

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 Adams, Charles Francis Jr., Building  
 Other names/site number Buford & George Manufacturing Company, John Deere Plow Company Harness Factory, Velie Saddlery Company  
 Name of related Multiple Property Listing Railroad Related Historic Commercial and Industrial Resources in Kansas City

## 2. Location

Street & number 1311-1315 W. 13<sup>th</sup> Street N/A not for publication  
 City or town Kansas City N/A vicinity  
 State Missouri Code MO County Jackson Code 095 Zip code 64102

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Applicable National Register Criteria:  A  B  C  D

Signature of certifying official/Title Missouri Department of Natural Resources Date \_\_\_\_\_  
 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 [Signature] Date 1/6/20

Title Director - Missouri State Parks / Deputy SHPO 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 \_\_\_\_\_

Adams, Charles Francis Jr., Building  
Name of Property

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**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

**Category of Property**  
(Check only **one** box.)

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

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

|  | Contributing | Noncontributing |              |
|--|--------------|-----------------|--------------|
|  | 1            | 0               | buildings    |
|  | 0            | 0               | sites        |
|  | 0            | 0               | structures   |
|  | 0            | 0               | objects      |
|  | 1            | 0               | <b>Total</b> |

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

0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

COMMERCE/TRADE/warehouse  
INDUSTRY/PROCESSING/EXTRACTION  
/manufacturing facility

**Current Functions**

(Enter categories from instructions.)

VACANT/NOT IN USE

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY  
AMERICAN MOVEMENTS/Commercial  
Style

**Materials**

(Enter categories from instructions.)

foundation: Stone  
walls: Brick  
roof: Asphalt  
other: Cast Iron

NARRATIVE DESCRIPTION ON CONTINUATION PAGES

Adams, Charles Francis Jr., Building  
Name of Property

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### 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

1895-1913

#### Significant Dates

N/A

#### Significant Person

(Complete only if Criterion B is marked above.)

N/A

#### Cultural Affiliation

N/A

#### Architect/Builder

Van Brunt & Howe (Architect)

### 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: State Historical Society of Missouri- Kansas City Research Center  
Kansas City Public Library

Adams, Charles Francis Jr., Building  
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Historic Resources Survey Number (if assigned):  
\_\_\_\_\_

**10. Geographical Data**

**Acreage of Property**      Less than one acre

**Latitude/Longitude Coordinates**  
Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

1 39.099373      -94.600580      3      \_\_\_\_\_  
Latitude:      Longitude:      Latitude:      Longitude:

2 \_\_\_\_\_      \_\_\_\_\_      4      \_\_\_\_\_  
Latitude:      Longitude:      Latitude:      Longitude:

**UTM References**  
(Place additional UTM references on a continuation sheet.)  
\_\_\_\_\_ NAD 1927    or    \_\_\_\_\_ NAD 1983

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

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

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

**Boundary Justification** (On continuation sheet)

**11. Form Prepared By**

name/title Cydney Millstein and Kelsey Lutz  
organization Architectural & Historical Research, LLC.      date August 12, 2019  
street & number 1537 Belleview Avenue      telephone (816) 472-4154  
city or town Kansas City      state MO      zip code 64108  
e-mail cydney@ahr-kc.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.

Adams, Charles Francis Jr., Building

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- **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.

## 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: Charles Francis Adams Jr., Building

City or Vicinity: Kansas City

County: Jackson State: Missouri

Photographer: Richard Welnowski

Date

Photographed: 7/18/2019

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

- 1 of 12: Main or north façade; view facing south
- 2 of 12: Detail of entry vestibule; view facing south
- 3 of 12: North and east façades; view facing southwest
- 4 of 12: East façade; view facing southwest
- 5 of 12: South and east façades; view facing northwest
- 6 of 12: South façade; view facing north, northeast
- 7 of 12: Interior, first floor; view facing south
- 8 of 12: Interior, first floor; view facing south, southwest
- 9 of 12: Interior, second floor; view facing north
- 10 of 12: Interior, third floor; view facing southwest
- 11 of 12: Interior, third floor; view facing northeast
- 12 of 12: Interior, fifth floor; view facing north

## Figure Log:

Figure 1: Location and Contextual Maps (Lat./Long. 39.099373, -94.600580)

Figure 2: 1886 Atlas

Figure 3: Sanborn Fire Insurance Map Insets and Bird's Eye View Map of Buford & George Manufacturing Company, 1895

Figure 4: Architectural drawings by Van Brunt & Howe, basement (top) and first floor (bottom), 1894

Figure 5: Architectural drawings by Van Brunt & Howe, second floor (top) and third floor (bottom), 1894

Figure 6: Architectural drawings by Van Brunt & Howe, fourth floor (top) and fifth floor (bottom), 1894

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Figure 7: Architectural drawings by Van Brunt & Howe, north and south elevations (top left and right) and east elevation (bottom), 1894

Figure 8: Key to photographs, exterior and first floor

Figure 9: Key to photographs, interior, 2<sup>nd</sup> floor

Figure 10: Key to photographs, interior, 3rd floor

Figure 11: Key to photographs, interior, 5th floor

Figure 12: Buford & George Catalog plate illustrating the new building and fire that destroyed the previous building

Figure 13: 1311-1315 W. 13<sup>th</sup> Street, Interior. Offices, 1st floor, 1898 (view looking southeast). The entry partition as seen in the background of this image was not illustrated on the original drawings.

Figure 14: 1311-1315 W. 13<sup>th</sup> Street, Interior. Saddlery Hardware Department, 1898

Figure 15: 1311-1315 W. 13<sup>th</sup> Street, Interior. Saddlery Hardware Department, 1898

Figure 16: 1311-1315 W. 13<sup>th</sup> Street, Interior. Harness and Saddle Sample Room, Section 2, 1898

Figure 17: 1311-1315 W. 13<sup>th</sup> Street, Interior. Manufacturing Department, Section 3, 1898

Figure 18: 1311-1315 W. 13<sup>th</sup> Street, Interior. Manufacturing Department, Section 1, 1898

Figure 19: 1311-1315 W. 13<sup>th</sup> Street, Interior. Manufacturing Department, Section 5, 1898

Figure 20: Offerings from the Buford & George Manufacturing Company Harness and Saddlery Catalog, 1898

Figure 21: Advertisement identifying the Charles Francis Adams Jr., Building as the Harness Factory for the John Deere Plow Co., c. 1903

Figure 22: The Charles Francis Adams, Jr., Building as it appeared c. 1940

Figure 23: The Charles Francis Adams, Jr., Building as it appeared c. 1988

Figure 24: Commercial buildings in Kansas City by Van Brunt & Howe that are no longer extant

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Railroad Related Historic Commercial and Industrial Resources in Kansas City

Name of multiple listing (if applicable)

## SUMMARY

The Charles Francis Adams Jr., Building (Adams Building) is located at 1311-1315 W. 13<sup>th</sup> Street, Kansas City, Jackson County, Missouri, in the historic West Bottoms Industrial district (Figure 1, Photos 1-12). Representative of the Commercial style, the five-story (plus basement) Panel Brick, Two-Part Vertical Block industrial building was designed by the nationally recognized architectural firm of Van Brunt and Howe and built in 1894. The Adams Building is constructed of heavy timber columns and beams, and measures 72' x 127', totaling 54,864 square feet. In 1965 a one-story concrete block transfer dock building, measuring approximately 70' x 39' was added to the south façade (Photos 5-6). Facing north, the main façade features original cast-iron piers and lintels at the storefront level, paired segmental arched fenestration with wood centers (floors 2-4), and rectangular windows at the attic (5<sup>th</sup> floor) (Photo 1). Minimally designed denticulation is found above the storefront, 4<sup>th</sup> and 5<sup>th</sup> floor levels. An original, deeply recessed entrance, with cast iron stairs and landing, is located at the far west bay (Photo 2). Exposed heavy timber piers (all floors) with cast-iron duplex caps (floors 1-4) and wood haunches (5<sup>th</sup> floor), bead-board and wood ceilings and floors and oversized freight elevator are extant (Photos 7-12). Its straightforward Commercial style corresponds to the registration requirements for "Commercial Distribution Offices and Warehouses" as set forth in the "Railroad Related Historic Commercial and Industrial Resources in Kansas City" MPDF. Originally designed to function as a commercial building within the Central Industrial District of Kansas City, the Adams Building contains the vast majority of the interior spaces originally dedicated to warehouse storage of farm implements, and later, manufacturing of harnesses and saddlery, with inventory sold and distributed throughout the southwestern United States. As it stands today the interior of the Adams Building retains the historic purpose with wide open spaces where heavy timber columns with cast-iron duplex caps, and beams are exposed in keeping with the primary, original functions (office, distribution and warehouse space) of this nominated property. Additionally, the Adams Building was developed in the Two-Part Vertical Block scheme, often "found in railroad freight areas,"<sup>1</sup> associated with the registration requirements of the MPDF. Generally in good condition, the Adams Building has retained the vast majority of its historic character-defining features to convey its historic significance. While the storefront has been partially infilled with brick (common to properties throughout the West Bottoms Industrial area), the original window openings remain, in addition to the "rhythm of the windows and bays [which continue] to be readable", as noted in the MPDF.<sup>2</sup> The Adams Building retains integrity of location, design, setting, materials, workmanship, feeling and association.

<sup>1</sup> Sally Schwenk, "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri." National Register of Historic Places MPDF, Oct. 2010, E25.

<sup>2</sup> Ibid, F-2.

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## ELABORATION

### Setting

The Adams Building is located in the West Kansas Addition No. 2, Lots 6 through 8 of Block 6 (Figure 2). This industrial building is sited between Hickory and Mulberry streets in the southern section of the West Bottoms. Multiple railroad tracks are found to the east of the building and a brick alley stretches from Hickory Street east to the west boundary of the nominated property (Figures Figure 1 Figure 3). The five-story building is sited at the southern section of the West Bottoms Industrial area (south of the Twelfth Street Trafficway Viaduct and north of Interstate 670), which has retained much of the late 19<sup>th</sup> century Two-Part Vertical Block building stock as well as modestly designed commercial additions dating from the first third of the 20<sup>th</sup> century. Infrastructure in the immediate vicinity of the Adams Building includes concrete sidewalks and curbs, cobra lighting and wood utility poles. Additionally, surrounding properties consist of the following: a gravel surface parking lot located to the east of the nominated property and adjacent to a concrete foundation (and concrete stairs), formerly the site of the CB & Q Outbound Freight House; the historic Chicago, Burlington and Quincy trunk lines once located to the south and east of the property, are no longer visible. Currently, the Kansas City Terminal Tracks are located approximately 400' east of the nominated property between the bluffs and Mulberry Street. Late 19<sup>th</sup> century buildings dominate the streetscape in the immediate area, including: The Studebaker Building, 1320 W. 13<sup>th</sup> Street (1903; Root & Siemens); the Parlin and Orendorff Company Building, 1321 W. 13<sup>th</sup> Street (1895; attributed to Shepard & Farrar); and the John Deere Plow Company Building, 1401 W. 13<sup>th</sup> Street (c. 1890; Root and Siemens).

To reiterate, multiple rail lines, both owned and operated by the Kansas City Terminal Railway (KCTR) and BNSF, as mentioned above, are in the immediate vicinity of the Adams Building. These extant lines “illustrate the prominent industrial warehousing character of the area, which relied heavily on product distribution by rail.”<sup>3</sup>

### Exterior

The Charles Francis Adams Jr., Building is a five-story Panel Brick, Commercial style, Two-Part Vertical Block building that faces north onto W. 13<sup>th</sup> Street (Photo 1). Van Brunt & Howe, a nationally-renowned architectural firm, designed this industrial warehouse constructed in 1894. The main façade faces north. The storefront level, which has been altered with brick infill and contemporary industrial fenestration (multipaned non-operable with the exception of awing-type windows placed at the

<sup>3</sup> Cydney Millstein and Mary Ann Warfield, “The Moline Plow Company Building,” National Register of Historic Places Nomination, Kansas City, Jackson County, Missouri, Aug. 2018.

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bottom center of each unit), still retains the original cast-iron piers and continuous lintel. The original off-centered deeply recessed entry bay, placed at the far west end, features the original cast-iron stairs and landing. While the original double-leaf door with transom to the first floor of the building proper, placed at the west side of the entry vestibule is no longer extant (per the original drawings), the secondary entrance remains; at this location, the original wood frame paneled apron door has been replaced with a non-original wood frame and glass single-leaf door. Basement level hinged windows, per the original drawings, have been infilled and are no longer extant.

Fenestration, separated by wide brick piers throughout the second through fourth floors (which mark the bays of the building) are characterized by paired segmental arched windows (two to a bay) with wood center and sash and stone slip sills, as defined on the original drawings. However, the original multipaned, two-over-two window units are no longer extant; window openings are covered with corrugated polycarbonate sheets.

At the attic or fifth-story level, fenestration is placed four to a bay and separated by slender brick piers in between the more prominent piers. At the west and center bays, window openings are further defined by brick flat arches. At the northeast corner, fifth floor, of the main façade (and wrapping to the east façade) the brick is more uniform in color due to repairs to the exterior made in 1947.<sup>4</sup> Corrugated polycarbonate sheets cover the original openings.

Brick corbeling is placed above the storefront level, at the base of the attic level, and below the roofline. Additional corbeling can be seen at the base and tops of the piers of the second story level.

The original cast-iron piers and lintels that characterize the main storefront wrap to the first two bays (moving north to south) of the east façade; brick infill and contemporary fenestration has modified this feature (Photos 3-4). Two overhead freight doors with cast-iron lintels, placed at the fifth and eighth bays in the original openings, have been modified with a metal rolling door and wood paneled overhead door, respectively. Long, slender non-original metal fixed windows with pivot units, placed in original openings, flank each of the overhead freight doors. Original metal window guards, per Van Brunt & Howe's drawings, are extant.

Fenestration of the upper floors throughout the east façade reflects Van Brunt & Howe's original design (Figure 7) and like the main façade, is divided at each bay by prominent brick piers. Window units, with slip sills, at the first three bays (moving north to south), second through fourth floors, are set in pairs. Segmental arches of these units were

<sup>4</sup> Building Permit No. 19839A, August 22, 1947, Landmarks Commission, Kansas City, Missouri. The builder was A. J. Morris.

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more than likely removed when brick repairs were made at an undetermined date after 1940<sup>5</sup>.

Window openings with stone slip sills at the remaining bays, floors second through fourth, also reflect the original design where paired segmental arched units with wood centers and sashes are flanked by single segmental arched openings. At the attic level, slender window openings repeat the rhythm and size of those at the main or east façade. The vast majority of window units of the upper floors have been removed; corrugated polycarbonate panels cover the original openings.

Additional character-defining features of the east façade include brick corbeling above the first story and at the base and top of the attic level, repeating the articulation of the main façade. The location of the freight elevator is reflected in the wide bay at the southern third of the façade. The elevator bay, located between the south and center bay of the east façade, projects above the roofline. This appendage is covered in corrugated metal. Ghost signage can be seen at the spandrel areas above the third and fourth stories and at the far north pier.

The rear or south façade also reflects the original 1894 drawings prepared by Van Brunt & Howe, with few exceptions (Photos 5-6, Figure 7). The first story, partially obscured by the 1965 one-story concrete block addition (see below), features a non-original wood paneled, overhead freight door placed in the original opening. The original double-hung window with window guard as illustrated in the original plans was modified to accommodate a door at an undetermined date. This opening is currently boarded up. The original continuous cast-iron lintel is extant.

Upper story fenestration, divided by prominent brick piers and spandrels, is segmental arched with stone slip sills, per the original drawings. Like the windows at the north and east facades, corrugated polycarbonate panels cover the original openings. Units placed at the far east bays were removed at an undetermined date and infilled with brick. Ghost signage can be seen at the spandrel areas above the second through fourth stories. A metal fire escape is placed at the western portion of this façade.

The west façade of the Adams Building is obscured by the adjacent property.

A one-story concrete block addition with concrete foundation, constructed in 1965 (Photos 5-6), is placed at the rear or south façade of the original 1894, 5-story brick building. Four wood paneled overhead freight doors are placed at the west façade; two metal overhead freight doors are placed at the east façade. A single-leaf metal door is

<sup>5</sup> A photo of the building c. 1940 (Figure 22), depicts an intact, original storefront. By 1988 this feature has been modified, as can be seen in Figure 23.

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featured at the far north bay of the west façade. Glazed tile coping lines the roof at the rear or south façade. A modest wood framed overhang protects the dock entry at the west façade.

### Interior

The interior of the Adams Building is accessed through the recessed entry vestibule located at the western bay of the north or main façade (Figure 8, Photo 2). The eastern most door reaches the first story, while the door placed at the far west side of the vestibule opens to a stairway leading to the upper floors. Original features such as heavy timber wood piers with cast-iron duplex caps (floors 1-4, Photos 7-11), wood piers with prominent haunches on the fifth floor (Photo 12), wood rafters, beams, purlins, flooring and bead board throughout the interior are intact, in good condition and exposed. One large- capacity freight elevator, placed at the eastern side of the building, is extant. The first-floor area with concrete flooring specified for vaults, designed to be placed to the north of a passenger elevator and stairway (per the original drawings; no longer extant), is intact, as well.

The interior arrangement overwhelmingly exhibits the original use of the Adams Building where at the first floor, the “Business Office” with bead board ceiling (intact, Photo 7, Figure 13) was designed as a separate space from the “Ware Room” (Photo 8, Figure 4). Shown on the original drawings is a wall which separated the two first floor spaces; this separation remains (Photo 8). Other than the non-original office partitions located throughout the first floor, the significant spaces reflecting the original use of the Adams Building as a warehouse and manufacturing facility are intact and recognizable to the period of significance.

While these wide-open spaces of all five floors originally designed for the Adams Building remain intact, reflecting the original use of this industrial building (Figure 8, Figure 10, Figure 14, Figure 15; Photos 8-12) the first floor has seen the majority of modifications including non-original partitions and drywall, acoustical ceiling tiles, light fixtures, metal diamond plate floor panels, and hollow-core doors.

### 1965 Addition

Reflecting the use of the original 1894 building, the interior of the one-story concrete block addition with metal trusses and concrete floor has no other articulation.

### Integrity

With very few exceptions, the Charles Francis Adams Jr., Building retains the vast majority of its historic integrity (all aspects) throughout the exterior and the interior. The five-story Panel brick Commercial style, Two-Part Vertical Block building occupies the

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same location as it did historically. The setting of the surrounding neighborhood, in close proximity to multiple historic rail lines, contains late 19<sup>th</sup> century and early 20<sup>th</sup> century buildings reflecting the distinctive historic use associated with the agricultural trade. Designed by Van Brunt & Howe, the distinctive nationally-known architectural firm, the Adams Building has also retained the design, materials and workmanship of the exterior including significant elements of the cast-iron storefront, fenestration location, original recessed main entry, brickwork, stone slip sills, and decorative corbeling. While partitions, drywall, acoustical ceiling tiles and hollow core doors have been added to the first floor, the heavy timber piers with cast-iron caps (floors 1-4), and carved haunches on the fifth floor, wood rafters, beams, purlins, flooring and bead board throughout the interior are intact, and in good condition. The original freight elevator, as well as the wide-open spaces reflecting its original use as warehouse and manufacturing facility, are intact. Lastly, the feeling and association with the period of significance, 1894-1913, has been retained.

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|  |
|--|
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| Name of multiple listing (if applicable)                                     |

## Statement of Significance

### Summary

The Charles Francis Adams Jr., Building, 1311-1315 W. 13<sup>th</sup> Street, Kansas City, Jackson County, Missouri (Figure 1, Photos 1-12), is eligible for listing in the National Register of Historic Places and is locally significant under Criterion A in the area of COMMERCE. Charles Francis Adams, Jr., a pivotal investor in the development of Kansas City in the late nineteenth and early twentieth centuries, commissioned the nationally known architectural firm of Van Brunt & Howe to design this commercial property. The building served as warehouse, manufacturing, and office space for a variety of agriculturally-related implement and supply companies in succession throughout its period of significance, beginning with the Buford & George Manufacturing Company, followed by the John Deere Harness Factory and the Velie Saddlery Company. The business activities conducted in this building during the period of significance greatly contributed to the agricultural implement trade in Kansas City. Companies like Buford & George transformed the economic stature of the West Bottoms, catapulting it to the position of largest implement distribution center in the United States.<sup>6</sup> Additionally, the Charles Francis Adams Jr. Building is the only remaining property in Kansas City related to the implement dynasty of B. D. Buford and the Buford & George Manufacturing Company. Located in the West Bottoms Industrial area of Kansas City, the Charles Francis Adams Jr., Building is proposed for listing under the Multiple Property Documentation Form, "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri."<sup>7</sup> The historic context necessary to understand the significance of the nominated building is represented by the context outlined in the MPDF: "The Evolution of Kansas City Railroad Freight Industry, 1859-1970"; "Commercial and Industrial Businesses located near Rail Freight Facilities, 1865-1970." When the new Union Depot opened in 1878, the West Bottoms of Kansas City became the primary industrial freight area of the region and spurred the growth of Kansas City's rail transportation and its commercial and industrial development. The West Bottoms offered an ideal location for the establishment of major warehousing concerns.<sup>8</sup> Additionally, with Kansas City located in the middle of the agricultural belt of the Midwest, the West Bottoms provided an ideal location for the establishment of warehouses and sales offices of farm implements. Utilizing multiple railroad tracks immediately adjacent to the building, the agricultural concerns of the Adams Building shipped their expansive inventories directly from the nominated

<sup>6</sup> Melanie Betz, "Central Industrial District Survey" Intensive Level Survey, Landmarks Commission of Kansas City, Missouri, 1988, 10-11.

<sup>7</sup> Sally F. Schwenk, "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri," National Register of Historic Places Multiple Property Documentation Form. Kansas City, Jackson County, Missouri. October 15, 2010.

<sup>8</sup> *Ibid.*, E-5 to E-7.

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property. These companies, which maintained substantial trades covering the southwest territory of the United States, expanded the commercial, wholesale, and manufacturing interests of the district. Designed in the popular Commercial Style by the “nationally renowned partnership of Henry Van Brunt and Frank Maynard Howe,” the Charles Francis Adams Jr., Building is also a fine, representative example of the “Industrial Facilities and Commercial Distribution Buildings” property type under the subcategory of “Commercial Distribution Offices and Warehouses.”<sup>9</sup> The nominated property meets the registration requirements for the property type as outlined in the MPDF, and is a representative example of its commercial style, function and property type as originally designed. The building retains the majority of its historic integrity in order to communicate its historical and architectural significance. The nominated building housed the Buford & George Manufacturing Company, followed by John Deere and the Velie Saddlery Company during the period of significance from 1895, when the Buford & George Manufacturing company began operating out of the new building, through 1913, the year Velie liquidated their inventory and discontinued business.

**Correlation with the Multiple Property Documentation Form:  
Railroad Related Historic Commercial and Industrial Resources in Kansas City,  
Missouri.**

The Charles Francis Adams, Jr., Building is proposed for listing under the MPDF “Railroad Related Historic Commercial and Industrial Resources in Kansas City”. The building is significant under Criterion A in the area of COMMERCE due to the important agriculturally-related businesses housed in the building. Businesses such as the Buford & George Manufacturing Company, the John Deere Harness Factory, and the Velie Saddlery Company are directly linked to the following historic contexts of the MPDF: “The Evolution of Kansas City Railroad Freight Industry, 1859-1970” and “Commercial and Industrial Businesses Located Near Rail Freight Facilities, 1865-1970”. As outlined in the Multiple Property Documentation Form “Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri,” several key factors led to the establishment of the West Bottoms as an industrial center in Kansas City, including the construction of the Hannibal Bridge in 1869, the development of the Kansas City Stockyards, and the construction of the Union Depot in 1878.

The businesses located at the nominated property took full advantage of the vast number of rail lines in the West Bottoms, specifically those that ran along the east and south façades, providing convenient and direct access to sixteen major lines to ship their inventory to the territory of the southwestern United States. An 1895 Sanborn Map (dated the same year the nominated building came into full operation) indicates

<sup>9</sup> Ibid., E-23 to E-28. For the quotation, see: Cydney Millstein and Carol Grove, *Houses of Missouri, 1870-1940* (NY: Acanthus Press, 2008), 269.

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approximately twelve rail lines, one switch track, and one four-foot freight loading platform within 100 feet of the building (Figure 3).<sup>10</sup> Additionally, there were multiple freight depots (Kansas City, Fort Scott, & Memphis RR; Kansas City, Sant Louis, Chicago, Burlington RR, for example) sited within 50-100 feet of the east side of the building.

The nominated property, designed by the nationally recognized architectural firm of Van Brunt & Howe in the Two-Part Vertical Block, Panel Brick, Commercial Style, is representative of the “Industrial Facilities and Commercial Distribution Buildings” property type under the subcategory of “Commercial Distribution Offices and Warehouses”. The scale, massing, height, and immediate proximity to railroad freight services of the Adams Building is characteristic of this property type described in the MPDF for the “Industrial Facilities and Commercial Distribution Buildings” type.<sup>11</sup> The Charles Francis Adams Jr., Building, with its modest, rectangular form and reserved ornamentation, positioned on the street grid pattern, is indicative of this overall property type. As such, “It is not unusual for these buildings to be designed by a master architect,” as is the case with the nominated property, designed by the nationally known architectural firm of Van Brunt & Howe.<sup>12</sup> Loading docks for boxcars, located on the east façade, and truck loading docks, located on the south façade, are typical to these properties for shipping and operational purposes (Photos 4, 6).

In accordance with the “Industrial Facilities and Commercial Distribution Buildings” subtype “Commercial Distribution Offices and Warehouses,” the nominated property contains interior spaces vital to the successful business operation of buildings in this subtype— wide open floors for storage of agricultural merchandise, workspace for leatherworkers, and a separate, smaller area for offices— are extant and exhibit the original warehouse, manufacturing, and distribution use of the property. Showroom space was included for manufactured merchandise (Figure 16).

## Elaboration

The development of the West Bottoms in Kansas City is linked to several important events. The construction of the Hannibal Bridge in 1869 connected rail lines across the Missouri River, which advanced opportunities for shipping and transporting goods. The establishment of stock pens that would later become the Kansas City Stock Yards and the construction of Union Depot in 1878, also located in the West Bottoms along the rail line, further strengthened the area as a transportation, commercial and industrial hub.

<sup>10</sup> Sanborn Insurance Map Company, *Insurance Maps of Kansas City, Missouri, Volume I* (NY: Sanborn-Perris Map Co. Ltd., 1895), 24, 25.

<sup>11</sup> Schwenk, “Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri,” F-1 to F-3.

<sup>12</sup> *Ibid.*

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Kansas City's location near the geographic center of the United States made it a fitting place for businesses specializing in warehousing and farm implements, as they could utilize the vast network of rail and trunk lines to ship their products to the agriculturally rich areas of the Midwest, while incurring less expense.<sup>13</sup>

Implement dealers and wholesalers specifically moved to the West Bottoms in droves after the establishment of the John Deere Plow Company Warehouse in the early 1880s.<sup>14</sup> Others soon followed, and by 1887 "every manufacturer of agricultural implements and machinery in the United States had representatives in Kansas City."<sup>15</sup> The area in the West Bottoms where the implement dealers and wholesalers were concentrated came to be known as the Implement District, centered around W. 13<sup>th</sup> Street, between Liberty and Mulberry streets.<sup>16</sup>

As with many emerging towns in the western U.S., outside investment became necessary to finance commercial and industrial development. Investors from Boston were especially drawn to Kansas City following railroad expansion in the area, with the hope of increasing their wealth.<sup>17</sup> One of these investors was Charles Francis Adams, Jr. (1835-1915), the great-grandson of former U. S. president John Quincy Adams.

Beginning with his involvement in the establishment of Kansas City's first large-scale stockyard in the West Bottoms in 1871, Charles Francis Adams, Jr., played an important role in Kansas City's commercial and industrial expansion.<sup>18</sup> Remaining in Boston, Adams relied on the help of advisors who knew Kansas City — specifically Charles F. Morse and Nathaniel Thayer— to recommend real estate and business ventures for investment. The West Bottoms and land surrounding the Kansas City Stock Yards (which at the time, straddled the Missouri/Kansas state line) was of particular interest to Adams. Subsequently, he amassed real estate holdings in Jackson and Wyandotte counties. With the addition of Philip D. Armour's packing house in close

<sup>13</sup> Ibid., E-5.

<sup>14</sup> Sources differ on when implement dealers first moved to the West Bottoms. A 1988 survey of the area indicates the first implement dealer in the area was the Moline Plow Company in 1868; however, the original building occupied by the Moline Plow Company, located is no longer extant. See: Melanie Betz, "Central Industrial District Survey" Intensive Level Survey, Landmarks Commission of Kansas City, Missouri, 1988, 10-11; Cydney Millstein and Mary Ann Warfield, "The Moline Plow Company Building," National Register of Historic Places Nomination, August 2018, section 8, page 7.

<sup>15</sup> Schwenk, "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri," E-20.

<sup>16</sup> "Rivals Outclassed," *The Kansas City Times*, Jan. 5, 1896, 26.

<sup>17</sup> Daniel Serda, "Boston Investors and the Early Development of Kansas City, Missouri," Lecture, Midcontinent Perspectives Series, Midwest Research Institute, Kansas City, MO, Jan. 23, 1992. Available electronically through The State Historical Society of Missouri-Kansas City.

<sup>18</sup> Charles Francis Adams, *Charles Francis Adams, 1835-1915, An Autobiography* (Boston, MA: Houghton Mifflin Company, 1916), 187-188.

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proximity to the newly established stock yards, the two men shaped the future of a growing area with their investments.<sup>19</sup>

In addition to his land assets, Adams' holdings included several properties built on speculation, as was the case with 1311-15 W. 13<sup>th</sup> Street.<sup>20</sup> An 1886 atlas indicates that Adams owned lots 6, 7, and 8 of Block 6 of the West Kansas Addition No. 2 (Figure 2). A brick building is illustrated on these lots, which is the precursor to the nominated property.<sup>21</sup> This building, along with the brick commercial building immediately adjacent to the west, would be completely destroyed by fire in 1894 (see below). This event would lead to the construction of the nominated property, whose first occupant was the Buford and George Manufacturing Company. Buford & George provided wholesale farm implements, and later, a harness and saddlery manufacturing facility eventually taken over by the Velie Saddlery Company, thereby expanding the commercial, wholesale, and manufacturing interests of the district.<sup>22</sup>

#### The Buford & George Manufacturing Company: Early Years in Kansas City, 1883-1894

B. D. Buford & Company, the parent company to the Buford & George Manufacturing Company, was established in 1855 in Rock Island, Illinois, as a result of the reorganization of a previously established implement business.<sup>23</sup> The flagship product, the Browne Sulky Plow, allowed farmers to ride on the plow instead of walking behind a team of horses and was faster and more efficient than previous soil turning methods. Additionally, the plows produced by the company contained sturdier, iron and steel parts, adding to the longevity and strength of the product.<sup>24</sup> The implements produced by B. D. Buford & Company won favor among farmers, and the company grew. The

<sup>19</sup> James R. Shortridge, *Kansas City and How it Grew, 1822-2011* (Lawrence, KS: University Press of Kansas, 2012), 36-37. Adams platted and developed the Armourdale area in Kansas City, Kansas, a community named in tribute to his business ally Philip D. Armour. Additionally, Adams would become the president of the Union Pacific Railroad from 1884-1890 and remained the president of the Kansas City Stock Yards Company for forty years. See: Charles Francis Adams, *Charles Francis Adams, 1835-1915, An Autobiography*, 187-188 and Robert G. Athearn, "A Brahmin in Buffaloland," *Western Historical Quarterly* 1 (Jan. 1970): 33.

<sup>20</sup> W. W. Smith, "Kansas City's Boom," *The Kansas City Times*, Feb. 25, 1886, 4.

<sup>21</sup> Plate 3 in: G. M. Hopkins, *A Complete Set of Surveys and Plats of Properties in the City of Kansas, Missouri* (Philadelphia, PA: G. M. Hopkins, 1886).

<sup>22</sup> "Rivals Outclassed," *The Kansas City Times*, Jan. 5, 1896, 26.

<sup>23</sup> The previous company, Buford & Tate, was headed by Basil Duke (B. D.) Buford and Robert Tate, the latter being an early partner of John Deere. Tate retired in 1865, and B. D. Buford bought his share of the company. See: Paul Searl, "Buford & Tate," RockIslandPlowCo.com. Accessed Sept. 10, 2019. <http://rockislandplowco.com/company-history/buford-tate/>.

<sup>24</sup> B. D. Buford & Co., *New Mercantile Maps General Catalog and Color Atlas* (Chicago, IL: Fox, Cole & Co., 1881). This catalog is in the personal collection of Paul Searl.

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expanding company established branch houses in a number of cities, including St. Paul, Minnesota, and St. Joseph, St. Louis, and Kansas City, Missouri.<sup>25</sup>

Branch houses were an essential function of large-scale companies in the era before high-speed communication and fast travel. Acting as a regional headquarters for their parent company, branch houses operated as ancillary warehouses, distribution points, and sales support systems. Although they were directly tied to the founding company, branch houses operated independently and had their own sales catalogs, executive leadership, and territory. Additionally, branch houses were not exclusive in their product line and often sold products by other companies to supplement their inventories, cater to consumer preferences, and provide “one-stop” shopping for customers.<sup>26</sup>

Sources indicate that B. D. Buford & Company had a branch house in Kansas City as early as 1878, located at Union Avenue and the southwest corner of Santa Fe Street in the West Bottoms (no longer extant).<sup>27</sup> In 1882, the company moved from this location to 1310-14 W. 13<sup>th</sup> Street (no longer extant) directly across the street from the nominated building. In 1883, Edward George was listed in the city directory as the manager of the B. D. Buford & Co. branch house at this location. By this date, B. D. Buford was suffering from ill health, which may have prompted him to consolidate the branch house locations.<sup>28</sup> A reorganization of B. D. Buford & Co. soon followed in 1884, resulting in the formation of the Buford & George Implement Company, with the previously mentioned manager, Edward George, as president.

The Buford & George Implement Company (later, Manufacturing Company) was formed with the intention of offering the best products from two leaders in the farm implement industry: the Rock Island Plow Company and the Farmers' Friend Manufacturing Company.<sup>29</sup> By focusing on the products of these two companies, Buford & George cornered a market in specific brand-name wholesale farm implements, including Rock Island cultivators, harrows, listers, and Farmers' Friend check rowers and corn planters. Although emphasis was placed on the Farmers' Friend and Rock Island product lines, additional companies rounded out Buford & George's offerings for a full line of farm

<sup>25</sup> Paul Searl, a farm implement enthusiast and collector of B. D. Buford and successor company ephemera, confirmed the locations of the branch houses through archival materials, including company letterhead and catalogs from the period.

<sup>26</sup> Ivan Wright and Charles E. Landon, *Readings in Marketing Principle* (NY: Prentice Hall, 1928), 682-683. Additional information regarding implement company branch houses was provided by Paul Searl.

<sup>27</sup> Sources include Kansas City directories and B. D. Buford & Co. archival items, such as letterhead, in the personal collection of Paul Searl.

<sup>28</sup> Failing health may have prevented B. D. Buford from travelling and being more active in the management of the Kansas City and other branch houses. This may have led to their consolidation. B. D. Buford would retire from all business activities in 1886 due to his health issues. See: Paul Searl, “B. D. Buford & Co.,” RockIslandPlowCo.com. Accessed Sept. 10, 2109. <http://rockislandplowco.com/company-history/b-d-buford-co/>

<sup>29</sup> “The City,” *The Kansas City Star*, Sept. 22, 1883, 4.

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machinery; Big Giant feed mills, Strowbridge broadcast sowers, and Little Duke stalk cutters, among others, were also part of the company's stock.<sup>30</sup> The company was originally located directly across from the nominated building at 1310-1314 W. 13<sup>th</sup> Street (no longer extant). In 1889, Buford & George moved to 1311-1315 W. 13<sup>th</sup> Street.<sup>31</sup> They occupied this space until this building was destroyed by fire in 1894.<sup>32</sup>

By 1890, Buford & George began manufacturing harnesses to supplement their catalog of farm implements. The introduction of these products to the Kansas City market proved favorable; demand for Buford & George's harnesses, saddles, and other leather-worked products grew so rapidly that additional employees were hired. Staff increased from only a few men to more than 100 in less than one year.<sup>33</sup> The expansion of the company's business interests into harness and saddle manufacturing further reinforced Buford & George as wholesale agricultural implement and supply company of prominence in the West Bottoms.

The implement trade in Kansas City remained strong at this time, and as a result, a professional organization was created for this vastly important industry. Many of the top implement dealers in the West Bottoms were members of the Association of Kansas City Implement Dealers, including noted names such as Parlin & Orendorff, Deere & Mansur (predecessor to John Deere), and Moline Plow Company.<sup>34</sup> Buford & George was a contributor to this organization, showcasing their products at Association of Kansas City Implement Dealer exhibitions.<sup>35</sup> Edward George, president of Buford & George, became president of this organization in 1893.<sup>36</sup>

As noted, June 10, 1894, a fire destroyed the building that previously occupied the land where the nominated building now stands; all merchandise and manufacturing tools were lost as a result. Despite this hardship, the Buford & George Manufacturing Company continued operations. It was reported that the day after the fire, Edward

<sup>30</sup> S. Ferdinand Howe, *The Commerce of Kansas City in 1886* (Kansas City, MO: S. F. Howe, 1886), 141-142.

<sup>31</sup> Hoyer Directory Co., *Hoyer's City Directory of Kansas City, Mo.* (Kansas City, MO: Hudson-Kimberly Publishing Co., 1884-1889).

<sup>32</sup> On June 10, 1894, a fire broke out at the Keystone Manufacturing Company, adjacent to the west at 1317-1321 W. 13<sup>th</sup> Street. The fire quickly spread and engulfed the buildings. Although the firemen responded swiftly, water pressure was an issue and the two buildings were consumed. A wall collapse led to injuries of five men, including one fireman, and the destruction of two homes to the west. See: "Walls Fell on Five," *The Kansas City Times*, June 11, 1894, 1-2; "Two Big Houses in Ruins," *The Kansas City Star*, June 11, 1894, 6; and "Fire at Kansas City," *Farm Implement News* 15 (June 14, 1894): 23.

<sup>33</sup> "Should Make Shoes Here," *The Kansas City Star*, May 22, 1892, 5.

<sup>34</sup> "A Few Facts Presented by the Association of Kansas City Implement Dealers," *The Kansas City Times*, Sept. 2, 1886, 5.

<sup>35</sup> "Ploughs and Wagons, Western Retail Implement and Vehicle Dealers Gather," *The Kansas City Times*, Jan. 15, 1895, 1, 4.

<sup>36</sup> "Reorganized," *Farm Implement News* 14 (Feb. 23, 1893): 28.

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George, president of the company, was already scouting new locations for a temporary warehouse and offices. He ordered new stock and requested that patrons continue placing orders with the company until a new building could be constructed.<sup>37</sup> On October 15, 1894 a building permit was issued to Charles Francis Adams Jr., for the construction of a 5-story brick warehouse, measuring 75' x 125' at a cost of \$17,000.<sup>38</sup>

The Buford & George Manufacturing Company, 1895-1903

Designed by the architectural firm of Van Brunt & Howe, the new building was in full operation by January 1, 1895 (Figure 4, Figure 5, Figure 6, Figure 12).<sup>39</sup> Known for their high-quality products, the Buford & George line of saddles and harnesses became a hallmark of the company (Figure 16). In addition to the manufacture of harnesses, saddles, and collars, Buford & George also became jobbers for leather, strapwork, spurs, horse clothing, brushes, and other horse tack (Figure 14, Figure 15).

Workers used a variety of techniques to manufacture premium products from the nominated building, which included the use of machines as well as hand leather working (Figure 17, Figure 18, Figure 19).<sup>40</sup> This combination of methods allowed for strong, consistent products that still incorporated the skill of the craftsman.

The wholesale company produced several leather-bound catalogs, each devoted to different lines of company offerings, including implement, vehicle, harness and saddlery inventory. The comprehensive harness and saddlery catalog boasted "the best and most complete line ever offered to the trade." Illustrated with detailed engravings and diagrams, the catalog was obtainable to members of the trade only.<sup>41</sup>

The Buford & George harness and saddlery catalog listed almost every item needed to outfit a horse or other working livestock. Harness types included carriage, buggy, dump cart and miner's pit, among others; some available in single and tandem arrangements. Most of the harnesses were utilitarian and simple in design; however, decorative elements could be added or ordered separately, such as fancy chain fronts embellished with silver ornaments or buckles. These decorations were also available for the company's line of bridles. Saddles were offered in many different styles to

<sup>37</sup> "Two Big Houses in Ruins," *The Kansas City Star*, June 11, 1894, 6.

<sup>38</sup> "Charles Francis Adams to Build," *The Kansas City Star*, Oct. 16, 1894, 6; "Mr. Adams Will Rebuild," *The Kansas City Star*, June 15, 1894, 1. Adams is also listed on early water permits for the building.

<sup>39</sup> Buford & George Manufacturing Company Harness and Saddle Catalog No. 6 (1898). Box 1, Folder 1, Buford & George Manufacturing Company Collection (K0339); The State Historical Society of Missouri Research Center- Kansas City (SHSMO-KC).

<sup>40</sup> Ibid.

<sup>41</sup> Ibid.

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accommodate the needs of the customer and included mens, ladies, stock, and track saddles, all complete with a full warranty (Figure 20). Buford & George continually strived to improve their products. The 1898 catalog emphasized stronger cantles and seats reinforced in such a way as to prevent injuries to animals with narrow backs (apparently a new feature). Items in the catalog extended into outfitting the rider as well; spurs in patterns such as Mexican bent heel, California O. K., and Eureka were among the offerings (Figure 20). In addition, items used to care for Buford & George's products, such as saddle and leather soaps and oils, were included.

Sanborn maps from 1895 give insight into the company's operations during their first year of occupancy in the nominated building (Figure 3).<sup>42</sup> A partition on the first floor separated the firm's office area (Figure 13) from the rear portion of the building. This rear portion was more than likely used for shipping and distribution as the freight elevator was placed adjacent to the rail lines and loading platform. The third floor of the building was noted as the location of the harness factory, which continued for many years despite changes in business ownership.

By 1900 the firm boasted 114 employees and eight traveling salesmen (jobbers), the latter covering Kansas, Missouri, Oklahoma and Indian territory.<sup>43</sup> Edward George retired in 1903, selling the successful company to John Deere.<sup>44</sup>

The nominated building is the only surviving vestige of the B. D. Buford & Company and Buford & George Manufacturing Company in Kansas City.<sup>45</sup> The buildings that previously housed the Buford company in Kansas City are no longer extant. The first location of the company in Kansas City, at the southwest corner of Union Avenue and Santa Fe Street, was demolished at an unknown date. A 3-story red brick building, erected in 1930 for the Crooks Terminal Warehouse, now occupies this site.<sup>46</sup> The second location of the company in Kansas City, 1310-14 W. 13<sup>th</sup> Street, is also no longer extant; this site is currently a vacant lot. The business activities conducted by Buford & George in this building greatly contributed to the agricultural implement trade in Kansas City while transforming the economic stature of the West Bottoms.

<sup>42</sup> Sanborn Insurance Map Company, *Insurance Maps of Kansas City, Missouri, Volume I* (NY: Sanborn-Perris Map Co. Ltd., 1895), 24.

<sup>43</sup> "The Implement Dealers," *The Kansas City Star*, Jan. 13, 1900, 7.

<sup>44</sup> "George Edward George Dies," *The Kansas City Star*, June 14, 1925, 2.

<sup>45</sup> Additional research is needed to ascertain if the nominated building is the only extant building associated with B. D. Buford & Company/Buford & George Manufacturing Company in Missouri. Two branch houses in addition to the Kansas City branch house were located in Missouri and were consolidated into the Kansas City location with organizational restructuring. Google Earth software was searched using addresses for these locations from company letterhead; it appears both locations are no longer extant, but this needs to be confirmed and/or corroborated by additional data.

<sup>46</sup> Melanie Betz, "26-E," Survey Form, Central Industrial District Architectural Survey, Landmarks Commission of Kansas City, Missouri, 1988.

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The John Deere Plow Company Harness Factory, 1903-1907 and the Velie Saddlery Company, 1907-1913

The saddlery and harness division of Buford & George was purchased by John Deere in October 1903 (Figure 21). Buford & George harness and saddlery factory employees and salesforce remained after the acquisition. Harness and saddlery products were quickly integrated into John Deere's offerings; a harness room was added to the merchandise sample displays at the John Deere Plow Company branch office (1401 W. 13<sup>th</sup> Street, still extant) and the new products were incorporated into the offerings of traveling salesmen.<sup>47</sup> The John Deere Plow Company's harness and saddlery products were manufactured, stored, and distributed from the nominated property, in alignment with the "Industrial Facilities and Commercial Distribution Buildings" property type and "Commercial Distribution Offices and Warehouse" subtype.<sup>48</sup>

In January 1907, the harness and saddlery department of John Deere in Kansas City was organized into an independent entity, the Velie Saddlery Company. Stephen H. Velie Jr., manager of the John Deere Plow Company's branch house in Kansas City (maternal grandson of the founder of John Deere), established a separate company based on the saddlery department's increased business success. Under the new name of Velie Saddlery Company, Stephen Velie expanded production and product lines while keeping true to the original policies and high-quality products manufactured under John Deere. Employees were retained from the previous John Deere ownership, allowing for a smooth transition.<sup>49</sup> Keeping in line with the previous agriculturally related businesses that occupied the nominated property, the Velie Saddlery Company's products were manufactured, stored, and shipped from the building by rail; all characteristic of the "Industrial Facilities and Commercial Distribution Buildings" building type.

Conversion of the building from a farm implement warehouse with limited harness manufacturing to a full-fledged saddlery and harness factory with related tack warehousing occurred by 1909.<sup>50</sup> Collar stuffing took place in the basement. The office space and rear shipping/distribution areas were retained at the first-floor level (which remain extant today; see photos 7-8). A portion of the first, and the entire second and fifth floors were dedicated to warehouse stock. Harnesses continued to be manufactured on the third floor; collars and saddles were made on the fourth.

<sup>47</sup> "Kansas City Conditions," *Farm Implements* 17 (Oct. 20, 1903): 39.

<sup>48</sup> Schwenk, "Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri," F-1 to F-3.

<sup>49</sup> "Velie Saddlery Company," *Farm Implements* 21 (Jan. 30, 1907): 28-29.

<sup>50</sup> Sanborn Insurance Map Company, *Insurance Maps of Kansas City, Missouri, Volume I* (NY: Sanborn-Perris Map Co. Ltd., 1909), 38. 1909 is the first year that this change is documented via Sanborn map, but in practice, may have occurred earlier.

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In 1913, the Velie Saddlery Company liquidated their inventory and discontinued operations.<sup>51</sup> The Velie Saddlery Company, during their time in the nominated property, maintained substantial trades covering the southwest territory of the United States, while expanding the commercial, wholesale, and manufacturing interests of the West Bottoms in Kansas City.

Occupants of the Charles Francis Adams Jr., Building after 1913<sup>52</sup>

While the period of significance ends in 1913, there were other occupants in the building after the Velie Saddlery Company associated with the agricultural trade. These include the N. A. Kennedy Supply Company (1917-1932), which specialized in dairy and creamery supplies and the Ann Arbor Klughart Sales Company (1936-1941), which sold farm implements including hay presses. The Columbia Wiping Cloth Company, also known as the Columbia Burlap Bag Company (which manufactured burlap bags for grain products, etc.), occupied the building from 1942-1964. An additional occupant was the C. F. Johnson Transfer Company, which began occupancy in 1965.

The Architectural Firm of Van Brunt & Howe (1885-1903)

Although not nominated in the area of Architecture, it is important to note that the Charles Francis Adams Jr., Building was designed by the nationally recognized architectural firm of Van Brunt & Howe. Henry Van Brunt (1832-1903) and Frank Maynard Howe (1849-1909) first established their firm in Boston, Massachusetts, in 1883.<sup>53</sup> In 1884, Van Brunt's friend, Charles Francis Adams Jr., became president of the Union Pacific Railroad. To this end, Adams tasked Van Brunt with creating designs for many of the Union Pacific stations across the United States.<sup>54</sup> Howe relocated to Kansas City in 1885, where he opened a branch office for the firm. Van Brunt soon followed in 1887, and the firm gained many important commissions in addition to their designs for the railroad.

Van Brunt & Howe's move to Kansas City coincided with the burgeoning economy. Kansas City was quickly becoming recognized as a railroad and commercial center. A

<sup>51</sup> P. B. Vess, "Branch No. 1, Kansas City, MO," *The Leather Workers' Journal* 15 (Aug. 1913): 398.

<sup>52</sup> Companies in this section were compiled through Hoyer's Kansas City Directory data from 1904-1969. There were also several years where the building was listed as vacant. A few companies appear to have rented space from a main occupant of the building as well; an instance of this occurs for several years in the 1950s when Western Mill Supply is listed as having office and warehouse space in the building, alongside Columbia Wiping Cloth Company.

<sup>53</sup> Although their official partnership began in 1883, Howe and Van Brunt began a working relationship much earlier, in 1868. See: Millstein and Grove, *Houses of Missouri, 1870-1940*, 262.

<sup>54</sup> Henry Van Brunt and William A. Coles, ed. *Architecture and Society: Selected Essays of Henry Van Brunt* (Cambridge, MA: Belknap Press of Harvard University Press, 1969), 20.

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building boom to support a growing population soon followed, and the firm received an abundance of commissions for local clients.<sup>55</sup> Work in Kansas City was different than what the firm had experienced in Boston; it primarily reflected the growing commercial and industrial interests of a developing metropolitan area. In addition to their railroad commissions, the firm designed many local warehouses and commercial buildings during the latter part of the 19<sup>th</sup> century. Although the firm is credited with designing at least 50 known buildings in Kansas City, unfortunately, few survive to this day.<sup>56</sup> The majority of the firm's most architecturally significant buildings in Kansas City have been lost. These include the following commercial properties: The Bayard Building, 1212-14 Main Street, constructed 1886-87, demolished 1977; The Robert Keith Furniture and Carpet Company (later, Bryant Building), constructed early 1890s, demolished 1930 (Figure 24); The Emery, Bird, and Thayer Building<sup>57</sup>, 1016-18 Grand Avenue, constructed 1889-90, demolished 1972 (Figure 24); and the Gibraltar or Syndicate Building, 616-18 Wyandotte Street, constructed 1886, demolished 1971 (Figure 24).

In addition to these selected buildings in Kansas City, Van Brunt & Howe designed the Union Station in Portland, Oregon (NR listed 1975), the Electricity Building for the 1893 World's Columbian Exposition (no longer extant), and the Cambridge Public Library in Cambridge, Massachusetts (NR listed 1982), among others.

The death of Van Brunt in 1903 led to the dissolution of the firm, although three previously designed buildings were completed under the name of Van Brunt and Howe posthumously.<sup>58</sup> In 1905, Howe joined in partnership with Henry F. Hoit and William Cutler to form the firm Howe, Hoit & Cutler, where he practiced until his death in 1909.<sup>59</sup>

### Conclusion

The business activities conducted in this building during the period of significance (1895-1913) by the Buford & George Manufacturing Company, the John Deere Plow

<sup>55</sup> Sherry Piland, "Henry Van Brunt of the Architectural Firm Van Brunt and Howe: The Kansas City Years," Master of Arts Thesis (University of Missouri-Kansas City, 1975), 7.

<sup>56</sup> Sherry Piland, "Early Kansas City Architects: Van Brunt and Howe," *Historic Kansas City News* 3 (Dec. 1978): 10-11.

<sup>57</sup> This building is not to be confused with the Emery, Bird, Thayer & Company Warehouse (extant), located at 1601-15 Walnut Street.

<sup>58</sup> These buildings, all of which are churches, include the Prospect Avenue Christian Church, 606 Gladstone Blvd., and the South Side Christian Church, located at the northwest corner of Linwood and Forest avenues and constructed with Spanish Renaissance Revival stylistic elements, no longer extant. Both buildings were completed in 1904. Additionally, the Oakhurst Methodist Church, 4300 E. 18<sup>th</sup> Street, was completed from 1904-05 and the Evangelical Lutheran Immanuel Church, 901 Avenida Cesar E. Chavez, was constructed from 1900-1913 (both still extant).

<sup>59</sup> Patricia Brown Glenn, "Frank M. Howe Residence," National Register of Historic Places nomination. Kansas City, Jackson County, Missouri. Apr. 18, 1985, section 8, page 1.

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Company Harness Factory, and the Velie Saddlery Company greatly contributed to the agricultural implement trade in Kansas City. Company products were distributed from the nominated property by rail, located immediately adjacent to the building and were shipped throughout the southwest territory of the United States, expanding commercial, wholesale, and manufacturing interests of the West Bottoms in Kansas City. The Charles Francis Adams Jr., Building is also a fine, representative example of the "Industrial Facilities and Commercial Distribution Buildings" property type under the subcategory of "Commercial Distribution Offices and Warehouses." In the "Railroad Related Historic Commercial and Industrial Resources in Kansas City" Multiple Property Documentation Form. The nominated property meets the registration requirements for the property type as outlined in the MPDF, and is a representative example of its commercial style, function and property type as originally designed. The building retains the majority of its historic integrity in order to communicate its historical and architectural significance.

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Verbal Boundary Description:

WEST KANSAS ADD NO 2 LOTS 6 THRU 8 BLK 6 & ALL VAC ALLEY LY S OF & ADJ  
& N 55 FT OF LOTS 25 THRU 27 BLK 6 EXC PRT OF SD LOT 25 LY WITHIN 8.5 FT  
OF C/L OF N/S RR TRACK LY ALG W SIDE

Boundary Justification:

The nominated property includes the entire parcel historically associated with the  
Charles Francis Adams Jr., Building.

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Figure 1: Location and Contextual Maps (Lat./Long. 39.099373, -94.600580)

Source: City of Kansas City, Missouri, KIVA Parcel Viewer [GIS Database]. Accessed July 29, 2019.  
<http://maps.kcmo.org/apps/parcelviewer/>

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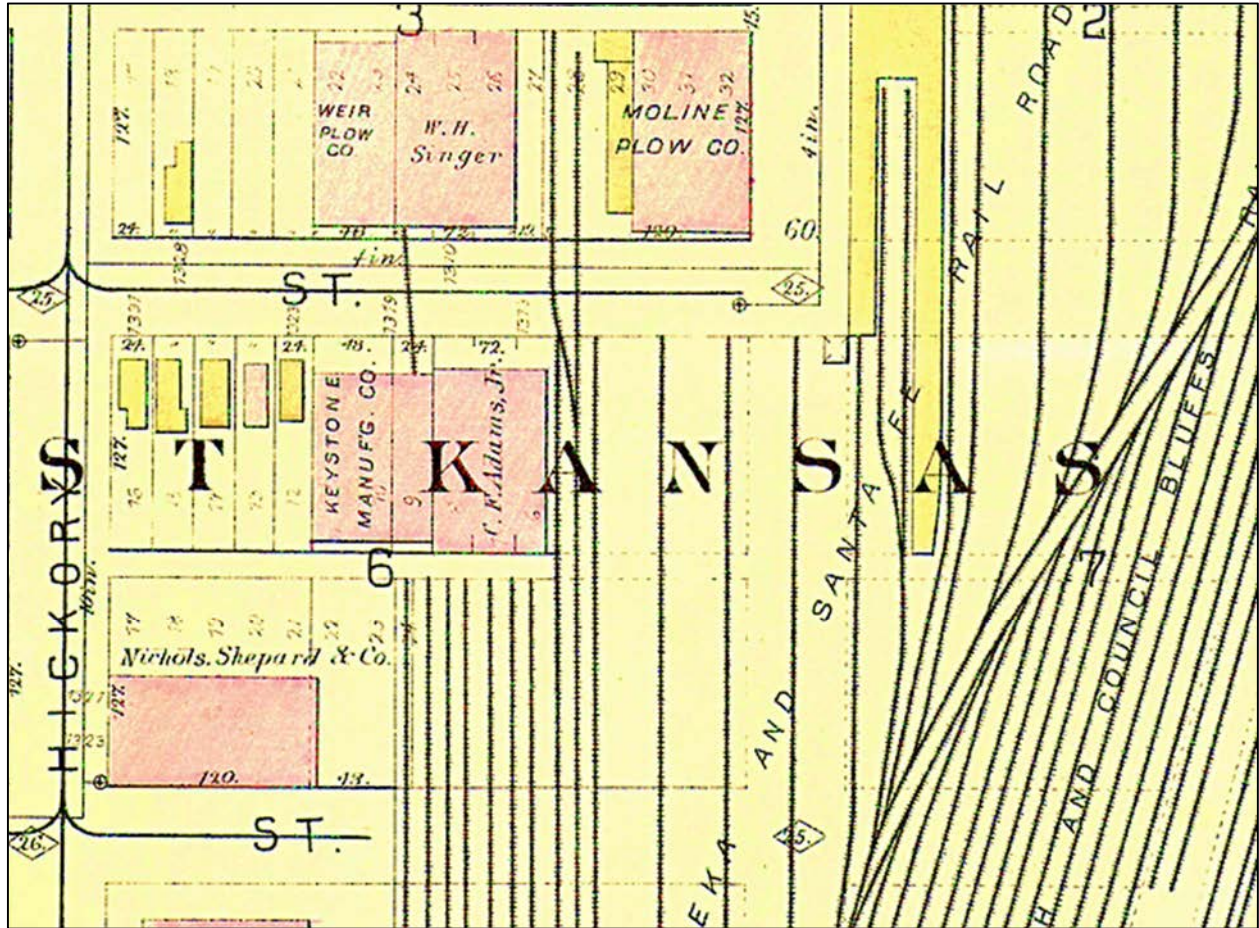


Figure 2: 1886 Atlas

Source: G. M. Hopkins, *A Complete Set of Surveys and Plats of Properties in the City of Kansas, Missouri* (Philadelphia, PA: G. M. Hopkins, 1886).

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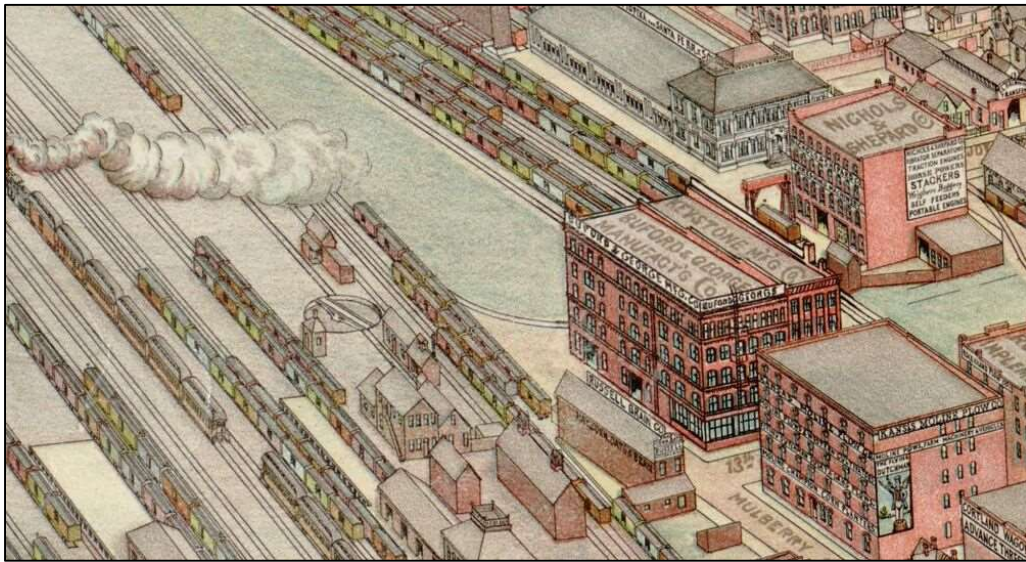
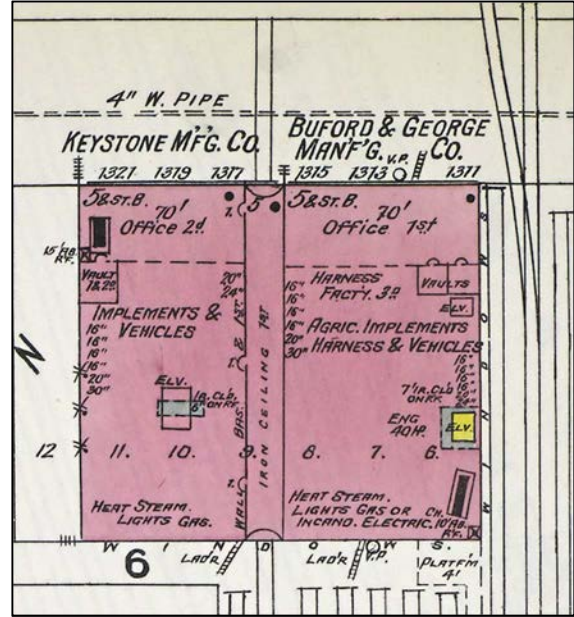
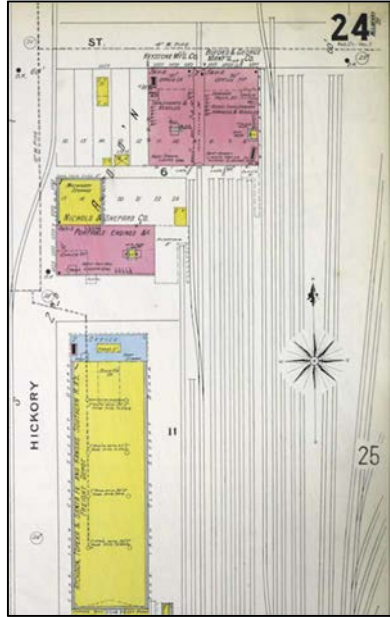


Figure 3: Sanborn Fire Insurance Map Insets and Bird's Eye View Map of Buford & George Manufacturing Company, 1895

Insets from a Sanborn Fire Insurance Map (top) and Bird's Eye View Map (bottom), both from 1895, illustrating the railroad lines, switch, and facilities immediately adjacent to the building.

Source: Sanborn Insurance Map Company, *Insurance Maps of Kansas City, Missouri, Volume I* (NY: Sanborn-Perris Map Co. Ltd., 1895); Augustus Koch, *Panoramic view of the west bottoms, Kansas City,*

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Missouri & Kansas showing stock yards, packing & wholesale houses. [N. P., 1895] Map.  
<http://www.loc.gov/item/75694656/>.

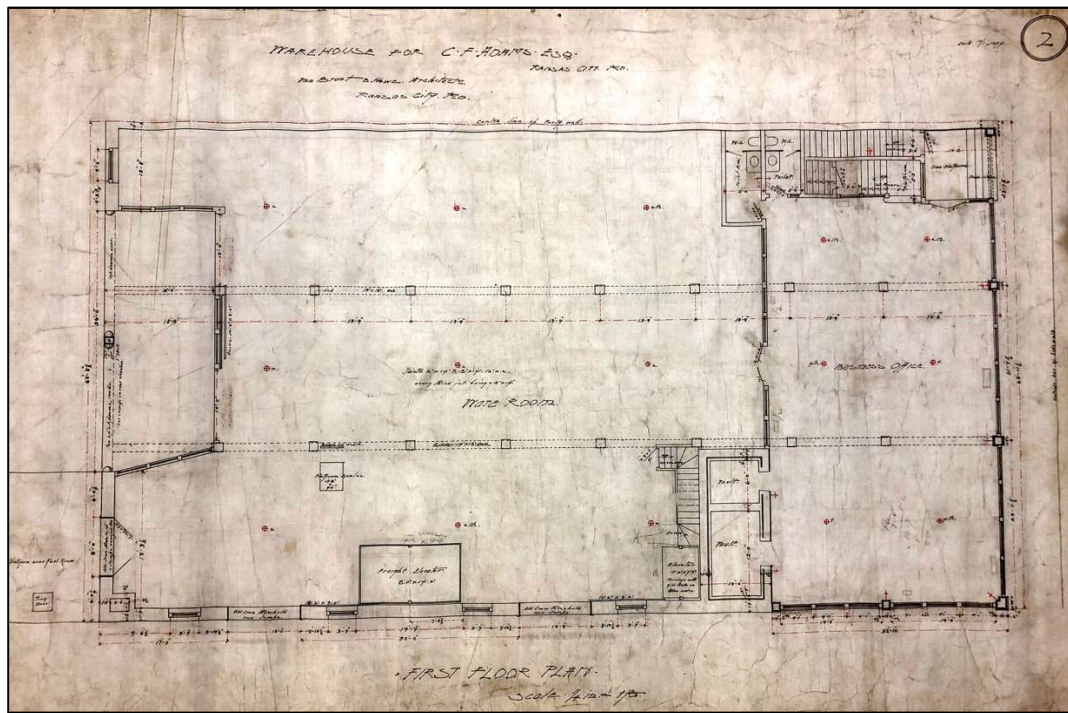
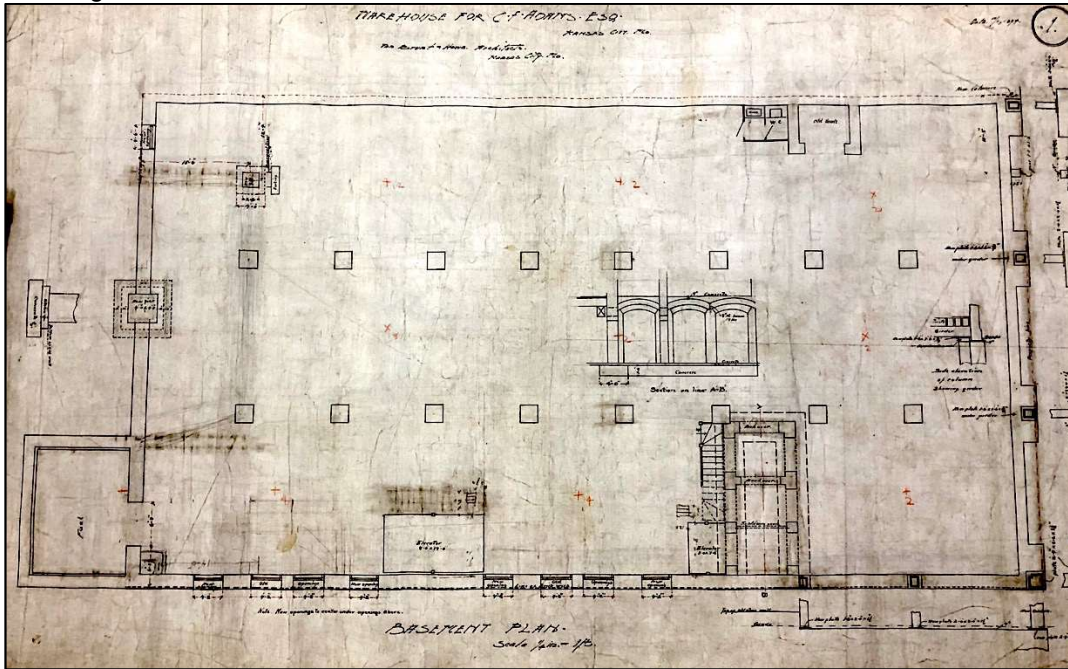


Figure 4: Architectural drawings by Van Brunt & Howe, basement (top) and first floor (bottom), 1894

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Source: Alfred Edward Barnes, Jr., Architectural Collection (K0004), State Historical Society of Missouri-Kansas City Research Center.

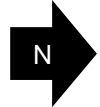
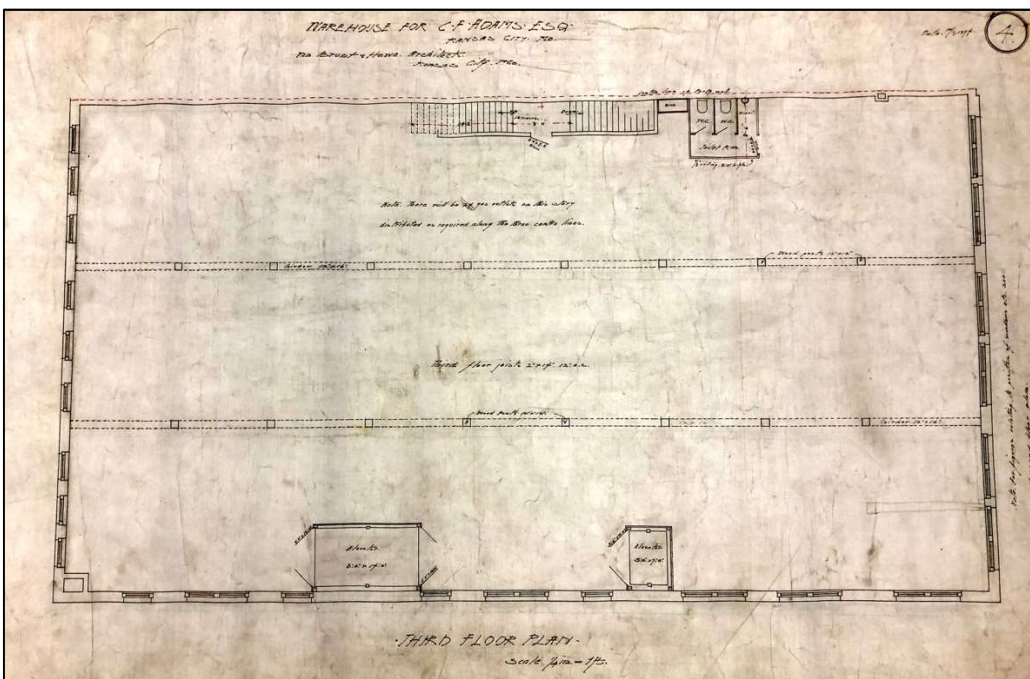
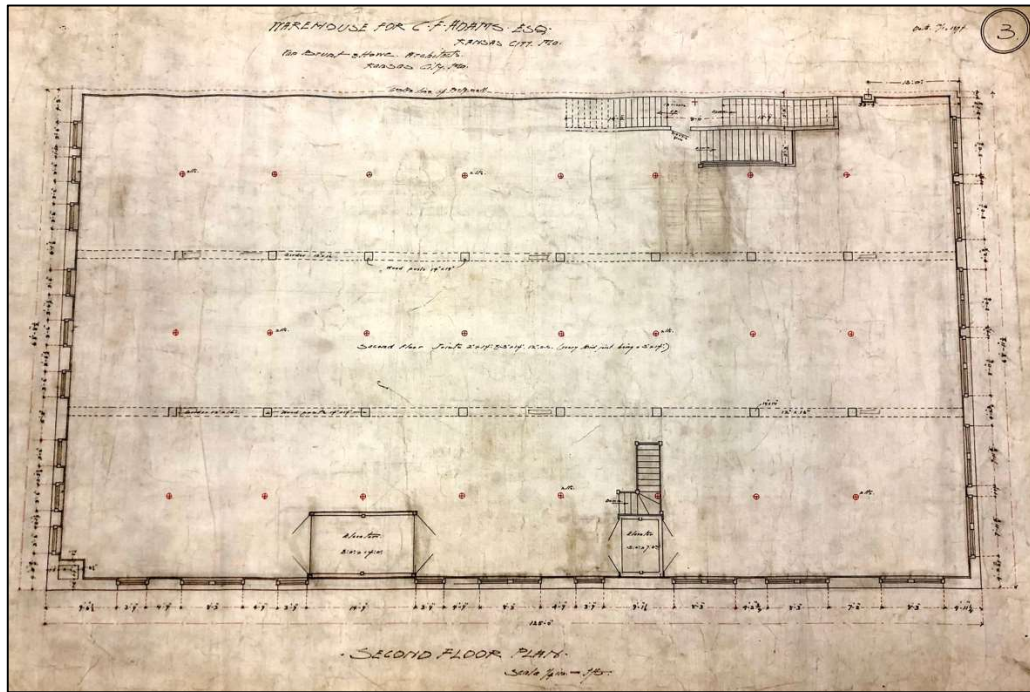


Figure 5: Architectural drawings by Van Brunt & Howe, second floor (top) and third floor (bottom), 1894

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Source: Alfred Edward Barnes, Jr., Architectural Collection (K0004), State Historical Society of Missouri-Kansas City Research Center.

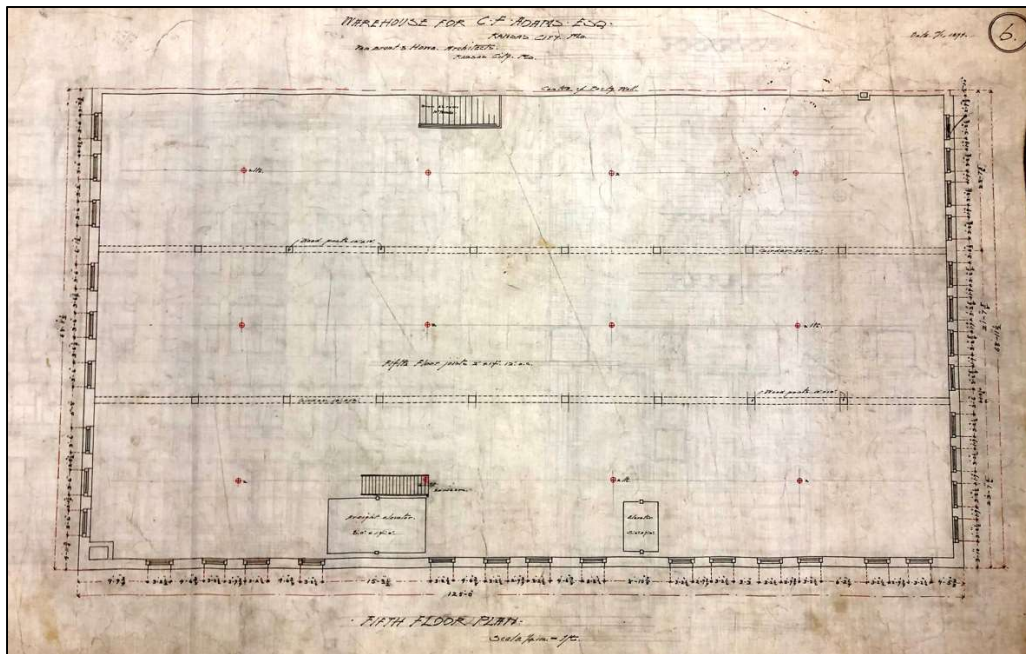
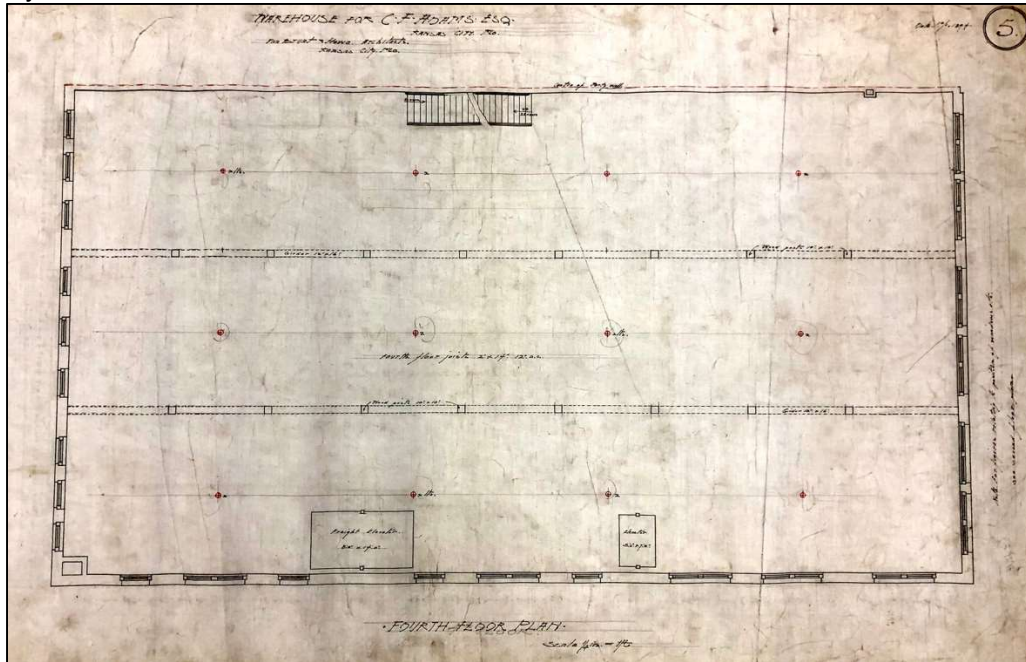


Figure 6: Architectural drawings by Van Brunt & Howe, fourth floor (top) and fifth floor (bottom), 1894

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Source: Alfred Edward Barnes, Jr., Architectural Collection (K0004), State Historical Society of Missouri-Kansas City Research Center.

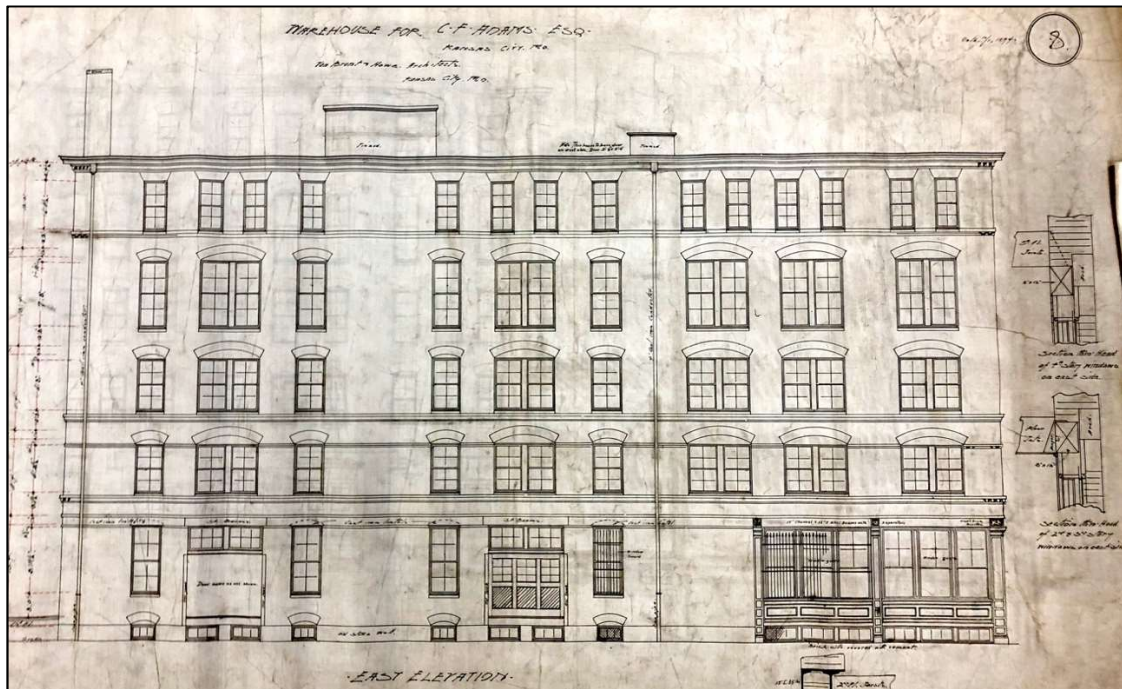
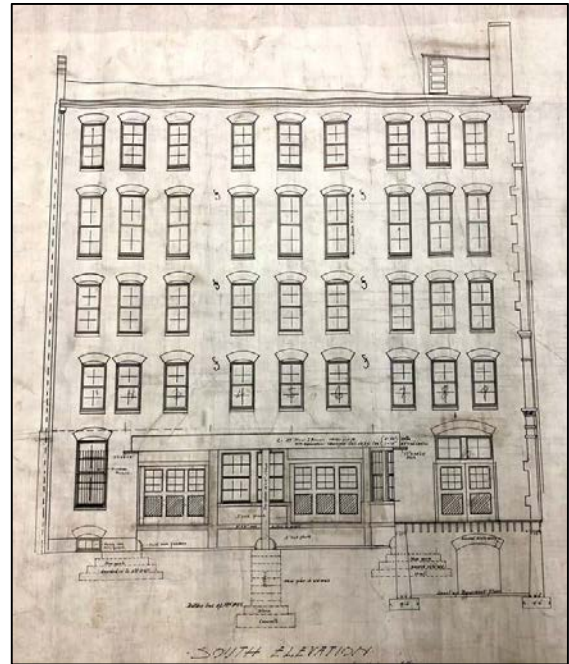


Figure 7: Architectural drawings by Van Brunt & Howe, north and south elevations (top left and right) and east elevation (bottom), 1894

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Source: Alfred Edward Barnes, Jr., Architectural Collection (K0004), State Historical Society of Missouri-Kansas City Research Center.

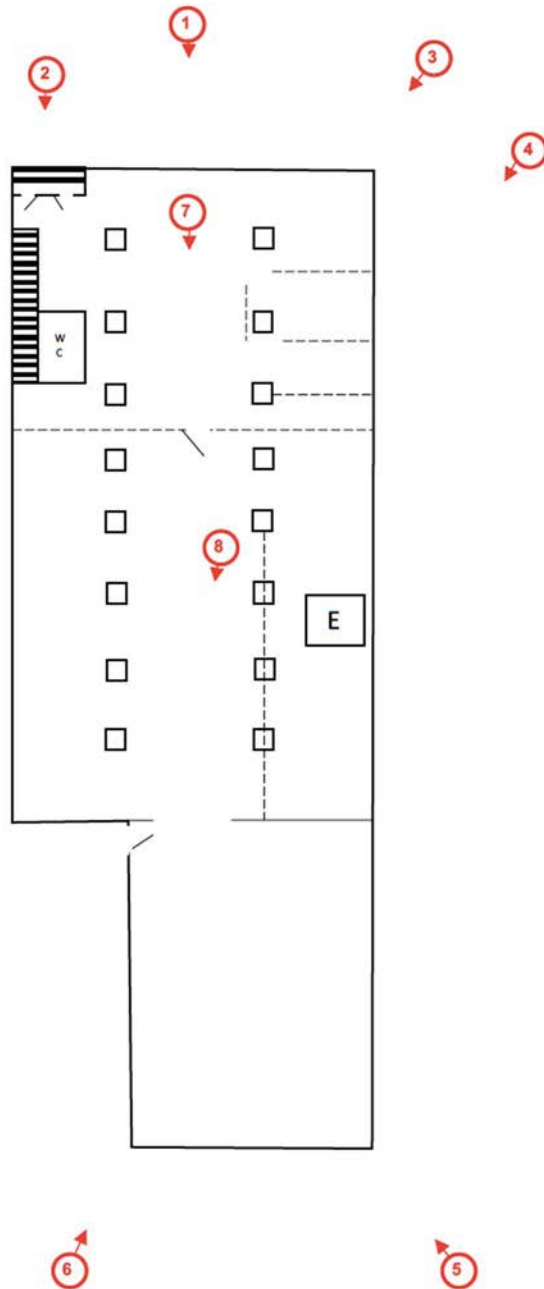


Figure 8: Key to photographs, exterior and first floor

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DRAWING NOT TO SCALE

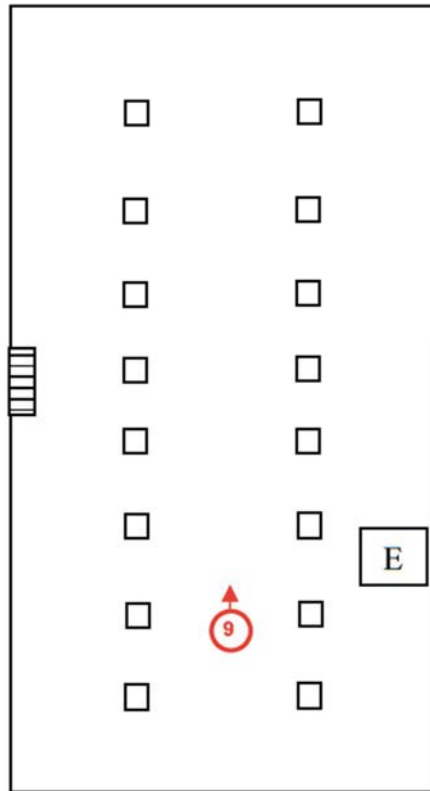


Figure 9: Key to photographs, interior, 2<sup>nd</sup> floor

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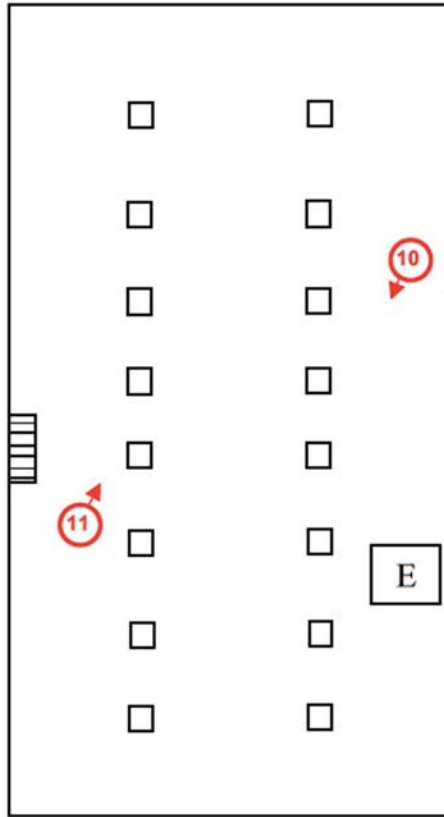


Figure 10: Key to photographs, interior, 3rd floor

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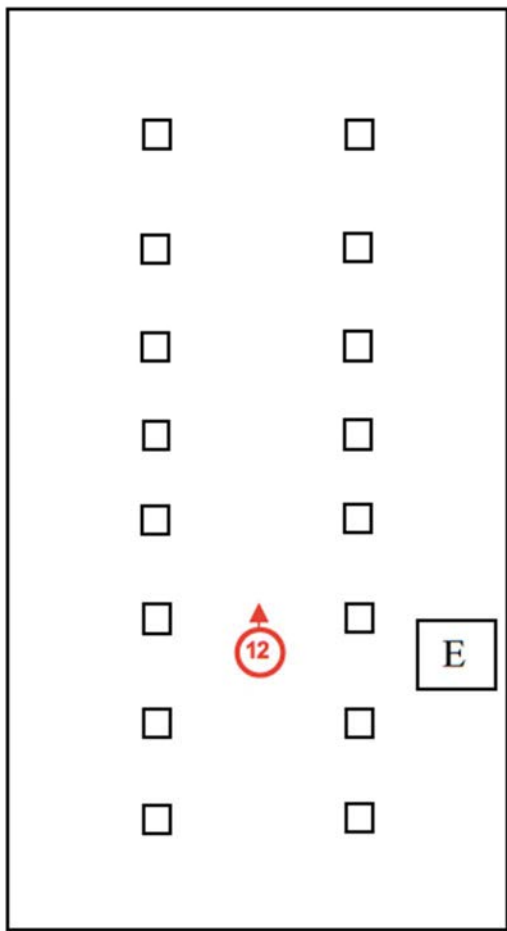


Figure 11: Key to photographs, interior, 5th floor

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Figure 12: Buford & George Catalog plate illustrating the new building and fire that destroyed the previous building

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Source: Buford & George Manufacturing Company Harness and Saddle Catalog No. 6 (1898). Box 1, Folders 1-2, Buford & George Manufacturing Company Collection (K0339) SHSMO-KC.



Figure 13: 1311-1315 W. 13<sup>th</sup> Street, Interior. Offices, 1st floor, 1898 (view looking southeast). The entry partition as seen in the background of this image was not illustrated on the original drawings.

Source: Buford & George Manufacturing Company Harness and Saddle Catalog No. 6 (1898). Box 1, Folders 1-2, Buford & George Manufacturing Company Collection (K0339) SHSMO-KC.

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Figure 14: 1311-1315 W. 13<sup>th</sup> Street, Interior. Saddlery Hardware Department, 1898

Source: Buford & George Manufacturing Company Harness and Saddle Catalog No. 6 (1898). Box 1, Folders 1-2, Buford & George Manufacturing Company Collection (K0339) SHSMO-KC.

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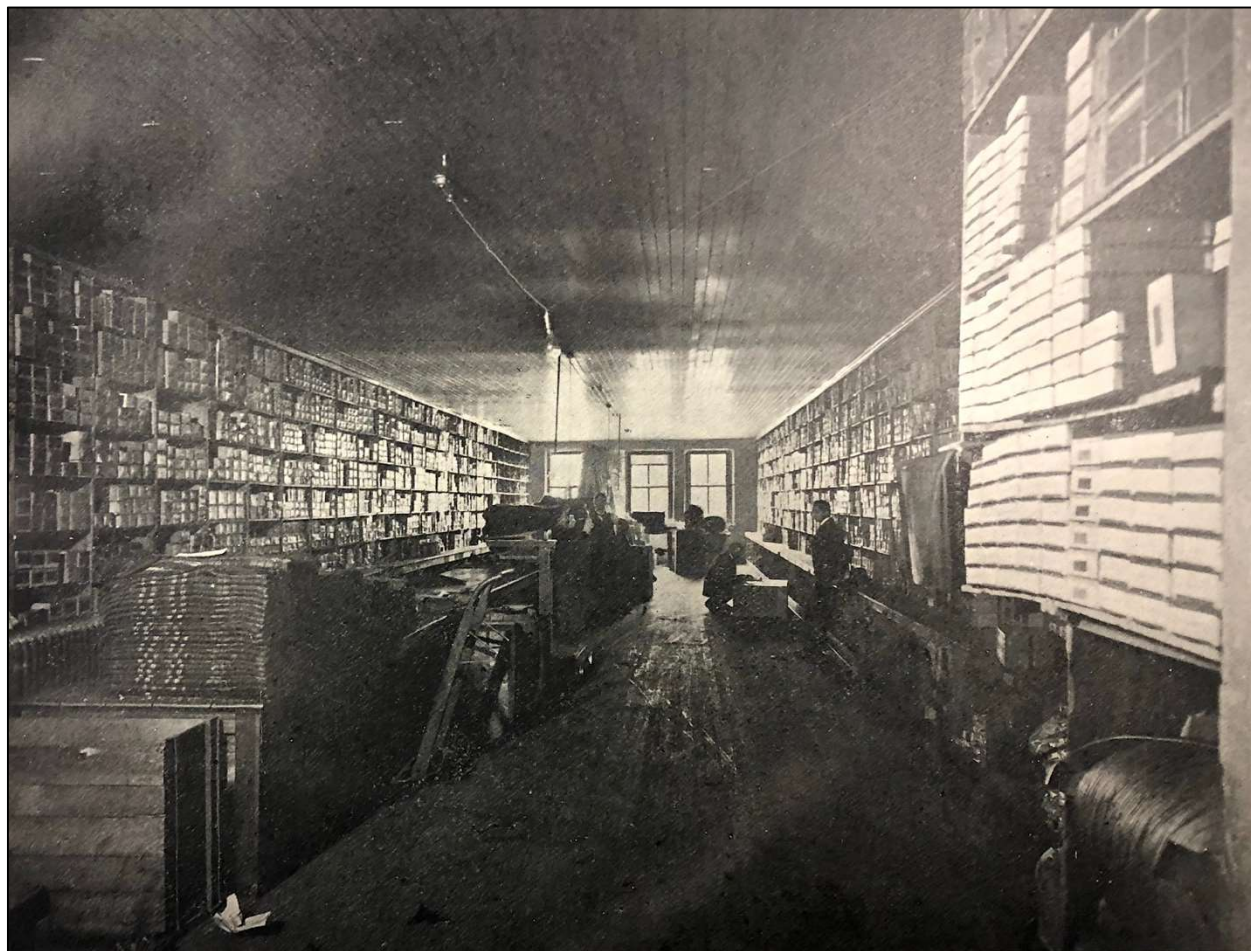


Figure 15: 1311-1315 W. 13<sup>th</sup> Street, Interior. Saddlery Hardware Department, 1898

Source: Buford & George Manufacturing Company Harness and Saddle Catalog No. 6 (1898). Box 1, Folders 1-2, Buford & George Manufacturing Company Collection (K0339) SHSMO-KC.

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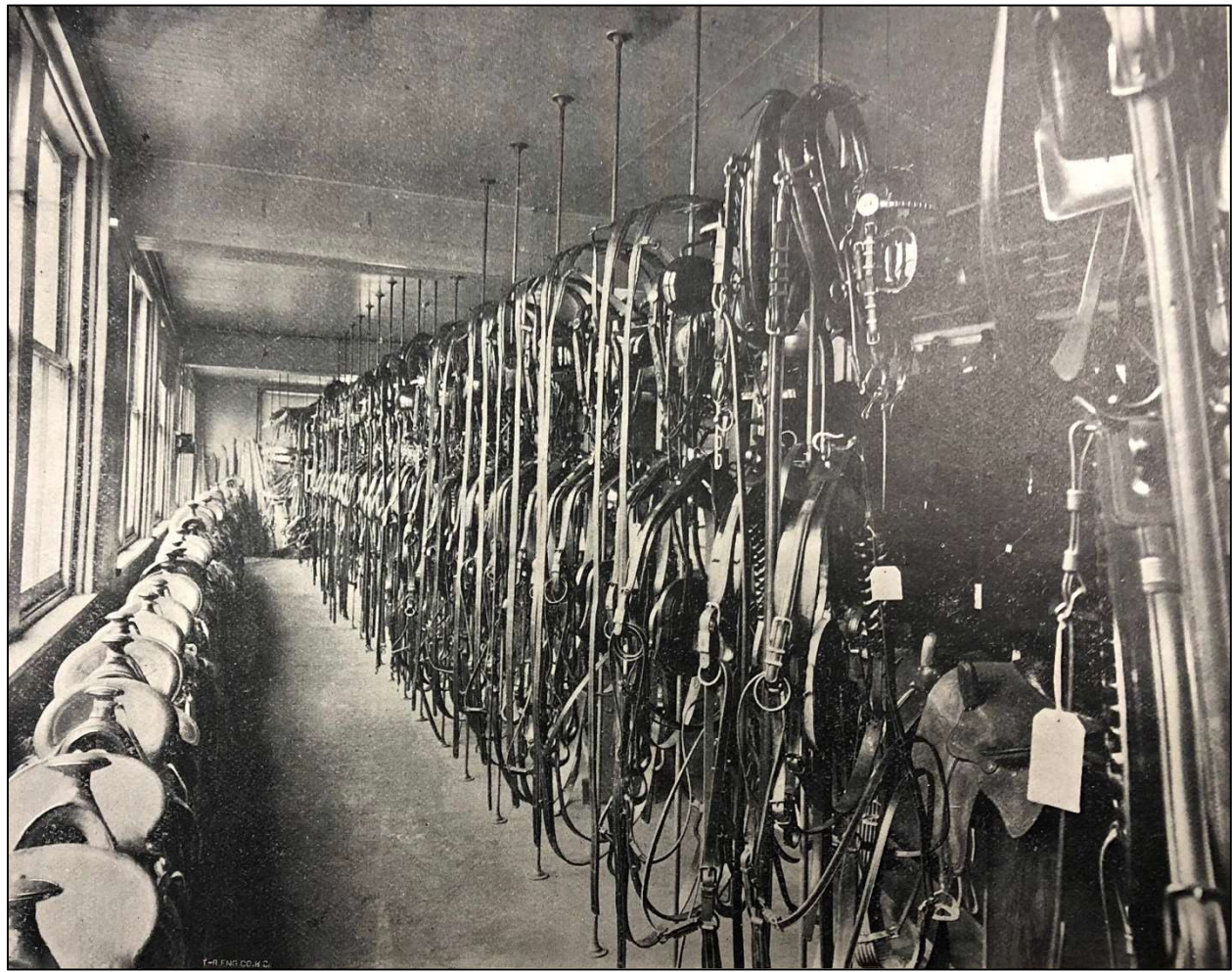


Figure 16: 1311-1315 W. 13<sup>th</sup> Street, Interior. Harness and Saddle Sample Room, Section 2, 1898

Source: Buford & George Manufacturing Company Harness and Saddle Catalog No. 6 (1898). Box 1, Folders 1-2, Buford & George Manufacturing Company Collection (K0339) SHSMO-KC.

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Figure 17: 1311-1315 W. 13<sup>th</sup> Street, Interior. Manufacturing Department, Section 3, 1898

Source: Buford & George Manufacturing Company Harness and Saddle Catalog No. 6 (1898). Box 1, Folders 1-2, Buford & George Manufacturing Company Collection (K0339) SHSMO-KC.

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| Name of multiple listing (if applicable)                                     |



Figure 18: 1311-1315 W. 13<sup>th</sup> Street, Interior. Manufacturing Department, Section 1, 1898

Source: Buford & George Manufacturing Company Harness and Saddle Catalog No. 6 (1898). Box 1, Folders 1-2, Buford & George Manufacturing Company Collection (K0339) SHSMO-KC.

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Figure 19: 1311-1315 W. 13<sup>th</sup> Street, Interior. Manufacturing Department, Section 5, 1898

Source: Buford & George Manufacturing Company Harness and Saddle Catalog No. 6 (1898). Box 1, Folders 1-2, Buford & George Manufacturing Company Collection (K0339) SHSMO-KC.

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| Name of multiple listing (if applicable)                                     |

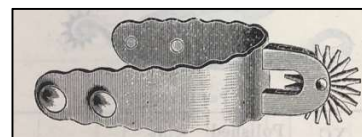
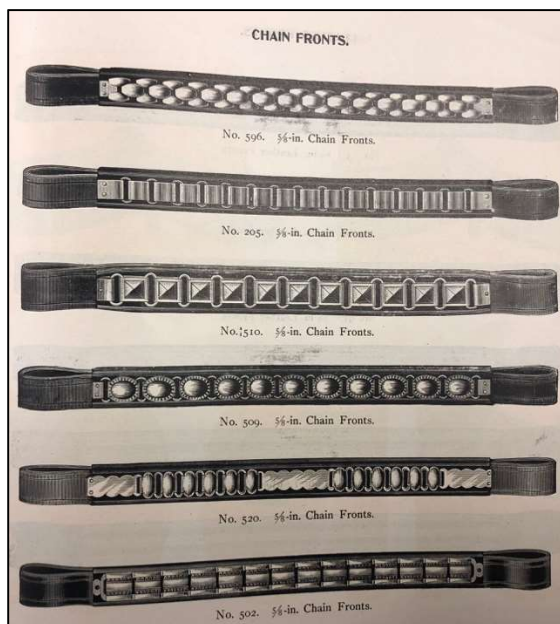
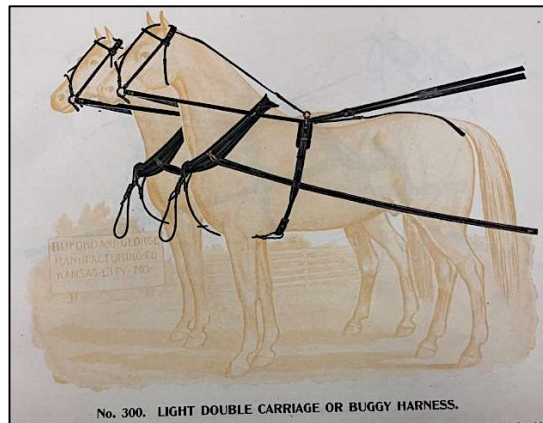
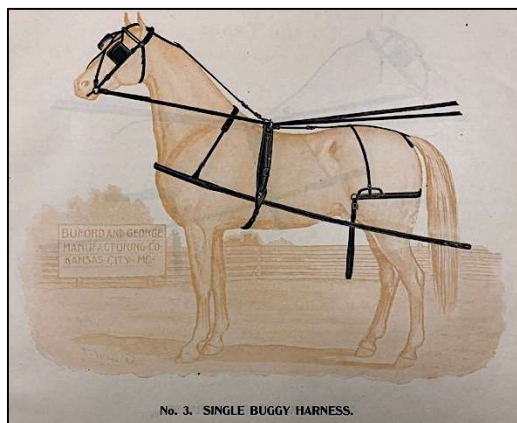


Figure 20: Offerings from the Buford & George Manufacturing Company Harness and Saddlery Catalog, 1898

Source: Buford & George Manufacturing Company Harness and Saddle Catalog No. 6 (1898). Box 1, Folders 1-2, Buford & George Manufacturing Company Collection (K0339) SHSMO-KC.

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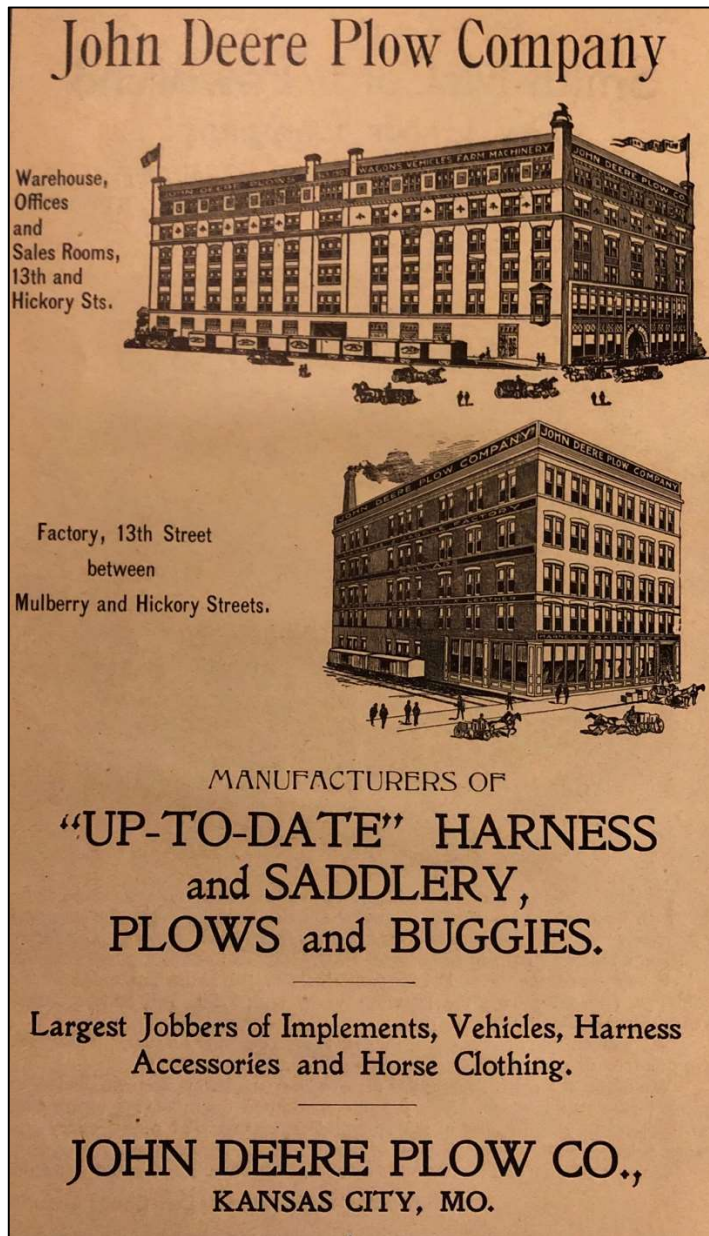


Figure 21: Advertisement identifying the Charles Francis Adams Jr., Building as the Harness Factory for the John Deere Plow Co., c. 1903

Source: Edward O. Wild, comp. *Kansas City As It Is* (Kansas City, MO: Union Bank Note Co., c.1903)

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| Name of multiple listing (if applicable)                                     |



Figure 22: The Charles Francis Adams, Jr., Building as it appeared c. 1940

Source: Bay State Land Company Advertisement, Box 005, Folder 17, Herbert V. Jones and Company/Whitney S. Kerr and Company Records (K0623); The State Historical Society of Missouri Research Center-Kansas City.

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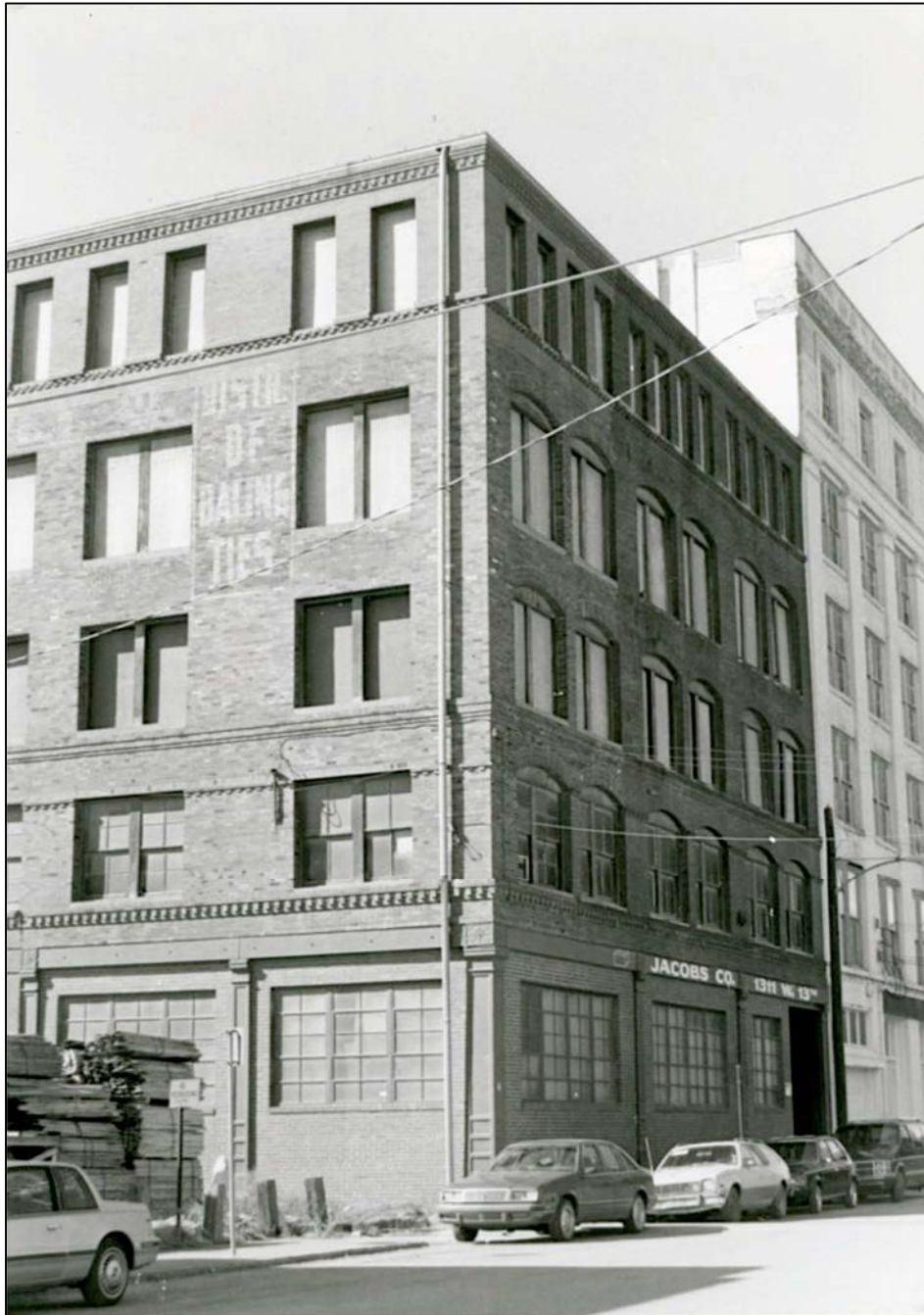


Figure 23: The Charles Francis Adams, Jr., Building as it appeared c. 1988

Source: Melanie A. Betz, "Central Industrial District Final Report," Survey Form 33-B, Intensive Level Survey for the Kansas City Landmarks Commission, Kansas City, Missouri, 1988.

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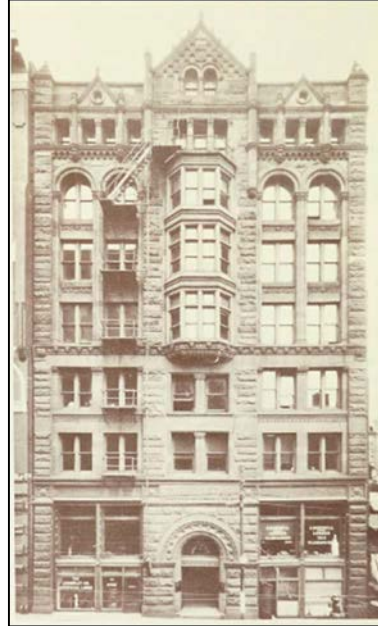


Figure 24: Commercial buildings in Kansas City by Van Brunt & Howe that are no longer extant

Top Left: The Robert Keith Furniture and Carpet Company Top Right: The Gibraltar Building. Bottom: The Emery, Bird, & Thayer Building, 1895.

Source: Top: Henry Van Brunt and William A. Coles, ed. *Architecture and Society: Selected Essays of Henry Van Brunt* (Cambridge, MA: Belknap Press of Harvard University Press, 1969)  
Bottom: P1 Photograph Collection, Missouri Valley Special Collections, Kansas City Public Library, Kansas City, Missouri.



1311 W. 13<sup>TH</sup>



NO PARKING  
ANYTIME





NO TRESPASSING

1311 W. 13<sup>TH</sup>

321



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24





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