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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 Lander's Wagon & Carriage Shop

Other names/site number Elliot Property; KHRI # 001-2620-00014 & 001-156

Name of related Multiple Property Listing N/A

2. Location

Street & number 403 Bridge Street not for publication

City or town Humboldt vicinity

State Kansas Code KS County Allen Code 001 Zip code 66748

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 x C D

Patrick Zollner
Signature of certifying official/Title

Patrick Zollner, Deputy SHPO

11-21-16
Date

Kansas State Historical Society
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:

 x 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: _____)

for [Signature]
Signature of the Keeper

1-11-17
Date of Action

Lander's Wagon & Carriage Shop
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5. Classification

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

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

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

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

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

<u>Contributing</u>	<u>Noncontributing</u>	
<u>1</u>		buildings
		sites
		structures
		objects
1	0	Total

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

COMMERCE – Specialty Store

INDUSTRY – Manufacturing Facility

Current Functions
(Enter categories from instructions.)

WORK IN PROGRESS

7. Description

Architectural Classification
(Enter categories from instructions.)

Commercial Style

Italianate

Materials
(Enter categories from instructions.)

foundation: Stone: Limestone & Concrete

walls: Stone: Limestone

Brick

roof: Other

other: Wood (cornice)

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Narrative Description

Summary

Charles Lander's Wagon & Carriage Shop (1876) is located at 403 Bridge Street in Humboldt, Allen County, Kansas (*Figures 1 & 2*). Humboldt is located in southwestern Allen County, and its western city limit is the Neosho River. The city's main east-west thoroughfare is Bridge Street, which connects downtown with the agricultural river bottom land to the west of the river. The nominated building stands alone at the southeast corner of 4th and Bridge streets halfway between the river and downtown; it is the only commercial building in its surrounding residential neighborhood. The two-story native limestone block shop was built in 1876 and measures 25 feet wide by 50 feet long. While mostly utilitarian in character, a decorative wooden cornice reflects an Italianate influence. A single-story brick addition was built to the east in 1910 and measures 25 feet wide by 50 feet long; its design is typical of the early 20th century commercial style on a one-part commercial block.

Elaboration

The primary street elevation of the two-story limestone building has an extended façade parapet that is crowned with a bracketed cornice constructed of wood, all in the style of the 19th century false front commercial buildings. In contrast the rear elevation is finished with an elevated stepped gable. The stone side walls extend above the eaves of the gable roof and connect the front and rear facades creating a monolithic appearance to the structure. The stone work on the front is coursed rubble with ribbon pointing. The other three walls are random rubble. Three brick chimneys extend above the roof line on the building's east side. The current roof material is a temporary covering. A brick patio extending the width of the building is located on the north side. The roof of the one-story brick addition is flat with a slight slope behind a short parapet laid in a decorative brick pattern on the north elevation; the parapet steps down to the south along the east wall. A brick patio is found at the entrance to the addition on the north side. A corrugated metal awning covers this entrance and patio. The stone building has a stone foundation. The brick addition has a concrete (or concrete-covered stone) foundation; neither building contains a basement.

The roof has seen the most work over the years, beginning as early as 1888 when Charles Lander installed a new one.¹ He again put a new roof on the shop in July 1899.² The brick addition's east half received a new roof in 1995 after Patrick Haire acquired the property.

North Elevation (Front)

1876 Stone Building

The two-story stone building's symmetrical north elevation is three bays wide, and each level has an identical configuration. Unless otherwise noted, all masonry openings in the building contain segmental arch lintels and wood sills. Centered on the elevation are identical double door entrances. The openings are 7 feet x 7 feet and swing inward. The doors are original, including their hand forged hinges and latches; the ground level doors also contain a sampling of historic brands from the days when a blacksmith operated here. The openings are large enough for the passage of horse and wagons through the building. The second story opened to a flat roofed porch where finished carriages and wagons were displayed (*Figure 3*). Mounted on the porch were the marquis signs describing the business. This structure no longer exists. The doors on both floors are flanked on each side by one wooden double-sash (6-over-6), single-hung window; each measures 34 inches x 64 inches. Centered in the parapet above the second level doors is a smaller masonry opening that once contained a 6-over-6 window but now contains a vent.

1910 Brick Addition

The one-story brick addition extends to the east of the main building (*Figure 4*). The addition's parapet reaches almost to the top of the second level windows of the stone building. The symmetrical north elevation is three bays wide. A large pair of board-and-batten entry doors is centered on the elevation; the masonry opening measures 8 feet, 6 inches wide x 10 feet tall. On either side of the door is a single 6-over-6, single-hung, double-sash wooden window unit. Unless otherwise noted the masonry openings of the brick addition have row-lock arch lintels and brick sills.

¹ *Humboldt Union* (13 October 1888): 3.

² *Humboldt Union* (15 July 1899): 3.

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East Elevation

1876 Stone Building

The ground level of the east elevation was covered in 1910 by the brick addition and became the west interior wall of the addition. The ground level has two masonry openings. The largest is located at the north end of the east wall and measures 7 feet x 7 feet. This former exterior opening no longer contains its doors. There is a single window opening at the south end of the wall; it no longer contains a window unit. A masonry opening is located in the upper level directly above the single first story window. The window unit no longer exists. This wall also supports the three brick chimneys that serviced the forges.

1910 Brick Addition

The east elevation of the brick addition contains five evenly-spaced masonry openings containing the same 6-over-6 window units as on the north elevation. The brick on this elevation shows severe deterioration especially at the parapet due to water infiltration.

South Elevation (Rear)

1876 Stone Building

The fenestration of the south elevation mirrors the north elevation. The parapet on this elevation, however, is stepped and does not contain a decorative cornice. There are two small openings at the eave line of the gable roof that are for the draining of the valleys. The second story doors opened to a ramp that was used to winch carriages and wagons upstairs for finishing, painting, and upholstering (*Figures 5 through 10*). The ramp was removed between 1913 and 1927 (*Figure 11*), but the attachment locations are still visible.

1910 Brick Addition

The south elevation of the brick addition is symmetrical. The fenestration was altered in the 1940s. A center garage door, which opens from the top, is in the center of the wall. A metal nine-light window with brick sill flanks either side of the garage door. The top of the windows align with the top of the door. There is no parapet on this elevation, as the roof material extends just past the face of the wall.

West Elevation

1876 Stone Building

The west elevation fronts 4th street. The ground level contains four bays (three windows and one door); the upper level contains three windows directly above the ground level windows. The ground level door is located between bays one and three (from north to south). This single pedestrian door measures 48 inches x 80 inches.

Interior

Ground Level

At the center of the east wall of the main limestone structure is the one extant stone hearth forge. There are two more flue openings, one on each side that were used with other forges that no longer exist. The extant forge is powered by a Canedy Otto Royal Western Chief Blower. This blacksmith workstation still has the anvil, leg vise, and work bench holding several tongs, hardy tools, and miscellaneous pieces. The extant overhead line shaft hangs above the forge area. It appears to be half of the original length. The line shaft was originally powered by steam and transitioned to a single cylinder gas engine, neither of which survived. The line shaft not only powered the metal working machines, such as trip hammers, drill presses, and grinders, but also woodworking machinery. One impressive woodworking machine that survived was made in this shop. It is a flat belt line shaft driver 12-inch joiner.

The floor was originally dirt, but it now has a dry laid brick floor installed in 1995, except around the forge area where the dirt floor has been left exposed. In the 1990s while Haire was cleaning out the buildings, he discovered buried in this floor tools that were used in building carriages, wooden signs with the name Ed Lander, a wooden bowling ball, bicycle parts, and the original wooden, hand operated winch still in place where carriages were lifted to the upper floor.

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In the northwest corner of the room is a simple historic office which measures 9 feet x 9 feet. The south and east walls of the office have a single 6-light sash that are set to open by sliding sideways.

Other than the office and forge, the area is open allowing room for horse and wagons to pass through. Pairs of solid square posts run the length of the building and support the upper level floor. On the inside of the doors on the north side are a variety of branding iron impressions that were tested by the blacksmiths. Some of these brands are identified as being registered in Allen County at the time Lander's shop was in operation.

The interior limestone walls were plastered and possibly painted. Only about 40% of the plaster is intact. The missing plaster has exposed the large wood beam headers at the top of the door and window openings which are set behind the exterior stone segmented arches.

The brick addition built in 1910 by Charles Lander was used as a woodworking shop. It is accessed through a former exterior double-door in the east wall of the limestone building. Originally this completely open space had a dirt floor. A concrete floor was added in 1946 by Arthur Elliott when he purchased it from Ed Lander, Charles Lander's son.³ The ceiling slopes from 14 feet to 8 feet (north to south), providing an open working environment. The height at the front wall also allowed the installation of oversized entry doors. There appears to have been no additions or walls in the room, historically. Unfinished walls were installed on the west side of the space in recent years by a previous owner; they are scheduled to be removed.

Upper Level

The upper level of the stone building is currently accessed by a stair on the south side of the office in the ground level; a hinged door in the floor of the second level opened to allow access into the upper level. The open area contains a 9 feet x 17 feet paint room at the southeast corner. This room was equipped with a large rolling door 7 feet wide x 8 feet high which was big enough to allow the entry of carriages. Within that door was set a small door, 26 inches wide x 72 inches high, providing passage for the painter. There is a flue opening in this room for a wood stove giving this area the best climate and dust control. The west wall of this room has been removed, but the door and most of the framing are stored in the upper level for future restoration.

Mounted in the open rafters is a large winch equipped with a 66-inch diameter bull wheel used for pulling the carriages and wagons up the ramp (not extant) rising to the rear doors. This was man-powered using a rope while standing on the floor below. A smaller gear and cog winch sets next to the larger one and may have been used as a safety connection if the man-powered winch slipped.

Still visible on the inside pair of north doors are areas of ornate painting where the painters appear to have been testing their techniques in the manner that the blacksmiths tested their branding irons on the first level doors.

³ *Humboldt Union* (12 April 1946): n.p. Clipping on file with Humboldt Historical Society & Museum.

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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.

Areas of Significance

Commerce

Architecture

Period of Significance

1876-1946

Significant Dates

1876 (stone structure built)

1910 (brick structure built)

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Lander, Charles (1876 limestone building)

O'Connor, Jeremiah J. (local brick mason for 1910

brick addition)

Period of Significance (justification)

The period of significance for this property begins in 1876 with the construction of the stone blacksmith, carriage, and wagon shop extends to 1946 when the business was sold.

Criteria Considerations (justification)

N/A

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Narrative Statement of Significance

Summary

Charles Lander developed his carriage and blacksmithing business in Humboldt during a period of rapid community growth and changing technology. His business and the building out of which he operated evolved to fit changes in technology and to meet consumers' needs. The building is nominated to the National Register of Historic Places under Criterion A for his association with the early commercial development of Humboldt and Criterion C as a highly intact nineteenth century commercial-style building. The nominated property includes a native limestone structure built in 1876 with an attached brick addition added in 1910 as the woodworking shop. The period of significance for this property begins with the construction of the blacksmith, wagon, and carriage shop in 1876 and extends to 1946 when the business was sold, resulting in an operational business in Humboldt at the same location for over 70 years.

Elaboration

Criterion A: Commerce

Named for Ohio congressman William Allen, Allen County was one of the original 33 organized by the territorial legislature in 1855 – the year after Kansas Territory was established.⁴ The territorial legislature determined boundaries and appointed the county officers to serve until elections in 1857. Settlers were drawn by the abundance of fresh water rivers and creeks and the ample acres of prairie land for grazing livestock. The thick timber and building stone deposits encouraged settlers to remain in the area. The county population in 1860 was 3,082.⁵

Humboldt is one of Allen County's oldest towns. In his 1883 *History of the State of Kansas*, historian William Cutler notes that Humboldt was settled in 1857. "In the fall of 1856 B. M. Blanton, a Methodist missionary, in making a trip through southern Kansas became impressed with the idea that this was an excellent point for the foundation of a town." Blanton convinced his brother and a friend to select a town site. The three men soon met a group of German colonists from Hartford, Connecticut, who agreed to help form a town. The Humboldt Town Company was organized in early 1857 and in the spring of that year, settlers arrived.

Humboldt grew rapidly in the years leading up to the Civil War. By 1860, Humboldt was the county seat and the population reached approximately 300 people who used and occupied about 50 buildings. Kansas became a state the year the Civil War started, 1861. The war and a serious drought slowed the town's progress. During the Civil War, Humboldt became a prized location for both armies because of its southern location and proximity to Missouri and Indian Territory. A group of Confederate cavalry under Colonel Talbott burned Humboldt in October 1861, and in 1864 General Sterling Price led a group in a raid on the town. Humboldt lost its status as county seat in 1865 to Iola eight miles to the north.⁶

Throughout the 1870s, Humboldt and Allen County slowly struggled to recover from the effects of the war and the drought. One of the major rejuvenators was the arrival of the railroad, which brought jobs, goods, and settlers. Construction began in 1870, with the Missouri, Kansas and Texas (Katy) and the Leavenworth, Lawrence and Galveston railroads arriving in Humboldt by that fall. Besides the railroads, nine roads connected Humboldt to various towns around the region by 1871. An influx of people, including a young blacksmith named Charles Lander, and commerce naturally followed, making 1870 and 1871 years of rapid growth in Humboldt. So many stone and brick buildings were erected in these years that Cutler notes, "Property greatly increased in value until it was almost impossible to buy lots." During this time the Humboldt Bridge Company constructed an iron bridge across the Neosho River to allow easier access to the town from the west; the bridge became the namesake for the town's main east-west thoroughfare, Bridge Street.

⁴ Unless otherwise noted, the majority of information regarding Humboldt and Allen County is from William Cutler, *History of the State of Kansas* (Chicago: A. T. Andreas, 1883) [online transcription] Kansas Collection Books available at <http://www.kancoll.org/books/cutler/allen/allen-co-p4.html#HUMBOLDT> (accessed 14 February 2016).

⁵ Kansas Historical Society, "Allen County, Kansas," *Kansapedia* [on-line database]; <http://www.kshs.org/kansapedia/allen-county-kansas/15257> (accessed 14 February 2016). Allen's connection with Kansas Territory is not stated in *Kansapedia* or William Cutler's 1883 *History of the State of Kansas*. Citation covers paragraph.

⁶ Kansas Historical Society, "Allen County, Kansas," *Kansas Counties* webpage http://www.kshs.org/geog/geog_counties/view/county:AL (accessed 10 October 2016).

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Humboldt became a city of the third class in the spring of 1870, having a population that year of 1,202.⁷ The county's population was 7,022.

While the beginning of the decade was hopeful, the rest of the 1870s was affected by the 1873 financial crash. Property costs declined, merchants failed, and several citizens relocated out of Humboldt. Cutler noted in 1883 that, "For the last ten years, while it is true that at no time has there been any great progress, Humboldt has always held its ground as a prosperous business town, and if slowly, improvements have steadily been made and at the present time its future prospects seem more favorable than at any other period in its history." While the town endured hardships in the late 1870s and early 1880s, its citizens strove to improve Humboldt. One of those citizens was Charles Lander.

A native of Sweden, Charles Lander (1844-1914) immigrated to Chicago in 1867 a few months before his 23rd birthday. Lander learned the skill of blacksmithing while in Sweden and spent a couple of years employed in this trade by the Illinois Central Railroad Company.⁸ Reminiscing in 1937 about his father, Lander's son, Ed, recalled that Charles arrived in Humboldt via the Katy Railroad from Junction City around 1870. "When my father landed on this [sic] east side of the [Neosho] river he stopped at the saw and grist mill of W.C. and Ike O'Bryan and talked to them about the prospects of a blacksmith job. On learning that there were no jobs of this kind to be had, he took a job on the railroad for a few weeks and later obtained work as a blacksmith in a shop about four blocks south of Eighth and Bridge streets."⁹ Between 1873 and 1876 Lander established a general blacksmith and repair business in a small frame structure just east of the nominated limestone building.¹⁰

Lander's business started as a blacksmith and repair shop, but he soon expanded his offerings to include the manufacture of wagons and carriages. The diversification and popularity of his trade necessitated a larger building out of which to operate, so in the summer of 1876, Lander started construction on a two-story stone building at the corner of 4th and Bridge streets. The *Humboldt Union* reported in early July that "Chas. Lander has the roof on his new wagon and blacksmith sh[op],"¹¹ and on July 29, 1876, the newspaper announced:

Chas. Lander has moved into his new blacksmith and wagon shop, and of course, feels happy. The building is a large and commodious one, and also substantial, being built of stone. The lower story will be devoted to the manufacture of wagons. Mr. Lander has won the enviable reputation of making a good and durable wagon, and with his increased facilities he will be enabled to keep up with the demand for his popular wagons.¹²

The stone building contained four forges on the ground level, which were also built of stone. Two were in constant use with the other two ready for backup if the workload called for them. While the blacksmithing was done on the ground level, the upper story was used for finishing and storing work; a room in the southeast corner of the upper level was specifically used for painting. The woodwork was done in a building separate from the main shop, and another building stored his wood stock.

Lander was hardly alone by this time in the manufacturing of wagons and farm implements. When Humboldt's first annual fair was held in October 1876, the *Humboldt Union* reported on the manufacturing goods displayed, writing:

Humboldt is gaining an enviable reputation for her manufacturers. On the grounds were noticed a neat and handsome spring wagon, from W.A. Redfield's. It is fully up to his high standards of work. Chas. Lander had a farm wagon, a plow and a harrow, both of which are improvements on implements of the kind mentioned. All three articles show good workmanship. A.N. Brown, has a farm wagon, which is strongly built and well adapted to the wants of the farmer in this country. Some home-made shingles were also on exhibition.¹³

By the early 1880s, Lander was one of at least six blacksmiths in the town of Humboldt.¹⁴

Manufacturing businesses in Humboldt in the 1870s and 1880s were powered by steam engines. Lander's shop was no exception; his engine connected to a line shaft that was able to operate several machines used in the manufacture of his

⁷ Since 1871 Kansas has defined a city of the third class a "containing not more than two thousand inhabitants..." (Kansas Legislature, 2014 Statute, Chapter 15, Article 1, Section 1, Subsection 101).

⁸ Cutler, *History of the State of Kansas*, n.p. According to Cutler, Lander immigrated in June; his birthday was in September.

⁹ Eddie Lander, "Pioneer Stories," as collected and recorded by Mollie Carroll, 1937. Transcription housed at the Allen County Historical Society.

¹⁰ *Humboldt [Kansas] Union* (16 June 1883): 2.

¹¹ *Humboldt Union* (8 July 1876): 3. The paper printed "ship" instead of "shop."

¹² *Humboldt Union* (29 July 1876): 3.

¹³ *Humboldt Union* (7 October 1876): 3.

¹⁴ The first available Sanborn map for Humboldt is from 1884 where six buildings surveyed by the Sanborn Company were labeled "blacksmith."

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products. Lander adopted a new power source, DeWald's Self-Controlling Windmill, in 1877. A governor on this windmill allowed the user to set the number of revolutions a minute to maintain a constant speed. The windmill was used to power mills and other manufactories where steam power was used.¹⁵ In March of that year Lander allowed Messrs. Elliott and DeWald of lola to use a frame building on his property, formerly used as his blacksmith shop, to establish a foundry. Among other castings, Elliott and DeWald's main commodity was the manufacture of the self-controlling windmill. This recent invention was less expensive to build and sell than others on the market. By the time the two men set up their business, they already had three orders. Lander installed a DeWald windmill later that summer.¹⁶

Lander kept a steady business producing carriages for both townspeople and the residents of the surrounding county, which by 1880 had reached a population of 11,303. His willingness to adopt new technology, however, made him one of the leading businessmen in Humboldt. As an example, in May 1880 he purchased the rights to manufacture and sell the Bezell Double Rotary Harrow in 50 Kansas counties. Patented in 1875, Bezell's harrow had a steady rotary motion that easily adapted itself to the ground's irregularities. It was able to break down stalks, pulverize the soil, and make deeper rows than other harrows at the time.¹⁷ The location of his shop to the agriculture west of the river and the two railroads in Humboldt also gave him advantages for shipping to all points north, south, east, and west.

Lander employed several skilled workers in his shop, especially as business continued to increase into the 1880s. Writing in 1883, the editors of the *Humboldt Union* stated

One year he manufactured and disposed of 160 wagons, which was his greatest sale during one year. His manufacture of light (spring) wagons and buggies stand high for good and thorough workmanship, and find ready sale not only here but in many other places. ... He uses the best material in the market, and employs good, reliable workmen. ... His shop is a busy place at all times and gives employment to six hands beside himself, thus dispersing a large sum of money in our midst every year. It is a benefit and credit to Humboldt.¹⁸

Lander employed a variety of workmen including farriers, painters, woodworkers, and additional blacksmiths.¹⁹

One of the additional blacksmiths hired by Lander was his son, Edward. In November 1894 "Ed" Lander (1873-1957) was taken into partnership by his father, and the business became known as Lander and Son.²⁰ Ed was born in Humboldt, and grew up working side by side with his father. Ed joined the business around the time that natural gas and oil were discovered near lola and Humboldt.²¹ The Landers even had a gasoline engine installed between 1899 and 1906 to run the machinery (*Figures 8 & 9*). This oil and gas boom ushered in several decades of economic growth for the county and in turn, Humboldt. In 1910 the county contained 27,640 people of whom 2,548 resided in Humboldt alone.

Lander and Son quickly adapted their business to meet the needs of the growing population. Bicycle repair, lawn mower blade sharpening, and tire retreading were added to the services offered.²² The amount of work taken on necessitated the expansion of their workshop in 1910. On the site east of the stone building where once stood his first wood structure blacksmith shop, a brick addition was built that was originally used as the woodwork room. As announced in the *Humboldt Union* on October 22, 1910, Jeremiah Jerome "J.J." O'Connor, a local brick mason, was contracted to lay the brick.²³ By 1913 the building was used as the wagon repair room (*Figure 10*), and the Landers were one of four blacksmiths remaining in Humboldt.²⁴

After Charles' death in 1914 Ed Lander continued with the business. An advertisement he submitted to *Humboldt Union* March 5, 1914 reassured the town of his continued dedication:

For nearly 38 years you have been getting all kinds of blacksmithing and woodwork at Lander's Wagon and Carriage Shop and you can still continue to do so, as well as all kinds of repairing, rubber tire work, new wheels, tops, axles, anything that goes in a buggy or wagon.²⁵

¹⁵ *Humboldt Union* (7 October 1876): 3.

¹⁶ *Humboldt Union* (3 March 1877): 3 & (25 August 1877): 3. It is unknown how long Lander used this device at the shop.

¹⁷ *Humboldt Union* (15 May 1880): 3.

¹⁸ *Humboldt Union* (16 June 1883): 2.

¹⁹ *Humboldt Union* (24 November 1877): 3; (25 May 1878): 1; (6 March 1886): 1; (18 August 1888): 1; (8 November 1890), & (13 August 1892): 2.

²⁰ *Humboldt Union* (17 November 1894): 4.

²¹ "Allen County, Kansas," *Kansapedia*.

²² *Humboldt Union* (24 April 1909): 3 & (5 August 1911): 3.

²³ *Humboldt Union* (22 October 1910): 3.

²⁴ According to the 1913 Sanborn map.

²⁵ *Humboldt Union* (5 March 1914): 2.

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Ed Lander's company continued to diversify with the demands associated with the automobile industry and the oil boom in this area. The *Humboldt Union* reported on July 10, 1919:

The popularity of Ed Lander's shop on West Bridge street is reaching away from home and it may grow into one of the largest industries in this section of the country. Mr. Lander is specializing on beds for motor trucks and recently supplied two for the Prairie Pipe Line Company [who had a refinery in Humboldt], one for use in La Plata, Mo., and the other in Marseilles, Ill.²⁶

By 1921 Ed's business appears to have shifted its focus to automotive repair, as an advertisement in June of that year was for Lander's Vehicle and Repair Shop.²⁷ His was one of at least three blacksmith shops and one of at least four automobile shops in town by 1927.²⁸ Ed Lander retired in 1946, selling his buildings and equipment to another local blacksmith, Arthur Elliott, and ending the 76-year-old Lander connection to this property.

Elliott continued to use the shop until he sold the contents in 1991. The shop was then sold in 1995 to Patrick Haire, who retained ownership until 2005 when he sold it to James Parker. Haire repurchased the property in early 2016 with the intention of restoring and stabilizing the property. The west stone structure will be used as a historical, working blacksmith shop with a trained blacksmith. The east portion will feature a glassblowing shop, which is currently being installed.

Criterion C: Architecture

By the time Lander built his shop in 1876, stone and brick were the preferred construction materials for commercial buildings in town. Of the masonry buildings constructed in Humboldt up to 1876, only three remain: Redfield & Signor's Hardware Store/IOOF Lodge at 118 S 8th St (1866), Dr. William Wakefield's Building at 820 Bridge (1876), and Lander's shop. All three buildings contain elements of Italianate architecture that defined buildings of this era in Humboldt; although, Lander's and Redfield & Signor's buildings were restrained examples.

The Italianate style was popular in the United States between 1850 and 1890. At its most elaborate, buildings constructed in this style contained decorative cornices and parapets, bracketed cornices, round headed windows, hood moulds above windows, quoining at building corners, and arched or paired windows.²⁹ Historic images of Humboldt show Italianate was the style of choice in the 1870s and 1880s (*Figures 12 & 13*). Today, most examples of this style in Humboldt have been demolished or altered.

Lander's building on Bridge Street is mostly utilitarian in design. However, the decorative cornice is distinctly Italianate. Whether the building had a decorative cornice when first built is unknown, but the earliest known photograph of this building shows one (*Figure 3*). A new cornice of similar design was constructed in September 1906.³⁰

The property is nominated as an early and rare example of a thriving blacksmith, wagon, and carriage business that adapted to changing technology and successfully incorporated the manufacture of wagons, buggies, agricultural implements, branding irons, and early automobile and bicycle repair technology to meet consumer demands. When the shop closed its doors in 1946, it had been one of the longest-operating businesses and the only blacksmith shop to remain in Humboldt, having only one owner, Charles Lander, and after his death in 1914, operated by his son, Ed. The building included in this nomination remains highly intact from the period of significance; its interior and exterior remain largely unchanged.

²⁶ *Humboldt Union* (10 July 1919): 5.

²⁷ *Humboldt Union* (23 June 1921): 2.

²⁸ According to the 1927 Sanborn map.

²⁹ John C. Poppeliers & S. Allen Chambers, Jr., *What Style is It: A Guide to American Architecture* (Hoboken: John Wiley & Sons, Inc., 2003), 57-58.

³⁰ *Humboldt Union* (29 September 1906): 3.

Lander's Wagon & Carriage Shop
Name of Property

Humboldt, Allen County
County and State

9. Major Bibliographical References

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

Cutler, William G. *History of the State of Kansas*. Chicago: A.T. Andreas, 1883 [online transcription] Available from Kansas Collection Books <http://www.kancoll.org/books/cutler/>

Humboldt [Kansas] Union (Various dates between 8 July 1876 and 12 April 1946).

Kansas Historical Society. "Allen County, Kansas." *Kansapedia* [online database] <http://www.kshs.org/kansapedia/allen-county-kansas/15257>

Kansas Historical Society. "Allen County, Kansas." *Kansas Counties* webpage http://www.kshs.org/geog/geog_counties/view/county:AL

Lander, Eddie. "Pioneer Stories." As collected and recorded by Mollie Carroll, 1937. Transcription housed at the Allen County Historical Society.

Poppeliers, John C. & S. Allen Chambers, Jr. *What Style is It: A Guide to American Architecture*. Hoboken: John Wiley & Sons, Inc., 2003.

Sanborn Map Company. "Kansas Sanborn Fire Insurance Maps: Humboldt." Pelham, New York: Sanborn Map Company, 1884, 1888, 1893, 1899, 1906, & 1913 [digitized online] The Kansas Collection, Kenneth Spencer Library, University of Kansas <https://lib.ku.edu/sanborn-maps>.

Sanborn Map Company. "Kansas Sanborn Fire Insurance Maps: Humboldt." Pelham, New York: Sanborn Map Company, 1927 & 1936 [digitized online] ProQuest "Digital Sanborn Maps, 1867-1970" <http://ezproxy.lawrence.lib.ks.us:2051/>.

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: Kansas Historical Society

Historic Resources Survey Number (if assigned): _____ N/A

Lander's Wagon & Carriage Shop
Name of Property

Humboldt, Allen County
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10. Geographical Data

Acreeage of Property Less than an acre

Provide latitude/longitude coordinates OR UTM coordinates.

(Place additional coordinates on a continuation page.)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1 37.810973 -95.441848
Latitude: Longitude:

3 _____
Latitude: Longitude:

2 _____
Latitude: Longitude:

4 _____
Latitude: Longitude:

Verbal Boundary Description (describe the boundaries of the property)

Section 4, Township 26S, Range 18E, Humboldt City, Block 38, Lot Six (6) and West one-half (1/2) of Lot Five (5), Parcel ID: 001-172-04-0-40-20-004.00-0.

Boundary Justification (explain why the boundaries were selected)

The nominated property includes the parcels historically associated with the blacksmith, wagon, and woodworking shop.

11. Form Prepared By

name/title Amanda K. Loughlin (KSHS), Carolyn Whitaker (Board Member), & Patrick Haire (owner)

organization Humboldt Historical Society & Museum date Fall 2016

street & number 416 N. 2nd St telephone 620-473-5074

city or town Humboldt state KS zip code 66748

e-mail atsissie@aol.com

Property Owner: (complete this item at the request of the SHPO or FPO)

name Patrick Haire

street & number 118 S. 8th St telephone 719-293-4177

city or town Humboldt state KS zip code 66748

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 100 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.

Lander's Wagon & Carriage Shop
Name of Property

Humboldt, Allen County
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Additional Documentation

Submit the following items with the completed form:

Photographs

Submit clear and descriptive photographs. The size of each digital image must be 1600x1200 pixels (minimum), at 300 ppi (pixels per inch) or larger. Key all photographs to a sketch map or aerial 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.

Photograph Log

Name of Property: Lander's Carriage and Wagon Shop

City or Vicinity: Humboldt

County: Allen State: Kansas

Photographer: Amanda K. Loughlin

Date

Photographed: August 2016

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

001 of 014: North and east elevations, looking SW

002 of 014: North elevation, 1876 building

003 of 014: North elevation, 1910 addition

004 of 014: West and south elevations, looking NE

005 of 014: West elevation

006 of 014: Ground level, 1876 building, looking SW; original forge at left

007 of 014: Ground level, 1876 building, looking NW from SE corner; original forge at right

008 of 014: Ground level, 1876 building, looking NE from SW corner

009 of 014: Brands on north door, 1876 building

010 of 014: Ground level, 1910 addition, looking west into 1876 building through former exterior doorway in 1876 building's east wall; NW office visible in background

011 of 014: Ground level, 1910 addition, looking SE from entry

012 of 014: Ground level, 1910 addition, looking NE from near south entry

013 of 014: Upper level, 1876 building, looking SSW from near stair; former painting room in background at left

014 of 014: Upper level, 1876 building, looking SE and showing original winch

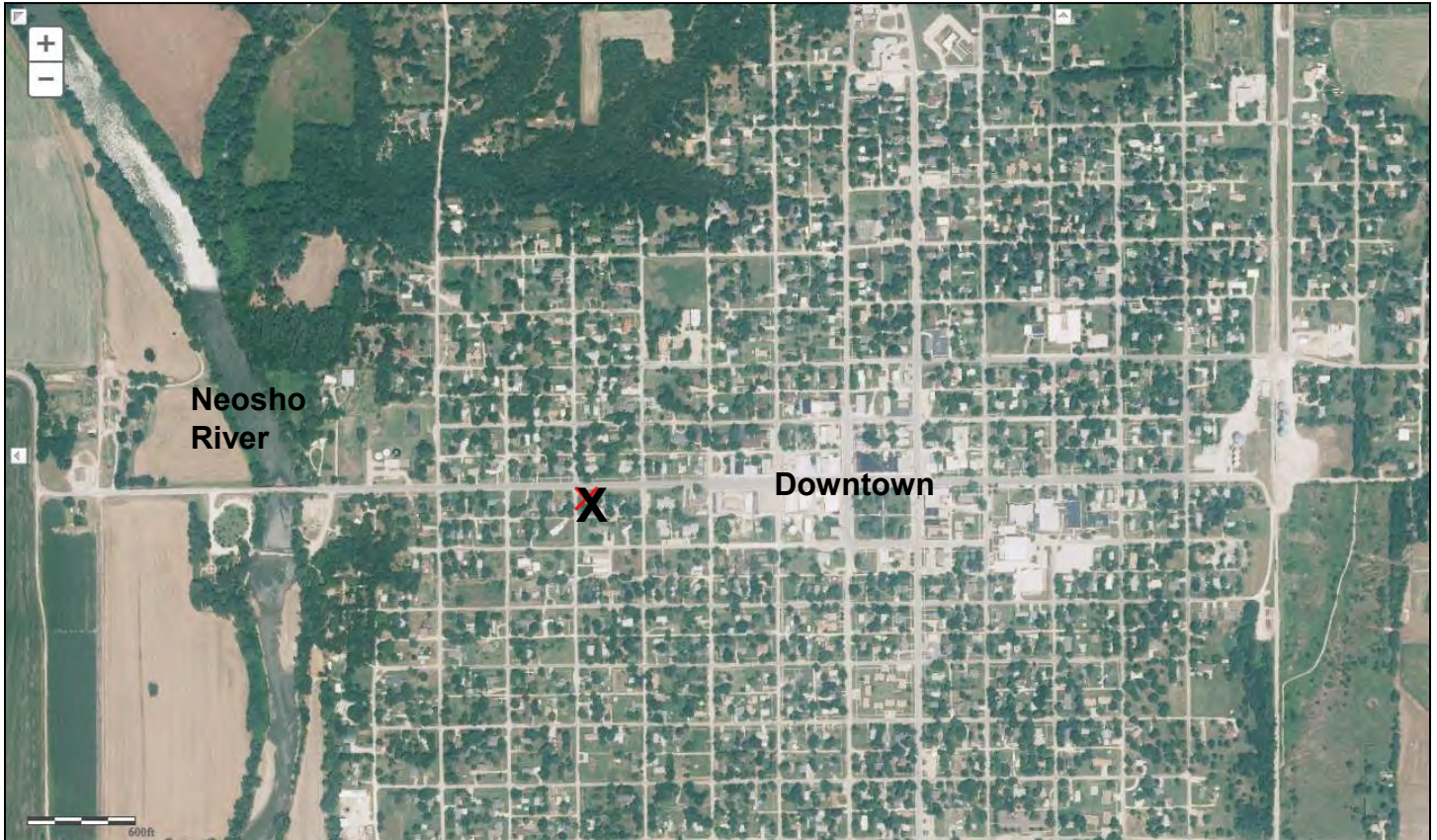
Figures

Include GIS maps, figures, scanned images below.

Lander's Carriage & Wagon Shop
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Figure 1. Aerial image showing the location of the building (X) within Humboldt. North is up.



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Figure 2. 2015 Google aerial image of building (within dotted line). North is up. No Scale.



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Figure 3. Circa 1890 photograph of the stone building.
The original is in the possession of Charles Lander's great-grandson, Kirk Barfoot of Humboldt, 2016.



A note about the date of this photograph: This photo dates to between 1884 and 1893. The 1888 Sanborn Fire Insurance Map is the first to show a frame building on Lot 5 (depicted in yellow); this is gone by 1893.

Lander's Carriage & Wagon Shop
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Figure 4. Undated historic photograph from between 1910 & 1913.



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Figure 5. Snippet of 1884 Sanborn. North is up.

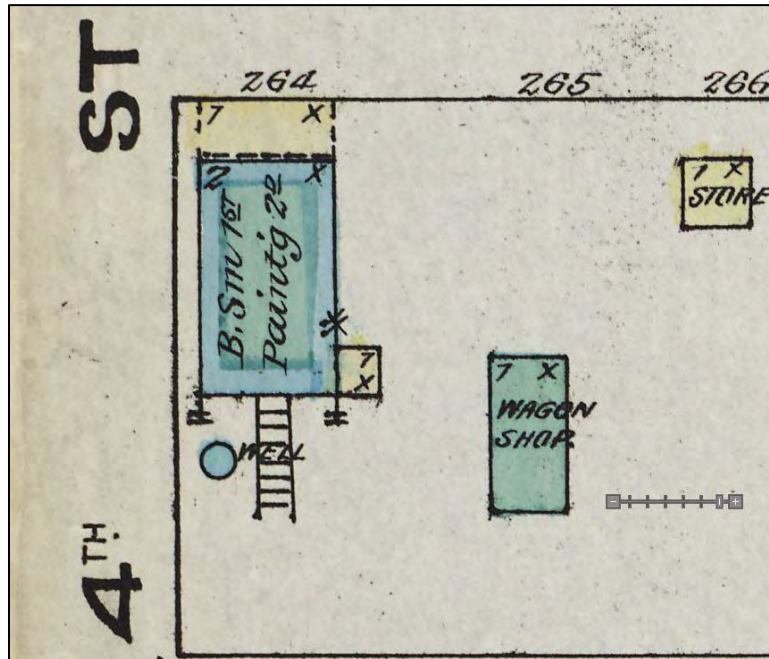
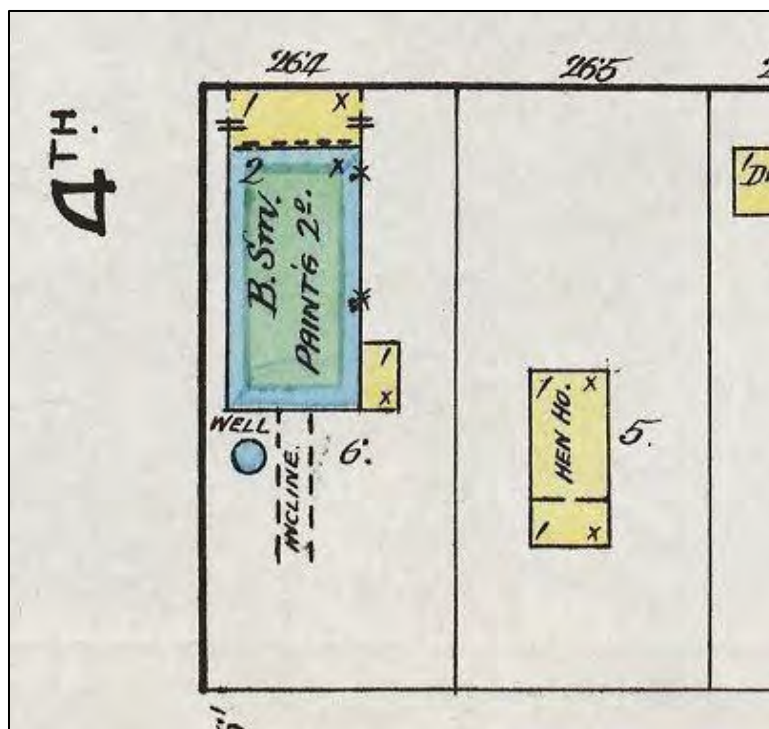


Figure 6 (below). Snippet of 1888 Sanborn. North is up.



Lander's Carriage & Wagon Shop
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Figure 7. Snippet of 1893 Sanborn. North is up.

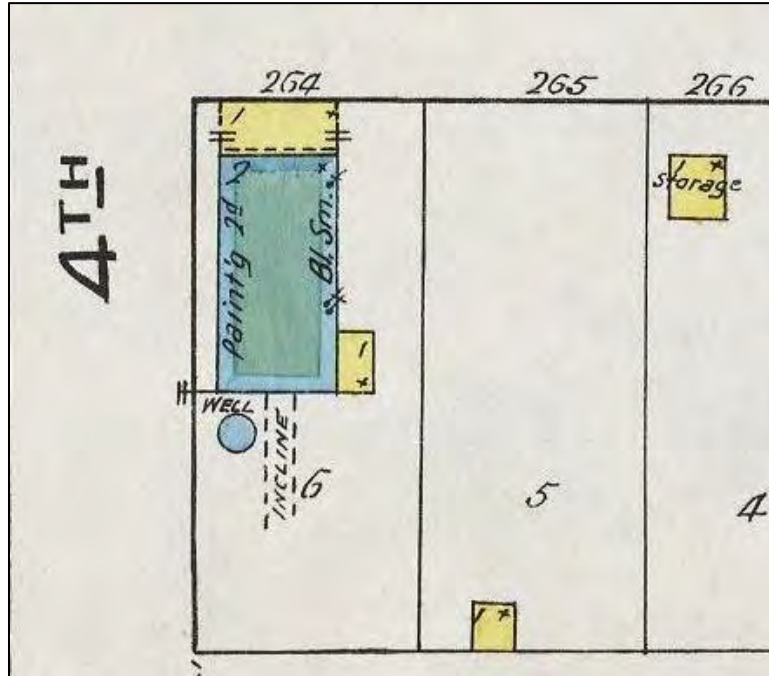
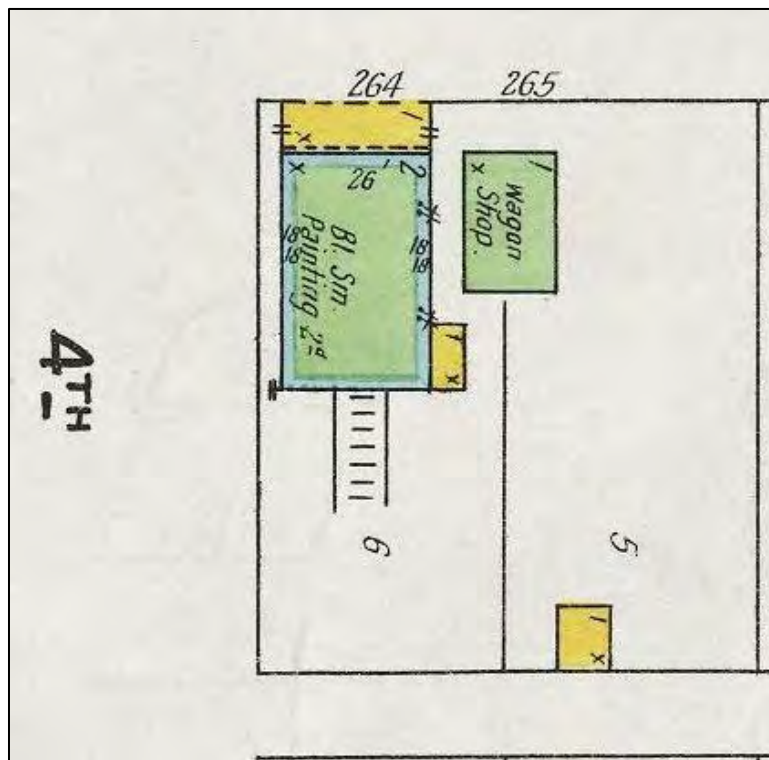


Figure 8 (below). Snippet of 1899 Sanborn. North is up.



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Figure 9. Snippet of 1906 Sanborn. North is up.

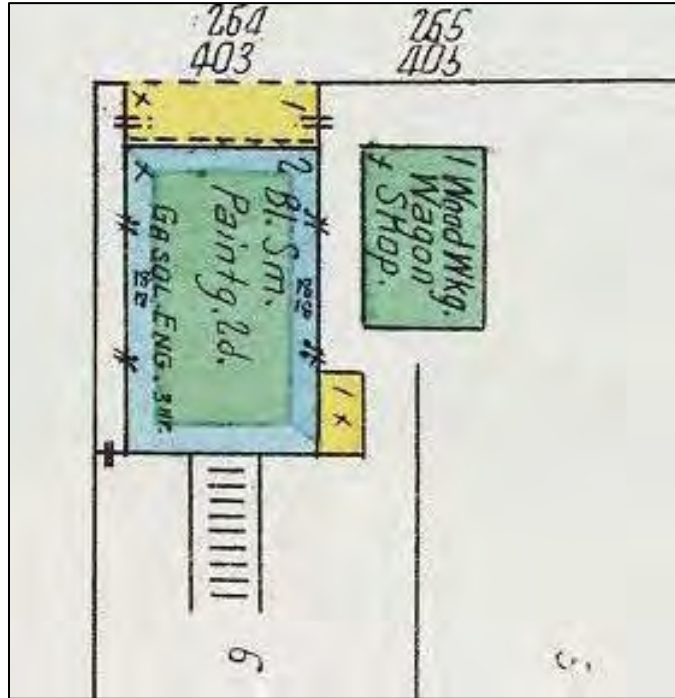
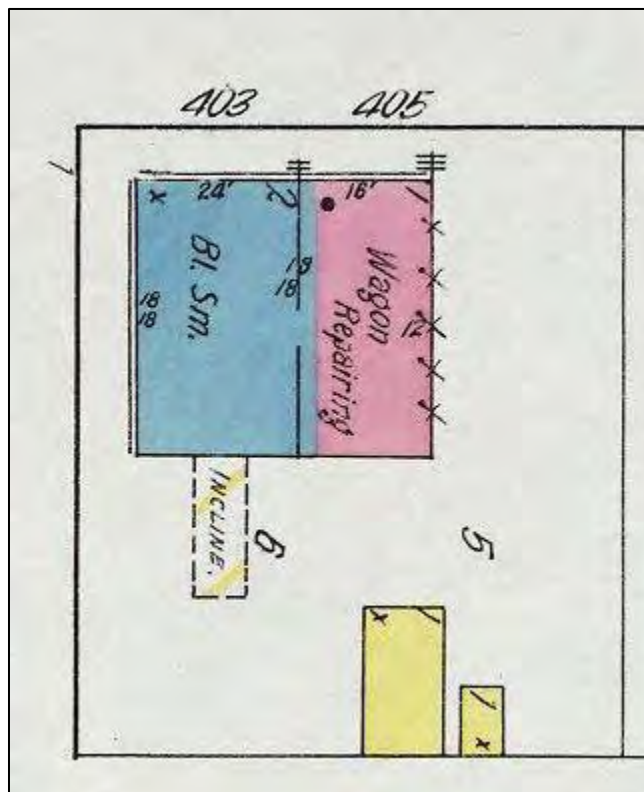


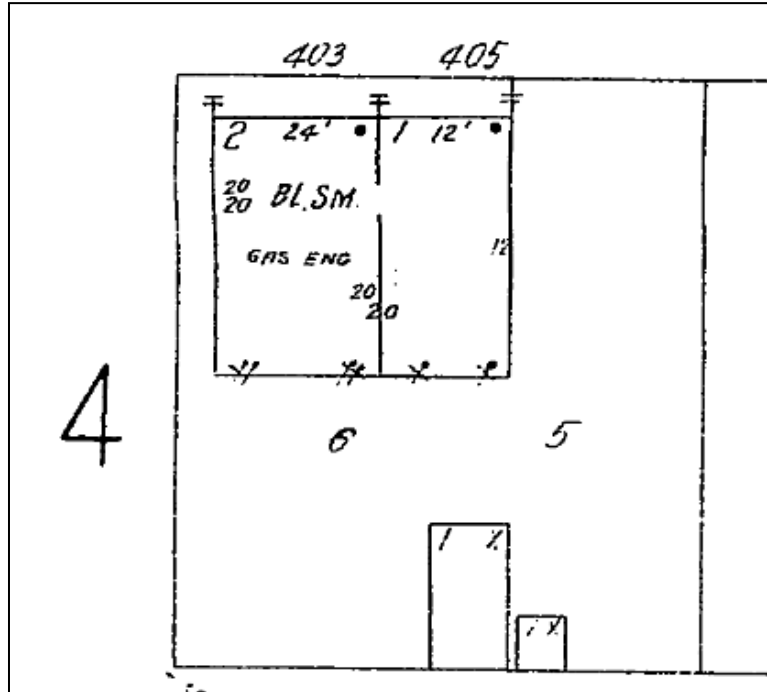
Figure 10 (below). Snippet of 1913 Sanborn. North is up.



Lander's Carriage & Wagon Shop
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Figure 11. Snippet of 1927 & 1936 Sanborn. North is up.



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Figure 12. 1870s photograph of 8th Street, looking NW from New York St. Redfield & Signor's store is at left.
Kansas Memory, item #227581.4



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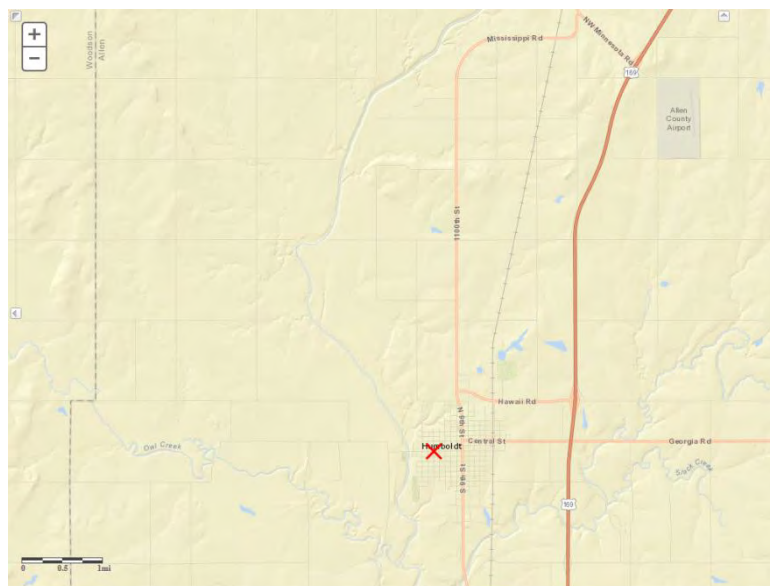
Figure 13. 1870s photograph of Humboldt businesses.
Kansas Memory, item #227604.1



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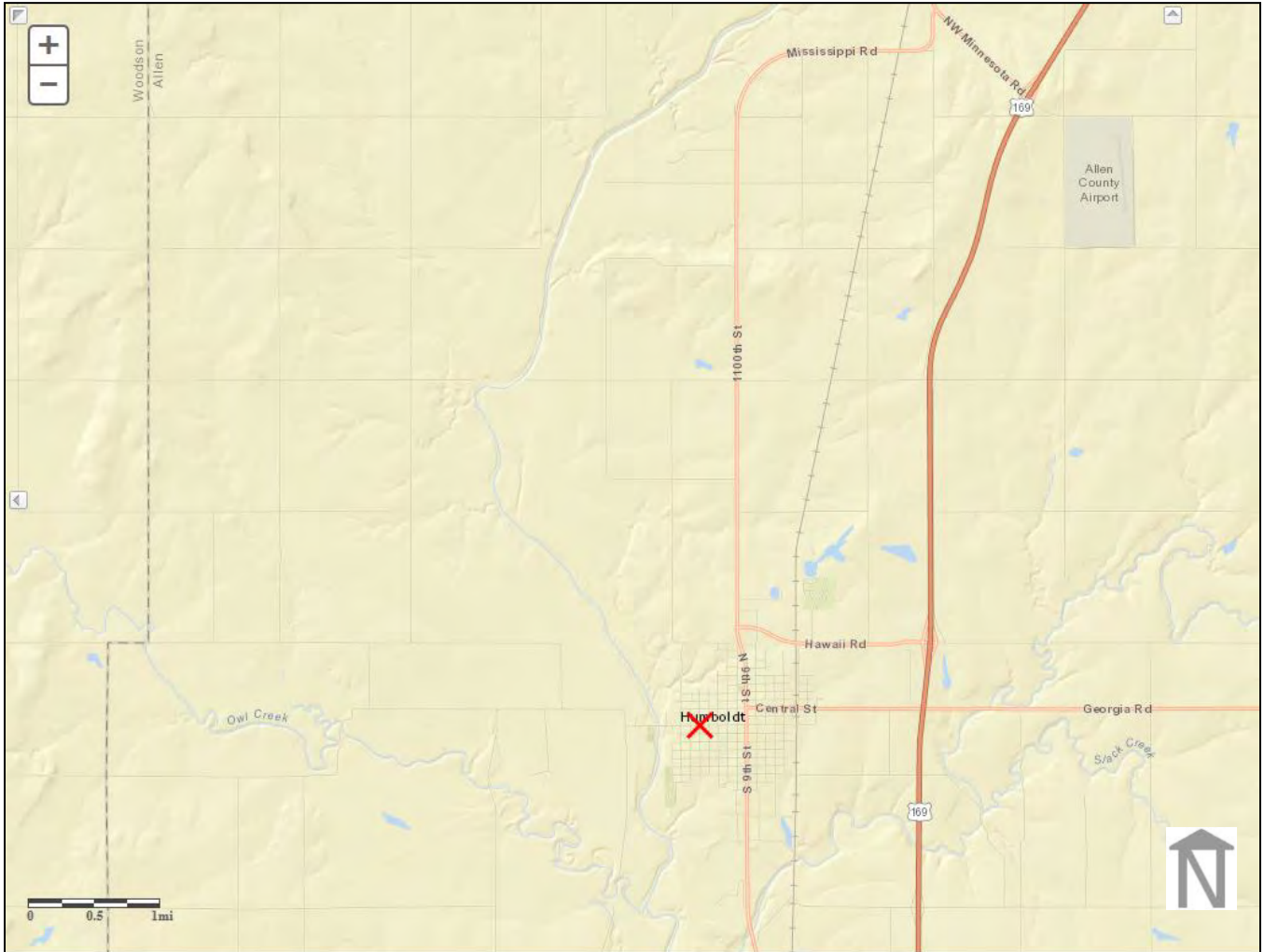
Boundary Map.



Lander's Carriage & Wagon Shop
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Contextual Map.









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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 12/2/2016 Date of Pending List: 12/27/2016 Date of 16th Day: 1/11/2017 Date of 45th Day: 1/17/2017 Date of Weekly List: 1/17/2017

Reference number:

Nominator:

Reason For Review:

- | | | |
|---|--|---|
| <input type="checkbox"/> Appeal | <input type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape | <input type="checkbox"/> Photo |
| <input type="checkbox"/> Waiver | <input type="checkbox"/> National | <input type="checkbox"/> Map/Boundary |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> TCP | <input type="checkbox"/> Less than 50 years |
| | <input type="checkbox"/> CLG | |

Accept Return Reject 1/11/2017 Date

Abstract/Summary Comments:

Recommendation/ Criteria:

Reviewer Alexis Abernathy Discipline Historian

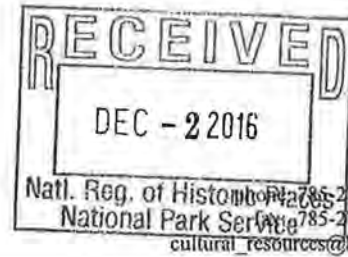
Telephone (202)354-2236 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



6425 SW 6th Avenue
Topeka KS 66615



Sam Brownback, Governor
Jennie Chinn, Executive Director

November 21, 2016

Paul Loether, National Register Chief
National Register of Historic Places
National Park Service
1201 Eye Street, NW (2280)
Washington, DC 20005

Re: National Register documents

Dear Mr. Loether:

Please find enclosed the following National Register documents:

- **Arvonia Township Hall, Lebo vicinity, Osage County, Kansas (new nomination)**
 - Physical, signed copy of the nomination's first page;
 - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination;
 - 1 CD (disk #2) with photographs
- **Leonard , J.T., & Anna, House; Girard, Crawford County, Kansas (new nomination)**
 - Physical, signed copy of the nomination's first page;
 - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination and .kmz file;
 - 1 CD (disk #2) with photographs
- **Eskridge City Park & Bandstand, Eskridge, Wabaunsee County, Kansas (resubmission)**
 - Physical, signed copy of the nomination's first page;
 - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination, copy of city (owner) support, copy of letter from Alexis Abernathy recommending a resubmission and .kmz file;
 - 1 CD (disk #2) with photographs
- **Olathe Cemetery, Olathe, Johnson County, Kansas (new nomination)**
 - Physical, signed copy of the nomination's first page;
 - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination and .kmz file;
 - 1 CD (disk #2) with photographs
- **Engle, Jacob S., House, Abilene, Dickinson County, Kansas (new nomination)**
 - Physical, signed copy of the nomination's first page;
 - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination, copies of letters of support from the city of Abilene (2)
 - 1 CD (disk #2) with photographs

- **Hoffman & Lamb Buildings, Enterprise, Dickinson County, Kansas (new nomination)**
 - Physical, signed copy of the nomination's first page;
 - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination;
 - 1 CD (disk #2) with photographs

- **Lander's Wagon & Carriage Shop, Humboldt, Allen County, Kansas (new nomination)**
 - Physical, signed copy of the nomination's first page;
 - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination;
 - 1 CD (disk #2) with photographs

- **Grand Army of the Republic (GAR) Memorial Arch, Junction City, Geary County, Kansas (new nomination)**
 - Physical, signed copy of the nomination's first page;
 - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination;
 - 1 CD (disk #2) with photographs

- **Reid, Lyman, House; Ottawa, Franklin County, Kansas (new nomination)**
 - Physical, signed copy of the nomination's first page;
 - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination;
 - 1 CD (disk #2) with photographs

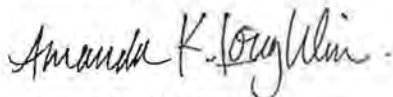
- **Kansas Route 66 Historic District – North Baxter Springs; Riverton & Baxter Springs vicinities, Cherokee County, Kansas (boundary expansion; additional documentation)**
 - Physical, signed copy of the nomination's first page;
 - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination and .kmz file;
 - 1 CD (disk #2) with photographs

- **Beckett, Charles K., House, Sterling, Rice County, Kansas (removal request)**
 - Physical, signed copy of the removal request;
 - 1 CD (disk #1) with a PDF of the true and correct copy of the removal request;
 - 1 CD (disk #2) with photograph

- **Spring Creek School, Corbin vicinity, Sumner County, Kansas (removal request)**
 - Physical, signed copy of the removal request's first page;
 - 1 CD (disk #1) with a PDF of the true and correct copy of the removal request;
 - 1 CD (disk #2) with photographs

If you have any questions about these enclosed items, please contact me at 785-272-8681 ext. 216 or aloughlin@kshs.org.

Sincerely,



Amanda K. Loughlin
National Register Coordinator

Enclosures