

In 2022, additional resources in the area historically known as the West Bottoms in Kansas City were brought to the SHPO for nomination as a separate district. The characteristics of the area were very similar to the West Bottoms-North HD listed in 2016, and both of these groupings were within the area known as West Bottoms. The 2016 district's name change was proposed through additional documentation to bring the two proposed districts together as one and align with the name of the area they represent. The name change to drop the "North" from the 2016 district's name was approved along with the boundary increase in September 2022:

West Bottoms-North Historic District: NPS #16000771, listed 11/15/2016

Additional Documentation (removal of "North" from the title): NPS# AD16000771, listed 9/26/2022

West Bottoms Historic District Boundary Increase: NPS #MP100008207, listed 9/26/2022

--AM Scott,  
NRS Unit, Missouri SHPO  
10/3/2022

**United States Department of the Interior**  
National Park Service**National Register of Historic Places**  
**Continuation Sheet**

West Bottoms—North Historic District
Name of Property
Jackson, Missouri
County and State
NR 16000771
NR Reference Number

Request for Name Change from West Bottoms-North Historic District to West Bottoms Historic District:

The West Bottoms – North Historic District (NR 16000771) was listed in 2016. A 2022 nomination proposes a BOUNDARY INCREASE to the south to take in similar warehouse and industrial buildings, more than doubling the size of the district. Because the proposed Boundary Increase is so significant in size, it is proposed to change the name of the original West Bottoms--North Historic District to the West Bottoms Historic District, dropping "North" from the historic district name.

**State/Federal Agency Certification**

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

I hereby certify that this \_\_\_ additional documentation \_\_\_ move \_\_\_ removal  
\_X\_ name change (additional documentation) \_\_\_ other

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.

Bm K Do DEPUTY SHPO 8-8-22

Signature of Certifying Official/Title:

Date of Action

**National Park Service Certification**

I hereby certify that this property is:

- \_\_\_ entered in the National Register
- \_\_\_ determined eligible for the National Register
- \_\_\_ determined not eligible for the National Register
- \_\_\_ removed from the National Register
- \_\_\_ additional documentation accepted
- \_\_\_ other (explain:) \_\_\_\_\_

Signature of the Keeper

Date of Action

**United States Department of the Interior**  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

## 1. Name of Property

Historic name West Bottoms – North Historic District

Other names/site number n/a

Name of related Multiple Property Listing Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri (2010)

## 2. Location

Street & number <u>W. 9<sup>th</sup> St, St. Louis Ave, Union Ave from Wyoming St. to W. of Mulberry St.</u>	<u>n/a</u>	not for publication
City or town <u>Kansas City</u>	<u>n/a</u>	vicinity
State <u>Missouri</u> Code <u>MO</u> County <u>Jackson</u> Code <u>095</u> Zip code <u>64101</u>		

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

national statewide x local

Applicable National Register Criteria: x A B C D

Toni M. Prawl  
Signature of certifying official/Title Toni M. Prawl, Ph.D., Deputy SHPO

09/22/16  
Date

Missouri Department of Natural Resources  
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other (explain:)

Signature of the Keeper

Date of Action

West Bottoms - North Historic District  
Name of Property

Jackson, MO  
County and State

## 5. Classification

### Ownership of Property

(Check as many boxes as apply.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

### Category of Property

(Check only **one** box.)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

### Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
29		buildings
1		sites
3	2	structures
		objects
33	2	<b>Total</b>

### Number of contributing resources previously listed in the National Register

n/a

## 6. Function or Use

### Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related

COMMERCE/TRADE/business

COMMERCE/TRADE/warehouse

INDUSTRY/manufacturing facility

### Current Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related

COMMERCE/TRADE/business

COMMERCE/TRADE/warehouse

INDUSTRY/manufacturing facility

VACANT/NOT IN USE

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY

REVIVALS/Classical Revival/Colonial Revival

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY

AMERICAN MOVEMENTS/Commercial Style

### Materials

(Enter categories from instructions.)

foundation: STONE/Limestone, CONCRETE

walls: BRICK

CONCRETE

roof: ASPHALT

other: METAL/Steel/Cast Iron/Tin

☒

NARRATIVE DESCRIPTION ON CONTINUATION PAGES



West Bottoms - North Historic District

Name of Property

Jackson, MO

County and State

## 8. Statement of Significance

### Applicable National Register Criteria

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

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

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

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

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

### Criteria Considerations

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

Property is:

☐ A Owned by a religious institution or used for religious purposes.

☐ B removed from its original location.

☐ C a birthplace or grave.

☐ D a cemetery.

☐ E a reconstructed building, object, or structure.

☐ F a commemorative property.

☐ G less than 50 years old or achieving significance within the past 50 years.

☒ **STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES**

### Areas of Significance

COMMERCE

### Period of Significance

c.1880-1970

### Significant Dates

n/a

### Significant Person

(Complete only if Criterion B is marked above.)

n/a

### Cultural Affiliation

n/a

### Architect/Builder

Root & Siemans; Klipstein & Rathmann;

Smith & Lovitt; Smith, Rea & Lovitt;

Van Brunt, Adriance; Lubschez, Benjamin J.;

Hamilton, Fred B.

## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

### Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67 has been requested)

☐ previously listed in the National Register

☐ previously determined eligible by the National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings Survey # \_\_\_\_\_

☐ recorded by Historic American Engineering Record # \_\_\_\_\_

☐ recorded by Historic American Landscape Survey # \_\_\_\_\_

### Primary location of additional data:

☒ State Historic Preservation Office

☐ Other State agency

☐ Federal agency

☐ Local government

☐ University

☐ Other

Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

## 10. Geographical Data

West Bottoms – North Historic District

Name of Property

Jackson, MO

County and State

Acreage of Property 14.9

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1 39.104367 -94.605167  
Latitude: Longitude:

3 39.103307 -94.600027  
Latitude: Longitude:

2 39.102830 -94.605193  
Latitude: Longitude:

4 39.102592 -94.601426  
Latitude: Longitude:

**UTM References**

(Place additional UTM references on a continuation sheet.)

\_\_\_\_\_ NAD 1927 or \_\_\_\_\_ NAD 1983

1 \_\_\_\_\_  
Zone Easting Northing

3 \_\_\_\_\_  
Zone Easting Northing

2 \_\_\_\_\_  
Zone Easting Northing

4 \_\_\_\_\_  
Zone Easting Northing

**Verbal Boundary Description** (On continuation sheet)

**Boundary Justification** (On continuation sheet)

**11. Form Prepared By**

name/title Heather Rudge, Principal; Richard Sichra and Marcia Moll, Consultants

organization Historic Preservation Group, LLC

date 6/23/2016

street & number 2425 W. 11<sup>th</sup> Street, Suite 4

telephone 216-302-3510

city or town Cleveland

state OH

zip code 44113

e-mail heather@hpgroup-llc.com

**Additional Documentation**

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Photographs**
- **Owner Name and Contact Information**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

**West Bottoms – North Historic District**

Name of Property

**Jackson, MO**

County and State

## Photographs

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

## Photo Log:

Name of Property: **West Bottoms – North Historic District**

City or Vicinity: **Kansas City**

County: **Jackson** State: **MO**

Photographer: **Heather Rudge**

Date

Photographed: **Fall 2015**

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

Photograph 1 of 50

Description: View of the eastern half of the district from the W. 9<sup>th</sup> St. viaduct, the historic district's northern boundary.

Camera Direction: West

Photograph 2 of 50

Description: W. 9<sup>th</sup> St. viaduct/Forrester Rd. along northern historic district boundary and the rear property lines (NRN #s 20-22) of the 1300 block of St. Louis Ave.

Camera Direction: East

Photograph 3 of 50

Description: East & north elevations of 1427-33 W. 9<sup>th</sup> St. (NRN #1); parking lot (NRN #31, non-contributing structure) behind fence.

Camera Direction: Southwest

Photograph 4 of 50

Description: View from W. 9<sup>th</sup> St. looking south down Liberty St.; 1427-33 W. 9<sup>th</sup> St. (NRN #1) on the left, the east elevation of 1502-08 St. Louis (NRN #13) in the middle at the end, and the Abernathy Furniture Co. buildings (NRN #s 2-3) on the right.

Camera Direction: South

Photograph 5 of 50

Description: North elevation of Abernathy Furniture Co. buildings (NRN #s 3-5) along W. 9<sup>th</sup> St., the district's northern boundary.

Camera Direction: Southwest

Photograph 6 of 50

Description: Historic district's northern boundary along West 9<sup>th</sup> St. with Abernathy Furniture Co. buildings (NRN #s 3-5) on the right.

Camera Direction: East

Photograph 7 of 50

West Bottoms – North Historic District

Name of Property

Jackson, MO

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Description: North elevation of Abernathy Furniture Co. buildings (NRN #s 3-5) along the south side of W. 9<sup>th</sup> St.

Camera Direction: Southeast

Photograph 8 of 50

Description: View from W. 9<sup>th</sup> St. looking south on Wyoming St.; Abernathy Furniture Co. building (NRN #5, left), vacant lots (NRN #32, non-contributing site; NRN #35, non-contributing site), 915-19 & 921-29 Wyoming (NRN #s 9 & 10, middle left), 1600-02 St. Louis (NRN #8, end of the street), 920-24 Wyoming (NRN #6, right), and parking lot (NRN #33 right, contributing structure).

Camera Direction: South

Photograph 9 of 50

Description: North & west elevations of 915-19 Wyoming St. (Abernathy Furniture Co., NRN #9) with vacant lot (NRN #35, non-contributing site) adjacent to elevation with graffiti, and the west elevation of 921-29 Wyoming St. (Bemis Bros. Bag Co., NRN #10).

Camera Direction: Southeast

Photograph 10 of 50

Description: Alley and vacant lot (NRN #35, non-contributing site) between south elevation (NRN #s 3-5), partial west elevation (NRN #2), and north elevation (NRN #9, with graffiti) of Abernathy Furniture Co. buildings.

Camera Direction: East

Photograph 11 of 50

Description: East elevation of 920-24 Wyoming St. (NRN #6).

Camera Direction: Northwest

Photograph 12 of 50

Description: North & east elevations of 1600-02 St. Louis Ave. (NRN #8).

Camera Direction: South

Photograph 13 of 50

Description: West elevations of 915-19 (Abernathy Furniture Co., NRN #9) and 921-29 (Bemis Bros. Bag Co., NRN #10) Wyoming St.

Camera Direction: Northeast

Photograph 14 of 50

Description: West elevation of 921-29 Wyoming St. (NRN #10), and north and west elevations of 937 Wyoming St. (NRN #11), both Bemis Bros. Bag Co. buildings.

Camera Direction: Southeast

Photograph 15 of 50

Description: West elevation of building connector between 921-29 Wyoming St. (NRN #10) and 937 Wyoming St. (NRN #11), both Bemis Bros. Bag Co. buildings.

Camera Direction: Northeast

Photograph 16 of 50

Description: East & south elevations of 938 Wyoming St. (NRN #7).

Camera Direction: West

Photograph 17 of 50

West Bottoms – North Historic District

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Description: Street view looking east down St. Louis Ave., the southern boundary for the west half of the historic district.

Camera Direction: Northeast

Photograph 18 of 50

Description: East elevation of 937 Wyoming (NRN #11, Bemis Bros. Bag Co.), south elevation of loading dock addition, and south elevation of 921-29 Wyoming St. (NRN #10, Bemis Bros. Bag Co.) beyond.

Camera Direction: Northwest

Photograph 19 of 50

Description: West and south elevations of 1522-24 St. Louis Ave. (NRN #12).

Camera Direction: North

Photograph 20 of 50

Description: Street view looking east down St. Louis Ave., the southern boundary for the west half of the historic district, and the south elevations of 1502-08 (NRN #13), 1426-28 (NRN #15), and 1422-24 (NRN #16) St. Louis Ave.

Camera Direction: North

Photograph 21 of 50

Description: South & east elevations of 1502-08 St. Louis Ave. (NRN #13, Ryley, Wilson & Co.) with a vacant lot (NRN #36, non-contributing site) and Bemis Bros. Bag Co. (NRN #11) to the west.

Camera Direction: West

Photograph 22 of 50

Description: Street view of Liberty Ave. looking north to Abernathy Furniture Co. buildings (NRN #s 2 & 3).

Camera Direction: North

Photograph 23 of 50

Description: View of the rear alley/former railroad spur between 1522-24 St. Louis Ave. (NRN #13) and 910-12 Liberty St. (NRN #2).

Camera Direction: Southwest

Photograph 24 of 50

Description: East elevation of 915-19 Wyoming St. (NRN #9), south elevations of 1517-21 (NRN #4) and 1511-15 (NRN #3) W. 9<sup>th</sup> St., and west elevation of 910-12 Liberty St. (NRN #2), all Abernathy Furniture Co. buildings.

Camera Direction: North

Photograph 25 of 50

Description: Loading dock at 925 Liberty St. (NRN #14, contributing structure).

Camera Direction: East

Photograph 26 of 50

Description: West & south elevations of 1426-28 St. Louis Ave. (NRN #15), and south elevation of 1422-24 St. Louis Ave. (NRN #16).

Camera Direction: North

West Bottoms – North Historic District

Name of Property

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Photograph 27 of 50

Description: Street view of St. Louis Ave. at Liberty St.; the north side of this block includes 1426-28 (NRN #15), 1422-24 (NRN #16) and a one-story addition, 1408-10 (NRN #17), 1404-06 (NRN #18), and 1400-02 (NRN #19) at the corner of St. Louis and Hickory St.

Camera Direction: East

Photograph 28 of 50

Description: South elevation of the addition on 1422-24 (NRN #16), west & south elevations of 1408-10 (NRN #17), south elevations of 1404-06 (NRN #18), and 1400-02 (NRN #19) St. Louis Ave.

Camera Direction: Northeast

Photograph 29 of 50

Description: Street view of St. Louis Ave. looking east from Hickory St. to the east end of the historic district at the railroad tracks; parking lot (NRN #37, contributing structure) is on the left.

Camera Direction: East

Photograph 30 of 50

Description: South elevation of 1404-06 (NRN #18), and south and east elevations of 1400-02 St. Louis Ave. (NRN #19).

Camera Direction: Northwest

Photograph 31 of 50

Description: West and south elevations of 1316-18 St. Louis Ave. (NRN #20), south elevation of 1312-14 (NRN #21), 1312 St. Louis Ave. (NRN #38, contributing site), and 1310 St. Louis Ave. (NRN #22).

Camera Direction: Northeast

Photograph 32 of 50

Description: South and east elevations of 1316-18 (NRN #20) and 1312-14 St. Louis Ave. (NRN #21), 1312 St. Louis Ave. (NRN #38, contributing site), and partial south elevation of 1310 St. Louis Ave. (NRN #22).

Camera Direction: Northwest

Photograph 33 of 50

Description: South & east elevations of 1310 St. Louis Ave. (NRN #22).

Camera Direction: Northwest

Photograph 34 of 50

Description: View outside eastern end of historic district looking west down St. Louis Ave.; railroad tracks flank southern historic district boundary; east elevation and addition of 1317-19 St. Louis Ave. (NRN #23).

Camera Direction: West

Photograph 35 of 50

Description: North elevations of 1317-19 (NRN #23), 1321-27 (NRN #24) and 1329-31 St. Louis Ave. (NRN #25).

Camera Direction: Southwest

Photograph 36 of 50

Description: North elevation of 1317-19 St. Louis Ave. (NRN #23).

Camera Direction: South

West Bottoms – North Historic District

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Photograph 37 of 50

Description: North elevation of 1321-27 St. Louis Ave. (NRN #24).

Camera Direction: South

Photograph 38 of 50

Description: North elevation of 1321-27 St. Louis Ave. (NRN #24, addition).

Camera Direction: South

Photograph 39 of 50

Description: North elevation of 1329-31 St. Louis Ave. (NRN #25).

Camera Direction: South

Photograph 40 of 50

Description: Street view of Hickory St. south to railroad tracks, which flank the southern historic district boundary; partial west elevation of 1329-31 St. Louis Ave. (NRN #25), and east elevations of 1400-02 Union Ave. (NRN #30) and 1401-03 St. Louis Ave. (NRN #26).

Camera Direction: South

Photograph 41 of 50

Description: East & north elevations of 1401-03 (NRN #26) and 1405-13 St. Louis Ave. (NRN #27) and the north elevation of 1415-19 St. Louis Ave. (NRN #28).

Camera Direction: Southwest

Photograph 42 of 50

Description: Street view of St. Louis Ave. west at Hickory St. to Liberty St.

Camera Direction: West

Photograph 43 of 50

Description: North and west elevations of 1405-13 St. Louis Ave. (NRN #27) and the north elevation of 1415-19 St. Louis Ave. (NRN #28).

Camera Direction: Southeast

Photograph 44 of 50

Description: West and south elevations of 1415-19 St. Louis Ave. (NRN #28) and 1405-13 St. Louis Ave. (NRN #28).

Camera Direction: Southwest

Photograph 45 of 50

Description: North & west elevations of 1408-12 Union Ave. addition (NRN #29).

Camera Direction: Southeast

Photograph 46 of 50

Description: South and west elevations of 1408-12 Union Ave. (NRN #29), including two one-story additions.

Camera Direction: Northeast

Photograph 47 of 50

Description: South and west elevations of 1408-12 (NRN #29) and 1400-02 Union Ave. (NRN #30).

Camera Direction: Northeast



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Photograph 48 of 50

Description: South elevation of 1400-02 Union Ave. (NRN #30).

Camera Direction: North

Photograph 49 of 50

Description: West & south elevations of 1329-31 St. Louis Ave. (NRN #25), and south elevations of 1321-27 (NRN #24) and 1317-19 St. Louis Ave. (NRN #23).

Camera Direction: North

Photograph 50 of 50

Description: East & north elevations of 1400-02 Union Ave. (NRN #30), north and east elevations 1408-12 Union Ave. (NRN #29).

Camera Direction: Southwest

### Figure Log:

Include figures on continuation pages at the end of the nomination.

Figure 1: Site Map. Source: Google Maps -

[www.google.com/maps/place/1437+W+9th+St,+Kansas+City,+MO+64101/@39.1037561,-94.6025616,711m/data=!3m1!1e3!4m5!3m4!1s0x87c0f05541bf09f3:0x25cc119cc4767f0b!8m2!3d39.1043139!4d-94.602733](http://www.google.com/maps/place/1437+W+9th+St,+Kansas+City,+MO+64101/@39.1037561,-94.6025616,711m/data=!3m1!1e3!4m5!3m4!1s0x87c0f05541bf09f3:0x25cc119cc4767f0b!8m2!3d39.1043139!4d-94.602733)

Figure 2: Context Map. Source: West Bottoms Wayfinding Plan Draft, May 2014; Phronesis, KEM STUDIO, and Willoughby Design.

Figure 3: Kemper-Paxton Mercantile Co., 1427-33 W. 9<sup>th</sup> St., north elevation, c.1910. Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 4: Sanborn Fire Insurance Map, 1895-1907, Abernathy Furniture Co. complex (W. 9<sup>th</sup>, Liberty, and Wyoming Streets). Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.* Note: Construction dates and circles added to illustrate Abernathy Furniture Co. building locations [existing by 1907 (Nos. 1-9) and future (Nos 10-11)].

Figure 5: Abernathy Furniture Co. buildings, W. 9<sup>th</sup> St. at Wyoming St., looking southeast, 1940. Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 6: Abernathy Furniture Co., 911-13 Wyoming St., west elevation, 1940 (demolished). Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 7: Panoramic View of the West Bottoms Kansas City, Missouri and Kansas, 1895. Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 8: Abernathy Furniture Co., 910-12 Liberty St., south and east elevations, 1940. Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 9: Abernathy Furniture Co. buildings along Liberty St. and W. 9<sup>th</sup> St., east and north elevations. Source: *American Journal of Progress*, 1898.

Figure 10: Abernathy Furniture Co., southwest corner of Liberty and W. 9<sup>th</sup> Streets, east and north elevations. Source: *Pen and Sunlight Sketches of Kansas City and Environs*, 1892.

West Bottoms – North Historic District

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Figure 11: Abernathy Furniture Co., 1501-09 W. 9<sup>th</sup> St., north elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 12: Abernathy Furniture Co., 1511-15 W. 9<sup>th</sup> St., north elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 13: Abernathy Furniture Co., 1517-21 W. 9<sup>th</sup> St., north elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 14: Abernathy Furniture Co., 1517-21 W. 9<sup>th</sup> St., north elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 15: Abernathy Furniture Co. buildings, W. 9<sup>th</sup> St., north elevations, looking southeast. *Source: Kansas City Star, July 30, 1950.*

Figure 16: Abernathy Furniture Co., 1523-27 W. 9<sup>th</sup> St., north elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 17: Imperial Casket Co. (background), looking south down Wyoming St. from W. 9<sup>th</sup> St., 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 18: Imperial Casket Co., 920-24 Wyoming St., east and north elevations, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 19: Hogue Mercantile Co. (left), 1600-02 St. Louis Ave., and Bemis Bros. Bag Co., 937 Wyoming St., looking northeast, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 20: Abernathy Furniture Co., 915-19 Wyoming St. (background), looking southeast, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 21: Abernathy Furniture Co., 915-19 Wyoming St., west elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 22: Bemis Bros. Bag Co., 921-29 Wyoming St., looking southeast, 1903. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 23: Bemis Bros. Bag Co., 921-29 Wyoming St., looking northeast, 1908. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 24: Bemis Bros. Bag Co., 921-29 Wyoming St., west and south elevations, 1908. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 25: Bemis Bros. Bag Co., 921-29 Wyoming St., west and south elevations, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 26: Bemis Bros. Bag Co., railroad sidings between 921-29 and 937 Wyoming St., looking east; Claude L. Budworth, *Side Tracks in Central Industrial District*, 1934. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

West Bottoms – North Historic District

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Figure 27: Bemis Bros. Bag Co., 921-29 (left) and 937 (right) Wyoming St., looking northeast, c.1928. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 28: Bemis Bros. Bag Co. (background left), looking south from W. 9<sup>th</sup> St., 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 29: Economy Laboratories (former Bayles Vehicle Top & Trimming Co.) 1522-24 St. Louis Ave., south elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 30: Ryley, Wilson & Co., 1502-08 St. Louis Ave., south elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 31: The Newby Transfer & Storage Co., 1422-24 St. Louis Ave., south elevation. *Source: Imperial Kansas City, 1900.*

Figure 32: Advance Transfer Co. (former Samuel Freeman Livery), 1316-18 St. Louis Ave., south elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 33: Advance Transfer Co., rear view looking south, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 34: Gifford's Café (former Police Station #2), 1312-14 St. Louis Ave., south and east elevations, 1940. Note: The 1956 addition was built on the vacant lot behind fence. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 35: Seavey & Flarsheim, 1317-19 St. Louis Ave., rear view, flood damage, looking northeast, 1903. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 36: Bartels & Shores Chemical Co. (former Swift & Co.), 1401-03 St. Louis Ave., east and north elevations, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 37: Crooks Terminal Warehouse (former Security Building), 1405-13 St. Louis Ave., north elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 38: A. Y. McDonald Manufacturing Co. (former Geiser Manufacturing Co.), 1408-12 Union Ave., south and east elevations, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 39: A. Y. McDonald Manufacturing Co., 1414-18 Union Ave., west and south elevations, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 40: A. Y. McDonald Manufacturing Co., 1404-06 Union Ave., south elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 41: J. G. Peppard Seed Co., 1400-02 Union Ave., south and east elevations. *Source: Imperial Kansas City, 1900.*

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Figure 42: Pearson-Ferguson Chemical Co. (former J. G. Peppard Seed Co.), 1400-02 Union Ave., south and east elevations, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 43: View of elevated railroad, W. 9th and Mulberry Streets. *Source: The Industries of Kansas City, 1888.*

Figure 44: Flooding, Central Industrial District (West Bottoms), Bemis Bros. Bag Co. at lower left, looking northeast, 1951. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*

Figure 45: Missouri Seed Company catalog, 1909. *Source: Biodiversity Heritage Library.*

Figure 46: Kemper-Paxton Mercantile Co. advertisement. *Source: Thresherman's Review, May 1906, p. 44.*

Figure 47: Smith, Biggs & Koch advertisement. *Source: Kansas City, Missouri City Directory, 1890, p. 795.*

Figure 48: Cutler & Neilson Paint & Color Co. letterhead. *Source: Private collection.*

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**West Bottoms – North Historic District**

**SUMMARY**

The West Bottoms - North Historic District is located (Figures 1, 2) west of Kansas City's Central Business District in an area roughly bounded by W. 9<sup>th</sup> St. and Forrester Rd. on the north (Photos 1, 2 & 6), by Wyoming Ave. on the west (Photo 8), along the property lines west of Mulberry St. on the east (Photos 33, 34), and by St. Louis Ave. (Photo 17), Union Ave (Photo 46) and Kansas City Southern Railway on the south (Photos 47, 49). The district is north of a major active rail line and includes blocks of buildings that reflect the growth and change of Kansas City and the larger West Bottoms neighborhood as a manufacturing, warehousing and distribution hub in the late-19th and 20th centuries. The proposed West Bottoms - North Historic District has 29 Contributing buildings, one Contributing site (vacant lot), three Contributing structures (loading dock and two parking lots), two Non-Contributing structures (parking lots), and three Non-Contributing sites (vacant lots), which are described but not counted.

**Setting**

The larger West Bottoms area (Figure 2) was one of the distinct commercial/industrial districts in Kansas City that developed on floodplains adjacent to the Kansas and Missouri Rivers. Continuous flooding pushed the City to the bluff above the West Bottoms, leaving the area to become a manufacturing, warehousing and distribution hub supported by an extensive railroad system.

The most concentrated collection of historic buildings in the West Bottoms is in the middle section (Figure 2), roughly bounded by W. 9<sup>th</sup> St./Forrester Rd. on the north, rail lines and the Quality Hill/Beardsley Rd. on the east, Interstate 670 on the south, and a large contemporary truck depot and the Missouri/Kansas state line on the west. The subject of this nomination is the north section of that concentration of historic buildings (see district location in Figure 2), which is bounded on the south by the active rail lines that bisect the West Bottoms. The buildings are further isolated to the west, north and east by significant amounts of demolition that has occurred outside of the proposed district boundary.

The West Bottoms – North Historic District is industrial in feeling and appearance, with a very active rail yard along the southern district boundary. Remnants of rail sidings run all through the district and some buildings were designed and located to take full advantage of the proximity to those sidings. The district is generally laid out on a grid with the interior of blocks often connect by unpaved alleys where the rail sidings ran. Sidewalks appear in some places but raised concrete platforms that functioned as loading docks or no sidewalks at all are the norm. Buildings are typically located at the street or sidewalk edge and consist mostly of commercial and industrial manufacturing, warehouse and storage buildings that range in size from modest to fairly massive. Pockets of demolition within the district, and more significantly so at the edges, of the have removed some of the cavernous feeling one probably had a century ago but there are still complete blocks filled with buildings.

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**Integrity**

In assessing integrity of the resources in the proposed West Bottoms – North Historic District, the components of location, setting, feeling, association, materials, design, and workmanship have been considered and evaluated. Every building in the proposed district is in its original location and meets the threshold for integrity of location.

While the historic development, as well as the decline, of the West Bottoms area was partially the result of the area's proximity to the Kansas and Missouri Rivers, the setting of the West Bottoms – North Historic District is entirely manmade. The setting features brick buildings from one to seven stories in height, built at the street edge, often with raised docks rather than sidewalks, all of which creates a distinctive physical environment that reflects the commercial and industrial functions of the district. With streets generally laid out on a grid system, rail sidings bisect the area between the buildings, mostly in unpaved alleys. The massing and proximity of the buildings to each other, the streets and the alleys still reflect the area's late 19<sup>th</sup> and 20<sup>th</sup> century commercial and industrial functions.

In an area like the West Bottoms – North Historic District, the historic feeling of the place would have been more pronounced when every building was occupied with workers, railroad traffic was at peak, and goods were being manufactured, processed and moved by rail and truck to destinations east and west. While the hustle and bustle is gone, the setting created by the buildings, streets, alleys and rail lines still convey the feeling of, and association with, the commercial and industrial history of the area.

Other sections of the West Bottoms area may have a greater number of high style buildings than those in the West Bottoms – North Historic District, but the more utilitarian buildings, some of which are architect designed, still represent and reflect the commercial and industrial history. Nearly every building was constructed with attention to detail and workmanship, and many buildings were clearly designed for the specific parcel on which they sit. Each building has some degree of alteration but none so significant that the original design is not identifiable or that it does not meet the criteria for registration described in the National Register of Historic Places Multiple Property Documentation Form, *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*. Kansas City, 2010.

Brick is the predominant building material used in the district, but also includes stone, timber framing, reinforced concrete, and steel. The most important aspects of integrity in the West Bottoms – North Historic District are location, setting, feeling, association and materials—all of which define the character of the place. Workmanship in the original building construction and details contribute to the integrity as well. All buildings retain enough integrity to make them contributing resources in the district.

**Note:** In the individual building descriptions, a named building refers to the first tenant, or the original name given to the building itself. Building bays are typically counted by the number of structural bays present and visible on an unaltered floor. If structural bays are not visually prominent, fenestration bays on an unaltered floor are counted. When the NRN numbered resources are referred to, they are referred to as NRN #1, NRN #2, NRN #3 and so on. When

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buildings are referred to associated with Figures 1-41, they are referred to as Building 1, Building 2, Building 3 and so on. The latter of these references relates mostly to the Abernathy Furniture Co. buildings and additions. Descriptions for parking lots and vacant lots (resource numbers 32-39) are at the end of Section 7 following the Individual Building Descriptions.

## Individual Building Descriptions

1. 1427-33 W. 9<sup>th</sup> St.

**Kemper-Paxton Mercantile Co.**

Built: 1901

Architect/Builder: Unknown

**Contributing**

Photos: 3, 4

Constructed over a raised concrete basement in 1901,<sup>1</sup> the seven-story, red brick, flat-roofed building is five bays wide and six bays deep. The front elevation (north, Photo 3) features a deeply inset entrance in the eastern-most bay, accessed up six concrete steps to a landing. The entrance features double-leaf, paneled wood doors with large lights surrounded by sidelights and a large glass transom. The assembly may reflect what was there historically after later alterations were removed during a recent rehabilitation project. On the upper floors of the entrance bay, the one-over-one windows appear in pairs. At the top of the entrance bay, a square, three-story metal water tower sits on the flat roof. Constructed to continue the lines of the brick building piers below it, the water tower flows almost seamlessly off the brick walls that form the northeast corner of the building. The water tower has metal pilasters at the corners that resemble quoins, a simple entablature and original, two-over-two, steel windows with flat metal hoods and surrounds that appear at the bottom and top of each tower elevation. The tower originally had a gazebo-like roof (Figure 3). On the first floor, each of the four bays to the west of the entrance bay has a large plate glass window with a tripartite glass transom and a tripartite glass bulkhead that provides light to the basement. Above on the upper floors, the one-over-one windows appear in groups of three on stone sills except on the second and fifth floors where the sills are continuous. The second floor wood windows, which appear to be original, have transoms. Windows and brick spandrels on floors two through four are inset slightly within one large segmental-arch opening in each bay. Historically, the brick spandrels above the first floor and fourth through seventh floors had painted brick signage and advertising, the remains of which are still slightly visible today. While research revealed no historical association with the name Hobbs, today the building is referred to as the Hobbs Building, and "HOBBS" appears on the brick spandrel in the center bay on the fourth floor. The west elevation along the east side of Liberty St. (Photo 4) has similar detailing to the north but the windows appear in pairs in each bay, and some of the windows have been removed or the bays altered on the first and second floors. The brick wall of the east elevation is nearly blank except for the painted brick signage remnants above the fourth floor, several scars from adjacent buildings that were demolished, six windows with segmental-arch brick lintels, and a couple of metal canopy sections at the first floor docks that are barely visible behind a solid wood fence. The rear elevation (south) has loading docks and a variety of dock doors under metal canopies on the first floor and regularly-spaced windows with segmental-arch

<sup>1</sup> Kansas City Water Department, Water Permit No. 19060 (07/01/01).



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brick lintels and a fire escape that zigzags the two western bays above. With the exception of the first floor transoms, possibly the bulkheads, and the second floor and tower windows, the windows have been replaced. Some openings on the secondary and tertiary elevations have been altered or infilled with glass block or mechanical units. The building currently houses multiple, mixed-use tenants and is in good condition with isolated elements in fair condition.

**Note Regarding NRN Entries 2-5 and 9:** The 1988 Central Industrial District Survey<sup>2</sup> noted that the Abernathy Furniture Co. constructed eight buildings on or just off W. 9<sup>th</sup> St. in the West Bottoms. This information was likely gleaned from the 1895 Sanborn Map corrected to 1907, which shows eight numbered Abernathy buildings (Figure 4; note: circles and construction dates have been added to the map for clarification).<sup>3</sup> An additional building and two sites are numbered and circled on that Sanborn Map (Figure 4), showing the locations and construction dates for three other Abernathy buildings: 911-13 Wyoming (No. 9, now demolished, Figures 5, 6); and 1523-27 W. 9<sup>th</sup> St. (NRN #5) and 915-19 Wyoming St. (NRN #9), both shown on later maps and still standing today. The numbers on the 1907 map likely represent the order of building construction at the time the map was made, but it should be noted that buildings were renumbered several different ways on later Sanborn Maps. Some of the smaller buildings or buildings that did not face the street were looked at as building additions and were not numbered at all or were given a number for the building it was associated with (i.e. 3A, 4A).<sup>4</sup> Other buildings were constructed at the same time with the same or similar architectural detail and are connected historically on the interior, now considered additions to the original buildings. The Abernathy Furniture Co. built eleven buildings, ten of which stand today. This nomination has five entries for the Abernathy buildings, noting additions within the building description:

NRN #2: Building 6 on the Sanborn Map—fronts on Liberty St., built c. 1900, six stories, architecturally very different from other Abernathy Buildings.

NRN #3 includes Buildings 1-5 & 7 on the 1907 Sanborn Map: Buildings 1 & 2—front on W. 9<sup>th</sup> St., both are four stories, built c. 1880 with the same architectural detail, connected on the interior; Buildings 3 & 4—both front on W. 9<sup>th</sup> St., are five stories, built c. 1890 with very similar architectural detail, constructed as additions and connect on the interior to Building 2 & 7; Building 5—four stories, fronts on Liberty St., built c. 1900 as an addition to Buildings 1 & 2, matches cornice line and fenestration of Building No. 1, infills space between the rear of Buildings 1 & 2, and the adjacent six-story Building 6; and Building 7 is simply a rear addition on Buildings 3 & 4 constructed c.1900.

NRN #4: Building 8 on the 1907 Sanborn Map—fronts on W. 9<sup>th</sup> St., five stories.

NRN #5: Location of Building 10 shown on the 1907 Sanborn Map, built 1911, architecturally similar to Building 8.

<sup>2</sup> Kansas City Landmarks Commission, Central Industrial District Survey, 1988.

<sup>3</sup> Sanborn Map and Publishing Company, Ltd. *Sanborn Fire Insurance Maps of Kansas City, Missouri*. Series 1895-1907, 1909-1938, 1939-1949, and 1938-1957. New York: Sanborn Map Company.  
[http://www.kchistory.org/cdm4/sanborn\\_splash.php](http://www.kchistory.org/cdm4/sanborn_splash.php). Accessed various dates.

<sup>4</sup> *Sanborn Fire Insurance Maps of Kansas City, Missouri*.

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NRN #9: Building 11 on the 1907 Sanborn Map—fronts on Wyoming St., six stories, built 1917.

The 1988 Central Industrial District Survey states that the first Abernathy building was constructed in 1885 at 910-12 Liberty (NRN #2). In 1885, Bliss Syrup & Preserving Co. was located at that address in a four-story building that did not have the same footprint as the six-story building at that address today.<sup>5</sup> The southeast corner of the Bliss building had a square corner rather than being clipped significantly to follow the rail spur adjacent to the south side of the building on Liberty. Bliss remained at the Liberty St. address at least through 1895 as is shown on the 1895 panoramic view in Figure 7. By 1897<sup>6</sup>, Bliss had relocated to a new building at 1329-1331 St. Louis Ave. (NRN # 25). After Bliss vacated the four-story building on Liberty, Abernathy had it torn down. In its place, Abernathy constructed a small four-story, three-bay wide rear addition (Figure 4, Bldg. 5) attached to the back of their first building (Figure 4, Building 1), matching it in appearance. They also constructed a new six-story warehouse (Figure 4, Bldg. 6, NRN #2). Both were completed c.1900. The new, larger six-story building (NRN #2) took advantage of the proximity to the rail lines, giving the building its distinctive shape with the clipped southeast corner that follows the adjacent rail spur.

2. 910-12 Liberty St.

**Abernathy Furniture Co.**

Built: c.1900

Architect/Builder: Unknown

**Contributing**

Photos: 4, 22

Constructed as a manufacturing and warehouse facility for Abernathy Furniture Co., this building (Figure 4, Bldg. 6) is located south of the 1500 block of W. 9<sup>th</sup> St. (Photo 4 is a view down Liberty; NRN #2 is the tallest building in the row) at the corner of Liberty and a former mid-block rail siding. This six-story, flat-roofed, orange brick warehouse is rectangular in plan from east (two structural bays wide) to west (four structural bays wide) except where the south and east walls are clipped to follow the rail siding turned alley (Figure 8). Typical of many buildings in the district, a raised concrete platform/loading dock spans the front of the building at the first floor and continues in front of the adjacent buildings all the way to W. 9<sup>th</sup> St. The original first floor entrance has been altered and the window and dock door infilled with brick. Remnants of a metal canopy that covered the platform are visible above the first floor openings. Aside from the simple stepped brick corbeling and the “ABERNATHY” and “ABERNATHY FURNITURE CO.” painted signs at the brick parapet, the original, regularly-spaced, steel windows on stone sills that sit between simple brick piers on every elevation is the only other ornamentation on the building. A few of the windows have been removed and the openings infilled but those that remain are a mix of industrial four-light pivot, paired two-light pivot, and two-over-two double-hung sash. A fire escape is located in the first two bays of the south elevation, and on the west alley elevation, the upper floors overhang the loading dock bays, supported by concrete columns.

<sup>5</sup> Panoramic View of the West Bottoms Kansas City, Missouri and Kansas. Augustus Koch, 1895.  
<https://www.loc.gov/resource/g4164k.pm004290/>. Accessed 10 October 2015.

<sup>6</sup> *Kansas City, Missouri City Directories*, various years.

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Graffiti artists have painted sections of the east, south and west walls at the first floor level, as well as sections of wall adjacent to the fire escape (Photo 22). The building is in good condition with isolated elements in fair condition.

3. 1501-09 W. 9<sup>th</sup> St.

**Abernathy Furniture Co.**

Built: c.1880

Architect/Builder: Unknown

**Contributing**

Photos: 4, 5

This building consists of Abernathy Furniture Co. "Building" numbers 1-5 & 7 as shown in Figure 4. Although the term "buildings" is used, most are actually additions. In Figure 4, Buildings 1 & 2 were constructed together first. Buildings 3 & 4 were constructed together as additions, and Buildings 5 & 7 are additions—the original buildings and additions are counted as one building, which is NRN #3. Constructed on the southwest corner of W. 9<sup>th</sup> and Liberty (Photo 4) as the first building in what would become an eleven-building office, manufacturing and warehouse complex for the Abernathy Furniture Co., this rectangular, four-story, flat-roofed, orange brick building is thirteen bays wide (counted at 4<sup>th</sup> floor) and nine bays deep (Figures 9, 10). As outlined above, this thirteen-bay building (Photo 5) was constructed in two sections with interior connections. The first seven bays comprise Building No. 1 (Figure 4), and the remaining six bays are Building No. 2 (Figure 4). The first floor has been altered with brick infill across the front (W. 9<sup>th</sup> St.) elevation while the east (Liberty St.) elevation is mostly intact except for the work by graffiti artists. The upper floors of the north and east elevations feature regularly-spaced, segmental-arch window openings with brick lintels and stone sills (Figure 11). Many of the window openings on the north elevation have been altered or are boarded while the openings on the east elevation remain largely intact. Alterations to the window openings include partial infill with brick, infill of arches with brick and concrete, insertion of concrete/stone keystones and arch corners, and replacement windows and storms. It appears there may be one original, six-over-six, steel sash window still in place on the north elevation. A modern fire escape and metal dock doors that cover a second floor dock also appear on the north elevation. The north and east elevations are further tied together by continuous faded bands of Abernathy painted brick signs sitting just under the simple dentiled brick cornice. Despite the alterations, the building retains integrity—the east elevation remains largely intact with a fair number of original, six-over-six, steel sash windows in place and the regularly-spaced fenestration above the first floor. Most of the dock openings have been infilled on the first floor and graffiti artists have painted this level. An Abernathy cabinet shop (Figure 4, Bldg. 5) was constructed c.1900 as an infill building between the rear elevation of Buildings 1 & 2 and the north elevation of Building 6. The infill building is an addition to Buildings 1 & 2, matching the architecture of the existing east elevation of Building 1, including height and fenestration. They are also connected internally. While the infill addition abuts Building No 6. (NRN #2), there's a difference of approximately eight feet in floor height from building to building.

To the west of Buildings 1 & 2, in the middle of the Abernathy Furniture holdings, two five-story additions (Figure 4, Buildings 3 & 4) were constructed c.1890. These additions (a total

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of three structural bays wide) were the tallest and last constructed on W. 9<sup>th</sup> until after 1905 (Figures 9, 10), and have arguably suffered the most alteration. Some of the first floor brick has been painted, and the three structural bays are covered with wood panels. The eastern-most structural bay has a modern overhead door in what appears to be an historic opening that provides access to an interior loading dock. The building entrance is through a new metal door in the center structural bay. Above on the second, third and fourth floors, window openings with segmental-arch, brick lintels and stone sills appear across the elevation between the structural bays (Figure 12). Smaller new windows are in the openings on the second floor while the openings above are boarded. Above the fourth floor, the painted brick “ABERNATHY” sign ties this building with the others. Most of the north exterior wall on the fifth floor level was reconstructed c.1980, retaining some of the original brick at the piers. A rear addition (Figure 4, Building 7) was added c.1900. While the ground floor alterations along W. 9<sup>th</sup> are certainly unfortunate, the overall historic character of the building is identifiable. Additionally, the other components of integrity are certainly met to count this as a contributing resource in the district—integrity of location, setting, materials, feeling, association, and arguably, workmanship. The building is in fair condition with isolated elements in poor condition.

4. 1517-21 W. 9<sup>th</sup> St.

**Abernathy Furniture Co.**

**Contributing**

Built: c.1905

Photos: 7, 10

Architect: Root & Siemens, attribution Builder: C.F. Etwein, attribution

This rectangular, five-story, orange brick building (Figure 4, Bldg. No. 8) with a stone foundation, corbelled brick parapet, and flat roof has three structural bays divided by simple brick piers and is almost identical in design to the Abernathy building (NRN #5) adjacent to the west (Photo 7). Therefore, an attribution is being made for the architect and builder. The manufacturing and storage building was used to build furniture and caskets. The first floor entrance bay has been altered with a wood and stucco panel assembly that covers the original brick and windows on the second floor. The brick has been painted and the windows covered in the other two bays on the first floor. On the second through fifth floors, the original paired windows on continuous stone sills have been replaced. Above the fourth floor, the painted brick “ABERNATHY FURNITURE CO.” sign appears and crosses onto the building to the west (Figures 13, 14). Visible from Wyoming St., the rear (south) elevation (Photo 10) has original, three-over-three and three-light, pivot sash, steel windows on stone sills and inset loading docks. Graffiti covers the west and south elevations at the first floor. Despite the alterations, the building retains integrity of location, setting, materials, feeling, association and workmanship. The building is in fair condition.

5. 1523-27 W. 9<sup>th</sup> St.

**Abernathy Furniture Co.**

**Contributing**

Built: 1911

Photos: 7, 8, 10

Architect: Root & Siemens Builder: C.F. Etwein

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Last in the row of Abernathy buildings on W. 9<sup>th</sup> (Figure 15) and the tenth building the company occupied, this rectangular, five-story, orange brick and reinforced concrete building also has a flat roof, three structural bays divided by simple brick piers (Figure 16) and is similar in design to the Abernathy (NRN #4) building adjacent to the east (Photo 7). Built in 1911,<sup>7</sup> the bottom floor was used as a wagon shed and stable with furniture functions on the upper floors. The first floor has three large overhead garage doors, one in each bay and the brick has been painted. On the second through fifth floors, the original paired windows on continuous stone sills have been replaced, and several masonry openings are missing windows and are boarded. Above the fourth floor, the painted brick “ABERNATHY FURNITURE CO.” sign crosses onto the building to the east. On the fifth floor, a section of the wall and parapet have been replaced by sloping glass wall to create a skylight. A modern fire escape is located near the middle of the elevation. On the west elevation (Photo 8), masonry openings appear on the fourth and fifth floors with segmental brick lintels, stone sills and original six-light, pivot sash, steel windows. Another “ABERNATHY FURNITURE CO.” sign runs the depth of the elevation above the fifth floor windows. Visible from Wyoming St., the rear (south) elevation (Photo 10) has original three-over-three and three-light, pivot sash, steel windows on stone sills and inset loading docks. Graffiti covers the west and south elevations at the first floor. The building is in good to fair condition.

6. 920-24 Wyoming St.

**Imperial Casket Co.**

Built: 1928

Architect/Builder: Unknown

**Contributing**

Photo: 11

Rectangular in plan, this symmetrical, two-story, seven bay, brown brick building with a stepped brick parapet and flat roof was constructed for the Imperial Casket Co. in 1928.<sup>8</sup> The brick is laid up to create subtle patterning on the front elevation as well as to create the window lintels and sills. Stone appointments appear at the top of the first and second floor brick piers, and the center of the parapet is ornamented with a stone block incised with “ICC” that looks like an urn with a metal lid (Figures 17, 18). The first floor fenestration has been modified but the second floor retains its original, paired, twelve-light, pivot sash, steel windows. The first floor windows and entrance door have been replaced with aluminum storefront, and former shipping/loading area has been infilled with textured split face. Constructed on vacant lots and set way back from the front of the building on the north and south elevations are non-historic additions constructed of metal siding panels and painted concrete block. The parking and loading dock areas in front of the additions have always been associated with those additions. The building is currently occupied by the Gibson-Homans Co., manufacturers of caulks, sealants and adhesives. The location of the non-historic additions does not significantly impact the historic portion of the building or the integrity. The building is in good condition with isolated elements in fair condition.

<sup>7</sup> Water Permit No. 46733 (09/13/11).

<sup>8</sup> Kansas City Landmarks Commission, Building Permit Records; Building Permit No. 15241 (6/8/1928).

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7. 938 Wyoming St.

**Dehoney Hay & Grain Co.**

Built: 1913

Architect: Herbert P. Green

Builder: C. F. Donaldson

**Contributing**

Photo: 16

Designed by Herbert P. Green and constructed for a commercial hay and grain company by C. F. Donaldson,<sup>9</sup> this one-story, orange brick warehouse is an irregular pie-shape to conform to the lot and its site along a former railroad spur (Photo 16). The front elevation is the narrow side of the building and features a newer oversized wood dock door serviced by a low concrete ramp. Four loading dock openings appear along the south elevation—one is infilled with concrete block and the other three are boarded. The three dock openings on the north side have been infilled with new windows and metal shutters that slide over the dock opening. Three docks on the west (rear) elevation are boarded and have been tagged with graffiti along with some of the adjacent brick. The building has a total of eight small, aluminum replacement windows of different sizes with brick sills that are irregularly placed over the four elevations. The tile-capped brick parapet steps down from the west elevation to the east around the flat roof. Remnants of painted brick signs appear on the parapet on all four elevations. The building is currently used for storage and is in good to fair condition.

8. 1600-02 St. Louis Ave.

**Hogue Mercantile Co.**

Built: 1930

Architect: Unknown Builder: S. Patti Construction

Addition: 1943 Architect: Unknown Builder: Miller Stauch

**Contributing**

Photo: 12, 17

Built for the Hogue Mercantile Co. in 1930<sup>10</sup>, this rectangular, two-story, mottled red brick factory has a concrete foundation, a flat roof with a partial clerestory in the middle of the east elevation, which fronts on Wyoming St. (Photo 12), and is 13 bays wide and six bays deep (Photo 17). The walls feature rows of header bricks within the common bond courses, and the regularly-spaced masonry openings have brick lintels and sills. The off-center entrance, which has a modern aluminum storefront door with a glass transom, is located on the south elevation. All the windows have been replaced on all elevations—the first floor and some of the second floor windows are glass block while the remaining are a mix of aluminum four- and eight-light hoppers. A historic photo shows a corner of the building in 1946 with the original industrial steel sash windows (Figure 19). Two modern roll-up dock doors are mounted on the east elevation. There is an elevator tower that pops above the roofline in the northwest corner. A one-story, concrete block addition built in 1943<sup>11</sup> runs the length of the building on the west elevation. The building is in good condition.

9. 915-19 Wyoming St.

<sup>9</sup> Building Permit No. 11124 (1913).

<sup>10</sup> Building Permit No. 15571 (05/16/1930).

<sup>11</sup> Building Permit No. 13972A (09/01/1943).

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Name of multiple listing (if applicable)

**Abernathy Furniture Co.**

Built: 1917

Architect: Root & Siemens

**Contributing**

Photos: 9, 10, 13

Builder: C.F. Etwein

Constructed of brownish red brick and reinforced concrete, this six-story warehouse with a flat roof was originally built in 1917<sup>12</sup> between two existing warehouse buildings already in place on the east side of the block (Figures 20, 21). The five-story warehouse to the north (Figure 6, 911-13 Wyoming; demolished sometime after 1988) was part of the Abernathy Furniture Co. holdings and was connected to their W. 9<sup>th</sup> St. warehouses by several overhead enclosed bridges. To the south is the Bemis Bros. Bag Co. (NRN #10, 921-29 Wyoming). Rectangular in plan, the original façade of the building is four structural bays wide (approx. 75') along the front (west) elevation (Photo 13) and runs approximately 182' to the east along a wide alley (Photos 9, 10).<sup>13</sup> The first floor brick and concrete has been painted and alterations include infilled windows, a non-original man door, and modifications to two dock openings. At the north end of the front elevation, a newer orange brick patch runs from the first floor to just above floor line on the fifth floor. On the upper floors, the reinforced concrete structural bays and floor levels are expressed on the brick wall. Window openings on stone sills sit just under the concrete slab of the floor above and are regularly spaced within each bay on all floors, but nearly all the windows are boarded. Based on the appearance of the rear elevation, the windows in the southern-most bay may have been altered, adding an extra window for a total of four (vs. two and three) and lowering the sills to make the windows bigger. In the northern-most bay, it appears a door is boarded on each floor, indicating that a fire escape has been removed. Eight windows are boarded from the interior, revealing the original two-over-two, metal, pivot sash windows, some of which are covered with modern aluminum exterior storm windows. The unadorned brick parapet on the front of the building has a faded painted brick sign advertising the Abernathy Furniture Co. All six floors and an elevator penthouse that make up the north elevation are completely parged (Photos 9, 10), likely completed when the adjacent building was demolished. The rear (east) elevation also has the exposed concrete structure, the same regularly-spaced original windows and a fire escape with doors at each landing. The first floor is inset from the face of the building to create loading docks under the overhang of the floors above, which are support on steel reinforced concrete columns. A roll-up dock door covers the southern-most bay at the building face. Artist graffiti adorns the rear of the building at the fire escape and loading docks, as well as along the first floor of the north elevation. Despite the alterations, the building retains integrity of location, setting, materials, feeling, association and workmanship. Currently housing artist studios, the building is in fair condition with isolated elements in poor condition.

10. 921-29 Wyoming St.

**Bemis Bros. Bag Co.**

Built: c.1904

Architect/Builder: Unknown

Addition: 1910 Architect: George H. Wadleigh

**Contributing**

Photos: 13, 15

Builder: C.L. Gray Construction Co.

<sup>12</sup> Building Permit No. 12251 (07/17/1917).

<sup>13</sup> Building Permit No. 12251 (07/17/1917).



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Addition: 1918 Architect/Builder: Unknown

While a number of existing survey forms list the construction date of this building as 1910, it appears to have been built in two phases over several years. The 1895 Sanborn Map corrected to 1907 shows a building on the west half of the lot fronting on Wyoming (west elevation) with the south elevation angling back to the east along the adjacent rail spur.<sup>14</sup> Historic photos (Figures 22-24) taken during the aftermath of the 1903 and 1908 floods show the building with a footprint that matches the 1907 Sanborn Map. The 1909 Sanborn Map corrected to 1938 shows the complete buildout of the lot and the building configuration as it appears today.<sup>15</sup> Historic building permits for the addition include a foundation permit and a building permit for a six-story warehouse.<sup>16</sup> A partial seventh story was added over the flat roof of the four northern-most bays in 1918.<sup>17</sup> Irregular in plan, this orange brick and reinforced concrete manufacturing warehouse was the first Bemis Bros. Bag Co. building, spanning 14 bays along Wyoming (Photo 13) and six bays to the east along the rail spur where it terminated at a square ten-story chimney with corbeling and boiler room at the southeast corner of the building. The building entrances are located at each end of the front elevation—the south has the original double-leaf doors with a four-light glass transom while the north has been replaced with aluminum storefront double-leaf doors and a single-light transom. Four of the five original dock door locations are intact but the original doors have been replaced with modern rolling doors. The fifth dock opening remains in place but is boarded. Concrete platforms/loading docks were installed outside the building in front of the operating dock doors in 1968. The first floor flat-arch window openings remain but have been boarded, except in bays twelve and thirteen where they have always been bricked in on every floor due to an adjacent interior stair. The first floor masonry and boarded openings have been painted white up to and including the second floor stone window sills. Above the first floor, segmental-arch window openings with brick lintels and stone sills appear in each bay on each floor. The entrance bays at both ends of the building have original, three-over-three, pivot sash, steel windows on floors two through six. The other second floor windows have been replaced with vented glass block windows and the segmental-arch portion of each opening has been bricked in. Above on floors three through six, the original, two-over-two, paired, pivot sash, steel windows remain in place. A simple corbelled brick parapet terminates the elevation. The partial addition built on the roof appears over the four northern-most bays on the front elevation is also constructed of orange brick but has flat stone lintels and 20-light, pivot sash, steel windows. The same segmental-arch window pattern continues on the south elevation of the original building. The original loading dock locations are in place but not in use. A four-story bridge (Figures 25, 26; Photo 15) connects at floors three through six and spans the rail spur to a second Bemis building (NRN #11, 1526-1542 St. Louis). The 1910 rear addition doubled the size of the building. Various loading docks and regularly-spaced, flat-arch window openings with the original, paired, two-over-two, pivot sash, steel windows remain in place over most of the secondary elevations. The building is in good condition with isolated elements in fair condition.

<sup>14</sup> *Sanborn Fire Insurance Maps of Kansas City, Missouri.*

<sup>15</sup> *Sanborn Fire Insurance Maps of Kansas City, Missouri.*

<sup>16</sup> Building Permit Nos. 47444 (4/2/1910) and 9730 (4/13/1910).

<sup>17</sup> Building Permit No. 64288 (5/29/1918).

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11. 937 Wyoming St.

**Bemis Bros. Bag Co.**

**Contributing**

Built: 1920

Photos: 14, 15, 18

Architect: Klipstein & Rathmann Builder: Dickie Construction Co.

Nearly square in plan, this five-bay by five-bay, six-story warehouse building is constructed of brick and reinforced concrete foundation, floors, columns and structural bays (Figures 27, 28). The entire exterior was parged by 1951, as is shown in a photo taken from a bluff above the West Bottoms on Quality Hill (Figure 44; the building is at the left edge of the photo) during the 1951 flood. Some of the parging has spalled in a few places to reveal the concrete structure and orange brick underneath. The windows that remain in the building are original, industrial steel sash in various sizes and configurations. The most prominent feature is the square entrance and stair tower in the northwest corner of the building (Photo 14) that rises approximately three stories above the parapet and is adorned at the top on each side with the name "BEMIS" and a cat popping its head and front paws out of a burlap bag. The tower is further ornamented by a gabled parapet, corner pilasters with flared cap, and smaller pilasters flanking the vertical columns of tower windows. An array of satellite cabling and receivers are currently housed on the tower. The column of tower windows over the west elevation entrance are twelve-light, pivot sash except on the second floor where it's a nine-light pivot sash. The north side of the tower has two columns of six-light pivot sash. The building entrance is at the base of the tower on the west elevation and features a segmental-arch opening with a projecting, parged brick surround, a replacement transom and modern double-leaf metal doors. Between the six-story pilasters that mark the bays, bands of pivot sash windows span the space on the first, second, and fourth through sixth floors on the north, west and south elevations; the windows have been covered over on the second and third floors. Rather than windows, two loading docks appear on the first floor on both the west and north elevations. The east elevation (Photo 18) is blank with only the grid of the partially exposed interior columns and floor slabs showing, a condition that likely anticipated an addition that was never built. Construction included an enclosed four-story, overhead, steel, brick and reinforced concrete bridge (Photo 15) with eight-light, pivot sash windows that connects on the third through sixth floors across the former rail spur to the first Bemis building at 921-29 Wyoming St. (#10). A modern one-story steel and concrete truck dock was added to the east elevation at the back of the lot c.1985 (Photo 18). The parging is the most significant change to this building, but it occurred during the Period of Significance and is therefore considered a historic alteration. The building is in good to fair condition.

12. 1522-24 St. Louis Ave.

**Bayles Vehicle Top & Trimming Co.**

**Contributing**

Built: 1903

Photo: 19

Architect/Builder: Unknown

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Rectangular in plan with a flat roof and decorative brick cornice, this small two-story, mottled orange brick building has two structural bays framed by paneled brick piers. A newer loading dock and shed roof extend across the front (south) elevation at the first floor. The original fenestration (Figure 29) under the shed roof has been altered with new brick installed over original brick wall between the structural piers and the installation of a wood man door and double-leaf wood dock door. Above on the second floor, three rectangular windows are grouped on a continuous stone sill in each bay. The windows are replacements, replicating the original one-over-one configuration, but the masonry openings are original. Remnants of several painted brick signs (H & H Bag Company) appear between the stone sills on the second floor and the shed roof below. Two second floor windows appear in the middle of the west elevation. The rear elevation, which opened onto a rail spur, has altered infilled openings as well as a loading dock. The building is in good to fair condition.

13. 1502-08 St. Louis Ave.

**Riley, Wilson & Co.**

Built: 1887

Architect/Builder: Unknown

**Contributing**

Photos: 20-22

Built in the commercial Romanesque Revival style in 1887 for a wholesale grocery and warehouse, this symmetrical, five-story, post and beam, red brick building (Photos 20, 21) with a stone foundation, a flat roof and intricate brickwork that becomes more detailed on the upper two floors and large parapet, is eight bays wide (Figure 30) and seven bays deep (Photo 22). At the first floor of the front (south) elevation, one opening has been converted to a loading dock and has a modern overhead door, three bays have the original wood and glass transoms over newer steel sash windows on brick sills, and four bays have door assemblies that retained the historic trim and original wood and glass transoms but not the doors. The first floor is capped by a row of dentiled brick under a stone belt course that creates sills for the second floor windows. Brick piers rise four stories to round brick arches that sit on corbeled brick capitals at the top of each pier. Within the round arches is a round-arch, two-over-two window with a stone sill in each bay on the fourth floor and a flat-arch, two-over-two window with a stone sill on each of the two floors below. The windows appear to be original but have painted glass panes or corrugated plastic inserts where glass is missing. Dentiled brick panels ornament the space between the window heads and the sills above. The round-arch spandrels are even more heavily ornamented below a stone belt course that creates a continuous sill for the smaller, flat-arch, one-over-one windows on the fifth floor, which appear in groups of four between smaller piers with a stepped corbel detail. A very large parapet with a corbeled blind arcade, dentil bands and a stone cap complete the front elevation. Almost all the windows have what appears to be painted metal panels inset in front of the bottom sash and widening out to cover the stone window sills, which, by the white haze present on the surrounding brick, appear to be failing all over the building. The top of the decorative parapet appears to have been patched along the face and is failing in other areas, with significant loss of the stone cap. The east elevation has similar brick detailing at the parapet, two-over-two flat-arch windows with stone sills in the three center bays on floors two through five and an irregular window pattern on the first

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floor. One of the best painted brick signs in the district appears in the first two bays between the third and fifth floors for the original business, Riley, Wilson & Co. A raised concrete platform/loading dock wraps the south and east elevations. The building is in fair to poor condition, with some elements in very poor condition.

14. **925 Liberty St.**

**Contributing Structure**

Built: 1950

Photo: 25

Architect: Unknown

Builder: J.H. Young Construction Co.

This is a loading dock originally associated with 1426-28 St. Louis Ave. but is now on a separate parcel with a separate owner. The loading dock is open with a stone foundation. While the roof structure and pressure-treated wood support posts reflect a number of alterations, the massing and footprint of the dock appear to be original. The structure is in fair condition.

15. 1426-28 St. Louis Ave.

**Trumbull & Co.**

**Contributing**

Built: 1899

Photo: 26

Architect/Builder: Unknown

Located on the northeast corner of Liberty and St. Louis, this symmetrical, five-story, post and beam, orange brick building is three structural bays wide, five structural bays deep and has a flat roof. While nearly all the original masonry openings have been infilled with brick or small replacement windows, and much of the fifth floor appears to have been reconstructed, the detail in the brickwork is still intact as can be seen in the brick piers with recessed panels, corbeled brick capitals, flat- and segmental-arch brick lintels, stone sills, brick cornices and belt courses, and segmental blind arches. Section F of the MPDF states that "window replacement and infilling of window openings with masonry, glass block or sheathing is the most common alteration in the district due to multiple floods and changes in use over the history of the area."<sup>18</sup> It further states that "individual window openings do not have to be extant as long as the rhythm of the fenestration bays is evident...and the infill should not destroy the masonry opening."<sup>19</sup> In this case, the original masonry opening with the brick arches and stone sills are completely intact. The original inset entrance was converted to an overhead garage door opening at the building face but the two cast iron columns that divided the flanking storefront windows are still in place. In the center bay above the garage door, a large round-arch infilled opening that spans two floors is painted with a newer brick sign. Three small infilled openings and decorative brickwork fill the fourth floor above the round arch. The fenestration is paired in the flanking bays. The west elevation has a raised concrete loading dock and only one dock door is operable. Because this is a corner building, the storefront wrapped the corner with the same cast iron column still in place in front of the brick infill. The east elevation abuts the adjacent building, which also has the fenestration closed. Both buildings were used by a storage company for

<sup>18</sup> Schwenk, Section F, p. 1.

<sup>19</sup> Schwenk, Section F, p. 4.

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decades, a use that does not require windows. Reinstating the masonry openings and installing architecturally correct windows would make this building one of the most interesting in the district. The alterations are within the tolerances of the MPDF,<sup>20</sup> and the other components of integrity are certainly met to count this as a contributing resource in the district. The building appears to be in good condition with some elements in fair to poor condition.

16. 1422-24 St. Louis Ave.

**Newby Transfer & Storage Co.**

**Contributing**

Built: 1900

Photos: 26-28

Architect/Builder: Unknown

Addition: 1902 Architect: Unknown Builder: John Livers

Built: 1962 Architect/Builder: Unknown

The first four stories of this building were constructed in 1900.<sup>21</sup> An additional two stories were added in 1902 (Figure 31).<sup>22</sup> Irregular in plan, this six-story, red brick storage warehouse was constructed with wood posts and steel beams to fit the parcel it sits on. From the front (south) elevation, the six-story, red brick building with a flat roof appears symmetrical with three structural bays separated by brick piers (Photo 26). However, the western-most pier is constructed at an angle to the rest of the front elevation to accommodate the kink in the street and sidewalk. That brick pier is painted out from the second floor to the parapet with a sign that reads "CENTRAL STORAGE CO." Built on a raised, coursed quarry-faced stone foundation, the first floor is the most altered with the entrance now deeply inset in the middle bay with new steps, infill brick, and a residential-style door and trim. The flanking bays are infilled with new brick and older, aluminum replacement windows but the piers with brick quoining remain. A belt course of the coursed quarry-faced stone appears between the first and second floors, and the stone creates the continuous stone window sills and lintels, except for the sixth floor where the window lintels are brick under a segmental brick arch in each bay. From the second to the sixth floors, the outside bays have paired windows openings that are boarded, except for the fifth floor where the boards have fallen off, revealing original, four-over-four wood windows. In the center bay on the second and third floors, the bays are boarded from pier and have two smaller replacement windows inserted into that space. On floors four through six, there are three narrow masonry openings between the piers; the middle opening is boarded and the flanking openings have the smaller replacement windows. Brick corbeling above the fourth floor windows and along the stone-capped parapet complete the elevation. The east elevation is blank except for a couple of added windows, some painted brick signage, and a one-story brick and faux stone loading dock/warehouse addition built in 1962 (Photos 27, 28). The rear elevation is double the width of the front to take advantage of the lot size. Fenestration is regularly-spaced, has loading docks and is boarded. The building appears to be in good condition.

<sup>20</sup> Schwenk, Section F, pp. 1-4.

<sup>21</sup> Water Permit No. 9647 (01/03/1900).

<sup>22</sup> *Kansas Architect and Builder*, August 1902, p. 11.

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Name of multiple listing (if applicable)

17. 1408-10 St. Louis Ave.

**McManus-Heryer Brokerage Co.**

Built: 1922

Architect/Builder: Unknown

**Contributing**

Photo: 28

Built in 1922,<sup>23</sup> this symmetrical, four-story, red brick building with a stone foundation, a flat roof and mill construction has three structural bays. Each of the three vertical bays is inset slightly from the brick piers that define the bays. The brick is corbelled at the top of each bay and the parapet has a simple metal cap. The piers are buttressed, deeper from the base of the building up to the mid-point of the second floor windows where they taper in. The first floor fenestration has been altered—the west bay is completely bricked in and the east bay partially bricked in with non-historic man door in the other half with a wooden stair. The middle bay has a loading dock, which may be original in that location, with a modern overheard door. Original, paired, twelve-light, pivot sash, steel windows appear on the upper floors in each bay. The west elevation rises above the one-story dock building next door and is plain orange brick without fenestration or signage. The east elevation has a couple of faded painted brick signs including one for the George C. Gordon Chemical Co., visible above the newer dock building adjacent on the east. The rear elevation, which is visible from W. 9<sup>th</sup> has the paired steel windows on the upper two floors, the second floor window openings are infilled, and what appears to be a one-story, parged concrete block, loading bay addition. The building is in good condition.

18. **1404-06 St. Louis Ave.**

Built: 1967

Architect/Builder: Unknown

**Contributing**

Photos: 28, 30

Constructed just within the Period of Significance, this infill warehouse building has a windowless orange brick face that rises two stories over a stone foundation. A single concrete loading dock that is flush with the exterior wall is centered on the elevation and has a modern overhead metal garage door. A small metal and wood overhang appears above the dock door. The building is in good condition.

19. 1400-02 St. Louis Ave.

**Sherwin-Williams Paint Co.**

Built: 1903

**Contributing**

Photo: 30

Located on the northwest corner of St. Louis Avenue and Hickory Street in 1903,<sup>24</sup> this symmetrical, four-story, red brick building with quoins, stone appointments and a flat roof, is three structural bays wide and ten bays deep, and is constructed over a raised basement visible only on the front (south) elevation. The east elevation has a raised concrete platform/loading dock that runs the length of the building in front of the raised basement. The front elevation is divided into three structural bays with the center bay slightly recessed

<sup>23</sup> Building Permit No. 15001 (07/17/1922).

<sup>24</sup> Water Permit No. 11247 (03/21/1903).

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and narrower than the flanking bays. A painted metal pediment on stone columns and flanking pilasters marks the at-grade, inset building entrance. The original double-leaf entrance doors have been replaced but the side lights and transom may be original. The windows are paired on this elevation—two windows on each floor in each bay. On the east elevation the windows are regularly-spaced single windows. All the windows sit on stone sills; the first and fourth floor window openings are rectangular, and the second and third floor window openings have segmental brick arches with stone keystones. The windows on the upper floors are all replacements with modern storms but the one-over-one wood windows that flank the entrance and the six-over-six wood windows on the east elevation at the first floor appear to be original. A painted metal cornice wraps the two street elevations just below the fourth floor windows, and a metal fire escape is located in the middle of the east elevation. Two original, segmental-arch dock openings with inset modern dock doors are on the east elevation, and a small, one-story dock addition was constructed at the rear elevation. The rear elevation is visible from W. 9<sup>th</sup> St. The northeast corner of this elevation is clipped at a 45-degree angle to the adjacent walls. The angle has remnants of painted brick signs as that corner of the building is very visible coming into the West Bottoms on the W. 9<sup>th</sup> St. viaduct. The loading dock bays on the first floor have been altered, the windows are boarded on the second and third floors, but the fourth floor has original, nine-light, industrial steel sash windows. Various historic painted brick signs are visible on multiple elevations. The building is in good condition with some elements in poor condition.

20. 1316-18 St. Louis Ave.

**Samuel Freeman Livery**

Built: 1880

Architect/Builder: Unknown

Altered: 1911, 1922 Architect/Builder: Unknown

**Contributing**

Photos: 2, 31, 32

Originally constructed in 1880<sup>25</sup>, this brown brick building with a stone foundation is rectangular in plan with a two-story section in front that faces St. Louis Avenue, and a one-story section in the rear (Photo 31). The building was remodeled in 1911 and again in 1922.<sup>26</sup> The 1922 remodeling likely included installation of the industrial steel sash windows seen in historic tax photo (Figure 32) and the photo from the 1988 Landmarks Commission of Kansas City Central Industrial District Survey.<sup>27</sup> Those windows, along with the doors and overhead garage door, have been replaced with aluminum storefront system in the original masonry openings, which feature header brick sills and lintels. On the first floor, the masonry openings all sit below a continuous brick lintel. There is a door with a tall, two-light transom at each side of the elevation, which are accessed by open metal steps and railings. There are three masonry openings of different sizes between the two doors—a high, horizontal bank of windows, the windows infilling the former dock door location, and a lower vertical pair of windows. On the second floor, two horizontal masonry openings centered on the elevation hold matching bands of windows. Centered on the parapet above the windows is a brick circle in relief with a brick “T” inside the circle, perhaps an abbreviation

<sup>25</sup> Water Permit No. 1614 (09/30/1880).

<sup>26</sup> Building Permit Nos. 49022 (02/11/1911) and 74708 (06/03/1922).

<sup>27</sup> Central Industrial District Survey #18-A (1/88) and MSHPO Inventory No. JA-AS-021-098.



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for Transfer Co. The 1907 Sanborn Map labeled the building as a "Transfer Stable" and the 1922 business responsible for the remodeling work was Advance Transfer Co., referred to as a "Transfer Garage" on the 1909-1938 Sanborn Map.<sup>28</sup> The tall parapet has simple brick corbelling and dentils at the top under a newer aluminum cap. The side and rear parapets are capped with clay tile. The common brick wall comprising the west elevation is visible from the adjacent surface parking lot, while only the second-story, parged and painted brick wall of the east elevation is visible above the adjacent building (Photo 32). The rear elevation is visible from W. 9<sup>th</sup> Street (Figure 33) and features a painted brick wall with a stepped parapet capped in clay tile, two modern overhead garage doors and one replacement window (Photo 2). The building helps define the northern edge of the historic district. The front of the building is in good condition while the back is in fair condition. Although the windows have been replaced, the original masonry openings remain and the alterations, which are typical in an industrial manufacturing and warehouse district, the building retains integrity of location, setting, materials, feeling, association and workmanship.

21. 1312-14 St. Louis Ave.

**Police Station #2**

Built: 1901

Architect/Builder: Unknown

Altered: 1935

Architect: Unknown

Addition: 1951

Architect: Charles A. Lyon

Addition: 1956

Architect: D. Bollard

**Contributing**

Photo: 32

Builder: H.L. Wedge

Builder: John Sanders

Builder: Sherry & Sons, Construction Co.

Originally constructed in 1901<sup>29</sup> as a rectangular, three-story, three-bay wide, orange brick police station abutting the adjacent property to the west (#21) on the north side of St. Louis Avenue, a permit was issued in 1935 to remove the two upper stories of the building (Figure 34).<sup>30</sup> In 1951, a permit was granted for a one-story addition to the east side of the building on the rear half of the property.<sup>31</sup> In 1956, a second addition three bays wide was constructed at the street on the vacant parcel to the east, creating the six-bay building mass seen today.<sup>32</sup> The outside piers and the middle pier of the six-bay assembly are painted white along with a horizontal stone cap that frames the walls. Brick sills and a door lintel are used on the front elevation. The original building has storefront plate glass windows in the first two bays and a residential-style entrance door with glass block sidelights within the masonry opening in the third bay. A 21-light glass block panel inserted high in each bay provides additional light to the interior. An unadorned orange brick parapet appears above the painted stone cap, while the east elevation of the parapet has been parged and painted white. The addition has a storefront plate glass window in each of the three bays. Instead of glass block panels above, the brick is set in a decorative grid pattern that matches the size of the glass block panels. The east elevation of the addition is painted concrete block

<sup>28</sup> *Sanborn Fire Insurance Maps of Kansas City, Missouri.*

<sup>29</sup> Water Permit No. 19492 (09/17/1901).

<sup>30</sup> Building Permit No. 319A (06/27/1935).

<sup>31</sup> Building Permit No. 31530A (12/17/1951).

<sup>32</sup> Building Permit No. 47902-A (10/01/1956); *Sanborn Fire Insurance Maps of Kansas City, Missouri.*

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and has several glass block windows. The rear elevation, which is visible from W. 9<sup>th</sup> Street, has a modern overhead garage door in each side of the building, and a man door under a glass block window in the original building. The alterations, which are typical in an industrial manufacturing and warehouse district, are within the MPDF criteria tolerances for registration.<sup>33</sup> The building helps define the northern edge of the historic district. The building is currently vacant, is in fair condition with some elements in poor condition.

22. 1310 St. Louis Ave.

**Fire Insurance Patrol #2**

Built: 1890

Architect/Builder: Unknown

**Contributing**

Photo: 33

Built in 1890<sup>34</sup> to house an insurance fire patrol, a group tasked by insurance companies to protect assets after a fire, this rectangular, narrow, one-story, orange brick building with a flat roof sits between two vacant lots on the north side of the street. Originally constructed as a two-story building, the second floor was removed in 1948.<sup>35</sup> The brick side walls and parapet frame the front elevation of what looks to be painted speed tile or terra cotta block under a steel lintel ornamented with florets. A slightly inset vehicle entrance with a modern metal roll-up door is centered on the elevation with a metal man door to the right. There are a couple of added windows on the side and rear elevations, and there is a vehicle garage door at the rear of the building, visible from W. 9th. The building is in fair condition and retains integrity.

23. 1317-19 St. Louis Ave.

**Seavey & Flarsheim**

Built: 1902

Architect: Fred B. Hamilton

Addition: 1950 (1313 St. Louis)

**Contributing**

Photos: 34-36

Builder: J. T. Patterson

Builder: Messina Brothers Construction

Built for a grocery brokerage firm in 1902,<sup>36</sup> this symmetrical, red brick, five-story building with three vertical structural bays, stone appointments, and a flat roof sits on the south side of St. Louis Avenue in a block of architecturally noteworthy buildings (Photo 35). The 1903 flood caused the rear half of the building to collapse (Figure 35) and be rebuilt. A raised concrete platform/loading dock with concrete steps at each end spans the front of this building and the two to the west. The brick piers that frame the structural bays pop above the parapet at the top of the front elevation (Photo 36). Three altered storefronts on the first floor retain the historic transom divisions, steel lintels and the general historic storefront proportions but door, bulkheads, windows and transoms are not original. Brick dentils and a continuous stone sill mark the transition to the upper floors. Above, one-over-one replacement windows appear in paired flat-arch masonry openings with stone sills on every

<sup>33</sup> Schwenk, Section F, pp. 1-4.

<sup>34</sup> Water Permit No. 11148 (11/13/1890).

<sup>35</sup> Building Permit No. 23110A (02/21/1948).

<sup>36</sup> Water Permit No. 2867 (02/17/1902).

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floor. At the top of each structural bay between the piers, corbelled brick creates a blind arcade. The wall terminates in a simple dentiled brick course under stone parapet caps. There is metal fire escape in the middle structural bay from the second floor to the parapet. A small painted brick sign appears on the front elevation and remnants of several large painted brick signs are visible above a 1950 addition on the east elevation (Photo 34). The painted concrete block addition has a few glass block windows high on the walls and an overhead door and a concrete ramp and loading dock on the east side. Visible from the tracks and street outside the district, the rear elevation has an altered first floor, all original masonry opening with replacement windows on the floors above and remnants of painted brick signs between the floors. Despite the awkward concrete block addition and the other alterations, this building retains integrity and is in good condition with some elements in fair to poor condition.

24. **1321-27 St. Louis Ave.**

**Contributing**

Built: 1909-10

Photos: 35, 37, 38

Architect: Adriance Van Brunt & Bros. Builder: Urban Construction Co., Alpin Const. Co.

Addition: 1916 Architect: Benjamin J. Lubschez Builder: George H. Siedhoff

Constructed in three phases as a multi-tenant building, the first two stories of the three-bay east building (Photo 37) were built in 1909 followed immediately by a four-story, three-bay addition (per the building permit) to the west (Photo 38) in 1910.<sup>37</sup> In 1916, an additional three-stories were added to the two-story portion of the building, creating the four and five story building that exists today.<sup>38</sup> Adriance Van Brunt was the architect for the original two-story building and the four-story addition but died in 1913 before the three-story addition was needed. Benjamin Lubschez, an associate in Van Brunt's former firm, used the same design but added a floor of windows before repeating the parapet design and detailing. Built of red brick and reinforced concrete with a stone foundation and raised basement, this building is nearly square in plan with the addition. Bookended in the middle of the block (Photo 35) on the south side of St. Louis Avenue, the six bays across the front (north elevation) of the first floor appear above the concrete platform/loading dock and under a metal shed roof hung from cables off the building. The masonry openings have segmental arches with brick lintels and various configurations of windows, man doors, and overhead doors, some of which appear original. On the second through fourth floors, paired, two-over-two windows on stone sills span the space between masonry piers. The second and third floors have exposed steel lintels above the windows while the fourth floor windows appear in segmental-arch masonry openings with keystones and brick lintels. At the top of the fourth floor, a stone belt course spans the façade, creating the sill for the paired two-over-two windows on the fifth floor of the east addition. A second belt course creates the lintel at the top of the fifth floor windows. With the exception of the second floor windows in the west four-story addition, which appear to be aluminum replacements, all the windows on this elevation either original wood windows or older, wood replacement windows. The matching parapets have gable and crenellated detailing with newer stone caps. Visible from the tracks and other streets outside the historic district, the rear elevation has been altered

<sup>37</sup> Building Permit Nos. 9259 (04/30/1909) and 9912 (08/30/1910).

<sup>38</sup> Building Permit No. 60068 (04/11/1916).

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somewhat at the first floor but features a mix of dock doors and original, two-over-two, double-hung, steel sash windows. On the upper floors, the same windows are paired in regularly-spaced, segmental-arch masonry openings with stone sills. Front and rear elevations have remnants of painted brick signs between floors of windows. The building is in fair to poor condition with some element in very poor condition but retains integrity.

25. 1329-31 St. Louis Ave.

**Bliss Syrup & Preserving Co.**

Built: 1897

Architect/Builder: Unknown

**Contributing**

Photos: 39, 40

Located on the southeast corner of St. Louis Avenue and Hickory Street in 1897,<sup>39</sup> this rectangular, symmetrical, red brick, five-story building with a coursed, quarry-faced, stone foundation and a raised basement is four bays wide and nine bays deep. Above the fourth floor cornice line is a slightly inset fifth floor with parapeted gable walls and a gable roof. The first floor of the front (north) elevation (Photo 39) actually has five bays—a centered double-leaf entrance at grade with replacement doors and infill under an original round-arch transom, sign and projecting, ornamented hoodmold. Flanking the door are two tall, narrow, original, one-over-one, double-hung, wood sash windows with original decorative wood panels between the window sill and the basement windows below. The basement windows have been changed to glass block. The whole assembly from the ground up sits within a segmental-arch masonry opening with brick voussoirs. Flanking the two narrow openings are two wider masonry openings—the east has been altered with the removal of the historic window assembly for a big infill panel and a man door, but the west matches the historic details with original paired windows. With the exception of these windows and the first two around the corner on the west elevation, all the other windows in the building appear to be vinyl replacements. On the first floor, every fifth course of brick is recessed, creating a ribbed pattern that terminates in a dentiled brick cornice that wraps the street elevations under the second floor windows. Four vertical bays of windows from the second to the fourth floor sit within a slightly recessed panel in each bay with a round-arch hoodmold at the top of each bay. The masonry window opening on the second and third floors have segmental-arch brick lintels and the fourth floor has round-arch under the hood mold. Decorative tie rods appear on the brick piers between the windows. The fourth floor is terminated on both street elevations in an ornate brick cornice that features corbeled brick imposts supporting interwoven blind arches. Above the cornice, the fifth floor is inset slightly from the building edges and has gable roof and limited windows. The gable ends have three round-arch window openings with arched hoodmolds. The west elevation along Hickory St. (Photo 40) has a concrete platform/loading dock that runs the length of the building. Architectural details generally match the front elevation but the brick is in much worse shape on this elevation. The southern-most bay of the building is supported on steel posts and beams, and originally was completely open on the first floor so train cars could be loaded and unloaded through the rear dock bays. Two of the bays are now enclosed. Remnants of historic painted brick signs appear on all elevations. The building retains integrity but is in fair to poor condition.

<sup>39</sup> Water Permit No. 13712 (08/19/1897).

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26. 1401-03 St. Louis Ave.

**Swift & Co.**

Built: 1888

Architect/Builder: Unknown

Altered: 1953 Architect: Grant Renne & Sons

**Contributing**

Photos: 40, 41

Builder: Wallace R. Scott

Built on the southwest corner of St. Louis Avenue and Hickory in 1888,<sup>40</sup> this rectangular, two-story, orange brick warehouse with a stone foundation, and course quarry-faced windows sills and lintels (remaining on east elevation only) has been altered most significantly on the north (front) elevation (Photo 41) where the entire seven-bay brick and stone wall (Figure 36) was replaced in 1953.<sup>41</sup> The alterations on the north elevation match the warehouse at the west end of the block (#28, 1415-19 St. Louis). On the east elevation (Photo 40), more pieces of the historic brick building are evident, especially when looking at a historic photo of the building before the work was done. The windows were also replaced at that time with steel sash. This building is now connected to the building immediately to the west (#27, 1405-13 St. Louis). The alterations, which are typical in an industrial manufacturing and warehouse district, reflect the change in architectural styles as buildings are modified by and for changing owners and businesses. Despite the alterations, the building retains integrity of location, setting, materials, feeling and association. The building is in good condition.

27. 1405-13 St. Louis Ave.

**Security Building**

Built: 1909

Architect: Smith & Lovitt Builder: Swenson Construction Co.

Additions: 1912 Architect: Smith & Lovitt, attribution Builder: Swenson Construction Co.

**Contributing**

Photos: 41-44

This massive, multi-tenant warehouse building (Figure 37) was constructed in two phases—the five western structural bays at five stories in height and eight bays deep in 1909, and the three eastern structural bays and the 6<sup>th</sup> and 7<sup>th</sup> floors, eight bays deep in 1912.<sup>42</sup> The façade design of the 1909 and 1912 sections are identical, therefore an attribution is being made for the same architect for the 1909 and 1912 sections. Constructed of reinforced concrete and mottled red brick, the front elevation (Photos 41-43) at the first floor is the most altered area. Three concrete loading docks span the elevation under a large steel canopy supported by large metal brackets. The dock bays have all been altered with infill or new overhead doors or man doors. Above the canopy, original two-over-two sash on the second floor have been replaced with white vinyl windows. Above the second floor, the building is pretty original. Nine brick pilasters with stone bases and drop pendent capital details span the space from the first floor to the fifth floor bracketed cornice. Between the pilasters, regularly-spaced, original, two-over-two, double-hung steel windows appear singly

<sup>40</sup> Water Permit #668 (08/08/1888).

<sup>41</sup> Building Permit No. 34664A (04/07/1953).

<sup>42</sup> Building Permit Nos. 9272 (05/07/1909) and 52852 (07/17/1912).

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and in pairs on stone sills. The six and seventh floor windows match the placement of those on the floors below. The sixth floor windows sit just above the fifth floor cornice and the seventh floor windows just above the large, projecting, bracketed sixth floor cornice. The wall terminates in a stone capped parapet with a subtle wave pattern on the face. The concrete structure and brick are painted out on the east and west elevations (Photos 41, 43). At the rear of the building, one bay overhangs the old rail spur location on reinforced concrete piers for loading and unloading of goods. The warehouse is in very good condition and retains integrity.

28. 1415-19 St. Louis Ave.

**Biggs & Koch Co.**

Built: 1885

Architect/Builder: Unknown

Altered: c.1953 Architect/Builder: Unknown

**Contributing**

Photos: 43, 44

Built on the southeast corner of St. Louis and Liberty in 1885,<sup>43</sup> the north (front) elevation of this rectangular, two-story, orange brick warehouse matches the north elevation of the warehouse building at the east end of the block (#26, 1401-03 St. Louis). Both buildings were altered c.1953 and reflect the modern style of the mid-20<sup>th</sup> century. The building has brick piers, steel sash windows on the second floor and a covered platform/loading dock that spans the painted brick along the length of the west elevation. This building is now connected to the building immediately to the east (#27, 1405-13 St. Louis). The alterations, which are typical in an industrial manufacturing and warehouse district, are within the MPDF criteria tolerances for registration.<sup>44</sup> The building is in good condition.

29. 1408-12 Union Ave.

**Geiser Manufacturing Co.**

Built: 1900

Architect/Builder: Unknown

West Addition (1414-18 Union Ave.)

Built: 1913

Architect: Smith, Rea & Lovitt Builder: A. E. Madorie

East Addition (1404-06 Union Ave.)

Built: c.1930

Architect/Builder: Unknown

**Contributing**

Photos: 45-47

Built on the north side Union Avenue (Figure 38), this large manufacturing facility and warehouse is five stories flanked to the east and west (Photos 45, 46) by one-story additions and is built of heavy timber mill construction. The front (south) elevation (Photos 46, 47) of the five-story block is four vertical bays wide, separated with large brick pilasters with stone bases and capitals on the first floor, and spanning floors two through four above. Brick and stone piers frame the entrance bay and storefront windows under a non-historic metal canopy that spans the elevation. Above, the three-story pilasters originate on a stone and dentiled brick base, rising to carry the corbeled and dentiled cornice between the fourth

<sup>43</sup> Water Permit No.4374 (07/08/1885).

<sup>44</sup> Schwenk, Section F, pp. 1-4.

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and fifth floors. The fifth floor has individual masonry openings on a continuous stone sill and stone lintels with keystones. The windows have been altered on every floor—the massive second floor openings have been infilled with glass block, the third and fourth floors have plywood panels with bands of small slider windows, and the fifth floor have plywood panels with one slider in each opening. Above the fifth floor windows, the parapet has corbeled brick imposts supporting round-headed blind arches below a dentiled brick band. The east and west elevations have irregularly-spaced, altered windows on the second through the fourth floors. At the first floor on either elevation is a one-story brick addition. The brick, one-story west addition (Figure 39) with a concrete floor was built in 1913<sup>45</sup> by the second building owner, Emerson-Brantingham. The south elevation (Photo 46) has been totally altered and the windows infilled with boards, but the west elevation retains more of the historic character (Photo 45). The brick, one-story east addition (Figure 40) with a concrete floor was built c.1930 by the third building owner, A. Y. McDonald Manufacturing Co. It has a decorative woven brick pattern spanning the elevation above a single overhead, at grade dock door and four bricked-in windows. The building is in good condition.

30. 1400-02 Union Ave.

**Peppard Seed Co.**

Built: 1889

Architect/Builder: Unknown

**Contributing**

Photos: 48, 50

Built on the northwest corner of Union and Hickory in 1889,<sup>46</sup> this symmetrical, rectangular, four-story, red brick building with a stone foundation, a flat roof and post and beam construction is five bays wide at the front (south) elevation (Photo 48), and eight bays deep along Hickory (Figures 41, 42; Photo 50). Above the first floor, each of the five vertical bays is inset slightly from the brick piers that define the bays. The brick is corbelled at the top of each bay and at the parapet. The first floor has a centered, raised entrance with a round-arch opening with an inset double-leaf wood door with large lights. All the windows on the building, most of which have been altered, have segmental-arch masonry openings with brick lintels and stone sills. Window alterations include replacements, glass block, and the openings being bricked in but there are some original four-over-four and four-light wood windows that remain in place. The west elevation abuts a one-story warehouse to the west. The east elevation has a concrete platform/loading dock that runs the length of the building at the first floor. Both the east and north (rear, Photo 50) elevations have a centered round-arch opening with an inset double-leaf wood door that look historic. The doors on the east entrance have a round arch that matches the opening. The rear door has a newer concrete ramp. Remnants of painted brick signs also appear on the elevations. The building is in good to fair condition and retains integrity.

**Parking Lots and Vacant Lots**

<sup>45</sup> Building Permit No. 54124 (03/10/1913).

<sup>46</sup> Water Permit No. 3466 (04/23/1889).

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31. 1421-25 W. 9<sup>th</sup> St.

**Parking Lot**

**Non-Contributing Structure**

Photo: 3

Now associated with 1427-33 W. 9<sup>th</sup> St. (NRN # 1), this brick-paved parking lot is enclosed by a relatively new, high, metal and wood fence on the east side of the building. Based on Sanborn Maps and City Directories,<sup>47</sup> a one-story warehouse building with a loading dock that spanned the W. 9<sup>th</sup> St. frontage may have been built by Gille Manufacturing c.1920. The rear of the warehouse was demolished between 1949 and 1957, leaving only the loading dock area along W. 9<sup>th</sup> St. The loading docks were demolished after 1970. It is unknown when the existing brick pavers and fence were installed, but condition would indicate the work was done more recently and certainly outside the Period of Significance.

32. 1533-35 W. 9<sup>th</sup> St.

**Vacant Lot**

**Non-Contributing Site** (described, not counted)

Photo: 8

This vacant lot on the southeast corner of W. 9<sup>th</sup> and Wyoming St. appears to have had a one-story building constructed c.1920 and was used over the years to house an auto and truck repair shop, a transfer warehouse, truck freight line, and auto storage. Based on Sanborn Maps and City Directories,<sup>48</sup> the lot was vacated after 1957. The lot remains vacant and unimproved.

33. 1601-13 W. 9<sup>th</sup> St./910-18 Wyoming St.

**Parking Lot**

**Contributing Structure**

Photo: 8

Now associated with 920-24 Wyoming St. (NRN #7), this gravel and paved parking lot occupies a number of smaller parcels and provides semi-trailer and truck parking for the current business. Based on Sanborn Maps and City Directories,<sup>49</sup> there were several small buildings on the lots that appear to have been torn down during the Period of Significance. Auto parking on some of the parcels was a noted use during the Period of Significance, although not attributed to any buildings in the district, but it is not known when the parcels were improved.

34. 928-36 Wyoming St.

**Parking Lot**

**Non-Contributing Structure**

Photo: 13

This asphalt parking lot occupies several parcels that historically had a couple of single-family houses and a school on them, all built in the late 19<sup>th</sup> century and all demolished by 1957. After demolition, the addresses don't appear in City Directories, and there is no record of when the paved lot was created. Based on Sanborn Maps and City Directories,<sup>50</sup> the lot was likely improved outside the Period of Significance.

35. 911-13 Wyoming St.

**Non-Contributing Site** (described, not counted)

<sup>47</sup> Sanborn Fire Insurance Maps of Kansas City, Missouri; Kansas City, Missouri City Directories.

<sup>48</sup> Sanborn Fire Insurance Maps of Kansas City, Missouri; Kansas City, Missouri City Directories.

<sup>49</sup> Sanborn Fire Insurance Maps of Kansas City, Missouri; Kansas City, Missouri City Directories.

<sup>50</sup> Sanborn Fire Insurance Maps of Kansas City, Missouri; Kansas City, Missouri City Directories.



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**Vacant Lot**

Photo: 10

Once occupied by one of the eleven Abernathy Buildings (Building #9 in Figure 4), it appears that building was demolished and the lot vacated in the late 1970s based on Sanborn Maps and City Directories.<sup>51</sup> Demolition occurred outside the Period of Significance. The lot remains vacant and undeveloped today.

36. 1510-18 St. Louis Ave.

**Non-Contributing Site** (described, not counted)

**Vacant Lot**

Photo: 21

Based on Sanborn Maps and City Directories,<sup>52</sup> two, two-story commercial buildings constructed c.1926 were likely demolished in the late 1960s, which is within the Period of Significance. The vacant lot remains unimproved today and is used for outdoor storage.

37. 1320-30 St. Louis Avenue

**Contributing Structure**

**Parking Lot**

Photo: 29

This asphalt parking lot is made up of a number of parcels that had a variety of small buildings built and replaced over the first half of the 20<sup>th</sup> century. The parcels run between St. Louis on the south and W. 9<sup>th</sup> St./Forrester Rd. on the north with the west side of the lot fronting on Hickory St. By 1949, only a small building appeared on the north side of the lot on W. 9<sup>th</sup> St.<sup>53</sup> By 1966, the building was vacant and there were no building addresses listed from 1970 on.<sup>54</sup> It's likely at least some of the parking was paved during the Period of Significance to serve surrounding businesses.

<sup>51</sup> Sanborn Fire Insurance Maps of Kansas City, Missouri; Kansas City, Missouri City Directories.

<sup>52</sup> Sanborn Fire Insurance Maps of Kansas City, Missouri; Kansas City, Missouri City Directories.

<sup>53</sup> Sanborn Fire Insurance Maps of Kansas City, Missouri; Kansas City, Missouri City Directories.

<sup>54</sup> Sanborn Fire Insurance Maps of Kansas City, Missouri; Kansas City, Missouri City Directories.

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38. 1312 St. Louis Avenue

**Vacant Lot**

**Contributing Site**

Photo: 32

This parcel is a vacant lot that runs from St. Louis north to Forrester Rd. Sanborn Maps<sup>55</sup> show that the parcel has been vacant during the entire Period of Significance. The lot is fenced today and is part of the property at 1310 St. Louis Ave. (NRN #22).

<sup>55</sup> Sanborn Fire Insurance Maps of Kansas City, Missouri; Kansas City, Missouri City Directories.

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## Statement of Significance

### SUMMARY

The West Bottoms – North Historic District is eligible for listing in the National Register of Historic Places for local significance under Criterion A for COMMERCE.

The buildings in the district retain a strong degree of integrity of association and location and are situated in an area of Kansas City associated with the manufacture, distribution and storage of goods and merchandise for later distribution that relied on railroad freight service.

The larger West Bottoms area, several square miles in size, was one of the distinct commercial/industrial districts in Kansas City that developed on floodplains adjacent to waterways. This low-lying, level topography enabled the area to become a hub of railroad activity after the 1869 opening of the Hannibal Bridge across the Missouri River, which linked the economic networks of St. Louis and Chicago through Kansas City to areas further west. The proximity of the Hannibal Bridge to the West Bottoms area also funneled railroad activity toward that area, and the 1878 opening of the Union Depot established the West Bottoms area as the region's primary manufacturing and distribution center for the next half century.<sup>56</sup>

The most concentrated collection of historic buildings in the West Bottoms is in the middle section, roughly bounded by W. 9<sup>th</sup> St./Forrester Rd. on the north, rail lines and the bluff/Beardsley Rd. on the east, Interstate 670 on the south, and a large contemporary truck depot and the Missouri/Kansas state line on the west. The subject of this nomination is the north section of this larger West Bottoms area (Figure 2), which is bounded on the south by the active rail lines that bisect the West Bottoms. The buildings are further isolated to the west, north and east by significant amounts of demolition that has occurred outside of the proposed district boundary. The business occupants of the West Bottoms – North Historic District illustrate the breadth of the economic activity in this area, as it became a sales, processing, and transshipment point for both raw materials and finished goods. Farm and ranch commodities arriving in the West Bottoms – North Historic District included lumber, wool, seed, wheat, sugar, and a variety of food crops. Typically, some commodities were broken down from railroad boxcar loads into smaller quantities suitable for sale at the retail level; other commodities – shipped from small producers – were aggregated, thereby improving their marketability by increasing available quantities of specific items; and finally, other commodities were processed, which added value and created ready-made goods for sale. The end products were either used locally or shipped to other markets. These steps in the production chain were often facilitated by brokers, who ranged from individuals to small firms to large companies that both bought and sold goods and products for customers. Manufactured products also arrived in the West Bottoms area for temporary storage in warehouses of specific companies or in general storage facilities. In turn, these goods would either be sold to retailers or directly to final customers. Most buildings in the West Bottoms - North Historic District were built for single users, although two large buildings constructed about 1910 were specifically built for multiple tenants (NRN #24

<sup>56</sup> Sally Schwenk, National Register of Historic Places Multiple Property Documentation Form, *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri*, (Kansas City, 2010), section E, pp. 4-5.

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and NRN #27). In addition, two buildings originally constructed for single users were changed to multi-tenant configurations during the 1920s (NRN #1 and NRN #23).

In addition to the connection through association of uses and economic activities that is evident in the West Bottoms - North Historic District, the building stock continues to create a distinct sense of location through the important shared physical characteristics outlined in the MPDF. The area has a compact, asymmetrical street network, often resulting in blocks that are both short in length and shallow in depth. The dominance of railroads in the area is illustrated by the presence in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries of an elevated railroad in the West 9<sup>th</sup> Street right-of-way (Figures 3 and 43), as well as railroad sidings adjacent to almost every building.

Buildings range from one to seven stories in height, with twenty buildings of four or more stories in height, representing two-thirds of the buildings in the historic district. The buildings were constructed at the street edge or sidewalk line, creating a distinctive physical environment (Photo 42). On street frontages, raised docks rather than sidewalks were a common feature on buildings, facilitating loading and unloading from horse-drawn wagons (Photo 21). On side and rear elevations, railroad sidings were a dominant feature, providing direct loading and unloading from boxcars (Figure 10). Most buildings are rectangular in shape, although this basic shape was altered in some cases to construct walls parallel to railroad sidings. Several buildings even had sidings built inside (Photo 15). The buildings also shared a common vocabulary of materials, with red or brown brick walls, stone accents, and decorative brickwork, sometimes with Italianate or Romanesque stylistic details.

The buildings in the district reflect the three Historical Contexts described in Section E of the Multiple Property Documentation Form *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri* (MPDF), 2010. The contexts are: The Evolution of Kansas City Railroad Freight Industry, 1859-1970; Commercial and Industrial Businesses Located Near Rail Freight Facilities, 1865-1970; and Commercial and Industrial Architecture in Kansas City's Railroad Freight Districts, 1869-1970. These Historical Contexts will be discussed in this section.

The buildings in the district also meet the criteria for the following Associated Property Types as described in Section F of the Multiple Property Documentation Form *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri* (MPDF), 2010. The property types are: Industrial Facilities and Commercial Distribution Buildings (Industrial Manufacturing Facilities and Warehouses, Commercial Distribution Offices and Warehouses, and Commercial Warehouses); Office and Sales Buildings; and Auxiliary Support Resources (Government Buildings). These Associated Property Types will be discussed in this section.

The period of significance for the West Bottoms - North Historic District is circa 1880-1970. The circa 1880 date represents the best approximation of the construction date of the oldest existing building in the historic district, which provides physical evidence for commerce. The patterns of commerce in the historic district continued through 1970, reflecting the Historical Contexts outlined in the MPDF. This topic will be discussed in this section.

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**ELABORATION**

**Location: The Driving Force for Kansas City and the West Bottoms Area**

The establishment and successful development of Kansas City and the West Bottoms area can be attributed in large part to its location. As stated in *The History of Jackson County, Missouri* published in 1881: "the situation now is as advantageous as in the beginning, and will be in the future, as in the past, maintain for this city a controlling position."<sup>57</sup> Situated at the confluence of the Kansas and Missouri Rivers, adjacent to the state line (of Kansas), and located at approximately the center point of the country, Kansas City was from its earliest days, strategically sited to promote commerce, facilitate ease of transportation, and provide protection.<sup>58</sup> Over the generations, Kansas City and the West Bottoms area continued to capitalize on its location, resources, and ability to adapt to changing times and technologies to generate economic growth.

**Becoming Kansas City**

Originally inhabited by Indigenous peoples, including the Osage Native American Tribe, the region was visited by French fur traders and explorers since the 1700s, who were drawn to the area due to the juncture of the two rivers and the ease of transporting goods, both by water and by land.<sup>59</sup> In 1803 the United States acquired the land that comprises present-day Missouri from France as part of the Louisiana Purchase.<sup>60</sup> Shortly afterward, at the request of the United States government, Meriwether Lewis and William Clark, along with an exploration party of 43 men, set out to explore the new acquisition, and "camped for two days on the low plain where the Kaw [Kansas] River flowed into the muddy Missouri," close to present-day Kansas City. William Clark noted in his journal that the physical and locational attributes of the site, both in terms of access for trading with Native American tribes, as well as providing a secure lookout, would make it a perfect location for a fort.<sup>61</sup>

Four years later, as recommended by Clark, Fort Osage was established high on a cliff, about 30 miles downstream from Lewis and Clark's original encampment.<sup>62</sup> The few inhabitants at the Fort farmed the land and traded fur and hides. The Fort remained operational for about fourteen years before Congress was "pressured by private fur companies to stop competing with private enterprise."<sup>63</sup> In 1821, just prior to the Fort's closure, Francois Chouteau, a trader of French descent with ties to traders in St. Louis, established a trading post "at the mouth of the Kaw [Kansas] River...[which provided] access to the valleys of the Kaw, Missouri, and

<sup>57</sup> *The History of Jackson County, Missouri* (Kansas City, Missouri: Union Historical Company, Birdsall, Williams & Co., 1881), p. 612.

<sup>58</sup> George Ehrlich, *Kansas City, Missouri, An Architectural History, 1826-1990* (Columbia, Missouri: University of Missouri Press, 1992), pp. 3-4.

<sup>59</sup> Sherry Lamb Schirmer and Richard McKinzie, *At the River's Bend, An Illustrated History of Kansas City Independence and Jackson County*, (Produced in association with the Jackson County Historical Society, Woodland Hills, California: Windsor Publications, Inc., 1982), p. 13.

<sup>60</sup> Henry C. Haskell, Jr. and Richard B. Fowler, *City of the Future – A Narrative History of Kansas City, 1850-1950*. (Kansas City: Frank Glenn Publishing, 1950), p. 21.

<sup>61</sup> Schirmer and McKinzie, pp. 11-13.

<sup>62</sup> Schirmer and McKinzie, p. 11.

<sup>63</sup> Schirmer and McKinzie, p. 13

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Platte, and by overland portage, to rivers to the southwest.”<sup>64</sup> The same year, Missouri became the 24<sup>th</sup> state in the Union. Jackson County was incorporated on December 15, 1826, and the town of Independence, founded on March 29, 1827, became the county seat.<sup>65</sup>

John Calvin McCoy, considered the patriarch of Kansas City, also helped to establish settlements both near the river (Westport Landing) and in the hills (Westport).<sup>66</sup> With the opening of the Westward Trails to settlers (which included the Santa Fe Trail, the Oregon Trail, and the California Trail), enterprising men such as McCoy and Chouteau capitalized on the steady stream of settlers who needed to purchase supplies before heading west.<sup>67</sup>

Ferry and steamboat travel began at about the same time as the opening of the west, and was utilized both as a means to ship supplies to the trading posts, as well as to transport settlers.<sup>68</sup> In 1834, McCoy, who was also a trade store proprietor, ordered goods from the East. Instead of the usual river delivery route to Independence, and an arduous land trip back, McCoy persuaded the captain of the steamboat *John Hancock* to unload the cargo on the riverbank of Westport Landing. McCoy had to clear a road from his store through the forest to the riverbank to retrieve his shipment.<sup>69</sup>

The spot McCoy designated in Westport Landing had the advantage of two navigable rivers, as well as a far superior natural rock levee at the juncture, making travel much easier, faster, and less expensive than traveling by wagon, even if it was only for part of the trip. Additionally, when compared to the southern routes, the land on the riverbanks made for an easier passage for wagons, and the high divides offered plenty of grass and water for the oxen and horses. During the Mexican-American War (1846-1848), soldiers routinely utilized this travel route, as did settlers on expeditions to California, Utah, and Colorado.<sup>70</sup>

In 1838, McCoy and Chouteau and a number of other partners formed the Town of Kansas Company, and succeeded in purchasing the 271-acre farm owned by Gabriel Prudhomme's estate. This land acquisition removed the hindrance to development, and expansion around Westport Landing was finally able to continue. In 1839 the area was renamed the Town of Kansas. Jackson County incorporated the Town of Kansas on June 3, 1850. The town got its first newspaper (the now-defunct *Kansas Ledger*) in 1851 and its first telegraph service in 1858.<sup>71</sup>

On March 28, 1853, the state of Missouri officially incorporated the Town of Kansas as the City of Kansas. In the ensuing years, the city continued to grow dramatically, instituting some of the mechanisms needed to become a major metropolitan area. A courthouse was built, a city

<sup>64</sup> Schirmer and McKinzie, p. 13.

<sup>65</sup> Roy Ellis, *A Civic History of Kansas City, Missouri* (Springfield Missouri: Elkins-Swyers, 1930), p. 3.

<sup>66</sup> Ellis, p. 3.

<sup>67</sup> Schirmer and McKinzie, pp. 26-27.

<sup>68</sup> *The History of Jackson County, Missouri*, p. 612.

<sup>69</sup> Ellis, p. 3.

<sup>70</sup> *The History of Jackson County, Missouri*, p. 612.

<sup>71</sup> Ellis, p. 43; Emma Serl, Alice Lanterman, and Virginia Shaeff, *The Story of Kansas City, the City at Work*, 3 vols. (Kansas City Board of Education, 1945), 3:89.

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market was established, and a Chamber of Commerce was formed in 1856.<sup>72</sup> The U.S. Census put Kansas City's population at 4,418 persons in 1860.<sup>73</sup>

In the 1850s, the majority of residential and commercial structures in the Town of Kansas were still located along the river.<sup>74</sup> Beginning in about 1855, the City undertook a project to make a cut westward through the bluffs to connect to the West Bottoms area.<sup>75</sup> The objective was to spur growth and development: "If the infant Town of Kansas was to grow at all, it had to break out of its entrapment and surmount the bluffs that hedged it in along the river."<sup>76</sup> After this early success, plans were made to undertake similar projects over the next fifteen years, initially along several north-south streets east of the West Bottoms area (Main, Delaware, Market, and Broadway), bringing them down to river level and facilitating another connection westward to the West Bottoms area. Another round of street excavations was authorized several years later.<sup>77</sup> These projects resulted in a newfound opportunity for the residential and business sectors to relocate away from the river, and many did. By the end of the 1850s, officials had approved almost twenty additions to the original boundaries of the Town of Kansas, thus increasing the size of the area eight-fold.<sup>78</sup>

### **Railroads, Prosperity, and the Building Boom**

The economy slowed just before the Civil War due to uncertainty and mixed political loyalties. Because Missouri was admitted to statehood as a slave state and Kansas was admitted as a free state, tensions along the border remained high throughout the war and many areas saw intense military activity.<sup>79</sup> After the War, "exiles returning to Jackson County found that 11 years of border war and civil war had changed the way home looked. Houses lay in ashes. Neglected farms stood in disrepair. Businesses, cut off from the trails, the farms, and the river for so long had either disappeared or verged on ruin."<sup>80</sup> Hope came in the form of the long-awaited railroad.

While Kansas City had been lobbying to be a railroad town since the mid-1850s, various delays, including those caused by the Civil War, prevented the expansion of the much hoped for rail service. On September 21, 1865, "the Pacific Railroad (later renamed the Missouri Pacific Railroad) finally completed trackage into the city...[which] extended on to the West Bottoms [area], where a second depot, State Line Station, marked its junction with the Union Pacific."<sup>81</sup>

As George Ehrlich wrote in *Kansas City, Missouri, An Architectural History*:

<sup>72</sup> A. Theodore Brown and Lyle W. Dorsett, *K.C.: A History of Kansas City, Missouri* (Boulder, Colorado: Pruett Publishing Company, 1978, p. 15; Wikipedia, History of the Kansas City metropolitan area - City of Kansas, [https://en.wikipedia.org/wiki/History\\_of\\_the\\_Kansas\\_City\\_metropolitan\\_area](https://en.wikipedia.org/wiki/History_of_the_Kansas_City_metropolitan_area), Accessed May 8, 2016.

<sup>73</sup> James R. Shortridge, *Kansas City and How it Grew, 1822-2011* (Lawrence, Kansas: University Press of Kansas, 2012), p. 25.

<sup>74</sup> Schirmer and McKinzie, p. 30.

<sup>75</sup> Shortridge, pp. 20-21.

<sup>76</sup> Schirmer and McKinzie, p. 30.

<sup>77</sup> Shortridge, pp. 20-21.

<sup>78</sup> Shortridge, pp. 21-22.

<sup>79</sup> Schirmer and McKinzie, pp. 35-39.

<sup>80</sup> Schirmer and McKinzie, p. 39.

<sup>81</sup> Shortridge, p. 31.

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The attributes that once made Kansas City the paradigm of a frontier river town were being submerged. A new Kansas City, one that would be the railroad hub and regional merchandiser – with all of the attendant services and buildings that this required – was beginning to take its place. There was preparation for growth in size and wealth that everyone was sure would come.<sup>82</sup>

Discussions ensued on ways to attract other railroads to Kansas City, but the lack of access across the Missouri River via a bridge was a huge impediment to the negotiations.<sup>83</sup> With financial assistance from a Boston financial alliance (affiliated with the Hannibal and St. Joseph Railroad), support from the West Kansas Land Company, and assistance from Robert T. Van Horn, a former newspaper editor and standing U.S. Congressman who obtained federal authorization for the bridge, construction of the Hannibal Bridge began in 1867.<sup>84</sup> It was finished July 3, 1869.

The impact of the bridge was immediate: "Trains crossing the bridge on the Hannibal and St. Joseph line joined the Missouri Pacific where it snaked along the south bank into the West Bottoms [area]... Their success spawned other lines like the Kansas City, St. Joseph and Council Bluffs, and the Kansas City, Pittsburg and Gulf... By 1872, seven railroads established Kansas City as the great transportation hub on the eastern edge of the Great Plains."<sup>85</sup> By 1881, thirteen railroads had been established, radiating from Kansas City to all parts of the country.<sup>86</sup> The number of railroads increased to seventeen by 1900.<sup>87</sup>

The growth of the railroads spurred business development in Kansas City, particularly in the livestock, manufacturing, wholesaling, warehousing, agricultural, and distribution sectors. In 1870, just a few years into the start of the economic boom, the annual value, by selected commodity, was: \$9 million for wholesale dry goods; \$7 million for wholesale groceries; \$2 million for wholesale ready-made clothing; \$1 million for wholesale hardware; \$200,000 for wholesale furniture; \$1.25 million for wholesale drugs, oils, and paint; and \$2 million for wholesale liquors.<sup>88</sup>

The value of commodities increased considerably over the ensuing years, and by 1900 the annual value, by selected commodity, was: \$13 million for wholesale dry goods; \$13 million for wholesale groceries; \$4.25 million for wholesale ready-made clothing; \$5.75 million for wholesale hardware; \$4 million for wholesale furniture; \$9.8 million for wholesale drugs, oils, and paint; and \$11 million for wholesale liquors.<sup>89</sup>

During this period, Kansas City's population increased dramatically as well, and by 1870 the

<sup>82</sup> Ehrlich, p. 27.

<sup>83</sup> Shortridge, p. 34.

<sup>84</sup> Shortridge, pp. 34-35.

<sup>85</sup> Schirmer and McKinzie, p. 43.

<sup>86</sup> *The History of Jackson County, Missouri*, pp. 615-16.

<sup>87</sup> *Imperial Kansas City*, (Kansas City: Mercantile Illustrating Company, 1900), p.16.

<sup>88</sup> *Kansas City, Missouri, City Directory*, 1870, pp.17-18.

<sup>89</sup> *Kansas City, Missouri, City Directory*, 1900, pp. 21-22.



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U.S. Census put the City's population at 32,260 persons, a 620% increase since 1860.<sup>90</sup> By 1880 the population in Kansas City grew to 55,785 persons; by 1890, to 132,716 persons and by 1900, to 163,752 persons, a 408% increase over the 30-year period.<sup>91</sup>

***Industry and Commerce in the West Bottoms Area***

In the 1850s, the West Kansas Land Company, organized by a group of investors from Independence, sought to develop the river-bottom lands west of the Town of Kansas. Charles E. Kearney and other prominent citizens owned the majority of the West Bottoms area, having acquired control of the West Kansas Land Company during the Civil War.<sup>92</sup> Although largely vacant, the area had tremendous potential for major industrial development due to its proximity to the railroad lines that traversed it.<sup>93</sup> The West Kansas Land Company struck an alliance with James F. Joy, president of the Hannibal and St. Joseph Railroad, to acquire "enough shares so that he himself could direct the company, and through it, the future of the entire West Bottoms [area]."<sup>94</sup>

Before the Civil War, farming was the primary economic activity in the West Bottoms [area], but after the first railroad was opened in 1869 and "as investors arrived by the hundreds, the city not only boomed, but also began to reconfigure its internal geography."<sup>95</sup> Now the West Bottoms area "provided the required space for the necessary shops, sidings, depots and freight houses." Industries dependent on freight railroads sprang up in Kansas City, particularly in the West Bottoms area. Some of the types of industries that located there included livestock (stockyards), meat processing and associated businesses, grain, wholesaling and warehousing, manufacturers, and specialized businesses supporting the commercial and industrial sectors.<sup>96</sup>

Additionally, agricultural commodities and agriculturally related products were stored and processed in the West Bottoms area: "Kansas City's economic development was very much the byproduct of its bountiful hinterland...[located] to the south and west [of the city] – [businesses took] livestock, grain, timber, seed, or minerals, and turned them into things people needed."<sup>97</sup> Many of these industries had direct access to a railroad spur(s) and loading docks for ease of loading and unloading commodities and materials. The following excerpt from the *1870 City Directory* provides a view of daily life in the West Bottoms area:

<sup>90</sup> U.S. Bureau of the Census, Population Division, *Population of the 100 Largest Cities and Other Urban Places in the United States: 1870* (Washington, D.C., June 1998), Table 10, <http://www.census.gov/population/www/documentation/twps0027/tab10.txt>;

<sup>91</sup> U.S. Bureau of the Census, Population Division, *Population of the 100 Largest Cities and Other Urban Places in the United States: 1880* (Washington, D.C., June 1998), Table 11, <http://www.census.gov/population/www/documentation/twps0027/tab11.txt>; 1890, Table 12, <http://www.census.gov/population/www/documentation/twps0027/tab12.txt>; 1900, Table 13, <http://www.census.gov/population/www/documentation/twps0027/tab13.txt>.

<sup>92</sup> Charles N. Glaab, *Kansas City and the Railroads, Community Policy in the Growth of a Regional Metropolis* (Lawrence, Kansas: University Press of Kansas, 1993), pp. 147-48.

<sup>93</sup> Shortridge, p. 34.

<sup>94</sup> Shortridge, p. 34.

<sup>95</sup> Shortridge, p. 35.

<sup>96</sup> Sally F. Schwenk, National Register of Historic Places Multiple Property Documentation Form, *Railroad Related Historic Commercial and Industrial Resources in Kansas City*, Missouri, 2010.

<sup>97</sup> Schirmer and McKinzie, p. 47.

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In 1870 there were four beef and pork packing houses in West Kansas, two of which have been in active operation last year. The third and fourth are building, and will be ready to begin slaughtering the first intimation of cold weather. . . . There are the termini of six railroads, at which are building suitable offices for the various roads, in the immediate vicinity of which hotels, boarding, and private houses spring up like magic. Here are machine shops, boiler works, saw mills, packing houses, marble works, from early dawn to bed time, nothing is heard but the shrill whistle of the engine, the reverberating sound of the anvil, and the contented song of the mechanic and laborer. Two years ago this place, or in other words, the western portion of Third and Fourth had a population of 400, today it has a population of 4,000. Here are located principal offices and machine shops belonging to different railways, and here are a contented and thrifty people. Lots that were sold eighteen months ago for \$175 today are sold for \$800 and \$1,000, some as high as \$2,000 - special corner lots.<sup>98</sup>

Initially, the West Bottoms area attracted residents as well as businesses. Homes, churches, and schools were built, and "within a few years a horse-drawn street railroad on Fifth would provide, via Bluff Street, a public transit link between the Union Depot in the West Bottoms [area] and downtown."<sup>99</sup> In the late 1890s to early 1900s, the Kansas City Cable Railway installed a cable system at Ninth Street to transport people from the Union Depot in the West Bottoms to downtown on the bluffs. By 1900 most of the West Bottoms area was industrial manufacturing with just a few enclaves of residential lots. The population by then was composed primarily of Irish and African American persons, most of whom were laborers.<sup>100</sup>

On May 29, 1903, a disastrous flood struck Kansas City and environs. The several square-mile West Bottoms area was especially hard hit. The Kansas River overflowed its banks during the night, and shortly afterward, the Missouri River also reached flood stage: "Most of the city's factories shut down; its water service was gone; martial law was proclaimed at noon on Sunday; and saloons were ordered closed. They did not re-open until June 8. It was estimated that 15,000 to 20,000 people were homeless."<sup>101</sup> Private relief efforts by area churches and others provided meals, clothes, and medical assistance to residents stranded by the floodwaters. City crews, in a herculean effort, provided restoration of basic city services and cleaned-up all debris from the stockyards, thus avoiding an epidemic<sup>102</sup> (Figures 22 and 35). The U.S. Census put Kansas City's population at 248,381 persons in 1910.<sup>103</sup> By 1920, the population grew to 324,410 persons, a 31% increase over the decade.<sup>104</sup> In December 1923, the Central

<sup>98</sup> *Kansas City, Missouri City Directory*, 1870, pp. 24-25.

<sup>99</sup> Ehrlich, p. 29.

<sup>100</sup> Brown and Dorsett, p. 42.

<sup>101</sup> Brown and Dorsett, p. 129.

<sup>102</sup> Schirmer and McKinzie, pp. 181-184.

<sup>103</sup> U.S. Bureau of the Census, Population Division, *Population of the 100 Largest Cities and Other Urban Places in the United States: 1910*, (Washington, D.C., June 1998), Table 14, <http://www.census.gov/population/www/documentation/twps0027/tab14.txt>.

<sup>104</sup> U.S. Bureau of the Census, Population Division, *Population of the 100 Largest Cities and Other Urban Places in the United States: 1920*, (Washington, D.C., June 1998), Table 15, <http://www.census.gov/population/www/documentation/twps0027/tab15.txt>.

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Industrial District Association was formed, and the several square-mile area's commonly known name, West Bottoms, was changed to the Central Industrial District, reflecting the area's long-term industrialized uses.<sup>105 106</sup>

### The West Bottoms in the Mid-20<sup>th</sup> Century

By the 1930s and 1940s some of the once thriving industrial establishments in the Central Industrial District (West Bottoms area) started to become less competitive due to a number of factors, including changing modes of transportation, improvements in manufacturing technology, shifting markets, and changing business models such as the advent of chain-store franchises. Over the next several decades, truck transit would replace shipping by rail, automobiles would replace passenger trains and streetcars, "small [livestock] sale barns...and automated specialty plants near the sale barns, [that were] closer to their meat supply" would replace the large urban stockyards and full-line packing houses; even the "Mom-and-Pop" stores would be replaced by "gleaming and spacious supermarkets."<sup>107</sup>

This overall shift in commerce patterns during this period was illustrated in the West Bottoms – North Historic District. For example, Seavey & Flarsheim, a large brokerage firm for food products built a five-story building for itself in 1902 (NRN #23). The firm moved out of the historic district in 1930.<sup>108</sup> Abernathy Furniture, one of the largest employers in the historic district, closed in 1950. It was a multi-generation, family-manufacturing firm that expanded its operations to Kansas City about 1880 and occupied a growing number of buildings on West Ninth Street and Liberty Street eventually totaling 300,000 square feet (NRN #2 through 5, plus 9). An East Coast furniture manufacturer purchased Abernathy, closed the business, and resold the buildings, leaving 100 employees out of work.<sup>109</sup>

During the 1930s, storage and transfer warehouses significantly increased their presence in the historic district, occupying space that became available in four large buildings on St. Louis Avenue. Central Storage Company took over a five-story building (NRN #15) occupied by a food brokerage company, originally built in 1899 by wholesale seed firm Trumbull & Company. Only Way Transfer & Warehouse Company took over a four-story building (NRN #17) built in 1922 by wholesale food broker McManus-Heryer Brokerage Company and continuously occupied by that firm. Evans Transfer & Storage Company became the sole occupant of a four- and five-story building (NRN #24) previously occupied by multiple wholesale tenants since its construction in 1909-1910. Crooks Terminal Warehouse took over the seven-story Security Building (NRN #27) occupied in the 1920s by the Seavey-Flarsheim brokerage warehouse and built in 1909 (addition 1912) as a multi-tenant building.

Meanwhile, the population of Kansas City continued to increase, albeit at a slower pace. The U.S. Census put Kansas City's population at 399,746 persons in 1930. The population

<sup>105</sup> Brown and Dorsett, p. 187.

<sup>106</sup> " 'West Bottoms' No More," *Kansas City Times*, 13 December 1923.

<sup>107</sup> Schirmer and McKinzie, pp. 223-224.

<sup>108</sup> "Food Firm Unit," *Kansas City Star*, 10 July 1955.

<sup>109</sup> "Big Space Deal," *Kansas City Star*, 30 July 1950, p. D12; [Abernathy Furniture Company], *Kansas City Star*, 26 March 1950.

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increased to 456,622 persons by 1950 and to 507,087 persons in 1970.<sup>110</sup>

Another disastrous flood struck on July 13, 1951. The Kansas and Missouri Rivers submerged the Central Industrial District (West Bottoms area) with flood waters “sometimes thirty to forty feet deep, destroyed millions of dollars’ worth of property, crippled hundreds of businesses which lost inestimable millions in shutdowns and short shifts, left 20,000 homeless, rendered drinking water unsafe, and destroyed an estimated 5,000 to 6,000 hogs and cattle”<sup>111</sup> (Figure 44). The Kansas City Stockyards, once a major force in the Central Industrial District (West Bottoms area), was decimated, and operations dwindled over the next twenty years.<sup>112</sup>

The community rallied and a Disaster Corps was quickly mobilized: “For eight days the Disaster Corps organized and employed men to remove dead cattle, open debris-laden streets, and protect the city from the hazards of fire and water contamination that so often accompany floods.” While federal and city authorities continued the cleanup and reconstruction activities business activity had difficulty recovering. Some companies closed their doors permanently, while others moved to another neighborhood or out of the city altogether and to more modern facilities in the suburbs.<sup>113</sup>

This overall shift in commerce patterns during the 1950s and 1960s were illustrated in the West Bottoms – North Historic District, with a decline in manufacturing and wholesale businesses affecting at least 25% of all buildings in the historic district. Among manufacturing businesses, three losses of long-time firms were Bemis Bag, Bliss Syrup & Preserving, and Imperial Casket. Bemis Bag (NRN #10 and #11) opened their Kansas City operation in the historic district about 1904, eventually occupying 175,000 square feet of space. The Kansas City factory employed 150 persons in the late 1950s, but was closed as part of a company facility consolidation.<sup>114</sup> Bliss Syrup & Preserving Company (NRN #25) constructed its building in 1897, but stopped being listed in city directories in the early 1950s. Imperial Casket Company (NRN #6) built their factory in 1928, but was no longer in the historic district in the late 1960s. Two other manufacturers whose names disappeared from city directory listings between the late 1950s and mid-1960s for businesses in the West Bottoms – North Historic District were Deady Chemical (NRN #20), manufacturers of water treating compounds, and Economy Laboratories (NRN #12), manufacturers of boiler compounds.

Among wholesale businesses, the losses included Ryley-Wilson Company (NRN #13), a wholesale grocer that had a five-story building constructed for their use in 1887. Ryley-Wilson disappeared from city directory listings between the late 1950s and mid-1960s. Midwest Creamery & Dairy Supply Company (NRN #28), which had occupied their building since 1930,

<sup>110</sup> U.S. Bureau of the Census, Population Division, *Population of the 100 Largest Cities and Other Urban Places in the United States: 1930*, (Washington, D.C., June 1998), Table 16, <http://www.census.gov/population/www/documentation/twps0027/tab16.txt>; 1950, (Washington, D.C., June 1998), Table 18, <http://www.census.gov/population/www/documentation/twps0027/tab18.txt>; 1970, (Washington, D.C., June 1998), Table 20, <http://www.census.gov/population/www/documentation/twps0027/tab20.txt>.

<sup>111</sup> Brown and Dorsett, p. 259.

<sup>112</sup> Schirmer and McKinzie, pp. 223.

<sup>113</sup> Brown and Dorsett, p. 259.

<sup>114</sup> “A Centennial for Bemis,” *Kansas City Star*, 23 February 1958; “Burlap’s Future is in the Bag,” *Kansas City Times*, 1 July 1965.

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stopped being listed in city directories in the early 1950s. A. Y. McDonald Manufacturing Company (NRN #29), a wholesale plumbing supplier, occupied an entire block of buildings on Union Avenue, including a five-story building, since the 1920s/1930s. The firm disappeared from city directory listings between the late 1950s and mid-1960s.

Even with individual company changes, the business patterns of the West Bottoms – North Historic District continued to reflect the Historical Contexts described in Section E of the Multiple Property Documentation Form *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri* (MPDF), 2010, supporting a 1970 end date for the Period of Significance for the historic district.

A review of the 1970-71 *Cole's Cross Reference Directory* illustrates that in the West Bottoms – North Historic District, at least sixteen of the thirty buildings (53%) continued to be occupied, some with multiple businesses. The *Cole's Directory* listed a total of thirty-one businesses, including firms in categories familiar through the decades in the West Bottoms – North Historic District, such as wholesaling, agricultural products, manufacturing, food products, and trucking and storage.

Long-time firms still in the historic district as of 1970-71 included Bartels & Shores Chemical Co., Pearson-Ferguson Chemical Co., Evans Transfer & Storage Co., Only Way Transfer & Warehouse Co., Tobin Lawn & Garden (formerly Tobin Seed Co.), and the peanut product manufacturer at the corner of St. Louis and Wyoming Avenues at that time operated by Circle M Foods, a Division of Frito Lay, Inc. The range of products manufactured or wholesaled in the historic district noted in the *Cole's Directory* included adhesives/caulks/sealants, bags/baskets/cartons, chemicals, corrosion control, cleaning compounds, coffee, grass seed/garden supplies, paper, peanut products, plastics, tires/rubber, and twine/rope, along with truck freight hauling, transfer, and storage services.

#### HISTORICAL CONTEXTS

The buildings in the West Bottoms - North Historic District meet the criteria for Historical Contexts as described in Section E in the Multiple Property Documentation Form *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri* (MPDF), 2010.

In terms of the Evolution of the Kansas City Railroad Freight Industry, the discussion in this section highlights how the West Bottoms – North Historic District was directly impacted by the opening of the Hannibal Bridge in 1869. Real estate activity and business development increased, and an early arrival such as Abernathy Furniture depended upon railroads for bringing in lumber and machinery and shipping finished furniture. Other early businesses such as wholesale grocer Ryley, Wilson & Company, Bliss Syrup & Preserving Company, purveyor of hides and butcher's tools Smith, Biggs & Company, Swift & Company's St. Louis Avenue Beef Company, and wholesale seed firm J G. Peppard were all had operations in the historic district by the late 1880s. Many firms sought to make their operations as efficient as possible by building railroad sidings abutting their buildings or coming inside their buildings. During the 1920s and 1930s, the West Bottoms – North Historic District also reflected the advent of the

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trucking industry for shipping and the increasing number of firms in the transfer and storage business.

In terms of Commercial and Industrial Businesses Located near Rail Freight Facilities, the discussion in this section illustrates that the businesses in the West Bottoms – North Historic District reflected the major industries. The Meat Processing and Associated Industries was reflected in Biggs & Koch, dealers in hides, wool, and butcher's tools and supplies, as well as Swift & Company's wholesale butcher operation, St. Louis Avenue Beef Company. The Grain Industry was represented by cracker manufacturer Iten Biscuit, as well as wholesale grocers Ryley, Wilson & Company and David Case Grocery Company (later Missouri-Kansas Mercantile Company) and food brokers Seavey & Flarsheim and McManus-Heryer Brokerage Company. Wholesale and Warehousing Industries were an important part of the business roster in the historic district. In addition to the wholesalers just mentioned in the food industry, there were other firms such as Midwest Creamery & Dairy Supply Company, Cutler & Neilson Paint & Color Company, Sherwin-Williams Paint Company, Howe Scale Company, Gille Manufacturing Company's tin and sheet metal goods, A. Y. McDonald plumbing heating, wind mill, and well supplies, Avery Power Machinery Company for threshers and combine harvesters, Geiser Manufacturing Company's threshers and agricultural implements, Kemper-Paxton Mercantile Company's threshing machine supplies and parts, and several chemical companies for agricultural or industrial purposes. Warehousing was represented by the early firm Newby Transfer & Storage, and later by Central Storage, Advance Transfer, Only Way Transfer, Evans Transfer, and Crooks Terminal Warehouse. Manufacturers included food industry firms Bliss Syrup & Preserving Company, Dye Candy Company, and peanut butter maker Hogue Mercantile Company. Manufacturers outside the food industry included Bemis Bros. Bag Company, Imperial Casket Company, Abernathy Furniture, Standard Harness Shop, No-Dust-O Company, Inc. cleaning compounds, and Economy Laboratories, makers of boiler compounds to reduce scale and corrosion.

In terms of Commercial and Industrial Architecture in Kansas City's Railroad Freight Districts, the discussion in this section and Section 7 convey that in the West Bottoms - North Historic District, the building stock continues to create a distinct sense of location through important shared physical characteristics. The area has a compact, asymmetrical street network, often resulting in blocks that are both short in length and shallow in depth. The dominance of railroads in the area is illustrated by the presence in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries of an elevated railroad in the West 9<sup>th</sup> Street right-of-way (Figures 3 and 43), as well as railroad sidings adjacent to almost every building. Buildings range from one to seven stories in height, with twenty buildings of four or more stories in height, representing two-thirds of the buildings in the historic district. The buildings were constructed at the street edge or sidewalk line, creating a distinctive physical environment (Photo 42). On street frontages, raised docks rather than sidewalks were a common feature on buildings, facilitating loading and unloading from horse-drawn wagons (Photo 21). On side and rear elevations, railroad sidings were a dominant feature, providing direct loading and unloading from boxcars (Figure 10). Most buildings are rectangular in shape, although this basic shape was altered in some cases to construct walls parallel to railroad sidings. Several buildings even had sidings built inside (Photo 15). The buildings also shared a common vocabulary of materials, with red or brown brick walls, stone accents, and decorative brickwork, sometimes with Italianate or Romanesque stylistic details.

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**ASSOCIATED PROPERTY TYPES**

The buildings in the West Bottoms - North Historic District meet the criteria for Associated Property Types as described in Section F in the Multiple Property Documentation Form *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri* (MPDF), 2010. Every contributing building is included in the following discussion. As the discussion shows, occupants often changed over the decades, meaning it is not unusual for a building's function to shift between Associated Property Types.

The following discussion also illustrates how the businesses in the West Bottoms – North Historic District reflect the types of industries that existed in Kansas City associated with the manufacture, distribution and storage of goods and merchandise for later distribution that relied on railroad freight service. The discussion includes only primary occupants in buildings, such as the occupant for whom a building was constructed, or subsequent occupants who were in a building for a number of years. It is not a comprehensive list of every business that occupied every building. The dates and time periods of occupancy noted with the discussion were developed using listings in Kansas City, Missouri *City Directories*, unless noted otherwise.

***Industrial Facilities and Commercial Distribution Buildings***

**Industrial Manufacturing Facilities and Warehouses**

There were four companies located in contributing buildings that manufactured food products. These businesses processed food items such as fruit, sugar, peanuts, and wheat into other products.

Bliss Syrup & Preserving Co. (NRN #25) was one of the earliest businesses in the district, opening in 1885 at 908 Liberty Street. They constructed a new building in 1897, where they remained until about 1950. The firm, founded in 1882, refined and dealt in syrups and molasses, as well as manufactured preserves, jams, jellies, fruit butters, and marmalades.<sup>115</sup>

Dye Candy Co. (NRN #12) made a variety of candy products (mid-1920s to mid-1930s). Hogue Mercantile Co. (NRN #8) constructed a building in 1930 to make peanut butter and remained at that location under various owners through the 1970s. Iten Biscuit Co. (NRN #28) made crackers (late 1910s to early 1920s), and during the late 1910s their garage was housed in NRN #22.

There were nine companies in contributing buildings that manufactured products other than food. These businesses processed items such as cotton, jute or hemp, timber, minerals, hides and leather, and petroleum derivatives into other products.

Bemis Bros. Bag Co. (NRN #10 and NRN #11) was a major producer of sacks and bags to store seeds, grain, and other products. Established in St. Louis in 1858, the firm introduced

<sup>115</sup> "Samuel Bliss & Co.," *The Industries of Kansas City*, 1888, p. 146. "Bliss Syrup Refining Company," *Pen and Sunlight Sketches of Kansas City and Environs*, 1892, p. 115.

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innovations such as machine sewn bags with custom printing.<sup>116</sup> They constructed their first building in 1904 and expanded their complex through 1920, remaining in the West Bottoms – North Historic District until the plant closed in 1965.

Three companies utilized timber or its waste material in their manufacturing processes. Abernathy Furniture Company was one of the earliest businesses in the district. The company originated in Leavenworth, Kansas in 1856, but moved their offices and warehouse to Kansas City in the late 1870s “with a view to a more expeditious disposition of the product of the Leavenworth factory on account of the superior facilities afforded for transportation. . . .”<sup>117</sup> The company started at the southwest corner of West 9<sup>th</sup> Street and Liberty Street in 1879 and steadily expanding to the west and south through the early 20<sup>th</sup> century to create a company manufacturing a wide range of furniture and upholstery work, as well as caskets. The company closed in 1950. Imperial Casket Co. manufactured caskets and sold funerary supplies from two different locations: first as a tenant in a building (NRN #28, mid-1910s-1928), and then in a building of their own construction (NRN #6, 1928-through 1950s). Finally, No-Dust-O Co., Inc. (NRN #7) made cleaning compounds in which sawdust was a major ingredient (mid-1940s-through 1950s).

Two companies utilized leather in their businesses, a readily available material due to the large quantity of hides available as a result of the meatpacking industry in the area. The Standard Harness Shop made harnesses, remaining in business until the late 1920s (NRN #21, early 1910s-late 1920s), while Bayles Vehicle Top & Trimming Co. made tops for automobiles and buggies<sup>118</sup> (NRN #12, early 1900s-late 1910s).

Two companies made chemical products with importance to industrial boiler, plumbing, and processing systems. Economy Laboratories (NRN #12) produced compounds that reduced scale and corrosion in pipes, and Deady Chemical Co. made compounds for water treatment.

Gille Manufacturing Co. made tin and sheet metal goods for farms and households (NRN #1, mid-1910s-mid-1920s).

#### Commercial Distribution Offices and Warehouses

This property type involves associations with wholesale commercial businesses. For example, a business could be involved in many lines of goods, or represent a single company. There were twenty wholesale companies in contributing buildings, accounting for many businesses in the West Bottoms - North Historic District.

Four wholesale companies dealt in seeds. J. G. Peppard, wholesale seeds, seed sowers, seed potatoes, and grass and field seed built an 1889 building (NRN #30) that they occupied until

<sup>116</sup> Bemis Company history, <http://www.company-histories.com/Bemis-Company-Inc-Company-History.html>, accessed 11 May 2016.

<sup>117</sup> “Abernathy Furniture Company,” *The Industries of Kansas City*, 1888, p. 165-66; “Abernathy Furniture Company,” *Imperial Kansas City*, (Kansas City: Mercantile Illustrating Co., 1900), p. 45; “Abernathy Furniture Co.,” *American Journal of Progress – Extra Number Descriptive of and Illustrating Kansas City*, 1898; “Abernathy Furniture Co.,” *Pen and Sunlight Sketches of Kansas City and Environs*, 1892, p. 91.

<sup>118</sup> Bayles Vehicle Top & Trimming Co. advertisement, *Farm Implement News*, 1916, p. 416.



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1900. The firm, established in 1886, sold their grass and field seeds throughout the U.S. and abroad.<sup>119</sup> The predecessor firms of Trumbull & Co. dated to 1872. The company specialized in clover, grass, timothy, and seed corn,<sup>120</sup> and carried garden tools, seed sowers, bale ties, onion sets, and potatoes for farmers and gardeners.<sup>121</sup> Trumbull occupied their 1899 building (NRN #15) until 1904, when its successor firm, Missouri Seed Co., continued the firm at that location until 1920. Missouri Seed Co. dealt in clover, timothy, alfalfa, blue grass, millet, cane, and kaffir corn<sup>122</sup> (Figure 45). Tobin Seed Co., specialists in Missouri grown blue grass and Kansas grown alfalfa seeds,<sup>123</sup> moved into a building in 1940 (NRN #23) and remained through the 1970s.

Dehoney Hay & Grain Co. built a warehouse in 1913 for their products, which they occupied until 1930 (NRN #7).

Three wholesale companies dealt in agricultural implements. Geiser Manufacturing Company occupied a 1900 building they constructed (NRN #29). The company sold engines, threshing machines, saw mills, steam plows and other agricultural implements until the mid-1920s.<sup>124</sup> Avery Power Machinery Co. sold threshers and combine harvesters from a portion of the same building during the late 1920s. Kemper-Paxton Mercantile Co. (mid-1900s) (Figure 46) and the successor firm Jones Bros. Mercantile Co. (late 1900s-early 1910s) operated a mail order house selling threshing machine supplies and parts. Jones Bros. Mercantile and the well-known Jones Dry Goods Co. located in downtown Kansas City shared the same Jones family members as company officers.<sup>125</sup>

Five wholesale companies dealt in food products and supplies. Two companies were involved in the meatpacking industry. Predecessor firms to Biggs & Koch were in business at this location since the late 1880s (NRN #28), dealing in hides, tallow, wool, furs, and pelts, along with butchers' tools and supplies, including equipment, casings and sausage seasonings (Figure 47). Biggs & Koch remained at the same location until about 1910.<sup>126</sup> Swift & Co. constructed an 1888 building (NRN #26) that housed the St. Louis Avenue Beef Co., wholesale butchers, until the late 1890s.

Two companies were in the wholesale grocery business. Ryley, Wilson & Co., established in 1880, constructed an 1887 building for their use (NRN #13), which they continued to occupy through the 1950s.<sup>127</sup> D. Case Grocery Co., organized by David Case, occupied a building

<sup>119</sup> "J. G. Peppard," *Imperial Kansas City*, (Kansas City: Mercantile Illustrating Co., 1900), p. 86; "J. G. Peppard," *Pen and Sunlight Sketches of Kansas City and Environs*, 1892, p. 119.

<sup>120</sup> "Trumbull & Company," *Imperial Kansas City*, (Kansas City: Mercantile Illustrating Co., 1900), p. 72.

<sup>121</sup> Trumbull & Company advertisement, *The Western Fruit Grower*, 5 February 1904, p. 29.

<sup>122</sup> Missouri Seed Co. advertisement, *Kansas City Yearbook*, 1904-05, p. 196.

<sup>123</sup> Tobin Seed Co. advertisement, *The National Grain Journal*, February 1922, p. 66.

<sup>124</sup> "The Geiser Manufacturing Co.," *Imperial Kansas City*, (Kansas City: Mercantile Illustrating Co., 1900), p. 42.

<sup>125</sup> *Kansas City, Missouri City Directory*, 1909, pp. 736-37.

<sup>126</sup> "Biggs & Koch," *Imperial Kansas City*, (Kansas City: Mercantile Illustrating Co., 1900), p. 42; "Arthur G. W. Koch," *American Journal of Progress – Extra Number Descriptive of and Illustrating Kansas City*, 1898, p. 13; "Koch Butchers Supply Co.," *American Journal of Progress – Extra Number Descriptive of and Illustrating Kansas City*, 1898.

<sup>127</sup> "Ryley, Wilson & Co.," *American Journal of Progress – Extra Number Descriptive of and Illustrating Kansas City*, 1898.

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beginning in the mid-1910s (NRN #30). The firm's name changed to the Missouri-Kansas Mercantile Co. in the mid-1920s and continued into the mid-1930s.

Finally, Midwest Creamery & Dairy Supply Co. occupied the former Biggs & Koch space (NRN #28) from about 1930 to 1950.

Four wholesale companies dealt in building products. Sherwin-Williams Paint Co. operated a paint and supplies business (NRN #19, early 1900s-mid-1930s). Cutler & Neilson Paint & Color Co., a Kansas City firm operated a wholesale paint outlet (NRN #30, early 1900s-1909). The company manufactured paint, varnish, stains, putty, and handled glass and glazing supplies<sup>128</sup> (Figure 48). Ford Manufacturing Co. sold roofing paper, pitch, and other supplies (NRN #26, early 1910s-1920). A. Y. McDonald Manufacturing Co., a Dubuque, Iowa based manufacturer, opened a wholesale outlet in 1926<sup>129</sup> that sold plumbing, heating, well supplies, and wind mills (NRN #29, 1926 through 1950s).

Two wholesale companies sold chemicals: Pearson-Ferguson Chemical Co. (NRN #26, late 1920s-late 1930s, and NRN #30, late 1930s through 1960s), and Bartels & Shores Chemical Co., which made agricultural chemicals and lawn and garden products (NRN #26, 1940-mid-1940s, and NRN #19, mid-1940s through 1960s).

Finally, Howe Scale Co., makers of commercial and industrial weighing instruments, operated a wholesale company in a contributing building (NRN #21, (early 1950s through late 1950s).

### Commercial Warehouses

Only one contributing building was constructed as a transfer warehouse for the original occupant. Newby Transfer & Storage Co. (NRN #16) constructed a building in 1900 and occupied it until the early 1920s. The company had 45,000 square feet of floor area, and specialized in transfer work, set up of heavy machinery, reshipments, and breaking down of boxcar loads.<sup>130</sup> Occupancy then changed to Central Storage Co., which remained at the location through the 1950s.

Beginning in the 1930s, a shift occurred in the Commercial Warehouse type in the West Bottoms – North Historic District. The number of Commercial Warehouses and their square footage increased significantly, influenced, at least in part, by changing business patterns such as the growing movement of freight via truck. Buildings formerly occupied by food brokerages, multi-tenant buildings, or distribution firms became transfer warehouses, an easy transition for buildings characterized by large, open areas for storage. Commercial Warehouse operators who took over space for their own purposes included Central Storage Co. (NRN #15), Crooks Terminal Warehouse (NRN #27), Evans Transfer & Storage Co. (NRN #24), and Only Way Transfer & Warehouse Co. (NRN #17), all of whom continued to occupy these spaces through

<sup>128</sup> "Cutler & Neilson Paint and Color Company," *Imperial Kansas City*, (Kansas City: Mercantile Illustrating Co., 1900), p. 150.

<sup>129</sup> A. Y. McDonald Company history, <http://www.aymcdonald.com/en-US/History.html>, accessed 14 May 2016.

<sup>130</sup> "The Newby Transfer & Storage Co.," *Imperial Kansas City*, (Kansas City: Mercantile Illustrating Co., 1900), p. 87; "Newby Transfer Co.," *Pen and Sunlight Sketches of Kansas City and Environs*, 1892, p. 145.

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the 1950s and in some cases the 1960s. Additionally, Advance Transfer Co. (NRN #20) remodeled an 1880 livery during the early 1920s and occupied the space through the early 1940s.

### ***Office and Sales Buildings***

This property type involves associations with specific professional services in freight handling areas, such as commodity brokerage houses, or small firms providing services necessary to the movement of goods.

There were four companies in contributing buildings that provided services.

Seavey & Flarsheim was an important brokerage house for groceries and provisions that constructed a building in 1902 (NRN #23). The company had branches in St. Joseph, Omaha, and Wichita.<sup>131</sup> They remained at that location until the early 1920s, and then relocated their warehouse to the next block (NRN #27) and moved their offices to downtown Kansas City. Another food brokerage house was McManus-Heryer Brokerage Co. (NRN #17, early 1920s-early 1930s), and examples of their inventory included California canned and dried fruit, nuts, beans, and salmon.<sup>132</sup>

The Midwest Wool Marketing Association – later the Midwest Wool Marketing Cooperative – purchased clips from small farm flock producers who were often located far from wool markets, sorted the wool, aggregated it as a service for buyers, and resold the material to processors (NRN #9, mid-1930s through 1950s).

Finally, a livery opened very early in the development of the West Bottoms – North Historic District (NRN #20). Samuel Freeman constructed a building in 1880 and operated his business until at least 1902, when he was a partner in Freeman & Duncan and the business was evolving into a transfer company.

### ***Auxiliary Support Resources*** Government Buildings

The two contributing buildings in this category are Police Station #2 (NRN #21) and Fire Insurance Patrol #2 (NRN #22). Police Station #2 was built in 1901 and by 1910 had been relocated to West 8<sup>th</sup> Street. Subsequently, the building had a number of different tenants through the 1950s. Fire Insurance Patrol #2 was built in 1890 and continued in that use until 1908, when it relocated to West 5<sup>th</sup> Street. Fire insurance patrols were facilities underwritten by insurance companies. The role of their personnel was to go to active fires and assist in the removal of goods and assets to prevent water damage and secure the property to prevent theft. The insurance companies were particularly concerned with protecting their interests in major industrial areas. Other major cities also had fire insurance patrols, such as Chicago and New York.

<sup>131</sup> "Seavey & Flarsheim," *Imperial Kansas City*, (Kansas City: Mercantile Illustrating Co., 1900), p. 107.

<sup>132</sup> McManus-Heryer Brokerage Co. advertisement, *California Fruit News*, Annual Review Number 1921, p. 72.

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**ARCHITECTS**

Many of the buildings in the West Bottoms – North Historic District were constructed prior to the institution of a municipal building permit system at the turn of the 20<sup>th</sup> century, meaning architects are often not known. The roster of known architects however, includes several prominent Kansas City and Missouri firms and sole practitioners, who focused much of their work on commercial and industrial buildings.

**Herbert Post Green**

**Dehoney Hay & Grain Company** (NRN #7, 1913)

Herbert Post Green (1881-1920) was born in Marion, Alabama and lived in Kansas City by 1900. He was educated at Kansas State and Columbia Universities. City directories listed him as a draftsman at the architectural firm Root & Siemens (1909-12), followed by his own city directory listing as an architect (1913-1914), sharing space in the same Scarritt Building suite as Root & Siemens. It was at this time he designed Dehoney Hay & Grain Company. At the start of the First World War, he went to Washington as assistant cost engineer at the United States Housing Corporation, a federal agency whose purpose was to provide housing for wartime production workers. He was later associated with the New York firm of Thompson & Black. In early 1920, he set up an architectural firm in New York City, Herbert Post Green & Associates, but died later that same year.<sup>133</sup>

**Fred B. Hamilton**

**Seavey & Flarsheim** (NRN #23, 1902)

Fred B. Hamilton, FAIA (1844-1928) was born in Whitewater, Wisconsin. He was educated in Chicago and started an architectural practice in that city with the firm of Dixon & Hamilton. He relocated to Kansas City during the late 1870s and practiced independently for nearly thirty years, retiring in 1920. During the 1910s he served as Superintendent of Public Buildings for Kansas City. His major works were business and commercial structures in Chicago, Kansas City, and neighboring cities,<sup>134</sup> including the building for Seavey & Flarsheim.

**Klipstein & Rathmann**

**Bemis Bros. Bag Company** (NRN #11, 1920)

Ernest C. Klipstein, FAIA (1866-1931) and Walter L. Rathmann, FAIA (1880-1954) formed their architectural partnership in St. Louis in 1908 and focused mainly on commercial and industrial work, including a number of manufacturing plants in the St. Louis Area and multiple projects for Anheuser-Busch. During this time the firm designed the Kansas City plant of Bemis Bros.

<sup>133</sup> *Kansas City, Missouri City Directories*, various years; [announcement of firm], *Engineering News-Record*, 15 July 1920, p. 143; [obituary, Herbert P. Green], *New York Times*, 24 August 1920, p. 9.

<sup>134</sup> Henry F. Withey and Elsie Rathburn Withey, *Biographical Dictionary of American Architects (deceased)*, "Hamilton, Fred B.," (Los Angeles: New Age Publishing Co., 1956), p. 259; "F. B. Hamilton," *The Industries of Kansas City*, (Kansas City: J. M. Elstner, 1888), p. 98; "F. B. Hamilton Passes Away," *Kansas City Journal*, 20 August 1928.

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Bag, a company headquartered in St. Louis. The firm was also involved in city planning efforts and the design of civic buildings in St. Louis. Ernest Klipstein, a life-long St. Louis resident, studied at the Massachusetts Institute of Technology and was a design instructor at the University of Illinois (1895-96). He began his architectural practice in 1898 and later formed a partnership with Rathmann, a former draftsman. Walter Rathmann, also a native of St. Louis, grew up in Kansas City and studied at the Manual Training School at Washington University and the University of Pennsylvania. Beginning in 1945, he was the senior partner of the St. Louis firm Rathmann, Koelle & Carroll.<sup>135</sup>

**Benjamin J. Lubschez**

**1321-27 St. Louis Avenue** (NRN #26, 1916 section)

Benjamin J. Lubschez, FAIA (1881-1963) was born in Odessa, Russia and graduated from Central High School in Kansas City in 1898. That same year he started to work in the architectural firm A. Van Brunt & Co., becoming chief draftsman in 1906 and a partner in 1911. When Adriance Van Brunt died in 1913, Lubschez bought the assets and good will of the company and established his practice as the successor to the Van Brunt firm. He remained in Kansas City for only a few years, during which time he designed the 1916 section of 1321-27 St. Louis Avenue. He relocated to New York City in 1918 and spent the remainder of his career there.<sup>136</sup>

**Root & Siemens**

**Abernathy Furniture, 1517-23 West 9<sup>th</sup> Street** (NRN #4, circa 1905, attribution)

**Abernathy Furniture, 1523-27 West 9<sup>th</sup> Street** (NRN #5, 1911)

**Abernathy Furniture, 915-19 Wyoming Avenue** (NRN #9, 1917)

Walter Clarke Root (1859-1925) and George Siemens (1864-1951) arrived in Kansas City from different cities and formed one of the city's leading early 20<sup>th</sup> century architectural firms. Walter Clarke Root was a native of Atlanta, grew up in New York City, and arrived in Kansas City in 1886 as an architect for the Chicago firm Burnham & Root as superintendent of several projects. In 1896 he formed a partnership with George Siemens, a native of Jefferson City, Missouri who arrived in Kansas City as an architect experienced in residential designs. The firm's designs over the next thirty years were wide-ranging, encompassing residential, commercial, industrial, educational, ecclesiastic, and institutional buildings, mostly in Missouri and Kansas. Their partnership continued until Root's death in 1925, and Siemens then continued as a sole practitioner. Root & Siemens designed three buildings for Abernathy Furniture as the firm continued its westward expansion along West 9<sup>th</sup> Street and southward

<sup>135</sup> Henry F. Withey and Elsie Rathburn Withey, *Biographical Dictionary of American Architects (deceased)*, "Klipstein, Ernest C.," (Los Angeles: New Age Publishing Co., 1956), pp. 351-52; "E. C. Klipstein," *Journal of the American Institute of Architects*, (1914): 597; Rathmann, Walter L., [www.findagrave.com](http://www.findagrave.com), accessed May 11, 2016; "St. Louis Architect Dies" [Rathmann], *The Kansas City Times*, 14 July 1954, p. 5.

<sup>136</sup> *The AIA Historical Directory of American Architects*, "Lubschez, Ben J.," [http://public.aia.org/sites/hdoaa/wiki/\\_layouts/mobile/mblwiki.aspx?Url=%2Fsites%2Fhdoaa%2Fwiki%2Fwiki%20Pages%2Fahd1027361%2Easpx](http://public.aia.org/sites/hdoaa/wiki/_layouts/mobile/mblwiki.aspx?Url=%2Fsites%2Fhdoaa%2Fwiki%2Fwiki%20Pages%2Fahd1027361%2Easpx), accessed 12 May 2016.

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expansion on Wyoming Avenue. The almost identical design of 1517-23 West 9<sup>th</sup> (circa 1905) and 1523-27 West 9<sup>th</sup> (1911) indicate that the firm likely designed the circa 1905 building.<sup>137</sup>

**Smith & Lovitt**

**Security Building** (NRN #27, 1909, and attribution for 1912 section)

**Smith, Rea & Lovitt**

**Addition for Emerson-Brantingham** (NRN #29, 1913)

The architectural firms of Smith & Lovitt and Smith, Rea & Lovitt were part of the long career of architect Charles Ashley Smith (1866-1948).

Charles A. Smith was born in Huron County, Ohio and his family moved to Des Moines, Iowa, when he was eight. Smith began work at the age of sixteen in the architectural office of Bell & Hackney in Des Moines. He came to Kansas City in 1887 as a draftsman with William Hackney when the firm opened its new office, and Smith became his partner within five years. Hackney served as architect to the Kansas City School Board from 1887 until his death in 1898. At that time, Smith was named as his replacement, a position he held for 38 years.

Over his career, Smith and his partners produced designs for dozens of Kansas City area buildings, as well as projects in other states. Smith was also responsible for more than 50 school buildings for the Kansas City School District. The partnership of Smith, Rea and Lovitt existed from about 1910 until 1921. The partnership ended with the untimely deaths of Lovitt (1874-1920) and Rea (1873-1921). Smith and Lovitt shared the same office space by 1909, the same year the firm is listed on the building permit issued for the Security Building. The almost identical design of the 1909 and 1912 sections of the building indicate that the firm likely designed the 1912 section. The one-story addition for Emerson-Brantingham has been altered.<sup>138</sup>

**Adriance Van Brunt**

**1321-27 St. Louis Avenue** (NRN #26, 1909, plus attribution for 1910 section)

Adriance Van Brunt, FAIA (1836-1913) was born in Englewood, New Jersey and came to Kansas City in 1878. He organized an architectural firm with his brother, John Van Brunt, FAIA, in the early 1880s, which lasted for about thirty years. A. Van Brunt and Co. received numerous residential and commercial commissions, including the multi-tenant building at 1321-27 St. Louis Avenue. Van Brunt was also a member (1892-1902) of the city's first active Park

<sup>137</sup> Henry F. Withey and Elsie Rathburn Withey, *Biographical Dictionary of American Architects (deceased)*, "Root, Walter C.," (Los Angeles: New Age Publishing Co., 1956), p. 526; "G. M. Siemens, Sr., Dies," *Kansas City Star*, 7 November 1951, p. 44; George M. Siemens, passport application, 1888, Ancestry.com, accessed 13 May 2016.

<sup>138</sup> Carrie Westlake Whitney, *Kansas City, Missouri: Its History and Its People*, 3 vols. (Chicago: S. J. Clarke Publishing Co., 1908, II:643-44; Susan Jezak Ford, *Charles Ashley Smith*, Missouri Valley Special Collections: Biography, www.kchistory.org, accessed 12 May 2016; *Kansas City, Missouri City Directories*, 1909; "Walter U. Lovitt Dead," *The Kansas City Star*, 9 March 1920, p. 3; [obituary, Frank S. Rea], *The American Contractor*, 9 April 1921, p. 37; Frank Scott Rea, *U.S., World War I Draft Registration Cards, 1917-1918*, www.ancestry.com, accessed 12 May 2016.

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Board and was instrumental in the creation of the boulevard system of Kansas City. Following his service on the Board, Van Brunt designed several park buildings and structures. After the 1908 flood in the West Bottoms area, Van Brunt promoted the idea that the area was undesirable for residents and that the dwindling number of houses in the area should be replaced to allow complete evolution into a business district.<sup>139</sup>

The 1909 building permit for 1321-27 St. Louis Avenue lists the architect as A. Van Brunt & Bros., although the 1909 Kansas City, Missouri *City Directory* lists the firm as A. Van Brunt & Co., its more common name. The almost identical design of the 1909 and 1910 sections of the building indicate that the firm likely designed the 1910 section.

**George Wadleigh**  
**Bemis Bros. Bag Company** (NRN #10, 1910 section)

The building permit lists the architect as George H. Wadleigh. The Kansas City, Missouri city directories for the years 1908 through 1912 do not have any listings for a person with this name or an architect with this name.

The St. Louis city directories for the years 1913, 1914, and 1916 list George R. Wadleigh as “chief engineer,” with a work address that matches the address for Bemis Bros. Bag Company, which was headquartered in St. Louis. Therefore, in-house Bemis staff may have designed the 1910 section of the complex.

## CONCLUSION

The West Bottoms - North Historic District is eligible for inclusion in the National Register of Historic Places under Criterion A for COMMERCE.

Overall, the West Bottoms area was one of the distinct commercial/industrial districts in Kansas City that developed on floodplains adjacent to waterways. This low-lying, level topography enabled the area to become a hub of railroad activity after the 1869 opening of the Hannibal Bridge. The 1878 opening of the Union Depot established the West Bottoms area as the region’s primary manufacturing and distribution center for the next half century.<sup>140</sup>

Specifically, the West Bottoms – North Historic District retains a strong degree of integrity of association, situated in an area of Kansas City connected with the manufacture, distribution and storage of goods and merchandise for later distribution that relied on railroad freight service.

<sup>139</sup> Henry F. Withey and Elsie Rathburn Withey, *Biographical Dictionary of American Architects (deceased)*, “Van Brunt, Adriance” and “Van Brunt, John” (Los Angeles: New Age Publishing Co., 1956), p. 259; Susan Jezak Ford, *Adriance Van Brunt*, Missouri Valley Special Collections: Biography, accessed 12 May 2016. Ford notes that Adriance Van Brunt was not a relation of the architect Henry Van Brunt, although other sources claim they were relatives. Sources conflict as to whether John Van Brunt was with the firm of Henry or Adriance; [obituary], *The Kansas City Times*, 13 November 1913; *The AIA Historical Directory of American Architects*, “Van Brunt, Adriance,” and “Van Brunt, John,” <http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/Browse%20Va.aspx>, accessed 12 May 2016.

<sup>140</sup> Schwenk, section E, pp. 4-5.

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The business occupants of the West Bottoms - North Historic District illustrate the breadth of the economic activity in this area, as it became a sales, processing, and transshipment point for agricultural crops, raw materials, and finished goods. In addition to the connection through association of uses and economic activities that is evident in the West Bottoms - North Historic District, the building stock continues to create a distinct sense of location through important shared physical characteristics, as confirmed in the MPDF.

The buildings in the district reflect the three Historical Contexts described in Section E of the Multiple Property Documentation Form *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri* (MPDF), 2010. The contexts are: The Evolution of Kansas City Railroad Freight Industry, 1859-1970; Commercial and Industrial Businesses Located Near Rail Freight Facilities, 1865-1970; and Commercial and Industrial Architecture in Kansas City's Railroad Freight Districts, 1869-1970.

The buildings in the district also meet the criteria for the following Associated Property Types as described in Section F of the Multiple Property Documentation Form *Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri* (MPDF), 2010. The property types are: Industrial Facilities and Commercial Distribution Buildings (Industrial Manufacturing Facilities and Warehouses, Commercial Distribution Offices and Warehouses, and Commercial Warehouses); Office and Sales Buildings; and Auxiliary Support Resources (Government Buildings).

The period of significance for the West Bottoms - North Historic District is circa 1880-1970. The circa 1880 date represents the best approximation of the construction date of the oldest existing building in the historic district, which provides physical evidence for commerce. The patterns of commerce in the historic district continued through 1970, reflecting the Historical Contexts outlined in the MPDF.



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**Verbal Boundary Description**

The proposed West Bottoms – North Historic District boundary is as shown on the attached boundary map and described as beginning at the property line of Building 1 and proceeding west along W. 9th St. to the rear property line of Building 7; then south along the rear property lines of Buildings 7, 8 and 9; then northeast along St. Louis Ave. along the southern property lines of Buildings 9, 12, 13, 14, 16 and 17; then south along the west property lines of Buildings 29 and 30; then east along the property lines of Buildings 30 and 31; then north along the property line of Building 31; then across Hickory St. where it intersects with the rear property line of Buildings 26; then east along the rear property line of Buildings 26, 25 and 24; then north along the east property line of Building 24; then north across St. Louis Ave. to the south property line of Building 23; then east along the south property line of Building 23; then north along the east property line of Building 23 until it intersects with Forrester Road; then west along rear property lines of Buildings 23, 22, 21, 20, 19, 18, and 17 to the east property line of Building 1; then north along the east property line of Building 1 to the point of origin.

**Boundary Justification**

The proposed boundary includes the most intact area of historic buildings between W. 9<sup>th</sup> St. on the north and the railroad tracks on the south side of the district. The district is within a larger area identified as having the best concentration of extant historic buildings in the larger West Bottoms area (Figure 2). The boundary excludes large pockets and expanses of vacant land, parking lots, and non-historic construction—areas that include the north side of W. 9<sup>th</sup> Street, the area west of the district to the state line, and east of the district, north of the railroad. The west half of the southern boundary is determined by a new, massive truck depot, and on the east by the railroad. Other potential districts within the larger West Bottoms area are located south of the railroad.

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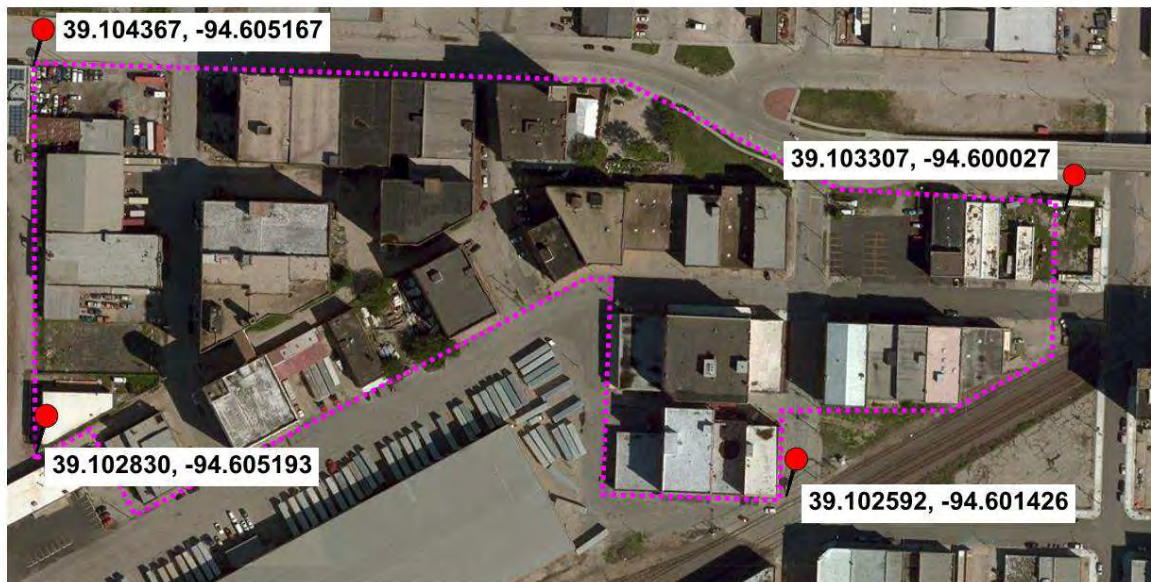
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Figure 1: Site Map. Source: Google Maps -

[www.google.com/maps/place/1437+W+9th+St,+Kansas+City,+MO+64101/@39.1037561,-94.6025616,711m/data=!3m1!1e3!4m5!3m4!1s0x87c0f05541bf09f3:0x25cc119cc4767f0b!8m2!3d39.1043139!4d-94.602733](http://www.google.com/maps/place/1437+W+9th+St,+Kansas+City,+MO+64101/@39.1037561,-94.6025616,711m/data=!3m1!1e3!4m5!3m4!1s0x87c0f05541bf09f3:0x25cc119cc4767f0b!8m2!3d39.1043139!4d-94.602733)





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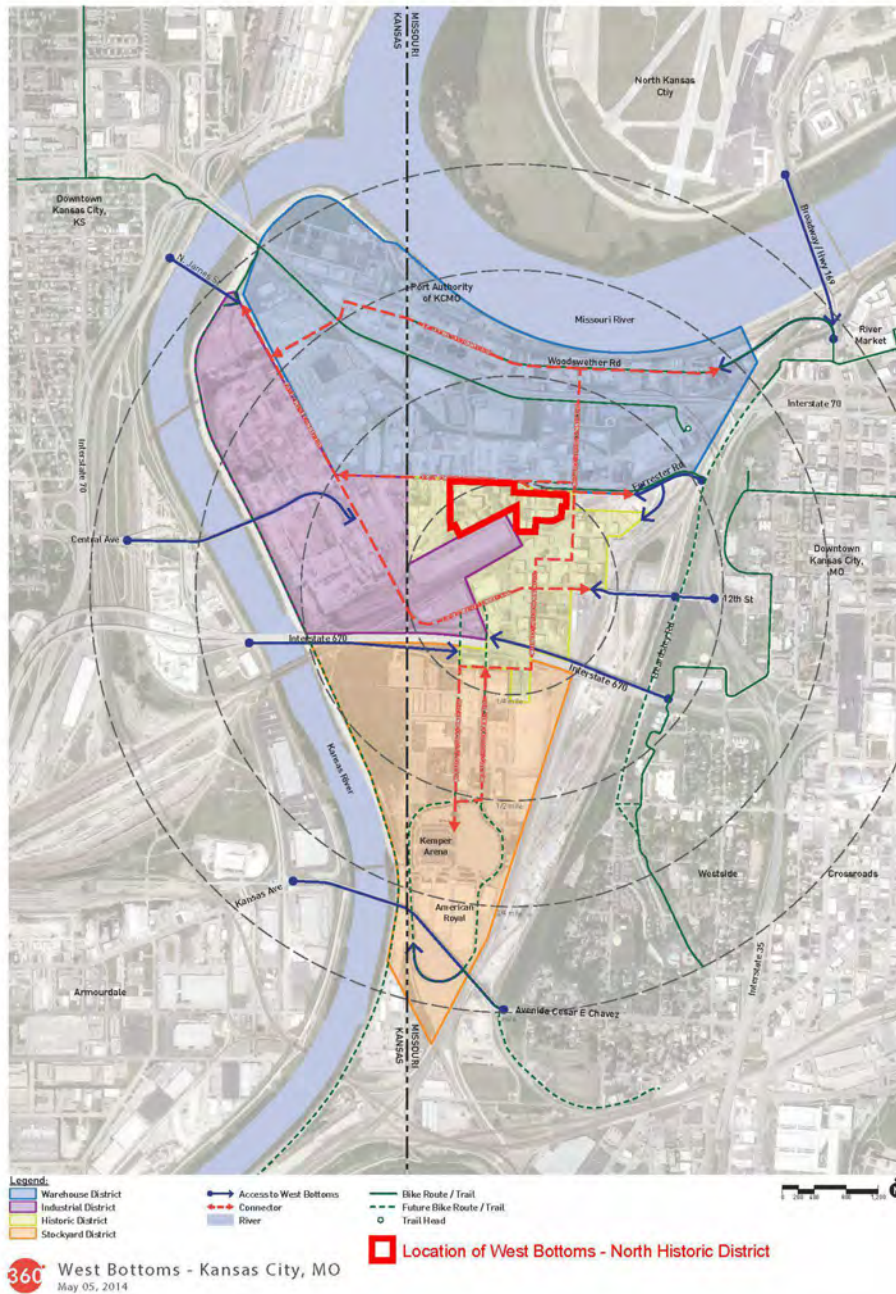
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Figure 2: Context Map. Source: *West Bottoms Wayfinding Plan Draft*, May, 2014. Phronesis, KEM STUDIO, and Willoughby Design.



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Figure 3: Kemper-Paxton Mercantile Co., 1427-33 W. 9<sup>th</sup> St., north elevation, c.1910. Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.



MVSC, Kansas City Public Library, Kansas City, Missouri



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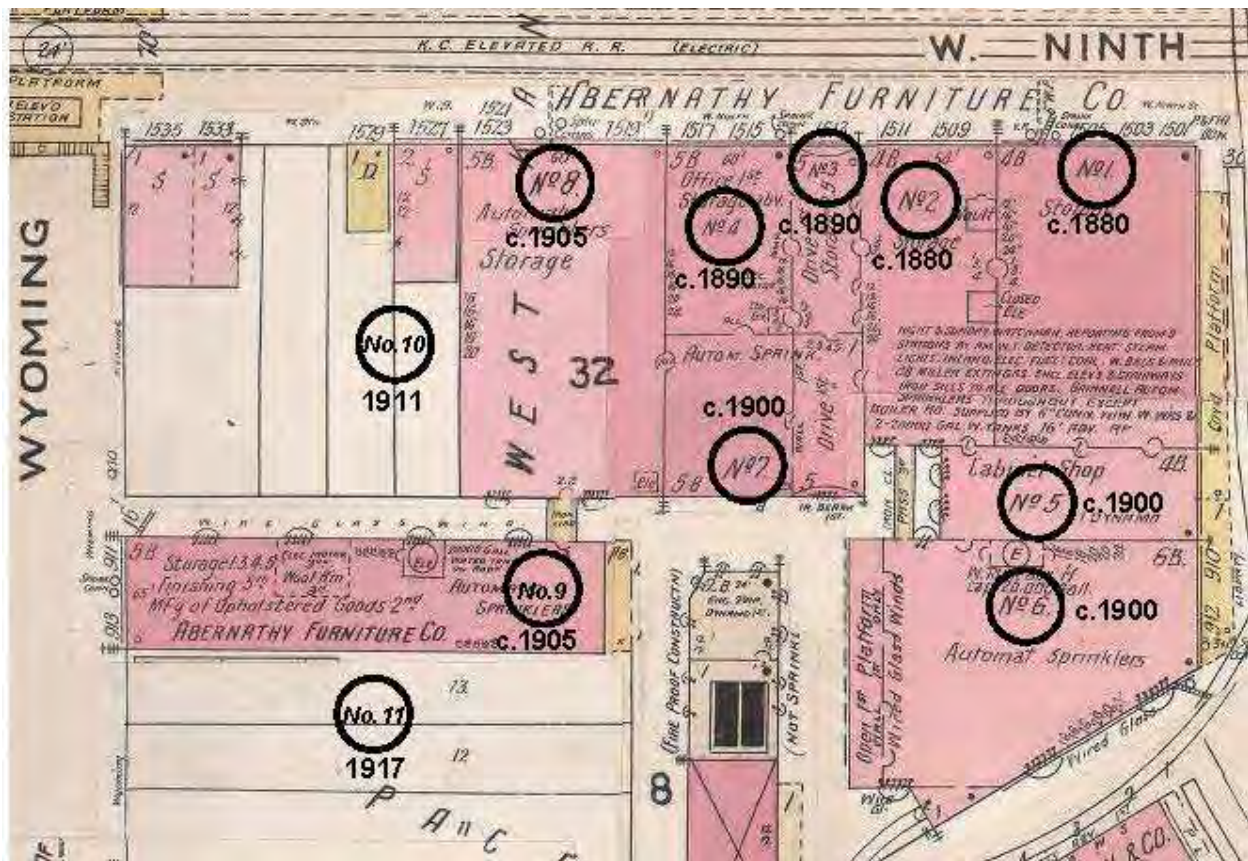
Jackson, MO

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Figure 4: Sanborn Fire Insurance Map, 1895-1907, Abernathy Furniture Co. complex (W. 9<sup>th</sup>, Liberty, and Wyoming streets). Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri*. Note: Construction dates and circles added to illustrate Abernathy Furniture Co. building locations [existing by 1907 (Nos. 1-9) and proposed (Nos 10-11)].



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Figure 5: Abernathy Furniture Co. buildings, W. 9<sup>th</sup> St. at Wyoming St., looking southeast, 1940.  
Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 6: Abernathy Furniture Co., 911-13 Wyoming St., west elevation, 1940 (demolished).  
Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*





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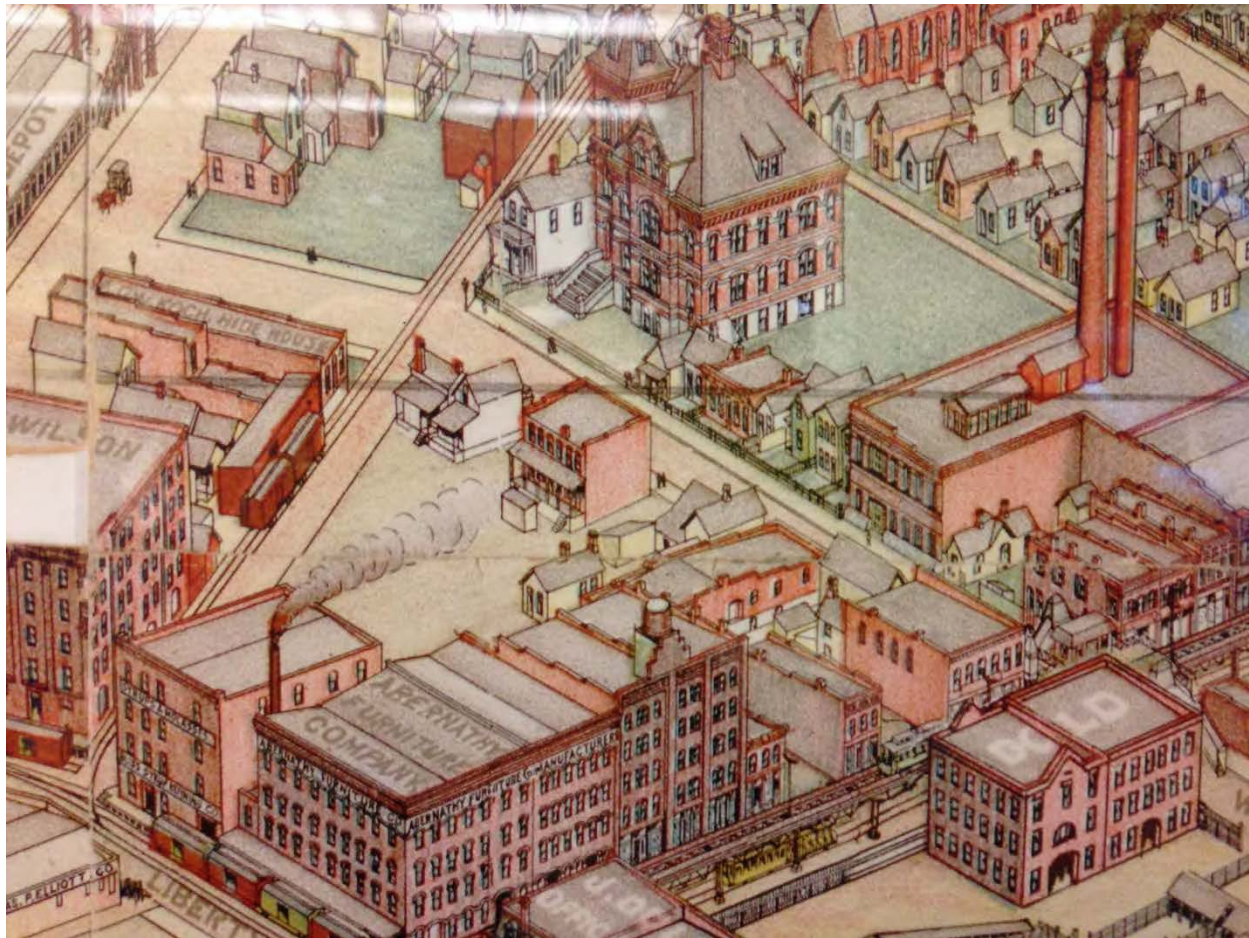
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Figure 7: Panoramic View of the West Bottoms Kansas City, Missouri and Kansas, 1895.  
Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 8: Abernathy Furniture Co., 910-12 Liberty St., south and east elevations, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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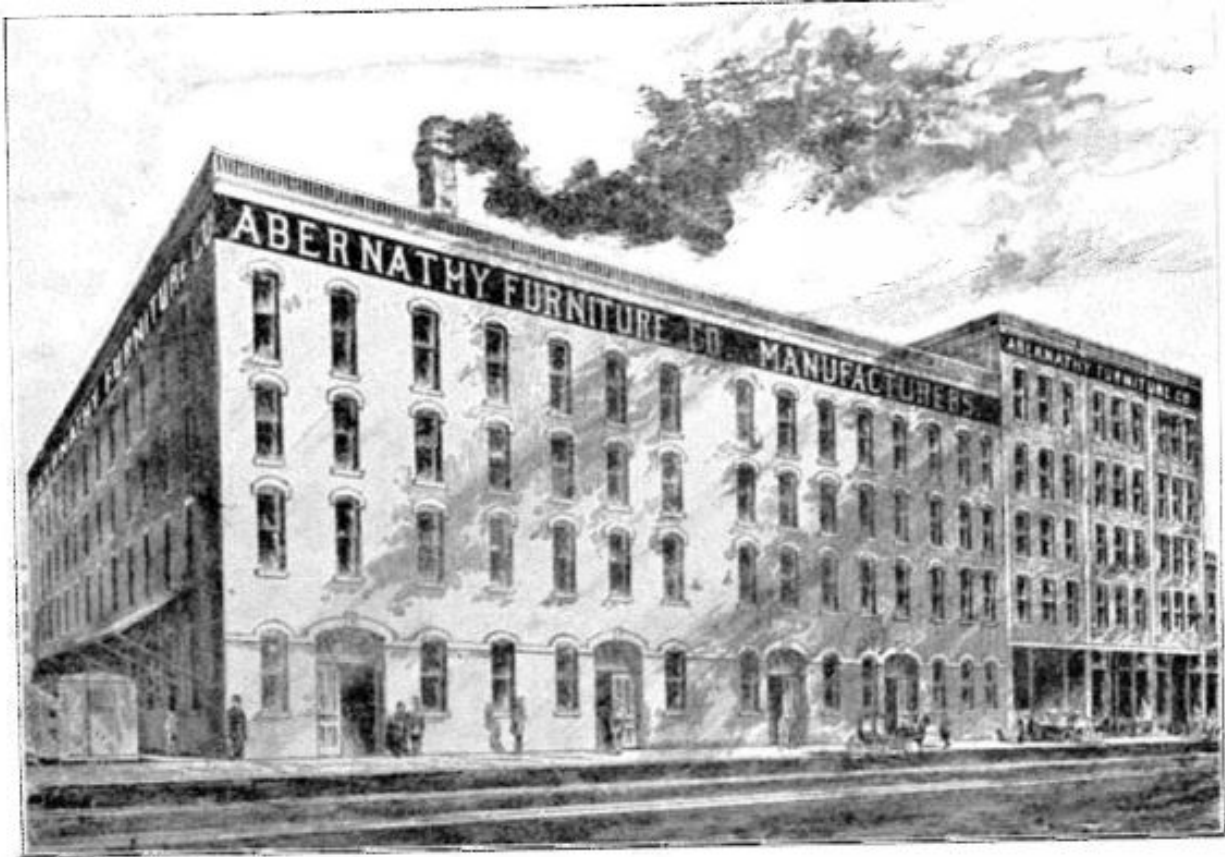
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Figure 9: Abernathy Furniture Co. buildings along Liberty St. and W. 9<sup>th</sup> St., east and north elevations. *Source: American Journal of Progress, 1898.*



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Figure 10: Abernathy Furniture Co., southwest corner of Liberty and W. 9<sup>th</sup> Streets, east and north elevations. Source: *Pen and Sunlight Sketches of Kansas City and Environs*, 1892.



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Figure 11: Abernathy Furniture Co., 1501-09 W. 9<sup>th</sup> St., north elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*





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Figure 12: Abernathy Furniture Co., 1511-15 W. 9<sup>th</sup> St., north elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 13: Abernathy Furniture Co., 1517-21 W. 9<sup>th</sup> St., north elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 14: Abernathy Furniture Co., 1517-21 W. 9<sup>th</sup> St., north elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 15: Abernathy Furniture Co. buildings, W. 9<sup>th</sup> St., north elevations, looking southeast.  
Source: *Kansas City Star*, July 30, 1950.



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Figure 16: Abernathy Furniture Co., 1523-27 W. 9<sup>th</sup> St., north elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 17: Imperial Casket Co. (background), looking south down Wyoming St. from W. 9<sup>th</sup> St., 1940. Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*





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Figure 18: Imperial Casket Co., 920-24 Wyoming St., east and north elevations, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 19: Hogue Mercantile Co. (left), 1600-02 St. Louis Ave., and Bemis Bros. Bag Co., 937 Wyoming St., looking northeast, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*





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Figure 20: Abernathy Furniture Co., 915-19 Wyoming St. (background), looking southeast, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 21: Abernathy Furniture Co., 915-19 Wyoming St., west elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 22: Bemis Bros. Bag Co., 921-29 Wyoming St., looking southeast, 1903. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



WISC, Kansas City Public Library, Kansas City, Missouri

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Figure 23: Bemis Bros. Bag Co., 921-29 Wyoming St., looking northeast, 1908. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



PH23, Kansas City Public Library, Kansas City, Missouri

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Figure 24: Bemis Bros. Bag Co., 921-29 Wyoming St., west and south elevations, 1908.  
Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 25: Bemis Bros. Bag Co., 921-29 Wyoming St., west and south elevations, 1940.  
Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 26: Bemis Bros. Bag Co., railroad sidings between 921-29 and 937 Wyoming St., looking east; Claude L. Budworth, *Side Tracks in Central Industrial District*, 1934. Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri*.



1934c, Kansas City Public Library, Kansas City, Missouri



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Figure 27: Bemis Bros. Bag Co., 921-29 (left) and 937 (right) Wyoming St., looking northeast, c.1928. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



BEMIS BROS. BAG CO

MVSC, Kansas City Public Library, Kansas City, Missouri



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Figure 28: Bemis Bros. Bag Co. (background left), looking south from W. 9<sup>th</sup> St., 1940. Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 29: Economy Laboratories (former Bayles Vehicle Top & Trimming Co.) 1522-24 St. Louis Ave., south elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 30: Ryley, Wilson & Co., 1502-08 St. Louis Ave., south elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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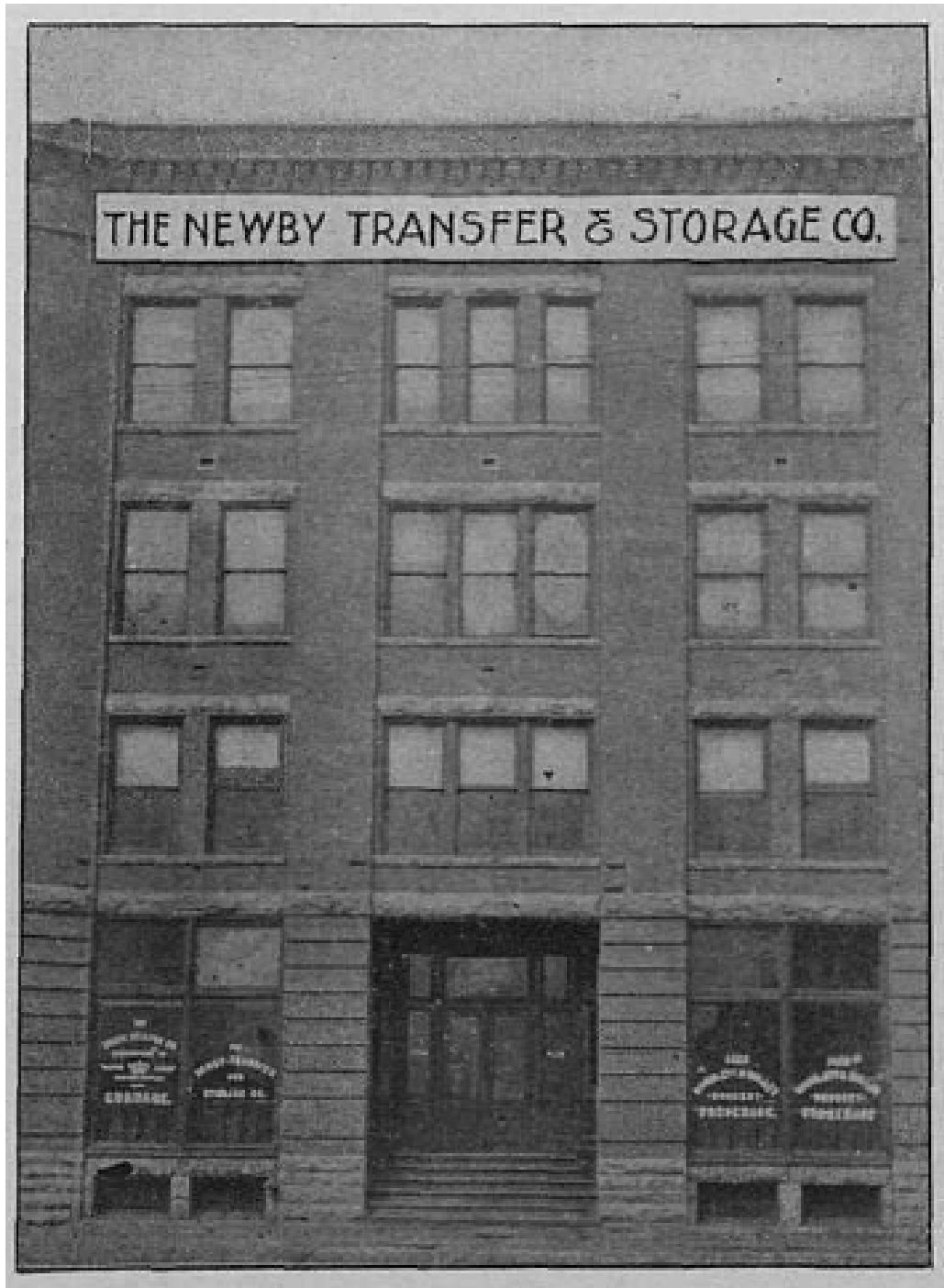
Jackson, MO

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Figure 31: The Newby Transfer & Storage Co., 1422-24 St. Louis Ave., south elevation.  
Source: *Imperial Kansas City*, 1900.



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Figure 32: Advance Transfer Co. (former Samuel Freeman Livery), 1316-18 St. Louis Ave., south elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*





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Figure 33: Advance Transfer Co., rear view looking south, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 34: Gifford's Café (former Police Station #2), 1312-14 St. Louis Ave., south and east elevations, 1940. Note: The 1956 addition was built on the vacant lot behind fence. Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 35: Seavey & Flarsheim, 1317-19 St. Louis Ave., rear view, flood damage, looking northeast, 1903. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



MVSC, Kansas City Public Library, Kansas City, Missouri



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Figure 36: Bartels & Shores Chemical Co. (former Swift & Co.), 1401-03 St. Louis Ave., east and north elevations, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 37: Crooks Terminal Warehouse (former Security Building), 1405-13 St. Louis Ave., north elevation, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 38: A. Y. McDonald Manufacturing Co. (former Geiser Manufacturing Co.), 1408-12 Union Ave., south and east elevations, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 39: A. Y. McDonald Manufacturing Co., 1414-18 Union Ave., west and south elevations, 1940. Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*





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Figure 40: A. Y. McDonald Manufacturing Co., 1404-06 Union Ave., south elevation, 1940.  
Source: *Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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Figure 41: J. G. Peppard Seed Co., 1400-02 Union Ave., south and east elevations. *Source: Imperial Kansas City, 1900.*



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Figure 42: Pearson-Ferguson Chemical Co. (former J. G. Peppard Seed Co.), 1400-02 Union Ave., south and east elevations, 1940. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



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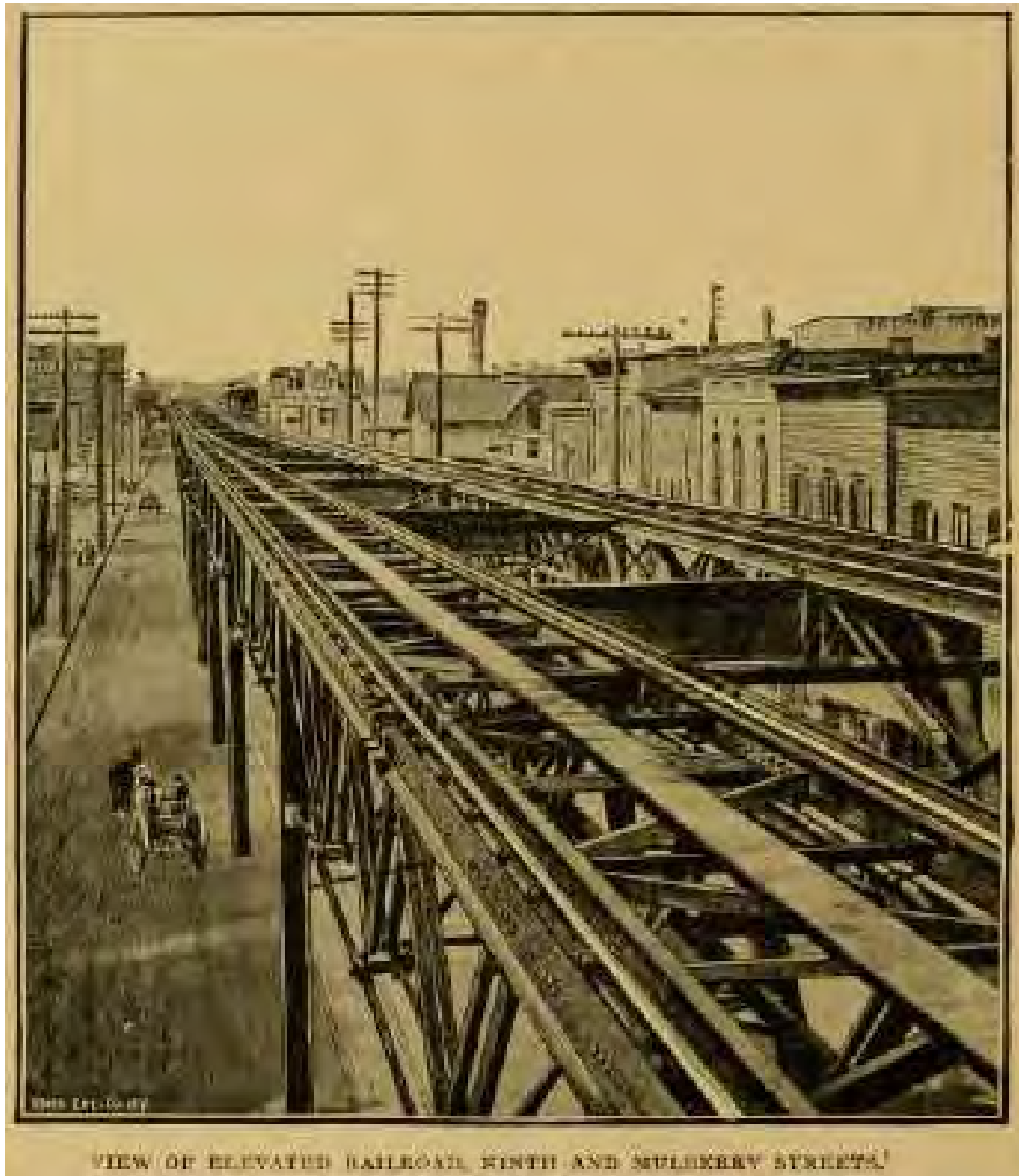
Jackson, MO

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Figure 43: View of elevated railroad, W. 9th and Mulberry Streets. Source: *The Industries of Kansas City*, 1888.





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Figure 44: Flooding, Central Industrial District (West Bottoms), Bemis Bros. Bag Co. at lower left, looking northeast, 1951. *Source: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.*



27. The devastated Central Industrial District  
from the Quality Hill bluff.

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Figure 45: Missouri Seed Company catalog, 1909. Source: Biodiversity Heritage Library.





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Figure 46: Kemper-Paxton Mercantile Co. advertisement. Source: *Thresherman's Review*, May 1906, p. 44.

# Free to 500 Threshermen

500 of these Ratchet Cylinder Wrenches given away FREE to our Customers.

## The Pankratz Ratchet Cylinder Wrench



Regular Price, \$3.50

Our Threshers' RED BOOK tells you how to get a Wrench FREE.

## Write for our Threshers Red Book.

It is a complete wholesale price list of Thresher Supplies and will save you dollars during the season. We want every Thresherman in the United States to have one of these catalogs—they are free for the asking. We carry in Kansas City the largest stock of Threshing Supplies in the World and sell direct to you at factory prices.



Lock your Teeth with a Lock and a Lock. The Lock and a Lock will absolutely prevent the loosening of cylinder teeth and the damage and delay of accidents are closed. Wholesale price quoted in RED BOOK.



### Do You Need a New Smoke Stack?

We furnish the best stack in the market. It is long, made of No. 14 iron, lined with a cement and lined with a cement and lined with a cement. We make them to fit your engine. Write for our book and prices.



### Don't Run Separator Backward

The only practical Ratchet Cylinder Pulley on the market. You can run the engine without running the separator and without taking off the belt. Every Thresherman knows what the advantages of this pulley are and how much use will save him in a season.

Sold on 10 days' trial. Write for RED BOOK and prices.

# Kemper-Paxton Mercantile Co.

1400 to 1430 West 9th Street, KANSAS CITY, MO.

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Figure 47: Smith, Biggs & Koch advertisement. Source: *Kansas City, Missouri City Directory*, 1890, p. 795.

BUT HOYE'S 1890 DIRECTORY. CAN 795

# SMITH, BIGGS & KOCH,

DEALERS IN  
BUTCHERS' & PACKERS'  
MACHINERY,  
TOOLS AND SUPPLIES,  
SPICES, LARD PAILS, ETC.

—Manufacturer's Agents for—

## WIESNER'S PATENT Dry Air Refrigerator

Also Cleaners and Pack-  
ers of Casings of all kinds.

1415-1417 St. Louis Avenue.  
KANSAS CITY, - MO.



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Figure 48: Cutler & Neilson Paint & Color Co. letterhead. Source: Private collection.

**CUTLER PAINT & GLASS CO. SUCCESSORS TO**  
**CUTLER & NEILSON PAINT & COLOR CO.**  
MANUFACTURERS  
AND JOBBERS OF  
MIXED PAINTS, WHITE LEAD, COLORS,  
PUTTY, STAINS, ETC.  
BRUSHES, OILS, VARNISHES AND  
PAINTERS' SUPPLIES, GENERALLY.  
IMPORTERS AND JOBBERS OF  
PICTURE, CAR, ORNAMENTAL, SKYLIGHT,  
WINDOW AND PLATE GLASS  
OF EVERY DESCRIPTION.

GENERAL OFFICE & WAREHOUSE  
N.W. COR. UNION AVE. & HICKORY STREETS,  
2 BLOCKS WEST OF UNION DEPOT

PAINT FACTORY & WAREHOUSE

AS PER ORDER OF \_\_\_\_\_ SHIPPED ON YOUR ACCOUNT AND RISK BY \_\_\_\_\_

*Sold to* Winkler Furniture Co., Lexington, Mo.

Kansas City, U.S.A. 2/14/06

PAYABLE IN FUNDS AT PAR IN KANSAS CITY. ACCOUNTS PAID DUE SUBJECT TO SIGHT DRAFT. PRICES SUBJECT TO CHANGE WITHOUT NOTICE.  
RAILROAD COMPANY'S RECEIPT FOR MERCHANDISE IN GOOD ORDER CONSTITUTES DELIVERY AFTER WHICH OUR RESPONSIBILITY CEASES.  
AGE NOT ALLOWED TO ADMIT CLAIMS OR GRANT EXTENSION OF CREDIT NOR TO COLLECT MONEY WITHOUT WRITTEN AUTHORITY.

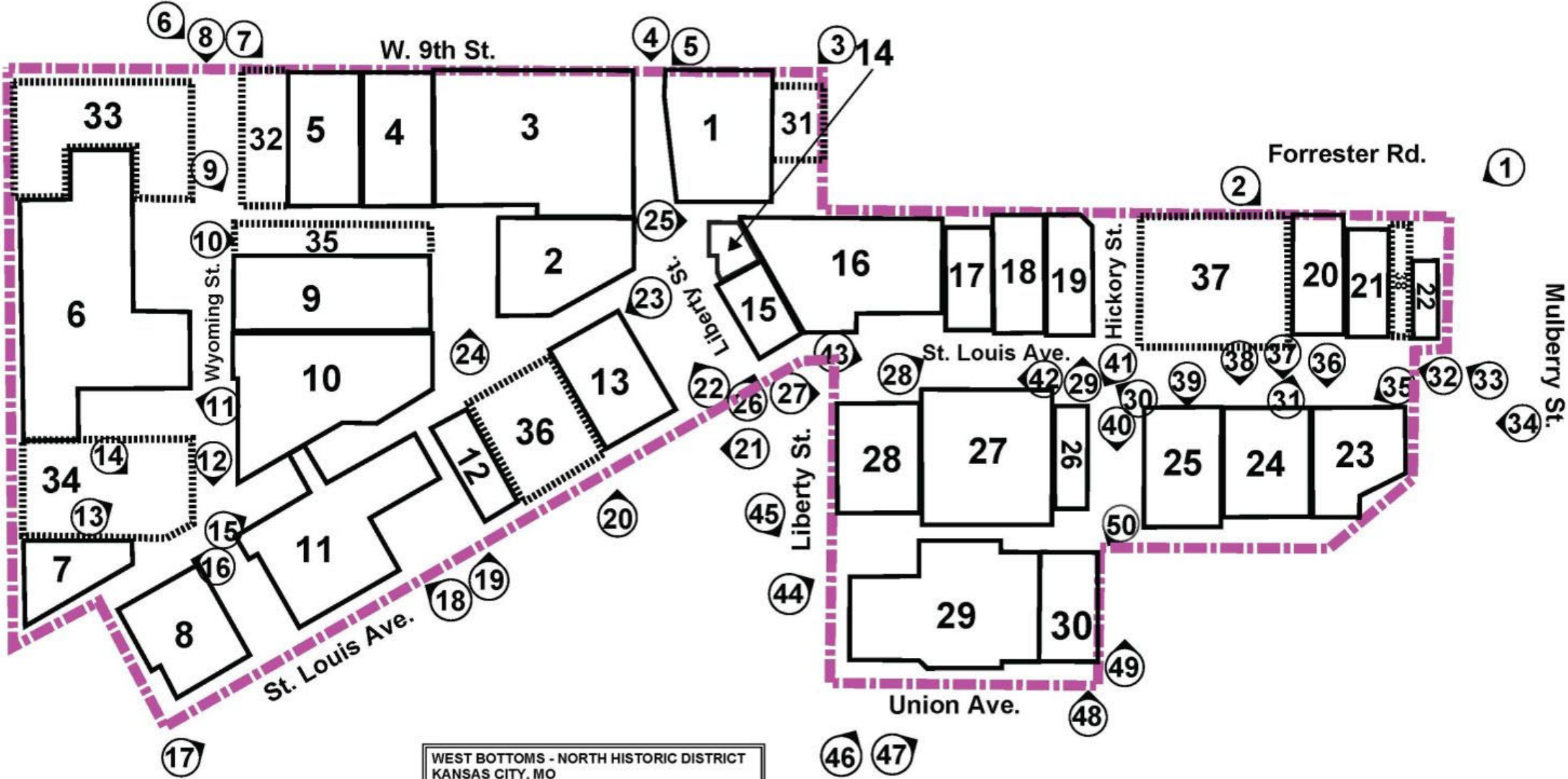
4 Lights D S A	15 x 36	4.49	17.96		
4 " "	30 x 36	9.20	36.80		
		90/15%	54.76	4 66	\$ 4.66

TERMS OF SALE,  
Or 25% cash in 10 days

457



West Bottoms - North Historic District Photo Key  
Spring 2016



**WEST BOTTOMS - NORTH HISTORIC DISTRICT**  
KANSAS CITY, MO

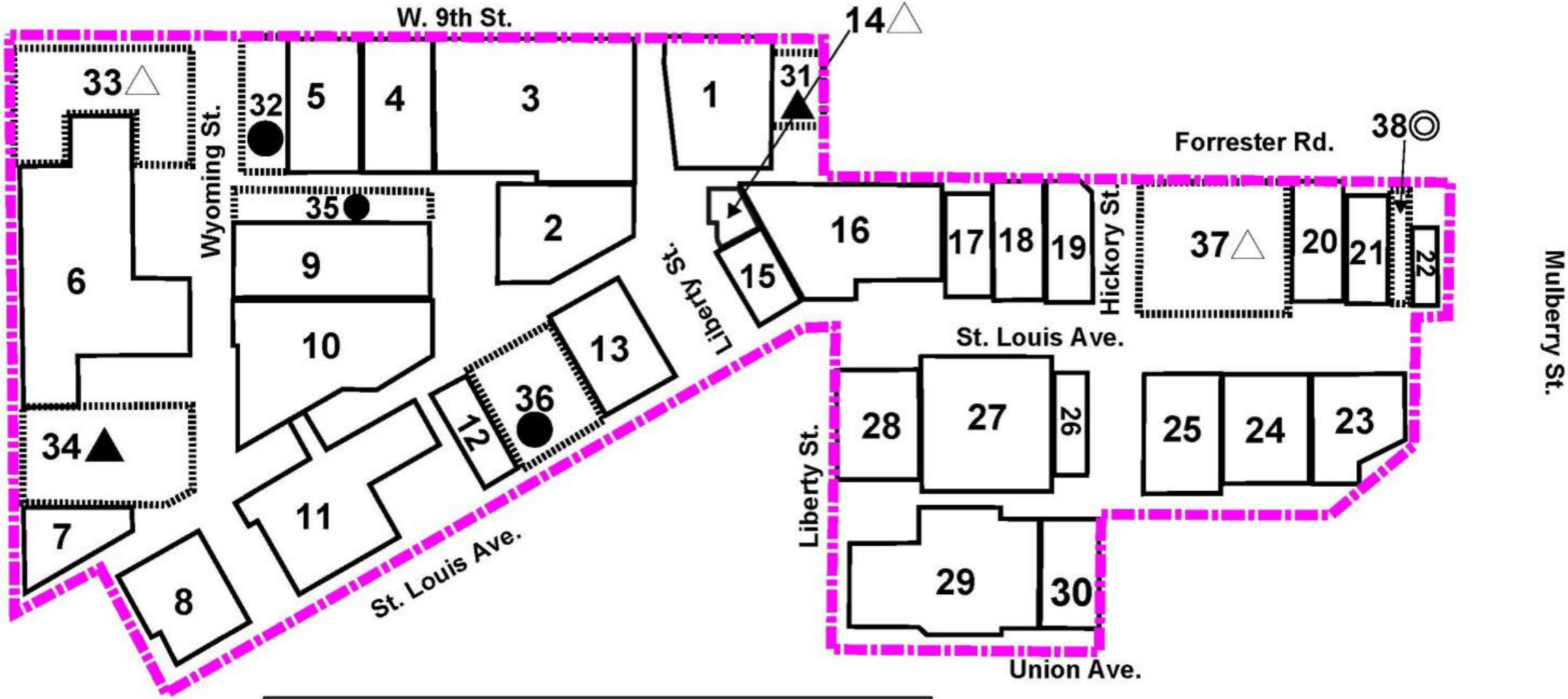
National Register Nomination  
Photo Key - NTS  
Spring 2016

HP Group, LLC  
2425 West 11th Street, Suite 4  
Cleveland, OH 44113

**PHOTO KEY**  
 Photo Numbering









West Bottoms - North Historic District Boundary Map  
Spring 2016



**WEST BOTTOMS - NORTH HISTORIC DISTRICT**  
**KANSAS CITY, MO**

National Register Nomination  
Boundary Map - NTS  
Spring 2016

HP Group, LLC  
2425 West 11th Street, Suite 4  
Cleveland, OH 44113

 Contributing Buildings	 Contributing Sites	 Non-Contributing Sites (described, not counted)
 Parking & Vacant Lots	 Contributing Structures	 Non-Contributing Structures















































































































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FOR SALE / LEASE  
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