NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER
LISTED

DEC 11 2007

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x' in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name East Lawrence Industrial Historic District

other name/site number N/A 045-3010-3344

2. Location

street & town 619 East 8th Street, 804-846 Pennsylvania Street, and 716 East 9th Street N/A not for publication

city or town Lawrence N/A vicinity

state Kansas code KS county Douglas code 045 zip code 66044

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Patrick Zollner DSHPO 10/29/07
Signature of certifying official/Title Date

Kansas State Historical Society
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is: Signature of the Keeper Date of Action

☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

5. Classification

Ownership of Property
(check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(check only one box)

- ☐ building(s)
- ☒ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
5	3	buildings
1	0	sites
2	0	structures
0	0	objects
8	3	Total

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Function
(Enter categories from instructions)

INDUSTRIAL/PROCESSING/EXTRACTION: Manufacturing Facility
INDUSTRIAL/PROCESSING/EXTRACTION: Industrial Storage
TRANSPORTATION: Rail-Related

Current Function
(Enter categories from instructions)

INDUSTRIAL/PROCESSING: Manufacturing Facility
INDUSTRIAL/PROCESSING: Industrial Storage
VACANT

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: Industrial Masonry Post and Beam
OTHER: Industrial Masonry, Concrete, Steel

Materials
(Enter categories from instructions)

foundation	LIMESTONE
walls	BRICK
	LIMESTONE
roof	COMPOSITION
other	CONCRETE

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

☒See continuation sheet(s) for Section No. 7

8. Description

Applicable National Register Criteria

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

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(enter categories from instructions)

COMMERCE

INDUSTRY

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1883-1955

Significant Dates

N/A

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

UNKNOWN

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

☒ See continuation sheet(s) for Section No. 8

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.

Previous documentation on file (NPS):

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

Primary location of additional data:

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other Name of repository:

☒ See continuation sheet(s) for Section No. 9

10. Geographical Data

Acreage of Property 3.34 acres

UTM References
(Place additional boundaries of the property on a continuation sheet.)

	Zone	Easting	Northing
1	1/5	3/0/6/8/8/5	4/3/1/5/7/5/6
2	1/5	3/0/6/9/8/3	4/3/1/5/7/5/6
3	1/5	3/0/6/9/8/3	4/3/1/5/5/5/1
4	1/5	3/0/6/8/8/5	4/3/1/5/5/5/1

Verbal Boundary Description
(Describe the boundaries of the property.)
The boundary of the East Lawrence Industrial Historic District is indiciated by the black line on the attached boundary map that corresponds with the lot lines running parallel to the public right-of-way.

Property Tax No. N/A

Boundary Justification
(Explain why the boundaries were selected.)
The boundary encompasses the concentration of historic resources that retain integrity and have associations with the areas of significance outlined in the National Register nomination and correspond with the lot lines of the included properties. These resources define the historic setting, which is strengthened by the open space. The adjacent public right-of-way and private properties lack sufficient integrity and associations with patterns of history to be included in the District.

☒See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Sally F. Schwenk, Partner
organization Historic Preservation Services, LLC date November 1, 2005
street & number 323 West 8th Street, Suite 112 telephone 816-221-5133
city or town Kansas City state MO zip code 64105

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets
Maps A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources.
Photographs: Representative **black-and-white photographs** of the property.
Additional items: (Check with the SHPO or FPO for any additional items)

Property Owner

name/title See Continuation Sheet
street & number _____ telephone _____
city or town _____ state _____ zip code _____

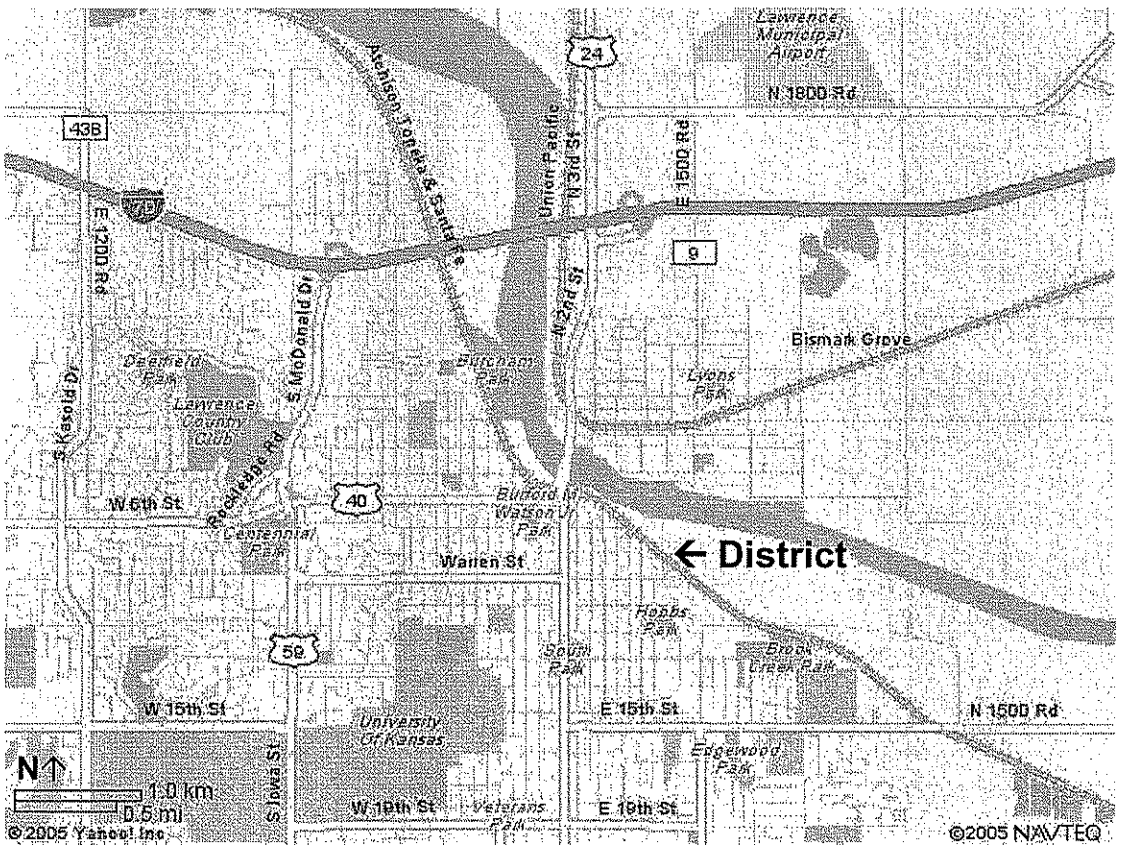
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.).*

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

SUMMARY DESCRIPTION STATEMENT

The East Lawrence Industrial Historic District in Lawrence, Kansas is bounded by 8th Street on the north, 9th Street on the South, Pennsylvania Street on the west, and the lot lines that run parallel to the historic Delaware Street alignment on the east. The District is within a larger manufacturing and railroad freight area to the north and east of the historic East Lawrence residential neighborhood. A railroad right-of-way incorporating several active lines runs to the east and northeast of the District. Adjacent single-family residential neighborhoods dating to the late nineteenth century border the District on the south and the west. Modern commercial/light industrial buildings occupy the areas to the north and east of the District. The rectangular District is a grouping of nineteenth and early twentieth century masonry manufacturing, processing, wholesale distribution, and warehouse buildings and structures that range from one story to four stories in height and date from the early 1880s through the 1920s.

FIGURE 1: Location Map



The buildings face onto Pennsylvania Street or East 8th Street. The District includes five contributing buildings, two contributing structures, one contributing site, and three non-contributing buildings. The contributing buildings are the Kansas Fruit Vinegar Company building and an associated garage/stable building at 808-810 Pennsylvania Street; the Theo. Poehler Mercantile Company Wholesale Grocery building at 819 East 8th Street; and the Standard Oil Company Bulk Oil Station buildings at 846-848 Pennsylvania Street. The contributing structures are the stone ammunition/seed storage building at 808-810 Pennsylvania Street and the alley that runs north-south through the block. The contributing site is the open space occupying the southeast quadrant of the District, which was the site of various warehousing, storage, and freight-related activities. The non-contributing buildings are the modern stone garage building at 808-810 Pennsylvania Street, the Kansas Seed Headquarters/F. Barteldes & Company building at 826-828 Pennsylvania Street, and the Lawrence Poultry Company Building at 830-832 Pennsylvania Street. With the exception of two small stone buildings and the use of both brick and stone in one building, the commercial buildings have dark red brick load-bearing walls and feature wood post and beam construction. They display varying degrees of historical/architectural integrity that ranges from excellent to poor. The majority of the components that make up the District's historic character retain historic architectural integrity, although most are individually undistinguished. In addition, the relationships between the District's components remain substantially unchanged during their period of significance. As a result, they form an identifiable whole, successfully communicating their associations with the manufacturing, processing, and distribution of agricultural goods in the area.

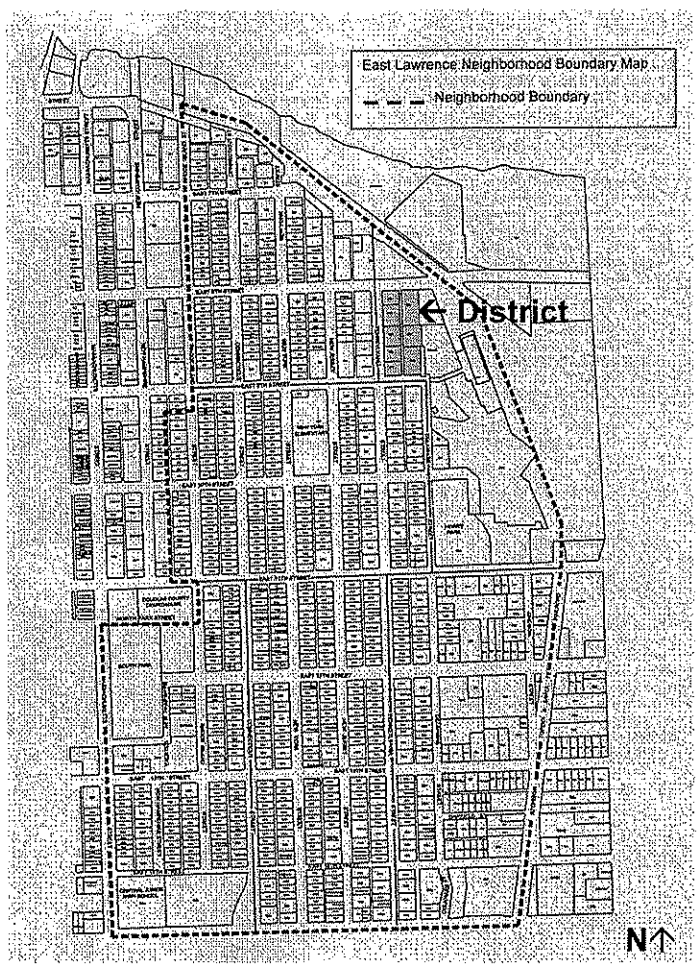
ELABORATION

SETTING

The setting of the District retains many of the elements that defined its historic streetscapes and alleyways. Included in the setting are the features and spaces that compose the grid of streets, alleys, and sidewalks, as well as the off-axis railroad right-of-way. Other than the railroad right-of-way, these streetscape and alley features are a continuation of the City's traditional platted grid of street and alley systems of the residential neighborhoods to the south and west. The boundaries of the East Lawrence Industrial Historic District correspond to the lot lines. Adjacent to many of the buildings are wide sidewalks, unpaved and grass verges varying from 20 feet to 10 feet in depth, and concrete curbs.

East 8th Street, which runs parallel to the northern boundary of the District, is a two-lane collector street that runs east-west. Land usage to the north between New Jersey Street and the railroad right-of-way is commercial/industrial. The area north of 8th Street maintains the traditional grid system of streets, although the alley system no longer remains. Because of the evolving commercial and industrial uses, the original sidewalks and verges no longer remain. Some curbs remain. Between New Jersey Street on the east and the railroad right-of-way on the west are several large industrial facilities. A Quonset Hut aligned with 8th Street at the intersection of Pennsylvania and 8th Street is the only building in the area north of 8th Street that appears to be more than fifty years in age (Photograph Number 3).

FIGURE 2: Setting Map



The south side of East 8th Street from the alley between New Jersey and Pennsylvania Streets to the railroad right-of-way retains portions of the historic curb, verge, and sidewalk patterns. Historic photographs document that no grass verge occurred east of the alley that is west of the Poehler Building at 619 East 8th Street. In the area of East 8th Street and the Delaware Street alignment, gravel and mixed pavement form the apron of East 8th Street (Photograph Numbers 1 and 2).

Curb, verge, and sidewalk streetscape remnants remain along Pennsylvania Street, which runs north-south. At the intersections of Pennsylvania Street at East 8th and at 9th Streets, the historic curb, sidewalk, and grass verge patterns remain (Photograph Numbers 1, 2, and 5). However, as the industrial character of the streetscape evolved and became entrenched, wagon and truck traffic as well as off-street parking on both sides of Pennsylvania Street destroyed these delineations on the remainder of the block (Photograph Number 4).

The streetscape and lots bordering the industrial/manufacturing area in the block bounded by East 8th on the north, Pennsylvania Street on the east, the north-south alley between Pennsylvania Street and New Jersey Street on the west, and East 9th Street on the south was historically a residential street. The total loss of its historic residential character is due to demolition and the expansion of commercial/industrial buildings westward. There appear to be no historic commercial buildings with sufficient integrity to communicate associations with the period of significance of the District. A Quonset Hut located mid-block is an identifiable industrial building form dating to the World War II era, however, alterations and deterioration impact its historic architectural integrity (Photograph Number 4).

East 9th Street runs east-west and terminates at the East at Delaware Street. It is an important boundary street because of the historic commercial/industrial land use to the north and the residential land use to the south. On the south side of East 9th Street between Delaware and Pennsylvania Streets, a modern concrete curb delineates the street edge. Between Delaware Street and the alley on the north side, there are no historic curbs or sidewalks. Between the alley and Pennsylvania Street, portions of the historic curb remain on the north side of East 9th Street. Here, a new sidewalk delineates historic paving patterns and recreates the traditional verge area (Photograph Number 28). West of Pennsylvania Street, traditional arrangement of sidewalk, verge, and curbs remains at all the intersections (Photograph Number 5).

Sanborn Fire Insurance Company maps show Delaware Street extending south from East 8th Street. The only remnant today is the portion of Delaware Street that connects with East 9th Street. Within the historic Delaware Street alignment, there is no delineation of street in the area between East 8th and East 9th Streets. The area to the east of the historic Delaware Street alignment is composed of several irregularly shaped parcels that are adjacent to the railroad right-of-way and that traditionally functioned as areas for light storage and railroad-related activities (Photograph Numbers 6 and 31). The infrastructure of this area is industrial, featuring random curbing and no sidewalks. In addition to modern industrial buildings and structures, a large Quonset Hut occupying the space between the tracks on the railroad right-of-way dates to the World War II period. A trapezoidal area located between the historic Delaware Street alignment and the railroad right-of-way is directly east of the District. Approximately the northern one-third of this area is vacant.

A large modern manufacturing complex occupies the southern portion of the area and is aligned with the railroad right-of-way. A large open space to the west of the building incorporates a large surface parking lot. Access to the facility is provided by way of a private right-of-way that is an extension of East 9th Street east of Delaware Street, and by traveling over a surface parking area from East 8th Street.

DESCRIPTION OF DISTRICT COMPONENTS

804-806 Pennsylvania Street — Garage/Storage Building (Non-Contributing Building, Photograph Numbers 10 and 11)

The non-historic building at 804 Pennsylvania Street is a one-story storage building with a rectangular plan. The narrow north elevation facing onto East 8th Street has a stone veneer wall and a clipped gable roof. There are no openings in this elevation. The west elevation, which faces onto Pennsylvania Street, has wood siding with vertical battens. Two garage doors open onto the concrete sidewalk. The roof has a metal standing-seam treatment. A surface parking lot is to the north and northeast. Immediately adjacent on the lot to the east is the historic stone structure at 806 Pennsylvania Street.

804-806 Pennsylvania Street — Storage Building (Contributing Building, Photograph Numbers 12 and 13)

The two-story stone building at 806 Pennsylvania Street has two sections divided by an internal firewall that extends through the roof and forms a projecting parapet. The primary façade faces north. The east section of the primary façade has two bays formed by a first-story entrance and a small square second-story window. The entrance has a segmental brick arch. The west section of the primary façade has three bays. The interior bay features a first-story entrance under a square second-story window. The entrance is the largest of the three entrances on the primary façade and incorporates a sidelight. Defining the center bay of the west section is a small square window opening at the first story. The end bay contains an entrance with a segmental arch. The east elevation faces onto an alley and has no openings. A one-story concrete block addition with a shed roof is centered in the elevation and recessed from the corners. The south (rear) elevation is partially obscured by vines and each of the two sections has an entrance with a segmental arch. The non-historic standing-seam metal clipped gable roof has two modern skylights. The building dates to the turn of the century, erected sometime between 1897 and 1905. Sanborn Fire Insurance Company maps show the firewall division as well as its function as storage for fireworks and ammunition. Because of the acquisition date of the property to the east by the Theo. Poehler Mercantile Company Wholesale Grocery and a concurrent construction date, it appears the building at 806 Pennsylvania Street may have been associated with the Poehler building as detached storage for explosives. The building continues in the same function through 1917 when the property is clearly part of the larger Poehler complex. Later it served as a storage building for seeds.

The ammunition/fireworks storage structure and the garage building occupy two lots. The open space to the north on the first lot once held a residential building and then was open space, which is now a parking area.

808-810 Pennsylvania Street — Outbuilding
(Contributing Building, Photograph Numbers 14 and 15)

Located north of the building at 810 Pennsylvania Street and having zero setback from the sidewalk on Pennsylvania Street, this rectangular brick outbuilding dates to the period between 1905 and 1912. The original wood front-gabled roof and sliding wood doors in the west elevation remain intact. The south elevation has four bays defined by three small windows at the eave line and a pedestrian entrance. A similar arrangement of windows occurs on the north elevation. The east (rear) elevation has no openings. The lower three-fourths of the building is parged and the parging pattern remains consistent on all elevations. The roof is corrugated galvanized metal.

808-810 Pennsylvania Street — Kansas Fruit Vinegar Company Building
(Contributing Building, Photograph Numbers 16, 17, 18, 19, and 20)

The north portion of this vinegar processing plant and warehouse dates to circa 1883 and the southern half dates to the turn of the twentieth century. The two-story masonry building has a flat roof with a low, single slope to the east with parapet walls on the south, west, and north elevations. Tile coping caps the parapet. The west (primary) façade has two distinct halves, each with a central loading dock opening flanked by tall narrow single windows at the first story and corresponding windows at the second story. The first–story windows have segmental brick arches. All of the windows contain concrete cement block infill. The rubble limestone foundation is visible. A thin coat of paint covers the brick wall. The east (rear) elevation faces the alley and rail spur and the entire load-bearing wall is uncoursed limestone. An asymmetrical arrangement of openings, all of which now contain concrete cement block infill, distinguishes this elevation. As on the west (primary) façade, the first–story window openings have segmental brick arches. The large square dock opening in the east (rear) elevation does not appear to be original, but corresponds to an enlargement of an opening that in the west (primary) façade. Another such opening in the southern half of the east elevation contains concrete cement block infill. The bottom half of the north (side) elevation is uncoursed limestone and the upper half is brick. A large central loading dock door does not appear to have been original, but may date to its historic period of operation. On the west side of this opening are a pedestrian entrance and two windows with segmental brick arches. Another window opening occupies the first bay of the west side of the loading dock. The second story has four original window openings with brick lintels. All of the window openings contain concrete cement block infill. The bottom half of the south (side) elevation is uncoursed limestone and the upper half is brick. Two tall windows with segmental brick arches flank an at-grade loading door. The second story has four window openings. All of the openings contain concrete cement block infill. The interior structural system is wood frame and decking supported by heavy timber joists and trusses, columns, and beams.

This building contains all of its original materials and continues to communicate the essential physical features of its historic industrial uses of processing and distribution during the late nineteenth and early twentieth centuries. The footprint remains unchanged since the beginning of the twentieth century, reflecting changes during its period of historic operation. The essential physical features that convey its historic identity are visible. The building's historic openings — loading dock doors and windows —are visible although they contain cement concrete block infill. The infill can be removed without damaging the openings. Of note is the fact that all of the elevations are utilitarian, with the west (primary) façade differing only in the exclusive use of brick, whereas the secondary side elevations feature a combination of limestone and brick, and the east (rear) alley elevation using limestone exclusively. Today, this building continues to communicate its historic function and period of construction.

826-828 Pennsylvania Street — Kansas Seed Headquarters, F. Barteldes & Company Building (Non-Contributing Building, Photograph Number 21)

This building occupies lots 18, 20, and 22 and has a large rectangular plan. Approximately seven feet of the original second story and a three-story elevator/machine structure are both no longer extant, the alterations occurring after 1950. The flat roof slopes to the east with parpet walls on the south, west, and north elevations. The majority of the original exterior openings have been modified or filled with masonry. Their dimensions and locations are still visible. Ancillary buildings and structures to the south and east of the building that are no longer extant include a three-story elevator, a small dust house, and several corn/grain silos. The roof is supported by a modern steel truss system. This building was erected by the Barteldes Seed Company and served in numerous capacities up to and through the 1950s. As such, the modifications reflect changes in the building's use during this period from seed shelling and processing to housing warehouse distribution functions. Its retention of its original footprint, massing, and masonry walls, as well as its simple utilitarian design continue to communicate the building's processing and warehouse function and is preferable to the void its demolition would create. Nevertheless, based on comparisons with historic photographs from the early 1950s, the architectural integrity is not sufficient to communicate its historic appearance during the District's period of significance.

830-832 Pennsylvania Street — Lawrence Poultry Company Building
(Non-Contributing Building, Photograph Numbers 22, 23, 24, and 29)

Designed for slaughter and processing as well as shipping eggs and hatchlings, this one-story brick building was constructed between 1917 and 1923. It appears that its construction occurred in two distinct stages. The south portion of the building is 50 feet by 100 feet and the north portion is 40 feet by 95-to-100 feet (due to an angled wall). The flat roof slopes to the west and parapet walls occur on all elevations. A large scupper visually divides the west (primary) façade, which has three distinct parts. The north portion originally had two loading dock doors. These door openings were recently modified: the size of the original north loading dock door is now smaller and the at-grade vehicular dock door opening now contains paired window units. The central portion, which once had a garage door opening and a pedestrian entrance system, now has a contemporary unified glass infill storefront. The south portion of the west (primary) façade has two bays created by two pairs of windows that denote the location of the original office. While the window openings have not been modified, the metal replacement windows do not replicate the original wood double-hung sash windows. A parapet wall caps the northern portion of the building and a stepped parapet wall spans the central and south portions of the building. On the east elevation, which faces the alley and originally incorporated rail and truck dock areas, contemporary wide metal fascia spans the tops of the central and northern sections of the building. All of the brick walls, except the sections that form visual piers, have been removed and filled with multi-pane glass windows. The glass infill in the west (primary) façade and east (rear) elevation and other alterations to the west (primary) façade represent a significant loss of historic materials and important design features that provide visual and physical associations with the historic period of its construction and industrial processing function.

846 Pennsylvania Street — Standard Oil Company Bulk Oil Station
(Contributing Buildings, Photograph Numbers 25, 26, 27, 28, 29, and 30)

Erected circa 1917, this bulk oil station complex retains two of its original buildings: an office/shop located at the southwest corner of the site and an oil storage/distribution building at the northeast (rear) corner of the site. The brick buildings have poured-in-place concrete foundations. The southern portion of the dark red brick office/shop building is two stories tall, with the lower level ground floor being approximately six feet below the adjacent sidewalk/street level. The northern portion of this building is a one-story brick wing with a ground floor that is level with that of the two-story portion. Both sections of the building have flat roofs that slope to the east. Parapet walls with tile coping cap the south, west, and north elevations. Below, a corbelled brick band is midway between the roofline and the window tops. At the southeast corner of the building, a metal storage shed is attached to the east side of the building. The west (primary) façade of the two-story office building has three bays created by an entrance with a second-story window above and, in each of the remaining bays, a single square fixed-sash multi-light

window with a concrete sill is at both the first and second story. The one-story wing has four large metal multi-pane windows with concrete sills. The south elevation, which faces East 9th Street, has three single, square fixed-sash multi-light windows. The second story features identical windows in the end bays. All of the windows have concrete sills. At the first story, a non-historic awning spans the width of the window openings.

The northern two-thirds of the brick oil storage distribution building is one story tall and has a flat roof with parapet walls at the north and west elevations. A slightly projecting corbelled brick band runs midway between the parapet coping and the window tops. Rectangular window openings with a multi-light fixed-sash window flank a central vehicular loading dock. . Between the southern portion and the northern portion are a door and a recessed niche. The southern portion is approximately two stories tall and has a low-slope gable roof with a north-south ridge. The roof has a wide overhang that forms an awning for vehicles. Two window openings face the loading dock below.

**Southeast Quadrant of the District — Open Space (716 East 9th Street
(Contributing Site, Photograph Numbers 7, 8, and 29)**

The southeast quarter of the block is open, undeveloped land covered by a mixture of dirt, gravel, and vegetation. This area has traditionally been open space, with the exception of assorted storage structures located along East 9th Street and elsewhere during the period when the lots served as a junkyard.

**619 East 8th Street — Theo. Poehler Mercantile Company Wholesale Grocery Building
(Contributing Building, Photograph Numbers 9, 31, and-39)**

Located at the northeast corner of 8th and Delaware Streets, this large brick wholesale distribution building has an L-shaped plan composed of a four-story square building measuring approximately 100 feet by 125 feet, and a one-story rear wing measuring approximately 74 feet by 40 feet. The north (primary) façade's symmetrical fenestration creates five vertical bays. Anchoring each bay at the ground floor of the north (primary) façade are four large full arch windows in the outer bays and an equally sized and configured entrance in the center bay. The arched window openings at the first story feature corbelled brick window hoods. In each window opening, vertical panels of three-light fixed sashes flank a narrow double-hung sash window. The second through fourth stories have single rectangular window openings with segmental arches composed of three courses of brick. The original frames and sashes are wood, as are the first-story window elements. The sashes in the upper-story windows are double-hung units with six-over-six lights. A corbelled parapet forms the building's cornice.

The east elevation has an asymmetrical arrangement of openings. At the north end of the first story, three large arched openings occupy almost half of the elevation's width. The openings are identical to the first-

story windows in the north (primary) façade. To the south of the large arched openings, there is a rectangular window that is identical to those found on the upper stories of the north (primary) façade. A few feet to the west is a loading dock door with a segmental arch opening that includes a multi-light transom. The original door is not extant. At the south end of the elevation, there is an identical loading dock door. There are two similar loading dock door openings in the one-story wing. The upper stories of the main building's east elevation each have three bays created by single segmental arch openings containing rectangular framed windows. All of the wood double-hung sash windows with multiple lights are original.

The wing addition has an end-gabled stepped parapet roof. Metal covers the gabled portion of the roof. The south elevation of the wing addition has one central window opening and the west elevation has one central loading dock opening.

The south (rear) elevation has five bays created by single rectangular windows that match those found on the other elevations. A loading dock door serves as the base of the west end bay. A partially enclosed fire stair covers the central bay, where brick was removed below the windows and new door units installed. This elevation does not have a parapet. The one-story wing addition attaches to the eastern half of the wall.

The west elevation has three vertical bays composed of loading dock doors at the first story that match those found on the east elevation and single windows at the upper stories that match those found on the other elevations. At the first story, immediately adjacent to the loading dock doors in each end bay are single-leaf doors. A wood frame shed awning supported by metal posts spans the width of the elevation. In 1946, the first-story of the building was remodeled to include two large loading dock doors in the north side of the west elevation to create a loading dock for trucks. A physical inspection of the dock area indicates that the shed roof above the dock area was added at this time.

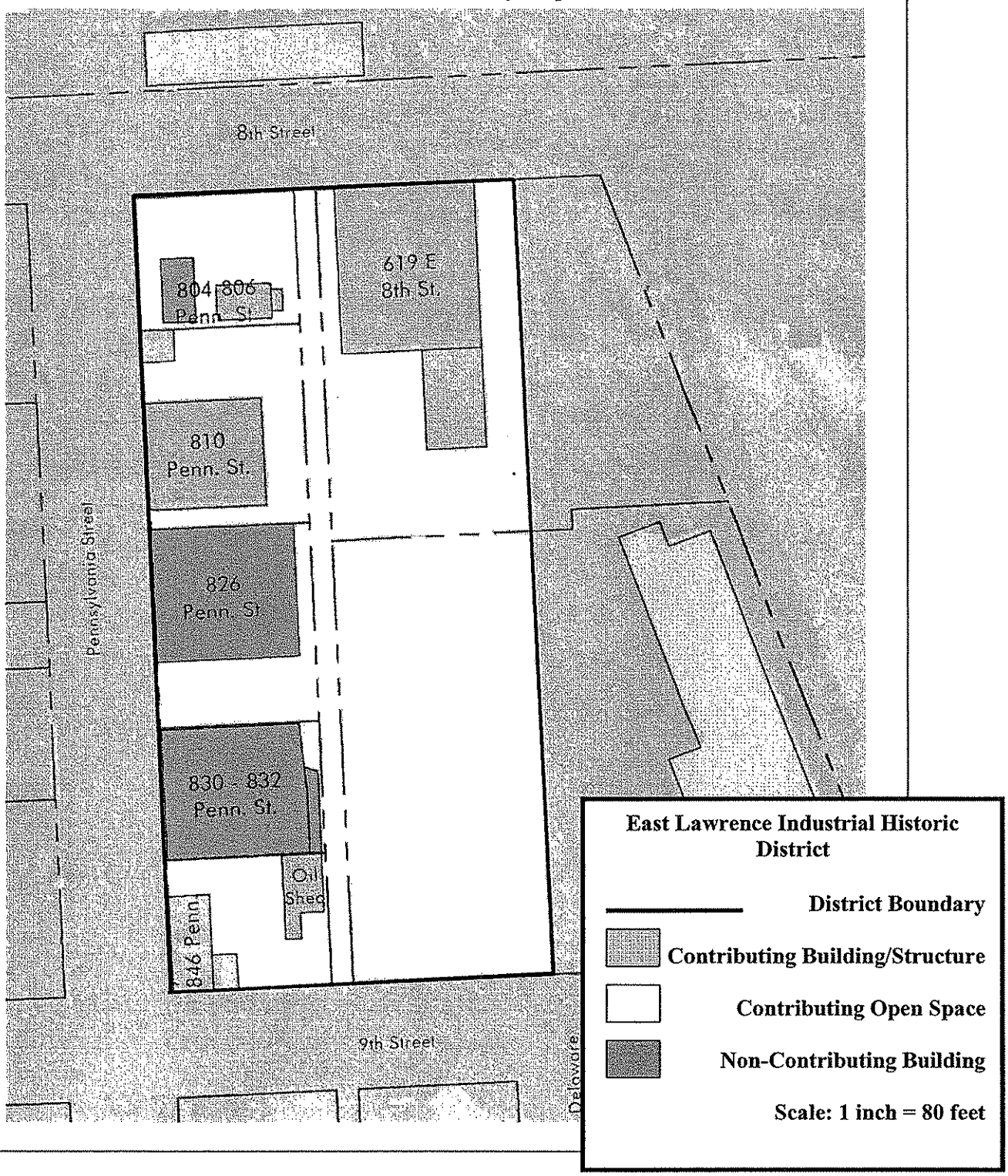
Alley — Contributing Structure
(Photograph Numbers 8 and 9)

The alley running north-south through the District dates to the platting of the block and existed in the 1860s when the block was in residential use. By the turn of the century, rail lines ran from the south into the alley, with spurs that ran adjacent to the loading docks of the buildings facing Pennsylvania Street and the west loading docks of the Poehler building. This space remains intact. Several feet of infill and paving cover the remnants of the rail line.

INTEGRITY

In accordance with National Register guidelines, the District retains a high degree of integrity as a whole. The majority of the components that make up its historic character possess integrity, even those that are individually undistinguished. In addition, the relationships between the District's components remain substantially unchanged since the period of significance. With the exception of the small stone garage building at 804-806 Pennsylvania Street, there has been no new construction in the District and all of the District's components, both contributing and non-contributing, have shared historical associations with the District's period of significance. All of the contributing components retain their essential physical features, which are visible enough to convey their significance. Although lacking sufficient integrity to communicate their specific industrial function, the large non-contributing properties at 826-828 and 830-832 Pennsylvania Street retain enough of the original materials and physical features to communicate their utilitarian industrial usages.

FIGURE 3: Boundary Map



STATEMENT OF SIGNIFICANCE

The East Lawrence Industrial Historic District, located in the City of Lawrence, Douglas County, Kansas, is locally significant under National Register Criterion A in the areas of COMMERCE, INDUSTRY, and COMMUNITY PLANNING AND DEVELOPMENT. The District has important associations with the patterns of economic development in the City and contains rare surviving examples of the City's late nineteenth and early twentieth century manufacturing, warehouse, and wholesale distribution buildings and structures. Composed of commercial buildings relating to the processing and distribution of agricultural products and wholesale distribution of manufactured goods to retail outlets in the region, the District has important associations with the continuum of industrial and associated commercial enterprises that operated in the community during its development in the late nineteenth and early twentieth centuries. The District is locally significant in the area of Community Planning and Development for its associations with significant City development patterns relating to the commercial industrialization. . Specifically, the District represents the establishment of sizable commercial processing and distribution businesses in East Lawrence in the late nineteenth and early twentieth centuries in response to the establishment of railroad freighting facilities and local economic growth. As such, the District reflects the shift from river access and power to rail freight lines located away from the industries clustered along the Kansas River on both sides of Massachusetts Street in the late nineteenth century, and the continued reliance on proximity to rail lines for the gathering and distribution of agricultural products and manufactured goods in the early twentieth century.

Because of its historic architectural integrity, the District visually conveys a sense of historic cohesiveness through its design, setting, materials, workmanship, and associations. As a grouping, the late nineteenth and early twentieth century brick and stone industrial buildings successfully communicate the features common to industrial manufacturing and distribution buildings and structures of that era. Some of the buildings are rare surviving examples of their property type and provide insight into the technology of their period of construction and pattern of features common to their property type, as well as the particular circumstances of their location and associations. The District contains five contributing buildings, two contributing structures, one contributing site, and three non-contributing buildings. The District's period of significance begins in 1883 with the estimated construction date of the earliest extant building and ends in 1955, the arbitrary fifty-year cutoff date for National Register eligibility established by the National Park Service as a reasonable date from which to evaluate the significance of resources.

ELABORATION

An understanding of the significance of these surviving resources requires knowledge of their relationship to larger historic contexts associated with commercial development in Lawrence, Kansas. In addition to information relating to the resources themselves, there are two general themes that provide the context to the District and its components: the evolution of industrial and wholesale distribution facilities in Lawrence and commercial land use patterns.

THE EVOLUTION OF INDUSTRIAL AND WHOLESALE DISTRIBUTION FACILITIES IN LAWRENCE

In the late nineteenth century, every Kansas town had manufacturing and processing facilities to provide most of the goods needed by the local residents and the residents in the surrounding farming community. At this time, the major industries in the state processed food raised by Kansas farmers or supplied building materials and farm equipment to its citizens. Typical of the manufacturing concerns were canning factories that processed foods grown in the region. Other businesses, such as barbed wire or farm implement manufactures, imported materials and manufactured products for local and regional markets.[1]

During the post-Civil War period and through the early 1880s, civic leaders in Kansas focused on securing railroad access to national markets as the means to becoming manufacturing centers. Communities competed first to secure the necessary rail connections to larger market centers in the East and then to attract eastern industrialists to either open factories in their towns or to invest in local efforts.[2]

Lawrence was no exception. During the boom years after the end of the Civil War, the City and Douglas County issued a total of $900,000 in bonds to attract and support railroad construction. By the early 1870s, community leaders, recognizing the effect of the dwindling river trade and the emergence of Kansas City as a rail center with established connections, moved beyond speculative efforts to ensure railroad construction, and began to focus on industrial development based on existing rail connections and local resources. As early as 1873, an editorial in the *Lawrence Tribune* supported approving county bonds to encourage manufacturing rather than railroads.[3]

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[1] *Kansas Preservation Plan: Study Unit on the Period of Rural/Agricultural Dominance (1865-1900)* (Topeka: Kansas State Historical Society, 1984), I-31.
[2] Ibid.
[3] Dale E. Nimz, *Living With History: A Historic Preservation Plan for Lawrence* (Lawrence: City of Lawrence, 1984), 41.

Industrial development in Lawrence began much earlier when A. D. Searle platted an industrial area near the Kansas River, an identified source for water-driven power. The establishment of a levee by blasting limestone formations established the City's first industrial warehouse district. The riverside location was in the town's least desirable area, just west of the East Bottoms where frequent flooding, poor quality drinking water, and miasmas[4] discouraged settlement. A permanent bridge across the Kansas River was completed in December 1863.

Construction of the Kansas Pacific Railroad to North Lawrence in November 1864 and of the Leavenworth, Lawrence and Galveston to East Lawrence in 1867 created jobs in construction, associated businesses, and eventually in local manufacturing. Railroad construction also created a new town north of the Kansas River.

The extension of the Kansas Pacific Railroad to North Lawrence marked the beginning of a new stage of local history. North Lawrence's commercial development occurred after the Kansas Pacific Railroad began operation. Various businesses clustered around the railroad repair shops and the Delaware Street grist and sawmill.

In 1871, the near completion of a rail line from Pleasant Hill, Missouri to Lawrence and the lease and operation of this road by the Missouri Pacific Railroad ensured that Lawrence would be the western terminus of that line and established an unbroken connection with St. Louis, Missouri and points father east. Negotiations to secure a rail line from Lawrence up the Wakarusa Valley to Carbondale, Kansas were also underway. At Carbondale, the line would connect with the Atchison, Topeka and Santa Fe Railroad, which ran to the Arkansas River. Another projected railroad was the Lawrence, Topeka and Solomon Railroad, which was to run from Lawrence to Solomon City, Kansas by way of Topeka, Kansas and Wabaunsee and Dickinson Counties. In addition, the extension of the Lawrence and Galveston railroad to the state's southern boundary increased the importance of Lawrence's railroad connections.[5]

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[4] Vapors thought to cause illness.
[5] *Lawrence City Directory* (Lawrence: J. T. Atkinson, 1871), 8, Lawrence (KS) Public Library, Microfilm.

The presence of these fledgling rail lines and the completion in 1879 of the Lawrence Dam on the Kansas River ushered in a new era in Lawrence's economic history. Delayed by lack of capital and floods since the early 1870s, the eight-foot-high dam provided 2500 horse power transported to nearby factories by means of band wheels of wire cable mounted on towers.[6]

Even before its completion, the work on the dam provided an incentive for investment and provided stability to the City's manufacturing businesses. Among those plants in operation near the dam site in 1878 were the Lawrence Paper Company, Pacific Mills, the Kimbrell Brothers' Foundry, the Leis Chemical Manufacturing Company, and the Griffin Ice Company. By 1879, additional businesses using cable power were the Douglas County Mills and Elevator, a box and woodenware factory, the Wilder Brothers Shirt Factory, a hay press, a barbed wire manufacturer, and a paint mill. At this time, the city council approved right-of-way to carry power into the City proper. Other industrial businesses at this time were soap manufacturers, soda water makers, cigar makers, a straw lumber manufacturer,[7] and wagon and carriage makers.

Lawrence now had railroad connections with four major railroad lines. The Kansas Pacific ran east-west through the center of the State of Kansas and the Atchison, Topeka and Santa Fe Railroad ran from Kansas City, Missouri to Topeka, where it connected with the main line in Topeka, thus giving Lawrence two independent lines to the Rocky Mountains. The Kansas City, Lawrence and Southern Railroad provided a shortcut to Leavenworth and all points north and also ran south to the state line, connecting in that direction with the intersecting lines. Other available railroad connections included a railroad outlet to the southeast by way of the Olathe, Kansas and Pleasant Hill, Missouri, and the Lawrence and Carbondale Railroad.[8]

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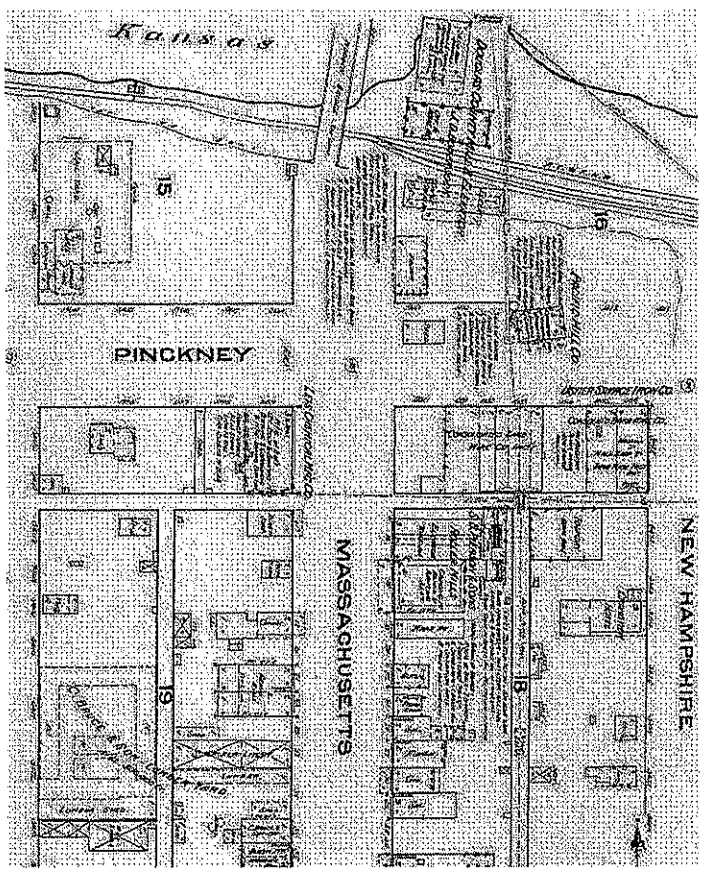
[6] Kenneth Middleton, "Manufacturing in Lawrence, Kansas: 1854-1900" (Master of Business Administration Thesis, University of Kansas, 1937), 179, 189-191, 194, Kansas Collection, Kenneth Spencer Research Library, University of Kansas, Lawrence, Kansas,.

[7] Manufacturing multiple ply pressed board from straw.

[8] *Johnson & McKinney's annual city directory of the inhabitants, institutions, incorporated companies, manufacturing establishments, business firms, enterprises, etcetera in the city of Lawrence* (Lawrence: Johnson & McKinney, 1879), 40.

By the early 1880s, Lawrence functioned as a prosperous market town for agricultural businesses in Douglas County in a regional economy dominated by the larger cities of Kansas City, Missouri and Topeka, Kansas. The City's superior waterpower and access to railroad lines near the river combined with its proximity to raw materials did, however, make Lawrence a leading manufacturing city in the Missouri Valley. Two- and three-story brick and stone factory buildings, warehouses, wholesale houses, and retail businesses became more prominent in the townscape.

FIGURE 4: Lawrence Industrial Area, 1883



At this time, the demand for manufactured goods was high. Kansas alone had a population of one million people. To the north, Nebraska counted half a million citizens.[9] To the west, Colorado was growing rapidly. Well-established factories in Eastern Kansas were comparatively free from local competition, and the freight charges for manufactured goods from the East provided additional protection to the local manufactures and distributors.

In this respect, Lawrence's manufacturing and distribution industries reflected national trends. With the expansion of rail transportation after the war, industrialization rapidly intensified throughout the country. As early as the 1870s, residents of urban areas were large-scale consumers of relatively inexpensive manufactured goods. Factory-made furniture, for example, was so inexpensive that even families of modest means could afford its purchase. Western farmers, growing in number and prosperity, created a demand for manufactured

[9] *The Leading Industries of Lawrence, Kansas: A Review of the Manufacturing, Commercial, Real Estate and other Important Interests Together with An Historical Sketch. A Valuable Guide to the Industries of the Historic City of Kansas* (Lawrence: Commercial and Manufacturing Publishing Company, 1883), Kansas Collection, Kenneth Spencer Research Library, University of Kansas, Lawrence, Kansas.

goods from the East, while western farms supplied the vegetables, fruits, grain, and meat to feed the swelling populations of the East. Throughout the 1880s and 1890s, the proliferation of three-, four-, and five-story brick factory buildings measured the nation's progress.[10]

Lawrence controlled a local trade of about forty thousand people. In the surrounding area were some of the most successful farmers, stock raisers, and fruit growers in the state. Accounts noted that it was not unusual for the town's streets to be full of hundreds of wagons delivering produce to various processing plants. Local stockmen shipped feeder cattle to Kansas City from pens located near the rail lines at 9th and 10th Streets in East Lawrence. The shipments of fruit from Lawrence were larger than from any other town in the State.[11]

According to William G. Cutler's 1883 history of the State of Kansas, the town had two flour mills, two grain elevators, four wire fence factories, a shirt factory, two machine shops, one paper mill, and a chemical "works," all of which used a cable power system provided by the Kansas Dam. In addition, the Douglas County Mills used direct waterpower. Other industries were a lumber factory that manufactured lumber out of straw, a paper mill, a foundry and machine shop, and an iron works. Among the manufacturing and processing businesses clustered at the foot of Massachusetts Street near the river and a few blocks to the east were the following companies:

- Douglas County Iron Works
- Lawrence Barb Wire Manufactory
- Southwestern Barb Wire Manufactory
- Western Steel Fence Factory
- Frye Combination Fence Works
- Lawrence Canning Factory
- Kansas Fruit Vinegar Factory
- Kansas Baskets Manufacturing Works
- Lawrence Agricultural Works (gristmill wagon and implements works)
- Carriage Works
- Wilder Shirt Factory
- Lawrence Coal, Coke, and Gas Works
- Leis Chemical Works
- Himoe Patent Medicines
- Poehler Wholesale Grocery Company

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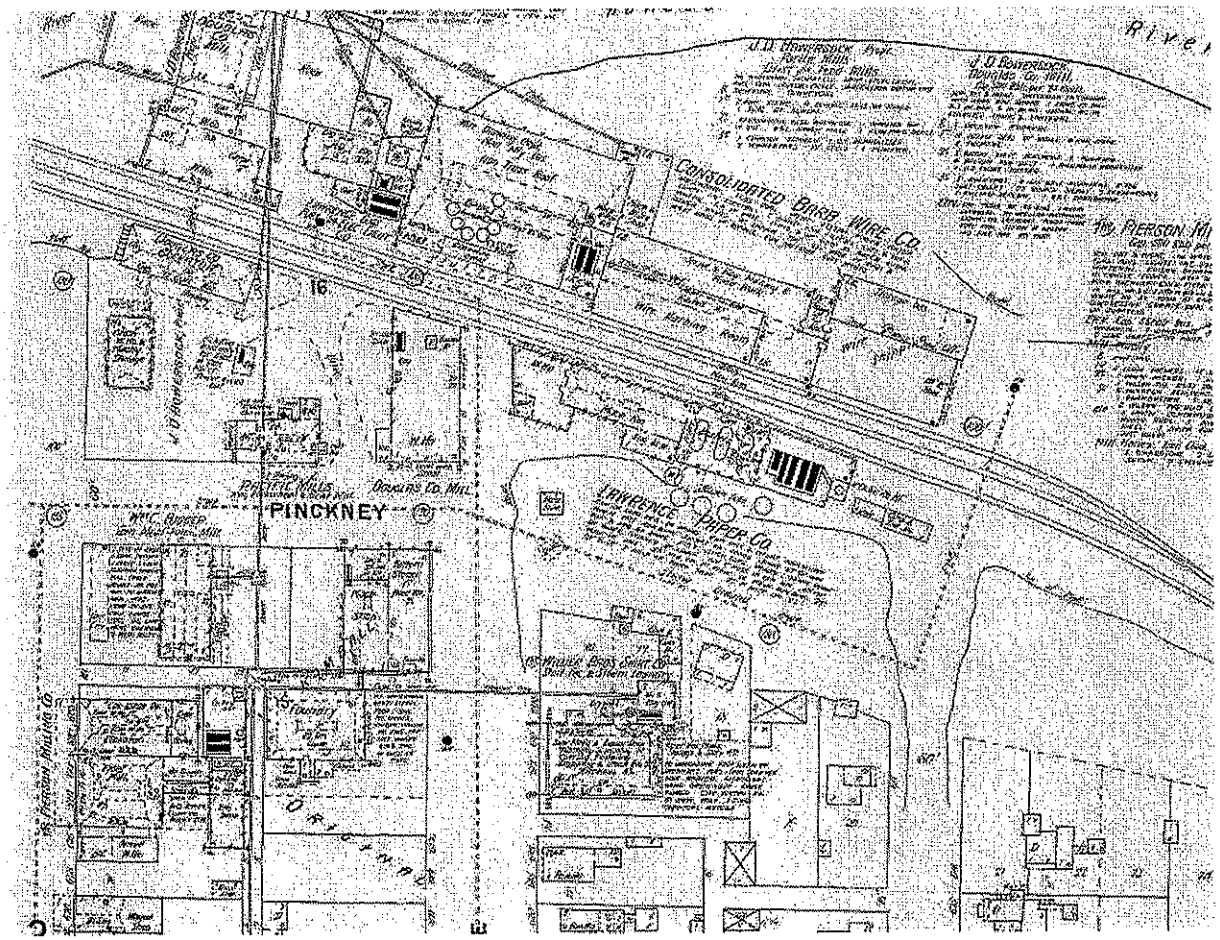
[10] Carole Rifkind, *A Field Guide to American Architecture* (New York: Times Mirror New American Library, 1980), 273.
[11] *The Leading Industries of Lawrence, Kansas*, 11.

In 1890, Lawrence's population was 9,997 and included a well-defined set of wealthy industrialists, most of whom made their fortunes in the early 1880s.[12] The financial panic of 1893 ushered in the nationwide depression of the 1890s and business in Lawrence suffered a general decline. However, by the end of the decade, recovery was apparent and the town entered into a fairly prosperous era, albeit a much more modest one than occurred during the "boom" years of the early 1880s.[13]

FIGURE 5: Industrial Development Between Massachusetts and New Hampshire Streets, 1897



[12] Middleton, 113.
[13] Ibid., 112.

After 1900, the growth of the town's population was small in comparison to other communities in Eastern Kansas and Western Missouri. In 1910, there were 12,374 Lawrence residents. By 1920, there were only 12,456, and in 1930, there were 13,726.[14] During this period, Lawrence's commercial interests solidified. Most of the manufacturing, processing, and wholesale business that settled into a permanent role in the Lawrence economy in the late nineteenth and early twentieth centuries depended on the area's farm produce for their raw materials. Flour milling was of particular importance and two major flour mills operated during this time. The Pierson Mill, founded in 1879, operated until it was destroyed by fire in 1900. The Douglas County Mill, established in 1875, continued in operation until after the turn –of –the century. Small corn and feed mills were also abundant during this period and several canneries processed the vegetables and fruit grown in the region.[15] The Lawrence Canning Company incorporated in 1881 and by the early 1890s produced over one million cans of food a year. The Poehler Mercantile Company opened the Kaw Valley Canning Company[16] in 1899 and then distributed their products through their wholesale business throughout the Central West. Due to the size of the Douglas County apple crop, the processing of cider and making of vinegar became an early and enduring component of the local economy.

Other industries manufactured items needed by local farmers and businesses. Cooperage businesses were among Lawrence's oldest businesses, supplying barrels to packing houses, cider and vinegar makers, and the expanding flour, corn, and seed mills. In the late nineteenth century, most of the wire used by Kansas farmers came from Lawrence. Albert Henley established the first wire works in Lawrence in 1878 and soon thereafter investors established three other wire companies. In 1883, the companies joined together to form the Consolidated Barb Wire Company. The company, which operated from 1883 to 1899 from its location between the railroad tracks and the Kansas River at the foot of New Hampshire Street, was one of the most important manufacturing concerns in Lawrence.

Few new industrial enterprises established themselves in Lawrence in the early twentieth century. In 1904, the Poehler Mercantile Company erected a new wholesale house and warehouse for the distribution of dried goods in East Lawrence. Near the river on New Hampshire Street, the Reuter Organ Company took over the Wilder Shirt Factory. By the late 1920s, the advent of truck transport and better county roads loosened the railroad's control over the local economy.

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[14] Rifkind, 273 and *Lawrence Daily Journal*, 23 January 1895 quoted in I. E. Quastler, The Railroads of Lawrence (Lawrence: Coronado Press, 1979), 343.
[15] Dale E. Nimz, "Building the Historic City: Significant Houses in East Lawrence" (Master of Arts and Sciences Thesis, George Washington University, 1985), 84, Kansas Collection, Kenneth Spencer Research Library, University of Kansas, Lawrence, Kansas.
[16] Also known as the Kansas Canning Company.

Manufacturing continued to decline during the Great Depression. By the late 1930s, the roster of surviving Lawrence manufacturing industries included a large paper box factory, a flour and seed mill, a cannery, a steel seal factory, a pipe organ factory, a vinegar factory, an ice plant, a creamery, and an iron works.[17] Other commercial enterprises of note were a large wholesale seed house, the Poehler grocery commission house, a potato "jobbing" house, a poultry packing plant, and a large commercial printing plant.

These enterprises reflected a continued dependence on the agriculture of the Kaw Valley. Over 90 percent of all vegetables canned commercially in Kansas were packed in Lawrence. In addition to the wheat and potato crops and dairying, the most successful crops were corn, alfalfa, oats, barley, fruits, and vegetables. Tomatoes raised in the Wakarusa valley just south of Lawrence were an important crop. Poultry raising was a growing industry. Numerous creameries and produce houses as well as two large dehydrating plants in Lawrence (one for alfalfa and one for cereal grasses) offered a ready market for these products.

Much of the decline of manufacturing and processing business in Lawrence by the end of the Great Depression can be attributed to a number of factors other than the depressed economy and drought of the 1930s. Many products became obsolete over time. Changing uses of the land in the surrounding area had an effect, such as the westward shift in wheat raising that affected local flour mills. The freight rate structure that favored Kansas City, the second largest freight center in the country, led to development of large flour mills in Kansas City's rail yards and a decline in flour milling locally. Likewise, the barbed wire businesses and agricultural implement companies relocated to wholesale distribution houses in Kansas City's freight districts. The Kansas Dam that first attracted manufacturing businesses to Lawrence could not provide a constant source of power and the lack of sufficient fuels near Lawrence discouraged large industrial development. Technological developments in transportation and communication systems allowed more efficient and highly capitalized firms to capture markets that once were too isolated to render a profit. This led to disinvestment in regional outposts and to industrial integration and mass production in more populous areas such as Kansas City.[18]

Industrial development shifted from the community's traditional river and rail lines in the post-world War II period. In the early 1950s, a brochure promoted Lawrence as a site for plant relocation because of the federal government's recommendations that industry move inland from heavily industrialized coastal

[17] Middleton, 194, 197.
[18] Ibid., 197-200.

areas. Lawrence offered building sites near railroad lines and major state highways, proximity to markets, and a skilled labor pool. Westvaco Company's sodium phosphate plant and Cooperative Farm Chemicals' nitrogen plants opened in 1950 and 1951. Stokely Foods operated the historic Lawrence canning plant. As a result, from 1949 to 1951, the industrial payroll increased 40 percent.[19]

EAST LAWRENCE INDUSTRIAL DEVELOPMENT PATTERNS

The East Lawrence Industrial Historic District is one of several concentrations of extant manufacturing buildings that retain their historic architectural integrity and retain associations with the City's industrial past. The District is part of what was once a larger assembly of manufacturing, warehouse, wholesale distribution, and railroad freight-related buildings and structures that historically stretched eastward from Massachusetts Street along the railroad alignment into East Lawrence. The buildings in the District reflect an important component in the commercial history of Lawrence from the late nineteenth century through the mid-twentieth century, and are important as a rare and unique group of buildings and structures. As such, they continue to define unique land use patterns and provide tangible visual evidence of the development of the City's commercial areas.

Kansas communities, like those from the nation's first settlements, followed the European tradition of providing proper spaces and choosing special sites for both public and private buildings. During the early settlement period in Kansas, the town's main street usually faced the river and contained the major retail, wholesale, warehouse, and manufacturing buildings. After the arrival of the railroad, three distinct types of town plans emerged in Kansas — those oriented to river traffic, those with a public square, and those with a central main street.

Combining two of these patterns, Lawrence had a river orientation, beginning with the establishment of a river levee, from which a central main street — Massachusetts Street — extended to the south. Initially, the primary focus of Lawrence's street system was the river levee. The City's founders, hoping to capitalize on river traffic of the mid-nineteenth century and to control flooding of low lying areas, created a rock levee in the area near present-day 6th Street (originally Pickney Street). Here, they platted lots to face the levee in anticipation of the development of a large commercial wharf.[20] The town's first business houses occupied the levee area, which was the most convenient location for unloading and breaking cargo in bulk for distribution to retail traders as well as for collecting, packaging, and shipping raw goods to

[19] *Look to Lawrence, Kansas* (Lawrence: Lawrence Journal World, 1951), Kansas Collection, Kenneth Spencer Research Library, University of Kansas, Lawrence, Kansas.
[20] Cathy Ambler, "Identity Formation in the East Lawrence Neighborhood," TD, Kansas Collection, Kenneth Spencer Research Library, University of Kansas, Lawrence, Kansas, 9.

other locations. Directly inland along Massachusetts Street, light manufacturing and processing enterprises, trade houses, government offices, hotels, and retail establishments began to develop.

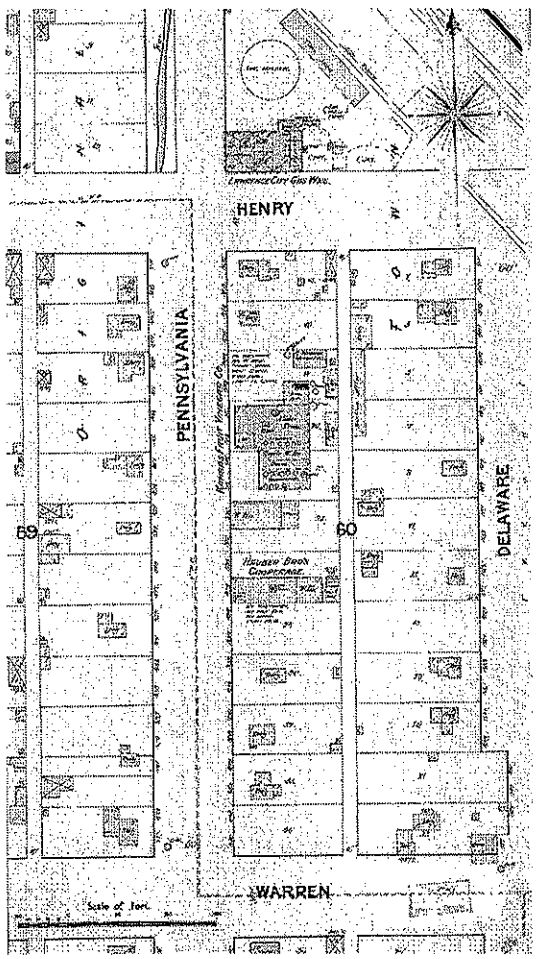
The land use patterns of Lawrence, after the arrival of the railroad in the 1860s, reinforced the Main Street prototype where retail and business services faced onto Massachusetts Street as the commercial spine of the town and manufacturing and freighting businesses occupied the areas along the Kansas River. The use of the riverbank (with its gradual change in grade) for rail lines continued the existing pattern of commercial manufacturing, freighting, and distribution activities located near the river in both North Lawrence and East Lawrence. By the 1880s, Massachusetts Street, a wide street twenty-three blocks long, was the dividing line between the East and West Lawrence neighborhoods. The neighborhood east of Massachusetts Street evolved into a sprawling working-class neighborhood of ethnic, economic, and racial diversity. Much of this multiplicity had associations with the manufacturing and railroad freight activity along the Kansas River.

Development in East Lawrence did not truly begin until after the railroad reached Lawrence in 1864. Railroad construction brought Irish, French Canadian, and African-American laborers. Many settled east of Massachusetts Street in rooming houses near their work. Immigrants seeking employment in the manufacturing plants and freighting businesses also came into the area east of Massachusetts Street. Other foreigners followed, generally settling near fellow countrymen. As early as 1865, Lawrence's tax records reflected lower land values in East Lawrence than in West Lawrence, reflecting an influx of working-class laborers.[21] The neighborhood's affordable property and housing and its proximity to both the downtown businesses near Massachusetts Street and the industrial area along the Kansas River attracted more newcomers from other states and countries to settle near freight lines and factories.

[21] Ibid., 15.

The initial development of East Lawrence occurred during an important era in Lawrence's growth. Between 1864 and 1870 the town's population increased from 1,645 to 8,320. With the completion of the Kansas Dam in 1879, manufacturing and wholesale distribution business clustered at the foot of Massachusetts Street on the south side of the Kansas River near the railroad bridge and extended east along 6th Street. Here, shirt and chemical factories, plow and carriage manufactures, soap works and furniture manufactures, woolen and grain mills, breweries, meat packers, foundries, lumber yards, and wire companies formed an important component of the local economy. Intermingled among them were warehouses, railroad repair shops, depots, and related facilities.

FIGURE 6: Sanborn Fire Insurance Company Map, 1889

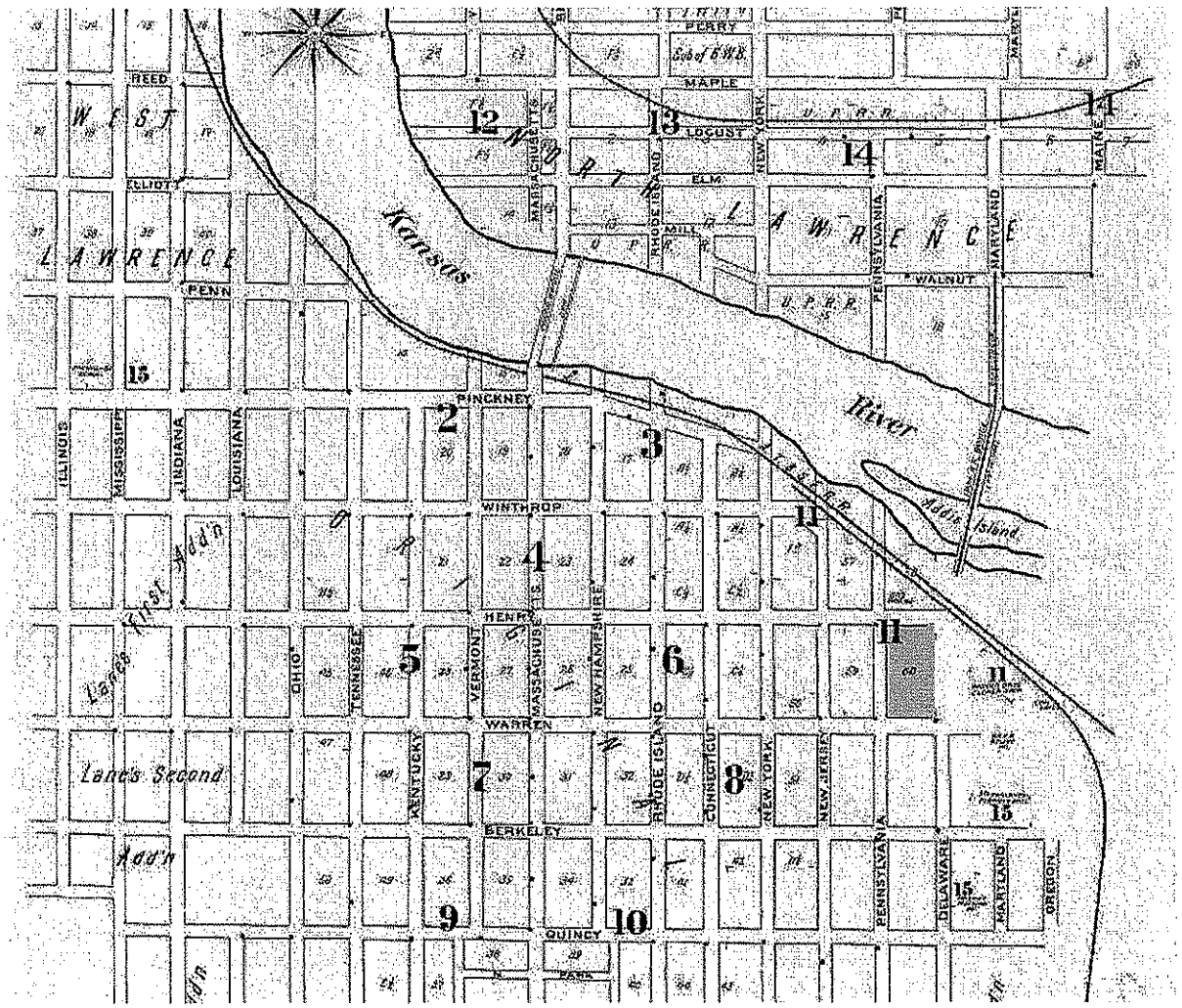


Scattered industrial development occurred near the rail lines. It was not, however, until the boom years of the early 1880s that manufacturing and processing plants located south of 8th Street or more than a few blocks west of the railroad right-of-way or the Kansas River.

Early maps show the evolution of the historic manufacturing and adjacent residential areas in East Lawrence. The 1883 Sanborn Fire Insurance Company map shows industrial development beginning along Pennsylvania Street between East 8th (Henry Street) and East 9th (Warren Street) Streets. By 1889, the northeast corner of Pennsylvania and East 8th Streets was the site of Lawrence City Gas Works. The block bounded today by East 8th and East 9th Streets and Pennsylvania and Delaware Streets reflects mixed uses. Scattered on the lots in the 1880s were detached dwellings and outbuildings. Industrial development occurred mid-block on the east side of Pennsylvania Street. At this time, the Kansas Fruit Vinegar Company's large complex and outbuildings filled three lots. To the south was a warehouse, and farther south was the Hauber Brothers cooperage business. Both of these businesses appear on an earlier 1883 Sanborn Fire Insurance Company map. The surrounding area to the west and south featured single-family residential streetscapes.

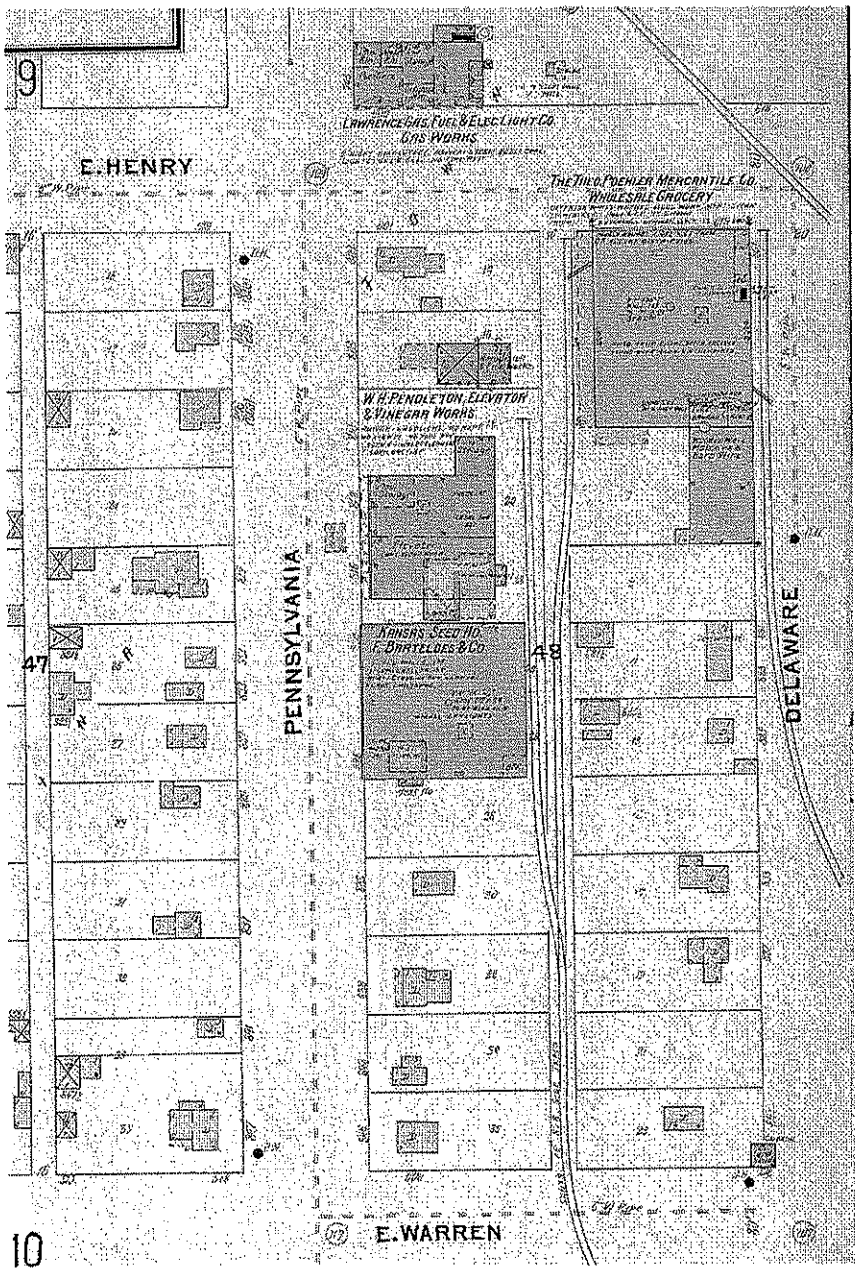
The 1897 Sanborn Fire Insurance Company map shows little change in the area with the exception of additional storage at the vinegar works building. In 1895, the removal of the Leavenworth, Lawrence and Galveston railroad bridge over the Kansas River impacted economic development in East Lawrence. The closing of the barbed wire manufacturing plant in March 1899 and the related loss of jobs contributed to a general decline in growth in East Lawrence.

FIGURE 7: Lawrence City Map, 1897
Sanborn Fire Insurance Company
(The East Lawrence Industrial Historic District is within the shaded area)



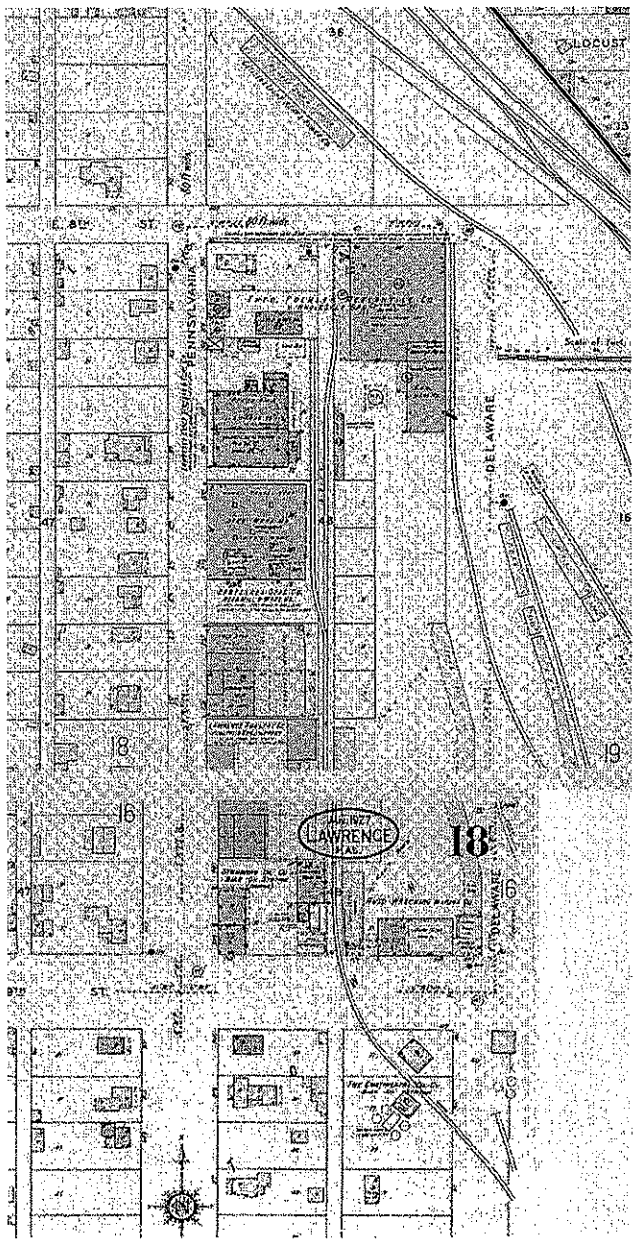
The 1905 Sanborn Fire Insurance Company map, however, shows considerable industrial development that changed the character of the area. The large four-story Theodore Poehler Mercantile Company Wholesale Grocery building dominated the area and had the same configuration in 1905 as it does today. South of the vinegar works complex and facing onto Pennsylvania Street, the Kansas Seed Headquarters for the F. Barteldes & Co. replaced the Hauber Brothers cooperage and filled two lots. For the first time, rail spurs appear on the Sanborn map. Several rail lines travel down the alley and access loading docks and also extend along Delaware Street.

FIGURE 8: Sanborn Fire Insurance Company Map, 1905



The 1912 Sanborn Fire Insurance Company maps show no change in land use. By 1927, additional development is apparent. The stone building at 806 Pennsylvania Street functions as a seed warehouse. New outbuildings along the north lot line of the vinegar works include a front-gabled brick building that first appears on the 1912 Sanborn map.

FIGURE 9: Sanborn Fire Insurance Company Map, 1927



South of F. Barteldes & Co.'s seed company complex, the Lawrence Poultry Company building, which occupied two lots, was constructed sometime between 1917 and 1923. South of the Lawrence Poultry Company was the circa 1917 Standard Oil Company Bulk Oil Station complex, which included a number of small buildings and several large above-ground gas tanks. Directly to the east and occupying the entire southeast quadrant of the block was a junkyard with storage structures clustered along East 9th Street. To the east within the railroad alignment were various freight buildings and the Santa Fe Railroad freight depot. To the southeast were the Santa Fe Railroad's roundhouse and the stockyards. No commercial or industrial development occurred to the west or the south of the industrial block.

EAST LAWRENCE INDUSTRIAL HISTORIC DISTRICT

The East Lawrence Industrial Historic District contains the buildings and structures associated with manufacturing, processing, and distributing raw goods and manufactured materials in Lawrence. As such, they are a unique assembly, reflecting a variety of commercial associations with the economic history of Lawrence. Two of the principal contributing buildings have associations with important commercial enterprises in the region and the State of Kansas.

The Kansas Fruit Vinegar Company Building
808-810 Pennsylvania Street

One of the important Lawrence businesses represented in the District is the Kansas Fruit Vinegar Company facility, which incorporated with a capital stock of $15,000 on May 10, 1882 with the purpose of manufacturing pure cigar vinegar. At this time, there were three cider works in Lawrence. In 1881, W. R. Fowler established the Lawrence Cider and Vinegar Works, which produced several hundred barrels of vinegar, most of which were exported to the Colorado market. Another vinegar-making establishment began operations around this time in a large building in North Lawrence, across the Kansas River. Of the Douglas County apple crop of 1883, Fowler's Lawrence Cider and Vinegar Works consumed 2,500 barrels, the Kansas Fruit Vinegar Company used 3,800 barrels, a local cannery used 1,063 barrels, and an evaporator plant used 500. The remaining 50,000 barrels of apples were shipped to wholesale houses in the region.[22]

The Kansas Fruit Vinegar Company had a local retail outlet, but sold the vast majority of its products wholesale throughout the region. The company manufactured cider, cider vinegar, and vinegar. The members of its board of directors were D. B. Hunnicutt, President; F. H. Osborne, secretary; R. Carpenter, Treasurer; M. Flora, Superintendent. The company initially employed twenty men and manufactured one hundred barrels of cider vinegar a day. The company's first plant was a three-story frame building measuring 40 feet by 100 feet, located on Pennsylvania Street between 8th Street (Henry Street) and 9th Street (Warren Street) that was previously a soap factory. In 1883, a fire destroyed this building and the business immediately erected a brick facility and remained in operation at the same location. The company expanded its operations to include making pickles, catsups, jellies, and boiled cider in large quantities and also made dried apples. Ownership of the company changed hands several times. The brick and stone building on Pennsylvania Street variously housed the Kansas Fruit Vinegar Company in

[22] Middleton, 132-133.

the 1890s, the Pendleton Elevator & Vinegar Works in circa 1905, and the Lawrence Grain and Produce Company in circa 1912. After a fire in 1917, J. W. Krum, an orchard owner, became the owner and manager and the factory operated into the 1950s as the Lawrence Cider and Vinegar Company.[23]

A review of the Sanborn Fire Insurance Company maps from 1883 through 1927 and on-site inspection reveals that then northern portion of the building appears to date from 1883 and the building erected after a fire destroyed the three-story frame cider mill. The 1880 Sanborn map shows a recessed drive-through section with an internal loading dock and storage areas. By 1905, the building has the footprint that it retains today, with the exception of a small wing on the north elevation at the northeast corner of the building.

Theo. Poehler Mercantile Company Wholesale Grocery Building
619 East 8th Street

One of the most lucrative businesses found in the industrial freight areas of towns and cities in the Midwest in the late nineteenth and early twentieth centuries were the wholesale houses of middlemen merchants who purchased manufactured goods and raw materials from factories throughout the country and sold them (with a mark-up in price) to retailers. In Lawrence, Theodore Poehler established what would become one of the largest wholesale houses in the State of Kansas.

Theodore Poehler Sr. was born in the German principality of Lippe-Detmold in 1832. He received a business education in Germany and emigrated to the United States in 1850, locating in New Orleans. Shortly thereafter, he settled in Burlington, Iowa where he engaged in farming. In 1855, he established a wholesale grocery business and continued there until 1866, when he moved to Lawrence, Kansas with his brother, August Poehler.[24] The brothers established a large wholesale and retail grocery business. The firm dissolved in 1869 and Theodore established a grain business[25] and retail grocery business in Lawrence. An account of the business written by Theodore's daughter notes that when the Ridenour and Baker Company and Nathan Frank wholesale grocers moved to Kansas City, Mr. Poehler added the wholesale department. A listing of businesses in 1883 lists the "Theo. Poehler and Company"[26] as "wholesale grocers" at 146-148 Massachusetts Street. Cutler's 1883 history lists "Theodore Poehler & Co" as wholesale grocers and proprietors of the "Kaw Valley" elevator, noting the firm included F.

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[23] Middleton, 132-133,135.
[24] William G. Cutler, *History of the State of Kansas* [book online] (Chicago: A. T. Andreas, 1883) available from http:///www.kancoll.org/books/cutler/douglas/douglas-co-p23.html#BIOGRAPHICAL_SKETCHES_PALM-REYNOLDS; Internet; accessed 10 October 2005.
[25] Known as the "Kaw Valley Elevator."
[26] Also known as Theodore Poehler & Company.

Theodore Poehler, A. H. Whitcomb, and S. S. Whitcomb; employed approximately twenty-two men; and had gross annual revenues of $200,000. Poehler later erected buildings at 900, 902, and 904 Massachusetts Street. The Merchants Bank, of which he was a vice president, occupied the corner building and the Poehler wholesale business occupied the central building. In 1886, Poehler was elected mayor of Lawrence. Poehler also established the Kaw Valley Canning Company and owned several farms in the region.

In 1889, the wholesale grocery distribution business incorporated as the Theo. Poehler Mercantile Company with Theodore Poehler Sr. as president. Theodore Poehler Jr., George K Kirchoff, and F. H. Smithmeyer became members of the firm. After his father's death in 1901, Theodore Poehler Jr. served as president of the company, a position he held until his own death in 1907.[27] They company remained a closely held corporation thereafter, with F. H. Smithmeyer (who married the senior Poehler's daughter, Clara) serving as president. In 1875, F. H. Smithmeyer emigrated from Lippe-Detmold, Germany to Kansas and worked on the Poehler farms near Lone Star, Kansas for two years. He then became connected with the Poehler grocery enterprise and became a director upon its incorporation.[28]

The company traded in the western portion of the state and established a branch wholesale office in Emporia, Kansas in 1900. The location of the large warehouse and distribution building erected in Lawrence in 1904 at 8th and Delaware Streets was chosen for its proximately to the rail lines. Two years later, the company erected a facility of equal size in Emporia. Each facility employed about fifty people. At that time, twenty-two salesmen covered the state.[29] The company later established a branch warehouse and distribution center in McPherson, Kansas.

Sanborn Fire Insurance Company maps, historic photographs, and on-site inspection indicate that the building retains an unusually high degree of integrity. The exterior appearance of the building remains largely unaltered. The Sanborn maps indicate that the rear addition was initially used for storage of matches, woodenware, and barbed iron. A firewall separated it from the main multi-story building. The basement area of the southeast corner of the building was reserved for produce storage and featured a "banana room." Occupying the front of the building, the L-shaped office extended from the west bay flanking the entrance to the northeast corner of the building and then continued south along the east elevation to the loading dock door. In the 1940s, a new dock with a shed roof designed for loading trucks

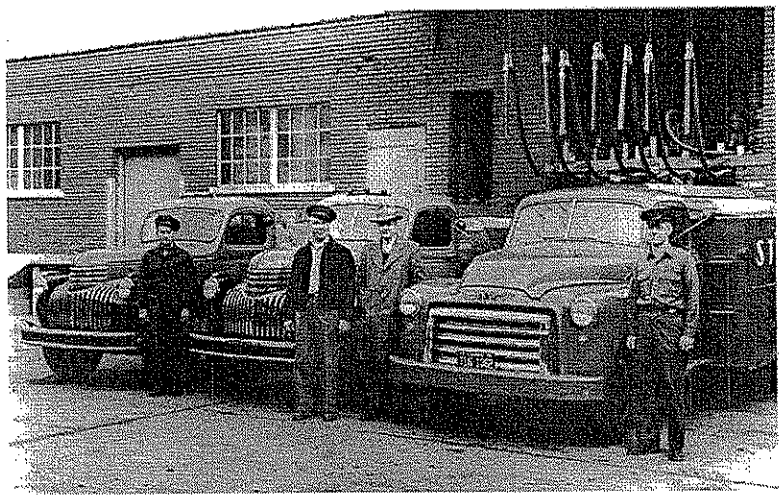
[27] Clara Peohler Smithmeyer, "Business Links with Earlier Lawrence," *Lawrence (KS) Journal-World,* 25 April 1937, Lawrence (KS) Public Library.
[28] "Change is Made at Poehler Co.," *Lawrence (KS) Journal-World*, 5 April 1946, Lawrence (KS) Public Library.
[29] "The Poehler Mercantile Co. Has grown Into a Large Wholesale Business From a very small Beginning in the city of Lawrence," *Lawrence: Yesterday and Today* (Lawrence: Lawrence Daily Journal-World Publishing Co., 1913).

replaced the railroad siding loading area on the west elevation. By 1917, the company also owned the two lots directly west across the alley. At this time, the pre-existing stone storage building housed ammunition and fire works. It later served as a storage area for seeds.

Standard Oil Company Bulk Oil Station Complex Buildings
846-848 Pennsylvania Street

The Standard Oil Company Bulk Oil Station complex erected in circa 1917 contains two buildings that contribute to the District. These buildings were part of the large wholesale distribution of refined oil products in the area. The bulk oil station was part of an evolving network of fuel services related to the increased use of the automobile after World War I. Early automobile owners in the area purchased gasoline at outlets such as hardware stores and bulk oil stations. The invention of the gasoline-powered motor vehicle irrevocably changed the American landscape. At first, the gasoline that fueled those vehicles was distributed through the local livery stable, blacksmith shop, or hardware store. The fuel was brought by horse-drawn wagons from bulk oil stations on the outskirts of town near the rail lines and sold in cans and tin containers.

Prior to 1911, John D. Rockefeller's Standard Oil Trust controlled a high percentage of the production, transport, refining, and marketing of petroleum products in the United States and many other countries. The emergence of the automobile and its demand for a refining by-product called gasoline brought dizzying wealth to this industrial group. In 1911 under the Sherman Anti-trust Act, the United States Supreme Court declared the Standard Oil Trust a monopoly and ordered it broken into separate state companies, each with their own board of directors. These "Baby Standards" retained the old company name but operated their own businesses. More Standard Oil Companies were created as some successor organizations declined to use the venerable Standard name in favor of pre-trust identities and the other Standards expanded into those marketing areas. As national advertising and travel blossomed, the various Standards ended up in competition, often adopting the names of smaller oil companies they purchased. Most of these "Baby Standards" continued selling the popular "Red Crown" and "White Crown" gasoline brands, as well as "Polarine" Motor Oil at their retail service outlets.



Pennsylvania Street Standard Oil Bulk Station, circa 1945
Photograph courtesy of the Kansas Collection, Kenneth Spencer Research Library, University of Kansas

In the 1911 Supreme Court Decision, the Waters-Pierce Oil Company was awarded the sales territory of Arkansas, Oklahoma, Texas, Mexico, southern Missouri, and western Louisiana and used the name Pierce Petroleum before being purchased by Sinclair Oil Company in 1930. Standard Oil of Kansas, a separate state corporation, retained the refining business of the Standard Oil Trust in the state[30] and operated tankage and storage facilities for gasoline, refined oil, and lubricating oil, which it sold to retail gas stations and agricultural cooperatives. Operated by individual distributors who worked for Standard Oil of Kansas in established sales territories, these entities serviced the fleet of "Baby Standards," the chains of retail gas and service stations once owned by the Standard Oil Company Trust.

With a few exceptions, the principle buildings in the complex retain a high degree of historical integrity. It is difficult to establish a precise date of construction for the buildings. The complex, which does not appear on the 1912 Sanborn Fire Insurance Company map, can be seen on the 1917 Sanborn Fire Insurance Company map. City directories during this time period list the Standard Oil Company administrative office on Massachusetts Street and do not list the bulk station.

Site, Southeast Quadrant

During the early twentieth century, this open space served as the site of a number of commercial processing functions. In 1889, all of the lots had residences with the exception of lots five and seven, which had a bowling alley adjacent and parallel to the alley. The southern half of the District remained in residential use until around 1917 when the Lawrence Produce and Junk Company maintained a junkyard on the southern two lots. At this time, a number of small buildings/structures occupied the area facing onto 9th Street. The 1927 Sanborn Fire Insurance Company map shows this as an open space functioning

[30] Standard Oil of Indiana acquired the company in 1948.

as a junkyard with a different configuration of storage facilities. A series of square storage/processing areas affiliated with the Poehler wholesale grocery operation ran parallel to the alley and rail lines in the central part of the block.

Two principal buildings date to the period of significance and have associations with the commercial industrial history of Lawrence. Because of the loss of their historic architectural integrity they are non-contributing properties in the District.

Kansas Seed Headquarters, F. Barteldes & Company Building
826 -828 Pennsylvania Street

In 1867, F. Barteldes established a confectionary and grocery store in the 700 block of Massachusetts Street. As a side line, he began packaging seeds for retail sale. In 1874, his nephew, Fredo W. Barteldes came to the United States and joined his uncle in the business. In 1878, Max Wilhelmi Sr. became a partner with the Barteldes. In an 1883 city business directory, the F. Barteldes & Company is located at the corner of 9th (Warren) and Massachusetts Streets. The company later incorporated as the Barteldes Seed Company. Sometime between 1902 and 1905, the company erected a new plant at 826 Pennsylvania Street. The company grew into one of the largest seed houses in the United States, dealing in seeds and garden supplies. In 1930, the company started the TNT popcorn operation. In 1952, the popcorn operation became a separate corporation. The seed company later closed its plant in Lawrence and moved its headquarters to Denver, Colorado where it was still in operation in the 1980s. The TNT popcorn company remained in Lawrence at the Pennsylvania Street plant and enjoyed an international distribution network.

Lawrence Poultry Company Building
830-832 Pennsylvania Street

Because the alterations to the primary façade and the rear loading area of the Lawrence Poultry Company building at 830-832 Pennsylvania Street change its appearance from its industrial function to that of a retail or office building, the facility no longer conveys its historical industrial processing function. The building was erected sometime after the end of World War I between 1917 and 1923. In addition to the slaughter and process of chickens, the company packaged and shipped eggs to retail markets. According to an undated *Lawrence Journal-World* clipping, the company's Jayhawk brand was served in the best restaurants in New York City. Despite the loss of integrity, the size and scale of the building provides an important cohesiveness of the District.

Today, commercial activity no longer centers on the river or railroad lines; most manufactured items are shipped by truck. Several of Lawrence's early industrial manufacturing and processing plants remain in a

linear distribution near the south bank of the Kansas River and along the Santa Fe Railroad right-of-way to the east. Like the majority of the manufacturing, processing, and distribution industrial buildings erected in Lawrence in the late nineteenth and early twentieth centuries, the buildings in the District are also located near transportation services apart from the town's retail and service center. Because of the grouping of buildings of the same property type on one block and the continued historic architectural integrity, the District's appearance reflects its historic development. With the exception of two small buildings and the use of both brick and stone on one building, the remaining buildings have dark red brick load-bearing walls and are of wood post and beam construction. As noted in Section 7, the remaining natural and man-made features in the larger environment surrounding the District that date to the period of significance provide a larger setting that references the general industrial area occupied by the District and underscore the rarity of the resources within it

SUMMARY

The East Lawrence Industrial Historic District is historically significant for its role in the commercial development of Lawrence and as a surviving collection of representative examples of late nineteenth and early twentieth century industrial architecture in the City. As rare surviving concentration of late nineteenth and early twentieth century industrial and commercial buildings, the District reflects the period in Lawrence's history in which industrial activity was at its height. The buildings are architecturally intact, retaining sufficient integrity to convey feelings and associations with their period of construction, industrial design, and commercial functions. They visually document an area originally designated for warehouse and manufacturing that continued to function well into the twentieth century. Moreover, the size and visual cohesiveness of the extant manufacturing complex reflect the important manufacturing businesses associated with the processing, storage, and distribution of farm-to-market goods. The District's historic integrity and importance in commerce defines a rare, concentrated, and intact area of industrial resources dating from the 1880s through the Great Depression.

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VERBAL BOUNDARY DESCRIPTION – cont'd

Beginning at the southeast corner of the intersection of Pennsylvania Street and 8th Street, proceed one block south along the east property lines of 804-806, 810, 826, 830-832, and 846 Pennsylvania Street to the northeast corner of the intersection of Pennsylvania Street and 9th Street; then proceed east one block to the northwest corner of the intersection of Delaware Street and 9th Street; then proceed north one block along the west property lines of 716 E. 9th Street and 619 E. 8th Street; then proceed west one block to the point of beginning.

PROPERTY OWNERS

Property Address:	**619 East 8th Street and 804-806 Pennsylvania Street**
Owner:	Cinco Hombres, LLC
Contact Address:	C/O Mike Riling, Attorney 808 Massachusetts Street Lawrence, KS 66044

Property Address:	**826 Pennsylvania Street**
Owner:	Safe Harbour Exchange LLC
Contact Address:	C/O Mike Riling, Attorney 808 Massachusetts Street Lawrence, KS 66044

Property Address:	**810 Pennsylvania Street, 846 Pennsylvania Street, and 716 East 9th Street**
Owner:	Roger N. Harris
Contact Address:	3200 Haskell, Suite 140 Lawrence, KS 66046

PHOTOGRAPH LOG

Photographer: Brad Finch
F-Stop Photography
Kansas City, Missouri 64116

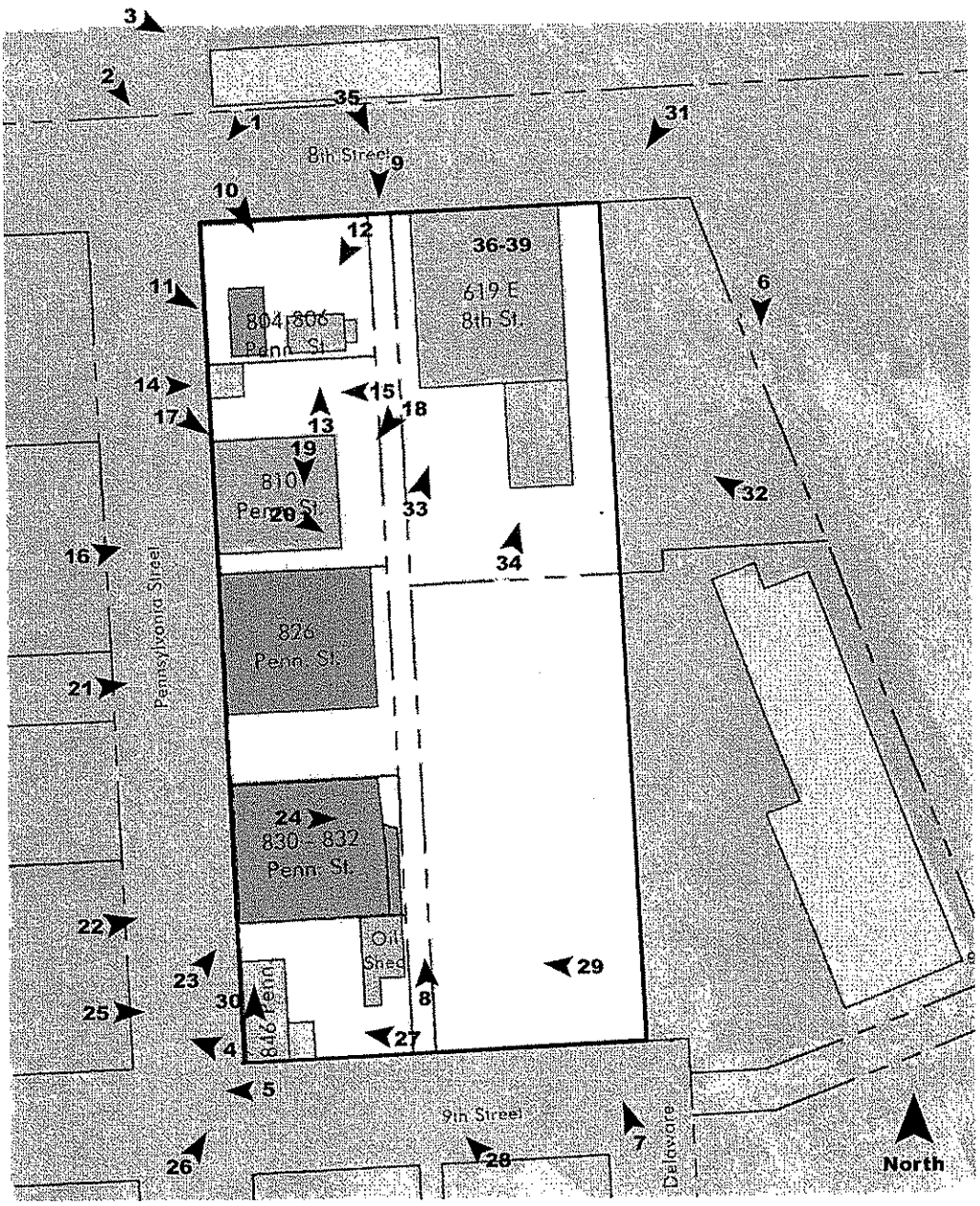
Date of Photographs: August 2005

Location of Original Photographs: Kansas State Historical Society
6425 SW Sixth Avenue
Topeka, Kansas 66615

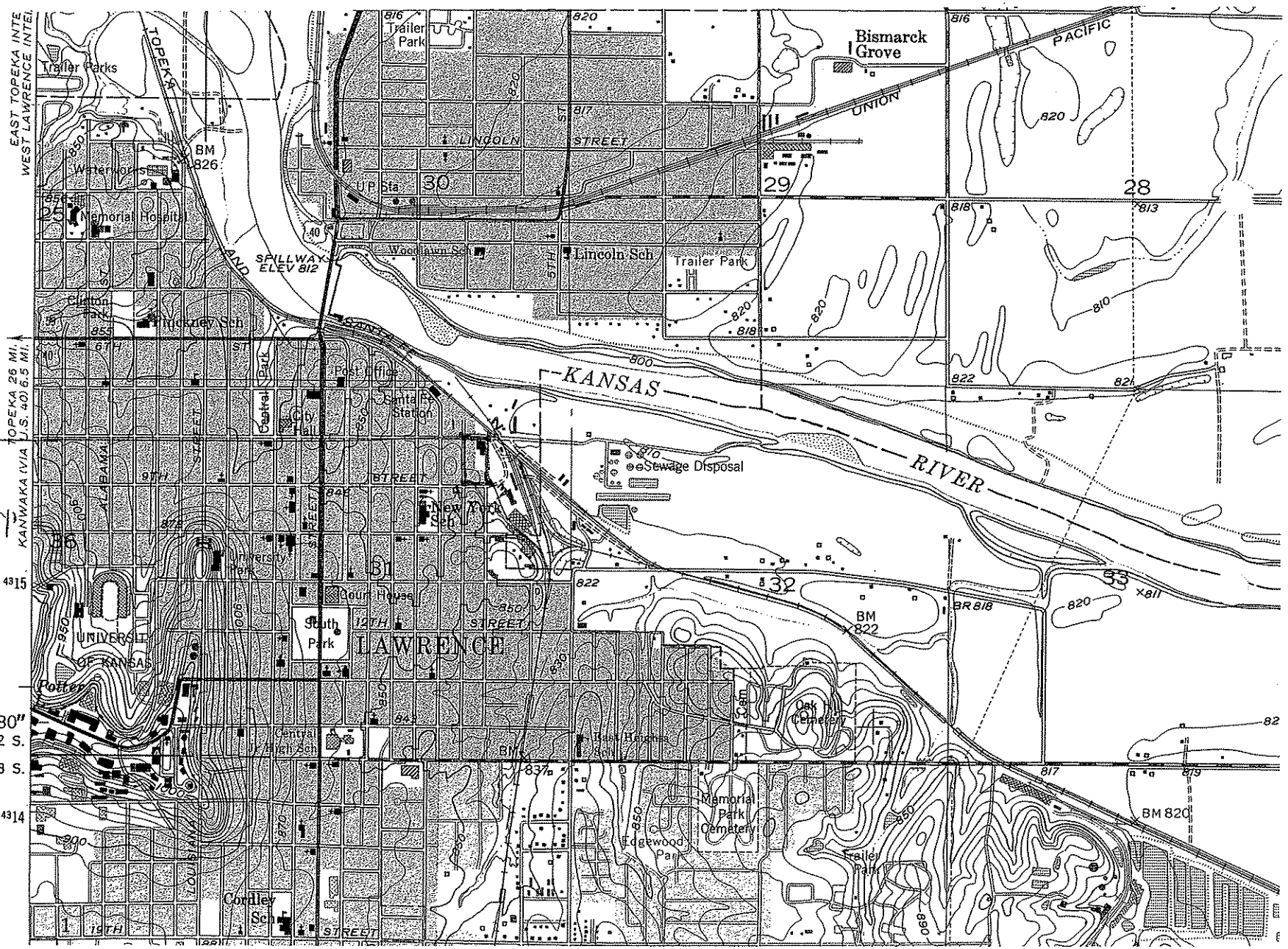
Photograph Number	Digital Photograph Number	Description	Camera View
1	082	Southwest corner of Pennsylvania Street and East 8th Street	Southwest
2	081	Southeast corner of Pennsylvania Street and East 8th Street	Southeast
3	079	Northwest corner of the building on East 8th Street	Southeast
4	111	Northwest corner of Pennsylvania Street and East 9th Street	Northwest
5	105	East 9th Street west of Pennsylvania Street	West
6	087	Lot to the east of 619 East 8th Street	South
7	096	Intersection of East 9th Street and Delaware Street	Northwest
8	103	Alley behind 890-832 Pennsylvania Street	North
9	142	Alley behind 619 East 8th Street	South
10	137	804-806 Pennsylvania Street	Southeast
11	136	804-806 Pennsylvania Street	Southeast
12	138	804-806 Pennsylvania Street	Southwest
13	132	804-806 Pennsylvania Street	North
14	131	810 Pennsylvania Street, outbuilding	East
15	134	810 Pennsylvania Street	West
16	127	810 Pennsylvania Street	East

Photograph Number	Digital Photograph Number	Description	Camera View
17	128	810 Pennsylvania Street	Southeast
18	133	810 Pennsylvania Street	Southwest
19	045	810 Pennsylvania Street, interior	South
20	047	810 Pennsylvania Street, interior	Southeast
21	122	826 Pennsylvania Street	Northeast
22	117	830-832 Pennsylvania Street	East
23	115	830-832 Pennsylvania Street	Northeast
24	018	830-832 Pennsylvania Street, interior	East
25	112	846 Pennsylvania Street	East
26	108	846 Pennsylvania Street	Northeast
27	104	846 Pennsylvania Street	West
28	161	Buildings on Pennsylvania Street viewed from East 9th Street	Northwest
29	100	830-832 and 846 Pennsylvania Street	Northwest
30	003	846 Pennsylvania Street, interior	North
31	086	619 East 8th Street	Southwest
32	089	619 East 8th Street	Northwest
33	145	619 East 8th Street	Northeast
34	148	619 East 8th Street, rear addition	Northeast
35	141	619 East 8th Street	Southeast
36	070	619 East 8th Street, interior	
37	052	619 East 8th Street, interior	
38	061	619 East 8th Street, interior	
39	063	619 East 8th Street, interior	

EAST LAWRENCE INDUSTRIAL HISTORIC DISTRICT
PHOTOGRAPH LOCATION MAP



East Lawrence Industrial Historic District
Lawrence, Douglas County, Kansas



East Lawrence Industrial Historic District

Lawrence, Douglas County, Kansas

UTM Reference:

1. 15/306885/4315756
2. 15/306983/4315756
3. 15/306983/4315551
4. 15/306885/4315551