OMB No. 1024-0018
(Rev. 10/90)

United States Department of the Interior
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *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 any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. 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: Leavenworth Historic Industrial District

Other name/site number: _____

## 2. Location

411-419 Third St., 200-220 Choctaw St., 211-419 Second St., and
117-130 Cherokee St. N/A not for publication N/A vicinity

state Kansas state code KS county Leavenworth county code 103 zip code 66048

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 X meets ___does not meet the National Register criteria.
I recommend that this property be considered significant _____nationally __statewide X locally.
(___ See continuation sheet for additional comments.)

Richard D Rankcraft 3-13-02
Signature of certifying official 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 commenting or other official Date

_____
State or Federal agency and bureau

## 4. National Park Service Certification

I, hereby, certify that this property is:

___ 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:) _____

_____ _____
Signature of Keeper Date of Action

## 5. Classification

| Ownership of Property | Category of Property | No. of Resources within Property | |
|---|---|---|---|
| | | contributing | noncontributing |
| X private | X building(s) | 7 | ___ buildings |
| X public-local | ___ district | | ___ sites |
| ___ public-State | ___ site | 1 | ___ structures |
| ___ public-Federal | X structure | | ___ objects |
| | ___ object | | 0 Total |

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

No. of contributing resources previously listed in the National Register:

## 6. Functions or Use

| Historic Functions (Enter categories from instructions.) | Current Functions (Enter categories from instructions.) |
|---|---|
| INDUSTRY/manufacturing facility | INDUSTRY/manufacturing facility |
| DOMESTIC/hotel | COMMERCE/specialty store |

## 7. Description

Architectural Classification
(Enter categories from instructions.)

No Style

Materials
(Enter categories from instructions.)

Foundation Limestone
Walls Brick
Roof Asphalt
Other Wood

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

**8. Statement of Significance**

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

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

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

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

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

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

____ A owned by a religious institution or used for religious purposes.

____ B removed from its original location.

____ C a birthplace or a 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.) | Period of Significance | Significant Dates |
|---|---|---|
| COMMERCE | 1874-1910 | |
| ARCHITECTURE | | |

Cultural Affiliation

undefined

Significant Person

Architect/Builder

unknown

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

**9. Major Bibliographical References**

(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

x Local government

___ University

____ Other

Specify repository:

_____

_____

**10. Geographical Data**

Acreage of property ~~253.6~~ 11

UTM References

| | Zone | Easting | Northing | | Zone | Easting | Northing |
|---|---|---|---|---|---|---|---|
| 1 | 1/5 | 3/3/5/3/1/0 | 4/3/5/3/6/4/0 | 3 | 1/5 | 3/3/5/4/4/5 | 4/3/5/4/6/0/ |
| 2 | 1/5 | 3/3/5/3/5/5 | 4/3/5/3/6/4/5 | 4 | 1/5 | 3/3/5/4/6/0 | 4/3/5/3/7/5/ |

X See continuation sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Sally F. Schwenk and Kerry Davis

organization Historic Preservation Services, LLC date July 18, 2001

street & number 818 Grand Boulevard, Suite 1150 telephone 816) 221-5133

city or town Kansas City state Missouri zip code 64106

**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.

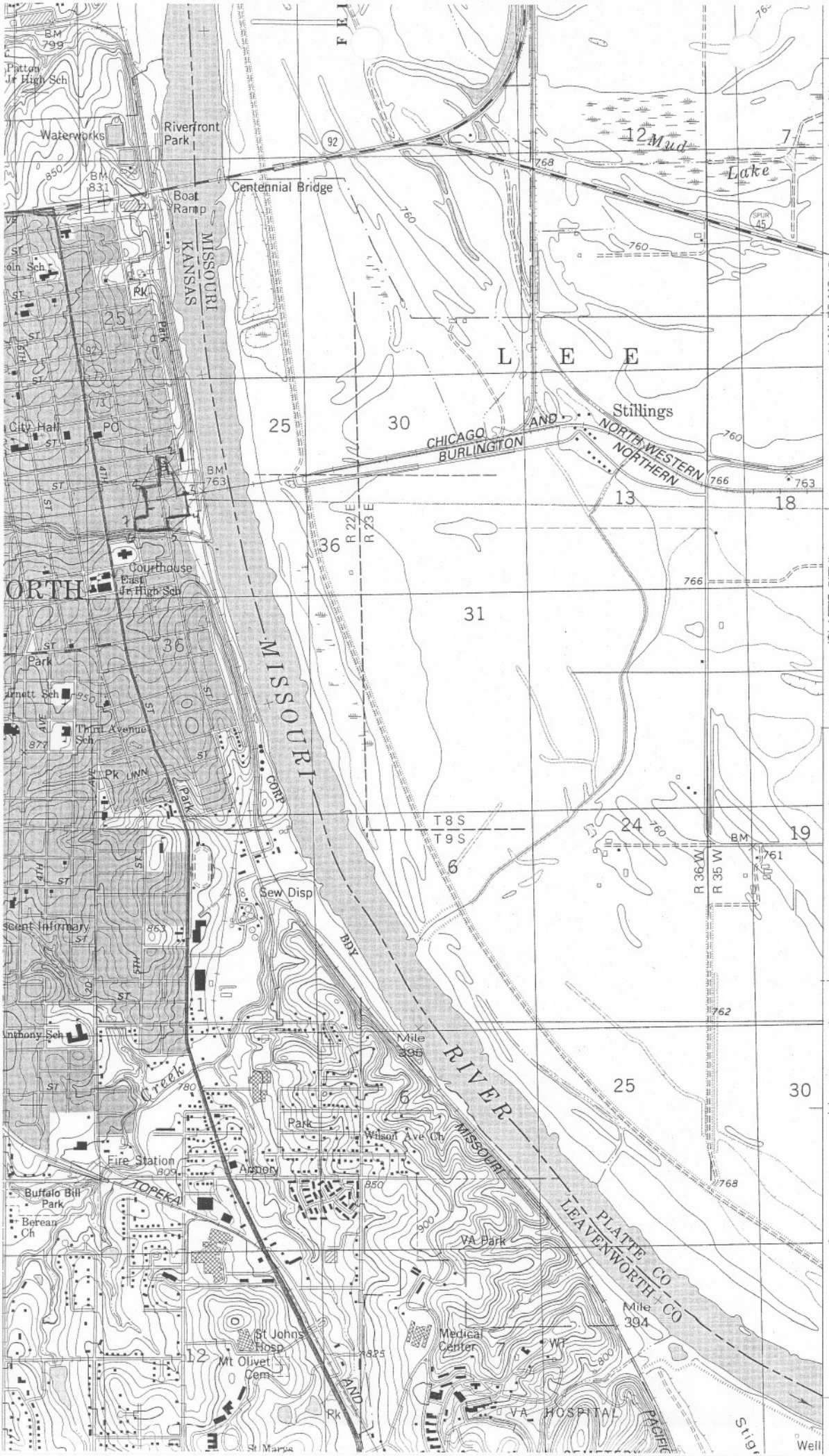
Additional items (Check with the SHPO or FPO for any additional items.)

**Property Owner** (Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____




LEAVENWORTH HISTORIC INDUSTRIAL DISTRICT
LEAVENWORTH, LEAVENWORTH CO., KANSAS

UTM REFERENCES:

1) 15/335310/4353640
2) 15/335355/4353645
3) 15/335445/4353460
4) 15/335460/4353375
5) 15/335360/4353310
6) 15/335220/4353310
7) 15/335210/4353360
8) 15/335245/4353500

## SUMMARY

The proposed Leavenworth Historic Industrial District is located within the boundaries of the City of Leavenworth, Kansas [Figure 1]. The District is part of a larger industrial area that coincides with the former freight train lines, which follow the Missouri River and Three Mile Creek to the east and south of the central commercial district. The District is a 253.6-acre, irregularly-shaped area generally bounded by Cherokee Street to the north, the Missouri River to the east, Three Mile Creek to the south, and Third Street to the west. It includes buildings on both sides of Second Street between Cherokee Street and Three Mile Creek, and both sides of Choctaw Street between Third Street and North Esplanade Street, as well as a property on the east side of Third Street at Three Mile Creek [Figure 2]. The District includes seven contributing buildings and one contributing structure (a c.1880 brick alleyway) with a period of significance from 1874 to 1910. There are no non-contributing properties. There are four vacant lots once occupied by buildings, three of which have been converted to surface parking lots. All of the buildings are two- to four-story, late nineteenth and early twentieth century dark red brick buildings that due to their size, massing, and materials create an identifiable, cohesive area.

### LOCATION AND SETTING

The District's setting reflects its late nineteenth and early twentieth century riverfront industrial land use and its historic buildings underscore this as well. All of the seven contributing buildings were constructed between 1874 and 1910. Of these buildings, all were constructed by 1905, with most major additions pre-dating 1910, and only two additions dating from 1930-c.1940. There are no non-contributing buildings in the District. There are four vacant lots once occupied by buildings, three of which have been converted to surface parking lots.

Six of the buildings are industrial manufacturing facilities and one is a two-part commercial block building. The industrial buildings compose complexes of buildings reflecting a succession of additions and expansions. Lot shapes and sizes vary throughout the district. The streets have sidewalks on both sides and concrete curbs. The contributing structure is an intact c.1880 brick alleyway between Second and Third streets north of Choctaw Street.

An analysis of the remaining natural and man-made features that contributed to the development of the industrial area provides an understanding of what elements of the historic setting remain. Natural features outside the District such as the Missouri River and Three Mile Creek continue to define the industrial area. Man-made features outside the District that contribute to its setting include the railroad tracks running parallel to the Missouri River that retain the traditional spatial relationship between the tracks and the river. The vacated space south of the Depot that was originally Main Street (First Street, Esplanade) is still evident despite the vacation of the area and conversion to a park. The 1880s railroad line cut on to Choctaw Street is no longer apparent. The original Second Street Bridge to the south of the District's eastern boundary is intact and the cut for the bridge over the creek that was the southern extension of Main Street also remains. The spatial relationship between Six Mile Creek at the western edge of the District remains intact. However, from this point east to

the river, the open space belies what was once an area crowded with small frame and brick buildings. Within the District, Second, Third, Cherokee and Choctaw streets retain their original integrity. The brick alley north of the buildings facing Choctaw Street retains its original integrity and provides clues to the brick streets that remain under the asphalt paving in the District [Figure 3].

The larger environment that surrounds the district on north and western boundaries also changed [Figure 3]. Historic nineteenth century buildings on the north along Cherokee, Main and Delaware streets became blighted and many were demolished. Many buildings in the business/commercial area on the west side of the district were remodeled or demolished for new construction and parking lots. Today large voids in what was once an interconnecting commercial area of retail, wholesale, warehouse and manufacturing businesses isolate historic property types into scattered clusters [Figure 3]. Remaining clusters that shared the same function and date from the late nineteenth century and the early twentieth century remain and retain sufficient integrity to communicate their original function and period of construction. The proposed Leavenworth Historic Industrial District is one of these significant enclaves.

## BUILDING DESCRIPTIONS

No architectural style can be attributed to any of the buildings, as their functional style contains few stylistic references. All of the buildings are between two and four stories in height and constructed of locally-produced dark brick, incorporating an amount of corbeled brickwork as the sole ornamental embellishment. Roof shapes are generally either flat or gable front with a raised full-length central clerestory. Like most industrial buildings of this era that required ventilation and natural light, they have multiple windows and symmetrical massing that reflects their utilitarian function. Regularly spaced bays contain double-hung sash windows with wood framing and multiple lights in both sashes. Nearly all of the buildings have additions made of various materials, the earlier additions being of brick and the later additions of concrete block.

### Great Western Stove Company

1. **401-419 South Second Street.** Complex at southeast corner of Choctaw and South Second streets
Lots 1 - 6, Block 84 CP
**Building Date(s):** c.1882, 1887, 1901, 1934 **Photograph Log #:** 3, 4, 5, 8, 9, 15, 16, 17

This large complex of attached brick buildings, occupying the entire southeast block at Choctaw and Second streets, is the result of phased construction over a 50-year period. The primary building (Section C; Photograph #3, #5, #8), constructed c.1882, is a four-story, symmetrical, flat roof structure on the southeast corner of Choctaw and Second streets. There are two primary elevations, west and north. Each of the five-bays on the west elevation contains two, double-hung sash windows under segmental arched brick lintels, with twelve-over-twelve lights on the two lower stories and eight-over-eight light sashes on the two upper stories. Each of the nine-bays on the north elevation has similar fenestration. Brick pilasters separate these bays, rising to the parapet where brick corbeling gives emphasis to the cornice line and the parapet

rises to a cropped pediment at every other bay. A distinctive cupola ornament embellishes the parapet at the northwest corner of the building. The brick building to the south, across the courtyard alleyway (Section D; Photograph #8, #9, #16), constructed c.1900, rises one-and-one-half stories, with gable ends and central clerestory. Spanning five bays, each with two, triple-hung, twelve-over-twelve-over-twelve light sash windows within segmental arches, this structure shares a party wall with a similar but larger brick building (Section E; Photograph # 8, #9, #17), also constructed c.1900, that abuts perpendicularly with its primary-gabled facade facing west. The latter building rises one-and-one-half stories, including a full-length clerestory, and is four bays wide. Each bay contains a pair of segmental arched window bays, with a large divided semi-circular window on a stone sill centrally located in the upper level. All of these openings have plywood panel covers. The rear wall of this structure abuts a two-story, brick addition with a flat roof, erected c.1900 (Section F; Photograph #4, #17), which abuts a six-story square elevator tower (Section G; Photograph #4, #17). The elevator tower, erected c.1900, abuts the c.1885 addition, a five-story, flat roof brick building (Section A; Photograph #4, #15). This rectangular addition is three bays wide on its short facades and sixteen on its long facades, each bay containing a pair of windows, all of which have been covered with corrugated fiberglass. A simple one-story, concrete block structure with a flat roof dating to the 1930s (Section B; Photograph #15) connects this last building with the first, resulting in a closed interior courtyard.

This property retains its original configuration from the 1884-1934 building phases, including the interior yards; original building materials, as well as its size, scale, massing and fenestration. Although many earlier wooden ancillary buildings have since been lost, this complex is unique in the District for its very high retention of successive additions. All of its defining historic elements are intact and it is a strong contributing element to the District.

## Great Western Stove Company

2. **402-410 South Second Street.** Complex at southwest corner of Choctaw and South Second streets
Lots 1 - 3, Block 83 CP; Lots 1 - 6, Block M CS&H
**Building Date(s):** 1874, c.1900 **Photograph Log #:** 7, 10, 18, 19

This complex of brick buildings occupies most of the west side of South Second Street at Choctaw Street, forming an L-plan. The primary building, located on the northeast corner of the block (Section B; Photograph #7, #10, #18), constructed in 1874, is a four-story, symmetrically fenestrated, flat roof building with a stone foundation. It has two primary façades; the north façade faces Choctaw Street and has six bays containing double-hung sash windows with 12-over-12 lights with cast iron sills and segmental arched brick lintels. The east façade faces Second Street and has 12 bays with identical fenestration. A two-story, one-bay connecting brick structure (Section C; Photograph #7, #10) is a c.1900 addition that links the main building to a one-and-one-half story, stepped gable, symmetrical, five-bay brick structure also constructed c.1900 (Section A; Photograph #7, #10) facing a very similar building across Second Street. Each bay contains a double-hung sash window with a pedimented lintel and cast iron sill, except for the central bay, which contains a garage door bay. The central bay on the second floor is comprised of three arched window openings, which are covered by wood panels. Brick corbeling ornaments the parapet walls.

The demolition of adjacent buildings to the south impacts the setting of this complex. However, the original yard configuration to the west, in the ell of the building, remains. Directly to the west outside the boundary is new construction that replaced historic industrial buildings owned by other companies. The defining historic elements of the building are intact, including the design, size, scale, massing, and materials. The original fenestration is intact, although many windows have been replaced with modern units that fill the original openings. In spite of these alterations, this building clearly conveys its integrity and contributes to the significance of the District.

## Great Western Manufacturing Company

3. **411-419 South Third Street.** Northeast corner of Third Street and Three Mile Creek
Lots 7 - 18, Block M, CS&H
**Building Date(s):** 1899, c.1940 **Photograph Log #:** 13

This building has a historic central building and has concrete block additions that are irregularly interconnected. The primary building, erected c.1899 (Section A), is a symmetrical, two-and-one-half story, five-bay brick building with a gabled roof and a stepped parapet that faces west. Brick pilasters that rise up to the parapet define the bays. The parapet features corbeled brickwork. The window openings, covered with plywood, have cast iron sills and segmental arched brick lintels. The long secondary facades span twelve bays with the same symmetrical, fenestration and window treatment as the front façade. A c.1940 one-story concrete block expansion (Section B) to the south elevation has five bays and a flat roof with a stepped parapet. Two later one-story metal clad additions with gable additions (Section D) attach to the east facades. To the north abutting Section A and located outside the District is a modern concrete block building (Section C).

The original setting of the complex has been altered through the demolition of other historic industrial buildings to the north and to the east. However, the setback and spatial relationship to Three Mile Creek and Third Street remains. The building has a high degree of historic integrity, retaining its location, materials, size, scale, massing, fenestration, and character-defining elements. It is a contributing element to the District.

## Great Western Manufacturing Company

4. **206-220 Choctaw Street.** Complex at the center of the north side of Choctaw Street between Second and Third streets
Lots 3 - 10 & E14 ft. Lot 11, Block 21 CP
**Building Date(s):** c.1885, c.1890, c.1910 **Photograph Log #:** 12, 6

This complex has three buildings sharing party walls and each facing south. The earliest building (Section B) is the central two-and-one-half story, rectangular plan, symmetrical, brick structure, which may contain c.1860 elements on the

interior. The exterior dates to the c.1885 Great Western Manufacturing Company expansion and features five bays across the front façade divided by brick pilasters rising to the stepped parapet embellished with corbeled brickwork. A c.1890 addition (Section C) was originally a three-and-one-half story, hipped roof structure, later reduced to two-stories and a flat roof. This rectangular plan building spans eight bays with identical segmental arched and cast iron sill fenestration as the central building (Section B), all of which have been covered with wood louvers above the first floor. A two-story brick addition (Section A) to the east elevation of the central building dates to c. 1910. It is three bays wide and has modern wood panel siding as well as alterations to its entry area. This complex originally extended east to Second Street and included the building at 320 South Second Street prior to the demolition of two buildings at 202-204 Choctaw Street that connected the buildings.

Demolitions of adjacent buildings, the upper story of the c.1890 addition, and alteration of the facade of Section A impact the integrity of the complex. Nevertheless, the large size, scale and massing of the buildings, as well as the common use of materials and architectural details – brickwork and fenestration still visually link them – allow the retention of feelings and associations with the original complex. They continue to have a defined industrial character that links with other buildings in the District and continue to convey the commercial associations for which the District is significant.

## Great Western Manufacturing Company

5. **320 South Second Street, 200 Choctaw Street.** Building at northwest corner of Choctaw and Second streets
Lots 1 & 2
**Building Date(s):** 1905 **Photograph Log #:** 6, 11

Originally connected to its neighbors to the west at 206-220 Choctaw Street, this two-story, symmetrically fenestrated, flat-roofed, brick building, sits on a raised brick foundation and is on the northwest corner of Choctaw and Second streets. With two primary facades, the south façade is three bays across and the east elevation is ten bays wide. Brick pilasters separate the bays and rise through the cornice embellished with corbeled brick to the parapet coped with square-cut stone. The window openings are rectangular with cast iron sills and have modern one-over-one light, double-hung sash units, which in some cases are smaller than the opening, requiring aluminum shimming. The entry on the south façade is centrally located, while the east façade entrance is located in the sixth bay from the left and features classical motifs including a heavy lintel.

The setting of this building has been altered through the demolition of adjacent buildings to the west. However, its corner location and links to historic buildings at the intersection, as well as the industrial feeling and association remain. With the exception of minimal alterations to some of the windows, this building retains a majority of its defining historic architectural characteristics. The original materials, design, workmanship, size, scale, fenestration patterns and massing remain. It has a high degree of architectural integrity and is a contributing resource to the District.

## Union Stove and Machine Works

6. **117-121 Cherokee Street; 309-13 South Second Street.** Complex at southeast corner of Cherokee and Second streets
Lots 4 - 20, Block 20 CP
**Building Date(s):** 1874, 1879 **Photograph Log #:** 1, 2, 20

This brick building comprises the remaining buildings from the original Union Stove and Machine Works complex. The company's original building (A) dates to c. 1874 and faces north. This façade has seven bays. It is two-and-one-half stories tall with a raised full-length clerestory level located above the middle three bays. Modern door systems as well as two large metal awnings over the entrances are recent additions. The other primary façade faces west, is seven bays wide, and contains openings on the first story only. Throughout the building, original window openings feature segmental arched brick lintels and contain modern single-light casement windows, which are smaller than the original openings, requiring wood infill. An addition to the south end, constructed in 1879 (Section B), faces west. This eaves-front addition is four bays wide with segmental arched window openings and an entrance with a modern door casement is located in the south end bay. Metal siding covers the south and east façades of this addition where buildings sharing party walls have been demolished. On the secondary east façade, new tripartite windows with a symmetrical fenestration pattern were added. The design differs form the original, denoting a modern alteration.

The demolition of buildings to the south and east that constituted part of the company's original complex impact the historic setting of this building. The surviving building dates from the earliest occupation of the property by the company and retains its corner location, size, scale massing, fenestration, and roof form as well as materials and design features. The east and south facades, which originally served as party walls, have been re-clad since the demolition and given new window treatments. In spite of these changes, the industrial feeling and association has been maintained. There is sufficient architectural integrity and this building contributes to the District.

## Savoy Hotel

7. **126-130 Cherokee Street; 211-217 South Second Street.** Building at northeast corner of Cherokee and Second streets
Lot 17 & N30 ft. vac. Cherokee Street
**Building Date(s):** c.1900 **Photograph Log:** #14

Occupying a corner lot, this two-story, three-bay, brick, two-part commercial block structure rises to a flat roof with bands of corbeled brick at the cornice. The storefront (126-130 Cherokee Street) consists of a canted corner entrance at the west bay, a central, tripartite, plate glass window, and the second-story entrance door at the east bay. The second-story one-over-one light, double-hung sash windows have segmental arches and stone sills. The west façade extends north along Second Street for ten irregularly spaced bays, each with segmental brick arches, to a secondary entrance at the rear (211-217 Second Street).

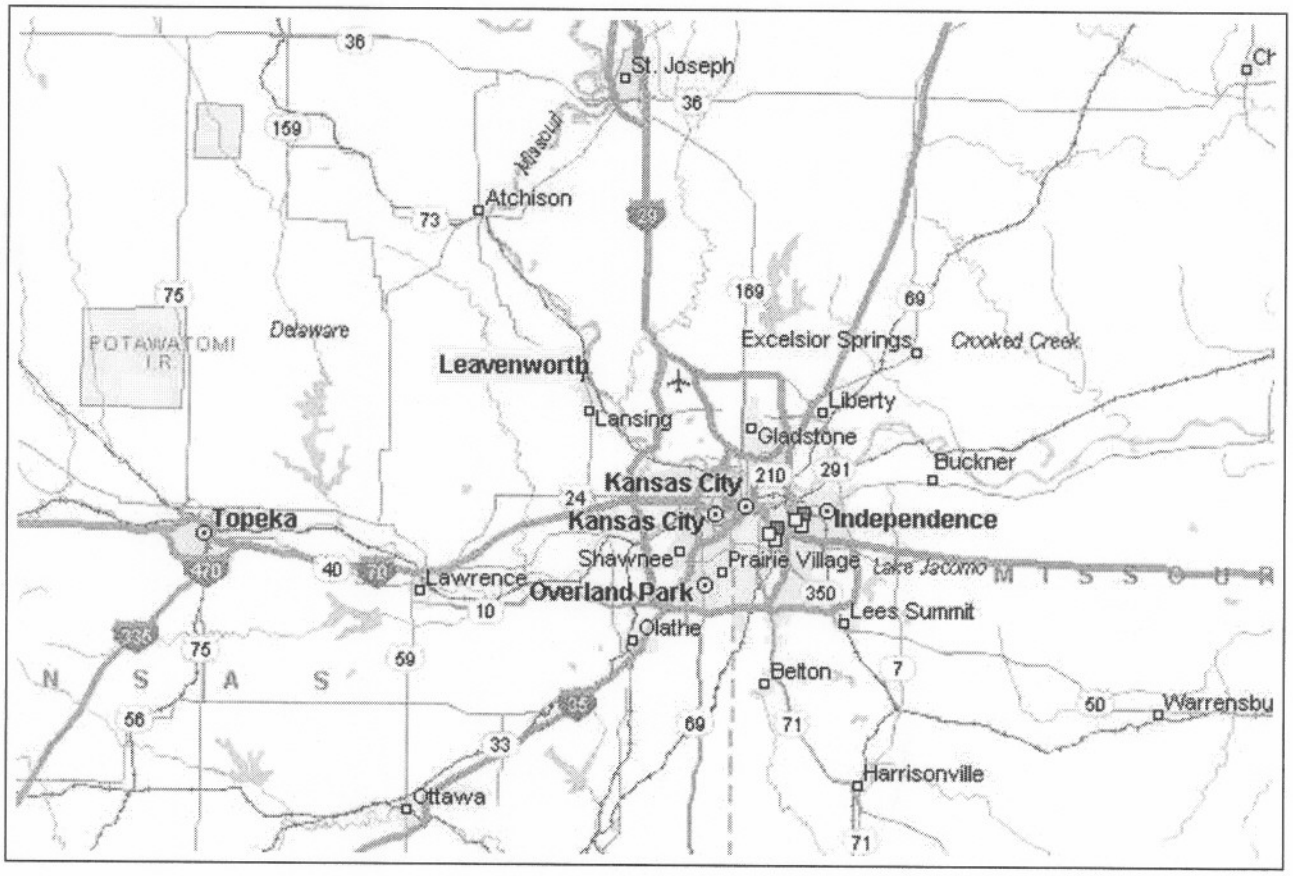
Demolition of adjacent buildings to the east, west and southwest impacts the historic setting of this building. However, strong links with historic buildings to the north and south provides associations with other commercial buildings. With the exception of the replacement of the storefront windows, this building has retained all of its original materials, workmanship, fenestration pattern and design. The building retains its architectural integrity and is a contributing resource to the District.

8. **Alleyway between Second and Third streets north of Choctaw Street.**
Block 21 CP
**Structure Date(s):** c.1880 **Photograph Log #:** 21

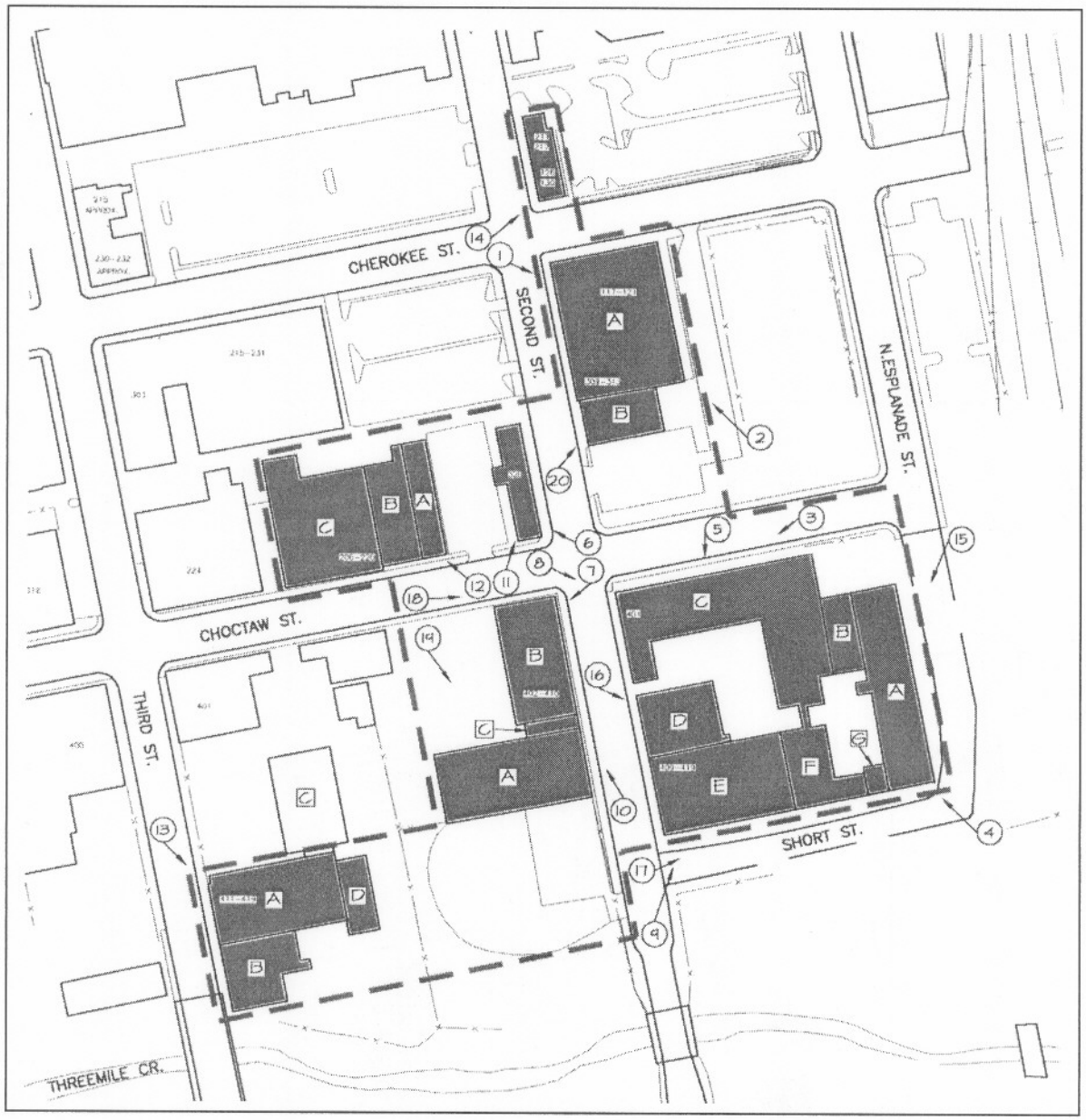
This historic alleyway runs east and west between Second and Third streets behind the buildings facing Choctaw and Cherokee streets. Approximately 14-feet wide and extending about 312 feet, this road surface retains its original red brick pavers, as well as spatial relationships. It reflects the historic paving treatment of the District and provides clues to the paving covered by asphalt in the District.

This strip of alleyway is in good condition and clearly conveys its defining historic characteristics. Although a small section at the intersection with Third Street has been covered in asphalt, this surviving structural element is contributes to the District

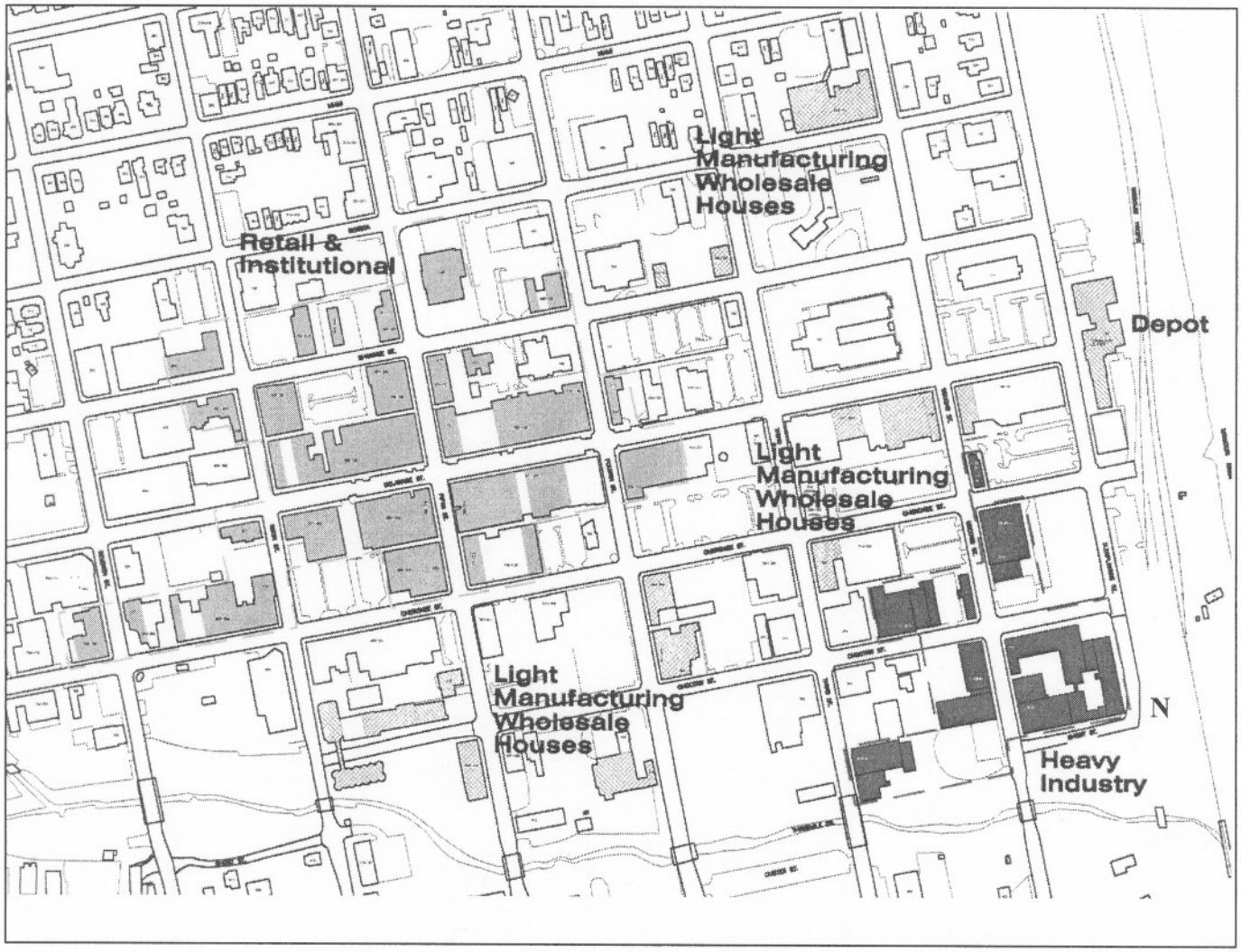
## FIGURE 1: CITY OF LEAVENWORTH LOCATION MAP



## FIGURE 2: LEAVENWORTH HISTORIC INDUSTRIAL DISTRICT BOUNDARY MAP



## FIGURE 3: EXTANT COMMERCIAL RESOURCES HISTORIC CITY CORE



## FIGURE 4: PHOTOGRAPHIC LOG

**Photographer:** Brad Finch, Kansas City, Missouri; **Date of Photographs:** Spring 2001
**Location of Original Negative:** City of Leavenworth, Leavenworth, Kansas

| Roll – Picture Number | NR Photo No. | Camera View | Street Address / Intersection | Notes |
|---|---|---|---|---|
| 1-1 | 1. | Southeast | 117-121 Cherokee / Southeast corner of Second and Cherokee | |
| 1-2 | 2. | Northwest | 117-121 Cherokee / Southeast corner of Second and Cherokee | |
| 1-3 | 3. | Southeast | 401 Second Street / Looking to the Southeast corner of Second and Choctaw | Great Western Stove Co. (1) |
| 1-4 | 4. | Northwest | 409-419 Second Street Portion of the Great Western Stove Co. | Great Western Stove Co. (1) |
| 1-6 | 5. | Southwest | 401 Second Street / Looking Southwest to loading | Great Western Stove Co. (1) |
| 1-7 | 6. | Northwest | 320 Second Street / Northwest corner of Second and Choctaw | Great Western Stove Co. (2) |
| 1-8 | 7. | Southwest | 402 Second Street / Southwest corner of Second and Choctaw streets to 410 Second | Great Western Stove Co. (3) |
| 1-9 | 8. | Southeast | Southeast corner of Choctaw and Second streets and beyond to the South and East. | Great Western Stove Co. (1) |
| 1-10 | 9. | Northeast | Northeast corner of Second and Short streets and beyond to the North and East. | Great Western Stove Co. (1) |
| 1-11 | 10. | Northwest | Looking Northwest to the 400 block of Second Street | Great Western Stove Co. (3) |
| 1-12 | 11. | Northeast | South end of building located at the Northwest corner of Second and Choctaw | Great Western Stove Co. (2) |
| 1-13 | 12. | Northwest | Buildings located at 206-220 Choctaw. | |
| 1-15 | 13. | Southeast | Building located on Third Street North of Three Mile Creek and North of the Southeast corner of Third and Choctaw | |
| 6-1 | 14. | Northeast | 126-30 Cherokee; 211-17 South Second | |
| 6-18 | 15. | Southwest | Northeast corner of 401-419 South Second | Great Western Stove Co. |
| 6-19 | 16. | East | Entrance to courtyard, 401-419 South Second | Great Western Stove Co. |
| 6-21 | 17. | Northeast | Rear façade, 401-419 South Second | Great Western Stove Co. |
| 6-24 | 18. | Southeast | 402-410 South Second | |
| 6-25 | 19. | Southeast | 402-410 South Second | |
| 6-16 | 20. | Northeast | 309-13 South Second; 117-21 Cherokee | |
| 6-23 | 21. | East | Alleyway between Second and Third streets north of Choctaw | |

## STATEMENT OF SIGNIFICANCE

The Leavenworth Historic Industrial District, located in the City of Leavenworth, Leavenworth County, Kansas, is significant under National Register Criterion A in the area of COMMERCE and Criterion C in the area of ARCHITECTURE. In the area of Commerce, the District is historically significant for its role in the economic development of the City of Leavenworth and contains rare surviving complexes of the city's late nineteenth and early twentieth century industrial/manufacturing buildings and structures. Composed primarily of industrial manufacturing buildings relating to the fabrication of metal products, the District has important associations with the economic development of the city and the continuum of industrial and associated commercial enterprises that operated in the community during its development in the late nineteenth and early twentieth centuries. In the area of Architecture, the District is significant for its ability to convey a sense of historic and architectural cohesiveness through its design, setting, materials, workmanship and association. The physical and architectural integrity of the late nineteenth and early twentieth century brick industrial buildings successfully communicates feelings and associations with the manufacturing and commercial development of the city and the period of their construction. Constructed of locally-produced brick, the buildings are rare surviving examples of their property type providing insight into the technology of their period of construction and the continuum of the utilitarian design, stylistic features, form and function of industrial buildings during this time period, as well as the particular circumstances of their location and associations. The proposed district contains seven contributing buildings, one contributing structure, and no noncontributing properties, sites, buildings, or structures. The District's period of significance is from 1874-1910, the period of construction of the principal buildings and the period when manufacturing of metallic products was at its zenith in the city.

## ELABORATION

An understanding of the significance of these rare surviving resources requires knowledge of the relationship of the resources to larger historic contexts associated with the commercial development in Leavenworth, Kansas. In addition to information relating to the resources themselves, two general thematic contexts relate to the commercial and industrial development of Leavenworth in the late nineteenth and early twentieth centuries -- Leavenworth's commercial land-use patterns, and the architectural styles utilized for industrial buildings and structures that evolved during this period.

# OVERVIEW OF INDUSTRIAL DEVELOPMENT IN LEAVENWORTH, KANSAS

## PERIOD OF EXPLORATION AND SETTLEMENT (1820-1880)

Located on the west bank of the Missouri River, the City of Leavenworth spreads over high bluffs, hills and river bottom land. The town site, enclosed by a crescent of hills, features a commercial and retail business district covering a level area in the narrow valley of Three Mile Creek at its confluence with the Missouri River. The shallow stream flows between steep banks and forms a natural southern boundary to Leavenworth's industrial, wholesale, and retail business districts. Leavenworth's commerce and industrial activities developed close to the Missouri River, its tributaries, and to the city's railroad facilities. The earliest activity concentrated in the area north of the confluence of Three Mile Creek and the Missouri River where industries of importance to the city's economy had occupied the site since the establishment of Leavenworth in 1854. The area continued to function as the city's primary industrial site well into the twentieth century.

### Territorial Period

The introduction of commercial and manufacturing businesses into the Leavenworth, Kansas area predates the state's territorial era. The establishment of a commercial trade route to Santa Fe in 1821 promoted the first major encroachment by Euro-Americans[1] into the territory of the Kansa, Osage, and Pawnee nations. Further complicating this intrusion into the traditional lands of these Plains tribes, the federal government, in the mid-1820s, initiated the relocation of approximately 30 eastern native American nations to "Indian Territory" in the eastern portion of what is now Kansas. The establishment of Fort Leavenworth in 1827, to protect the trade routes and keep peace among the various Indian nations, stimulated settlement and commercial activity in the immediate area.

By the time the forced migration of the eastern tribes ended in the mid-1840s, pressures created by the increasing use of the Santa Fe commercial trade route and the California-Oregon overland emigrant trails impacted the sanctity of the territory set aside for native American groups. In an attempt to accommodate these activities and as a first step to opening Kansas to settlement, the United States government began to relocate all the tribes from what is now the State of Kansas to reservations in present day Oklahoma.[2] In the spring of 1854, the United States entered into treaties with various Indian nations that, with the exception of small reserves, extinguished nearly all of the native American titles to the lands of Eastern Kansas. The treaties opened the land to settlement at a future date under various conditions and terms in accordance with the provisions of the treaties. The Delaware nation, in a treaty signed May 6, 1854, ceded all their lands

---

1 Other than the early explorers and trappers.

2 David Sachs, *Guide to Kansas Architecture*, (Lawrence: University Press of Kansas, 1996), 6.

along the north bank of the Kansas River,[3] including present day Leavenworth County, on condition of the sale of the land to the highest bidders with the profit paid to the Delaware nation.

When the Kansas Territory opened for settlement after the passage of the Kansas-Nebraska Act in 1854, an influx of Missourians into the territory immediately occurred. The resulting land claims were premature, as the stipulations in the various treaties had not been enacted and the titles extinguished. One such group of settlers and land speculators formed a town association on June 10, 1854, claimed 320 prime acres, cleared the brush, staked out the town, and sold shares in the town association. They chose for their town site a 32-acre area bounded by the Missouri River on the east, the military reservation on the north, Three Mile Creek on the south and Seventh Street on the west. The company set aside 15 acres for public use and employed Major F. Hawn to survey the area and plat the town. After much discussion, they named their town Leavenworth City.[4]

On October 9, 1845, the group held a sale of town lots. Major Hawn's plat for Leavenworth City included numbered streets parallel to the river and extended west to Seventh Street. Cross streets bore the names of native American nations, beginning on the south with Choctaw, and following northward with Cherokee, Delaware, Shawnee, Seneca, Miami, Osage, Pottawatomie, Ottawa, Kickapoo, Kiowa, Dacotah [sic], Pawnee, and Cheyenne. The streets parallel to the river were 60-feet wide and the cross streets were 61-feet wide, except Delaware, which was 70-feet wide. The lots measured 24 feet in front by 125-feet deep; 32 lots comprised each block. A 15-foot wide alley ran through the center of each block. Seven lots laid out next to the river were warehouse lots, the fronts of which were about 150 feet from the water's edge. Except for these several blocks, all the space between Main (First) Street and the river formed what were called the Levee and the Esplanade.

The town company sold 54 lots and building activity began immediately. One of the earliest commercial manufacturing buildings was Scruggs' sawmill at the mouth of Three Mile Creek. Other early business establishments included a business building that housed the City's first post office and boarding house on Main Street, a hotel on the northwest corner of Main and Delaware streets, and a drugstore just east of the corner of Main and Delaware streets.[5] By winter, a number of stores and houses clustered on the bank of the river. In addition to the mill, two blacksmith fabricating shops

---

[3] Except for the Delaware Reserve, a 40-by-10-mile strip in the southern part of what is now Leavenworth County, which was sold in 1860.

[4] William G. Cutler, *History of the State of Kansas*. (Chicago: A.T. Andreas, 1883), http://www.ukans.edu/carrie/kancoll/books/cutler/leavenworth/leavenworth-co-p7.html:Internet: accessed 3 February 2001. Note: The Delaware tribe responded to the sale of lots for Leavenworth City by petitioning the federal government for relief. In response, the government ordered the commandant at Fort Leavenworth to drive off all trespassers on the Delaware lands. The town association successfully petitioned the government to halt the action and a period of uncertainty followed. Relief came two years later through the Government's sale of the lands and restitution to the Delaware.

[5] All of these burned in a fire in 1858.

joined the residences and retail business houses that faced the Levee, Main and Cherokee streets and at the eastern end of Delaware and Shawnee streets between Main and Second streets.

In 1855, the completion of a wagon road to Fort Riley and a road leading northwest to connect with the Oregon and Saint Joseph emigrant trails stimulated further development of Leavenworth. The city's population jumped from 200 in April to 2,000 by November 1. Newcomers erected more than 200 new dwellings. The demand for choice business locations caused land values to increase from $200 to $2,000 per lot. On July 2nd of that year, the Kansas Territorial Legislature held a special meeting and named Leavenworth the first incorporated town in Kansas Territory.

The growth in manufacturing and other commercial businesses grew rapidly. In 1856, the firm of Majors, Russell and Waddell, which had lucrative government contracts to transport goods on the western trails, chose Leavenworth[6] as the headquarters for their vast transportation system. Employing hundreds of men, oxen and wagons, the firm had a tremendous effect on the development of the town. Soon, outfitters from river trade centers in Missouri -- Independence, Westport, Weston and St. Joseph -- moved to Leavenworth.[7] The town became a regional financial center, equal in importance to cities five-times larger than Leavenworth. By 1858, it boasted eight banks, five newspapers, shops, stores, and numerous small processing factories and large manufacturing concerns. In addition to the growth in business enterprises at this time, the town also benefited from the $600,000 annually spent by the military for salaries and supplies.[8]

Among the manufacturing businesses established at this time was a cooperage business, which made casks for a brewery, that was founded in 1854 by Joseph Duerr. In 1859, J. H. Rothenberger, the first cooper engaged in general manufacturing, opened a small shop on Main Street. In 1856, Abernathy, Doughty & Hall, wholesale and retail furniture manufacturers and dealers in carpets, established their business at 227 and 231 Delaware Street. In 1857, R. B. Craig opened a laundry soap factory in the 400 block of Cherokee Street. That same year, Buckeye Carriage Works began operations at 417 to 423 Cherokee Street. In 1858, A. F. Malson, E. P. Willson and P. Estes founded Malson Willson & Co., a manufacturing business that produced mill machinery, engines, pumps, iron work, and other fabricated metal equipment. Typical of the small manufacturing concerns locating in the city at this time was the firm of William.G. Hesse, a carriage and wagon manufacturer, who set up his business as a blacksmith and wagon repairer in the 400 block of Cherokee Street in 1858. That same year, John Brandon opened the Brandon and Kirmeyer Brewing Company, a soda-water factory.[9]

---

6 The majority of the pasturage and work areas were on the military reservation.

7 "Kansas Preservation Plan Study Unit on The Period of Exploration and Settlement (1820s-1880s)" (Topeka: Historic Preservation Department, Kansas State Historical Society, 1987), 9.

8 *The WPA Guide to 1930s Kansas* (Lawrence: University of Kansas Press, 1984), 235.

9 Cutler, 13.

At this time, a fierce competition emerged between the new communities in the region for rail lines, which drew people west along passenger lines and, which offered freight service opportunities for both import and export trade providing agricultural products to the east and manufactured goods to the communities of the developing West. Leavenworth had the largest population in the region and a monopoly on the army trade from the fort. Atchison, Kansas was the farthest point west on the bend of the Missouri River and had railroad connections to St. Joseph, Missouri, assuring the community's role in trade in Utah and Colorado. Wyandotte, Kansas had the geographical advantage due to its location at the junction of the Kansas (Kaw) and Missouri rivers near the Westport Landing in present-day Kansas City, Missouri and near the terminus of the Santa Fe and Oregon trails.[10]

Initially Leavenworth appeared in the lead. One of the first charters granted by the Territorial Legislature was to the Leavenworth, Pawnee and Western Railroad in 1855.[11] As the starting point for western train travel, railroad developers chose Leavenworth as their eastern terminus. In 1860, a convention of railroad developers in Topeka changed the city's railroad status. The group decided upon a plan to charter five railroad lines and named the town of Wyandotte, Kansas as the eastern terminus. Leavenworth, the largest city between St. Louis, Missouri and San Francisco, California at this time, got only a branch line.[12] This was a significant action in view of the fact that the city's population was 15,000 and only 12 counties in the state had more than five individuals per square mile.[13] Further compounding Leavenworth's loss was the failure to complete the Leavenworth, Pawnee and Western Railroad line. In 1863, after completion of surveying, grading and stocking construction supplies, difficulties arose and the railroad speculators moved the terminus to Wyandotte.

**Border and Civil Wars**

The political strife between pro-slavery and abolitionist factions, which generated into the Border War after the territorial elections in 1854, played a major role in the city's early settlement and development. In 1861, Kansas became the 34th state to enter the union. That same year, the Civil War began -- an event that was an escalation of the border strife, which began in 1855 along the Kansas-Missouri border over the status of slavery in the Kansas Territory.

During the Border and Civil wars, little overall growth occurred in the state except around Fort Leavenworth, where the presence of federal troops guaranteed some stability. Within Kansas, very little armed conflict between the regular armies occurred. In the eastern portion of the state, however, continuous guerrilla warfare involving Kansas volunteer units and Missouri militia units plagued the Kansas-Missouri border areas.[14]

---

10 "Kansas Preservation Plan, Study Unit on the Period of Exploration and Settlement (1820s-1880s)," 53.
11 It later became the Eastern Division of the Union Pacific Railroad.
12 "Kansas Preservation Plan, Study Unit on the Period of Exploration and Settlement (1820s-1880s)," 53.
13 Ibid., 42.
14 Sachs, 9.

Despite the political turmoil and the incessant raids between pro-slavery and abolitionist forces, the protection provided by the military made Leavenworth City the commercial terminus for the wagon roads radiating to the west and southwest. At this time, the town's brick buildings, many of which replaced the wooden structures destroyed by fires in 1855 and 1858, gave the town a settled appearance. Freighting activity centered on river transportation. Factories, mills and breweries sat on the banks of the Missouri River and Three Mile Creek. The town boasted a fire company; a public school system and several private academies; a half-dozen churches, ten hotels; a theater; a men's library association; telegraph service; and graded streets with curbs, including a paved levee.

Among the manufacturing businesses established during the war was S. L. North & Co., carriage and buggy manufacturing, established in 1863. Two large factories established in 1864 were Munson & Burrows, manufacturers and dealers in wooden building parts and hardwood lumber, who established a factory and lumber yard at 409 Choctaw Street, and the Leavenworth Steam Boiler Works on the south side of Choctaw Street between Second and Third streets. Other businesses expanded. In 1862, Messrs. Brandon and Kirmeyer expanded their soda-water factory at Second and Kiowa streets to manufacture ale and porter. By 1869, Malson Willson & Co.'s machine shop and factory expanded to such extent that the name changed to the Great Western Manufacturing Company.

Leavenworth's prosperity continued throughout the war. In 1864, the Kansas Legislature approved the construction of a penitentiary on land south of Leavenworth near the community of Lansing. Leavenworth's economy benefited not only from the construction jobs and contracts generated by the project, but also from the permanent jobs and services generated by the prison. At the close of the war in 1865, the city had 20,000 inhabitants, an increase of 5,000 in five years.[15]

**Economic Recovery and Depression (1865-1880)**

Leavenworth emerged as an important regional manufacturing center during the post-Civil War Period. After the war ended, Kansas again became a destination point for settlers and investors from the East. Between 1865 and 1870 the state's population grew from 150,0000 to 365,000.[16] The 1862 Homestead Law and the rapid growth of railroads immediately after the Civil War encouraged speculators to construct towns.[17] Most of the settlers established farmsteads in rural areas and, consequently, the state's population began to spread out into the central and western portions of the state.

Immediately after the end of the war, Kansas' leaders again focused on rail construction. In addition to Leavenworth's loss of the role of eastern terminus in the state to the town of Wyandotte, Kansas in 1865, the Union Pacific Eastern Division completed its line from Kansas City, Missouri to Lawrence, Kansas, bypassing Atchison and Leavenworth. The

---

15 Ibid.

16 Ibid., 10.

17 "Kansas Preservation Plan, Study Unit on the Period of Exploration and Settlement (1820s-1880s),"55.

selection by the Hannibal and St. Joseph Railroad of Kansas City, Missouri for their branch line from Cameron in 1870 paved the way for Kansas City's ascendancy in the region.[18] Despite the loss of its position as a railroad center, by the early 1880s, six rail lines operated from or serviced Leavenworth.

With its position as a railroad hub lost, other events affected the economic development of Leavenworth. The discovery of coal deposits in the 1860s and its successful extraction by 1870, stimulated industrial growth. The availability of cheap fuel, inexpensive river transport of raw material and an abundant labor supply contributed to post-war industrialization.

Adding to its traditional role as a center for manufacturing of furniture, in the 1870s, manufacturers of flour, stoves, mining and milling machinery, and meat packing products located in Leavenworth. The Leavenworth Coal Company, organized in 1863, became an important component in the county's commercial development in 1870 when its first coal production hit the market. Pronounced by experts to be the best steam-producing coal mined in the West, the company employed up to 350 men and produced 75,000 bushels of coal per day by the 1880s.[19]

Two- and three-story brick factory buildings, warehouses, wholesale houses and retail businesses became more prominent in the cityscape. Bounded by the river on the east and by the military reservation on the north, the city's retail and industrial district grew to the south and west. Three Mile Creek became the border between the town's commercial, retail, wholesale and industrial areas, and the city's newest residential area to the south and west.[20]

Prominent manufacturing and fabrication plants established during this period included: The Keystone Mills, erected in 1870 in the 200 block of Cherokee Street; The Missouri Valley Bridge and Iron Works, manufacturers of bridges, turn-tables, wrought-iron pliers, columns and trestle work, roof trusses, heavy forgings, and general iron work; the Leavenworth Mills (flour); the Leavenworth Woolen Mills, erected in 1872 as part of the Leavenworth Carpet Company; the Kansas Manufacturing Company formed in 1874, which manufactured all classes of wagons; Brown Medicine and Manufacturing Company, pharmaceutical chemists and perfumers, established in 1876 at 113 Delaware Street; and the Union Stove and Machine Works founded in 1879 at 112-119 Cherokee Street and 112-118 Choctaw Street.[21]

Despite this growth, by the mid-1870s, the city began to realize the effects of the dwindling river trade. At the same time, grasshopper plagues in the surrounding farming communities depressed the local market and the national economy absorbed the effects of two large bank failures. In addition to these conditions, Kansas City's growth as a rail center displaced some of the town's earliest industries. Although some continued to operate in Leavenworth, the productivity of

---

18 Ibid., 53.

19 Cutler, 13.

20 Leavenworth became a county seat in 1857 during the territorial period. The 1874 courthouse burned in 1912 and was replaced in 1913 by the current courthouse, which occupies the same site.

local manufacturing concerns producing goods from iron declined. Other industries created some economic stability. Wagon making and manufacturing of furniture continued at the same pace and flour milling became more important to the city's economy.

## BOOM YEARS (1880-1900)

By 1880, economic conditions improved in Leavenworth and the city's industries produced a variety of goods. Total volume of manufacturing in 1882 was $10,103,320 and within a year rose to $20,000,000. In response to the city's economic climate, Leavenworth grew by 5,000 residents between 1880 and 1883.[22] Railroad companies took an increased interest in the city's development during this decade and shipped the majority of the manufactured goods produced in Leavenworth to midwestern and western states.

In this respect, Leavenworth reflected national trends. With the expansion of rail transportation after the war, industrialization rapidly intensified throughout the country. As early as the 1870s, urban residences were large-scale consumers of relatively inexpensive manufactured goods. Factory-made furniture, for example, was so cheap that even families of modest means could afford its purchase. Western farmers, growing in number and prosperity, created a demand for eastern goods, while mechanized western farms supplied the grain and meat to feed the swelling populations of the East Throughout the 1880s and 1890s, the proliferation of three-, four-, and five-story red-brick factory buildings measured the nation's progress..[23]

The presence of state and federal institutions, Fort Leavenworth and local industries, as well as Leavenworth's proximity to Kansas City, Missouri, stabilized the economy through the 1880s and 1890s. Fort Leavenworth ceased to be a major outfitting post for the U.S. Army and redefined itself as a preeminent army education center beginning in the 1880s. In 1885, the federal government established the Western Branch of the National Home for Disabled Soldiers in Leavenworth. The next year, the federal government erected a new building on the corner of Fourth and Shawnee streets to house the post office, a United States Revenue Collector's office, a United States Customs' office, an Examiner of Pensions' office, and a United States Deputy Marshall's office.[24] During the late 1880s, six coal mining companies operated in Leavenworth. One of the companies also began manufacturing brick from clay at the mine site.

Most of the manufacturing businesses established after the Civil War grew and prospered in the 1880s. Abernathy, Doughty & Hall's furniture factory now employed 125 men. The Leavenworth Coal Company employed from 300 to 350

---

21 Cutler, 13.

22 Mary Jo Winder, "Leavenworth Historic Industrial District," 3. Draft prepared for the City of Leavenworth, 1986.

23 Carole Rifkind. *A Field Guide to American Architecture* (New York: Times Mirror New American Library, 1980), 273.

24 The structure was demolished and a new building was constructed on the site at the corner of Fourth and Shawnee streets in the 1950s.

men and produced 75,000 bushels of coal per day. The brick trade now consisted of six yards; the largest turned out nearly 4,000,000 bricks a year. The Kansas Manufacturing Company manufactured over 8,000 wagons annually. The Missouri Valley Bridge and Iron Works grew to employ 75 men. The Union Stove and Machine Works smelted over 10,000 pounds of iron daily and employed over 100 men. The Leavenworth Mills produced 300 barrels of flour daily. The Keystone Mills, which had a 125-bushels-a-day capacity, also had a large furniture factory that employed 35 men. William G. Hesse's carriage and wagon business grew to employ 35 men. Vogel Brothers, a cigar and packing boxes business, expanded in the 1880s to the manufacture of broom and ax handles. The Stevens & Garrigues Iron Company, the largest house in the Missouri Valley west of St. Louis, made specialty wagon and carriage materials, produced iron and steel parts, blacksmith tools, and wagon woodwork, and also had a large hard-wood lumber yard. Over 40 men worked at the Munson & Burrows factory and lumber yard. The Brandon and Kirmeyer Brewing Company employed 23 men and used 30,000 bushels of barley a year. J. H. Rothenberger, who started out as a lone cooper in the city's formative years, now employed 23 men. The Leavenworth Steam Boiler Works, established to supply all the boilers used by the Great Western Manufacturing Company, grew to produce a full line of iron cells for jails, vats for lard rendering and water tanks. The Leavenworth Woolen Mills employed 40 men who turned out "cassimeres," blankets, flannels and yarns. The Leavenworth Bag Manufacturing Company employed 30 hands and two salesmen in the production and sale of cotton and burlap bags, flour sacks, paper sacks and wrapping paper. The Great Western Stove Company, a spin-off of the Great Western Manufacturing Company, and the Ackenhausen Saddlery Company had large new complexes.[25] Among the best known of the cigar manufacturers and dealers at this time was A. Simmons, Sultana cigar manufacturer, who employed 35 men. Other cigar manufacturing businesses were those of D. Staiger, and Rothenberg & Schloss, which were located on Delaware Street.[26]

New companies also added to the economic boom. The Leavenworth Sugar Company, organized in 1880 about one mile south of the business heart of the city, employed 250 men. The Leavenworth Novelty Works, the only industry of its kind in the state, manufactured brass and sheet-iron work, gold, silver, and nickel plating, and provided model making, engraving and electroplating services. The Western Tower Clock Company, organized in 1881, manufactured clocks for courthouses, depots, churches, and a portable galvanized iron reel bake oven. George Kauffmann & Company's railing shops, brass foundry and locksmith operation at 304 Shawnee Street employed six men. The Continental Steam Marble Works at 404-406 Cherokee Street provided general marble and stone work, iron fencing and furniture for lawns and cemeteries throughout the region. The Kansas Canning Company, organized in 1881, on the east side of Main Street, employed approximately 100 workers. Fifteen employees worked at the Leavenworth Candy Manufacturing Company, which was founded in 1882. Another company established that year, the Leavenworth Cracker Factory, manufactured

25 J.H. Johnston III. *Looking Back in Post Cards.* Self Published, 1991., 36.
26 Cutler. 13.

crackers, bread and cakes at a factory on the corner of Shawnee and Third streets. G. M. Hurley & Co. operated a small soap factory on Short Street beginning in 1882.[27]

The commercial center of the city reflected the changes that occurred in the last two decades of the nineteenth century. Two new depots -- the Santa Fe, constructed in 1887, and the Union, constructed in 1888 -- provided both passenger and freight services. The business district continued to expand. Indicative of the increased volume of trade is a 25 percent increase in 1888 from the pervious year in railroad freighting.[28]

Despite a depression of the market in 1893, the 1890s were a period of modest improvements in Leavenworth. In particular, the construction of a federal prison in 1898 and the growth in the coal mining industry that employed over 1,000 men contributed to economic stability in the community.[29] Railroad accessibility improved in 1894, when the new Missouri River Railroad Bridge completed the connection to north/south lines along the Missouri River and east/west lines on Choctaw Street.

## TWENTIETH CENTURY ECONOMIC DEVELOPMENT

### The Early Years (1900-1941)

By the turn-of-the-century, Leavenworth shared the role of most small county seats and benefited by the jobs and services related to the state and federal penitentiaries and the nearby fort. At this time, the effect of more economical means of distribution that gradually eroded the demand for goods produced in Leavenworth became apparent. The city's industrial base began to decline as Kansas City, Missouri's industrial freight districts grew, particularly after the opening of the city's large Union Station freight and passenger terminal in 1914. At the same time, the development of coal mining in other parts of the state caused the demise in the city's coal industry. By 1941, Leavenworth's population was 21,876, almost the same as the city's population at the end of the Civil War.[30]

There were some industries that survived. Because production of manufactured iron goods continued to be economically feasible due to the accessibility of cheap raw materials and a demand in the surrounding area, the city's metals industry continued to be viable up to and through World War II. However, with this exception, throughout the 1920s and 1930s, many of the industrial area's factory and warehouse buildings gradually deteriorated; owners demolished a sizable number as the need for manufacturing facilities continued to decline.

---

27 Ibid.
28 Winder, 4.
29 Ibid. 6.
30 *Polk's Leavenworth (Kansas) Directory* (Kansas City, Missouri: Gate City Directory Company, Publishers, 1860 and 1940).

## Post-World War II Leavenworth

By the end of World War II, the nineteenth century commercial, industrial and residential neighborhoods clustered around Leavenworth's industrial and retail center reflected the effects of the Great Depression and the rationed resources of the World War II period. As in many American cities in the 1950s, poorly maintained older buildings created pockets of blight in the historic core of Leavenworth. During the 1950s and 1960s, federally funded "Urban Renewal" programs led to the demolition of a large number of late nineteenth century and early twentieth century buildings. These programs also redesigned the traditional grid system of commercial centers and altered traditional traffic patterns. Large lots behind and at the ends of blocks became surface parking lots. One-way streets and closed streets creating pedestrian malls changed how traffic flowed. In Leavenworth, federally-funded programs demolished most of the buildings and structures relating to the city's original settlement period and a significant portion of the commercial buildings erected in the late nineteenth century. On the eastern side of the downtown, the city's 1880s Union Depot building remained along with a few peripheral commercial and industrial buildings to the east and south amid large sections of open ground and paved parking lots.

While government programs attempted to renew older commercial centers, federal housing programs aimed at the 10 million returned soldiers and new federally-funded freeway systems drew families away from both large and small urban commercial centers and neighborhoods. As the central city area of Leavenworth continued to decline, demolition continued throughout the 1970s and 1980s. Even as late as the early 1990s, large-scale demolition continued in the historic industrial section of the town along Three Mile Creek west to Broadway. New buildings erected in the second half of the twentieth century reflect designs that differed radically in size, scale, massing and materials from existing commercial buildings on adjacent blocks.

## LEAVENWORTH'S COMMERCIAL MANUFACTURING DISTRICT LAND USE PATTERNS AND ARCHITECTURE

### EARLY DEVELOPMENT PATTERNS

The largest concentration of extant manufacturing buildings that retain their historic architectural integrity and retain associations with the city's industrial past in the late nineteenth and early twentieth century are in the proposed District. The irregular District is roughly bounded by Three Mile Creek on the south, North Esplanade Street on the east, Cherokee Street on the north and Third Street on the west. The area includes the buildings at the northeast and southeast corners of Second and Cherokee streets; the block between N. Esplanade, Second, Short and Choctaw streets; the buildings at the northwest and southwest corners of Choctaw and Second streets; the buildings in the middle of the block on the north side of Choctaw Street between Second and Third streets; and the complex on the east side of Third Street bounded by Three Mile Creek on the south (Figure 2). These buildings reflect an important component in the commercial history of Leavenworth from the late nineteenth century through the mid-twentieth century and are important as a rare and unique

group of buildings and structures that represent an important period in the city's history. As such, they continue to define unique land use patterns that provide tangible visual evidence of the historic land use patterns that developed in the city's commercial areas, as well as represent industrial architectural design of the late nineteenth and early twentieth centuries.

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. Leavenworth City combined two of these patterns -- a river orientation and a central main street -- an arrangement that reflects the circumstances of time and technological development.

During the 1850s, sharp differences also emerged between the East and the West, as well as between village, town and city. The growing commercial centers began to organize land uses and relegated administrative, retail, wholesale, industrial, recreational and professional services to certain locations. Architects and builders designed new building types for specific functions or reinterpreted and adapted traditional designs for new uses.[31]

Before the Civil War, the steamboat was the dominant carrier of freight and passengers in the Kansas-Missouri border area. Towns such as Leavenworth, which developed in this region during this period, mirrored the plans of the nation's early seacoast communities. The primary focus of each town's street system was the river levees and landings. Business houses occupied locations on the landing with the most convenient arrangement for unloading and breaking cargo in bulk for distribution to retail traders as well as collecting, packaging and shipping raw goods to other locations. Directly inland from the river landing were government offices, hotels, saloons and retail establishments. Choice residential enclaves often occupied bluffs overlooking the river upwind from the landing. Leavenworth's development during the 1850s reflected this arrangement of land uses.

The development of Leavenworth, after the coming of the railroad, also reflected the Main Street prototype where business houses faced onto a main street. While characteristic of New England town plans, the deciding factor in the layout of these communities, more often than not, was related to physical factors – the location of the river or the presence of a railroad line. In Leavenworth, the location of the rail depot, which was accessible to the tracks that ran along the riverbanks where there was a gradual change in grade, assured continuation of the city's commercial orientation to freighting services on its eastern end and confinement to the north of Three Mile Creek. In the 1880s, the location of the Union Depot on Main Street at Delaware Street solidified and reinforced existing commercial use patterns. Therefore,

---

31 Rifkind, 193.

Leavenworth's primary industrial area remained in the same location throughout the late nineteenth and early twentieth century.

Other transportation networks also influenced this consistency in industrial land use patterns. As concentrations of commercial and residential building continued to develop along the city's rail systems, urban and inter-urban lines transported people within the town and to neighboring communities. Leavenworth's first urban line began in 1872[32] and established Fourth Street as a major connector street. Running through the center of the downtown, the industrial area to the south, and across Three Mile Creek, it stimulated the construction of apartment buildings, neighborhood commercial corners, and institutional buildings such as government offices, private schools, churches and wholesale business houses along its corridor. It also provided the necessary means to transport thousands of workers to the city's manufacturing area along Three Mile Creek between First Street and Seventh Street. The Santa Fe Depot on the original levee serviced an inter-urban electric trolley line that ran between Fort Leavenworth and Kansas City, Missouri from 1899 to the late 1930s, further entrenching the downtown retail, wholesale and manufacturing area as a transportation hub.

Bridges also influenced the development of the city's commercial area. The Missouri River Terminal Bridge, completed in 1894, spanned the Missouri River at the east end of Choctaw Street. Tracks emitting from the bridge curved to connect with north/south rail lines as well as continuing through the industrial district along Choctaw Street. Bridges spanning Three Mile Creek also defined the commercial area. One was the city's first bridges formed the southern extension of Main Street (First Street/Esplanade), the north/south street on the city-side of the Union Depot.[33] The first frame bridge washed away in a flood in the early 1870s; the replacement bridge functioned as both a railroad and wagon bridge.[34] Bridges at Second and Third streets crossing Three Mile Creek further defined transportation patterns to and from the commercial area of town.

By the 1880s definite patterns in commercial land uses appeared. Light and heavy manufacturing businesses occupied the general area between the railroad tracks on the east and Fourth Street on the west and between Seneca Street on the north and Three Mile Creek on the south [Figure 3]. Large heavy manufacturing, particularly mills and metal manufacturing concerns located south of Cherokee Street, with a few such as the Abernathy furniture factory, locating north and west of the tracks at Second and Seneca streets. Smaller light manufacturing concerns clustered in an area north of Cherokee Street and east of Fourth Street and in the area south of Cherokee Street and west of Fourth Street. Display showrooms for some of the large manufacturing firms, wholesale houses and small manufacturing businesses such as cigar factories and saddlers shops lined Delaware Street from First Street west to Fourth Street. Wholesale houses, second tier hotels, livery stables, and small retail manufacturing services clustered along Cherokee Street west from the railroad tracks to

32 While it initially used mule power, it quickly adopted electrical power.
33 The bridge was closed in 1966.
34 The bridge closed to wagon traffic, but the train access continued.

Broadway Street. Retail stores, first class hotels, governmental and institutional buildings, opera houses and theaters, professional offices, banks, and other traditional "downtown" services stretched west from around Fourth Street to Broadway Street between Cherokee and Seneca streets.

## LATE NINETEENTH AND EARLY TWENTIETH CENTURY COMMERCIAL INDUSTRIAL ARCHITECTURAL STYLES AND PROPERTY TYPES

The availability of water and suitable building materials influenced the location, configuration and physical appearance of communities such as Leavenworth in the state's early settlement period. A number of areas in Kansas contained limestone formations that supplied a readily accessible building material. In these locations, builders used local stone not only for building foundations, but also for trim elements on brick buildings, as well as for entire buildings. In areas with clay deposits, such as Leavenworth, brick-making enterprises appeared. Large stands of hardwood trees covered the eastern portions of the Kansas territory and settlers in these areas used the native oak and hickory for framing and imported white and yellow pine for finish-lumber.[35]

Whether they built their residences, business houses and factories of wood, stone or brick, (or combinations thereof) the builders of the first permanent buildings in Kansas followed the vernacular building traditions and styles they had known in their home communities. They also freely adapted the popular high styles and modified them according to the skills and materials available in the new community.[36]

At the time Kansas entered the Union, 35 urban centers in the United States had populations exceeding 25,000. Thirty years later, there were almost four-times that number and at least two dozen cities claimed more than 100,000 inhabitants. During this period, sharp differences emerged between the East and the West, as well as between village, town and city. The larger commercial centers began to organize land uses and relegated administrative, retail, wholesale, industrial, recreational and professional services to certain locations. Architects and builders designed new building types for specific functions or reinterpreted and adapted traditional designs for new uses. Out of this emerged designs for the commercial block, office building, city hall, courthouse, schoolhouse, opera house, hotel, department store, manufacturing plant and warehouse.[37]

Most of the first commercial buildings in Kansas were simple temporary structures capable of housing various sales or fabricating functions. As soon as possible, owners replaced their first temporary wood frame business houses with brick or, when locally available, stone buildings. Most were two or three stories. Commercial retail and wholesale sales

---

35 Sachs, 2-3.

36 "Kansas Preservation Plan, Study Unit on the Period of Exploration and Settlement (1820s-1880s)," 63.

buildings reserved rooms on the upper floors for offices, assembly rooms, or provided residential space for the merchant's family or tenants.[38] Certain buildings with special functions such as banks, hotels, and opera houses were the town's most impressive structures and usually reflected popular high style architecture.[39] Industrial buildings were located near transportation services apart from the town's retail and service center and their design reflected their function.

During Leavenworth's initial settlement period, timber was a favored building material for the small fabricating facilities established in the fledgling community. During this period, the development of the power driven saw permitted the fabrication of thinner wooden elements that could be joined by machine-cut nails which were in general use after 1830. In mills and warehouses, masonry support for timber framing enhanced strength and fire resistance. Introduced as early as the 1820s, the use of cast and wrought iron as structural elements became common in the late 1850s. During the same period, waterproof composition roof materials, with coal tar as the bonding substance, allowed roofs of lower pitch to be used, a common roofing design for industrial and warehouse buildings.[40]

In the design of industrial buildings during the mid-nineteenth century and continuing after the Civil War, construction technology continued to employ traditional handcraft techniques for the assembly of wood, post, beam, girder and joist. Improved truss designs in wood and iron permitted the enclosure of larger interior spaces ideal for assembly and manufacture of goods. The production of high-quality brick and stone masonry, achieved through the use of machinery for brick production and stone dressing, assisted the development of masonry construction techniques, including stone vaults and domes.[41]

In Leavenworth, as in other river towns, growing brick factory complexes appeared beside the community's first timber mills and warehouses. With the improvement of industrialized production techniques after the Civil War that continued throughout the second half of the nineteenth century, the dense, industrial district became a ubiquitous feature of large towns and cities.

During the late nineteenth century, hydraulic lifts, cranes and elevators allowed the size of commercial and institutional buildings to grow in height. Modern techniques using steam power for quarrying, finishing and transporting stone improved both its appearance and availability. New methods for producing pressed brick and cast terra-cotta improved not only its performance as decorative elements incorporated into masonry wall surfaces, but also its affordability. Improvements in producing hydraulic mortar enhanced its permanence allowing larger masonry wall surfaces. At the

---

37 Rifkind, 193.

38 "Kansas Preservation Plan Study Unit on the Period of Rural/Agricultural Dominance (1865-1900) (Topeka: Kansas State Historical Society, 1984), I-29.

39 Ibid.

40 Rifkind, 258.

41 Ibid.

same time, structural concrete slowly gained in popularity and, by the 1880s, began to play an important role in the fabrication of foundations and footings.

One of the most significant improvements in technology during this period was in the fabrication of metal building components -- industries that formed the core of Leavenworth's manufacturing businesses. The science of designing and fabricating iron and, later, steel as construction components transformed commercial architecture. Between 1850 and 1875, cast iron came into its own as an effective structural material for framing buildings and an important design element in the form of iron building fronts, elaborate roof cresting and ornate rails and fences. As early as 1860, foundry-made bridge and building elements included cast-iron columns, spandrels, and lintels and wrought-iron trusses, beams and girders. During the last quarter of the century, iron gave way to steel, which by virtue of improved refining techniques was now available at a reasonable price for tools, wire rope, rails and structural members. The improvement in strength, economy and durability promoted the development of "skeleton" construction, a method of steel framing that eliminated timber completely and reduced masonry walls to little more than exterior cladding. While traditional building methods continued to be used in smaller urban centers like Leavenworth, the braced and riveted steel frame rapidly gained universal acceptance in the larger cities by the 1890s.[42]

While popular architectural styles defined many commercial buildings in Leavenworth, the majority erected in the late nineteenth century had simple plans and designs augmented by minimal architectural ornament. The design of industrial buildings, in particular, was devoid of stylistic references. Their design reflects the specialized needs for specific use spaces, light and ventilation rather than stylistic fads. Ornament on these buildings was often limited to brickwork and vague references to a particular contemporaneous style or a vague mixture of stylistic idioms. More often than not, a raised ashlar foundation, symmetrical fenestration, brickwork cornices and pilasters, brick or limestone belt courses, limestone sills, and minimal use of molded and cast ornamental tiles and/or brick on the primary façades comprised the primary design elements.

The majority of the Leavenworth's industrial buildings in the late nineteenth and early twentieth centuries were between two and four stories in height and either lined the streets of the manufacturing district or formed large complexes encompassing a square block or more. All were constructed of locally-produced dark brick, usually incorporating brick pilasters and corbeled brickwork as the primary decorative treatment. Depending upon their function, roof shapes were either flat, low-rise gable end or gable front with a raised full-length central clerestory. Like most industrial buildings of this era, they required natural ventilation and light, and featured a large number of double-hung, sash windows with multiple lights organized into symmetrical rows on each story. Many of the complexes featured a succession of dark red brick additions with subtle variations that denote a different period of construction. In particular, the use of full arch, segmental arch and rectangular windows is one of the most apparent indicators of age.

---

42 Ibid. 271.

The larger of the industrial complexes featured more defined architectural treatments. The 1880s and 1890s buildings that are part of the Great Western Stove Company complex at the southeast corner of Choctaw and South Second streets (Photograph Log: #3, #4, #5, #8, #9, #15, #16, #17) features brick pilasters rising to a parapet banded by a brick corbel cornice. Other ornamentation includes a parapet design that is cropped over alternating bays and a distinctive cupola at the northwest corner entrance of the building. In contrast, the company's 1874 building across the street at the southwest corner of Choctaw and South Second streets (Photograph Log: #7, #10, #18, #19), is a modest vernacular four-story brick building with a raised stone foundation. Other than its materials, its primary character-defining element is its symmetrical fenestration featuring double-hung sash windows with 12-over-12 lights with cast iron sills and segmental arched brick lintels. Restrained ornamentation on the 1899 main building of the Great Western Manufacturing Company at the northeast corner of Third Street and Three Mile Creek (Photograph Log #: 13) features only a stepped parapet and corbeled brickwork.

Nevertheless, the large size, scale and massing of these buildings, as well as the common use of materials and architectural details -- brickwork and fenestration -- visually link them allowing the retention of feelings and associations with the original complex. This linkage is aptly demonstrated in the Great Western Stove Company complex at the southeast corner of Choctaw and South Second streets 1900 addition. The east façade of the building faces Second Street and has 12 bays with identical fenestration. A two-story, one-bay connecting brick structure (Section C; Photograph #7, #10) is a c.1900 addition that links the main building to a 1½-story, stepped gable, symmetrical, five-bay brick structure also constructed c.1900 (Section A; Photograph # 7, #10). This building segment faces a very similar building across Second Street (Photograph #16) constructed during the same period.

All of the seven contributing buildings were constructed by 1905, with most major additions pre-dating 1910, and only two additions dating from 1930-c.1940. These buildings reflect the systematic adaptation of the latest in structural systems and the quest for fireproof buildings. Wood, iron, steel and, finally, reinforced concrete, replaced wood beams, rafters, joists and studs. Stone, tile, and concrete replaced wood floors. The buildings also reflect the practice in late nineteenth century Leavenworth of the continued common use of iron for structural support rather than steel and natural cements. The use of locally-made dark brick reflects architectural materials common to the development of the city's architecture in the late nineteenth and early twentieth centuries, underscoring a sense of time and place.

## THE LEAVENWORTH HISTORIC INDUSTRIAL DISTRICT

Beginning with the establishment of Leavenworth City in 1854, industries of importance to the city's economy occupied the site of the original town. In the first decade of settlement, wood frame manufacturing buildings clustered in areas designated for milling and commerce in the 1854 town plat near the edge of the Missouri River between the north bank of

Three Mile Creek and the commercial streets of Cherokee and Main (1st Street). In the 1860s, 1870s and 1880s, brick buildings replaced the frame structures as commercial development expanded to the west. It is the substantial brick buildings erected in the late nineteenth century and the first decade of the twentieth century that survive today in the proposed Leavenworth Historic Industrial District.

Most of the industries in the area of the District were those that produced goods using metallic raw materials. Stoves, machines, cast iron architectural elements, bridges, prison cells, sheet metal, and mechanical equipment were some of the products produced by the city's factories that filled the area generally bounded by the Missouri River, Three Mile Creek, Cherokee Street and Fourth Street.

One of the earliest businesses in this location was The Great Western Machine Works. Founded in 1858 as the Malson Willson & Company by A. F. Malson, E. P. Willson and P. Estes, the enterprise consisted of a machine shop and factory that manufactured engines, mill furnishings, bridge bolts and iron building fronts. In 1860, Malson retired. Five years later, D. F. Fairchild purchased a third interest and the firm name became Willson, Estes & Fairchild. In 1866, the firm began to manufacture stoves. At that time the manufacturing plant employed 150 men and covered ten city lots between Cherokee and Choctaw streets and Second and Third streets. They had annual sales of $175,000 and distributed products in Kansas, Missouri, Colorado, Nebraska and Iowa. In 1869, when John Wilson became a partner, the company name changed to the Great Western Manufacturing Company. At this time, the manufacturing company's brick buildings covered an area of 625 square feet.

By the early 1880s, the company employed 175 men and produced flour mill machinery, stationary and portable engines, saw mills, pumps, mining machinery, iron work, water wheels and general mill furnishings, portable flour mills, separating machines, bolting cloth, rubber and leather belting, mill stones and mill furnishing goods. The company had over $175,000 in capital investment and sales of $300,000. The facility was enlarged to incorporate the early 1860s structures [Building #4, Section B; Photograph #12]. During the 1890s, the company expanded its facilities. In the early part of the decade, they built a three-story addition to the building complex on Choctaw [Building #4, Section C; Photograph #12]. In 1899, they erected a building on Third Street along the banks of Three Mile Creek [Building #3, Section A; Photograph #13]. In 1905, they added a building at the northwest corner of Second and Choctaw streets [Building #5; Photograph #6, #11] and in 1910 a building in the middle of the block [Building #4, Section A; Photograph #12].

Earlier in 1875, the company formed a separate organization, known as the Great Western Stove Company. Its first officers were John Wilson, president; D. F. Fairchild, vice-president; E. P. Willson, treasurer; and N. H. Burt, secretary. In 1877, Mr. Fairchild sold his interest to the other partners. By the early 1880s, the Great Western Stove Company occupied a footage of 96 feet on Choctaw Street and 300 feet on Second Street that consisted of two c.1875 brick

foundries measuring 70-by-150 feet [Building #2, Section B; Photograph #7, #18], and 70-by-110 feet [Demolished at the location of Building 2, Section A], respectively. A "four story and basement brick building," 62-by-116 feet [location undetermined], was used for stove finishing and storage. The remainder of the company's operations occupied what was called the "cupola building" on the southeast corner of Second and Choctaw street and an adjacent "blower room" and open yards ("iron yard, flask yard, etc.") [Building # 1, Sections A and C; Photograph #3, #4, #5, #8, #15]. The company also maintained a display room and storage rooms in two, three-story brick stores at 205 and 207 Delaware Street.

In the early 1880s the stove company employed about 150 men, and melted from 15 to 18 tons of pig iron daily. Their product line consisted entirely of stoves, comprising over 100 styles and sizes of cooking stoves, ranges and heating stoves that successfully competed with popular brands from eastern foundries. Designed exclusively for western fuels, the company shipped stoves throughout Kansas, Missouri, Nebraska, Colorado, Utah, New Mexico, and the Pacific Coast. The company maintained five warehouses in Omaha, Denver, Oklahoma City, Salt Lake City and Seattle. The company continued manufacturing stoves until 1939.[43]

A succession of expansions to the stove works' complexes included c.1900 additions on the southeast corner of Short Street and Second Street [Building #1, Sections D, E, F and G; Photograph #4, #9, #16, #17] and on the west side of Second Street [Building 1, Sections A and C; Photograph #10, #19].

Union Stove and Machine Works began operating in 1879, producing wood and coal stoves, iron storefronts, hollow ware, tin ware, brass castings, engines, mill machinery, iron work, gas pipe, fittings, house fronts, sash weights, palings, casting and other machinery. The company initially employed 60 men at a complex that covered over half a square block, at 111 to 119 Cherokee Street [Building # 6; Photograph #1, #2, #20], and 112 to 118 Choctaw Street (Demolished). Joseph Whitaker, president of the company, was formerly a dealer in pork in Cincinnati, Ohio. The other officers were John L. Whitaker, vice-president; C. E. Spooner, secretary; and J. H. Beebe, superintendent. Within a few years, the company employed over 100 men, had a capital investment of $90,000, and annual sales of $100,000. The business generated by distribution houses in the region required the melting of over 10,000 pounds of iron daily.

Like other metals companies that weathered the industrial decline in Leavenworth after the turn-of-the-century, the company continued to operate until after World Ware I. Great Western Manufacturing Company expanded into the buildings used by the Union Stove and Machine Works in 1920. By 1940 Great Western Manufacturing abandoned the facility in an effort to limit and adapt production to market demands and continued manufacturing in their original locations until 1986. The building addition to the facility on Third Street at this time reflects the retooling [Building #3, Section B; Photograph #13]. Late in 1985, the company began moving their facilities to a site more suited to their

---

43 Frank C. Morrow, *Leavenworth Legacy Photographs* (Leavenworth: Leavenworth Public Library and the Leavenworth Area Arts Council, 1987), 2-5; Cutler, 13; and Winder, 5.

production needs west of Fourth Street.[44] Today, building complexes that housed the Great Western Manufacturing Company and the Great Western Stove Company, as well as the Union Stove Works remain.

Just north of the Union Stove Works is a rare surviving commercial building [Building #7; Photograph #14] that reflects ancillary commercial buildings that housed businesses that supplied products and services needed in manufacturing centers. This rare remaining property type functioned as a second tier hotel for jobbers, salesmen and other travelers doing business with manufacturing and wholesale businesses in the adjacent area. Patrick W. O'Brien owned the two-story, brick, two-part commercial block Savoy Hotel building from 1899-1947.

The District's current appearance reflects its historic development and has a high degree of association with commerce. The Great Western Manufacturing Company and the Great Western Stove Company buildings were occupied by the same company from the late nineteenth century until the 1980s. Except for the demolition of the building on lots 2 and 3 on the north side of Choctaw Street and the removal of the upper story of the building at the west end of the complex, the Great Western Manufacturing Company complex enjoys a high degree of integrity of location, materials, workmanship, and conveys feelings and associations relating to the period in the 1880-1910 when the company was at its zenith.

The Great Western Stove Company complexes retain a high degree of integrity. With the exception to broken and boarded windows, the buildings in the complex retain their character-defining features and materials. The remaining buildings and spaces convey information about the evolution of the complex, as well as the functional needs and spaces necessary to manufacture stoves in the late nineteenth and early twentieth century.

The Union Stove Machine Works original complex has suffered the greatest loss of integrity. All that remains are the buildings erected c.1879 on the southeast corner of Cherokee and Second streets. These buildings have modern alterations at the entrance and on the fenestration on the east and south secondary elevations where buildings with shared walls were demolished. However, because of the unique footprint, size, scale, massing, roof features and retention of original fenestration on the primary façades, the 1870s buildings still successfully communicate the company's commercial associations and convey feelings relating to its time of construction.

The Savoy Hotel enjoys a high degree of integrity of its location, materials, and building design. Due to the demolition to the east, west and southwest, it has suffered a significant loss of setting. Despite this loss, its linkage with the Union Stove Machine Works to the south and with the historic commercial buildings to the north and northwest facing onto Delaware Street, communicates associative land use patterns. As a whole, the property successfully communicates its associations with the manufacturing district and conveys feelings about a property type that contributed to manufacturing areas.

---

44 Winder, 5.

Today, activity no longer centers on the river or railroad lines; most manufactured items are shipped by truck. As noted in Section 7, remaining natural and man-made features in the larger environment surrounding the District, which date to the period of significance, provide a setting that references the general industrial area. The voids that exist in the area surrounding the District underscore the rarity of the resources within it. Within the District, the streets, alleys, and interior open spaces reflect their historic appearance. There are only three voids -- the two surface parking lots constructed after demolition of buildings in the complexes of Buildings #4 and #6, and the open space south of Building #2.

SUMMARY

The Leavenworth Historic Industrial District is historically significant for its role in the commercial development of Leavenworth 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 Leavenworth 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. As part of the original 1854 town plat, they visually demonstrate 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 complexes reflect the important manufacturing businesses that produced goods using metallic raw materials. The District's historic integrity and importance in commerce comprises a rare, concentrated and intact area of industrial resources dating from the early settlement period in the history of Kansas.

# BIBLIOGRAPHY

Cutler, William G. *History of the State of Kansas*. Chicago: A. T. Andreas, 1883.

Johnston, J. H. III. *Looking Back in Postcards*. Self Published, 1991.

"Kansas Preservation Plan Study Unit on the Period of Exploration and Settlement (1820s-1880s)." Topeka: Historic Preservation Department, Kansas State Historical Society, 1987.

"Kansas Preservation Plan Study Unit on the Period of Rural/Agricultural Dominance (1865-1900)." Topeka: Kansas Historical Society, 1984.

"Leavenworth, Kansas, the Manufacturing Center of the West," Leavenworth: Ketcheson & Reeves, Printers & Engravers, 1888.

Moore, H. Miles. *Early History of Leavenworth City and County*. Leavenworth: Samuel Dodsworth Book Company; 1906.

Morrow, Frank C. *Leavenworth Legacy Photographs*. (Leavenworth: Leavenworth Public Library and the Leavenworth Area Arts Council, 1987.

*Polk's Leavenworth (Kansas) Directory*. Kansas City, Missouri: Gate City Directory Company, Publishers, various years, 1860-1947.

Rifkind, Carole. *A Field Guide to American Architecture*. New York: Times Mirror New American Library, 1980.

Sachs, David. *Guide to Kansas Architecture*. Lawrence: University Press of Kansas, 1996.

Sanborn Map Company. *1913 Sanborn Fire Insurance Map of Leavenworth, Kansas*. Sanborn Map Company, New York (1913).

Sanborn Map Company. *1924 Sanborn Fire Insurance Map of Leavenworth, Kansas*. Sanborn Map Company, New York (1924).

*The WPA Guide to 1930s Kansas*. Lawrence: University of Kansas Press, 1984.

Winder, Mary Jo. "Leavenworth Historic Industrial District." Draft report prepared for the City of Leavenworth, 1986.

# GEOGRAPHICAL DATA

## UTM References (continued)

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

**Acreage of Property** ~~253.6~~ 11 acres

**Verbal Boundary Description:** See Scale Map of District

**Boundary Justification:**

The boundaries of the Leavenworth Downtown Historic District encompass the city lots of those properties that represent the remaining significant concentration of historic commercial buildings and structures that retain their historic physical and architectural integrity. Beyond the district boundaries the incidence of vacant lots, new construction, and altered buildings increases significantly.

## UTM References (continued):

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