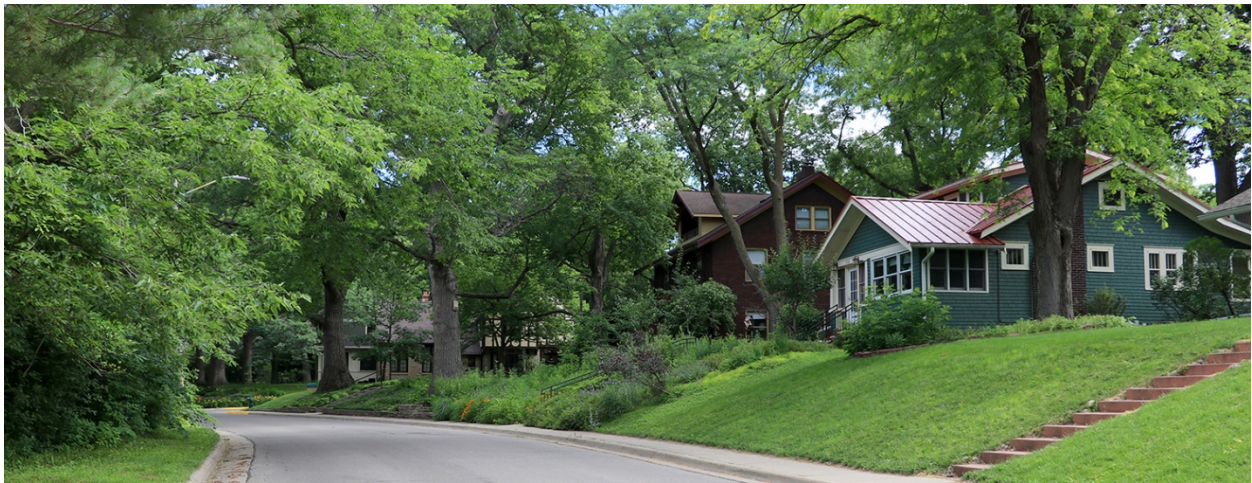


Intensive Architectural and Historical Survey for the Chautauqua Park and Ridgewood Additions

City of Ames, Story County, Iowa

Certified Local Government (CLG) Grant

HADB No. 85-045



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December 2022

Acknowledgements

The activity that is the subject of this project has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior.

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With Special Thanks To

The Ames Historic Preservation Commission

The Ames History Museum

Ames Public Library

The Office of the County Recorder

Iowa State Historic Preservation Office

Iowa State University Libraries and Archives

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Abstract

The Chautauqua Park and Ridgewood Additions in Ames, Iowa (Story County) were chosen for an Intensive Level Survey based on the high integrity of the existing historic resources and previous documentation that indicated significant architecture. William C. Page, Public Historian, conducted a reconnaissance survey of Ames, Iowa, and identified multiple properties in the study area that would benefit from further research and preservation (Historical and Architectural Resources of Ames, Iowa: Reconnaissance Survey, 1992). Multiple buildings were also included in the 1976 Central Iowa Regional Association of Local Governments Survey to identify significant architecture.

The purpose of the survey was to determine eligibility for a National Register of Historic Places District Nomination. The project results indicate that the Chautauqua Park and Ridgewood Additions retain their historic contextual significance and integrity and are therefore suitable for inclusion on the National Register of Historic Places.

The Chautauqua Park and Ridgewood Additions are a microcosm study of early Ames residential development, creating an interwoven understanding of the thematic values and changes in civic buildout throughout the first half of the 20th century. The cultural and architectural themes create a progressive story that facilitates a single, comprehensive District designation and therefore the survey area is described collectively rather than as independent platted areas.

The period of significance was determined based upon the development of the area, including dates of construction and predominate architectural styling. The period of significance begins in 1910 at the time of platting and early development of the Chautauqua Park Addition and concludes post WWII in 1946. The architectural styles and materials utilized within the survey area are reflective of this period. Relatively few intrusions have occurred, and styling has not been altered to a high degree, supporting its significance as a District with distinctive architectural characteristics, under Criterion C.

Criterion C: District had Distinctive Architectural Characteristics

The Chautauqua Park and Ridgewood Additions combine the aesthetics of early-to-mid-twentieth century architectural style movements; including Craftsman, Colonial Revival, Tudor Revival, and Minimal Traditional; retaining key style characteristics and designs. These styles resulted from national trends with very different roots, but they were built together in proximity in the Additions, creating a blended effect over the decades of construction.

Criterion A: Property is Associated with Significant Events

The Chautauqua Park and Ridgewood Additions are examples of an early automobile suburbs with emphasized proximity of park land and Iowa State College supporting its significance as a District associated with significant events, under Criterion A. These neighborhoods illustrate a transition from the early grid plan to an Olmstedian plan with curvilinear streets that embraced the physical curves of the landscape, showing the progressive thinking in community planning in early twentieth-century Ames. The Ridgewood Addition was the first in Ames to offer infrastructure improvements finished to

each lot, prior to sale. As automobiles became readily available, terrain previously considered less viable for development was now more accessible, and these areas became populated by more affluent community members who could afford automobiles. This use of rougher ground instead of clear-cutting and leveling prior to development also promoted a connection to nature, and direct connections to park space underlined this value that Fredrick Law Olmsted, Sr., popularized.

In addition to documenting human-made structures, this survey considered other historic resources that directly impact the integrity of the Chautauqua Park and Ridgewood Additions and collected preliminary data on historic trees. With the ties to Olmsted-style urban planning and a clear value for landscape features made evident in the platting, understanding trees as historic resources will help maintain the original intention of the Additions.

The report that follows, includes a description of the historic context of the survey area, a summary of the existing historic resources, description of project methodology, and appendices with Site Inventory Forms for 150 properties in support of a nomination to the National Register of Historic Places.

Introduction

The Chautauqua Park and Ridgewood Additions are early automobile suburbs of Ames, Iowa, platted in 1910 and 1916 respectively. Ames developed like many midwestern towns: at the crossroads of waterways and railways. Ioway Creek, which runs diagonally through present-day Ames, is the western border of both Additions, and the Union Pacific Railroad (previously the Chicago and Northwestern Railroad) is the eastern border. Ames' growth since its founding has been in relationship with transportation, from railroad to cars, and this had a direct effect on the design and location of the Chautauqua Park and Ridgewood Additions. The growth of the city has also been intrinsically tied to the success of Iowa State University (previously Iowa Agricultural College and Iowa State College) located approximately two miles west of the original downtown. Early residents of the Additions were attracted by their proximity to the College, many of whom were documented as professors and administrators at the College.

The Chautauqua Park and Ridgewood Additions tie together these two major themes in Ames' development: transportation and education. As early automobile suburbs, the Additions were created to have easy access to the College. They were also developed on land that was previously used for an annual education-entertainment festival (the Chautauqua) in the first decade of the 20th century. Due to the uneven terrain of the area, automobiles made this space more accessible for development. There was a steadily increasing population of affluent administration and faculty purchasing real estate who could afford the needed automobiles.

Ames' transportation growth around trains continued in parallel with the automobile until the 1920s, when auto-culture slowly began to overtake the influence of rail transportation. This transition was not always smooth, with difficulties like late street paving and poor original paving techniques. The connections to Iowa State College were also fraught, including lack of appropriate streets to move increasing levels of traffic, and the effects of floods and other natural phenomena on early bridges over Ioway Creek. The populations of the Chautauqua Park and Ridgewood Additions then had to contend with the effects of the Great Depression on the housing market, including tax sales and drastically changed architecture and cultural values related to living space.

The existing historic resources reflect these critical cultural changes in the built space, and physically document the related aesthetic trends. Close to half of the historic architecture reflects Craftsman ideals, an architectural style that steamrolled across the country from California. There are prominent examples of Colonial Revival homes built at a similar time, including examples of the less common Dutch Colonial Revival style. Tudor Revival structures were built at drastically different scales, and finally Minimal Traditional buildings were added in a wave that occurred in the mid-to-late 1930s.

Considering all of these factors, the Chautauqua Park and Ridgewood Additions are a microcosm study of early Ames, creating an interwoven understanding of the thematic values and changes in Ames throughout the first half of the 20th century.

The Locale

Location | Legal

Story County, Iowa, is made up of sixteen townships, in the Numbers 82, 83, 84, and 85 North, and Ranges 21, 22, 23, and 24 West of the 5th Principal Meridian (Map 1).¹ The county is named for Joseph Story of Massachusetts, a notable jurist and author on American Law.² “That eminent, able and just man was fully entitled to the compliment implied in this delicate and unique tribute to his memory, which was given at the insistence of Hon. P. M. Cassady, of Des Moines, who was at the date of the christening a member of the General Assembly.”³ Story County is located centrally in the State of Iowa and is currently the 8th most populous county in Iowa with 99,472 residents.⁴

Present-day Ames is mainly located in the north half Washington Township, Township 83 North, Range 24 West of the 5th P. M., with some extension into Grant Township to the east and Franklin Township to the north. The Chautauqua Park and Ridgewood Additions are located in Washington Township. Township maps from 1902 and 1919 illustrate the expansion of Ames to the north and west (Maps 2 and 3).

Location | Natural Environment

The State of Iowa is known for its rich soils that were left by glaciers of the last ice age, soil that developed beneath a prairie landscape for thousands of years. The Des Moines Lobe glacier was the last to enter the area, approximately 15,000 years ago, arriving in surges, reaching as far south as modern day Des Moines, and then receding towards Minnesota approximately 12,000 years ago.⁵ It left behind relatively flat deposits of loamy glacial till, pebbly clay, sand, and gravel, as well as hills (called moraines) that formed at stationary points of glacier melt.⁶ Story County is within the area of the Des Moines Lobe, and is similar to the majority of Iowa’s terrain more broadly showing the effects of the last ice age and glacial cold (Map 4). Seasonal freeze-thaw action was responsible for moving sediments into lowland areas, and hills slowly flattened in this manner.⁷ The glaciers left behind other land-moving forces, including a web of rivers and waterways born of the melting of ice sheets in different part of the state (Map 5). These alluvial plains are formed as sediment is deposited on adjoining flood plains, some of

¹ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 101)

² (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 101)

³ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 101)

⁴ (Iowa Counties by Population, 2022)

⁵ (University of Iowa, 2017)

⁶ (University of Iowa, 2017)

⁷ (University of Iowa, 2017)

which are larger than expected, a reflection of the large amount of ice melt that once swelled the rivers.⁸

The waterways in the Ames area are known today as Ioway Creek, College Creek, and Worrell Creek, tributaries of the South Skunk River which is located on the east side of the city. The Skunk River was formed of glacier melt and is characterized by rounded cobble and large granite boulders left as the glaciers receded.⁹ Ioway Creek is the most significant of these tributaries, and College and Worrell Creeks feed into this 41.5-mile-long waterway.¹⁰ Ioway Creek was previously known as the pejorative “Squaw Creek,” and was officially renamed by the U. S. Board on Geographic Names on February 11th, 2021. The name “Ioway Creek” will be used in this document when referencing this creek.

A soil survey done in 1903 by the U. S. Department of Agriculture, Bureau of Soils, maps the historical soil types, and the area in and around Ames was defined by Marshall loam, Marshall fine sand, Miami black clay, Miami clay loam, and meadow (Map 6). This map also illustrates further the effects of the rivers and waterways on the terrain surrounding and in Ames, particularly with respect to the city’s relationship to Ioway Creek and the South Skunk River.

Location | Native American Land

“Since about 3,000 years ago, Native people in what is today Iowa have been farmers. They built villages and towns, burial and effigy mounds, ridged fields, and large earthworks. They were involved in a network of trade that spanned the continent. Native people have been shaping this land just like they have been shaping its history and its current society and culture from time immemorial.”¹¹

Ames, Iowa, is located on land first inhabited by Indigenous peoples who lived on this land for over 10,000 years:

“The Ioway (Iowa), who are the Baxoje or Pahodje people, emerged as a nation from the archaeological society called Oneota, together with their Chiwere-speaking relatives, the Otoe and Missouria, perhaps the Ho-Chunk or Winnebago, and the Omaha. They settled in the lands that would later be named after them, the future state of Iowa. A powerful nation, they were weakened early in the 19th century by epidemics and war, and moved to the southwestern part of Iowa and northwestern Missouri... After the early 1800s, the Meskwaki had moved into

⁸ (University of Iowa, 2017)

⁹ (Story County Conservation, n.d.)

¹⁰ (Ioway Creek [Ames, Iowa], 2021)

¹¹ (Iowa State University, n.d.)

central Iowa, and after 1842, the Sauk also moved into the area. They sold the lands to the United States in the Treaty of 1842.”¹²

The Meskwaki People were historically located in much of the northern Midwest and along the Canadian border, and were called “Renards,” or the Fox, by French explorers¹³. A map from 1845 (Map 7) of Iowa shows the settlers’ understanding at that time of the names and locations of the Native People who were being displaced, though the names are possibly incorrect or poorly translated. This map, despite its flaws, does provide an illustration of how Native American land was encroached on and summarily divided into square-like parcels to become the counties and townships described previously:

“Through a series of land concessions in 1845 under the name of ‘Sac and Fox,’ the Sauk and Meskwaki formally lost all lands and were removed to a reservation in east-central Kansas (although some persevered and chose to stay).”¹⁴

Location | Early Settlement

The State of Iowa’s first white settlers quickly populated the land as Native American peoples were forced from their lands or their lands were purchased in treaties. In 1846, many Native people in central Iowa were moved to a reservation in Kansas, opening the region to white inhabitants. It wasn’t until 1850, however, that locations in Story County became popular.¹⁵ (Map 7) The vast prairie became both a friend and foe to the west-bound pioneer, the waving grasses mimicking the doldrums of the sea. While there was some competition to stake out the best claim, it became apparent that the rich soils and timber-lined rivers and streams could turn a relatively quick profit for the business-minded explorer.¹⁶ In 1853, a list was created of the families settled in Story County, using the taxable property assessment created by S. P. O’Brien.¹⁷ One-hundred and nine families were recorded, many camping and “busy turning prairie sod for future bread.”¹⁸

“Iowa is as large as England, and when its fertility of soil and variety of agricultural and mineral resources is considered, it stands pre-eminently at the head of all the western States, as a prosperous, wealthy, and wonderful commonwealth. As yet its resources remain largely undeveloped, while the opportunities for securing homes are unsurpassed in the Union.”¹⁹

While timber was much more accessible in the eastern portion of the state in proximity to the Mississippi River and its tributaries, as pioneers ventured further west, this resource became more and

¹² (Iowa State University, n.d.)

¹³ (A History of the Meskwaki People, n.d.)

¹⁴ (A History of the Meskwaki People, n.d.)

¹⁵ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 104)

¹⁶ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 106)

¹⁷ (Biographical and Historical Memoirs of Story County, Iowa, 1890)

¹⁸ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 111)

¹⁹ (Allen, 1880, p. 1)

more scarce. Finding other sources of fuel and construction material became an opportunity for some ingenuity, as new fuel sources such as dried hay, corn cobs, and animal droppings were identified.²⁰ Coal was also located in southern Iowa and was used for this purpose. Construction, particularly of homes and fences, was also a source of invention as homes popularly became built of sod (“soddies”) and fences were built of stone, dirt, and created using osage orange hedges.²¹

The lack of woodland also impacted the population of game animals, which made hunting less effective than in other explored territories. Some of the more common wild game recorded were deer, elk, turkey, geese, ducks, and cranes.²² Similar to their counterparts in other territories, pioneers struggled with native predatory animals, including wolves, foxes, and coyotes, and their effects on the domesticated and herd animals like cattle and poultry.

The life of the prairie-bound pioneer has been poeticized and romanticized often, the concept of Manifest Destiny creating an intrinsic purpose to the western expansion and thus a righteous cause for the intrepid explorer. The previous description of the potential wealth of Iowa evidences this cultural mood. But this description of the experience in the Iowa prairie written in 1890 shows a shift in that idealism, with a dose of, albeit still poetic, dreariness:

“The luxuriant grass hid the few cattle of the settler from view, even when the anxious owner might be within a few yards of them, and the searcher would stop and listen for the tinkle of the bell, which the wily old ox was careful not to sound, for thus by his cunning he for a time escaped the wearisome yoke. The head of the solitary horseman would barely peer above the tall grass as he skirted ponds or crossed the wide sloughs and low ground, and his centaur form was only made plain as he crossed the divides or climbed the prairie knolls to take note of his bearings. If he were miles distant from the grove, without a trail, and the day were dull, or the morning in fog, he might as well have been in mid-ocean without a compass, so far as the points of direction could be told. If a man under such conditions were on foot and alone, he might wander indefinitely and if night were coming on his situation was one of grave solicitude, and not without danger.”²³

An 1856 Story County Pioneers Map (Map 8) shows family and group settlements gathered near river and creek water sources, with labels including dates of settlement going back to 1846. Near the center of the map, it’s possible to identify the convergence of Iowa Creek and the South Skunk River, and along a small creek leading into the Iowa Creek, note the name “S. Worral.” This creek is currently known as “Worrell Creek.” The map also includes faintly visible railways and town names, including Ames, markings that may have been added later.

Another “pioneer” map found includes depictions of roads and railways more clearly, likely dating from the 1860s (Map 9). The area around Ames has been highlighted digitally and shows the convergence of railways and landmarks in the area, again likely added later (Iowa State University was known at the time as the Iowa Agricultural College, but is indicated here as “ISU,” clearly indicating the notation as having been added much later). However, continuities on this map from the previous one are notable,

²⁰ (Schwieder, n.d.)

²¹ (Schwieder, n.d.)

²² (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 107)

²³ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 107)

including “Worral Grove” indicated in roughly the same area as the “S. Worral,” as well as “Luther Grove” at a location previously marked for “C. Luther.”

Key Dates and Figures

The town of Ames began to take shape, similar to many other population centers at this time, around the construction and expansion of railroad lines through the State of Iowa. The railway tycoon John I. Blair (Historic Image 2) holds much responsibility for the initial building of Ames, purchasing land through Cynthia Duff, one of Ames’ earliest land-owners and sellers. He filed for the first official subdivision in 1865 (Map 10). Duff and Blair consulted on the naming of the town, and while Duff wished to use the name Onondaga, Blair won out with his option.²⁴ Ames was named not for one of its initial settlers or founders, but for the friend and business partner of John I. Blair, railroad investor Oakes Ames of Massachusetts (Historic Image 1).²⁵ Instead of naming the new town Onondaga, the principal east-west street at the time took this name (now known as Main Street), and Duff was appeased with the naming of Kellogg Street (Duff’s maiden name) and Duff Street (now Avenue) (Map 11).²⁶ Noah Webster is known to have built the first house in Ames, on the site of what later became the home of Mayor W. M. Greeley (1888-89).²⁷

A popular vote was taken and approved to incorporate the town of Ames in 1869.²⁸ An early description of the town says, “The present population of Ames is not far from eight hundred people, of whom a large proportion are of New England origin. Intelligence is the rule among our inhabitants, and earnest devotion to the cause of popular education is one of their most prominent characteristics.”²⁹ This drive towards education is thematically significant for Ames, through later involvement in the Chautauqua movement (see “Chautauqua Park | Previous Use” section for more information on the Chautauqua) as well as the local agricultural college.

Early records from the government bodies of Ames immediately after incorporation are generally absent, though a list of early mayors includes:

William West, the first; W. D. Lucas, in 1870; William Clark, in 1870; C. E. Turner, 1871; Walter Evans, 1872; I. L. Smith, 1873; William Clark 1874-76; G. A. Underwood, 1877-78; E. R. Chamberlain, 1879; G. G. Tilden, 1880; Henry Wilson, Jr., 1881-82; John watts, 1883; Parley Sheldon, 1884-85; M. C. Jones, 1886-87; W. M. Greeley, 1888-89; and Parley Sheldon 1890.³⁰

²⁴ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 210)

²⁵ (A History of the Town of Ames, Story County Iowa, 1871, p. 13)

²⁶ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 210)

²⁷ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 212)

²⁸ (A History of the Town of Ames, Story County Iowa, 1871, p. 20)

²⁹ (A History of the Town of Ames, Story County Iowa, 1871, pp. 15-16)

³⁰ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 212)

John I. Blair's investment in Ames, Iowa, while significant to the town, was one of multiple such investments made as he and his railways blazed across the state. "John I. Blair will always be remembered in Iowa as the first real pioneer railway builder who was willing to invest his wealth and that of his associates long before the rest of the railway builders believed such investments safe."³¹

Early Development of Ames

Railway

*"Of the many men who invested largely in the railway enterprises in Iowa, John Inslee Blair, of Blairstown, New Jersey, was one of the first in the field and the heaviest investor."*³²

As previously and briefly discussed, Ames was initially born of the railway expansion through the State of Iowa, taking advantage of a central location in the state and the natural framing of the Iowa Creek and South Skunk River.

"And yet, twenty-six years ago this was the site of a cluster of the much maligned 'frog ponds of Story County.' John I. Blair of Cedar Rapids and Missouri River Railroad and the Iowa Land Company, had an eye on that spot as a station for the first great trunk line across the State."³³

While many families had settled in the area around what would become Ames (Map 8), there was not yet a unifying factor for these homesteads. The community that became Ames absorbed some of these early settlements, at least in location if not in population, but there is scarce documentation of exactly which settlers became residents of Ames as it was incorporated.

Many railroads that spider-webbed their way across the Midwest sprang from the industrial bosom of Chicago. Officials in four Iowa cities on the Mississippi River (Dubuque, Clinton, Davenport, and Burlington) understood that the western-bound rails would soon meet the river and around 1850, these cities began to organize local railroad companies.³⁴ Eventually, five railroads rolled across the State of Iowa, including the Illinois Central, the Chicago and Northwestern, Union Pacific, Central Pacific, and eventually the Chicago, Milwaukee, St. Paul, and Pacific.³⁵ The railroads brought significant economic growth, with even smaller towns receiving up to six passenger trains a day. This massive increase in potential and real population also spurred trade of the riches previously so highly promised of Iowa's

³¹ (Wick, 1914, p. 496)

³² (Allen, 1880, p. 19)

³³ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 210)

³⁴ (Schwieder, n.d.)

³⁵ (Schwieder, n.d.)

soils. Railroads transported Iowa corn, wheat, pork, and beef through Chicago to east-coast port cities, and thus creating a global reach for Iowa products.³⁶

The name of the railroad that came through Ames changed a few times, originally began as the Cedar Rapids and Missouri River Railroad, which was purchased by John I. Blair, and “From 1862 Mr. Blair gave personal attention to the construction and was in absolute control of the affairs of the Cedar Rapids and Missouri River Railroad.”³⁷ This was then consolidated with the Galena and Chicago Union Railroad (Map 12) to become the Chicago and Northwestern Railroad in 1864.³⁸

In the center of the State of Iowa, Ames bloomed along the Chicago and Northwestern Railroad (Map 13), alongside neighboring towns like Nevada, the county seat, and Colo. The railroad was finished to Ames in 1864, though trains did not run on the tracks until 1865, when Ames began to benefit from both freight and passenger transportation.³⁹

In a twist of fate, the railroad enterprise that allowed for a town to be named after him saw Oakes Ames nearly jailed as his business partners turned on him.

“The Iowa Railroad Land Company was formed in 1869 for the purposed of handling the land then earned from the State for completion of the railroad. Much litigation and trouble arose over these land matters, which were finally closed up in 1902. This was one of the largest land companies ever organized in Iowa. John I. Blair was president from 1871 to 1872 and J. Van Deventer succeeded him and remained until 1889. In addition to several subsidies the company was authorized to issue government bonds and to organize with a capital stock not to exceed \$100,000,000. It later became evident that the road could be built for \$20,000,000 less than the resources thus furnished. Oakes Ames became the scapegoat for the others.”⁴⁰

But Ames, the town, continued to grow despite its much maligned (and eventually exonerated) namesake. Ames was considered “Among the brightest and neatest towns on the C. and N. W. R. R.,”⁴¹ owing much of its growth now to the budding Agricultural College and Farm located just west of the town at the time. The railway even provided some of the first transportation to and from the Agricultural College and Farm, as shown in an early campus map marked “Ames and College R. R.” (Map 14).

Along with the increased trade and population came industrial advancements, a sector neglected until about 1870, and agriculture related production and processing plants became more common in the eastern part of the state. Iowans could also now travel consistently throughout the year. Previous transportation like stagecoaches and steamboats had been dependent on the weather in a way that railroads were not.⁴² Ames greatly benefited from this consistent industrial connection, both intellectually through the college and in sheer population increase at this time.

³⁶ (Schwieder, n.d.)

³⁷ (Wick, 1914, p. 490)

³⁸ (Barkley, 1921)

³⁹ (A History of the Town of Ames, Story County Iowa, 1871, p. 13)

⁴⁰ (Wick, 1914, pp. 493-494)

⁴¹ (Allen, 1880, p. 19)

⁴² (Schwieder, n.d.)

The Beginning of Iowa State College

Situated about two miles west of the town of Ames, the Iowa Agricultural College quickly became one of the most popular educational institutions in the state. The Iowa Agricultural College and Model Farm was established by the General Assembly in March of 1858, however the location had not yet been decided and Johnson, Kossuth, Marshall, and Polk Counties competed with Story County for locating the school.⁴³ The state legislature passed authorization for the State of Iowa to purchase the College and Farm land in the centrally located Story County in 1859 but did little to expand upon this purchase until a few years later.⁴⁴ In 1862, the national Land Grant Act birthed a system of higher education institutions to be developed cooperatively with the State and Federal governments, creating “a new philosophy of education, national in scope, progressive in outlook, and peculiarly applicable to the important new trends in American civilization...”⁴⁵ The Iowa Agricultural College became the first Morrill Land Grant College in the country.⁴⁶ This became part of a larger effort to capitalize on this new surge of inspiration to education, and Iowa became home to a variety of private religious-affiliated colleges as well as larger public universities.

“In the mid-1800s, state officials organized three state institutions of higher learning, each with a different mission. The University of Iowa, established in 1855, was to provide classical and professional education for Iowa’s young people; Iowa State College of Science and Technology (now Iowa State University), established in 1858; was to offer agricultural and technical training. Iowa State Teachers’ College (now University of Northern Iowa), founded in 1876 was to train teachers for the state’s public schools.”⁴⁷

The Agricultural College and Farm then became known as the Iowa State College of Science and Technology, or Iowa State College, and is currently known as Iowa State University. It became an attraction on the Chicago and Northwestern Railroad (Historic Image 3), and its connection to Ames became a source of both boon and tension for both parties as they grew in tandem over the next century. As early as 1868, unnamed residents of Ames petitioned the state legislature to include the prohibition of alcohol within two miles of the College in its recommendations to the College. The legislature complied and also established “certain Police Regulations for the Protection of the Iowa State Agricultural College and Farm and of the Students therein.”⁴⁸ The Board of Trustees quickly enacted recommendations to prohibit alcohol and tobacco use on College grounds, and with that moral standard set, they also established a practice of co-education for the College. “In 1864 Suel Foster had announced in an address to the State Agricultural Society that the College would provide agricultural training for the boys and horticultural training for the girls...,”⁴⁹ emphasizing an equality of education that impressed the Society.

⁴³ (Ames History Museum, 2016)

⁴⁴ (Turner, 1876, p. 19)

⁴⁵ (Ross, 1942, p. V)

⁴⁶ (Ames History Museum, 2016)

⁴⁷ (Schwieder, n.d.)

⁴⁸ (Ross, 1942, p. 58)

⁴⁹ (Ross, 1942, p. 59)

Cultural and Social Development

As Ames grew, so did access to the cultural and social niceties society at the turn of the century had come to appreciate as the norm. The railway became a busy depot, with an array of trains passing through daily (Historic Images 4 and 5). Ames' street of business, Onondaga Street (now Main Street) (Historic Image 6), became populated with commerce not just of necessity like a livery and grocery, but also of entertainment and pastime. The population organized clubs and societies to supplement their day-to-day life, including the Ames Social Club, which was organized by "about fifty gentlemen of the town and college" in 1889.⁵⁰ Housed in a suite of heated, lighted, and furnished rooms, this club was well-stocked with the papers and periodicals of the day, and was open to ladies on Thursdays.⁵¹

The influence of the college was palpable in the continued emphasis on education and learning pursuits, and outside of the technical nature of the college curriculum, one could find intellectual stimulation in societies like the Historical Society of Story County. In a newspaper article from the *Ames Intelligencer* in 1906, there were calls for efforts to preserve the early history of Story County, citing a new system of society gatherings started by Prof. L. F. Parker of Grinnell. He suggested that meetings for a county be held four times a year, and never more than twice in the same town per year.⁵² Attempts to revitalize the Historical Society included finding a storage location for historical items, and the suggestion to hold a meeting on the Ames Chautauqua grounds on the last day of the Chautauqua Assembly that summer.⁵³

Descriptions of the business ventures in early Ames declare its differences from other towns in the county, crediting "general merchandise" as the biggest focal point, followed by stock shipment, and banking, before finally ascribing some influence to the strictly agricultural modes of business.⁵⁴ Ames became a thriving epicenter for Story County and the State of Iowa, expanding into the area north of the old downtown, and west towards the college:

"It is not presumptuous to declare that even in the great and growing west, where often under the stimulus of unexpected or suddenly inaugurated public improvements, or private enterprise, towns spring into existence and become objects of local wonder and speculation in a day, few instances can be found of towns whose record will bear favorable comparison to the truthful history of Ames."⁵⁵

C. E. Turner was abundant in his praise (above) of Ames in 1876, and such rave reviews surely attracted further population growth as westward expansion continued in the industrializing nation.

⁵⁰ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 212)

⁵¹ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 212)

⁵² (Historical Society of Story County, 1906)

⁵³ (Historical Society of Story County, 1906)

⁵⁴ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 211)

⁵⁵ (Turner, 1876, p. 3)

Ames During the Period of Significance (1910-1946)

From Horses to Trains to Automobiles

As with much of the United States at the turn of the century, Ames residents and businesses dabbled in a variety of transportation modes, including the staple horse-drawn buggies and hacks, the larger and longer-distance locomotive travel, bicycles (Historic Image 7), and a burgeoning interest in the new automobiles. A photo of Onondaga Street (Historic Image 8) clearly shows three of these modes in use at one time, where a sports car with bucket seats sits on the south side of the street, two men are seen with a horse-drawn buggy on the north side, and gliding between is the Fort Dodge, Des Moines and Southern Interurban streetcar.

There was growing interest in the last decade of the 19th century to connect the town of Ames to Iowa State College by railway.⁵⁶ Ames had become the location of homes for many early staff and faculty of the college, and the commute by foot or over muddy and heavily grooved dirt roads became less and less appealing as this population of staff grew in conjunction with the college. Prior to the creation of a railway, a horse-drawn bus service ran from Ames to the college intermittently along the stagecoach line.⁵⁷ The Ames Street Railway Company was organized in 1890 and soon announced that bids to construct the railway would be taken in 1891. Continuing in this rapid progression, grading began in April of that year and the company placed an order for a steam dummy locomotive and passenger cars.⁵⁸ A photograph was taken of workers next to what soon became known as the “Dinkey” (Historic Image 9) and a map of Iowa State College from 1891 shows this line as the Ames and College Railroad (Map 14).

By 1906, the Fort Dodge, Des Moines and Southern Railroad acquired the Ames Street Railway Company, and as they began work to electrify the line, they also constructed a connection to their growing interurban service, building this track on Onondaga Street⁵⁹ (Historic Image 8). The interurban service began in 1907 and was improved to run more frequently than “on the half-hour” in 1912.

“On Nov. 12, 1913, the FDDM&S reported that 2,000 passengers per day were riding the streetcars between the city of Ames and Iowa State College. The average passenger load was 44 passengers per trip. The highest ridership day was on the Saturday of the Nebraska football game when more than 5,000 passengers rode streetcars.”⁶⁰

The Interurban and Dinkey did not run without issues, however. In the first year of the Dinkey’s use, for example, the train was taken to the Chicago and Northwestern Railroad shop in Boone for servicing, and the borrowed replacement engine derailed, damaging the new rails.⁶¹ A depiction of a crash between an interurban car and a freight train on the Chicago Northwestern from 1907 was written up in the *Ogden*

⁵⁶ (Iowa Department of Transportation, 2022)

⁵⁷ (Iowa Department of Transportation, 2022)

⁵⁸ (Iowa Department of Transportation, 2022)

⁵⁹ (Iowa Department of Transportation, 2022)

⁶⁰ (Iowa Department of Transportation, 2022)

⁶¹ (Iowa Department of Transportation, 2022)

Reporter, saying “ten people were seriously injured and a whole carload of forty or more miraculously escaped death...”⁶² A photograph with a brief description was used as a postcard by witnesses (Historic Image 10).

The Interurban and Dinkey ran throughout the 1910s with growing use up until about 1921, as railway transportation was finally eclipsed in Ames by its short-trip rival: the automobile.⁶³ The automotive bug had bitten Ames residents a little more than a decade earlier, as the Great New York to Paris Automobile Race passed through the town in 1908. The *Ames Times* reported the somewhat anticlimactic way the first car arrived, with the headline: “Spectators Dissatisfied at the sight of the automobile race. Expected to see cars bowling along at mile per minute pace.”⁶⁴ Instead, the townspeople witnessed the first car, the American Thomas Flyer (Historic Image 11) driven by 21-year-old Montague Roberts mosey into Ames at about six miles-per-hour.⁶⁵ While this and the subsequent cars in the same race that rolled into town in the following days were less exciting than anticipated, the race heralded the increased accessibility of the automobile.

Automobile culture bloomed in Ames in the 1910s to early 1920s, and like the rest of the nation experiencing a similar fever, here cars were a symbol of wealth and status (Historic Image 12) as well as everyday transportation for the masses (Historic Image 13). Roads previously servicing foot and horse traffic soon became mires of muck with deep trenches from tires (Historic Image 14). While street paving *en masse* was still years away, soon streets were being regularly graded, particularly Lincoln Highway (now Lincoln Way) as it gained importance as a transportation artery through multiple towns (Historic Image 15). Personal automobiles took over as the common mode of transportation, lining Main Street single-file in 1917 (Historic Image 16). By 1935 the Main Street store-front parking was changed to angled parking to accommodate more cars (Historic Image 17).

In 1919, the Yellow Hood Taxi Company began operations in Ames, advertising its enclosed and heated cars which became quite popular in the winter of that year, one-upping its Interurban and Dinkey competition.⁶⁶ By 1921, the Fort Dodge, Des Moines and Southern Railroad complained of heavy revenue losses to another competitor: an unregulated bus system that is mentioned in only one historical record as the Hutchinson Bus Lines.⁶⁷ As automobile transportation became more and more affordable and available, Ames drifted away from streetcars, reducing services in 1928 and finally ceasing in 1929.⁶⁸

As cars worked their way into everyday life, they became part of the consideration of real estate developers and the beginnings of community planning. The automobile suburb began to define neighborhood design, incorporating the implication of car ownership in the street design and the built environment through garages. Both the Chautauqua Park and Ridgewood Additions are considered early automobile suburbs.

⁶² (Ames Public Library, n.d.)

⁶³ (Iowa Department of Transportation, 2022)

⁶⁴ (Ames Times, 1908)

⁶⁵ (Ames Times, 1908)

⁶⁶ (Iowa Department of Transportation, 2022)

⁶⁷ (Iowa Department of Transportation, 2022)

⁶⁸ (Iowa Department of Transportation, 2022)

A “Statistical Summary” of Ames published in the 1936 *City Directory* illustrates the results of the growth Ames experienced in the decades prior:

Table 1: Statistical Summary

Statistical Summary - 1936	
Ames, Iowa	
Form of Government	Mayor-Council
Population (1930 Census)	10,261
Area	5 ¼ square miles
Parks	2
City's Bonded Debt	\$134,912.21
Light Meters	3,300
Gas Meters	2,240
Water Meters	3,200
Telephones	3,706
Churches	12
Hotels	3
Amusements	3 theaters, 1 swimming pool (2 at college), and Homewood Golf Course
Education	9 public schools and Iowa State College
Volumes in Library	19,000

The “Summary” continues in a list:

“Street mileage 45, with 23 miles paved; sewers, 38 miles; value of water plant, \$450,000; fired department has 9 men with 2 stations and 3 pieces of motor equipment... police department has 10 men with 1 station and 2 pieces of motor equipment.”⁶⁹

These numbers show a snapshot of the City of Ames at the beginning of the last decade of the period of significance. The included information emphasizes the continued value of education as it enumerates not just schools but even the number of books in the library.

⁶⁹ (Directory Service Company, Compiler, 1936)

College Heights and Automobile Suburb Trends

The College Heights neighborhood was the subject of an intensive level survey in 2009, carried out by public historian William C. Page. Platted in 1913-1915, College Heights (Map 15) was the stepping stone of sorts between the Chautauqua Park Addition (1910) and the Ridgewood Addition (1916), drawing inspiration from the former and in turn giving it to the latter. While geographically separated from the other two additions, being located just south of the College campus, College Heights (Historic Image 18) benefited greatly from its more direct proximity to Iowa State College, competing with Chautauqua Park and Ridgewood as the best location for staff and faculty associated with the school. Planned by civil engineer J. Q. Wickham at the behest of banker and developer R. F. Graeber, College Heights was the first Ames neighborhood to fully utilize curvilinear streets in an attempt to benefit from the topography of the land, which went against the grain of a conventional grid survey:⁷⁰ “While the eastern portions of the city were relatively level, the topography of West Ames was not. There the irregular topography challenged surveyor lines... particularly where creek beds interrupted the lay of the land.”⁷¹

The platting of Chautauqua Park changed the way that neighborhoods were being conceived, as it veered away from the structured grid of nearby neighborhoods. The developers used the terrain of its location as an advantageous trait to create desirable real estate with views and access to what would become Brookside Park, and it was this style of property that attracted faculty and administrators from Iowa State College, as well as prominent businesspeople from the nearby commercial center in downtown.⁷² This inspired Graeber to further untether from the grid tradition and embrace the limitations of the land he was developing (Historic Image 19), creating what is characterized as a “garden suburb,” a style of neighborhood design that rose in prominence alongside the automobile suburb.

Chautauqua Park and Ridgewood stand somewhat separate from College Heights in this regard, both solidly embodying early automobile suburb designs. As William C. Page notes:

“Automobile suburbs are located in areas thought earlier to be inappropriate or challenging for new home construction, like wooded, hilly, or poorly drained terrain. Automobile suburbs often featured detached garages as key elements in their development. Ames possesses a number of fine examples of automobile suburbs... These additions [feature] curvilinear streets laid out to conform to natural landforms, such as the ridge above the east bank of [Ioway] Creek.”⁷³

Automobile suburbs became ubiquitous in the 1910s-40s in the United States broadly, the average age of which is nearing the one-hundred-year mark. With this aging has come a wide interest in the preservation of these suburbs as historic districts. The City of Albuquerque released a Historic Preservation Handbook with the subject “Early Automobile Suburbs, Development Guidelines” to help inform and protect their vernacular historic architecture community resources.⁷⁴

⁷⁰ (Page, The Shaping and Acquisition of College Heights, 2009, pp. Section E, p. 75)

⁷¹ (Page, The Shaping and Acquisition of College Heights, 2009, pp. Section E, p. 7)

⁷² (Page, The Shaping and Acquisition of College Heights, 2009, pp. Section E, p. 27-28)

⁷³ (Page, The Shaping and Acquisition of College Heights, 2009, pp. Section E, p. 77)

⁷⁴ (City of Albuquerque Planning Department, 2017)

Iowa State College Growth and Activities

The early 20th century was kind to Iowa State College, affording the institution a wealth of growth in students, staff, faculty, and infrastructure (Historic Image 20). The College advertised free tuition for “every boy and girl” (Historic Image 21). From 1915 to 1930, Iowa State added twenty new buildings to its campus, increasing from 85 to 105.⁷⁵ Prior to this, the College had solicited separate reports from landscape architects O. C. Simonds (1902-1903) and the Olmsted Brothers (1906) for recommendations on the growth of the campus.⁷⁶ At the time of these consultations, Iowa State College was approaching the 1,000 student mark, a significant amount of growth from the student population that had been close to 300 only ten years earlier.⁷⁷

The report made by the Olmsted Brothers, while not acted upon as a real plan for the college campus, was indicative of the unfolding inclination toward community and neighborhood planning. Value of open land and scenic views were highlighted in the report, with suggestions to avoid constructing campus buildings that would obstruct certain sightlines as well moving existing buildings to make a more pleasing design.⁷⁸ The reception of this report was initially mixed and the proposals within were rejected, but it did begin to influence the college’s decisions over the next few decades. It also was evidence of the growing national interest in civil engineering, community planning, and landscape architecture, themes that significantly impacted the study area of the Chautauqua Park and Ridgewood Additions in the decade following.

The civil engineering department at Iowa State College was home to one of the most active student bodies during this time of growth. On their annual slate of activities was the St. Patrick’s Day Parade, St. Patrick being the patron saint of engineers (Historic Image 22). This parade tradition would eventually evolve into VEISHEA, which was inaugurated as the annual school celebration in 1922 and ending in 2014 following controversies related to student safety.⁷⁹ At its inception, VEISHEA was founded to represent all of the each college that was part of Iowa State College, not just Engineering (Veterinary Medicine, Engineering, Industrial Science, Home Economics, and Agriculture), but its roots are in those original St. Patrick’s Day processions that brought students from the college to downtown Ames and back again (Historic Image 23).

The documentation of this parade path is perhaps as interesting to this study as the physical involvement of college activities in the town, rather than just on campus. The walking path taken that connected campus to Ames has been referred to as a “cinder path” and a photograph taken of this parade is one of two located that depict this important connection between the two entities (Historic Image 24).

⁷⁵ (Zanish-Belcher, n.d.)

⁷⁶ (Zanish-Belcher, n.d.)

⁷⁷ (Iowa State University Special Collections, 2011)

⁷⁸ (Iowa State University Special Collections, 2011)

⁷⁹ (Klingseis, 2014)

Platting the Additions

Plat of the Chautauqua Park Addition

“Know all men by these presents: That Chautauqua Park Addition to Ames, Iowa is situated upon and comprises the following parcel of Land, To Wit: That part of the South East quarter of Section Three, Twp. Eighty-three, R Twenty-four, West 5th P. M. situated north of Iowa Street and the North line of the right of way of the main line of the Chicago and North Western Railway... beginning at the west line of the right-of-way of the North and South branch of the Chicago and North Western Railway, and running west a distance of seven hundred and sixteen and 2/10 feet... Witness our hands this 13th day of April A.D. 1909. R. H. McCarthy, Hattie E. McCarthy, C. G. Lee, Emma M. Lee, R. E. Stevens, J. L. Stevens, G. D. Rowe, Alice G. Rowe. Filed for record April 27th 1910 at 10 A. M., M. L. Tesdall, Recorder. (Book 36, P. 456 Recorder’s Office).

“Section 2. That the owners of the property included in said plat shall grade all streets and alleys, including sidewalks in said addition under the supervision of the street and alley and sidewalk committee, and said work shall be completed on or before September 1st, 1910.” City of Ames Ordinance No 246, A.B. Maxwell (City Clerk), Parley Sheldon (Mayor). 1910.”

The Chautauqua Park Addition to Ames is located north of Sixth Street, south of Nineth Street, bordered on the west by Ioway Creek and on the east by the Union Pacific Railroad (previously the Chicago Northwestern Railroad). The location derives its name from the Chautauqua Assemblies and Festivals that once took place on its grounds. The plat of the neighborhood (Map 16) organizes the addition into three blocks, each with twenty lots as well as Outlot A to the west. The north portion of the map describes the previously platted Oak Park Addition (Map 17), and the majority of these lots were later re-platted into the Ridgewood Subdivision, with the exception of Oak Park Addition Outlot A, which is now considered part of the Chautauqua Park Addition. The lots of the Chautauqua Park Addition are in a generally rectangular grid with an alley between Ridgewood Avenue and Brookridge Avenue at the rear of their respective lots. This alley provides access to many of the garages built for the properties on these lots. Lots on the east side of Ridgewood Avenue generally have front driveway access to their garages, an indication of the transition to come later in Ridgewood, where the alley-and-grid format was abandoned for a more freeform plan.

The street names of the neighborhood changed after it was platted as a result of multiple city ordinances: Chautauqua Boulevard was changed to Brookridge Avenue (Ord. No. 363, 01-15-1926), Chautauqua Avenue was changed to Ridgewood Avenue (Ord. No. 363, 01-15-1926), Sycamore Street was changed to Nineth Street (Ord. No. 244, 03-30-1910), and Iowa Street was changed to Sixth Street (Ord. No. 244, 03-30-1910).⁸⁰ (Map 18)

⁸⁰ (City of Ames, n.d.)

The Chautauqua Park Addition | Previous Use

The land later developed as the Chautauqua Park Addition was originally the annual location of an education and entertainment cultural phenomenon at the turn of the century: the Chautauqua. The origins of the Chautauqua circuit are traced to a summer program for Sunday School teachers that met on the shore of Lake Chautauqua in New York in 1874.⁸¹ This quickly grew to incorporate educational lectures not just on religious matters, but also on literature, science, and history as it became a two-week center of educational recreation, and became a place of pilgrimage for teachers from all of the country.⁸² In 1879, the Chautauqua Literary and Scientific Circle was organized, consisting of smaller local groups across the country. These groups issued certificates upon course completion to educators, including Lydia Cooper Tilden of Ames who was at the time President of the Ames School Board⁸³ (Historic Image 25). By 1891, over 100,000 people were said to participate in these circles, mostly from smaller towns without access to libraries or other cultural staples such as lyceums.⁸⁴ Close to Ames, a Chautauqua assembly was organized relatively early in 1876 at Clear Lake, mimicking not only the educational model but also the natural setting of the original New York programs. This assembly was active for at least ten years.⁸⁵

“Everywhere [sic] are [sic] of Chautauqua readers by in communities where there are no classes the Chautauqua Assembly meets with approval and to measure one’s self by the strong and brainy men and women who present the annual intellectual feast is anticipated eagerly and enjoyed fully by the majority of our citizens and our near neighbors.”⁸⁶

The content and mode of the Chautauqua quickly evolved to incorporate entertainment alongside educational and religious content, creating a full cultural package experience for an assembly-goer. Musicians, lecturers, political speakers, preachers, magicians and more filled out the programs and troupes were organized to tour throughout smaller towns that could not support permanent improvements like auditoriums and campgrounds. This change happened around 1904 when Keith Vawter of the Redpath Lyceum Bureau in Des Moines saw the opportunity to create the educational-entertainment circuit.⁸⁷

“The kind of lecture that everybody liked was a combination of wisdom and wit designed to instruct, inspire, and amuse. Mother, home and heaven were favorite themes. If the speaker could hold the attention of his perspiring audience on a hot summer day and make them think and cry and laugh he could be counted a Chautauqua star.”⁸⁸

In Ames, prior to the construction of more permanent Chautauqua infrastructure, the town welcomed the circuit in the open land just east of Ioway Creek, with campgrounds sprawling to include families and

⁸¹ (Briggs, 1936)

⁸² (Briggs, 1936)

⁸³ (Ames Public Library, n.d.)

⁸⁴ (Briggs, 1936)

⁸⁵ (Briggs, 1936)

⁸⁶ (Chautauqua a Success, 1906, p. 2)

⁸⁷ (Briggs, 1936)

⁸⁸ (Briggs, 1936)

groups from all over the state.⁸⁹ Campgrounds included space for horses and buggies, and later cars, (Historic Image 26) and vendors selling things such as Japanese lanterns and rocking chairs (Historic Image 27). The Chautauqua addition to summer in Ames was a welcome distraction from the heat, and the content of the circuit performances, with their emphasis on educational and moral content, encompassed the established societal and cultural values of the town.

One of the most popular subjects, particularly of early Chautauqua, was the state of American politics. In the summer of 1906, Ames' most popular speaker was Wisconsin Senator, Robert M. La Follette:⁹⁰

"Mr. La Follette was given the Chautauqua salute most enthusiastically and he proceeded to prove the inspiration he received from such a large and enthusiastic audience by delivering an address covering two hours in which he pointed out the peril in which the government is plunged by the trusts and combines."⁹¹

The recount in *The Ames Intelligencer* of La Follette's speech, decrying trusts and monopolies hints at his later notable progressive stances and willingness to speak out about government wrongdoing. In the early 1920s he notably initiated the investigations into the Teapot Dome scandal.⁹² This progressiveness was not lost on the people of Ames, and even *The Ames Intelligencer* noted "... up with the best as witnesses [sic]... loyal support of the Chautauqua. Assembly just opened. This is the third Assembly for Ames and the hearty [sic]... only proves her progressiveness."⁹³ Crowds gathered under large tents (Historic Image 28) to see further influential speakers of the day, like Booker T. Washington, who was possibly present at the same Assembly as Senator La Follette.⁹⁴

As the popularity of the Chautauqua grew in Ames in first decade of the 20th century, so did the demand for more permanent accommodations. The location for the assemblies moved to Maxwell Park, and then to an auditorium built on Lincoln Way in 1927 (Historic Image 29). In the next decade, however, the Chautauqua circuit was losing popularity significantly:

"In recent years social conditions have changed. Automobiles, paved roads, talking pictures, book clubs, and the radio now satisfy the needs that the Chautauqua served. The decline has been rapid. One of the greatest instruments on cultural growth has almost disappeared."⁹⁵

The original use of the grounds later platted as the Chautauqua Park Addition adds a secondary level of historical significance to the neighborhood outside of the existing historic architecture. While physical evidence of the circuit is not visible in the neighborhood today, the themes and connections to educational institutions, both the Chautauqua and the College, define an over-arching narrative of cultural significance to Ames.

⁸⁹ (Ames Public Library, n.d.)

⁹⁰ (Chautauqua a Success, 1906, p. 1)

⁹¹ (Chautauqua a Success, 1906, p. 1)

⁹² (Robert La Follette: A Featured Biography)

⁹³ (Chautauqua a Success, 1906, p. 2)

⁹⁴ (Ames Public Library, n.d.)

⁹⁵ (Briggs, 1936)

The Chautauqua Park Addition | Early Developers

The Chautauqua Park Addition deed lists the developers as R. H. McCarthy, Hattie E. McCarthy, C. G. Lee, Emma M. Lee, R. E. Stevens, J. L. Stevens, G. D. Rowe, and Alice G. Rowe, a group comprised of four married couples.

John L. Stevens was a lawyer with county-wide practice early in his career, and became a district attorney and judge, a position he held while investing in this addition.⁹⁶ His business ventures with Daniel McCarthy began in 1863 and continued through the development of this neighborhood.⁹⁷ Their business practice was known to be “large and lucrative,”⁹⁸ and eventually they took on more partners. He was married to Rowena Edson Stevens (R. E. Stevens) (Historic Image 30) who was notable in her own right. Rowena organized and served as president of the Political Equality Club in Ames, and the Boone Equality Club, both groups championing women’s suffrage.⁹⁹ She is credited with organizing the first women’s suffrage parade in the United States at the annual convention of the Iowa Equal Suffrage Association in 1908.¹⁰⁰

Robert McCarthy (R. H. McCarthy) was the son of John L. Stevens’ business partner from the 1860s. The McCarthy family (Historic Image 31) was large and influential in Ames, with members involved in a variety of business and ventures in the Story County area. Daniel McCarthy’s daughter, Emma M. (McCarthy) Lee also joined in this development investment with her husband, Chaucer Gory Lee (C. G. Lee), a prominent Ames judge.¹⁰¹ Emma McCarthy Lee (Historic Image 32) was an Ames socialite, a charter member and president of the Ames Woman’s Club, and also served as assistant postmaster for Ames for three years.¹⁰² Her legacy in Ames includes a park named in her honor on land donated by her husband after her death. Individuals named here can be seen in Historic Image 30, a photograph of the McCarthy family. A further photograph documents Robert McCarthy as a young businessman in Ames (Historic Image 33).

Further documentation of G. D. Rowe and Alice G. Rowe has not been located at this time.

⁹⁶ (Biographical and Historical Memoirs of Story County, Iowa, 1890, p. 152)

⁹⁷ (Turner, 1876, p. 15)

⁹⁸ (Turner, 1876, p. 15)

⁹⁹ (Ames Public Library, n.d.)

¹⁰⁰ (1995 Iowa Women's Hall of Fame Honoree: Rowena Edson Stevens (1852-1918))

¹⁰¹ (Ames Public Library, n.d.)

¹⁰² (Ames Public Library, n.d.)

The Chautauqua Park Addition | The Beginnings of Brookside Park

The proximity of the Chautauqua Park Addition to open field space was one of attractive aspects that drew residents. Chautauqua Boulevard (now Brookridge Avenue) lots were located on the east side of the street only, on a hill created by the soil that was moved when railroad tracks were laid, c. 1900.¹⁰³ This hill created an overlook onto what is now Brookside Park, a combination of land that was designated as Outlot A in the Chautauqua Park Addition Plat and fields belonging to Iowa State College.

In 1913, the developers of Chautauqua Park proposed a sale of the land in Outlot A (Map 16) back to the City of Ames: “The proposition of Messrs. Stevens, Rowe, McCarthy and Lee to donate the land in Chautauqua Park addition for use as public park or play ground was accepted by the city council Monday night. The proposition was made last August and was good until July 1st.”¹⁰⁴ There were a few interested parties related to this sale, including the “Federated Clubs,” the Chicago Northwestern Railway, and the Board of Education, outside of the developers and the City of Ames. The stipulations of the proposal included an assurance that: “In no event is the city to use the land for anything except a public park or public play ground,” and that Sixth Street “be opened and continued so as to make a continuous public highway without surface railway crossings from the City of Ames to Iowa State College.”¹⁰⁵

“It is understood that the North-western railway officials have agreed to do everything necessary from their standpoint to make the proposition a success. If the proper cooperation can be secured from the board of education to insure the opening of Sixth street Ames can have a very beautiful park. With [Ioway] Creek bordering the park on the west a plan could be worked out which would be hard to equal for a public play ground or resting place.”¹⁰⁶

The results of this proposition, while reported as being accepted in 1914, were not actualized at the time. A newspaper article in 1927 mentions the “recently created Brookside park,” in an article about an ordinance to construct a subway between Ames and Iowa State College.¹⁰⁷ An article from 1928 describes the Ames Municipal Band playing at the dedication of Brookside Park.¹⁰⁸ The extension of Sixth Street became a point of contention between multiple parties over the next three decades after the initial inclusion of that stipulation in the Chautauqua Park Addition developers’ proposition.¹⁰⁹

¹⁰³ (Ames Public Library, n.d.)

¹⁰⁴ (City Accepts Gift of Land for New Park, 1914)

¹⁰⁵ (City Accepts Gift of Land for New Park, 1914)

¹⁰⁶ (City Accepts Gift of Land for New Park, 1914)

¹⁰⁷ (Council Will Hear Subway Case Tonight, 1927)

¹⁰⁸ (Band Concert at Popular Brookside Park Sunday P. M., 1928)

¹⁰⁹ (Sixth Street Extension Dedicated, 1949)

Plat of the Ridgewood Addition

Unlike the platting of the Chautauqua Park Addition, the platting of the Ridgewood Addition to the City of Ames, Iowa, required some reworking of lots previously described in the Oak Park Addition (Map 17). The owners of these properties are listed in the “Deed of Vacation and Dedication” as Henry F. Woodruff, his wife Theresa Woodruff, J. L. Stevens, and his wife R. E. Stevens. They agreed to vacate these properties so that they could be “subdivided into lots, blocks, streets, parks and walks as shown on the attached and accompanying plat...”¹¹⁰ (Map 19). The plat was made for the McGregor Subdivision Company, and was designed by H. R. Green, a civil engineer from Cedar Rapids, Iowa.

Sec. 1. That the plat and deed of dedication to Ridgewood Addition to Ames, Iowa, filed with the City Clerk of the City of Ames, on the 19th day of June, 1916, by J. L. Stevens et al, is found in all respects to conform with the provisions of law; and said plat is hereby accepted by the City Council of the City of Ames, Iowa, for said city and the streets, walks and parks therein dedicated are hereby accepted by the said city.” City of Ames Ordinance No 288. 1916.

The Ridgewood Subdivision is bordered by 13th Street and Nineth Street at its north and south respectively, with the Union Pacific right-of-way (previously the Chicago Northwestern Railroad) on its east and the Iowa Creek on the west. The streets included are Brookridge Avenue, Ridgewood Avenue, Orchard Drive, Nineth Street, Park Way, and Blackwood Circle (located at the “public walk” extending southwest from Orchard Drive on the plat map). Ridgewood also included an Outlot A at its inception, which is land described on the west side of the Iowa Creek in the plat map. The subdivision is located directly north of Chautauqua Park, and shares Nineth Street as a border and Ridgewood Avenue as the main north-south artery between the two additions.

Unlike Chautauqua Park, Ridgewood is not organized into blocks, and instead is one conglomerate of lots. The lack of a grid structure for the Ridgewood Addition also meant the design did not include alleys previously used to access garages. Like the east side of Ridgewood Avenue in the Chautauqua Park Addition, the homes in the Ridgewood Addition often favored front drives for detached garages located at the back of the property. However, there are also multiple homes with attached garages (generally later additions), and some homes with garages built underneath the home, accessed by a drive going to the rear (1210 Orchard Drive and 929 Brookridge Avenue are examples of this).

Many street names in the neighborhood changed after it was platted: Park Avenue was changed to Ridgewood Avenue (Ord. No. 363, 01-15-1926) and Tenth Street was changed to Cole Street briefly (Ord. No. 568, 02-09-1942) before becoming Park Way (Ord. No. 574, 03-16-1942). (Map 20)

The street names were not the only thing to be adjusted. As lots were purchased, some were grouped and sold to developers who had them re-platted as their own subdivisions. This was notably done by Kate R. Logan (Map 21) and J. M. Evvards in 1916 (Map 22).

¹¹⁰ (Deed of Vacation and Dedication, 1916)

The Ridgewood Addition | H. R. Green, the Olmstedian Plan, and Progressive Community Planning

In contrast with the previously described curvilinearly inclined predecessor, College Heights, the plan of Ridgewood was designed in this way not to create living space *despite* disagreeable natural features, it was designed to *enhance* its natural aesthetic. In the plan of the Ridgewood Addition, civil engineer H. R. Green drew clear inspiration from the ideas of landscape architects and designers like Frederick Law Olmsted, Sr., and the practice continued by his sons, the Olmsted Brothers, after his retirement.¹¹¹ Frederick Law Olmsted, Sr., was perhaps best known in the Midwest for his work on the Plan of Riverside, Illinois, in 1869 (Map 23).

Prior to Olmsted's ground breaking (or embracing) work, early curvilinear plans for residential spaces were enacted for two main reasons: Practicality to reduce the strain of temperamental terrain, or an aesthetic based on influences of Andrew Jackson Downing and his *Treatise on the Theory and Practice of Landscape Gardening* (1841).¹¹² It is also notable that curved streets occurred outside of planned neighborhoods for a variety of reasons all their own, some following Native American roads and paths while others were used to strategically climb steep terrain.¹¹³

Olmsted, however, forged the way towards progressive community planning that involved abundant green space "to counteract the artificiality of the city and the stress of urban life."¹¹⁴ Riverside provided a new model for this style of design, and its wide publication created a ripple effect of popularizing curved streets and park aesthetics. Olmsted enacted his vision of the world in the design of public parks outside of the confines of residential neighborhoods, like New York's Central Park and Prospect Park in Brooklyn.¹¹⁵

"[Frederick Law Olmsted, Sr.'s] commitment to public works stemmed in part from his abolitionist stance: by creating elegant and equitable public spaces for all, he hoped to show the inherent beauty possible in a free society. He also hoped to refute the long-held sentiment that the only source of culture was through noblesse oblige, instead insisting that his parks be publicly funded."¹¹⁶

Iowa State College, as previously mentioned, solicited a report from the Olmsted Brothers in 1906 to evaluate the campus and provide suggestions for future construction. Along with their father, the Olmsted Brothers are considered some of the most important urban park planners of the 20th century, with designs scattered across the continental United States.¹¹⁷ Their report to Iowa State College included some (at the time) controversial suggestions, including the moving of buildings, causing some outcry among nostalgic alumni.¹¹⁸ But their report was not all critique. In fact, the first section is spent

¹¹¹ (Olmsted Brothers, 1898-1961, 2022)

¹¹² (McAlester, 2013, p. 79)

¹¹³ (McAlester, 2013, p. 79)

¹¹⁴ (Beveridge, 2000)

¹¹⁵ (Frederick Law Olmsted, Sr., 1822-1903, 2022)

¹¹⁶ (Frederick Law Olmsted, Sr., 1822-1903, 2022)

¹¹⁷ (Michelson, 2022)

¹¹⁸ (Iowa State University Special Collections, 2011)

praising the original plan as “simple and natural,” acknowledging the care with which trees were planted and designed landscape effects were realized. “They are simple and beautiful as everyone who visits the grounds must at once appreciate. The first general plan was well conceived and served admirably for years.”¹¹⁹

Ten years after this report, as Olmsted-influenced planning came became stylish, particularly in automobile subdivisions where previously difficult terrain lent itself to the now popular style, H. R. Green designed the plat of the Ridgewood Addition. H. R. Green established his civil engineering practice in 1913 in Cedar Rapids, Iowa, following his education at the University of Illinois.¹²⁰ His first notable project was supervising the construction of St. Paul’s Methodist Church, designed by Louis Sullivan.¹²¹ Ridgewood seems to be his first project as principal engineer in the design of a community, and he brought with him to the job an interest in community water systems, particularly sewer systems. A City of Ames Water Works System map from 1912 shows the beginning of this part of the planning (Map 24).

In contrast with the previously discussed neighborhoods of Chautauqua Park and College Heights, one of the selling points of Ridgewood was that “all of the public works with the exception of paving will be done and all that a person will have to do is purchase a lot and erect their home...”¹²² This indicates that H. R. Green was not a spontaneous choice, and while documentation of an interview or pre-planning in this process is not currently known or accessible, it can be inferred that his expertise in matters related to particularly the water system was part of his selection by the McGregor Subdivision Company as engineer for this project. This connection to public works was a significant and progressive step to the provision of amenities to residential neighborhoods, a trend that became the norm in the following decades.

The Ridgewood Addition | Early Developers

The McGregor Subdivision Company was comprised of A. W. McGregor, R. B. McGregor, and H. M. Havner, and these parties are listed in many property transfer records as “H. M. Havner and Wife et al.” H. M. Havner (Horace Moore Havner) (Historic Image 34) and his wife Ada Dean Havner were prominent Iowa citizens, and seem to have been based in Des Moines Iowa. While documentation is scarce, H.M. Havner appears to have been the Attorney General of Iowa (1917-1921)¹²³ and prior to that served as a Corporal in the Fiftieth Iowa Volunteer Infantry during the Spanish-American War.¹²⁴ Much less is known about Ada, though she did live to be 104 years old.¹²⁵

¹¹⁹ (Olmsted Brothers, 1906)

¹²⁰ (A Century of Growth, Impact and Evolution, 2013)

¹²¹ (A Century of Growth, Impact and Evolution, 2013)

¹²² (Ridgewood Added, 1916)

¹²³ (List of Attorneys General of Iowa)

¹²⁴ (Horace Moore Havner (1871-1949), 2018)

¹²⁵ (Ada Dean Havner (1973-1978), 2020)

The McGregor Subdivision Company was involved in the acquisition and sale of at least one other subdivision in Ames called the Lincoln Place addition in 1915. They aggressively advertised for this subdivision, a precursor to the advertising campaigns run for Ridgewood, saying “Make Money – Get a lot for profit or for a home in beautiful, fast growing Lincoln Place Addition.”¹²⁶

Further records of the McGregor Subdivision Company have not been found at this time. While an Alexander McGregor is known to have settled in Iowa and given his name to the town McGregor¹²⁷ along the Mississippi River, this person died in 1854 and a familial connection has not yet been established between this McGregor and A. W. or R. B. McGregor.

The Ridgewood Addition | Advertising and Community Response

“The greatest improvement to Ames which has ever been the good fortune of the city to have come its way is now being carried forward just north of the old Chautauqua Park, where an addition of ninety lots is being made to the city.”¹²⁸

Part of the comprehensive advertising for the Ridgewood Addition orchestrated by the McGregor Subdivision company included multiple newspaper articles alongside large advertising spreads (Historic Image 35). With “MAKE MONEY” boldly written like a headline, the advertisement in Historic Image 34 invited the newspaper reader to imagine the wealth at hand, “in this splendid Subdivision.” The wooded nature of the subdivision was remarked upon, noting the “natural growth of oak, hickory, elm and other trees,”¹²⁹ in the articles proclaiming the highest qualities of the new neighborhood. These qualities were also the subject of advertising, with the slogan “Every Lot a Park, Join the Colony” attached to every promotional piece (Historic Image 36).

“The addition is entered from the south thru a beautiful little park, which will be dedicated to the use of the people who own property in that section of the city. The ground is just rolling enough to give the proper drainage, and present a landscape that is natural. Across the [Ioway] Creek will be erected a foot bridge that will lead to a six acre park which will be utilized as a public play ground for children and an ideal spot for picnics.”¹³⁰

Advertisements included mentions of payment plans, winding drives, the connection the Iowa State College (Map 25), and a new “Rustic Foot Bridge” across Ioway Creek as a “short cut to the College” (Historic Image 36). A five-day sale was announced to commence on October 3, 1916, and “Mr. McGregor stated there had been a great many applications for the purchase of lots but not a one would

¹²⁶ (Page, The Shaping and Acquisition of College Heights, 2009, pp. Section E, p. 12)

¹²⁷ (City of McGregor)

¹²⁸ (Ridgewood Added, 1916)

¹²⁹ (Ridgewood Added, 1916)

¹³⁰ (Ridgewood Added, 1916)

be sold until the entire ninety lots had been improved,”¹³¹ a however *The Ames Evening Times* reported that this was instead a six-day sale, where all ninety lots were to be sold by the McGregor Subdivision Company.¹³²

“Positively no lots were sold prior to the opening hour this morning, but the heavy advertising campaign and the exceptionally located lots, had already attracted countless investors to the grounds, who had made selections, and only awaited the moment when the contract could be signed.”¹³³

In interesting contrast to the distant equality and democratically driven inspiration for the platting of the subdivision, as evidenced by smaller lots created to be more affordable particularly along the railroad right-of-way (Map 19), the newspaper reported that residential buildings were restricted to costing no less than \$2,500, a hefty sum at the time.¹³⁴ However, the relative ratio of speculative-to-home builder buyers for the lots in Ridgewood surprised the community, with a noted emphasis on the home builder: “This is a convincing indication that Ames is becoming recognized as a fine residence city.”¹³⁵

“Recent visitors have noted that the first building in Ridgewood is now under construction. Mrs. Carpenter, a wealthy Cedar Rapids woman, purchased two adjoining lots on the corner of Park and Tenth street and will erect two houses thereon. One residence which has already been started will be [sic] the cost of \$5,000, while the other will be started next spring.”¹³⁶

Some buyers began building immediately, however over the next two decades or so the construction plateaued at a relatively steady pace. The next big influx of construction came with government-supported programs following the severe impact of The Great Depression on the housing market in the early 1930s.

The Ridgewood Addition | Brookside Park Revisited

As mentioned in the advertisements and news articles cited above, the McGregor Subdivision Company used access to play ground space as a selling point for the neighborhood (Historic Image 36), and while Brookside Park was not yet formed, similar to Chautauqua Park, Outlot A of the Ridgewood Addition, this time on the west side of the loway Creek, became part of negotiations for use as a city-administered public park rather than a park controlled by the subdivision owners.

Discussion of the sale of Outlot A to the City of Ames is documented in a 1922 letter from A. W. McGregor under the McGregor Subdivision letterhead to “Mr. Rice,” discussing the existing mortgage on

¹³¹ (Ridgewood Added, 1916)

¹³² (Ridgewood Praise and Sale Progress, 1916)

¹³³ (Ridgewood Praise and Sale Progress, 1916)

¹³⁴ (Ridgewood Added, 1916)

¹³⁵ (Pretty Ridgewood Tract Entirely Sold, 1916)

¹³⁶ (Pretty Ridgewood Tract Entirely Sold, 1916)

Outlot A, requiring a payment of \$900.00 to get the six-acre tract released from under this mortgage. This section of land, however, does not seem to have been deeded over to the Park Commission of the City of Ames until 1932 when H. M. Havner and his wife Ada Dean Havner quit their claim of the land, without any indication of a sum being paid.¹³⁷ This land then seems to have been absorbed into Brookside Park, formed a few years earlier in 1928.

Early Residents of the Chautauqua Park and Ridgewood Additions

The early residents of the Chautauqua Park and Ridgewood Additions varied in professional and personal background, however there were significant themes in class, ties to Iowa State College, commerce, medicine, and city government. "The sale of lots in Chautauqua Park moved briskly, and considerable construction activity soon followed. It became a popular place for faculty and administrators from Iowa State College as well as for the professional and commercial families of Ames."¹³⁸ The fact that these Additions were best accessed by automobiles also underlines the affluent nature of the early residents.

In line with previous discussions of the importance of ties to education, not just in the land of the Chautauqua Park, but in its earliest residents, the subdivision attracted faculty and administrators alike. The most notable connection to the college, however, held neither category of position at Iowa State College: Mrs. Josephine Mundhenk Beardshear (1853-1939) was the widow of William Miller Beardshear (1850-1902), an influential president of Iowa State University.¹³⁹ She was the first president of the Iowa State University Women's Club (originally known as the Priscilla Club) (Historic Image 37)¹⁴⁰. Mrs. Beardshear purchased lots 11 and 12 in Block 2 of Chautauqua Park, 714 Brookridge Avenue, building her home there in 1916-1917.¹⁴¹ Over the time she lived here, other residents included her daughter Constance Beardshear and her brother Charles Mundhenk. Although Mrs. Beardshear died in 1939, the next record of transfer is from 1949, when her son, William Mundhenk Beardshear, sold the property to Hollis J. and Garnette W. Norkyde.¹⁴²

Mrs. Beardshear's decision to build a home in the Chautauqua Park neighborhood emphasized its connection to Iowa State College and indicates the social standing of other residents of the neighborhood. Physically, the property where the home was built is a large, two-lot space raised above the street at the highest point of Brookridge Avenue south of Lee Street. The home looks out to the west over what is now Brookside Park. This would have been one of the best locations in the neighborhood

¹³⁷ (Story County Recorder and Auditor, 1932)

¹³⁸ (Page, *The Shaping and Acquisition of College Heights*, 2009, p. 27)

¹³⁹ (People of Distinction: William M. Beardshear)

¹⁴⁰ (Geiger, 1997)

¹⁴¹ (Page, *Historical and Architectural Resources of Ames, Iowa.*, 1992)

¹⁴² (Story County, Iowa, Auditor and Recorder)

based on these factors, further underlining Mrs. Beardshear's continued wealth and influence, even years after her husband's passing.¹⁴³

Notable Iowa State College-related residents recorded to have purchased property early on in Chautauqua Park and Ridgewood include (but are not limited to), Professor and Mrs. John Buchanan, Professor and Mrs. C. L. Fitch, Professor and Mrs. J. M. Evvard, and Professor Boatman.¹⁴⁴

A later addition to the population of Ridgewood included the resident of 1102 Ridgewood Avenue: This home's first documented owner is Abbie Belle Sawyer (Historic Image 38), a significant figure in early childhood education in Ames. She started the first kindergarten classes in Ames Public Schools in 1917.¹⁴⁵ She went on to be the supervisory principal at two elementary schools, Roosevelt and Crawford. Abbie Sawyer retired in 1952 after 35 years in teaching and in school administration.¹⁴⁶ An elementary school was named in her honor in 1962. Abbie B Sawyer is listed as purchasing this lot in 1941 from C J Christenson, one of the major contractors at the time within this neighborhood.¹⁴⁷ Abbie Belle Sawyer lived in the home in the last decade of her career and into her retirement.

Outside of strictly academic significance, Dr. Frank Spedding, while an instructor and researcher at Iowa State College, was also notable for his contributions to science on an international scale. Dr. Spedding (Historic Image 39) purchased 1253 Orchard Drive from R. E. Briley in 1939.¹⁴⁸ Dr Frank Spedding came to Ames in 1937 for a position in the Chemistry Department at Iowa State College and was recruited to work on the Manhattan Project in 1942.¹⁴⁹ Instead of relocating to the University of Chicago, Spedding suggested conducting the project at Iowa State College and proceeded to put together a team of scientists to develop a way to purify uranium for the experiments in Chicago.¹⁵⁰ In 1945, Spedding was appointed as head of the newly established Institute of Atomic Research, and in 1947, he was named Director of the new Ames Laboratory.¹⁵¹ He retired in 1968, after a career filled with scientific and academic awards.

Some other residents in the study area contributed to Ames outside of the world of Iowa State College, including members of commercial, medical, and governmental circles. Perhaps most well-known of these was Dr. G. E. McFarland, Sr., (Historic Image 40) and his family. The home at 1205 Ridgewood Ave was built for and owned by Dr. Guy Ernest McFarland (1880-1961) and Bessie V. McFarland (1882-1960). This two-lot property was purchased under Bessie V McFarland's name in 1927 (lot 45) and 1928 (lot 44).¹⁵² Dr. G. E. McFarland, Sr., founded the McFarland Clinic in 1924 and invited his sons Guy Ernest "Ernie" McFarland Jr. and Julian McFarland to join him in practice in 1935 and 1938 respectively.¹⁵³ McFarland Clinic is an early example of a group practice in Iowa and is currently Iowa's largest physician-

¹⁴³ (Page, Historical and Architectural Resources of Ames, Iowa., 1992)

¹⁴⁴ (Page, Historical and Architectural Resources of Ames, Iowa., 1992)

¹⁴⁵ (Ames Community School District, 2021)

¹⁴⁶ (Ames History Museum)

¹⁴⁷ (Story County, Iowa, Auditor and Recorder)

¹⁴⁸ (Story County, Iowa, Auditor and Recorder)

¹⁴⁹ (Corbett, 2001)

¹⁵⁰ (Frank Spedding, Key Figure in Atom Bomb Development, 1984)

¹⁵¹ (Atomic Heritage Foundation, 2019)

¹⁵² (Story County, Iowa, Auditor and Recorder)

¹⁵³ (McFarland Clinic, n.d.)

owned multi-specialty clinic, according to their website.¹⁵⁴ According to his obituary, Dr. McFarland, Sr., was a member of the Masonic Lodge and Shrine.¹⁵⁵

Further notable early residents not immediately associated with Iowa State College include, but are not limited to, Courtney W. and Clara Y. Kimler, Mr. and Mrs. C. E. Caine, Mr. and Mrs. J. S. Coy, Frank B. Howell, George Meyers, Edward C. Coe, Murry L. and Teda Hutton, Grant W. and Doris E. Dudgeon, Ben Cole, Quincy C. and Mary Ayres, Mayor Clinton J. Adams, R. M. Bailie, J. R. and Mary M. Blair, John H. and Marie Grace Ames, and Fred Fischer.¹⁵⁶

Potholes of Progress

Transportation | Connection to the College

The physical connection between Ames and Iowa State College significantly affected the popularity of the Chautauqua Park and Ridgewood Additions, both having a stake in their ease-of-access to the campus. As previously discussed, the developers of Chautauqua Park used a proposed extension of Sixth Street as a bargaining chip in their offer to donate Outlot A to Ames as public park space as early as 1913.¹⁵⁷ This proposition was reported as being accepted by the City of Ames, however it was later rejected by the college, which was concerned with the amount of traffic that would be coming through on what they predicted would be a major artery to campus.¹⁵⁸

The Sixth Street extension came up again in 1918 with *The Ames Evening Times* quoting the Mayor:

“We should not fail to take advantage of this opportunity,” declared Mayor E. H. Graves, “of getting that splendid park location. I believe that if no other funds are available,” continued the mayor, “that we could raise enough money by popular subscription to get the bridge construction.”

Again, though, it seemed like the City of Ames underestimated the number of players in this particular game. The parties concerned included the City of Ames (a portion of the street was on city property), Iowa State College (and thus the Iowa State Board of Education because the college was a state- and federally-funded institution), the Story County Board of Supervisors (the Story County Highway Commission would be responsible for building the bridge over Iowa Creek), the Chicago and Northwestern Railroad (under whose tracks Sixth Street would eventually pass), among others. These entities sparred over the location of an extension, the costs, and who would pay for what part sporadically over the next three decades. A meeting in 1922 had the following people present to meet with the college officials and Ames City Council to discuss this problem:

¹⁵⁴ (McFarland Clinic, n.d.)

¹⁵⁵ (Wilson, 2013)

¹⁵⁶ (Page, Historical and Architectural Resources of Ames, Iowa., 1992)

¹⁵⁷ (City Accepts Gift of Land for New Park, 1914)

¹⁵⁸ (State Board of Education Authorizes Expenditure of \$40,000 for College Share, 1948)

“A. M. McCall of Woodward and John B. Butler of Ft. Dodge are here representing the state board of control, and the board of education members present are President D. D. Murphy, George T. Baker, Charles R. Brenton, P. K. Holbrook, Miss Anna D. Lawther, and Charles H. Thomas. In addition, W. R. Boyd, W. H. Gemmill, and Thomas Lambert of the finance commission, Assistant Atty-Gen W. R. C. Kendrick, President H. H. Scorley of Iowa State Teachers’ College, President Walter I. Jessup of the state university, and President F. E. Palmer of the School for the Blind are here.”¹⁵⁹

Just about anyone who could say something wanted to say something about this street. Surprisingly, this meeting of a myriad of officials actually came to an agreement on a plan to extend Ninth Street instead of Sixth Street. They went so far as to “release and renounce any and all claims it is or has been making as to the said 6th street extension,” in a city council resolution on the matter.¹⁶⁰ Unfortunately, this agreement also fell through, and it wasn’t until 1947 that the matter was successfully addressed. At that time, committee members from Iowa State College and the City of Ames jointly initiated an action to revive the proposal, getting initial approval from Story County. This time the purpose of the extension was to alleviate the heavy traffic on Lincoln Way, becoming the solution to a traffic problem instead of creating one.¹⁶¹ The final authorization came from the board of education in March of 1948, with an allowed expenditure of \$40,000 for the college’s share of the improvement costs.¹⁶² The Sixth Street extension and bridge were finally completed and dedicated in 1949.¹⁶³

This wasn’t the only transportation connection to the college, however, and the other westward traffic ways had their own problems through the first half of the 20th century. Multiple foot bridges were built, like the one touted in the advertisements for the Ridgewood addition, and their construction unfortunately was not sound enough to withstand loway Creek floods (Historic Image 41). In Historic Image 36, a photograph documenting the impact of flood waters in 1918, next to the Dinkey tracks on the left side are remnant pieces of a foot bridge that was destroyed. The unreliable nature of these bridges, as well as the shorter travel time for automobiles compared to walking, made this mode of travel between Ames and the college less and less viable.

There were also issues with Lincoln Highway (later Lincoln Way) and its bridge crossing the loway Creek. The bridge built in 1908 (Historic Image 42) showed buckling and signs of instability within one year after it was built,¹⁶⁴ putting this connection to western Ames and the college in jeopardy almost immediately. The bridge design had been selected by the Story County Board of Supervisors (who later played their part in the Sixth Street extension controversy described above) and they purchased a patented design rather than use a design produced by the Iowa Highway Commission.¹⁶⁵ It was later found that the bridge footing was inadequate and the number of arches had been reduced for cost. This bridge collapsed at the same time as the foot bridge (Historic Image 41) in the flood of 1918.

¹⁵⁹ (Attempt Made to Straighten Out the Tangle, 1922)

¹⁶⁰ (Road to College is Settled, 1922)

¹⁶¹ (Story County Willing to Build 6th Street Bridge, 1948)

¹⁶² (State Board of Education Authorizes Expenditure of \$40,000 for College Share, 1948)

¹⁶³ (Sixth Street Extension Dedicated, 1949)

¹⁶⁴ (Ames Public Library, n.d.)

¹⁶⁵ (Ames Public Library, n.d.)

In this way, the loway Creek remained a consistent nuisance to those on its east trying to reach the college on its west. Despite these difficulties, however, the Chautauqua Park and Ridgewood Additions continued to thrive based on their connection to the college, and even spin the proximity to loway Creek as an attractive feature of the neighborhoods and park space.

Transportation | Street Paving

The norm in Ames up until the early 1920s were dirt roads with raised dirt curbing (Historic Image 43). Roads were understandably muddy, ridden with deep trenches, and treacherous depending on the weather. Iowa weather being what it was, this temperamentality was not unexpected and was borne, it seems, with a rather Midwestern level of perseverance. Travel, as described above, between Ames and the college was a necessity for many residents, and so mud was the mode.

In the 1910s, Ames began experimenting with different road coverings. Wood bricks were used on a few downtown roads until their fallibility was aptly illustrated (Historic Image 44). The nature of wood to swell when wet and frozen could not be contained by the creosote and tar layer that was shellacked on the blocks.¹⁶⁶ That buckle-prone material was replaced in the 1920s. Other paving attempts, particularly on Lincoln Highway included the use of gravel (Historic Image 45). Gravel came with the benefit of suppressing the tendency for thin automobile tires to cut deep ruts as they did on untreated dirt roads.

The condition of the streets in Ames was certainly a source of consternation among the residents. In their attempts to get prospective buyers to the Ridgewood Subdivision, the McGregor Subdivision Company offered a car service to help clients avoid the possibly mucky autumn trek.

“Such a statement is made after a visit to the new addition with A.W. McGregor last Monday morning. The torn up condition of the streets of the city at the present time causes people to want to locate their homes in a place where they will not have all the worry, the expense and the bother which naturally comes with city improvements.”¹⁶⁷

This newspaper quote seems to imply that the paving of the subdivision streets would be handled by the developers rather than the city, however this does not seem to have been the case, unlike the many other amenities already attached to individual lots.

The paving of the streets in Chautauqua seems to have occurred in 1922, with the exception of Brookridge Avenue, which waited until 1934 to see pavement between Sixth Street and Nineth Street. Ridgewood Subdivision was paved in two different swathes, with Ridgewood Avenue and some of Brookridge Avenue covered in 1928 and the remaining streets paved in 1934. The paving in 1922 was one of the earliest concentrated efforts by the City of Ames to pave streets in town, and that batch included much of the downtown area and streets near the college campus. While the automotive

¹⁶⁶ (Ames Street Paving, Early Street Paving)

¹⁶⁷ (Ridgewood Added, 1916)

transport that made Chautauqua Park and Ridgewood attractive was all the rage, it took the city a while to catch up with the demands of that trend on city infrastructure.

The Great Depression | A New Kind of Home

The residents and developers of the Chautauqua Park and Ridgewood Additions did not come through the Great Depression unscathed. Tax and sheriff sales of properties where taxes had not been paid, in many cases for multiple years, became more and more common. In November of 1934, the list published by *The Milepost* of such properties included multiple lots in the study area. The names of the owners just on the first page of the sale notice include residents previously discussed as notable for various contributions to Ames:

Barnes, Hattie. Chautauqua Park Add. Lot 4, Block 3
Bailie Est. and W. C. Stephenson. Ridgewood Add. Lot 88
Butcher, L. R. Ridgewood Add. Lot 1
Beilenberg, Ted. Evvard's SD. Lot 94
Cue, Mildred. Chautauqua Park Add. Lot 5 and 6, Block 2
Converse, Blair. Ridgewood Add. Lot 7
Dudgeon, G. W. Ridgewood Add. Lot 62
Emery, H. E., Est. Chautauqua Park Add. Lot 1, Block 3
Fred [Fischer], Ridgewood Add. Lot 34¹⁶⁸

In the same year as this sale, however, the United States government was working on a way to patch up the heavily bruised housing market. This unprecedented hardship and necessity truly became the mother of invention, as the Federal Housing Administration was formed to produce affordable small homes and insure the long-term low-interest mortgages for homebuyers.¹⁶⁹ The program harnessed the minds of struggling architects to design houses with a maximum efficiency of space, creating a new style of minimal architecture now known as Minimal Traditional. Both the Chautauqua Park and Ridgewood Additions have examples of this style of home, with a few contractor-builders recorded as constructing these houses: C. J. Christenson and US Griffith and Sons.

The impact of the Great Depression on these neighborhoods manifests physically in this bloom of small homes, though the idea of a small house was not new to these Additions. In the interwar period, it should be noted multiple non-style or vernacular homes were constructed. While their form and scale would at first glance ascribe them to Minimal Traditionalism, their earlier construction dates indicate a shift in the affordability of lots in these subdivisions in the two decades following their original development and planning.

¹⁶⁸ (Ludwig, 1934)

¹⁶⁹ (McAlester, 2013, p. 589)

Existing Historic Resources | Summary of Survey Findings

Period of Significance

The period of significance was determined based upon the development of the area, including dates of construction and predominate architectural styling. The period of significance begins in 1910 at the time of platting and early development of the Chautauqua Park Addition and concludes post WWII in 1946. The architectural styles and materials utilized within the survey area are reflective of this period. The five homes constructed after 1946 have a distinctively different architectural styling that is not reflective of the neighborhood.

The district has changed little through its period of significance. The curvilinear street layout, topography, mature trees and open spaces remain. Relatively few architectural intrusions have occurred, and styling has not been altered to a high degree. Single-family residences represent the period they were built with the popular architectural styles of the 1910s, 1920s, 1930s and first half of the 1940s.

Table 2: Total Properties Inventoried

	Residential	Vacant (2022)
Chautauqua Park Addition	58	1
Ridgewood Addition	92	2
Overall	150	3

Dates of Construction

The overwhelming statistic from the set of data collected on the dates of construction for the study area is the number of properties built in the 1920s: 73. The rest of the data falls away in a bell curve on either side of that decade. The construction dates can be interpreted in two ways (Tables 6 and 7). There were two outlier dates: 722 Ridgewood Avenue in the Chautauqua Park Addition was constructed in 1970, and 1107 Ninth Street in the Ridgewood Addition was constructed in 1958.

Table 3: Date of Construction – Mean, Median, and Mode

Date of Construction:	Mean	Median	Mode
Chautauqua Park Addition	1924	1921	1920
Ridgewood Addition	1929	1928	1928
Overall	1927	1925	1925

Table 4: Dates of Construction with Period of Significance (shaded)

Period	Chautauqua Park Addition	Ridgewood Addition	Overall
1900s	0	1	1
1910s	22	5	27
1920s	24	49	73
1930s	7	27	34
1940 - 1946	4	6	10
1947 and later	1	4	5

Map 27 illustrates the construction date decades data for the study area.

Architectural Styles Present

The architectural style statistical representation here is somewhat predictable based on the construction date data, particularly given the number of homes (74) that fall under the Craftsman and Prairie School umbrella. This style reached its peak in popularity at that time, and this is well documented in the Chautauqua Park and Ridgewood Additions. The most significant contrast between the two neighborhoods occurs in the number of Minimal Traditional and “No Style” properties of which Ridgewood has 19 more structures (Table 8).

Table 5: Architectural Styles Present

Style	Chautauqua Park Addition	Ridgewood Addition	Overall
Craftsman and Prairie School	40	34	74
Colonial Revival	9	17	26
Tudor Revival	3	14	17
Minimal Traditional including Cape Cod and “No Style”	5	23	28
Ranch	1	4	5

Map 28 illustrates the distribution of the architectural styles in the study area.

Historic Trees

Considering the collective space of the study area, it became apparent quickly that this intensive level survey of historic resources could include non-architectural historic elements. With the ties to Olmsted-style urban planning and a clear value for landscape features made evident in the platting, understanding trees as historic resources is reasonable. Preliminary data collected for this survey includes numbers of properties with one or more significant trees, some of which are estimated to predate the platting of the additions (Table 7). In some cases, trees were strategically planted to frame homes from certain angles, while in other cases the home seems to be built to frame a specimen tree. Because the flora of these additions is intrinsic to the question of integrity – recall the “Every Lot a Park” slogan (Historic Image 35) – their continued presence and conservation will aid in the preservation of the historic feeling of the additions.

Further study of these resources is recommended when considering historic preservation steps for the Chautauqua Park and Ridgewood Additions.

Table 6: Lots with Notable Trees Present

	Number of Lots with Notable Trees Present
Chautauqua Park Addition	8
Ridgewood Addition	14
Overall	22

Map 29 illustrates these preliminary findings of significant trees in the study area.

Historic Documentation

Unfortunately, in this study it was not possible to discover historical documentation of the buildings in the study area, with one notable exception. This was an advertisement from the 1931 Ames City Directory and it shows a period image of 1210 Orchard Drive, known as the R. M. Bailie house after its first owner and architect (Historic Image 46).

Vernacular architecture of the Chautauqua Park and Ridgewood Additions was unfortunately not the main subject of photography currently stored in accessible archives; however, period documentation of contemporary architecture does exist as highlighted here:

Historic Image 47: This photograph documents a side-gabled home with both Craftsman and Colonial Revival elements that were popular in Chautauqua Park around this time – the photograph is dated to c.

1915. Note the thin clapboard and wood shingle siding, as well as the wide fascia board on the front-gabled porch roof, supported by triangular knee braces.

Historic Image 48: This photograph shows a view of Hayward Avenue, south of the then-Lincoln Highway, dated 1918. These buildings were likely built around the same time as much of the construction in Chautauqua Park, and notably, the foremost house seems to be in the Dutch Colonial Revival style.

Historic Image 49: The Martin House is a Local Landmark with great significance to the history of Iowa State University and the early African American students who studied there. Located on Lincoln Way, this home was designed in a Craftsman style, similar to multiple houses in the study area.

Historic Image 50: This photograph depicts the YMCA Lodge that was located northwest of Iowa State College, in a wooded area known for a time as Reactor Woods (due to its proximity to the small nuclear reactor on campus). While the photograph was taken around 1935, the building was probably constructed slightly earlier. Note the wide eaves, fascia boards, and multi-paned windows that were popular in Craftsman vernacular architecture in Ames at the time.

Contributing and Non-Contributing

Within the study area, there are 153 properties. Of these, 150 properties include residential houses and three properties are vacant (Table 2, page 37).

Included within the 150 properties surveyed for this project are 176 contributing buildings (Table 7, below), made up of houses and detached garages.

Of the 176 contributing buildings are 123 houses and 53 detached garages (Tables 8 & 9).

To determine if a property was contributing, the National Register-recognized seven aspects of integrity were considered: Location, setting, design, materials, workmanship, feeling, and association.

Discrediting factors generally came in the form of architectural alterations.

Table 7: Total Contributing and Non-Contributing Buildings

	Contributing Buildings	Non-Contributing Buildings
Chautauqua Park Addition	77	38
Ridgewood Addition	99	51
Overall	176	89

Map 26 illustrates the locations of the contributing and non-contributing buildings in the study area.

Table 8: Contributing and Non-Contributing Houses

	Contributing Houses	Non-Contributing Houses
Chautauqua Park Addition	51	7
Ridgewood Addition	72	20
Overall	123	27

The survey also documented outbuildings, including detached garages and sheds of significant size. None of the sheds inventoried were contributing.

The table below lists the number of contributing detached garages per neighborhood. Considered early Automobile Suburbs, the Chautauqua Park and Ridgewood Additions derive further integrity in this classification with the number of contributing garages. Many of the garages in the Chautauqua Park Addition are accessible only via the north-south alley that runs parallel to Brookridge and Ridgewood Avenues.

Table 9: Contributing and Non-Contributing Outbuildings (including Detached Garages and Sheds of Significant Size)

	Contributing Outbuildings	Non-Contributing Outbuildings
Chautauqua Park Addition	26	31
Ridgewood Addition	27	31
Overall	53	62

Research Design

Background

The goal of the project was to identify and evaluate the significance of historical and architectural resources in the Chautauqua Park and Ridgewood Additions and evaluate eligibility for a potential nomination to the National Register of Historic Places.

Cultural resource management consultant William C. Page previously identified this area as potentially eligible for National Register of Historic Places (NR) listing under Criteria A and C in a City-funded reconnaissance survey in 1992. The Ames Comprehensive Historic Preservation Plan, which provides a framework for the City and its Historic Preservation Commission regarding the development of its priorities and annual Work Plan, also identifies the Chautauqua Park and Ridgewood Additions as a potential area to commence an Intensive Level Survey.

In 2021, a sub-committee of the Ames Historic Preservation Commission (HPC) conducted an exploratory site visit and determined that the historical character of the area was largely intact (appearing to have historic integrity). The sub-committee determined that a grant should be pursued for funding further research, through an Intensive Survey.

Through the efforts of these individuals, application was made and received for funding through a 2022 Certified Local Government (CLG) Grant from the Iowa Department of Cultural Affairs. The CLG grant program is jointly administered by National Park Service (NPS) and the State Historic Preservation Offices (SHPO). The City has Certified Local Government status from the National Park Service, Department of the Interior, and therefore qualifies as a grant recipient.

The Study Area boundaries are defined by Ioway Creek (west), Union Pacific Railroad (east), Sixth Street (south) and Thirteenth Street (north). This is the area immediately east of Brookside Park. The Ames Historic Preservation Commission initially identified up to 107 properties for the study area, with an irregular boundary at Orchard Avenue on the north. Subsequent field work by principal investigator Marian Thompson identified additional properties that should be included, extending the boundary to Thirteenth Street. A total of 150 properties are included in the Intensive Level Survey.

Methodology

All grant-funded activities were completed under the supervision of HPC members who meet the Secretary of the Interior's Standards and Guidelines – Professional Qualification Standards for historic preservation practice under 36 CFR Part 61 (History of/or Architectural History areas.) These individuals were Susan Minks, Mary Jo Winder, and Ted Grevstad-Nordbrock. Historic preservation professionals met regularly with investigators to coordinate details of the project. Eloise Sahlstrom, Planner in the

Ames Department of Planning and Housing, served as Project Manager and City representative responsible for administration of the grant.

Graduate student investigators (historic research assistants), with a background in disciplines of history, architecture, landscape architecture and/or urban design were hired as temporary staff by the City of Ames, following Ames Human Resources hiring policies. These individuals were Marian Thompson and Michael Belding. Grant monies were utilized to compensate the student investigators for their work.

Project Activities

Application for the CLG grant was made in late August 2021. The City received notice of the award in January 2022. The formal grant agreement between the City and the State was received in mid-March with the Notice-to-Proceed following. The recruiting, interviewing, and hiring student investigators followed City HR policy with input from the HPC Professionals. Hiring was completed in early June.

Training Sessions

Several training sessions were held for the student investigators during June and July. These included: meeting in the field, at the commencement of the photography work; receiving an orientation to the Ames History Museum by museum staff and learning of available resources; traveling to Story County Courthouse for an introduction to the Story County Plats and Transfer Records on file; and a presentation on the history of American residential architectural styles and identifying building elements and issues of architectural integrity by HPC professional, Ted Grevstad-Nordbrock. Additional coaching of the Investigators occurred on an as-needed basis. During the first two months of the project, a weekly meeting was held with the project team to discuss progress and upcoming activity for the next week.

Field Work and Research

Most of the survey field work was conducted on June 22, 23, and September 9, 2022. Photography and architectural notes were documented for the Chautauqua Park Addition on June 22, and the Ridgewood Addition was similarly documented on June 23, by student investigator Marian Thompson. On September 9, the project team met on site to further assess the garages, alleyway, and any lingering questions about the architecture.

Multiple team members assisted with the research and gathering of historical documents to inform the report's Historical Context writing, including site visits to the Story County Recorder, Iowa State University Library and Archives, Ames Public Library, and the Ames History Museum. City records in the Inspections Division and Clerk's records provided information on service and building permits and recorded plats. Research and writing both the historical context and drafting property descriptions included careful documentation of primary sources.

Neighborhood Outreach

A press release about the City's receipt of the CLG Grant and the project was published on February 3, 2022, in the Ames Tribune. Staff set up a webpage on the City's website in June. Project updates continue to be added as available. The residents of the Chautauqua Park and Ridgewood Additions were notified by postcard at the outset of the project on June 15, 2022, with information on the study boundaries, the team working on the project, and where they could find more information on the City of Ames' website. Marian Thompson interacted with multiple curious residents as she documented the study area in late June.

A second postcard was mailed on September 5, 2022, and informed residents about an upcoming Neighborhood Information Meeting, where the findings of the survey would be discussed. Press releases about the survey were published on February 3, 2022, and September 23, 2022. Information about the Neighborhood Information Meeting was also conveyed by the City of Ames through numerous social media platforms, including the *Ames Tribune*. Eloise Sahlstrom gave an interview for KHOI Radio on October 30, 2022. The project was described, and the public was invited to attend the upcoming Neighborhood Information Meeting.

A Neighborhood Meeting was conducted on October 6, 2022, where survey findings were presented by: Susan Minks (HPC Professional), Marian Thompson (Principal Investigator), Angie Kolz (HPC), and Eloise Sahlstrom (City Project Manager). The meeting was attended by close to sixty people with the vast majority being residents of the survey area. The presentation included questions and comments from community members on topics ranging from the general pros and cons of historic preservation efforts to National Register of Historic Places eligibility. A sign-in table included sign-in sheets, nametags, and copies of a 1916 advertisement for the Ridgewood Addition. Maps on display illustrated the study area, style types, and construction dates.

At the end of the meeting, handouts were given describing options for pursuing local and national designations for the study area as a district. Residents were encouraged to indicate their initial interest in pursuing a National Register of Historic Places nomination for the neighborhood, as well as a general request for further information on the subject, by placing a colored dot on a map as they left the meeting. The result of this preliminary poll was that most attendees supported pursuing a National Register nomination. A video recording of the Neighborhood Information Meeting was made available on the city's webpage following the meeting. A follow-up email was sent to attendees thanking them for their attendance and letting them know about the posted video recording.

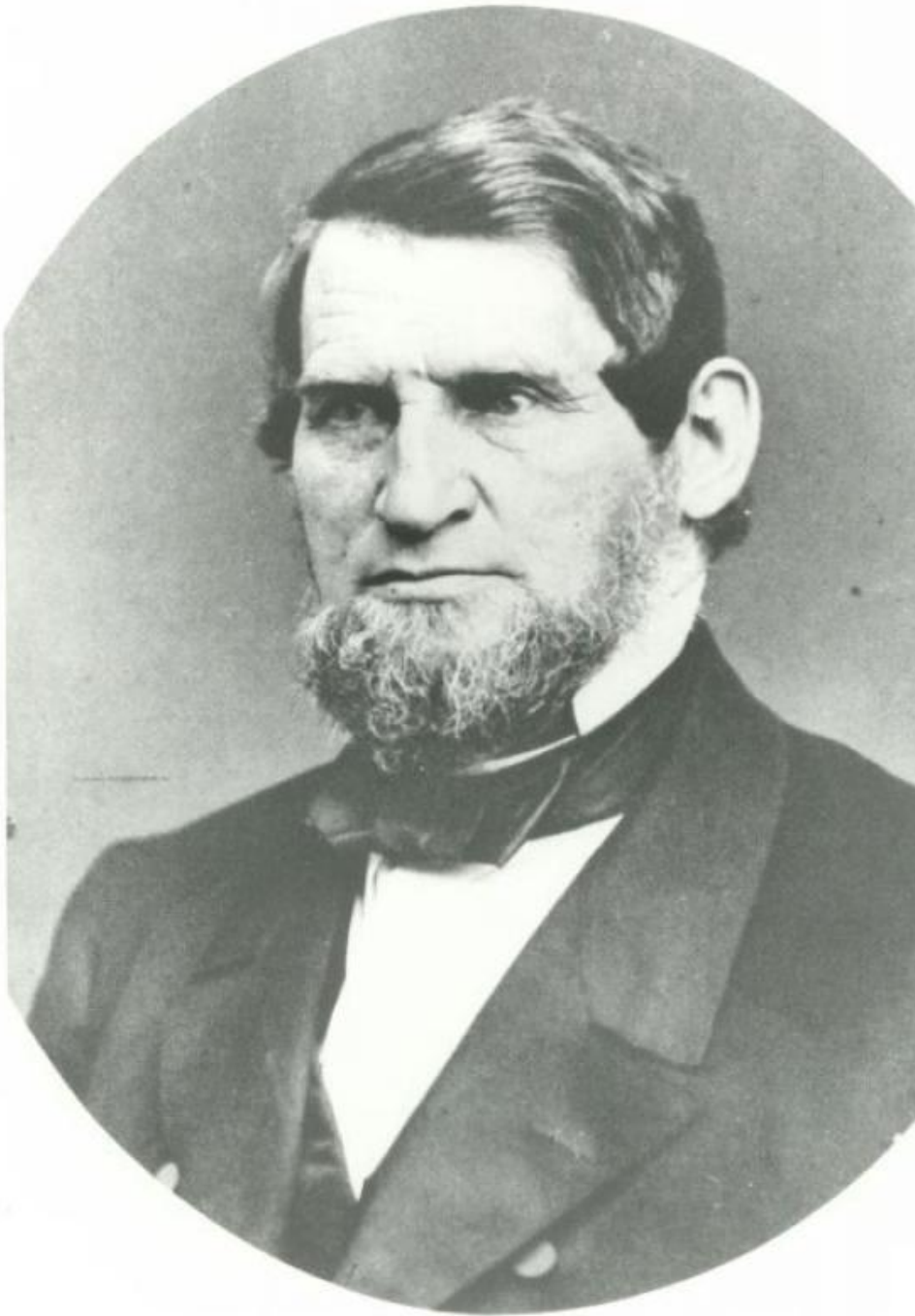
Project Completion

Marian Thompson, Principal Investigator, performed duties including, but not limited to, researching and documenting primary sources, site photography and working with digital photographic files, writing architectural descriptions and historical summaries on surveyed properties, completing data entry for site inventory forms, completing a historic context narrative, compiling the report, and compiling electronic information into a historic resources database for future use and distribution.

Edits were provided by Susan Minks (HPC Professional), and Eloise Sahlstrom (City Project Manager). A draft of the project documents was submitted for State review in mid-November 2022.

Figures

Historic Images



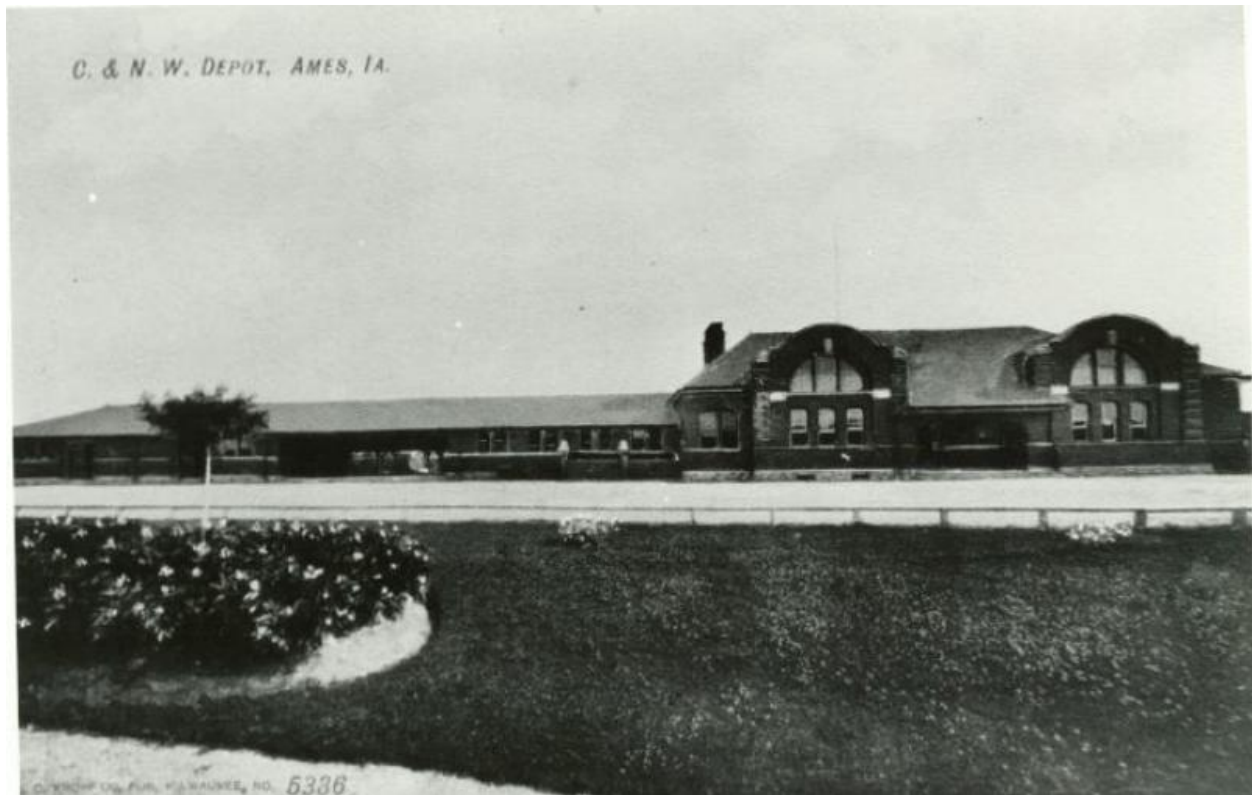
Historic Image 1: Photograph of Oakes Ames by Matthew Brady, c. 1865.



Historic Image 2: Photograph of an oil painting of John I. Blair, c. 1865



Historic Image 3: Concessions postcard from the Chicago and Northwestern Railroad, depicting “Ames College” in Ames, Iowa. The image shows the Old Main building in the background, c.1900.



Historic Image 4: Chicago and Northwestern Railroad Depot, north side, c. 1908.



Historic Image 5: South Side of the Chicago Northwestern Depot, c. 1915.



Historic Image 6: Onondaga Street from Duff Ave, looking west, c. 1908.



Historic Image 7: The Cyclone Bicycle Club outside Morrill Hall, Iowa State College, 1892.



Historic Image 8: Interurban streetcar framed by past and present modes of transportation, c. 1908.



Historic Image 9: Workers with the Dinkey at the Campus Depot, 1904.



Historic Image 10: Picture Postcard of the 1907 Trainwreck.



Historic Image 11: The American Thomas Flyer at Duff and Onondaga, March 2, 1908.



Historic Image 12: Winifred Tilden with her Ford Coupe, c. 1920.



Historic Image 13: Cars at Lake Comar Outdoor Auditorium, eight miles north of Ames, c. 1920.



Historic Image 14: A Model T Ford in Ames prior to street paving, 1918.



Historic Image 15: Road maintenance on Lincoln Highway near Lynn Avenue, 1918.



Historic Image 16: View of Main Street looking east, 1917.



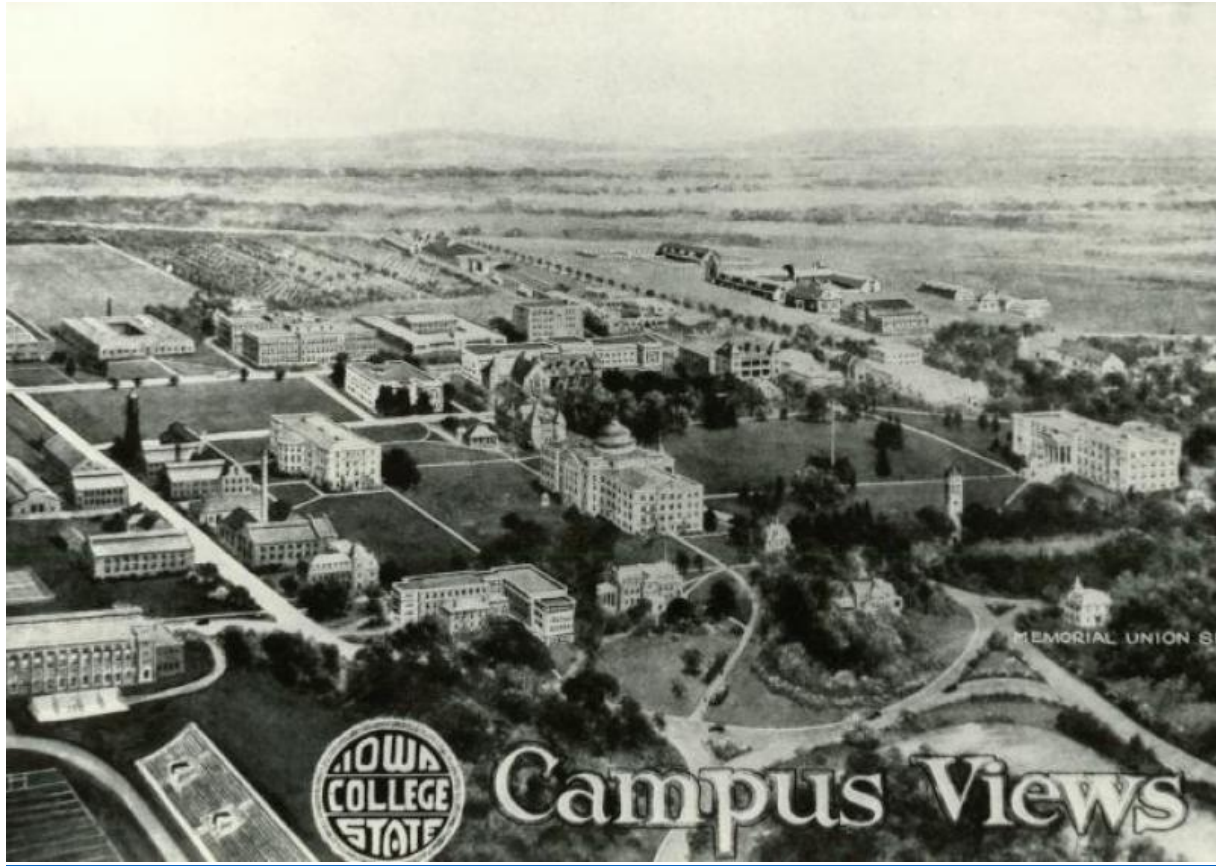
Historic Image 17: Main Street in Ames, Iowa, c. 1935.



Historic Image 18: Aerial view of College Heights, 1949.



Historic Image 19: Grading work being done in the laying out of streets in College Heights, 1913.



Historic Image 20: Iowa State College Campus Views, 1925.



Partial View of the Campus at Ames

Opportunity's at Your Door

With a great college like that at Ames right at hand, every boy and girl in Story county can find a way to get thorough training for life's work if they will. Tuition's free; expenses are not high; instruction is offered along many lines, including Agriculture, Engineering, Home Economics, Industrial Science, Veterinary Medicine; most courses require four years but there are also courses for two years for both men and women. Opportunity like that is big. For complete information visit or write to

Iowa State College---Ames

Historic Image 21: Iowa State College advertisement in the *Directory of Story County, Iowa*, 1914.



Historic Image 22: The Civil Engineering Society at Iowa State College, St. Patrick's Day Parade, 1910.



Historic Image 23: St. Patrick's Day Parade going west on Main Street, organized by Iowa State College Engineering students, c. 1916.



Historic Image 24: Iowa State College engineering students following the college military band along the cinder path, a roadway connecting Ames with Iowa State campus near what is now Sixth Street and Brookridge Avenue. St. Patrick's Day Parade, c. 1910.



Historic Image 25: Diploma issued to Lydia Cooper Tilden by the Chautauqua Literary and Scientific Circle, 1904.



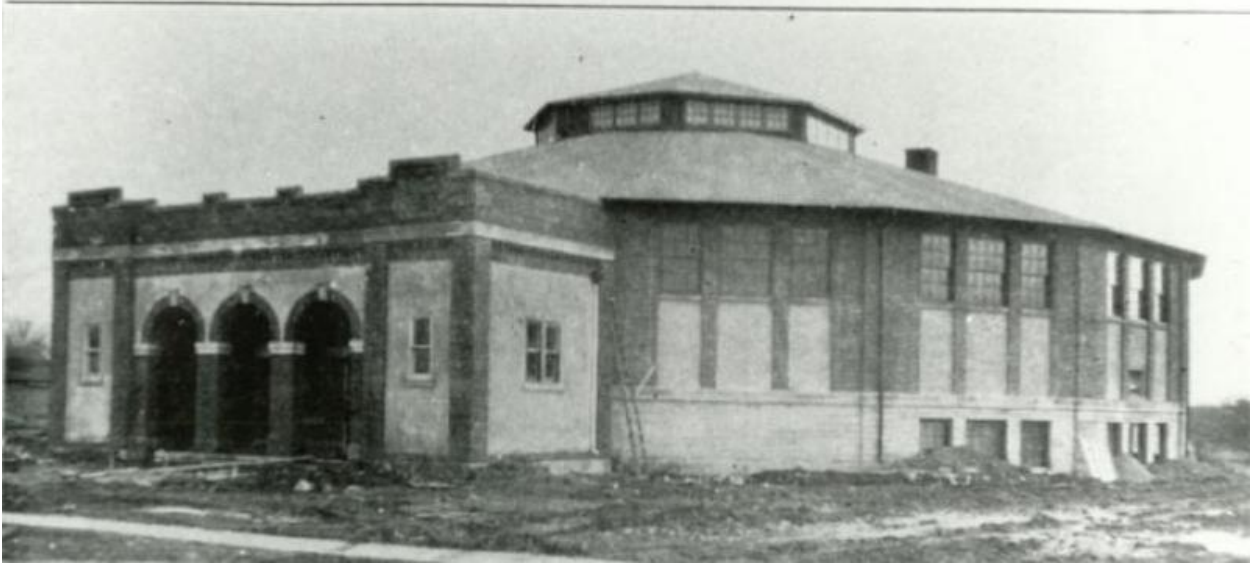
Historic Image 26: Horse and buggy “parking” for the Chautauqua, c. 1900.



Historic Image 27: Photograph of the ladies of “Kamp Komfort,” with Japanese lanterns in the foreground, c. 1907.



Historic Image 28: Large Chautauqua tent from an event featuring Booker T. Washington, c. 1906.



Historic Image 29: Chautauqua Auditorium at Lincoln Way location, 1928.



Historic Image 30: Rowena Edson Stevens, c. 1886.



Historic Image 31: McCarthy Family photo, taken on the occasion of Daniel and Mary Ann Ross McCarthy's 50th Wedding Anniversary, and published in *The Ames Intelligencer* on April 30, 1908.

Top row: Elizabeth McCarthy Foster; Judge Chaucer Gory (C. G.) Lee; George Foster; Nina McCarthy (wife of Justin McCarthy); Dr. Thomas Rice; Henry Lincoln Carrell; Marianne McCarthy Carrell (wife of Henry Lincoln Carrell); Mary Ann Ross McCarthy; Daniel McCarthy; Robert McCarthy; Marie McCarthy Linebaugh; and Willard McCarthy.

Middle row: Justin McCarthy; Harriet McCarthy Rice; Harriet (Haddie) Cox McCarthy (wife of Robert McCarthy); Carrell McCarthy; Florence McCarthy; Ross Carrell; Jessie Marie McCarthy Lee; Howard McCarthy; Emma McCarthy Lee (wife of C. G. Lee); Frank Linebaugh.

Bottom row: Daniel McCarthy, Jr.; Norma Lee; Robert McCarthy, Jr.; Frances Linebaugh Walling; Richard McCarthy; Alice McCarthy; and Clifford McCarthy.



Historic Image 32: Portrait of Emma McCarthy Lee, c. 1925.



Historic Image 33: Young businessmen of Ames. From left to right, front row: B. J. Sheldon and M. Jay Adams; center row: Robert McCarthy, Lucian C. Tilden, Harley Stuckslager, and Alfred H. Munn; back row: Sidney G. Hamilton, Elmer Sowers, W. H. Henderson, and George E. Baker. 1905.



H. M. HAVNER

Historic Image 34: Portrait of H. M. Havner, n. d.

ARMED OF DEATH

Police officers, who were armed with shotguns, and a crowd of about 100 men, gathered at the entrance of the building at 1015-1017 Franklin street, at 10:30 p.m. last night, when they were met by a man who was armed with a revolver. The man was shot and killed by the police officers. The man was identified as John J. Smith, a well-known local figure. The police officers were armed with shotguns and a crowd of about 100 men gathered at the entrance of the building at 1015-1017 Franklin street, at 10:30 p.m. last night, when they were met by a man who was armed with a revolver. The man was shot and killed by the police officers. The man was identified as John J. Smith, a well-known local figure.

MAKE MONEY

Buy a Lot for Profit or for a Home in the only Really Beautifully Wooded Tract in Ames

RIDGEWOOD

EVERY LOT A PARK.

JOIN THE COLONY

THINK How you can profit by getting a lot in this splendid Subdivision—just midway between the College and business part adjoining a built up section of beautiful homes.

Think of the immense amount of money that has been made in Ames estate, then realize that Ridgewood is the greatest opportunity any real buyer ever had, and it is your chance today. This is the only chance ever have to buy valuable wooded Ames real estate at a bargain. Don't Delay! Don't Delay!

A PROMINENT - CITIZEN SAYS: RIDGEWOOD IS THE BEST INVESTMENT IN AMES TODAY. NOT ONLY THE ESTATE INVESTMENT BUT ABSOLUTELY THE LAST CHANCE TO BUY BEAUTIFUL WOODED REAL ESTATE.

RIDGEWOOD IS NOT PROMISED. IT'S A FACT.

SIDE WALKS, CURB, CEMENT CROSSINGS, WATER, GAS ALL NOW COMPLETED.

Special 5 Day Sale Oct. 3-4-5

The Early Shopper Will Get the Choice of Lots

PULL YOUR TAGS Every lot will have a tag giving number, price and dimensions. Select the lot you want. Present them at office on the grounds.

Prices \$450 to \$975 Per Acre

A Few Extra Desirable Locations at Slightly Higher Prices



McGregor Subdivision Co., Owners

Room 21 Ames Nat. Bank Bldg. Phone 117

Thompson & Thompson Local Agents

W. G. T. D. HELD

LOCAL MEETING

The first meeting of the W. G. T. D. was held at the home of Mrs. J. H. Smith, 1015-1017 Franklin street, at 10:30 p.m. last night. The meeting was held at the home of Mrs. J. H. Smith, 1015-1017 Franklin street, at 10:30 p.m. last night. The meeting was held at the home of Mrs. J. H. Smith, 1015-1017 Franklin street, at 10:30 p.m. last night.

MAKE THIS BANK YOUR BUSINESS HOME

THIS bank is strictly a home bank, organized with home capital and operated for the convenience and benefit and the safety of home people.

EVERY one, woman and child in this community is invited to make themselves at home at this bank.

Pay Bills by Mail by Check

THE UNION-NATIONAL BANK
THE UNION-SAVING BANK
AMES, IOWA

\$25 Down \$10 Per Month

No taxes until 1918. No payments during sickness. No mortgages. No notes to sign. Warrantee deed. Free Abstract. **5 Per cent Discount For Cash.**

Come out and see this Property. It Means Money to You.

Our association will carry you and your family at home for free, day or evening to and from RIDGEWOOD absolutely free of charge or without obligation to buy. Call our office PHONE 117.

Consider how scarce lots with natural shade trees are in Ames.

Talk to us about building a home of your own choice for you in Ridgewood on the easy payment plan.



COM' ON FELLERS SEE MY NEW SWEATER!

GET IT at Geo. Martin's and it's a peach! Everything in our store is bright, new and of the very best quality. Pay later—cash later.

Historic Image 35: Centerfold advertisement for Ridgewood in the Ames Weekly Tribune, 1916.

On Sunday Take a Drive or a Walk Through

RIDGEWOOD

Every Lot a Park

Join the Colony

Talk to us about our building a home for you among the trees on our easy payment plan.

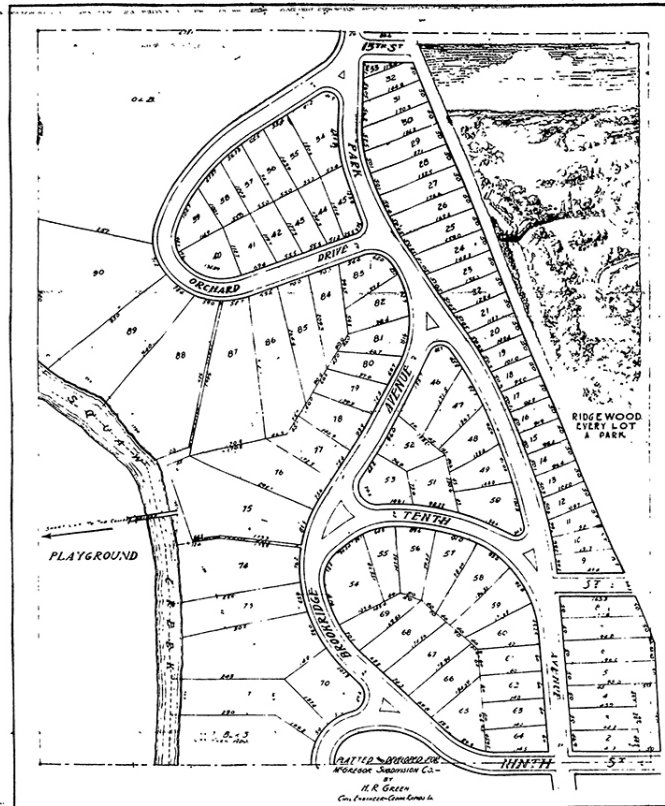
Owing to the very limited area of tree ground in Ames the increase in value of these lots will be very rapid.

Never before has there been an addition to this city so matchless in natural beauty, so handsomely and thoroughly developed, and so perfectly situated for ideal homes.

Its winding drives among wooded knolls, its wonderful view over the surrounding country try, its ready accessibility, its thousands of indescribable charms and advantages all invite to make it the most charming residential portion Ames can ever have.

Ridgewood joins the College Grounds.

The new Rustic Foot Bridge across Squaw Creek makes a short cut to the College.



5 Day Sale
Commences

TUESDAY, OCTOBER 3

Salesmen on the ground every day until dark. The early shopper gets the choice of lots

\$450 to \$975

A few extra desirable lots at slightly advanced prices

\$25 down \$10 per Month

These Prices include the following Improvements now completed at the expense of the sellers

Sidewalk, Crossings, Curb, Sewer, Gas and Water

Phone 117 and our autos will carry you to and from Ridgewood without obligation on your part to buy

McGregor Subdivision Co., Owners

Room 21, Ames Nat'l Bank Bldg., Phone 117

Thompson & Thompson, Local Agents

Historic Image 36: Ames Evening Times advertisement for Ridgewood, September, 1916.

**Club members
in 1907**

Left to right back:
Mmes. O.H. Cessna,
B.H. Hibbard,
Herman Knapp,
R.C. Barrett. Front:
Virginia Hibbard,
Mrs. A.V. Storm,
Josephine
Beardshear.
(Club photo)



Left to right: Mmes.
S.W. Beyer,
A. Marston,
P.G. Holden,
E.W. (Julia) Stanton,
B.I. Edwards.
(Club photo)



Left to right back:
Mmes. H.G. Van Pelt,
J.E. Guthrie.
Front:
Mmes. W.F. Coover,
F.A. Fish and
daughter Frances,
W.R. Raymond.
(Club photo)



Note: Writers have added husband's initials or woman's first name for clarity. In those days no first names or initials were used, only "Mrs." and the last names.

Historic Image 37: Photographs of original Priscilla Club (later Iowa State University Women's Club) members, from *Keepsakes: A History of the Iowa State University Women's Club 1897-1997*, p. 2, including Josephine Beardshear.



Historic Image 38: Abbie Sawyer with a student at her retirement, 1952.



Historic Image 39: Portrait of Dr. Frank Spedding, likely taken in the 1960s



Historic Image 40: Portrait of Dr. Guy Ernest McFarland, Sr., no date.



Historic Image 41: Remnant pieces of the foot bridge next to the streetcar on the left side, after it was washed away in the flood waters. 1918.



Historic Image 42: Lincoln Highway bridge over Ioway Creek. Within the year of construction, this flood water threatened the stability of the bridge, 1909.



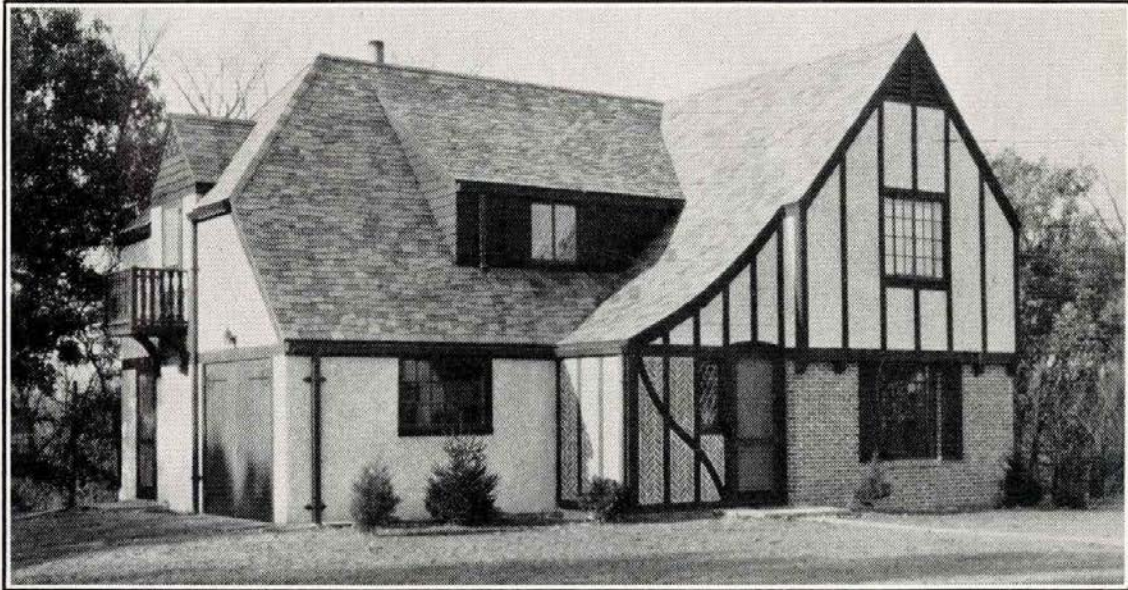
Historic Image 43: Lincoln Highway, view west looking away from Ames, c. 1900.



Historic Image 44: Wood “bricks” buckling as a result of freeze-thaw, water damage, and other weathering, 1918.



Historic Image 45: Worker laying gravel on Lincoln Highway, 1919.



HOME OF R. M. BAILIE

One of the Many Homes Painted and Decorated by
Miller Wall Paper and Paint Store

J. L. MILLER, PROP.

MASONIC BLDG. - - - - - PHONE 406W

Historic Image 46: Advertisement in the Ames City Directory for the Miller Wall Paper and Paint Store, featuring a photograph of 1210 Orchard Drive, home of R. M. Bailie. 1931.



Historic Image 47: The Galen Tilden home on Douglas Avenue, c. 1915.



Historic Image 48: View looking south on Hayward Avenue from Lincoln Highway, 1918.



Historic Image 49: The Martin House, Local Landmark, c. 1924.



Historic Image 50: YMCA Lodge northwest of the Iowa State College campus, c. 1935.