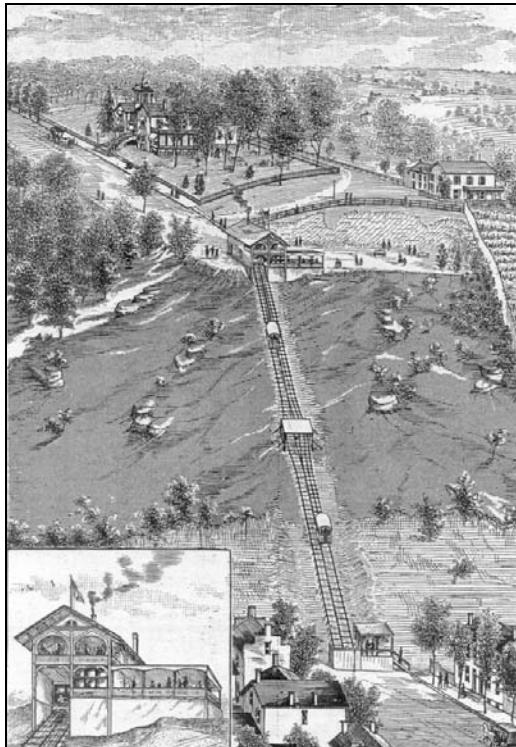


Figure 19: 1889 View of Fourth Street Elevator (Dubuque: The Key City of Iowa: Her Advantages as a Trade Center. J. K. Graves residence at upper left, Platt Smith residence at right center. This image depicts the second elevator head house, following rebuilding after the 1884 fire. Note the quarried terrace where the elevator head house is located (Dubuque: Wescott & Pittan Publishers, 1889)

This 1889 lithograph of the elevator depicts a barren bluff front with only a scattering of residences near the bluff front. Julius Graves established a private elevator system in 1882 to expedite his lunch visits home to Fenelon Place. His franchise was awarded on June 5, 1882 and the first trip took place on July 25, 1882. Graves' gardener ran the steam-powered affair from the top of the bluff, and provided his boss with three-daily trips. The July 19, 1884 fire and neighborly interest caused the elevator to be rebuilt more substantially. That system is depicted in the above image. The elevator was again consumed by fire in 1893. The *Weekly Times* observed "it will be greatly missed by the cliff dwellers." The financial recession prevented Graves from again rebuilding and a private company resulted, titled the Fenelon Place Elevator Company. The new design, with three rails and a central

bypass, remains in use today. In 1912, Clifton B. Trewin (10 Fenelon Place) became sole owner. In 1916 he rebuilt the head house and included a second floor room that was used for neighborhood meetings (*Weekly Times*, May 26, 1893; “Fenelon Place Elevator Company History,” www.dbq.com/fenplco/history.html).²

The Cathedral and Fenelon Place residents were consistent in their efforts to eliminate favored points of intimate rendezvous. The Fourth Street Elevator pagoda was removed in the mid-1920s for this reason. The following account dates to 1895:

Lovers’ Lane Closed: The Well Known Trysting Place Barred to the Public

Lovers lane, between Fourth and Fifth streets, is no more Lovers Lane. It is about as loveless a place as one would find now. The Fourth street Elevator company, a base, heartless corporation, with soul attuned only to the jingle of the almighty dollar, has begun the dastardly work of putting up a hog-tight fence at each end and the place will now be given over to the propagation of Russian thistles and things. With Rhomberg’s park closed this announcement is the nature of a swipe below the belt (*Herald*, September 10, 1895).

In October 1901 the City promised to build wooden stairs to link West 3rd Street and the Elevator, work that would be “a great convenience to persons living in that vicinity.” City Carpenter Crawford would build a set of wooden steps from Third Street to the Fenelon Place Elevator. Crawford had just finished building a new Madison Street stair system. These steps might have linked the Elevator directly south to West Third from near the crest of that street (see historical photographs of West Third Street, viewed east from the crest which appear to show these steps) (*Herald*, October 31, 1901).



Figure 20: Head of elevator, c.1915
(Center for Dubuque History, Loras College)

² Perhaps a spoof, but the *Herald* reported in mid-July 1883 that the elevator was to be re-designed on the vertical plan, with a shaft cut into the bluff with the same machinery as was then in use in the “passenger elevators now in use in the Grand Pacific hotel in Chicago.” (*Herald*, July 15, 1883).



Figure 21: Future right-of-way of Raymond Place, view north from foot of Fenelon, c.1915
Collins House visible to the left (Center for Dubuque History, Loras College)



Figure 22: Osker Family at the top of the elevator, c.1915
(Center for Dubuque History, Loras College)



Figure 22A: Contemporary view of Figure 22, view northeast
(Photo by J. Jacobsen, April 2005)



Figure 23: 1889 Perspective Map of the City of Dubuque, Iowa, 1889 (H. Wellge)

This panoramic view is of great value for dating surviving houses in the survey area. Cardiff Street has been platted and fully built up, south of West 3rd Street by this time. The Catholic Cemetery is visible as a rounded plateau, at lower left of center, below West 3rd Street. No houses are shown on the south side of West 3rd Street, apart from the Cardiff Street corners and that side of the street west of Burch Street. Fenelon Place is curiously labeled West 4th Street in this image. There is no indication that it was ever so called. The entire area is largely and substantially built up but many vacant parcels are shown and Hill Street is largely undeveloped.



Figure 24: 1889 Perspective Map of the City of Dubuque, Iowa, (H. Wellge)
Survey area boundaries marked in black.

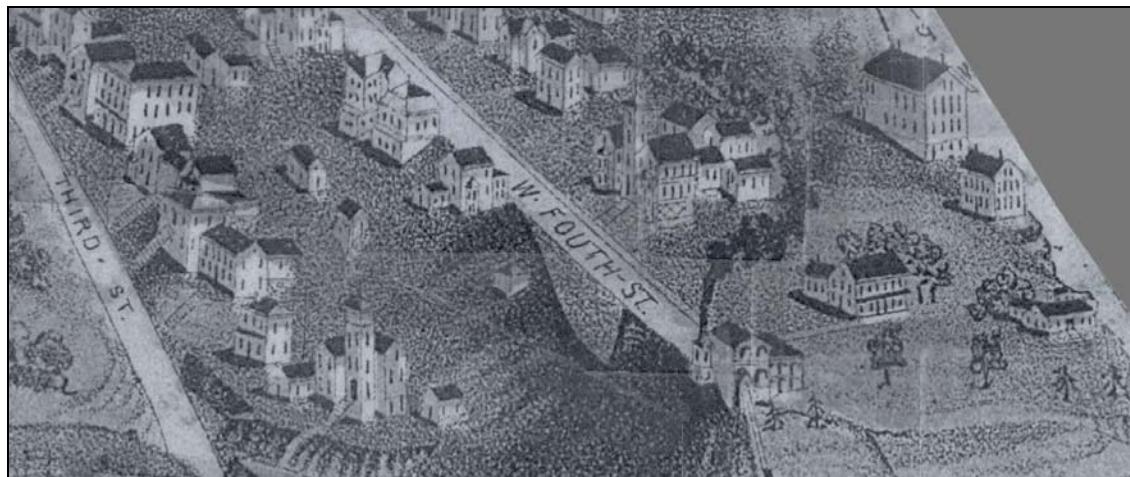


Figure 25: Enlarged detail, 1889 Perspective Map of the City of Dubuque (east part of survey area)

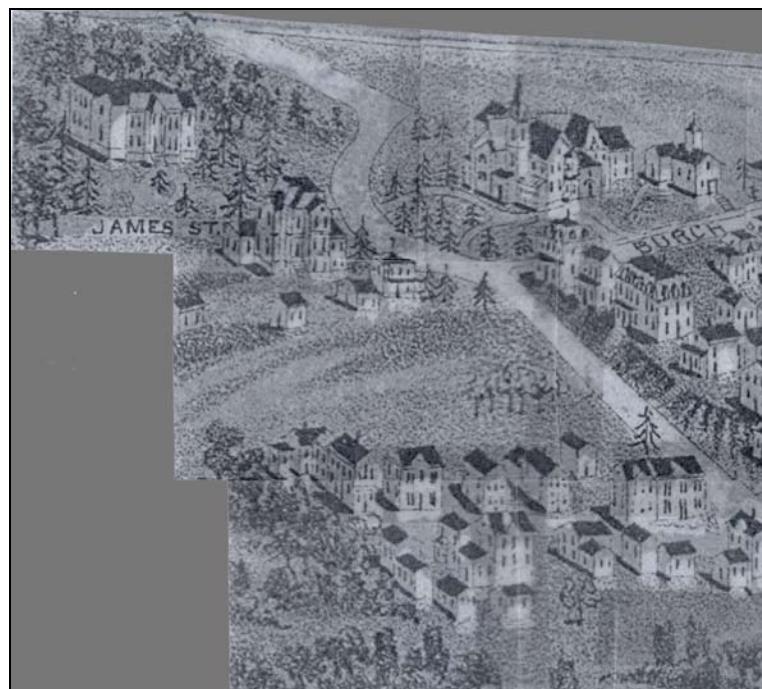


Figure 26: Enlarged detail, 1889 Perspective Map of the City of Dubuque (south part of survey area)



Figure 27: Detail, 1889 Perspective Map of the City of Dubuque (central-north part of survey area)

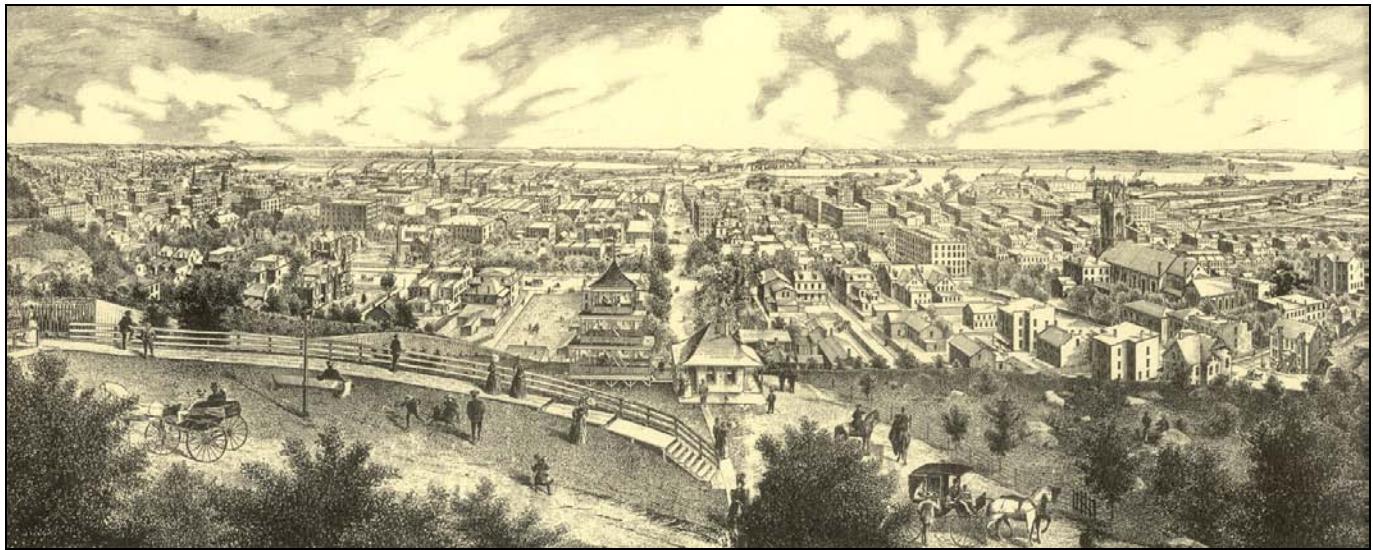


Figure 28: Alex Simplot's 1897 view east from head of 4th Street Elevator (Center For Dubuque History, Loras College).

The perspective of Figure 28g is taken from the terrace location to the west of the Elevator head house. The present day Raymond Place runs behind or east of the fenced walkway shown at front left of center. No houses are depicted and little tree cover on the bluff front. Note that carriages could ascend to the very bluff top on what is now the north side of Fenelon Place.

Extensive development was taking place to the west of Hill Street, south of Julien Avenue (now University) during the 1890s. Winona Avenue was opened between Hill and West 5th streets on May 23, 1891 and lots were being sold along that avenue in Deming & Horr's Addition, in the vicinity of Harkett's Nursery, beginning June 1 (*Herald*, May 24, 31, 1891).

The east side Hill Street between West 5th and West 3rd streets developed quite late, infilling only after the mid-1890s. The reason for the delay is not determined. The street was an important streetcar arterial beginning in the early 1870s and development along Hill had followed immediately. Numerous commercial and industrial firms dotted Hill on its west side. The list included Hughes' Shot Tower, Harkett's Nursery and a brickyard. Houses are known to have been built further west than West Third. Below West Fifth, rocky prominences largely precluded residential development.

An early mention of Hill Street dates to 1892 when residents protested a planned sewer project. The City planned to connect the Burch Street sanitary sewer into the Hill Street storm sewer. Neighbors hired attorney R. W. Stewart to oppose the plan. The City countered that flush tanks, set into the Burch Street sewer would keep both systems clean. The *Herald* offered a plausible explanation of why a unified sewer system was not being proposed and why the area remained undeveloped:

it will a hard matter to get the folks around Harkett's nursery to believe this. They insist that if there is to be a sanitary sewer on Burch and Third streets it must connect with the main system without the use of the storm water sewer. The natural route would be down Hill street and Julien avenue but J. A. Rhomberg who owns the long stretch of unimproved property along these streets, and other property holders object to the heavy assessments they would have to pay to run the sewer through an almost solid bed of rock. Capt. [Alfred] Hobbs advances further reasons against this plan proposed by the city for the relief of the Burch and West Third street folks, who have been clamoring for sewer connections for several years past.

Hobbs reported that at least one resident had already connected his privy with the sewer line and consequently the entire line to the river was in a "disgusting condition." The sewer line between Burch and Hill and 8th and Bluff had been built without manhole access and couldn't be cleaned out. Finally the mouth of the sewer had collapsed and there was no functioning sewer system (*Herald*, August 19, 1892).

Janet Groves Ferguson (1829-1905), 9 Burch Street, was born on the Isle of Wight. She married the Scot architect Archibald Ferguson in Scotland in 1850 and came to Dubuque in 1856. She was a city pioneer when she died in 1905 (*Herald*, July 20, 1905).

Architecturally, the key transformation of the neighborhood came at the turn-of-the century with the rebuilding of much of Fenelon Place in the Classical Revival style. This trend impacted the neighborhood as a whole, and at the very least, was represented in replacement porches. Many homes received their first substantial porches as a result of this building trend. While there was some belated infilling, a good number of surviving early homes, and certainly a number of frame houses, were replaced at this time.

Public transportation, that is to say electric streetcars, only achieved technical efficiency during the early years of the 20th Century. This efficiency was achieved by consolidation, technical improvements and adequate capitalization. Reliable and efficient car service could only then truly drive suburban expansion and allowed for the final infilling of still empty lots on the bluffs. Dubuque's streetcar system was substantially re-built between 1902 and 1906. For the Fenelon area, the 1906 rebuilding of the 8th Street carline was a very positive and long-sought improvement. The

entire right-of-way was re-laid with new “T” rails. The work was necessarily expensive and difficult. The *Herald* noted “Dubuque will have as perfect a car system as it to be found in any city of its size in the country.” A day later the same source observed “The Union Electric Co. has been a great factor in building up the city and has given Dubuque a model street car service. This has enabled the poor man a chance to build on cheaper ground (*Herald*, August 11, 12, 1906).”

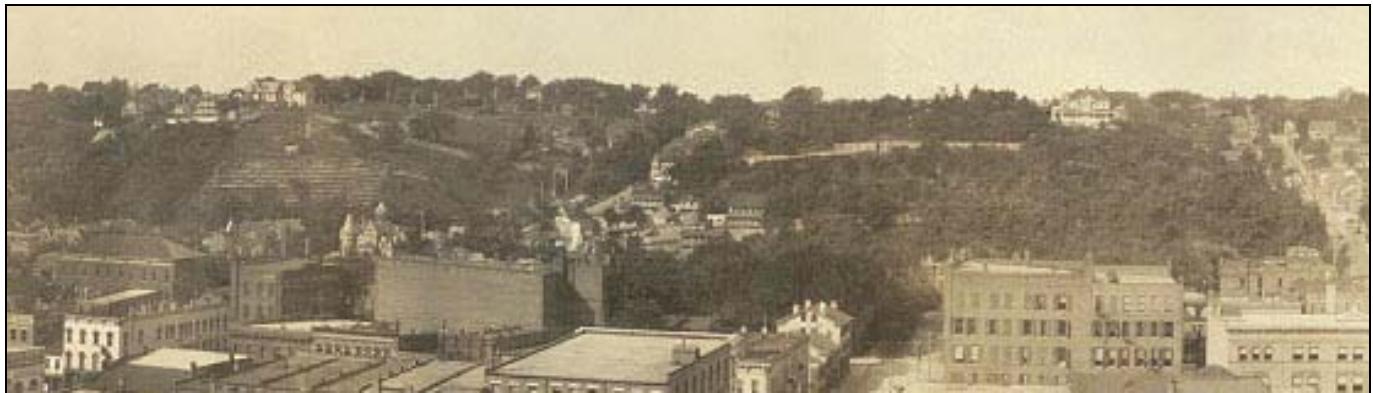


Figure 29: 1907 Detail (American Memories, Library of Congress)

In this view the Platt Smith grape vine terraces are still visible and the pagoda adjoins the Elevator, but there are no houses set along the immediate bluff front. The Platt Smith house and Lover’s Lane remain visible, while former the Rhomberg residence is well to the right in this image, reflecting the considerable distance between Fenelon and the 5th Street hills.

The Waterworks plant on West 3rd was in place by 1937, at which time twin 10” and 12” inch mains were laid along West 3rd Street, Burch, and West 5th and Hill streets to connect with a new water tower located at College and West 3rd streets. It was hoped that the guaranteed water pressure would lower residents’ fire insurance premiums by guaranteeing water pressure for the neighborhood. The waterworks plant on West 3rd was graded and landscaped at this time (*Telegraph-Herald*, May 23, 1937).

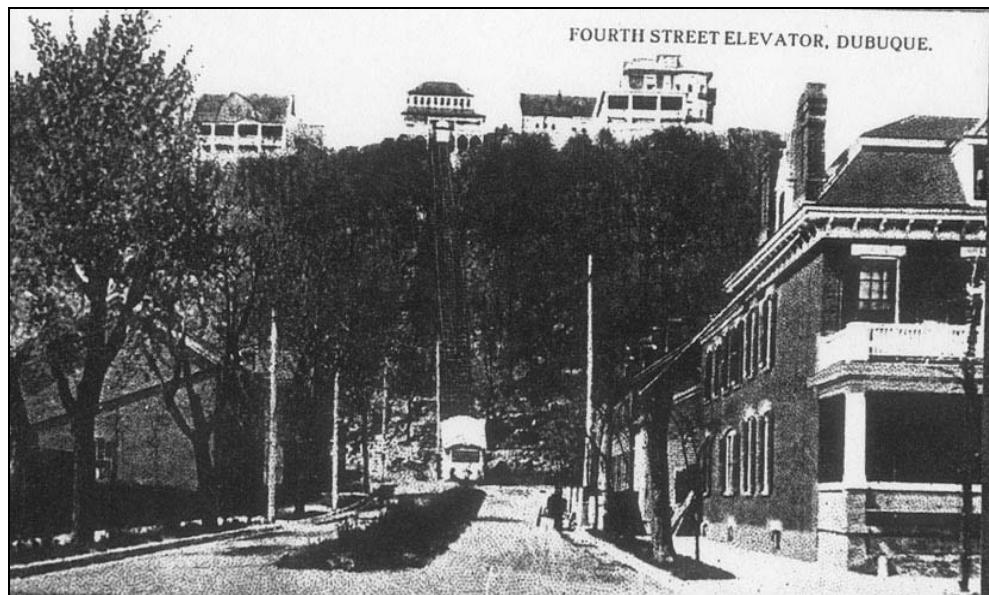


Figure 30: Fourth Street Elevator, c.1915, view west

(Center For Dubuque History, Loras College, Photo Collection, #FBL 4826)

Figure 3 depicts 512 Fenelon with extensive east side double-decker porches (1896), the Elevator building without the pagoda (demolished 1920-21), 515 Fenelon (1906), and 410 Raymond

Place (1910-11) with its double-decker porches. By this time the bluff front is largely grown over with young tree growth.

Many of the streets remained unpaved and largely unimproved well past the turn of the century. Final grade on West Third Street wasn't set until 1908. That street was paved from Burch to Alpine with asphaltic concrete and given concrete curbing in 1915, at a cost of \$15,527. Fenelon Place, between Raymond Place and Burch, was similarly paved in 1913 for \$8,558. The full length of Cardiff received a sanitary sewer in 1914. Burch Street was given brick guttering between West 5th and Fenelon, for \$1,065 in 1914 (*Telegraph-Herald*, December 28, 1913; December 27, 1914; December 26, 1915).



Figure 31: 1928 Streetcar Map Detail

Streetcar lines flanked the neighborhood along Dodge and West 8th-Hill-West 3rd streets. These were supplemented by the Fenelon Place Elevator. West 3rd Street then served as the boundary between the 1st and 2nd Wards and the majority of the neighborhood was in the latter ward. This map continues to depict the Catholic Cemetery on West 3rd Street. Note that Augusta Avenue apparently then angled into West 3rd just to the east of James Street. The black dots locate *Telegraph-Herald* subscribers and these locate many later infill houses along the south side of West 3rd and the same side of West 5th. Undeveloped is Cooper Place although the street is depicted. Raymond Place is called John Street.

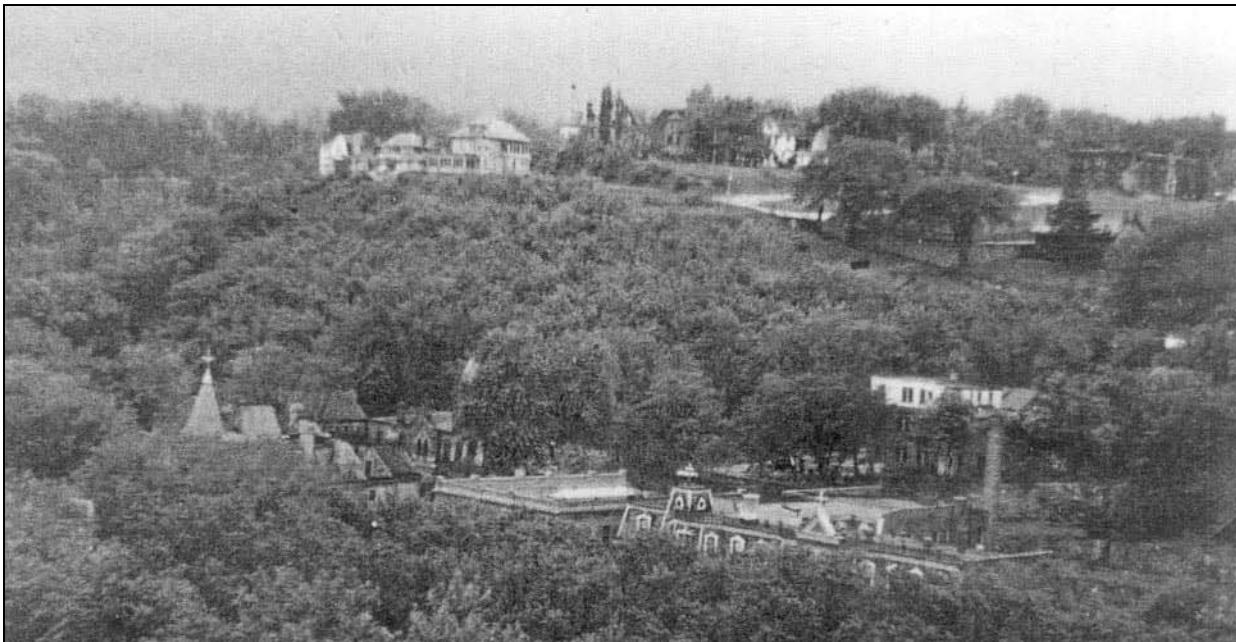


Figure 32: Late 1940's image, view toward the southwest, showing undeveloped Cooper Place (Center For Dubuque History, Loras College, Photo Collection, #SCH 037)

This later date image (Figure 32:) depicts the Fenelon neighborhood before its final development, Cooper Place was platted and built up. At the left of center are 512 Fenelon (1896), the Elevator building, and 410 Raymond Place (1910-11). At rear center, from left to right are 515 Fenelon (1906), 536 Fenelon (1922), and 560 Fenelon (1901). At rear far right are the Claridge Apartments (1929). Still visible is the incline of Lovers' Lane and the stone retaining walls associated with it and West 5th Street.

Developers and Key Houses:

One early landmark house was that of Cornelius Collins, who, in 1867, built a \$3,000 five-room brick or stone house “on the side of the bluff [at the head of 6th Street], among a mass of rocks, where no one would think of erecting a house.” Termed “one of the finest residences in the city – It can be seen from all parts of town, and commands a fine view of the river, north or south.” While not in Fenelon proper, Collins was a significant home builder in the area. He came to the city in 1841, he traded his labor in exchange for the brick work on his first house. By 1867 he had built 11 substantial houses in this part of the city (*Herald*, July 12, 1867).³

Rufus Rittenhouse built up the west side of Summit Street in 1857 when he erected a block of eight houses. The houses were said to be “admirably located” and in “a good neighborhood” with a “delightful view” (*Times*, August 24, 1857).

Julius Rhomberg built his own palatial house on the West 5th Street Hill but he also built up the general area. He offered three new brick houses for sale in late 1869, all located on his hill, and all just three minutes’ walk from the downtown. Rhomberg’s impact on the Fenelon area came in the forms of his promotion of bluff top living as well as his West 5th Street improvements (*Herald*, August 27, 1869).

³ A large rock outcropping known as the “Pulpit” stood above Collin’s house. It was blown up in mid-1869 to protect the house below it (*Herald*, May 11, 1869). Collins started a foundation for a new brick building on West 5th Street in the spring of 1881 (*Herald*, April 18, May 19, 1881).

A major Fenelon area developer/builder was John McCoy. He purchased the William Chamberlain lot adjoining Julius Grave's house on Fenelon and announced plans to build an "elegant and substantial brick residence" on the parcel that same season in early 1869. The *Herald* noted "Mr. McCoy is one of the men who largely aid in the improvement and growth of our city." When the Chamberlains offered the parcel for sale, the *Herald* added "This is one of the pleasantest places in the city. A large handsome well built house, ample grounds in a most elegant excellent neighborhood – there is everything to make it a desirable home (*Herald*, May 16, July 1, 1869).

House building and swapping on Fenelon Place and in the neighborhood proceeded at a feverish pace during 1869. John McCoy sold a new house on Fenelon to J.K. Duncan for \$2,325. W. H. Robbins sold his Summit Street residence to Alpheus Palmer for \$4,000. "Both purchases," noted the *Herald*, "are considered bargains by knowing ones." The Fenelon sale by McCoy apparently involved a lot he purchased from George Gray in March 1869 for \$600 (*Herald*, March 9, May 2, 8, 9, 1869).

Early in 1874 George Burch purchased and occupied what was called the Scott Mansion on West 3rd Street. The Scott family occupied Mayor Sol Turck former house on Fenelon Place, where they suffered a robbery in 1876. Mrs. Phil Ryan purchased the C. Mason property on Fourth west of the bluff, that consisted of three houses and lots (*Herald*, May 1, 3, 8, 1874).

The northeast portion of Fenelon Place remained undeveloped as of 1940. It was platted and streets were laid out along with the rest of the neighborhood but the lots remained bare. Dean and Regina Cooper re-platted the area as Cooper Place with a half-boulevard focal point. The plat included Gilmore Street and Raymond Place, both of which were named after Raymond Gilmore, Dean Cooper's grandfather. Two houses were built on the west end of the plat in 1940 but other developments were delayed until the early 1950s. The Coopers built a small number of rental properties at the east end of the plat, including a double-minimal traditional plan at 416-18 Raymond Place. That double house was veneered with salvaged stone from the demolished A. A. Cooper mansion at 5th and Bluff (the "Greystone"). They also assembled the Lustron cottage (515 Cooper Place) and adjoining cottages on Cooper Place and Raymond Place. Most of the other lots were sold off and built on individually, and examples such as 595 Cooper Place were self-built. Residents later furnished Cooper Park with play equipment. At least one cottage on Cooper Place was demolished by a developer with the intention of building a larger tenement. The Coopers donated bluff front land to the city with a promise of park development and the opening of the sidewalk to West 5th Street, but nothing has been done along those lines (Interview with Ms. Patricia Schreiber, June 8, 2005).

Area Landmarks:

The Fenelon Place or Prospect Hill area is much more defined by its stark topography, particularly the Third and Fifth street approaches, the former Catholic Cemetery site and the elevator approach. There are just two major non-residential entities in proximity to the area, these being the Fourth Street Elevator and the West Third Street Water Reservoir. Both are excluded from this survey and the former is listed on the National Register of Historic Places as part of the Cathedral Historic District. The 7.12 million gallon water reservoir was established in 1914 as a major part of the belated creation of an effective municipal water system. The reservoir failed to meet initial expectations because algae infestations required bi-monthly drainings and cleanings and the reservoir was never full for that reason. The reservoir was covered in 1922 and this problem was eliminated (*Telegraph-Herald*, August 24, 1930).

Individual House Images:

4th Street Elevator:



Figure 33: The Farley 4th Street Elevator, c.mid-1880s, view west from West 4th Street
(Photo EVM7525, Center For Dubuque History, Loras College)



Figure 34: 4th Street Elevator, view west, c.1885
(Photo RM 1014, Center For Dubuque History, Loras College)

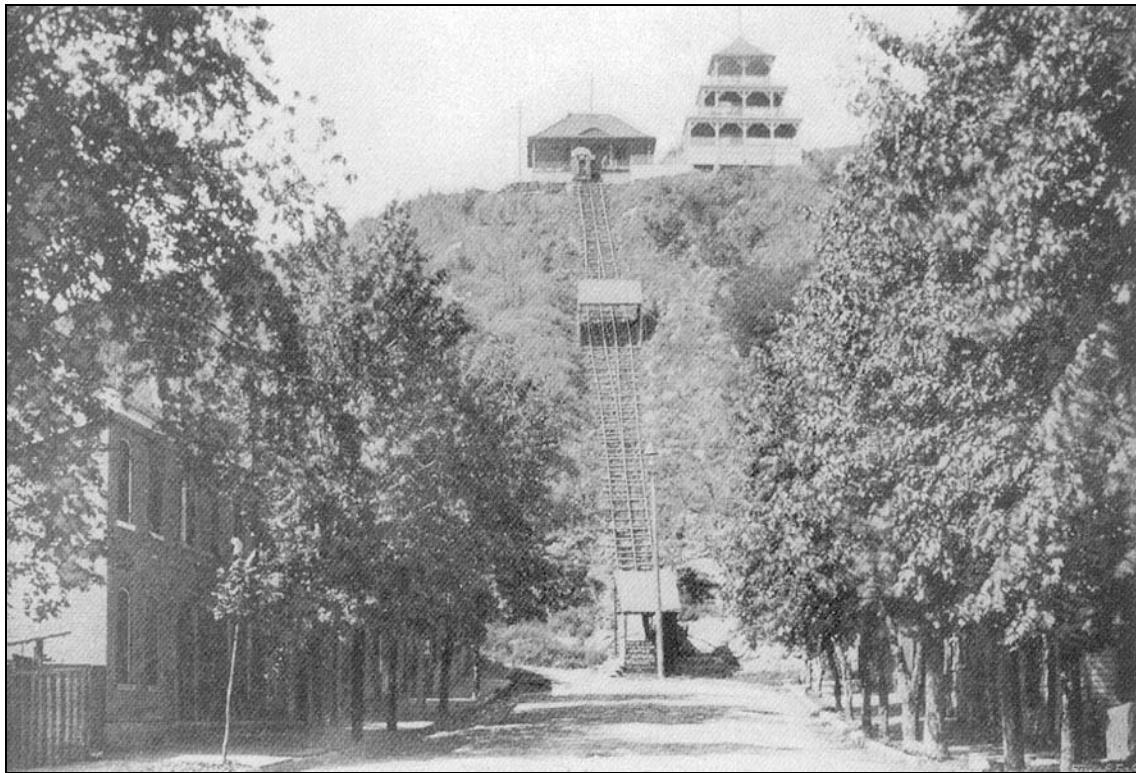


Figure 35: 4th Street Elevator, view west along West 4th Street
(Souvenir Gems of Dubuque, 1897)

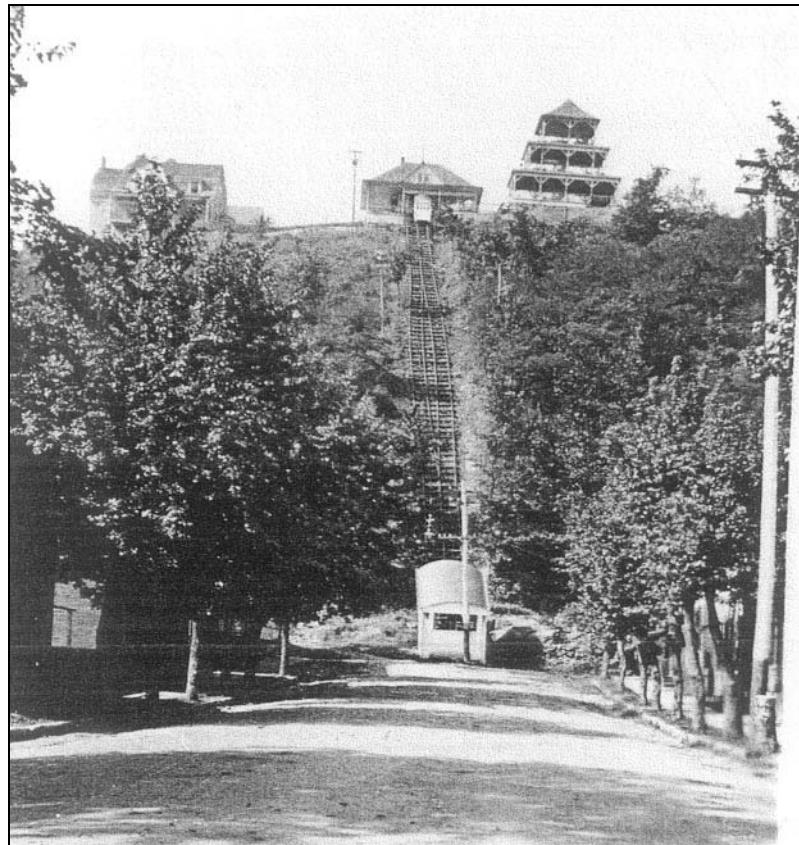


Figure 36: Fourth Street Elevator, view west, c.1910
(Center For Dubuque History, Loras College, Photo Collection, #7525)



Figure 37: West 2nd and Locust, view northeast, c.1915 (postcard view)
(www.freepages.history.rootsweb.com)

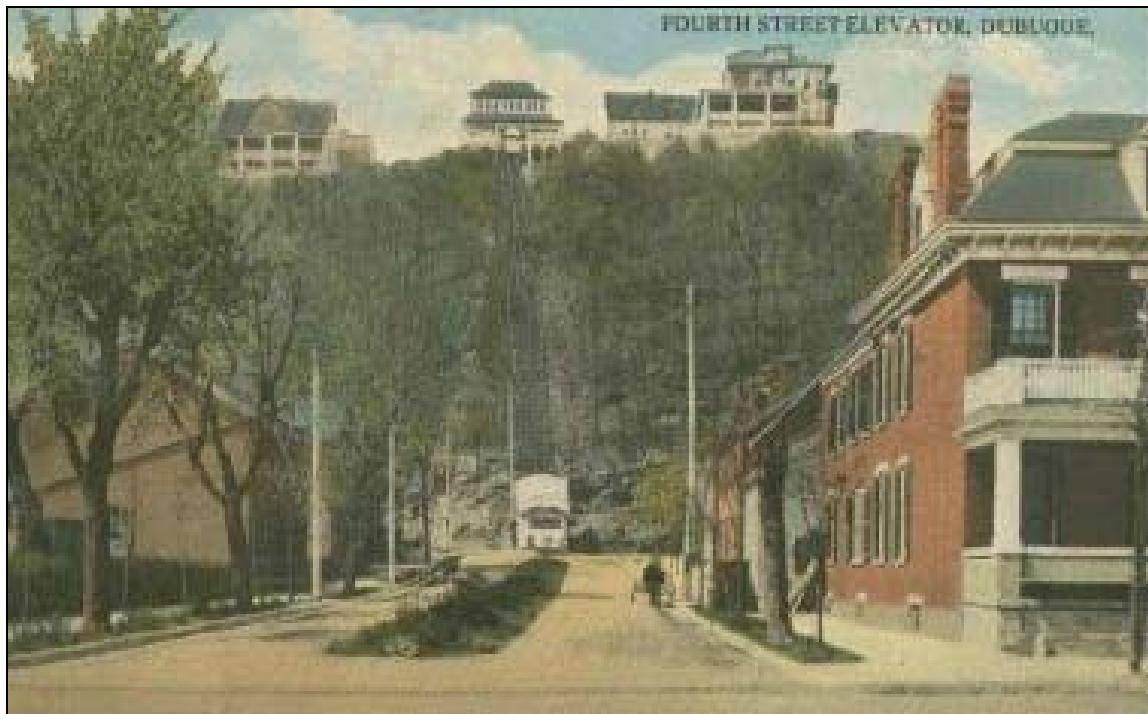


Figure 38: West Fourth Street west from Locust, c.1920 (post card)
(www.freepages.history.rootsweb.com)

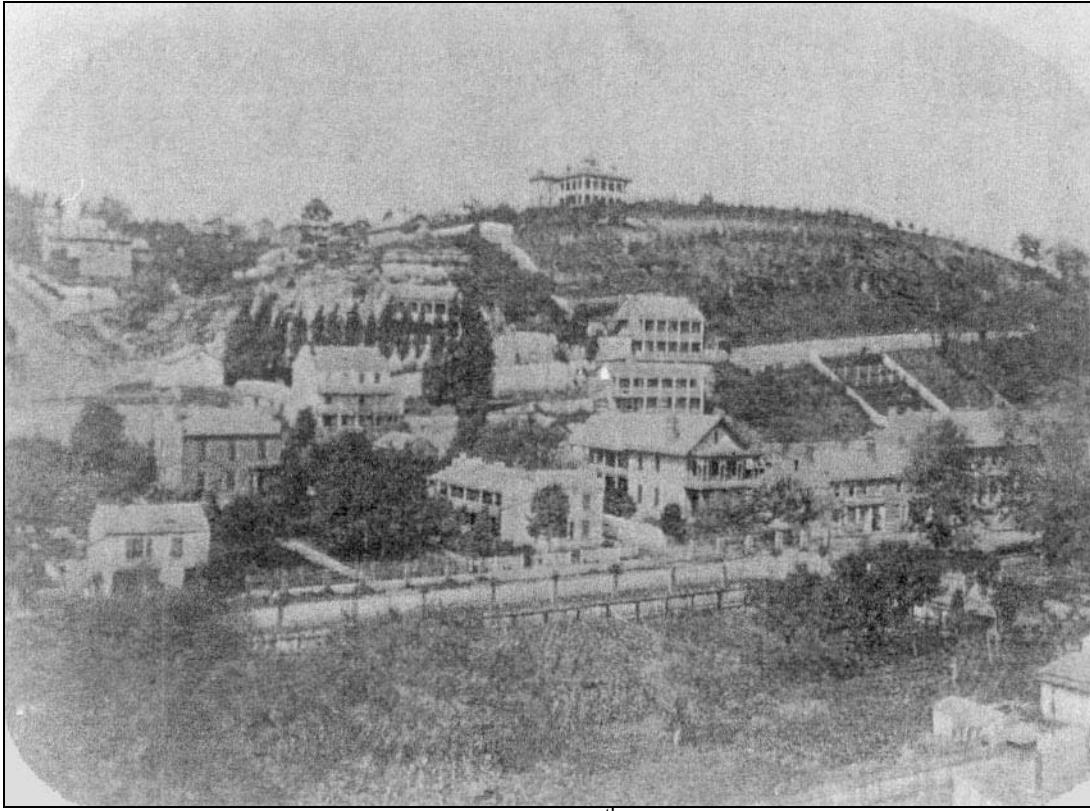


Figure 39: View northwest from West 5th and Locust streets, c.1870-75
(Photo 7112, Center For Dubuque History, Loras College)

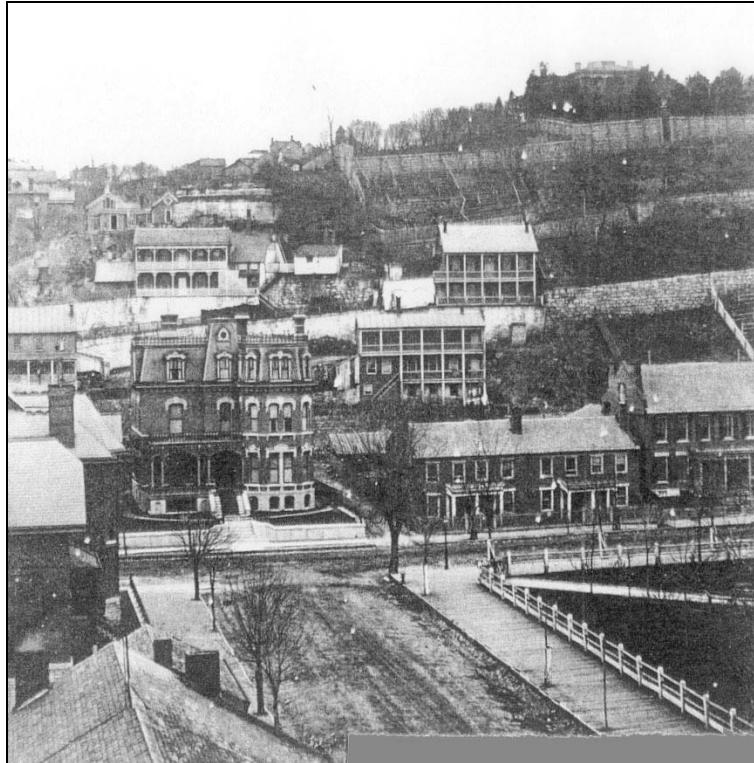


Figure 40: West 6th Street, view west from the roof of the Herald Building, Farley Mansion, c.1890
(Photo LHH 4912, HAM 846, Center For Dubuque History, Loras College)

West 3rd Street:

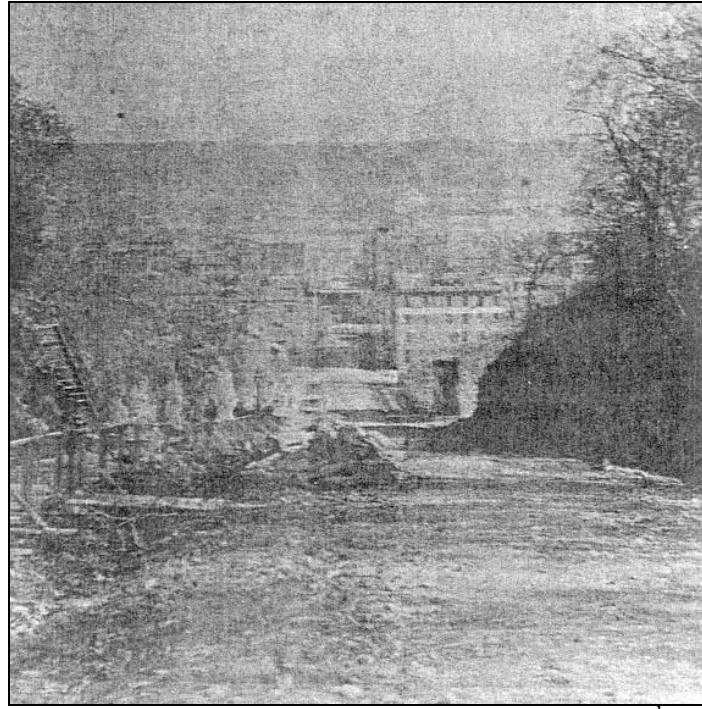


Figure 41: Samuel Root photo, view east from top of West 3rd Street, c.1869
(Center For Dubuque History, Loras College, Photo Collection, #1407)

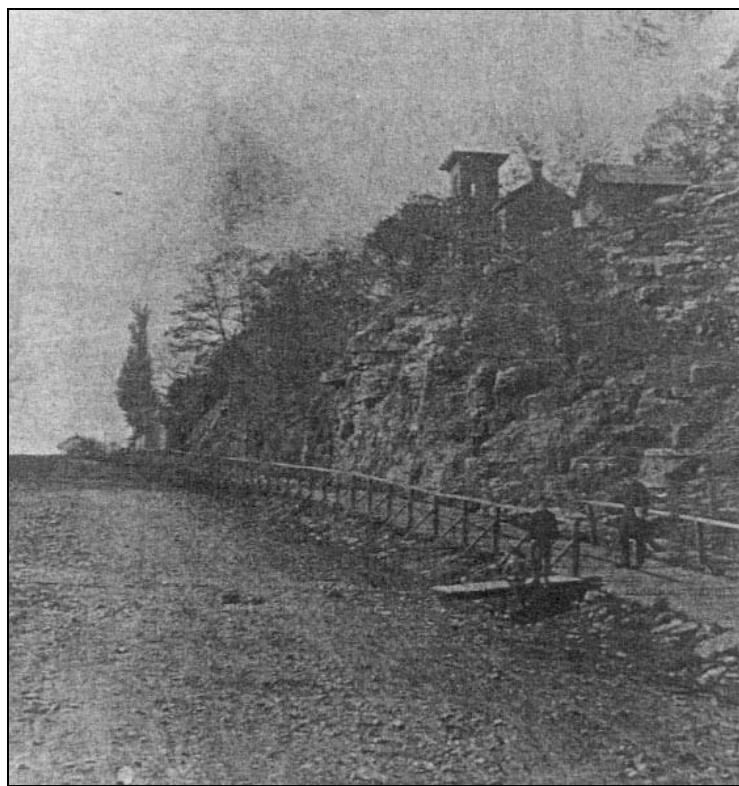


Figure 42: Samuel Root photo, view northwest towards north side of West 3rd Street, c.1869
(Center For Dubuque History, Loras College, Photo Collection, #1374)

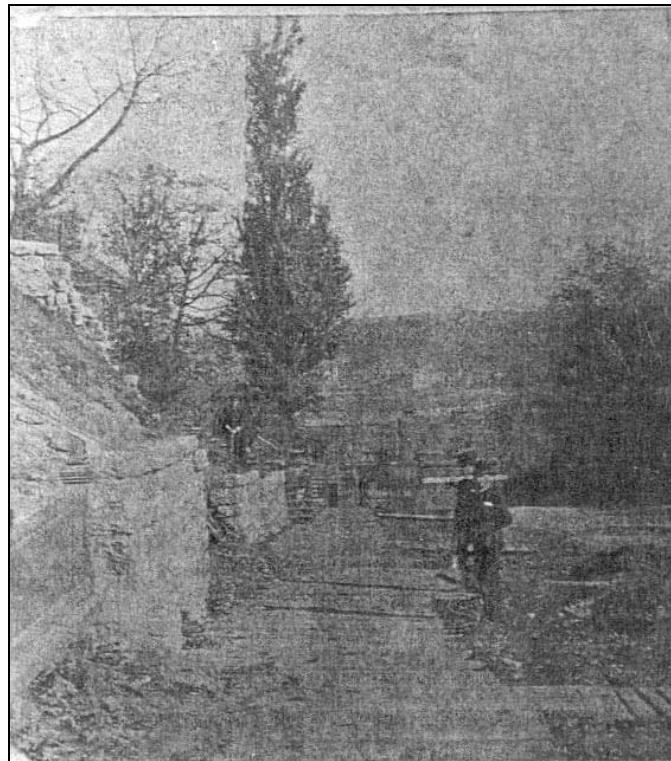


Figure 43: Samuel Root photo, view east from top of West 3rd Street, north side of street, c.1869
(Center For Dubuque History, Loras College, Photo Collection, #1405)



Figure 44: Samuel Root photo, view northeast towards north side of West 3rd Street, c.1869
541 West 3rd (Thomas Flaherty House) is visible at left of center
(Center For Dubuque History, Loras College, Photo Collection, #1375)



Figure 45: Samuel Root photo, view southeast from just west of St. Mary Street, near base of West 3rd Street, c.1869, showing close proximity of St. Raphael's Cathedral
(Center For Dubuque History, Loras College, Photo Collection, #1373)



Figure 46: Residence of M. H. McCarthy, 256 West 3rd (*Souvenir Gems of Dubuque*)
(non-extant)



Figure 47: Rich House-890 (then 374) West 3rd Street, 1897, view southeast
(*Souvenir Gems of Dubuque*, 1897)



Figure 48: Rich House-West 3rd Street, 1890's, view southeast
(Dubuque County Historical Society)



Figure 49: Burch House, 380 West 3rd Street, 1897, view northeast
(*Souvenir Gems of Dubuque, 1897*)
(non-extant, 901 West Third)



Figure 50: L. C. Bissell House, 900 (then 400) West 3rd Street, 1897, view southwest
(*Souvenir Gems of Dubuque, 1897*)



Figure 51: West Third Street viewed west from east of Burch, looking towards Hill Street
Houses in foreground, are right of center Geo. F. Atkins (now 971 West 3rd), B. M. Harger
(non-extant), and Fred Bell (non-extant). The back of 308 Hill is in the background, directly in line
with West 3rd Street (*Souvenir Gems of Dubuque, 1897*)

West 5th Street:



Figure 52: Watters House, 794 (then 360) West 5th Street, 1897, view south
(*Souvenir Gems, 1897*)

Fenelon Place/Street:



Figure 53: Fenelon Place, view west towards Summit, from near Fourth Street Elevator
(Center For Dubuque History, Loras College, Photo Collection, #NGL 1973)



Figure 54: Fenelon Place, viewed southeast, c.1870s
(Center For Dubuque History, Loras College, Photo Collection, #RM 1045, also as Ham-848)

This rare view of the south side of Fenelon, documents a range of frame houses which are non-extant. Note the elaborate fencing and the contested broad sidewalks. This view was taken to the east of Summit Street.

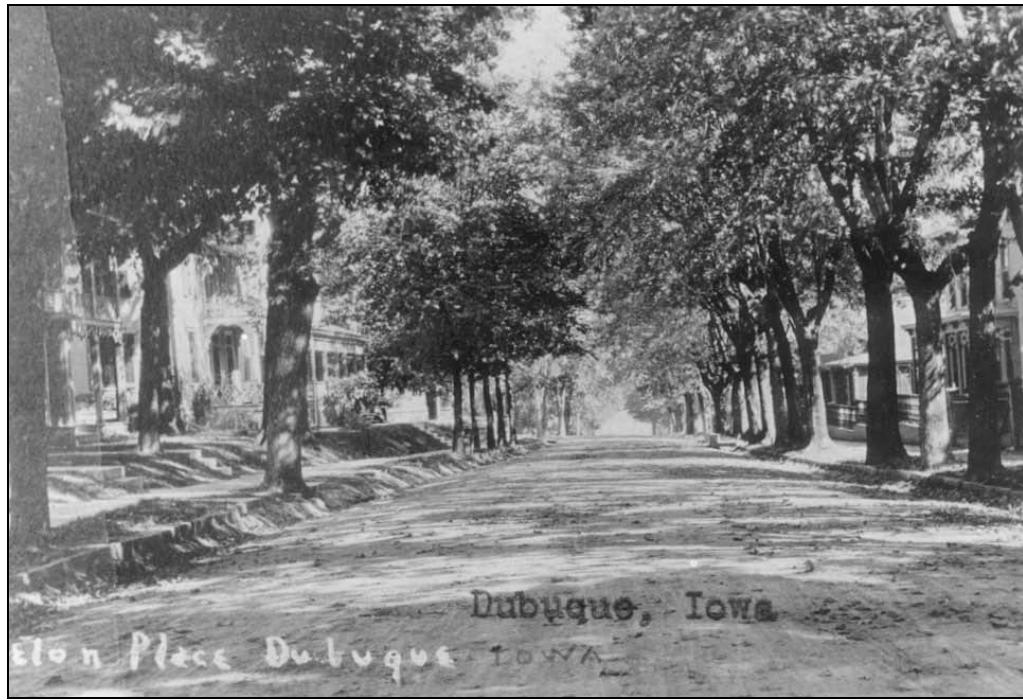


Figure 55: View east along Fenelon from west of Summit, c.1910
(Center For Dubuque History, Loras College, Photo Collection, #FBL 4710)

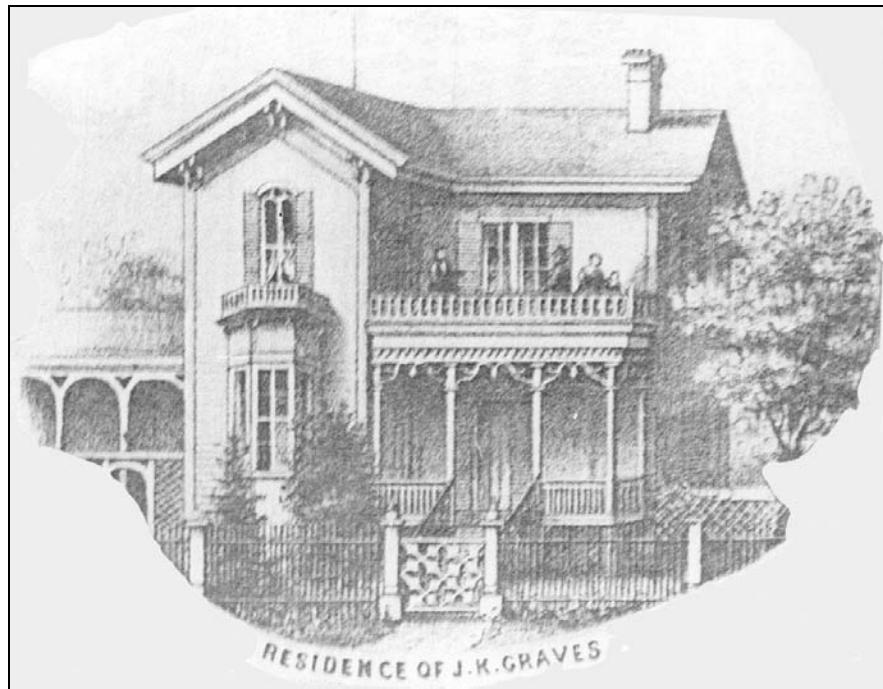


Figure 56: J. K. Graves Residence, Fenelon, 1866 (non-extant)
(Center For Dubuque History, Loras College, Photo Collection, #KRE 132.1)

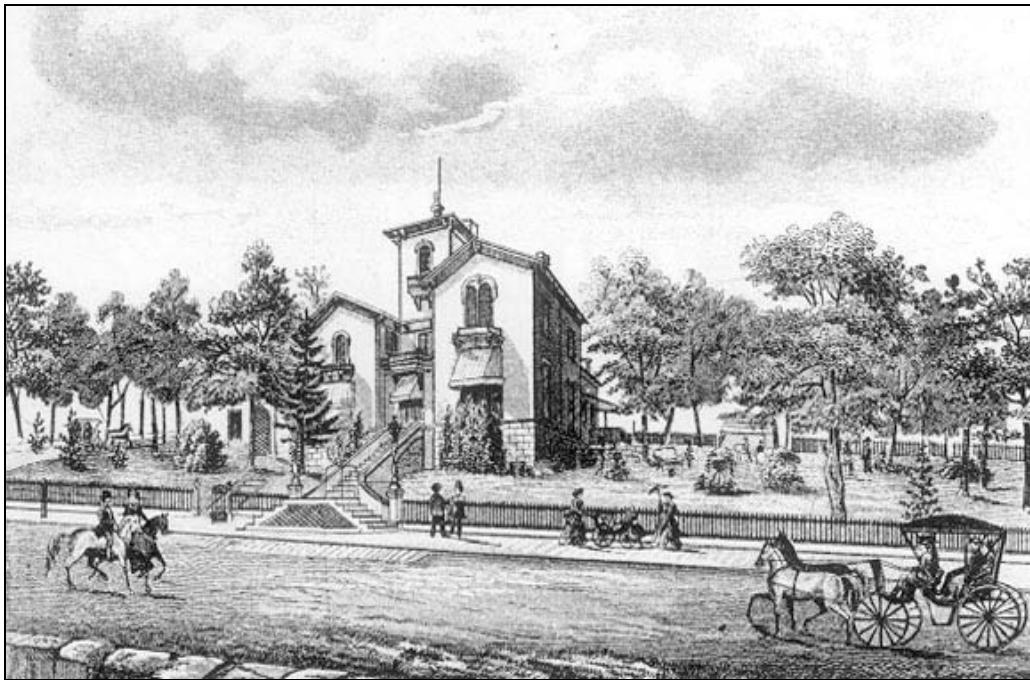


Figure 57: Residence of Hon. J. K. Graves, No. 25, Fenelon Place
(Andreas Illustrated Atlas, 1875, p. 332)



Figure 58: J. K. Graves House, view northwest, (non-extant)
(Center For Dubuque History, Loras College, Photo Collection, #RM 1148)

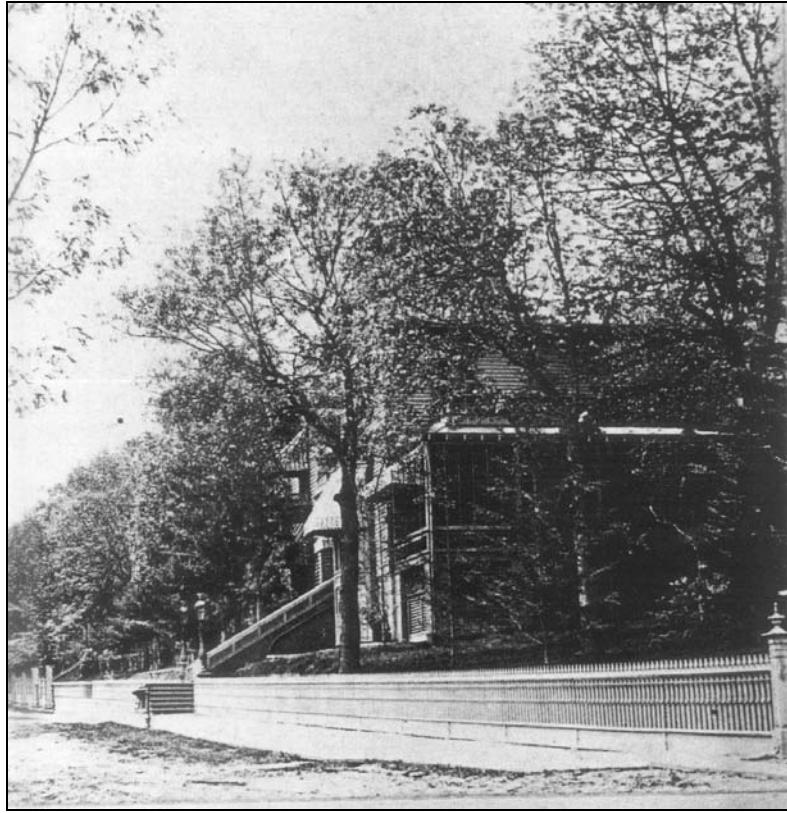


Figure 59: J. K. Graves House, Fenelon Place, view northwest, c.1870s
(Center For Dubuque History, Loras College, Photo Collection, #RM 1147.2)

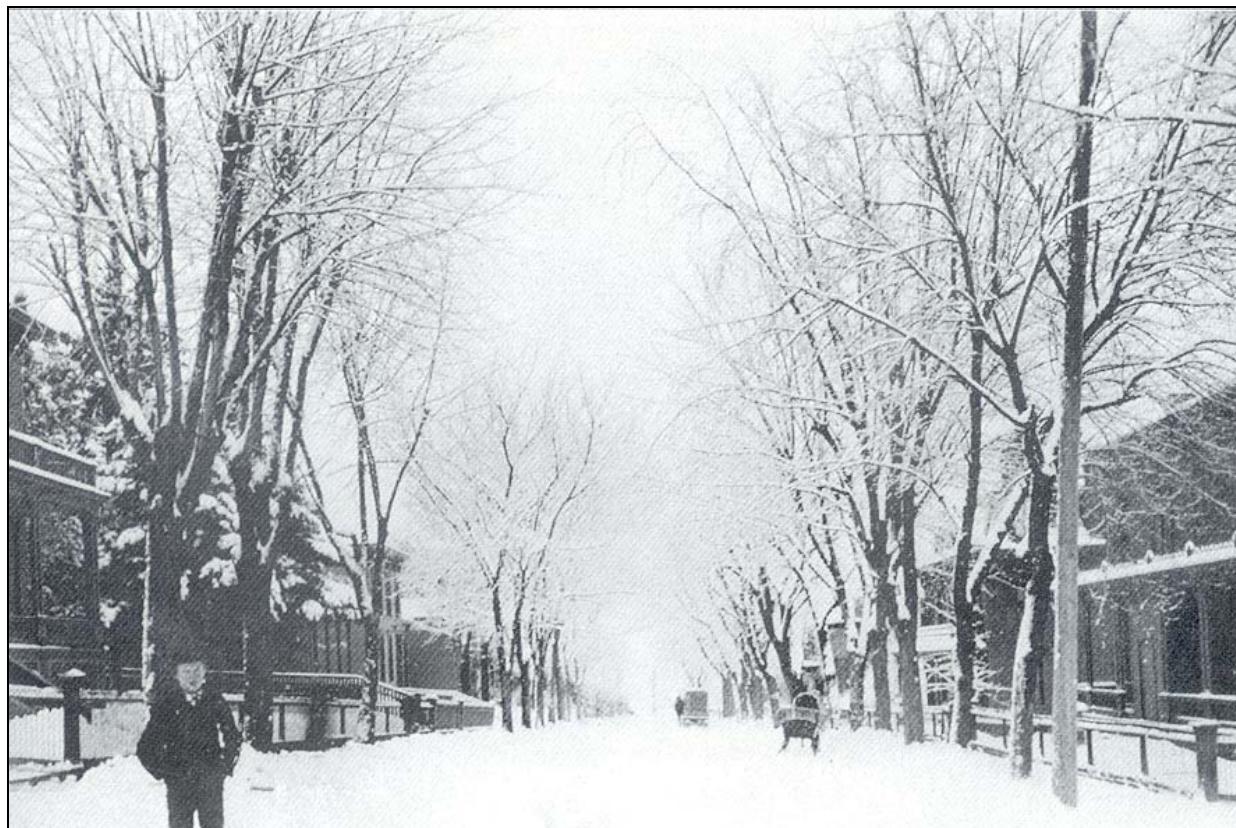


Figure 60: Winter scene on Fenelon, view east from west of Summit, c.1897
(*Souvenir Gems of Dubuque*)



Figure 61: West Third and Fenelon Place, view northwest
521, 541 West Third, 512-565 Fenelon Place are visible
(Telegraph-Herald Staff Photo, November 27, 1974)



Figure 62: 710, 732, 760 and 788 Fenelon Place, view southwest
(Telegraph-Herald Staff Photo, December 15, 1957)



Figure 63: 541, 565, 583 Fenelon Place, view northwest
Telegraph-Herald Staff Photo, December 15, 1957

Burch Street:



Figure 64: 409 (then 395) Burch, c.1900, view west
(Center For Dubuque History, Loras College, Photo Collection, #WHT 7121)



Figure 65: G. A. Shenkowitz residence, 409 Burch, c.1897
(*Souvenir Gems of Dubuque*)

Summit Street:

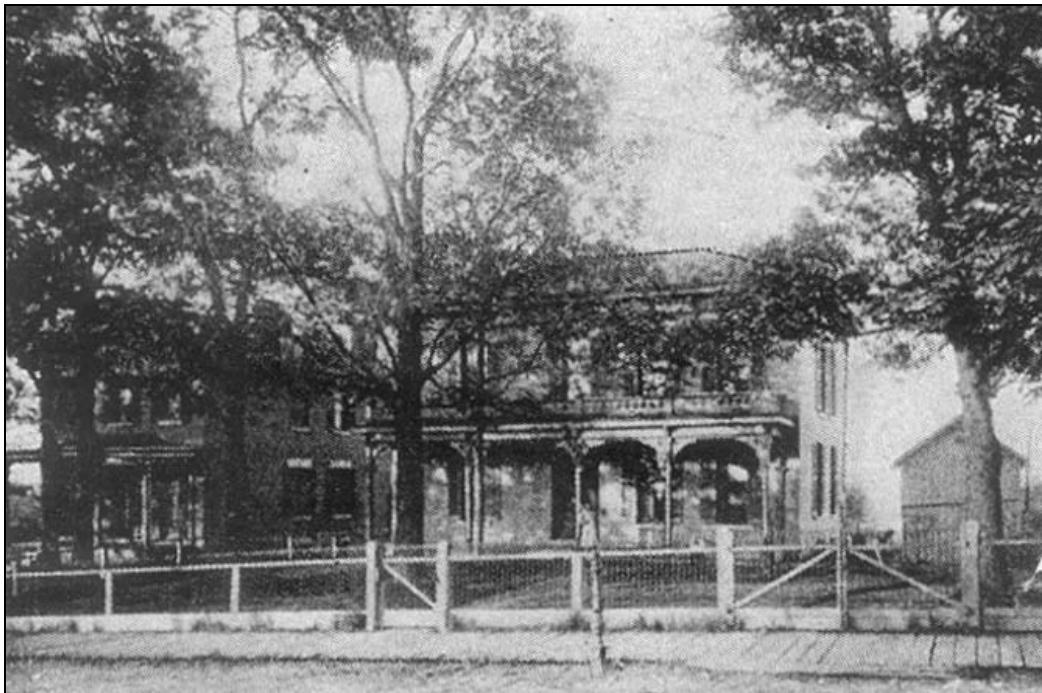


Figure 66: Home of J.H. Kleine, 448 Summit (then 104 Summit) 1897, view east
Also visible to the left is 460 Summit. Note the carriage house visible at the right, also the plank
sidewalk and fence (*Souvenir Gems of Dubuque*)



Figure 67: 3rd Street Water Reservoir, view northeast towards West 3rd Street
(Photo by J. Jacobsen, April 2005)

Part II: North Main Or Madison Park Neighborhood Historic Survey Report

Findings:

A proposed historic district (Figure 68) is recommended for this survey area. The topographical focal point of the district is Seminary Hill or the east end of same. Clarke Drive, and the cross or intersecting Madison and North Main streets comprise the district. Houses front north and south along Clarke and east/west along the other two streets. Two houses, located outside of the survey area (1906, 1924 North Main) were added to the district. Both are well-preserved brick gable front Italianate style plans and they are located at a key intersection within the district. Of 40 houses, 18 are of brick construction. Half of the non-brick houses are located along both sides of Clarke Drive to the west of Madison Street. Brick is the dominant building material along Clarke to the east of that point and along North Main Street.

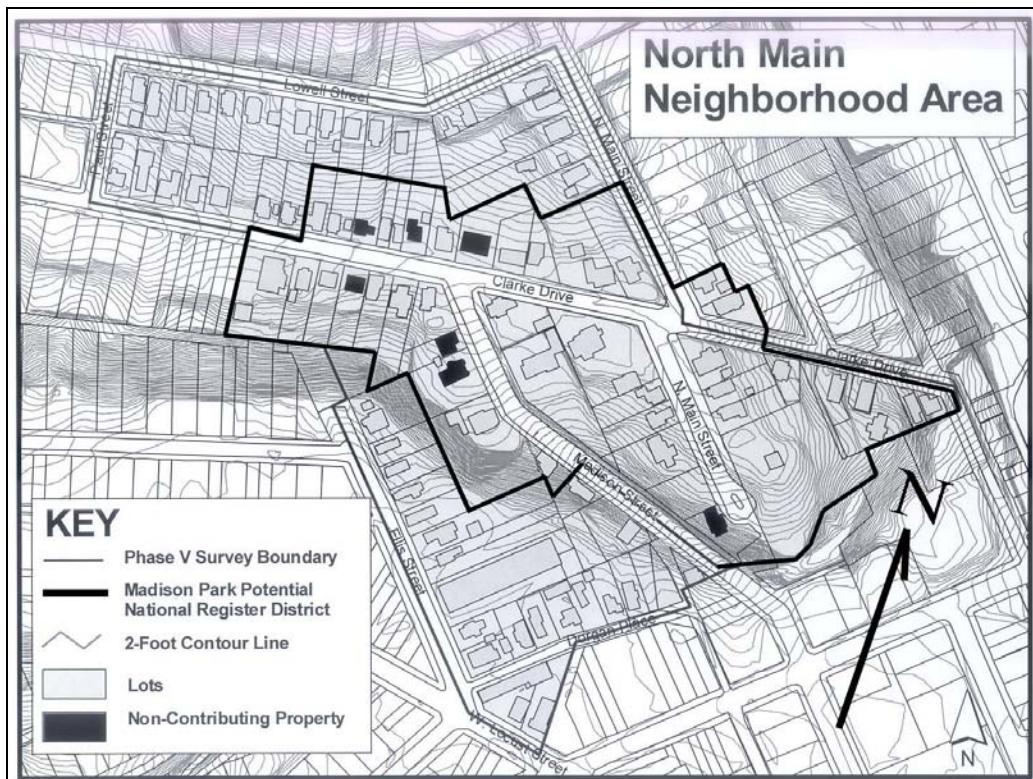


Figure 68: Proposed Historic District
(Map prepared by the City of Dubuque, 2005)

As is true with Fenelon Place, the proposed historic district's focal point is the southern termination of North Main Street. That street, now Madison Park, abruptly ends at the top of a limestone bluff. The district more broadly encompasses the eastern and southern end of Seminary Hill, and its steeply pitched approaches along Madison and Clarke streets. Clarke Street follows the crest of Seminary Hill westward but the district ends once the higher proportion of early house styles and brick houses declines. The district has suffered minimal later-date infilling just a few of the small number of non-contributing houses involve cases of recent construction.

The principal difference in the style and type makeup within the survey area is the preponderance of vernacular types, principally gable fronts. There are 40 gable front or variations, two side gable and one pyramid roof examples. Stylistic examples are earlier in date and style than are those found in Fenelon Place. There are four Second Empire, one Federal, 11 Italianate, three Queen Anne, seven Classical Revival and one Colonial Revival examples. Twentieth Century types are not

well represented. There are just three bungalows, a single Craftsman example, two four squares, one Tudor Revival cottage, two minimal traditional, and one Colonial Revival cottage. Like Fenelon Place, this survey area is completely residential in its makeup, save for a single storefront that is located on the southwest corner of the area. There are no churches or institutional buildings present. One large apartment complex replaced a house on Ellis and an Italianate house on North Madison was transformed into an apartment.

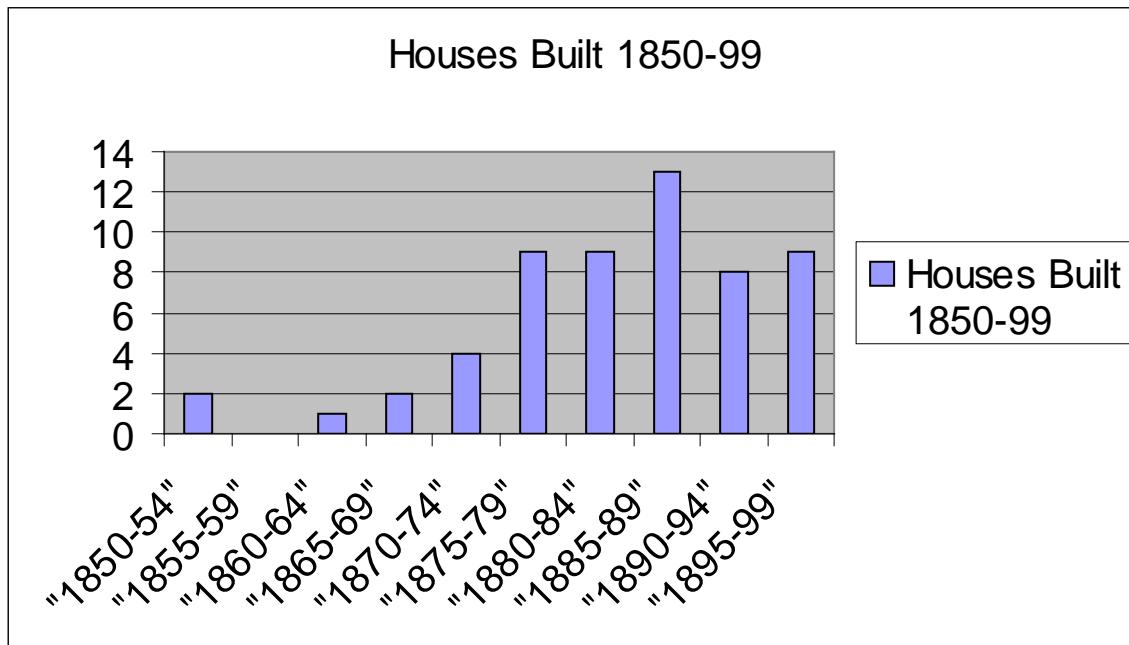


Figure 69:

Fifty-seven houses date to 1850-99. As was the case with Fenelon Place, many early frame houses no longer exist and just nine houses pre-date 1875. All but two of these are located within the proposed district and two “bookend” the east and west ends of Clarke within the district. Four examples comprise a north/south running backbone of early houses along the west side of North Main and on opposite sides of Clarke. Many of the disappeared houses are documented as having stood along the north side of Seminary/Clarke, west of North Main. During the post-Civil War years these lots were uniformly built up simultaneously. There was an apparent preference for south-facing homes and during the treeless or clear-cut era of early Dubuque, these houses enjoyed an excellent view. Seminary Hill proper was also developed prior to and after the Civil War and a clustering of Italianate Villa examples were built along either side of North Main Street, below Seminary/Clarke. Sustained development began during the later 1870s and continued through World War I.

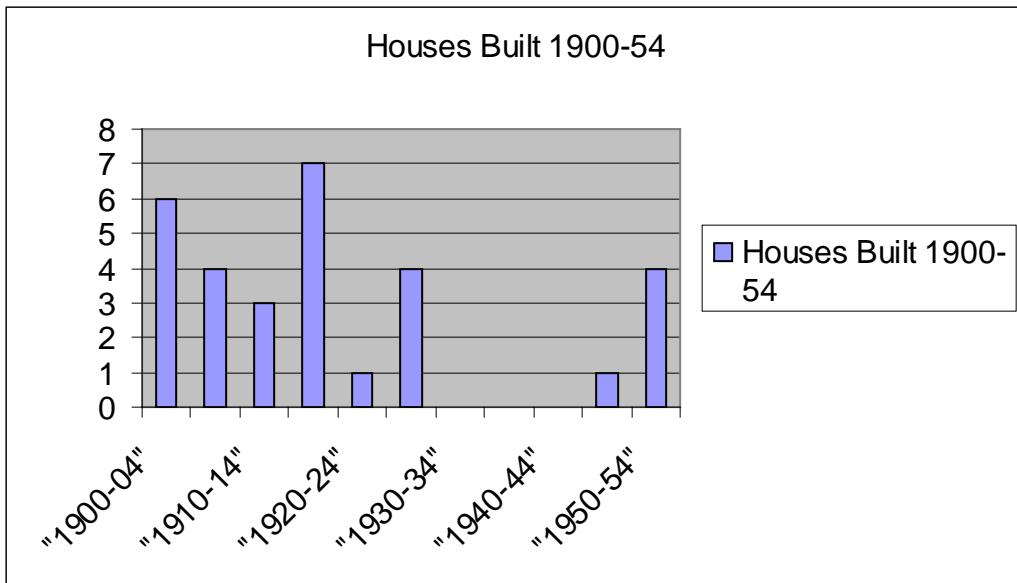


Figure 70:

Thirty houses were built between 1900 and 1954. Just three houses postdate 1955. The development of the survey area was sustained between 1875 and 1919. A few houses were added during the late 1920s. A small number of post-World War II infilling (just five houses) and only three houses postdate 1955. Half of the eight later-date houses, built 1949-88, located on Clarke west of Madison. Three of the examples were on Madison or Ellis streets. The survey area is therefore notable for its relatively early range of houses, by no means the earliest in date, but representative of a sustained development, largely vernacular in type.

The earliest house building occurred along North Main and Seminary/Clarke. Madison was built up south to north between the 1870s and 1890s. Ellis's houses date to the same period. The west end of Clarke was built up during the 1880s and 1890s. Lowell (formerly Liebnitz) was developed between the 1890s and World War I, with nine of 13 houses dating between 1899 and 1910. Dorgan Place dates to 1886-91 with two later houses. North Main, above Clarke, dates 1895-1913. The base of Clarke was also late to infill due to the steep bluff fronts which flanked the street on both sides.

The Classical Revival style has a lesser presence within the survey area. Three of five examples are found along Lowell Street, where they are intermixed with bungalow and Craftsman examples. The Italianate examples, mostly side-hall plans, are almost all located along Clarke and North Main. All of the Second Empire examples are on Clarke Street.

Descriptive Overview:

Like the Fenelon Place neighborhood, the North Main or Madison Park neighborhood occupied a prominent bluff-top vista (Seminary Hill) and its residents enjoyed an excellent vista until reforestation covered the completely denuded bluffs around the city. Seminary Hill, also like Fenelon, is a general descriptor that covers a very broad area, likely including the area as far north as Kauffman/Eagle Point Avenue, as far east as the bluff line along the west side of Central Avenue, as far south as West 17th Street, and as far west as Seminary Drive runs.

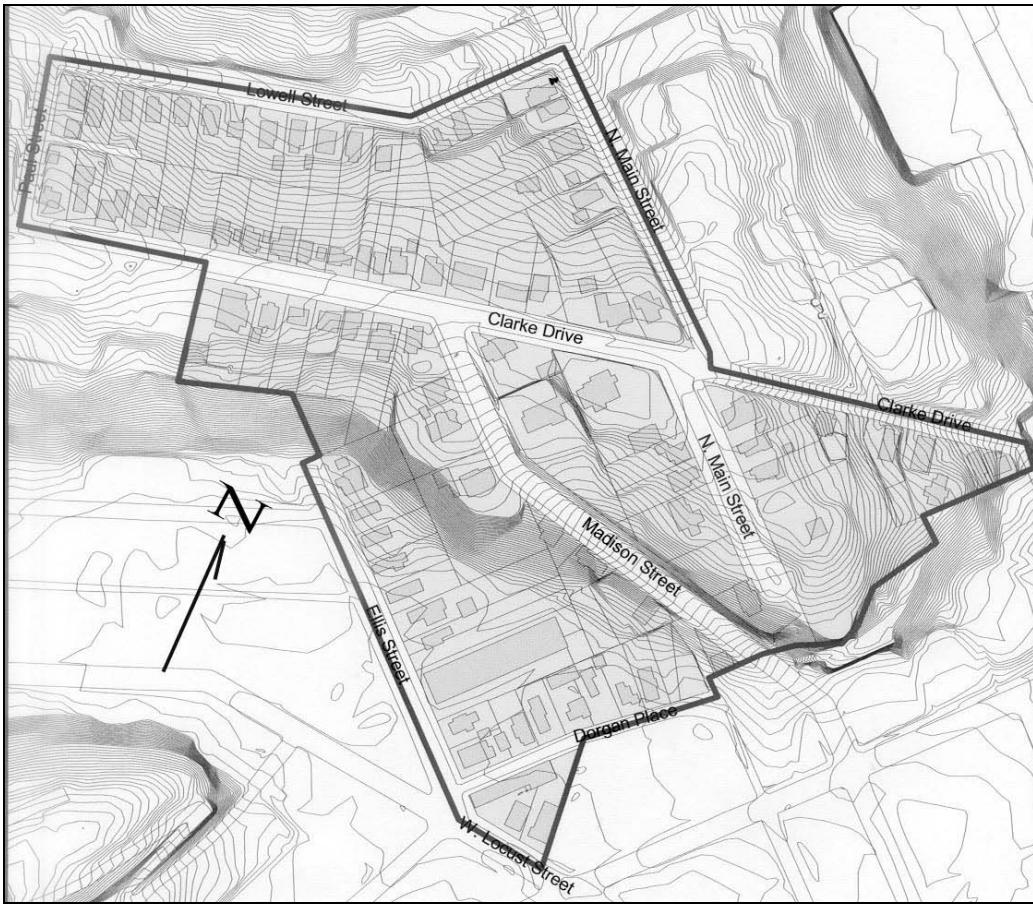


Figure 71: Project area contour map (two feet contour lines) (City of Dubuque, 2005)

The southwestern portion of the survey area (Figure 71), including Dorgan Place, Ellis and West Locust, have little in common with the elevated area to the northeast (Clarke, Madison and North Main) and it is no surprise that the area is excluded from the proposed historic district and comprises a different range and period of housing.

The bluff steps up on each of its several approaches (Madison and Clarke (formerly Seminary) Drive and this stepped or terraced topography afforded a great many residents quality vistas as noted. North Main is a third approach but one must surmount the Madison Park Steps from Madison Street, north of West 17th, to reach this street that terminates just southwest from Madison Park.

The survey area boundaries are depicted on the contour map (see above). A low lying area in the southwest corner of the project area includes Dorgan Place (north side), a few houses on West Locust and the east side of Ellis Street. This area is profoundly different in its elevation, and feel and there are no easy connections with the elevated portions of the project area to the east and north. The bluff top portions of the survey area include the Madison and Clarke Drive (south side only as far as North Main) approaches, the aforementioned North Main, between the park and Lowell Street (west side only north of Clarke Drive), Lowell Street (south side only between North Main and Paul Street (no houses) and both sides of Clarke Drive between Paul and the aforementioned east portion, located east of North Main (south side only as far east as Central Avenue).



Figure 72: Detail, 1852 Plat Map
(north is to the left)

A graveyard (Figure 72) occupies much of the future site of Madison Park in this original plat. The neighborhood straddled the north end of the original city plat. Only Ellis Street was cut through. Note that the city lots are overlaid on the rugged topography. The public cemetery that became Jackson Park was closed in the fall of 1853 and was emptied of its graves in 1855. L. H. Langworthy offered to swap ten acres which adjoined the planned city pest house for the Seminary Hill cemetery site, as yet unused. The city at first refused but Langworthy accomplished his land scheme by getting elected to the City Council in 1854. The deed was a done deal by June 1, 1854. This positioned Langworthy to plat much of the survey area. One land buyer, George W. Wood, erected an Italianate style brick mansion prominently atop the hill on the east side of North Main Street. This was later the J. V. Rider house and finally was replaced in 1919 by Madison Park (Interview with Biays Bowerman, December 14, 2004).

Historical Overview:

Early City Council minutes document street improvements and the establishment of a key new street, North Madison. The City Engineer was instructed by the Council on September 1, 1856, to establish a formal grade for Seminary Street. Mathias Ham and a dozen other area residents petitioned the Council on July 13, 1857 to "cause Seminary Street to be improved so as to put same in a good condition for travel." H. S. Hetherington, L. H. Langworthy, R. Cox, Dewis Dorgan petitioned the same body to establish a new street beginning at the point where Main struck the bluff at North 17th "on or near the road leading to Hetherington's clay bank," following that route west until it intersects with Seminary "near the old incorporation line." The petitioners relinquished their right-of-way ownership for the requested road. The Council received the request at their September 22, 1856 map. It wasn't

until June 16, 1857 that the Council finally asked the City Engineer to prepare a survey and plat for the new road (the delay was apparently due to the repeal of the instruction to the City Engineer on November 24, 1856). He reported on June 29, 1857 “the road has been laid on the best ground adapted for a street and is much wanted as many good improvements have been made on Seminary Hill.” The area was termed the “Upper end of Main Street.” Mr. Hetherington urged the Council to proceed with establishing the street on November 24, 1856, stating “the division of valuable ground into lots was awaiting the establishment of said street.” Curiously Hetherington protested the street route on July 13, 1857. The Council ordered a jury to assess damages and the Jury reported back on July 27, 1857. D. Dorgan was awarded \$241 in damages, and a benefit of \$15. L. H. Langworthy suffered \$39 in damage but gained \$53 in benefit. H. S. Hetherington lost \$80 and gained \$238. R. Cox lost \$11. Finally on October 10, 1854, there was a petition to open a street between North Main and Broadway Street. A survey was completed and a jury found a total of \$362 in damages would result to property owners. How and why such a road would have been needed is not known. It likely led to the extension of North Main to Kauffman Street.

The *Herald* observed in early September 1867 “No portion of the city is improving faster than Seminary Hill. It is fast settling up with an honest laboring population, who are constantly improving it. Almost every body on the hill has been making improvements to some extent.” The building up of the north side of Seminary, to the west of North Main, was proceeding in a building frenzy that would later be typical of tract housing developments. The *Herald* enumerated five new houses being built and several others that were being rebuilt. Herman Sauer was lauded for his “nearly new” six-room brick house on the hill. The house was on the south side of Seminary Street, and five houses west of Madison Street. It had a greenhouse, 600 bearing grape vines, all kinds of shrubbery. The *Herald* added “This place commands a fine view of the river and city and is a very desirable location.” Sauer was a boots and shoes manufacturer (*Herald*, September 5, 1867; May 11, 1870).”

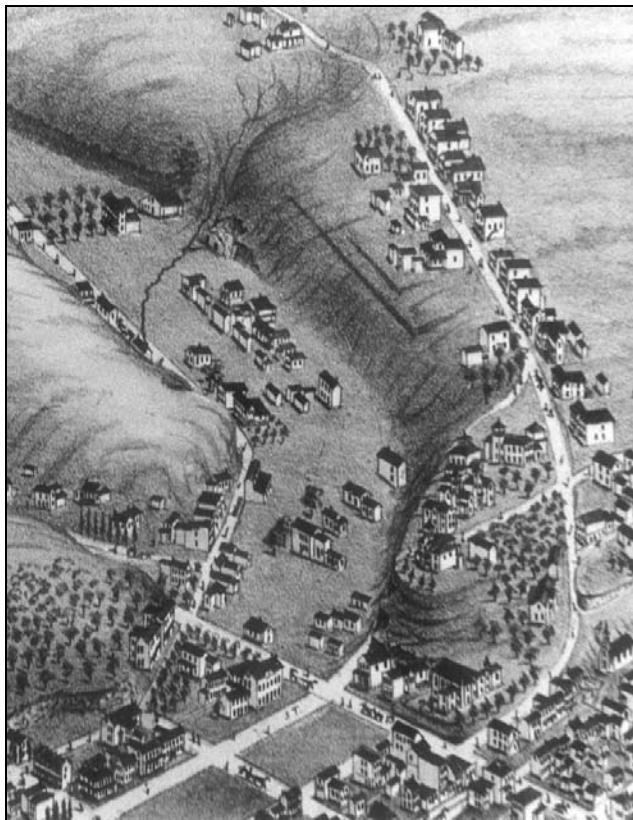


Figure 73: Detail, 1872 Birds Eye View

The vistas that Seminary Hill availed its residences led to the construction of a number of very substantial homes beginning in the post-Civil War years. When Herman Sauer offered his “nearly

new" six room brick house for sale in early 1870, the *Herald* noted "This place commands a fine view of the river and city and is a very desirable location." Sauer's lot was beautifully landscaped with "all kinds of shrubbery" and 600 bearing grapevines (*Herald*, May 11, 1870).

The south face of Seminary Hill was a convenient stone quarry site for some of the city's earliest buildings. The German Presbyterian "Blue Church" at Locust and West 17th streets, built in 1856, was one nearby landmark that utilized Seminary Hill stone (*Herald*, September 13, 1896).

This earliest overview of the area attests to the solid up-building of all existing streets. Madison Street, if fully linked to West 17th, has houses along its west side. Ellis and Dorgan Place are only partly developed and the image underscores the striking difference in relative elevation between the upper and lower reaches of the survey area. Seminary (Clarke) is well developed, particularly along its north side, west of North Main. North Main does not continue north of Seminary and Lowell Street does not yet exist.

A correlation of the 1873-74 city directory entries for this area identifies 27 residences along Seminary, Madison and Ellis streets. Sixteen listings along the north side of Seminary include some located west of the survey area. Many of the furthest out families were Irish and included Dennis Mahoney. Just six residences were along the south side of Seminary, west of Madison. Four homes were on the west side of Madison on its south end above West 17th Street. The entries appear to show that Seminary continued south to West 17th Street given three entries listed on Seminary just above West 17th.

End of year and other newspaper reports document the construction of 134 houses on Seminary Hill in the years 1865-1919. Two patterns are clear. First, the majority (71 houses) of these houses were built prior to 1879. Second, only a small number of these earlier houses have been replaced by later ones. Sustained new construction (24 houses) took place between 1865-69. A dozen houses date to 1870-72 but 35 houses date to 1876-1879. Between 1880 and 1894, seven to nine houses were built in every five-year period. Just three houses date to 1895-1904. Larger-scale construction resumed abruptly in 1906, with nine houses being built 1905-09, 8 between 1910-14, and 19 between 1915-19.

M. Flick built three of these houses between 1876-82. In the post-1906 building phase, Chris Voelker and Bradley & Maclay were building multiple residences within the neighborhood.

Seminary Hill was both isolated and convenient to burglars. The former plagued the residents in late May 1880 when a number of tramps entered homes on a Saturday evening and ate whatever they could find edible. They apparently did no other damage however (*Herald*, May 23, 1880).

The German Theological Seminary was by this time a grand success, having prepared 40 ministers for their calling and assisting in the "upbuilding" of 70 area churches. As of June 1880 the school had 30 students hard at their studies. The seminary remained in operation on the southeast corner of Seminary Hill until 1906. Formally titled "The German Theological Seminary of the Northwest," the institution relocated to a new and larger site (the Reche property) at Delhi, between East and Louisa streets. There is formed the nucleus of what is now the University of Dubuque. Architect John Spencer drew the plans for a new building. The old building had given its hillside setting its name and housed the first female seminary to be established west of the Mississippi River. Built using funds provided by Katherine Beecher, sister of Henry Ward Beecher, it was successively used as a Congregational school for young women, an Episcopal school, public school, and then a Presbyterian seminary. In 1905 it was described architecturally as a "unique in this vicinity for it is a first-rate specimen of the early Tudor style and shows how the Gothic still exerted an influence." The Sisters of St. Francis purchased the seminary and the brick residence located just northeast (the

buildings had been historically linked together) in late 1906 for \$20,000. They took ownership in June 1907 and remodeled the building for use as a female academy (*Herald*, June 2, 1880; August 2, 1905; *Telegraph-Herald*, October 24, 1906).

Seminary Street was being graded and macadamized as of late 1880. Contractor Mathias Morgan was doing the work. By early October the macadam work was underway and Morgan reported the removal of 3,000 cubic yards of barrow in his grading work (*Herald*, September 20, October 3, 1880).



Figure 74: Detail, 1884 Sanborn Map Index Map

The survey area comprises the Dorgan's, Langworthy's, Woods and Cox'x additions.

“Brewer Heeb’s new town, back of his brewery, begins to assume shape and command attention” reported the *Herald* in mid-1880. “The bluffs are being made into residence property, the most eligible and commanding in the city, overlooking the town, the river, and the adjoining states of Illinois and Wisconsin. A barren waste is made a valuable piece of property, sloping gradually towards the east. The area covers 22 lots of good size. Men and teams are at work leveling up the property to grade, under the supervision of Peter Specht, the contractor” (*Herald*, June 4, 1880).

Seminary Hill was considered as the location for an inclined passenger railway when the other railways at 4th and 11th streets were being planned. It never gained its own elevator because the investment wasn’t deemed profitable (*Herald*, February 21, 1888).

Main north of Seminary was similarly graded by Peter Horsch, under a \$696 city contract in early 1896. West 17th Street, between West Locust and Clarke, was macadamized, and given concrete gutters and curbs in 1915 (*Herald*, April 10, 1896; *Telegraph-Herald*, December 26, 1915).

Oscar Genzig achieved his fifteen seconds of fame when he created a sensation on Seminary Hill.” Genzig appeared rational at his sanity hearing and was remanded to complete his sentence “in the calaboose” (*Herald*, April 30, 1896).

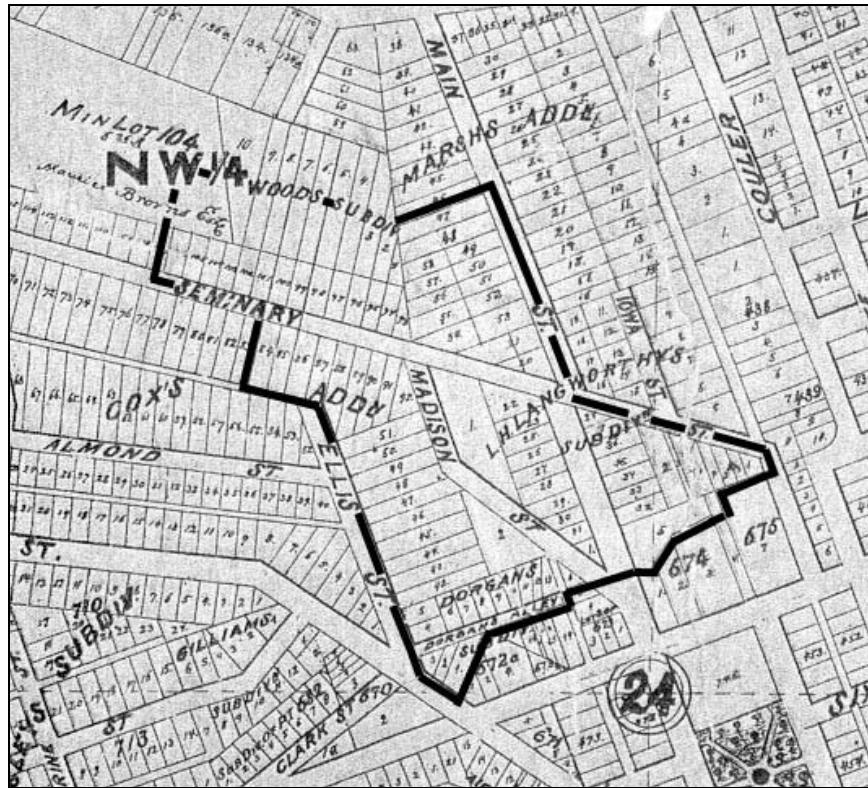


Figure 75: Detail, Map of Dubuque, 1888 (survey area marked with black lines)
(Map of the City of Dubuque, Iowa, 1888. New York: Leggo Brothers & Company)

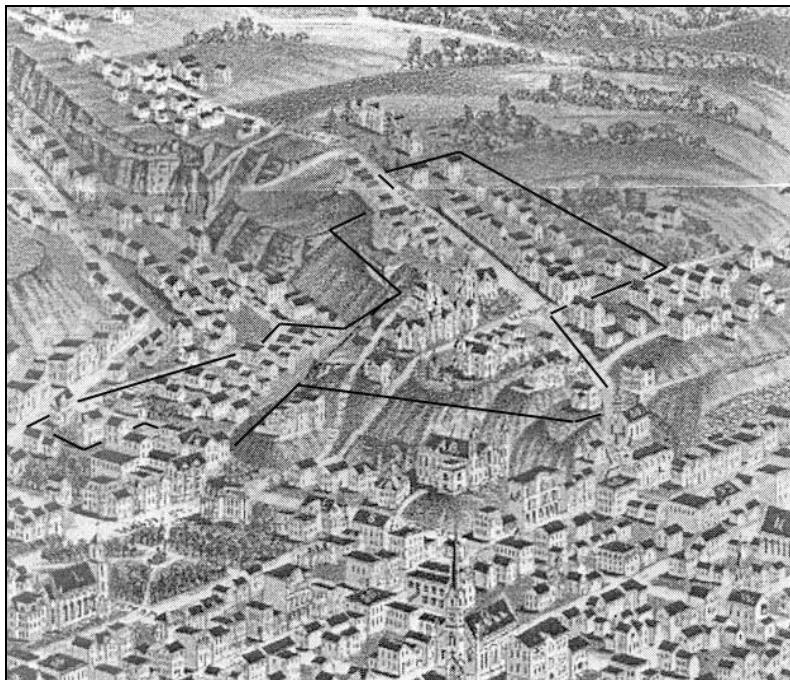


Figure 76: 1889 Perspective View of Dubuque, view northwest



Figure 77: Detail, southwest portion of survey area, Ellis and Dorgan Place, 1889 Perspective View of Dubuque, view northwest

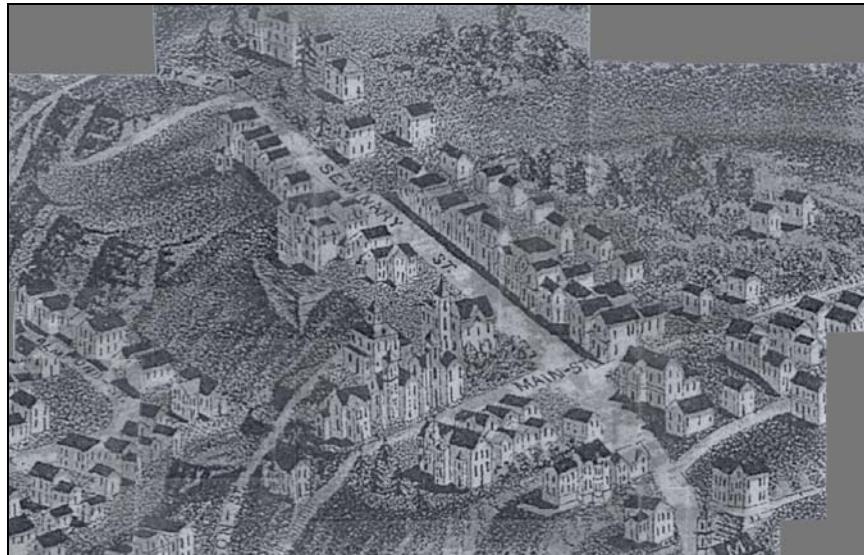


Figure 78: Enlarged detail, northeast portion of survey area, 1889 Perspective View of Dubuque, view northwest

Note how there are no houses along the west side of Madison Street, and just three on the east side below Seminary/Clarke on the plateau. Note also the clustering of Italianate style towers along Madison and North Main, south of Seminary Street.

Lead mining continued on Seminary Hill as late as the mid-1890s. Lead or “mineral” was encountered during grading operations and the Seminary Hill Mining Company (J. P. Schroeder, C. A. Voelker, A. W. Hosford, E. T. Goldthorp) reported the discovery of eight large chunks of mineral, too heavy for even two strong men to move (*Herald*, October 10, 1893).

J. P. Schroeder, like Chris Voelker, was much involved in Seminary Hill improvements. He opened a 32-lot Seminary Hill Addition on April 29, 1890. The lots offered “an elegant view of the city and river. George D. Wood platted the lots that flanked Lowell (now Leibnitz). Just west of the survey area, along Seminary, lots were being hammered off along ‘Merchant’s Lane in Porter’s Addition in mid-August 1891 (*Herald*, April 29, 1890; August 18, 1891).

One long-delayed street improvement was the opening of Heeb Street in 1904. Now surely the street had functioned in some informal manner otherwise Seminary/Clarke on its eastern end went nowhere and its only means of egress would have been stairs from 18th and Couler/Central. At any rate the street was to be opened with a 60’ width up to its northern end where just 30’ was deemed necessary. The successful petitioners included Henry Schroeder, H. Peiffer and Peter Grutz. Opponents were Mr. Gatena and Liesecker (*Telegraph-Herald*, May 17, 1904).



Figure 79: Detail, 1928 Streetcar map

The survey area, given its high elevation, necessarily had no direct access to streetcar lines. The nearest lines were located at the foot of Clarke Street on Central Avenue. The long dashed lines which run behind the north side properties along Clarke are ward boundaries. Residents on Liebnitz/Lowell Street lived in a different ward. Dots identify *Telegraph-Herald* subscribers and give a general sense of where houses were then located.

The homestead of Mrs. M. Flick, then addressed as 416 Seminary, probably 506, 486 or 470 Seminary today (just west of the survey area) was auctioned off in early 1903. The nine-room house occupied four lots and had a four-horse barn and carriage shed at the back of the lot. The residence had “pantries, closets, 2 cellars, 2 cisterns, and other conveniences.” The grounds contained fruit and shade trees. The *Herald* noted “The property is in the near neighborhood of the late Maurice Brown’s, P. M. Harrington’s and other fine residences, and is one of the most desirable places for a home in the city (*Herald*, April 5, 1903).”

Madison Park:

Merchant George D. Wood built a prominent Italian Villa style brick house on the brow of Seminary Hill. Wood was a large man and tired of the uphill trek home. He sold the house to J. V. Rider. Rider enlarged the house during his lengthy occupancy. The mansion long dominated the south end of North Main, below Seminary/Clarke Street. Set atop a steep sheer wall of stone (the result of quarrying), his house occupied what was termed by some residents “one of the most beautiful in the city.” Rider retired to California and gave his house to the city for use as a public park in August 1914. Rider also specified the name for the park although it was at least briefly termed “Hill Crest Park.” His specific desire was that children could enjoy his spectacular vista. It was also his hope that the house itself could be incorporated into the park facilities. This was not deemed feasible and in mid-1918 and Rider agreed with the Park Board that the house had to be removed. Demolition took place in January 1919. An open pavilion was built and the grounds landscaped. A concrete stairway leading up to the park from West 17th Street was built in 1918. Seminary Hill residents raised funds to erect a 60’ flagpole (reflective of post-war patriotism). The *Herald* noted “The flag hanging from this pole can be seen from the greater part of the city.” Formal dedication of the park took place on June 26, 1919 although the park first opened in mid-August 1915. The requisite speeches, a two-hour band concert by John Jenny’s Municipal Band, and the raising of the flag for the first time, all filled the evening program. The Park Board hoped that all the city residents would use the park and the board was particularly proud of the artistic stairway. The stucco and tile pavilion was considered a model for use in any additional small parks that the city might create (*Telegraph-Herald*, August 25, 30, September 23, October 29, 1914; August 19, September 17, 1915; January 9, June 24, 27, 1919; September 23, 1934, August 4, 1937).



Figure 80: Madison Park, view southeast, park pavilion and young tree growth, c.1919
(Center for Dubuque History, Loras College, Photo #8107)



Figure 81: Dedication of Madison Park (?) 1919, view southwest
(Center for Dubuque History, Loras College)



Figure 82: Head of Madison Park Steps, view southeast, c.1919
(Center for Dubuque History, Loras College, Photo #FBL 4725)

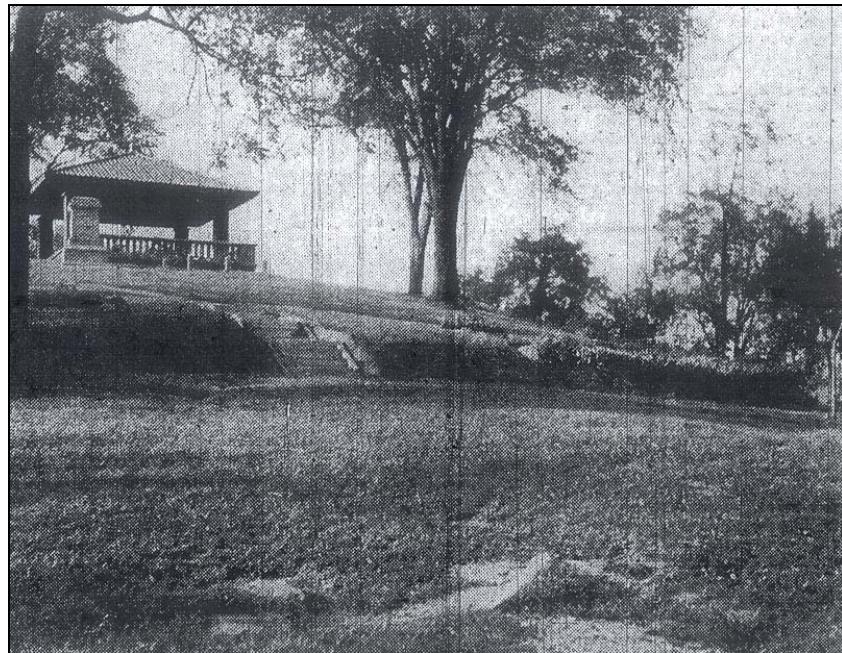


Figure 83: Madison Park, view north
(*Telegraph-Herald*, July 21, 1937)

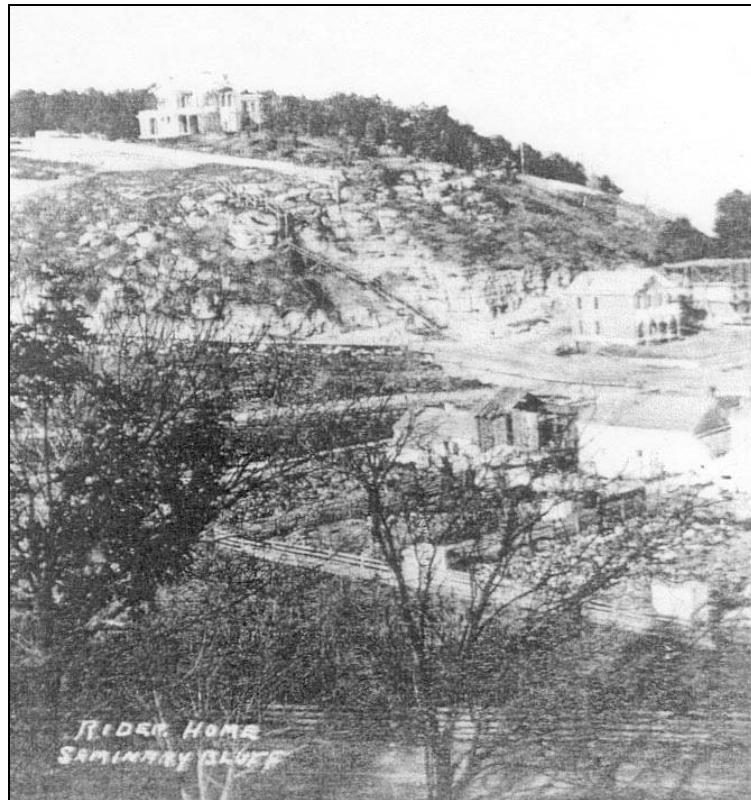


Figure 84: Sam Root photograph of Seminary Hill, c.1870, view northeast
(Center for Dubuque History, Loras College, Photo FMP#3864)
(note the wooden steps leading up the stone bluff)

Seminary Hill in Figure 84, unlike other bluff fronts, has not been clear-cut of its native timber and clearly someone had interceded to protect the trees.

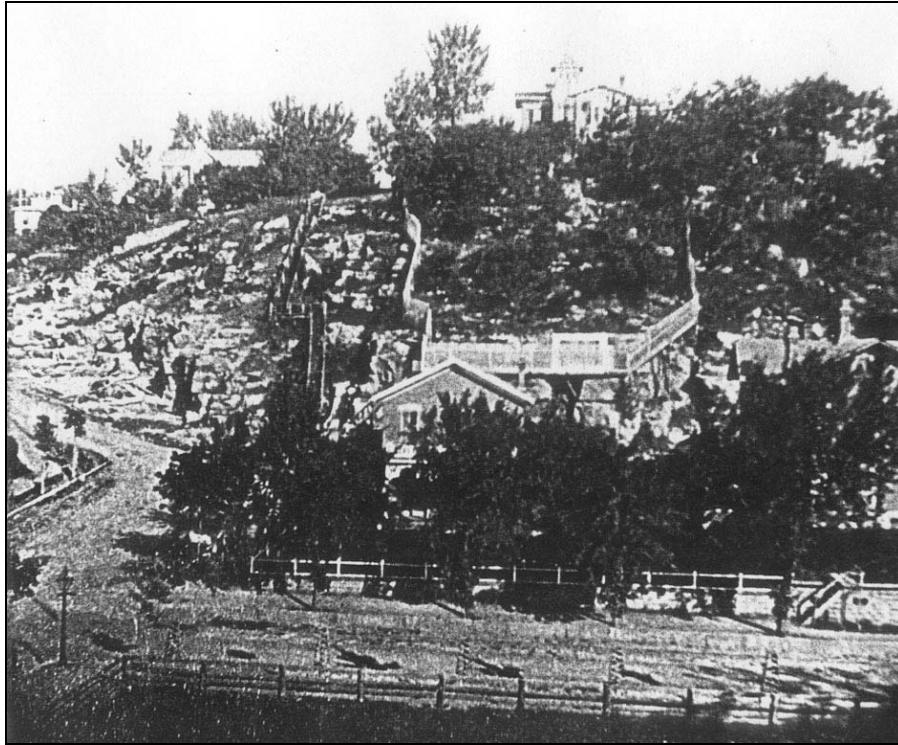


Figure 85: North Main steps at West 17th and Main streets, view north, c.1872
(Center for Dubuque History, Loras College, Photo #HAM 840)
The house at the far left might be the earlier version of 1910 North Madison.

This earliest view of the steps (Figure 85) necessarily pre-dates the establishment of Madison Park and the wooden steps, located behind and to the east of photographer Sam Root's house, were used to reach the base of North Main Street. The John V. Rider Italianate style house is prominently visible to right of center atop Seminary Hill.



Figure 86: Seminary Hill from below, view north, 1897, Wood-Rider residence left of center, 1833
North Main is at the upper left, and the house at upper right is 60 Clarke Street
(*Souvenir Gems of Dubuque*)



Figure 87: North Main Street Steps, c.1906, view northeast,
Madison Street to the left, 1833 North Main at far left
(Center for Dubuque History, Loras College, Photo #FBL 4725)

The house at the far right, above the stone wall was termed the “Eagle’s Nest” and was occupied by the Cushing family as of 1904 (*Telegraph-Herald*, June 14, 1904).

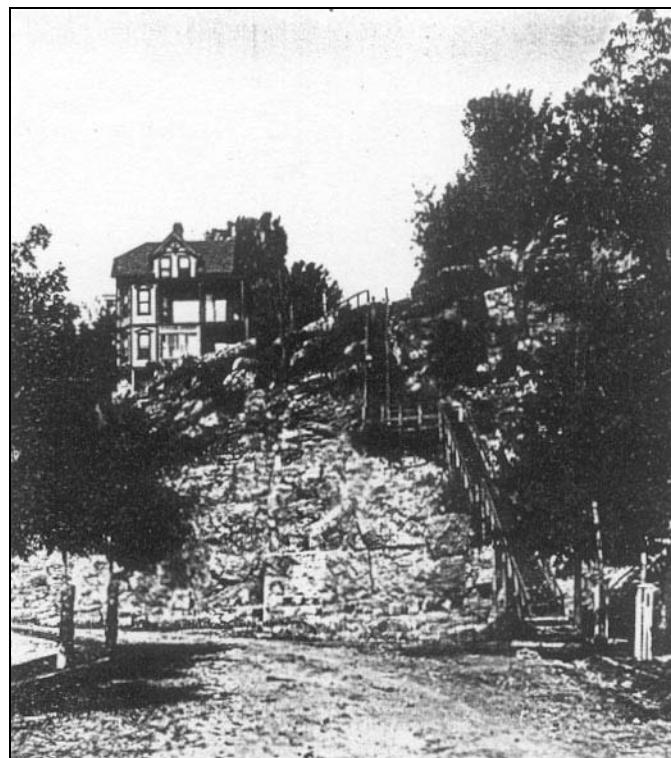


Figure 88: Early view up Madison, wooden steps, 1833 North Main visible left of center
(Dubuque County Historical Society)

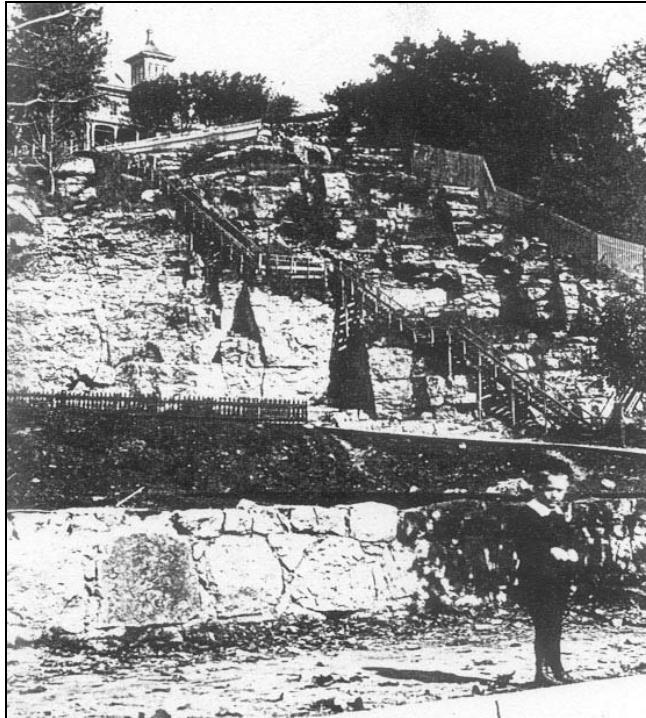


Figure 89: Early wooden steps, Wood-Ryder House, view northeast across Madison from West 17th (Dubuque County Historical Society)

What is striking in comparing the earlier view of the base of Seminary Hill with this one, is the degree to which the stone bluff front has been cut back to a nearly vertical profile. A house site has been created to the right of the steps and a massive stone retaining wall built. The steps remain simple and of frame construction.



Figure 90: Overview of Madison Street Hill, view northeast, c.1915 (Center for Dubuque History, Loras College)

From right to left in Figure 90 the following houses are visible: 1833 North Main, 1765, 1805 (with an additional floor), 1829, 1849 and 1910 Madison (the last named in its original Italianate form with cupola). Atop Seminary Hill, are to the left of 1833 North Main, are 1846, 1857, 1860, 1871,

1881, 1886 North Main, and 216 Clarke with its carriage house. Visible in the left foreground are 271-73, and perhaps 303 Dorgan Place (right to left).



Figure 91: Foot of North Madison, view northwest, c.1915,
1833 North Main visible right of upper center
(Center for Dubuque History, Loras College)

Elaborate concrete and stone stairs with ornamental light posts and metal railings represent the new stairs built by the Park Board in 1918 to reach the newly established park. The vantage point of the lamp post image taken at the head of the stairs (see above) is visible at the upper left. These stairs were one of a number of similar municipal improvements built at this time.



Figure 92: Madison Park Steps, view east, c.1918
(Center for Dubuque History, Loras College)

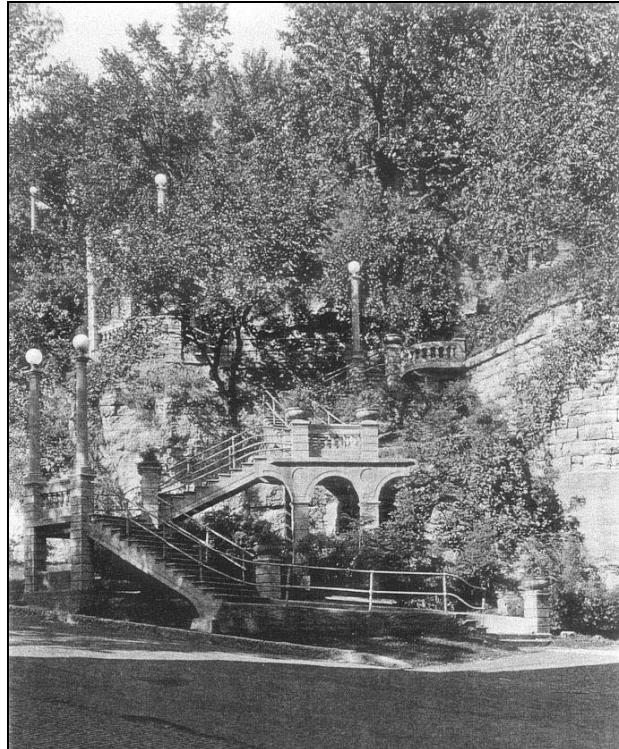


Figure 93: Madison Park Steps, view north, c.1920
(Center for Dubuque History, Loras College, Photo #FBL 4724)



Figure 94: Madison Street, location not identified,
view south across east end of Seminary/Clarke Street?
(Dubuque County Historical Society)

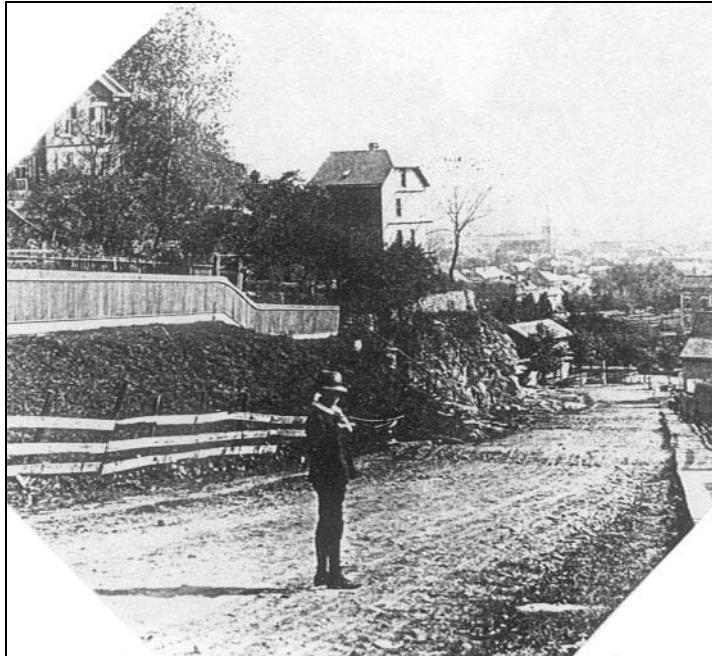


Figure 95: Seminary Street, view to the southeast from a point to the east of North Main St. Mary Catholic Church visible in the background
(Center For Dubuque History, Loras College, *Telegraph-Herald*, January 26, 1993)

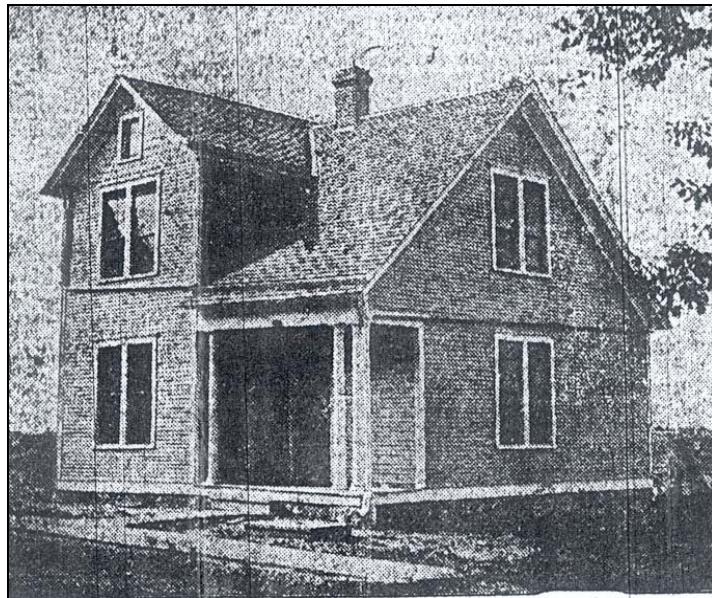


Figure 96: New Chris Voelker-built cottage, Leibnitz/Lowell Street, 1906 (west of the survey area)
(*Telegraph-Herald*, October 2, 1906)

House builder Chris Voelker was just entering into his higher volume house building career as of 1906 when he offered several new cottages on Seminary Hill. At that time he rated that location “the best hill in town.” His design was geared to efficiency. Voelker noted “I am especially proud of their interior arrangement. They are planned for comfort, and are so compact that none could plan them better; they require the least possible amount of coal or wood for heating. There is no wasted space in them.” In July 1906 Voelker was offering five properties in the area for sale. One was a six-room house on Seminary Street. It was located on a double lot along with a barn and other outbuildings. He had two “pretty frame cottages” on Leibnitz, surely those he had built, these enjoyed an “elegant view” and were just a 15-minute walk from City Hall. Another Seminary street house was “right on the main street,” contained six rooms and was located “near the front of the hill.” Finally a

“Seminary Hill” neat four room cottage occupied a full lot and was not “far out.” By 1919 the company was making a more targeted impact in certain parts of the city. The *Herald* noted: “The Voelker Realty company has become known as a developer of neighborhoods... (*Telegraph-Herald*, October 7, 1906; June 27, 1919).”

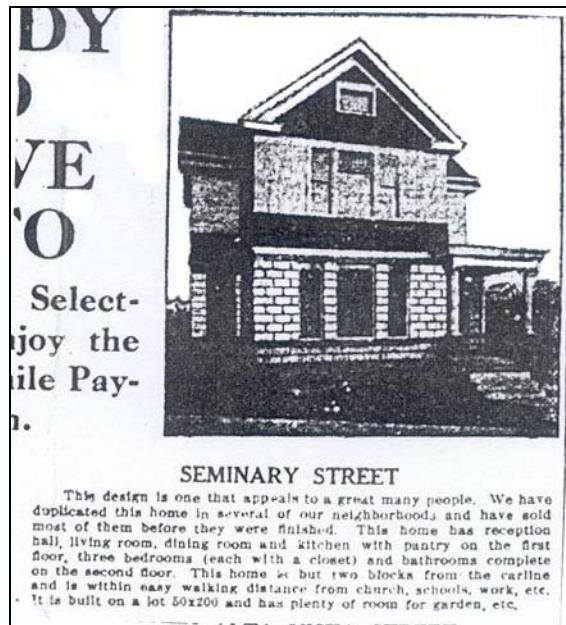


Figure 97: Another Chris Voelker Realty House, Seminary Street, 1914 (west of survey area)
(*Telegraph-Herald*, August 30, 1914)



Figure 98: Seminary Street view northwest, c.1915 (west of the survey area)
(Center for Dubuque History, Loras College)



Figure 99: Dr. Ernest Porter's Queen Anne house design, north side of Clarke at Foye, view northeast
(west of the survey area)
(Dubuque County Historical Society)

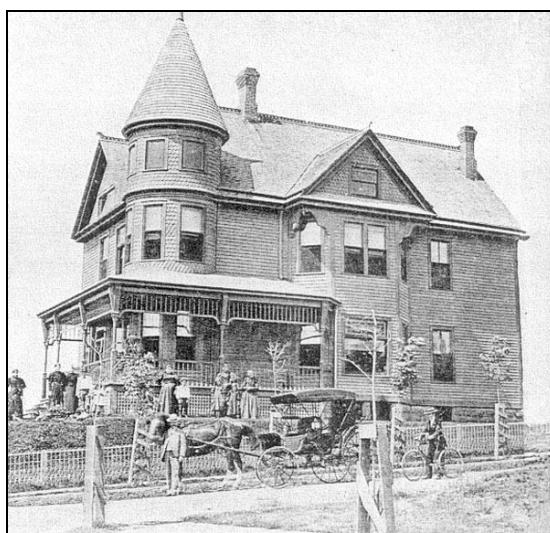


Figure 100: 597 Seminary, Emil M. Ernsdorff Residence, view northwest, 1897
(west of the survey area) (Dubuque of Today, p. 82)

Even from the Ernsdorff house, well west of the bluff front proper, the view was impressive. *Dubuque Of Today* (1897) proclaimed

Of the many beautiful and picturesque residence sections in the neighborhood of the Key City, Seminary Hill may easily claim precedence as the most attractive. Emil Ernsdorff's fine residence is located on this hill and from the windows one can look out upon the broad Mississippi, and far across upon the fertile plains of Illinois and Wisconsin. Away to the east Sinsanawa Mound is silhouetted against the blue Wisconsin sky and directly south, rising abruptly from the banks of the Father of Waters, are Iowa's rugged and picturesque bluffs and woods. An ideal place for a home you will say. Indeed it is, and Mr. Ernsdorff is to be envied. Seminary Hill is recognized as the section where some of the best people of the city, the leading business and professional men, make their homes, and from there they can look down upon the entire city.

Individual House Photographs:



Figure 101: A. R. Staufenbeil residence, 1921 Madison Street, view northwest, 1897.
The original design of 1941 Madison is visible at the far right.
(*Souvenir Gems of Dubuque*)

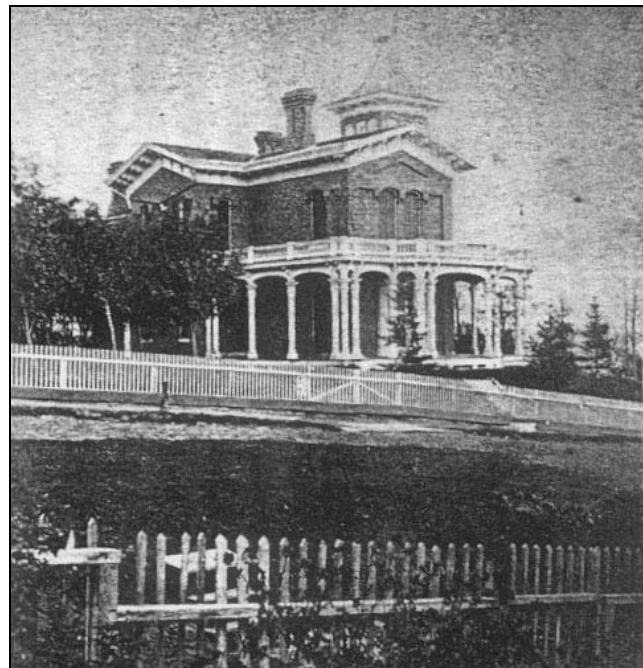


Figure 102: Wood-Rider House, 1772 North Main, view southeast, stereograph by Sam Root, c.1870
Non-extant, present site of Madison Park
(Dubuque County Historical Society)

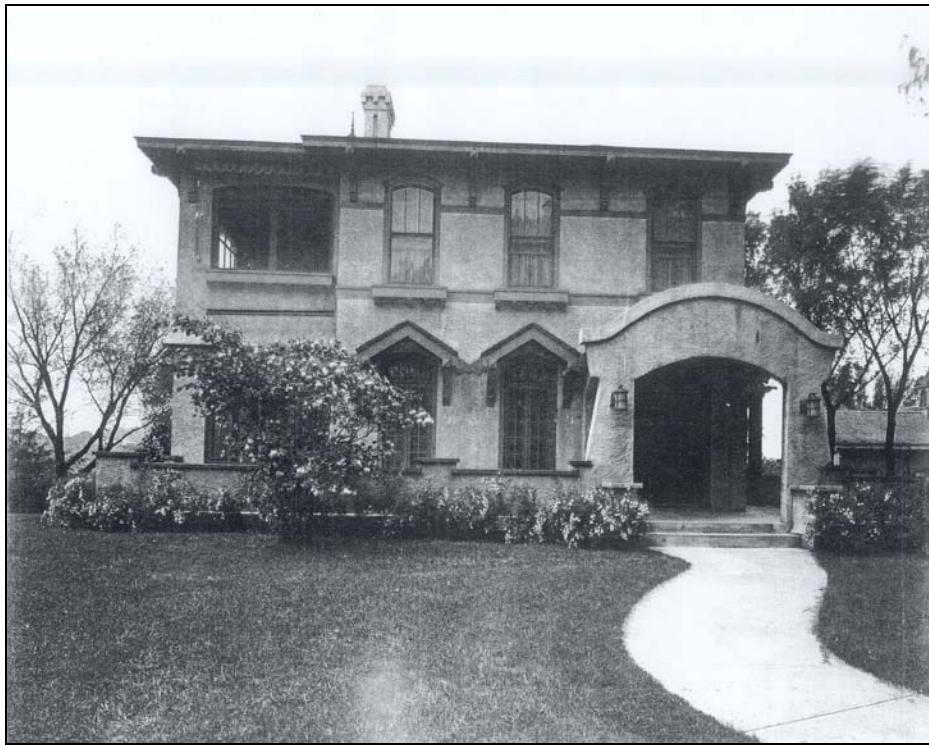


Figure 103: 216 Clarke Street, c.1911, view west
(Center for Dubuque History, Loras College, Photo #357)

This photo depicts the first post-Italianate style makeover, as a Spanish Mission/Craftsman design. A two-story south solarium was added and the Italianate style elongated windows were broadened into casement windows and were given gable roof hoods. An open raised patio with stuccoed balustrade wrapped around the south and east sides. The second makeover added a single-story flat roof porch on the south side, removed the porch and terrace, enclosed the solarium, and added a matching north wing.



Figure 104: 430 Clarke Drive, view southwest (non-extant)
(Dubuque County Historical Society)

A Judge Nelson owned the brick Italianate house at 430 Clarke, located just west of the survey area on the south side of Clarke Drive. A disgruntled victim of his sentencing hired a person to burn the house down during the late 1970s and today a new apartment block occupies the site (Interview, Linda Mathewson, June 8, 2005).

Part III: Broadway Neighborhood Historic Survey Report:

Findings:

The Broadway survey area is primarily a single elongated street. Alterations and new construction necessarily have a greater impact along such a street, “knocking out teeth” so to speak and eliminating or weakening any possibility for finding a visually cohesive historic district. The other streets included in the survey have little direct relationship to Broadway apart from West 24th and Diagonal, which serve as connectors to Central Avenue to the West. Traut Terrace is related because its houses front east atop a ridge that separates Central from Broadway. These houses necessarily back up to Broadway, interrupting the patterning of its houses.

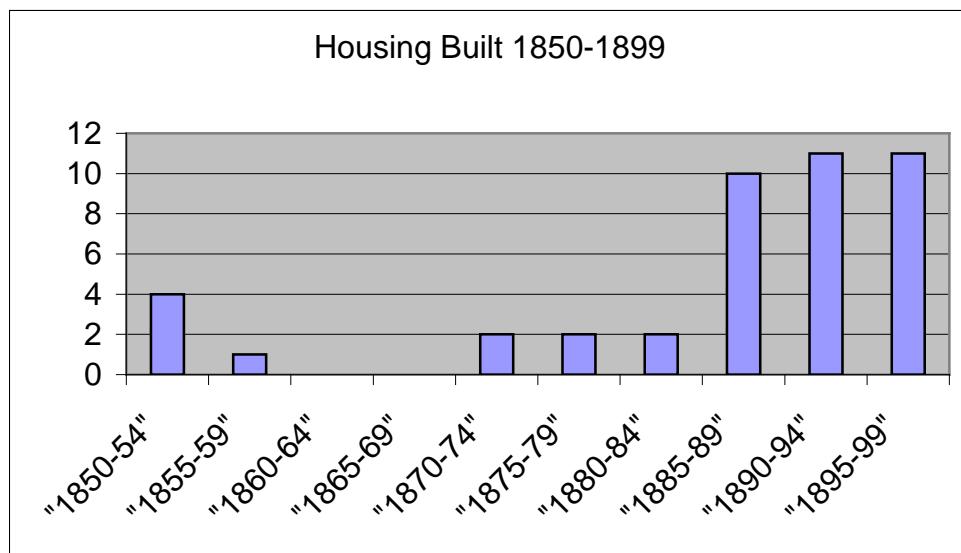


Figure 105:

Broadway developed later than either Fenelon or North Main as Figure 105 depicts. There are a number of very early residences (one that claims an 1848 building date, now completely altered) is included in the 1850-54 count). Clearly, development was delayed until the later 1880s at which time sustained house building continued through the 1890s and then was renewed at a lower but considerable level until 1915.

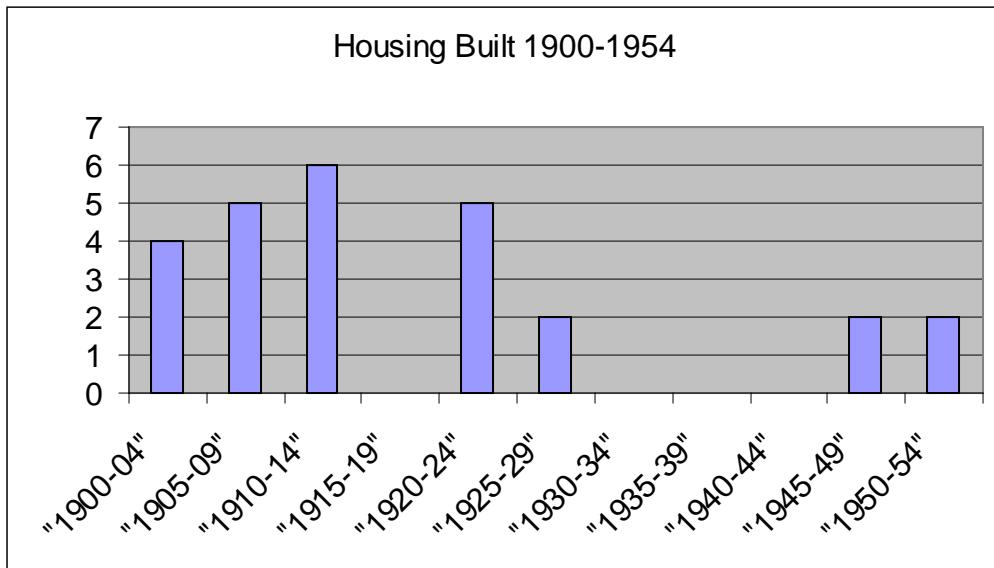


Figure 106:

Nothing was built until the early 1920s at which time a number of bungalows and Craftsman cottages were built and earlier houses modified. This building effort ended with the late 1920s and nothing was built until after World War II. A dozen houses post-date World War II and eight of these post-date 1955.

Just 21 houses can be categorized as representing 19th Century styles. There are nine Italianate (all but two on Broadway), two Second Empire, four Queen Anne, and six Classical Revival (four on Broadway) examples. As was the case in North Main, vernacular examples (31 gable fronts, five side gables, one hip roof cottage) visually dominate the survey area. Later infill examples comprise five bungalows, seven minimal traditional, one Colonial Revival cottage, two duplexes (both altered earlier buildings), and two apartment blocks. This mix reflects the later development and the continued later infilling of the area.

There are just four pre-Civil War surviving houses, two of which are located on the south end of Broadway. The 1848 house at 121 West 23rd was built as a Greek Revival house but it is absolutely unrecognizable today. The Judge King house, 2535 Traut Terrace, is the final early example. Earlier houses (pre-1890) front west along the north part of Broadway, while the houses on the east side of the south end date mostly to the late 1880s and early 1890s. The north end of Broadway infilled after 1905. West 23rd Street (formerly Hart) infilled east to west between 1885 and 1897. West 24th Street (formerly Blocklinger Lane) was largely built up only during the 1890s as land was finally subdivided along its south side.

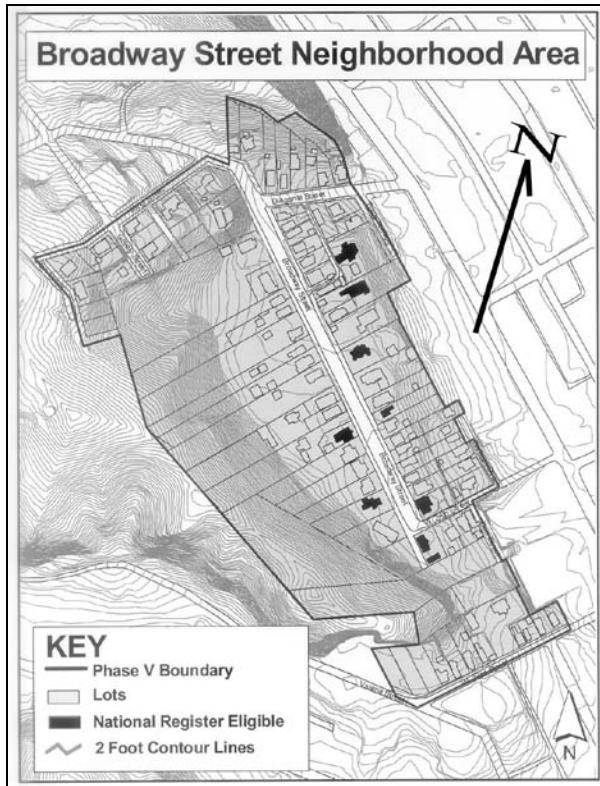


Figure 107: Houses recommended as being individually NRHP eligible.

Evaluation:

No potential historic district was identified in the survey area but eight houses were recommended as being potentially National Register of Historic Places eligible. These are:

- 2404 Broadway (1857/1879 wing): The King-Bruening House
- 2417 Broadway (pre-1889) Gottfried Blocklinger House
- 2440 Broadway (1870) Peter Kiehne Jr. House
- 2441 Broadway (1854) Emil W. Kiehne House
- 2500 Broadway (1894) Christian K. Mathis House
- 2518 Broadway (1850)
- 2535 Traut Terrace (1850) Judge John King House
- 196 West 24th Street (1880) William and Anna Zumhoff House

Descriptive Overview:

This northernmost neighborhood occupies its own private valley, being largely hidden from view by a low ridge that parallels Central Avenue (formerly Couler) to the west. This small valley or drainage is oriented northwest to the southeast. Broadway Street, running along the center of that drainage, along that same direction, is the principal street within the survey area. West 24th Street (formerly Blocklinger's Lane), a very narrow street, links Broadway on its southern end to Central Avenue, while Diagonal, also steeply pitched and angled, does the same on its north end. Division Street is a short dead-end lane that runs north of West 24th, between Broadway and Central. Carr Street, is a southward continuation of Division, but it jogs well west of the terminus of that street. Also included in the survey area is West 23rd Street to the south of Broadway, but it connects Central Avenue on the west and Valeria Street to the east. King Street, which ascends very steeply up the bluff to the west of the terminus of Broadway, connects with Greeley Street and the area south of King is included in the survey area.



Figure 108: Survey area contour map (City of Dubuque, 2004)
(contours mark two feet elevation changes)



Figure 109: View south along Broadway, 2441 Broadway is at the right, 196 West 24th Street at the end of the street (photo by J. Jacobsen, April 2005)

The northern reaches of the survey area are closely associated with the larger and contiguous Park Hill area. The rectangular Park Hill Plat was filed August 6, 1856 by John M. McDaneld and comprised Mineral Lot 353. The north/south streets bore the names of Iowa's river cities (even

Davenport!). Park Hill Avenue (now West 28th Street) provided access to the plat from Central Avenue. A South Park Hill plat later connected the first plat with the survey area to the south. Two notable dairy farms were located within the Park Hill area (Sam and Ellen Young's Dairy Farm, Primrose & Kane streets, just the house survives at that corner, and Frank Fink Dairy Farm, at the end of Kane Street. For many years busses with routes terminating there were labeled "Park Hill." One measure of the area's development was the paving of Fulton Street, between Monroe and King streets, in 1913 with McAdam at a cost of \$2,591 ("Memories of Park Hill," typed manuscript, Vern A. Mauer, n.d.; *Telegraph-Herald*, December 28, 1913).

Development Notes:

John King purchased 30 acres from L.H. Langworthy on August 6, 1836. Couler/Central was then termed the Peru Road. One landmark locating the King property was Morrison's Furnace (lead smelter). King built an Italianate style brick house on the low ridge to the west of the road (Abstract, 180 West 24th Street). King divided his land into large lots in September 1853 and as King's Plat on January 16, 1873.

The Broadway neighborhood appears to have developed first along the bluff which ran to the west of Couler, south of its intersection with Diagonal Street. At least two major houses were erected along this bluff top, both of which fronted eastward towards Couler. Surveyor Charles Gottschalk and Justice of the Peace Fred Gottschalk were living here, in King's Addition, along with Judge King by 1857. Their brick house might be that which was enumerated as "Gotchel's[new] brick" in the *Herald* on March 8, 1857. That same source also listed Judge John King's brick residence, located at the corner of Diagonal and Couler.

Early City Council actions focused on opening or improving streets within the survey area. Platt Smith and others petitioned on May 28, 1853, that Park Hill Avenue and McCabe Street would be accepted and declared to be public highways. A petition was considered on April 28, 1856 to assess damages to Charles Street owners caused by the opening of King Street. The King Street damages were reported on December 1, 1856 that C. H. Street alone had benefited from it and was to pay the \$500 in assessed damages. Damages resulting from the opening of an alley, between Blocklinger Alley (later called Carr) and the Plank Road (Couler Avenue) were first considered on September 18, 1854, when losses of \$25 were reported by a jury. This presumably was the beginning of what is now West 24th Street, known during the 1890s as Blocklinger Lane. A proposal to open a street north from North Main to Broadway, linking the additions of Langworthy's (Seminary-Madison Hill) and Judge King (the Broadway area) was under consideration as of early 1855. The exact route is undetermined. North Main was not a north/south through street and was not going to be. The early presence of a brewery just south of Broadway's southern terminus, made a connecting street equally unlikely. It may well be that the intended connection was north to Kaufmann. At any rate on January 2, 1855, the City Engineer presented a survey and plat for a proposal to widen the alley between the Plank Road and Broadway, this being the same alley link, with George Ragatz owning 12 percent of the land in question. On January 22, there was a motion to pay Ragatz \$200 "instead of \$362 appropriated for the payment of the damages caused by the opening of North Main Street." That proposal failed. The alley widening returned to the agenda on March 3, 1856 when the City Engineer proposed to take 10' off of the south side of the alley, between King's and Langworthy's additions. A jury reported May 26, 1856, that the following damages would have resulted from widening/opening the alley: Lot 11, Wullweber's Sub. Of Lots 2-4 of Kings Addition (east of present-day Division), was harmed \$75, Lot 5 (same addition) harmed by \$25, Lot 4 (same addition), same loss, George Zumhoff's Lot of Langworthy's Addition, the same loss, Henry Blocklinger's Lot (same addition), had benefited by \$40, Peter Kiene's Lot (same addition), had benefited by \$10. Joseph Gehrig's Lot (same addition) had benefited by \$4, Lot 6-8-0, also owned by Gehrig, gained by \$9, Lot 12-6-7, Wullweber's Sub. Of Lots

2 & 4, had benefited by \$5, and Lots 8-9-10, same addition, by \$3. On September 15, 1856, the Council approved the jury's awards and ordered their payment. Judge King complained on September 22, 1856, that damages had been apportioned to properties unconnected to the alleyway and claimed a conflict on the part of one juror. It then reconsidered and ordered a new jury and the new findings were presented on November 18, 1856. It found that George Zumhoff, Mr. Bevier (Lot 4) and C. H. Wullweber (Lot 5) all suffered no loss, while J. Jaern, Lot 11, suffered a \$200 loss. Costs were assessed to Judge King, owner of Lots 3-20. G. Blocklinger and six others petitioned the Council in support of the jury's work but Judge King protested as the Council took up the matter again on December 15, 1856. The verdict was reaffirmed on June 1, 1857 and the City Marshall reported a week later that Judge King refused to pay, threatened to incur \$1,000 legal costs to fight the award, and the other parties refused to pay if King refused. The City Engineer presented final profiles for Couler Avenue, between 19th and 23rd streets, Diagonal between Couler and Broadway, the alley south of King's Addition, and Broadway, King's Addition, between the alley and Diagonal.

Mr. R. Sibbach had petitioned for the improvement of Diagonal Street, between Couler and Broadway, and on August 7, 1855 the Council ordered the work done, the work cost little "and inasmuch as there are many improvements being made upon Broadway, and no other outlet but by Diagonal Street to the plank road." On March 3, 1856, the City Engineer was ordered to make a survey and plat, showing owners' names. He submitted the report on April 8 and a jury was named to assess damages. The jury verdict "for opening the street" on "Cooley" Avenue in King's Addition, was reported on April 21, 1856. E. Langworthy, Lot 232, was damaged to the amount of \$600, while those properties to the west and south of his land had benefited. Judge King asked the Council on June 13, 1856, to extend Diagonal beyond Broadway to Park Hill and offered to give land for the right-of-way (he did the same for an extension of Charles Street). R. V. Walmsly and seven others asked for an appropriation of \$250 on October 16, 1856 to make the improvement. The Council tabled the request pending receipt of the South Park Plat

The large lots in the north end of Broadway (Lots 23, 25, 27, 31, 32 became 20 smaller parcels) were re-platted December 10, 1881. On the south end of the King plat, the Brewery Addition, filed on January 15, 1876 by Peter Kiehe, Geo. and Maria Zumhoff, Dominic Rhomberg. Judge King's daughter Jennie E. King married E. B. Farley. Additional plats, King's #3, was filed on March 3, 1892, and the Subdivision of E. B. Farley's Subdivision was filed on November 4 1890 (Property abstracts, 2441, 2609 Broadway).

Newspaper end of year and other reports identify 61 new house starts within the neighborhood. All but four of these predate the year 1888. The list is necessarily incomplete and there are no reports for some years. Post-1900 buildings are particularly underrepresented due to the lack of annual reports. Unlike the other survey areas, these building starts describe a fairly sustained level of construction between 1871 and 1888. In fact there are but a few more intense years or periods, with seven house starts in 1871, six in 1882, and 13 houses in 1886.

Plans to improve Heeb Alley, the northward continuation of Heeb Street beyond Seminary to Kaufmann, were derailed in early 1903. Opening the alley entailed cutting the grade by 20 feet. Former City Attorney T. H. Duffy led the opposition, stating that owners would have to use ladders to get to the street. The City Engineer urged that the alleyway be vacated and relocated further west (*Herald*, April 10, 1903).

Gas mains were laid along Seminary Street in September 1906 (*Herald*, September 18, 1906).

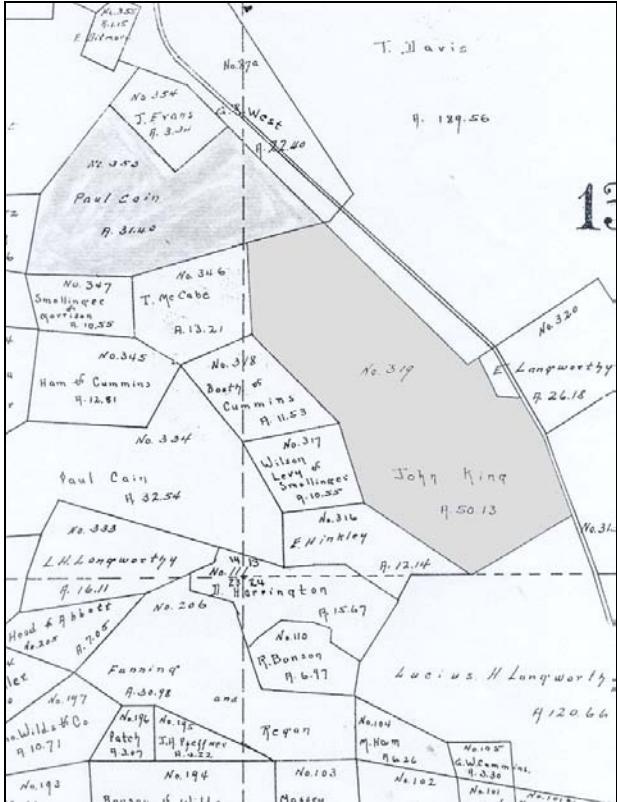


Figure 110: Plat Map of Survey Area

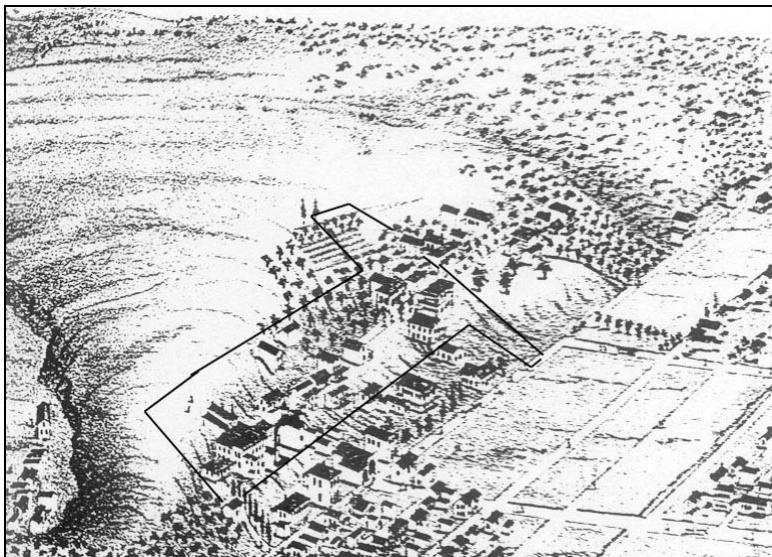


Figure 111: Detail of 1872 Birds Eye View (survey area superimposed)

The 1872 overview depicts an already well built-up neighborhood with at least a dozen houses being in place along Broadway proper. Glab's Brewery anchors the south end of the area. Vineyards occupy the bluff front at the north end of Broadway. A tabulation of new house starts begins in 1868. Between 1870 and 1874, 13 houses are known to have been built. During the next five years, 9 more were built. Between 1880 and 1884 19 houses were built. Between 1885 and 1889 17 more were built. Just one house was added between 1890 and 1894, and none the next five years. The final new house buildings dated to 1904, 1909 and 1914. While incomplete, these figures indicate that the neighborhood was largely infilled during the years 1870-1889. A number of post World War I infills are also to be found.

A Good Residence For Sale: A dwelling house with 8 rooms, 2 cisterns, 1 stable, a good many cherry trees and 1 ½ acres of ground, is situated above the street railroad depot, on Broadway, in King's Addition. For particulars call on George Zumhoff.

Daily Herald, June 14, 1872

One new street initiative on the part of the city during 1872 was the laying out of a circuitous connector between the (then) end of Seminary Street and Mineral Street. The route ran through the Littleton and Sawyers additions and was apparently present-day Rosedale and the northward continuation of Grandview Avenue, the latter street was just being laid out. Clarke ended at its western merge point with Asbury Road. This new connector would have made it easier to travel on Seminary from the west. The Herald lauded this and other road improvements, noting “these improvements are important, and it will be no small benefit if they are made without delay (*Daily Herald*, May 22, 1872).”

City directory listings for 1873-74 offer only a dozen listings and all references are made with reference to Broadway listings to the north of 25th Street, all in King's Addition. Just eight addresses, comprising four homes on either side of Broadway, are listed. The 25th Street reference is apparently to 24th Street. The houses cover the full range of Broadway, with the southernmost reference being 2404 Broadway. John King's house is the last one referenced on the east side of Broadway, being four houses north of 25th. On the west side, the only identified address is 2441 Broadway, then occupied by Richard, Peter and Barthol Kiene. Houses to the north occupied by Paul Kiene, Printer Paul Zalantini, and carpenter Jacob Rheinfrank, do not appear to survive.

And now a wail comes down from Broadway about the depredations committed by cows running at large, breaking into gardens and destroying flower beds. If there is no law against their running at large, then all right; if there is, then all wrong. Cows should be shut up at night, and driven off to the fields in the morning. Then the nuisance would be abated. The people up that way want the law enforced, or be allowed to keep watch dogs exempt from license to guard their property

Herald, August 5, 1880

One neighborhood issue of mid-1880 was a slaughterhouse located on 23rd Street. The City Council had ordered it removed a year previous but the Herald reported it back in operation. A particular concern was its proximity to the Couler Avenue schoolhouse (Fulton School, presumably) (*Herald*, May 23, 1880).

The area along Broadway, in the vicinity of Diagonal, was being built-up by this time. The *Herald* noted “Quite a number of houses have been built this summer on the hills in the rear of John Mehlhop's residence on Broadway.” John Mehlhop Sr., an early tobacco and grocery merchant, occupied Judge King's mansion on Traut Terrace. (*Herald*, September 29, 1880).

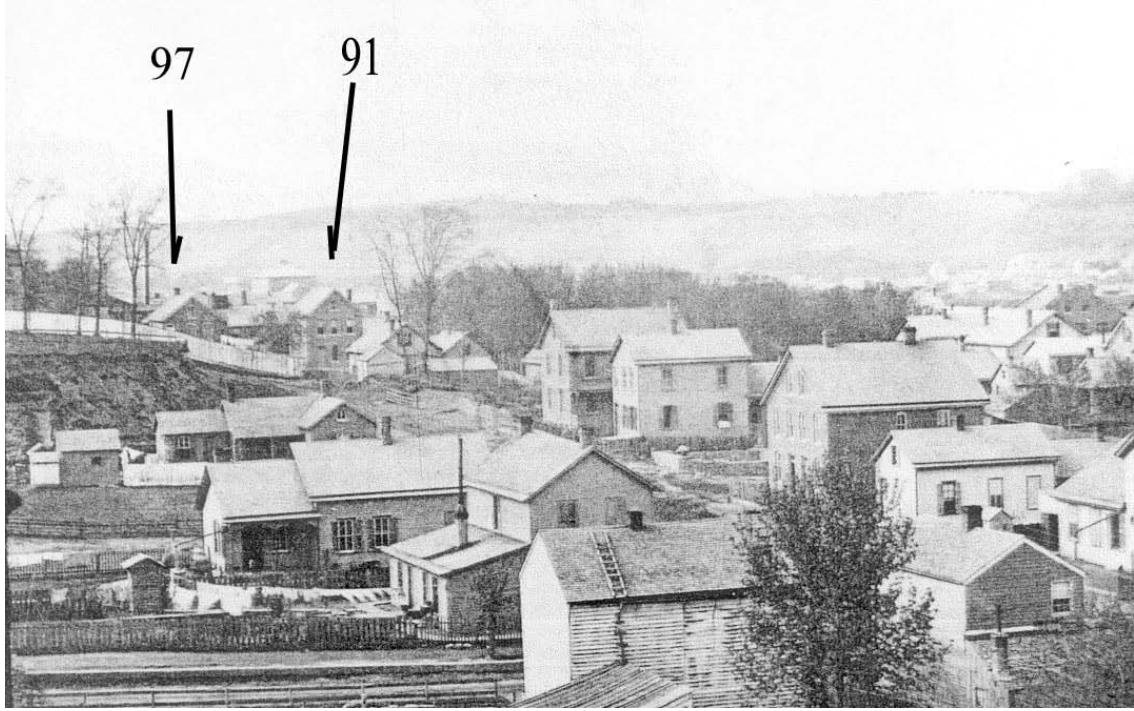


Figure 112: Detail, c.1880s view north from Seminary Hill, across Kaufman Avenue
(Center for Dubuque History, Loras College)

At background left and marked, are 91 and 97 West 23rd Street (formerly Hart Street). Glab's Brewery is visible to the left of those houses.

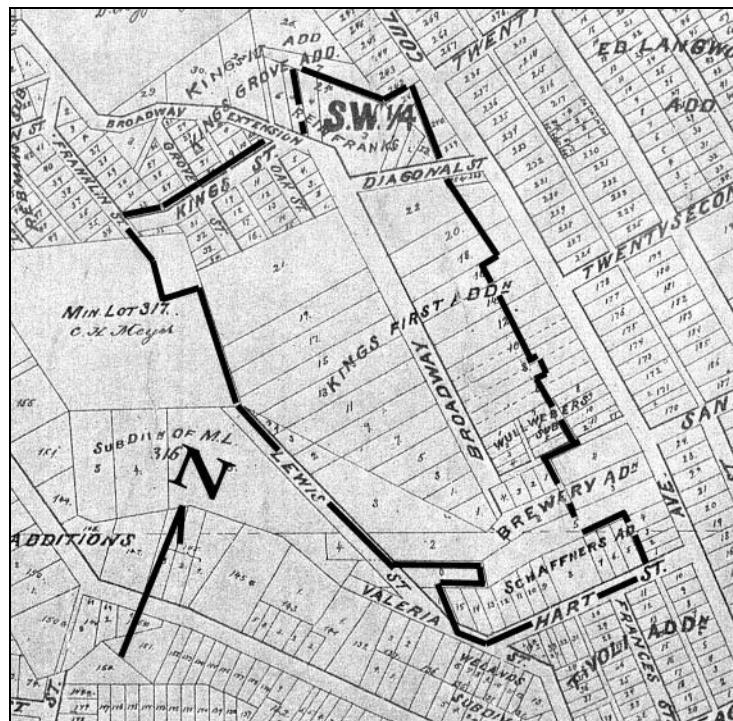


Figure 113: Detail, Map of Dubuque, 1888 (survey area marked with black lines)
(Map of the City of Dubuque, Iowa, 1888. New York: Leggo Brothers & Company)



Figure 114: Detail, 1889 Perspective Map of the City of Dubuque, south end of the survey area

This detail shows West 23rd (formerly Hart) Street and the Glab Brewery complex. Valeria Street runs northwest at the far left, Central (formerly Couler) runs north at the lower right.

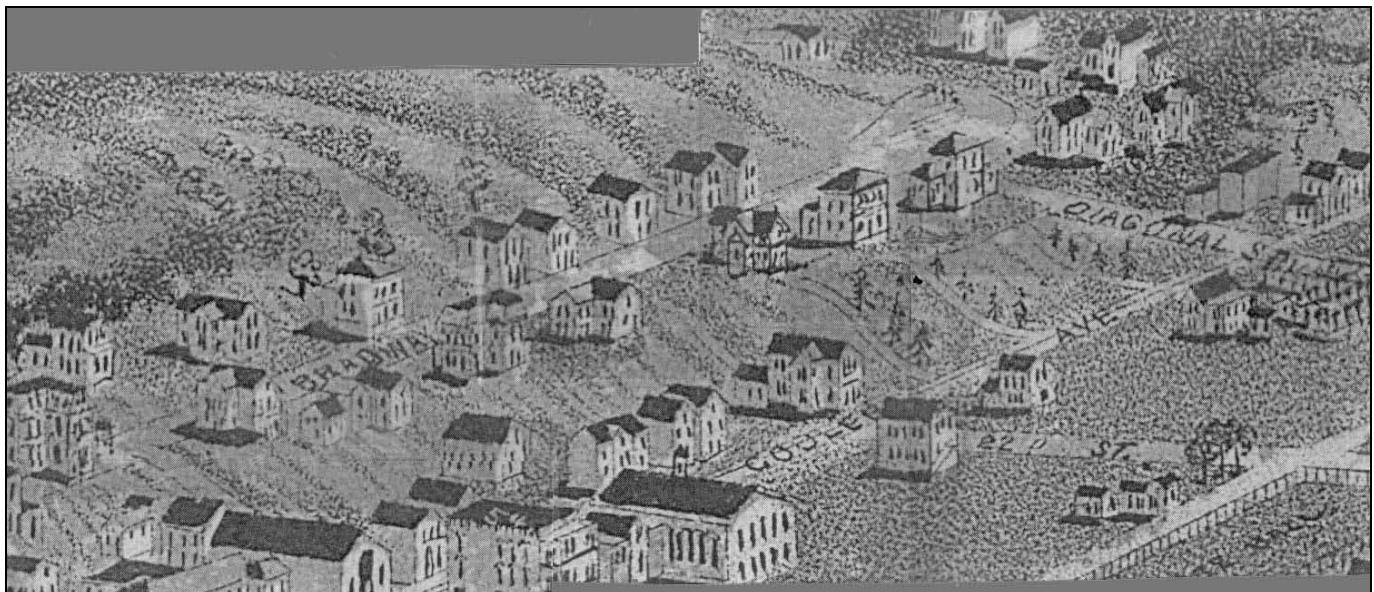


Figure 115: Detail, 1889 Perspective Map of the City of Dubuque, north end of the survey area

This detail encompasses the remainder of the project area as it appeared in 1889. Diagonal Street marks the north boundary of the project area. This depiction understates the elevation of the ridge that runs between Broadway and Central. The houses on Broadway are not visible from the latter street, and vice versa. Absent from this image is Fulton School, to be located on the greenhouse site at Diagonal and Central at the far right. The houses shown along the east of side of Broadway at its northern end are actually well advanced to the east of Broadway and originally fronted onto Couler/Central.

In mid-1891 Broadway residents were being treated to nightly dog howling concerts and the Herald observed that there was “no sleeping in Broadway (*Herald*, July 19, 1891).”



Figure 116: Detail, 1928 Streetcar Map

Streetcar lines utilized Coulter/Central and Jackson. Greeley, running south from King in the northwest corner of the project area, was then called Fulton Street. Eagle Point Avenue was first called Kauffman Avenue. The black dots represent subscribers of the Telegraph-Herald. Given that newspaper's local dominance, the dots are a good representation of where houses stood.

Broadway was finally paved during the mid-1920s.

Individual House Photographs:



Figure 117: Residence of J. F. Heer/Judge King,
2535 Traut Terrace, overlooking Coulter Avenue, 1897
(*Souvenir Gems of Dubuque*)

The King House is the oldest residence along Broadway and its orientation the east attests to the fact that when Judge King built it, there was no Broadway Street. King placed his house on a ridge that ran between Central/Couler and what would become Broadway, with an east-facing orientation. The Herald reported in 1934:

When Judge King built his "mansion" there was no other house on the elevation west of Central avenue and south from Diagonal street to Twenty-fifth street. The terraces which now stretch before it, and the three other houses now standing on Traut Terrace, had not been made, and the house stood at the top of a gradual incline that extended all the way down to the level of Central avenue, then known as the Plank Road.

Included in the homestead was all of the property between Central avenue and Broadway and from Diagonal street to Twenty-fifth street. On the slopes at every side of the house...were vineyards and orchards. To protect the products of his vines and trees from possible marauders, Judge King had caused a five-foot wall of stone to be built about the entire property. The wall completely enclosed the property, extending all the way down Central avenue, on Twenth-fifth and Diagonal streets and all the way along Broadway between these two streets...

In the course of years after the death of Judge King [1871] the property which he had beautified by the planting of vineyards, fruit trees and berry bushes and flowers of many varieties has undergone many changes. The property has been made into a subdivision, new streets were laid out through it, new homes were built on its slopes, the new Fulton school annex and its playgrounds found a location at the foot of the slope in front of the old residence, and the gradual sloping knoll was transformed into terraces (*Telegraph-Herald*, April 29, 1934).



Figure 118: King House, 2535 Traut Terrace
(*Telegraph-Herald*, November 16, 1941)

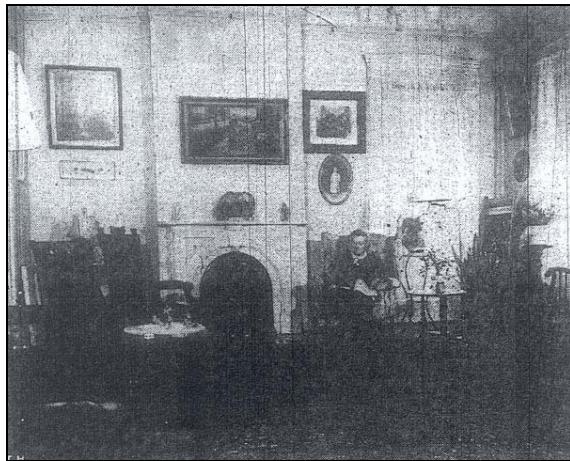


Figure 119: Interior view, 2535 Traut Terrace
(*Telegraph-Herald*, November 16, 1941)



Figure 120: Residence of F. W. Altman, 2452 (100) Broadway, 1897
(*Souvenir Gems of Dubuque*)



Figure 121: Residence of Joseph Zimmerman, 2506 (130) Broadway, 1897
(*Souvenir Gems of Dubuque*)

This Classical Revival design has been obliterated in an apartment house makeover. The whole footprint was squared off and given a flat roof. A few surviving basement windows and exposed stone foundation are the only clues to the original appearance, shown above.



Figure 122: Blocklinger Residence, 2417 Broadway (*Souvenir Gems of Dubuque*), 1897



Figure 123: 2500 (then 118) North Main, Residence of Christian K. Mathis, view northeast (*Dubuque, The Key City*, 1897, p. 84)



Figure 124: 2518 Broadway, the residence of Col. J. W. C. Saunders
(*Souvenir Gems of Dubuque, 1897*)

Fulton School:



Figure 125: Fulton School, 1907, view to the southwest
(Center For Dubuque History, Loras College)

The Couler Avenue School was built in 1875 and was renamed Fulton School in 1890. An addition was built in 1891. Architects F. Heer and Son designed a boiler house for Fulton School in 1901 and bids were called for in late July. The first school was replaced by the present Fulton School, located immediately east across Couler/Central Avenue (2540 Central) in 1939 (*Herald*, June 9, July 16, 1891; July 27, 1901).

D. Meggenburg operated a brickyard on the Broadway Extension for several years prior to his death in 1903. Sons Gus and Dick reorganized the business as Meggenburg Brothers and continued operations (*Telegraph-Herald*, April 10, 1903).

Couler Avenue Breweries:

Four breweries were located along Couler Avenue. The Dubuque Brewery, operated by Antoine Heeb, was located on the southwest corner of Eagle Point/West 22nd and Couler prior to 1857 at which time it was being expanded. Titus Schmidt first established the facility. As of 1873 this was the second largest of six breweries in terms of the value of its product (4,387 barrels worth \$42,000).

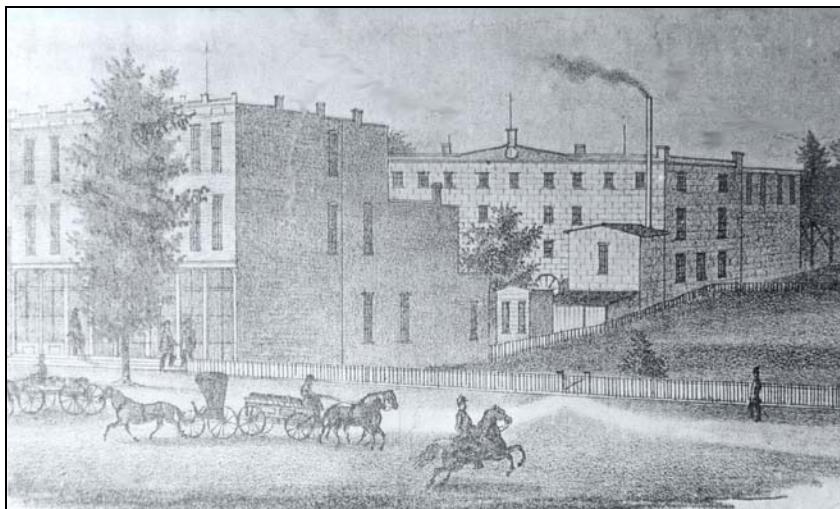


Figure 126: Titus Schmidt Brewery, Eagle Point Road and Couler Avenue
(Center for Dubuque History, Loras College, Photo KRE12)

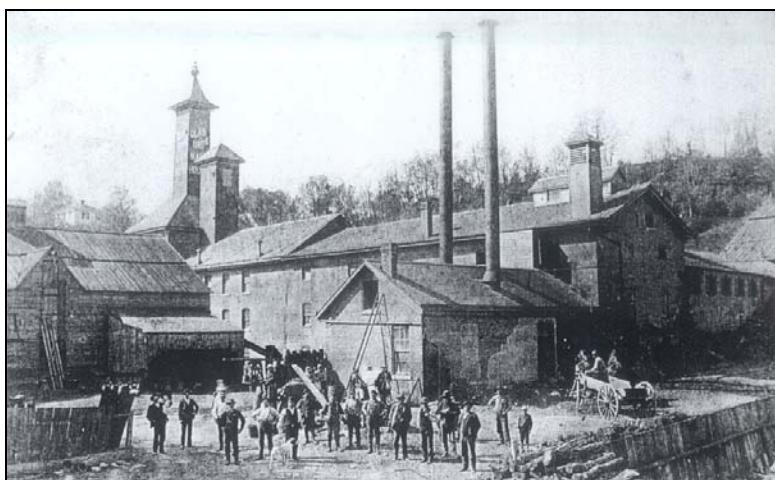


Figure 127: Glab Brothers Brewery, Couler and 27th Street, view west, 1888
(Center for Dubuque History, Loras College, Photo NGL 2001)

By 1909 the facility was operated as the Iowa Dairy Company.

The Iowa Brewery, located just south of the present-day West 24th Street was the second brewery complex proceeding north along Couler. Established as the Western Brewery Mathias Tschirgi and Jacob Schwind in 1854, it was titled Tschirgi & Schwing as of 1873, at which time the value of its output was nearly double that of the other five city breweries (3,200 barrels valued at \$82,000). By 1884 it was called the Iowa Brewery. Titus Schmidt (see image below) opened his own brewery on Couler in 1855 and was the first brewer to bottle beer for home use. His firm became the Iowa Brewery by 1884, and operated under that same name as of 1891. By 1909 the sprawling facility contained both the Dubuque Weiss Beer Company and Demkier Brothers broom factory. By 1936 a much-reduced range of buildings housed the Artesian Bottling Works. The buildings were gone prior to 1964 save for the surviving beer hall was built in 1857, at which time the brewery was described as being located on “the upper end of Couler.” No overall image has been found for this brewery (*Herald*, March 8, 1857).

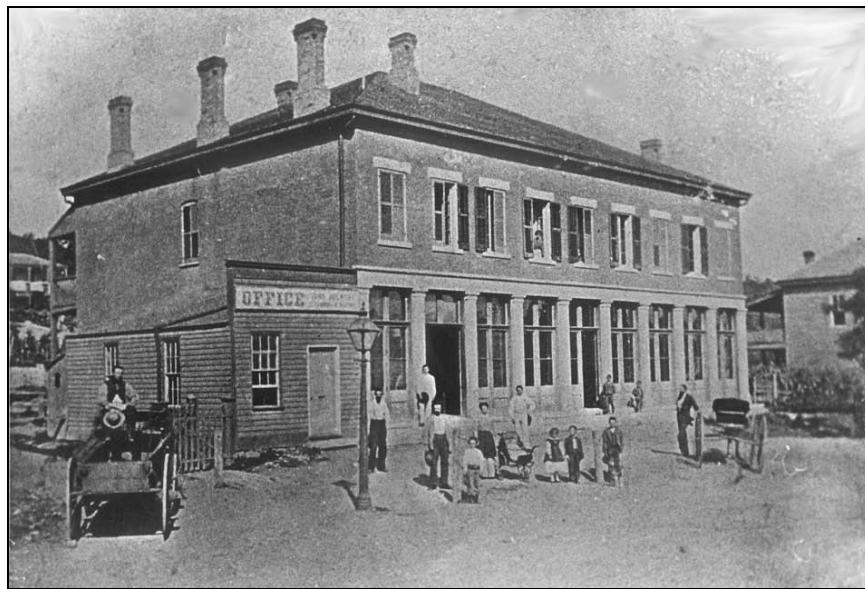


Figure 128: Iowa Brewery Hall, Couler, south of 24th, view northwest
(Center for Dubuque History, Loras College)

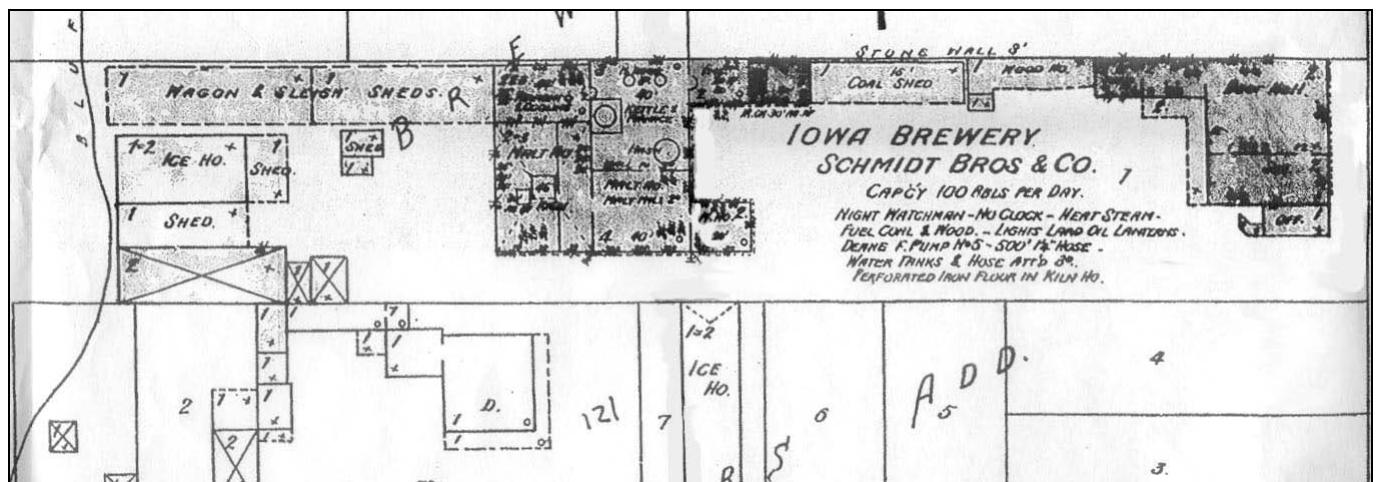


Figure 129: Detail, 1891 Sanborn Fire Insurance Map
The house (numbered 121) apparently survives much altered as does the Beer Hall, far right.



Figure 130: John Schaffner Residence, Tivoli or Centennial Gardens, view northwest
(*Telegraph-Herald*, May 27, 1934)

John Schaffner established the Tivoli Gardens in conjunction with the Tschirgi & Schmid Brewery, in the early or mid-1850s. Richard Cox operated the gardens 1860-63, followed by Joseph Zugenbuehler (1863-76) and finally John Krayer (1876-closure). Schaffner's Greek Revival style cottage survived into the 1930s and might form the core of 121 West 23rd today. The gardens were reduced in size as housing was built to the south along Hart/West 23rd Street and this cottage was obscured by a large double-decked billboard. When those were removed the house was confused with that of Lucius Hart Langworthy, who had built a house in the early 1830s in an oak grove beyond Frances Street, to the south of West 23rd Street.

The third brewery, established by Adam Glab (1828-1880), was as noted located at present-day 30th Street. Glab came to Dubuque in 1852 and founded the Northern Brewing Company in 1866, expending \$50,000. His sons Nicholas, Alois and Frank, all worked with their father. This sprawling brewery complex is depicted on the 1884, 1891 and 1909 Sanborn Fire Insurance Maps. Four local breweries were consolidated as the Dubuque Brewing and Malting Company in 1892 (*Dubuque Encyclopedia*, pp. 47-48, 178, 196).



Figure 131: Glab Brewery workers, note the shields, barrels, glasses of beer and two dogs
Nicholas Glab (far left, front), Frank Glab (center with hat?) and Anton Glab (far right, front)
(Center for Dubuque History, Loras College, Photo GRE 7772)

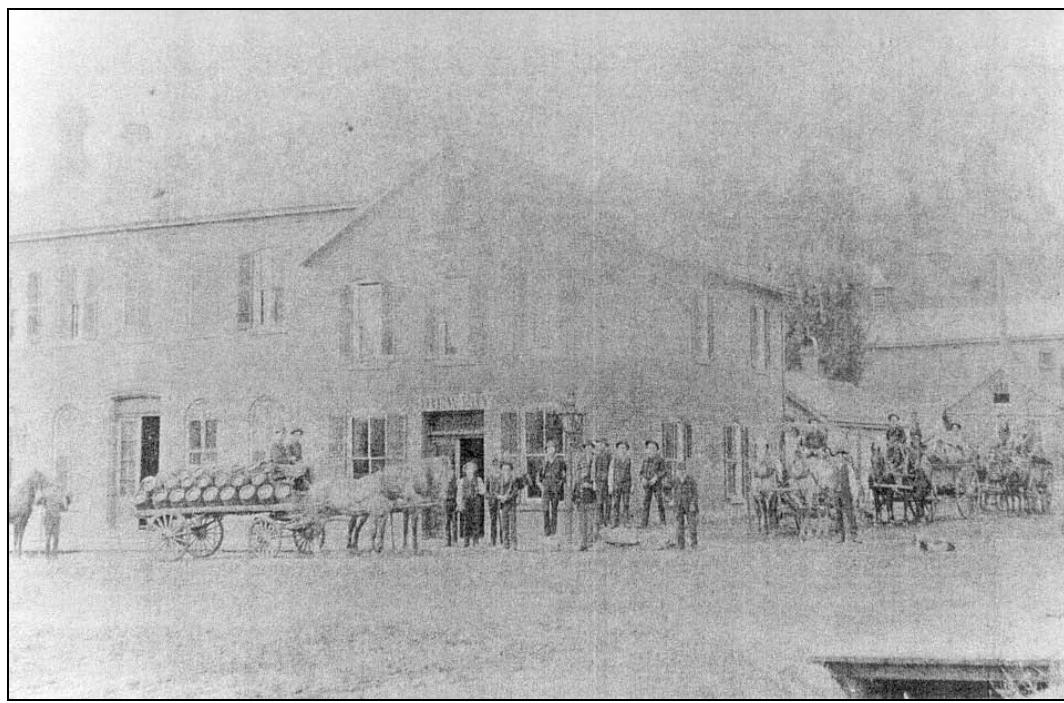


Figure 132: Said to picture Glab's Brewery, c.1880-90
(Center for Dubuque History, Loras College, Photo GRE7771)

There is no ready fit between this image and the fire insurance maps although the bluffs are visible in the background.

The fourth brewery was the Dubuque Malting and Brewing Company, that was built in the 1890s to the east of Couler Avenue near 32nd Street.



Figure 133: Dubuque Malting and Brewing Company

Union Electric Street Car Company:

This very large complex was substantially expanded to the south post-1909. The original stone power plant and blacksmith shop survives in the northwest corner of the complex. This complex was a focal point of the 1903 streetcar strike and National Guard call-up.



Figure 134: Union Electric Street Car Company Car Barn, view northwest, c.1915
(Center for Dubuque History, Loras College)

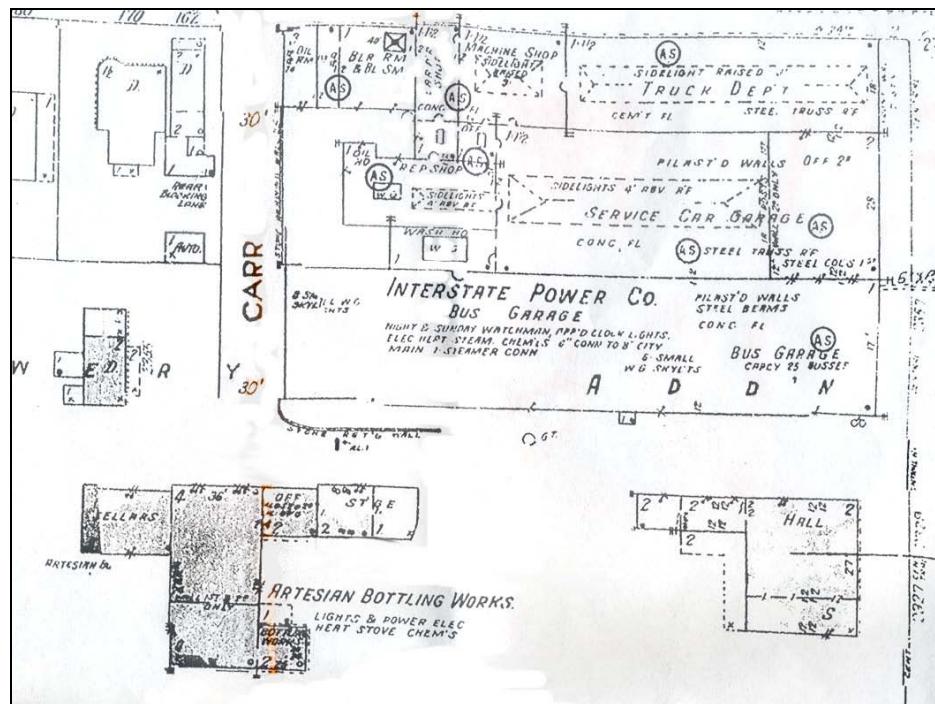


Figure 135: Detail, 1924/36 Sanborn Fire Insurance Map
Interstate Power Company Bus Garage, West 24th and Couler and Remnant of the Iowa Brewery

John L. Heims Brickyard, 3200 Central Avenue:

John Heims and his mother converted their late father's pottery works (established 1867) into a brickyard in 1880. The firm employed 60-75 hands and produced bricks for all of the key area landmarks, including Washington Junior High School, Sacred Heart Church and the Holy Ghost Church. It slowed in production during the 1920s and finally failed during the Great Depression. As of 1909 John Heim also operated a hotel at the corner of Couler and West 32nd. Another source however locates the yard at This facility was located near 2704 Ventura Drive, that site is now occupied by an apartment complex. ([Dubuque Encyclopedia](#), p. 196).

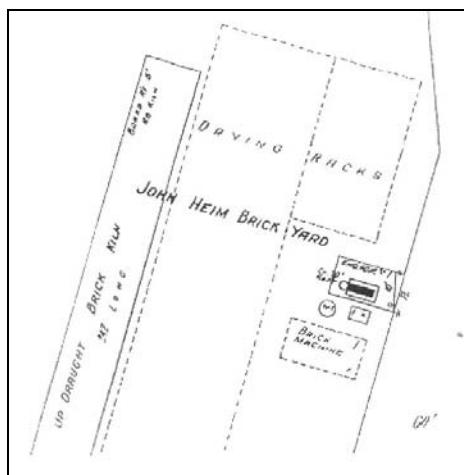


Figure 136: Detail, 1909 Sanborn Fire Insurance Map
North is to the left, with West 32nd Street to the right, Coulter Avenue is to the east (top of image).

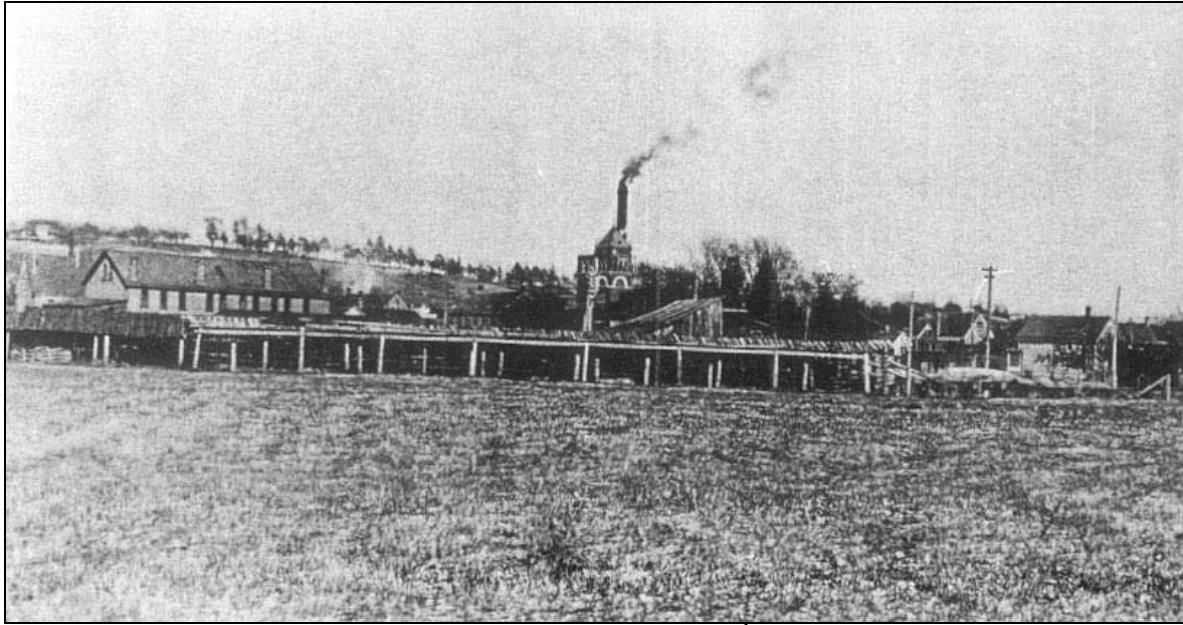


Figure 137: Heim's brickyard, West 32nd Street, view east
Dubuque Malting Company visible in background
(Center for Dubuque History, Loras College, Photo #3596)

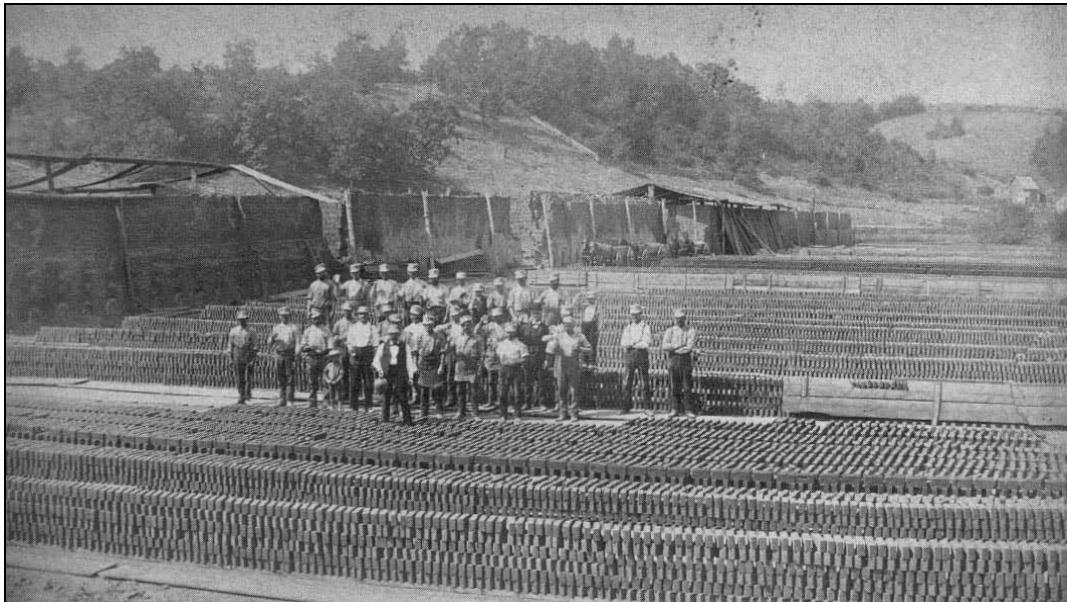


Figure 138: Anton Heeb's brickyard, Couler Avenue, said to be at 32nd and Couler
so is likely Heim's yard, undated, likely c.1900
(Center for Dubuque History, Loras College)

James Cushing's Vinegar Works:

Yet another important and long-enduring industrial operation that was near the Broadway survey area was the Cushing vinegar works. The facility is pictured on the 1884, 1891 and 1909 Sanborn Fire Insurance Maps. This plant was located at the west end of West 23rd Street and Valeria Street. It is probable that its employees found homes along West 23rd Street.

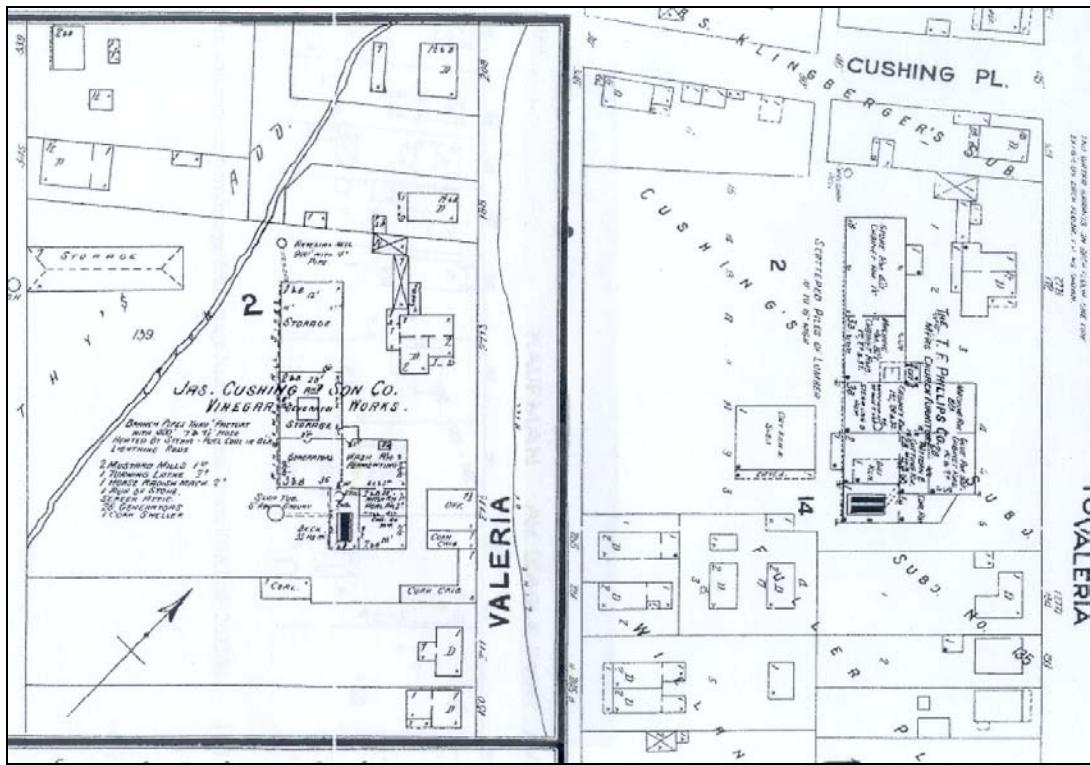


Figure 140: Detail, 1891 (left) and 1909 (right) Sanborn Fire Insurance Maps
James Cushing & Son Vinegar Works

Project Methodology:

The project methodology employed was based upon experience gained in earlier Dubuque survey phases. House-specific data was collected at the same time that general survey area historical and visual data was gathered.

The spreadsheet approach to house documentation was once again employed. It had proved itself very useful during the Phase III and Phase IV survey projects. The approach consists of a complete listing of all properties, arranged in street and house number order. Separate columns are used to gather descriptive and historical material. The descriptive section was subdivided into the following sections. First a building date was entered, based upon the City Assessor's estimated year of construction. Next a stylistic section identified the type or style of the residence and listed character-defining elements. A descriptive section summarized the overall plan, dimensions, and other details. An alterations section summarized visible changes and post-1917 building permits.

The historical section listed the historic title (original owner), the designer/contractor, and a range of historical data (water/sewer records, city directory data, other information and historical image data). Another column described outbuildings, landscape, and gave the legal description. Another column provided the evaluation, separately of the main building and subordinate buildings.

The historical data consisted as noted of a layering of information sources. Water/sewer data was invaluable because it listed parcel owners when a trunk sewer or water main was installed. Since access to abstracts wasn't possible or feasible, this source provided a useful list of early and likely long-term owners. City directory data was gathered for 1899 through 1921. The first date was the earliest directory having a street address index, and 1921 was the first directory to use present-day house numbers. The 1921 numbers were converted into 1918 and earlier numbers and these were run back to 1899. The 1899 names were then traced back in earlier directories as far as they could be followed. This work would have been impossible without original directories and these were made available by the Center for Dubuque History at Loras College. A number of early directories were searched for all listings from the three survey areas. The first two directories were those that immediately followed the 1872 and 1889 birds' eye views (1873 and 1890). Directories for 1883, 1887, 1875, 1894 and the pre-Civil War directories were similarly searched. The carded listings were then sorted and entered into the spreadsheets. This sampling approach substituted nicely for abstract searches. A broad range of house history data that included historical tours, newspaper articles, etc. was searched and many of the more notable houses were well documented. City building permits survive for post-World War I years on and these were searched to document substantial alterations (residings, enlargements, outbuildings, moving in of buildings, demolitions, porch replacements). City Assessor data provided the core data for setting up the spreadsheets. A largely complete list of addresses was assembled and correlated with master survey maps prepared by the city. The data was then field checked with special attention being given to outbuildings. The Assessor data provided a rough building date, a current photo which was used to identify an initial style/type and evaluation, a building footprint, number of stories, exterior materials, and outbuilding data. Earlier Assessor cards from the 1950s were also checked because they commonly contained notes about long-term owners and outbuilding data.

Historical images were gathered from the Center For Dubuque History and the Dubuque County Historical Society. These included both overview and building-specific images. Considerable success was realized in all three survey areas in finding photos. Maps, panoramic views, and most important, Sanborn Maps were also used. The two panoramic views (1872 and 1889) were used as templates to document the Assessor's earliest claimed building dates. This source proved to be very reliable and corroborated other sources nicely. Historical photos were invaluable in measuring

changes to houses. None of the survey areas were completely covered by the earlier Sanborn Map makers but each map was compared house by house to date and measure changes to each address.

One invaluable historical source was the use of end-of-year and other newspaper reports on construction. All known end-of-year building reports had been previously compiled. Most had addresses of some sort, but minimally provided a street and builder. A separate listing was prepared that compiled these entries for each survey area. A number of years were thoroughly searched (April to October, the construction season) in addition to these and first priority years were those that lacked complete or any annual report. More detailed progress reports were found for many houses along with a wealth of general historical and descriptive reports on the survey areas. City Council minutes were searched to trace early road developments.

All of this information was amassed in the spreadsheet document and as the information sorted itself out, the data was adjusted up or down the address list. Four or five different bits of information would suddenly reveal which property they related to. Normally this type of information is assembled in individual property-defined documents and there is no opportunity to adjust the information. In this instance these individual site sheets were not set up until the month before the project was to end and even then, they were not printed out until the very last minute as more information continued to become available.

One neighborhood meeting was held in the Broadway neighborhood. Five property abstracts were examined and the experience provided a useful test of this approach. Each abstract required perhaps half an hour's time to research and analyze. Abstracts when combined with city directories and other sources are invaluable data sources but they do not necessarily identify parcel occupants and a list of owners may or may not be helpful in searching city directories. The abstracts were particularly useful for reconstructing land platting activities.

The project workforce consisted of the consultant, James Jacobsen, and a project intern, Linda A. Mathewson. Mrs. Mathewson gathered the water/sewer, building permit, and early Assessor data and she did much of the city directory research and looked for historical photographs. A city planning intern set up the site sheets by copying the data from the survey spreadsheets to the individual survey forms.

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