

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



1. Name of Property

Historic name: United States Carriage Company
Other names/site number: Kropp Shoe Co./DeVore Manufacturing Co.
Name of related multiple property listing:

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

2. Location

Street & number: 309-319 South Fourth Street
City or town: Columbus State: OH County: Franklin
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X nomination request for determination of eligibility meets
the documentation standards for registering properties in the National Register of Historic
Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property X meets does not meet the National Register Criteria.
I recommend that this property be considered significant at the following
level(s) of significance:

 national statewide X local
Applicable National Register Criteria:
X A B C D

<u>Barbara Pauer</u>	DSHPO for Inventory & Registration	<u>Apr: 17, 2015</u>
Signature of certifying official/Title:		Date
State Historic Preservation Office, Ohio History Connection _____		
State or Federal agency/bureau or Tribal Government		

In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

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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

6/8/2015
Date of Action

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

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Number of Resources within Property

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

Number of contributing resources previously listed in the National Register 0

6. Function or Use
Historic Functions

Industry/Manufacturing

Current Functions

Commerce/Trade - Professional
partially vacant/not in use

7. Description

Architectural Classification

Late 19th/Early 20th Century commercial

Materials: (enter categories from instructions.)

Principal exterior materials of the property: brick, sandstone

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Narrative Description

Summary Paragraph

The United States Carriage Company built this five-story building in 1902 in a restrained commercial style. The building has a stone foundation, brick bearing walls, sloping built-up roof, and heavy interior timber framing. The interior structural system is typical of multi-story industrial buildings of this era, before concrete frame industrial construction became common. The building is L-shaped in design with the main elevation facing South Fourth Street. The southern portion of the building is located along Noble Street and measures 67 feet by 146 feet; the northernmost third of the building measures 28 feet x 62 feet. The building is located along the sidewalk on both the east and south elevations. A small surface parking area is located behind the building.

Character-defining features include the use of different colors of iron-spot brick, decorative brickwork patterns, contrasting sandstone trim, segmental and rectangular window openings, and a single main entrance and large expanses of glass on the first floor main elevation. Interior features include a brick-arched ceiling on the first floor and a heavy timber framing system; as was common in industrial buildings, perimeter walls are made of exposed brick. These features reflect both the original industrial use of the building (heavy timber framing, open floor plan) as well as its location within a commercial streetscape (well-designed façade with contrasting and decorative brickwork, segmental and rectangular window patterns, large expanses of storefront glazing on the first floor).

The building is an excellent representative of a type that at one time was fairly common in downtown Columbus – an industrial building designed to fit into a commercial streetscape. In such buildings, the exteriors were much more ornamental than might be found in factory buildings in industrial districts, the idea being to make them visually compatible when inserted into the pre-existing commercial streetscape. In the late 19th and early 20th centuries, this building type was found in a number of small- and medium-scaled industrial buildings in the urban core of downtown Columbus.

The nominated property, which was built originally for industrial use as the headquarters and manufacturing facility for the United States Carriage Company, is located in the central business district of Columbus, Ohio, approximately four blocks south and one block east of Capital Square. It is adjacent to several late 19th and early 20th century buildings immediately to the north. To the south is a parking lot. The building is located close to the street and it part of an urban streetscape.

Narrative Description

The building façade, which faces South Fourth Street, has a unified design for the entire 95-foot width of the building. The building displays three colors of brick that provide subtle contrast and visual interest. The main body of the building is iron-spot brick in a light orange color, while the

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first two floors of the façade are also iron-spot brick in a light beige color, and the detailing around windows on the upper floors of the façade and the south elevation is red brick. The free-standing building measures 12 by 15 bays along the east and south elevations. (Photo # 1)

The façade (east) has a symmetrical and highly-ordered fenestration pattern, and differentiated detailing on the first two and the upper three floor levels. The brickwork on the first two floors is a slightly lighter color of brick that provides a subtle contrast with the remainder of the building. This area is further distinguished with brick quoins at the corners and on the pilasters that separate the four storefront bays. A stone beltcourse separates the first and second floors of the building; while a slightly more detailed brick and stone horizontal beltcourse separates the second and third floors.

The first floor level appears to have had large expanses of window glass. No historic photos were found but the physical evidence indicates that these were large openings originally. They have now been replaced with contemporary but compatible infill consisting of a red sandstone bulkhead, anodized aluminum window framing and decorative painted metal in the transom areas. A recessed entrance is located in the fourth opening, with anodized aluminum framing and the same decorative transom. Contemporary light fixtures flank the entrance.

The window openings on the upper four floors are arranged in groups of three. The center six bays project slightly from the building façade, providing further visual separation of the window groupings. The center six bays have smooth sandstone lintels on the third and fourth floors, while the end groupings of windows have brick jackarches with sandstone keystones. The fifth floor windows feature round-arched openings accentuated with hoodmoulds formed with one row of smooth bricks, four rows of rubbed red bricks and outlined with smooth stone surrounds. Corbelled brickwork, also utilizing red bricks and stone to provide contrast, is located below the cornice line and just turns the corner at the north and south end. A plaque with the date "1902" incised in the stone is embedded in the wall below the corbelled brickwork in the center of the building. The windows are one-over-one replacement windows. (Photos # 2-11)

The south elevation faces East Noble Street and is much simpler in design. The segmental-arched window openings have flush brick jackarches constructed in a contrasting light red brick. Two large round-arched openings on the first floor have been infilled with contemporary glass and metal sash. The metal cornice turns the corner and continues for the first half of the building before turning into a simple parapet design. Windows have replacement one-over-one sash. (Photos #12-13)

The rear elevation (west) measures eight bays. All the windows are rectangular, with simple stone sills and lintels and replacement one-over-one sash. (Photo #14)

The north elevation is not very visible, as it is located next to a three-story brick building with a narrow passageway between. The window openings are segmental arched with details matching the south elevation. Some have been blocked in, the others have one-over-one replacement sash. (Photo # 15)

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No photographs, drawings or other detailed information about the specific uses of the interior have been found for the original construction period. Based on the physical evidence, the building did have large open floorplates with structural columns, wood floors, and exposed brick walls on the upper floors.

The Kropp Shoe Company had its offices in the front half of the first floor and it is likely that the United States Carriage Company had its offices there as well. After the building's industrial use during the period of significance, it was used by several furniture stores in the 1940s and 1950s. Multi-story furniture stores, which utilized open floorplans, were common downtown during the period. As retail began to leave the downtown area, the building was converted into office use. For many years (1963-2000), it was used as state offices for the Department of Employment Services and later the Student Loan Commission.

The lobby, first floor offices, and architects offices on the 5th floor have been updated within the last 15 years, when the building started to serve multiple office tenants. These updates were designed to be compatible with the period of the building. The lobby area has marble flooring and wall surfaces immediately inside the entrance, coffered ceilings in the lobby and double doors with transoms leading into individual office spaces. The metal stairs of a recent date are located in the southeast corner of the building, next to the elevator lobby. Even with the updating of the interior, the original design of the space is discernable. For example, the stone walls and stone piers in the basement are still visible, as is the brick vaulting in the ceiling of the first floor in one of the office areas. The upper floors consisted of exposed brick walls, wood floors, and heavy timber posts with chamfering and heavy wooden timber joists. These original elements are visible in many areas throughout the building, including the offices on the fifth floor. (Photos # 16-29)

At one time there were commercial structures on both sides of South Fourth Street. Today, there is a surface parking lot on the south side of Noble Street and a one-story commercial building with large parking lot in front across South Fourth Street. This building is an important element in the historic streetscape that continues north and includes a late 19th century commercial building at the southwest corner and the former Hartman Hotel on the northwest corner of South Fourth and East Main streets. (Photos # 30-31)

This building represents a period of time (the late 19th to the early 20th centuries) when small-scale vertically-organized industrial buildings were integrated into the city's downtown commercial core. The industrial character of the building is reflected in its interior design: large open spaces, heavy timber framing, exposed structure and brick interior walls, windows on all four elevations to provide daylight in the work spaces, and round-arched openings on the south elevation that were used to move raw materials in and the final product (carriages) out of the building. The effort to make it compatible with the existing streetscape is reflected in the carefully designed South Fourth Street façade: contrasting brick and stone materials, decorative brickwork, a variety of window shapes and sizes, street level traditional storefront-type windows, a regular fenestration pattern, and a central main entrance. These elements are considered the character-defining exterior features not only of the subject building but of commercial buildings generally.

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This building was constructed at a point in time when industrial building technology was shifting from traditional construction of load-bearing masonry with heavy timber framing and traditional window forms and sizes to the almost universal use of a concrete frame with a non-bearing masonry exterior and large windows admitting abundant daylight. (Examples of both types of construction in downtown Columbus are included in the images on the continuation sheets that follow. The United States Carriage Company fits squarely within this period of transition in industrial architecture. It was built during the last decade of construction, in the downtown area of Columbus, of multi-story brick bearing wall industrial buildings with heavy timber interior framing.

The nominated property maintains integrity of location (it is on its original site); setting (the building is located close to the street as an integral part of the urban streetscape); design (it retains all the features of an early 20th century building in an urban context), materials (use of several types of brick, sandstone trim and metal cornice, as well as interior framing structure and exposed brick walls); craftsmanship (exhibited by decorative brickwork and stonework, and a simple straightforward structural system); feeling (the building retains its early 20th century industrial interior, along with its “downtown commercial” exterior) and association (the building is closely associated with the industrial history of the city from its construction in 1902 through the mid-1930s, a period when it was in industrial use).

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8. Statement of Significance

Applicable National Register Criteria

- 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

- 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

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Areas of Significance

Industry

Period of Significance

1902-1935

Significant Dates

1902

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Statement of Significance Summary Paragraph

The United States Carriage Company building is locally significant under Criterion A for its association with the industrial history of Columbus, Ohio. The building represents a period in Columbus history when small-scale industrial processes were housed in multi-story buildings designed to be integrated into the fabric of the city's downtown area. The building served as the headquarters and manufacturing facility for three early 20th century Columbus industries. The building retains the character-defining features of this building type of the early 20th century, including masonry bearing wall and heavy timber construction; large open spaces on the interior; and a carefully designed and well-preserved exterior that contributes to the character of the city's commercial streetscape. The period of significance extends from construction of the building in 1902 to 1935, when it ceased having a manufacturing use.

Narrative Statement of Significance

Late 19th and early 20th century industrial development in Columbus, Ohio

Columbus was established as Ohio's capital city in 1812. Located in the center of the state, its early transportation network was dependent on roads, rather than on major bodies of water that spurred growth in places such as Cincinnati (Ohio River) and Cleveland (Lake Erie and Cuyahoga River). Even the construction of the Ohio & Erie Canal in the early 1830s, which connected Lake Erie and the Ohio River, had a minimal impact on the development of Columbus

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since it was connected to the main canal only by a feeder. The National Road, which passed through the center of Columbus in 1833 provided a reliable overland transportation route between Maryland and Illinois and encouraged growth in the still-small city. Columbus grew slowly and steadily during its first few decades, reaching a population of 1,450 residents in 1820 and approximately 6,000 by 1840. In the following decade, the city experienced an influx of German and Irish immigrants which contributed to its growth to nearly 18,000 by 1850. Many of these new residents arrived with skills and trades, which were reflected in some of the city's industries – breweries and carriage-making among them.

The most significant driver of growth and development of the city in the second half of the 19th century was the railroad. The city's first rail route opened in 1850 and connected Columbus and Cincinnati; by the next year one could also travel by train to Cleveland. A line that eventually reached Chicago opened in 1853, and other routes followed in rapid succession. By the 1870s the city's railroad map was nearly complete, boasting rail routes to Cleveland, Sandusky, Toledo, Chicago, Indianapolis, Cincinnati, Pittsburgh and various places in Kentucky and West Virginia. Major eastern trunk-line railroads controlled nearly all these routes, tying Columbus into the thriving national rail network. One of the most important rail routes was entirely within Ohio: the Hocking Valley Railway, which tapped the rich coal measures in Ohio's Appalachian region southeast of Columbus.

Abundant rail transportation and a steadily-increasing population had a major impact on the city's industrial development. Dr. Henry Hunker, an urban history professor at The Ohio State University, studied the industrial history of Columbus for his dissertation in 1953 and published the results in a book in 1958. This book provides a well-researched and readable narrative. Hunker noted that,

Between 1880 and 1890, Columbus experienced an increase of 70% in population growth whereas the state of Ohio gained by less than 15%. The quality of the working force improved materially during the latter part of the century. With the influx of a large number of Germans in the 1840s and an additional group in the 1880s, a more reliable and experienced industrial worker was available to manufacturing interests. . . . In 1870, about 5,150 persons were engaged in some type of manufacturing. This number increased to 17,000 by 1900.¹

By the early 20th century, Columbus had a wide variety of industries, ranging from small operations to those that employed hundreds of people. Included were breweries, foundries, iron and steel mills, railroad shops, wheel and buggy manufacturers, boot and shoe makers, railroad and mining equipment manufacturers, artificial limb makers, drug manufacturers, and fraternal regalia manufacturers. Many of the larger-scaled industries were concentrated in several areas in Columbus, especially those that had access to rail transportation and room for expansion. These were located on the north and west edges of downtown Columbus and on the city's far south and far east sides. However, the city had many small-to-medium-scaled industries that were integrated into the downtown core area, with architectural designs that made them compatible with the commercial streetscapes in which they were built. Among these were the Lilley Regalia

¹ Hunker, Henry. *Industrial Evolution of Columbus, Ohio*. 1958, p. 40-41.

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Company (East Long Street at Sixth Street, demolished), Wolfe Brothers Shoes (32-46 South Front Street, demolished), Triumph Artificial Limb Company (Clinton Block, demolished), Peruna Drug Company (115 East Rich Street, demolished), the Ford Motor Company (427 Cleveland Avenue, extant, now Kroger Bakery), the W.F. Janeway Co. (tinware, 27 East Spring Street, demolished), C&E Shoe Company (155 Noble Street, demolished), Columbus Pharmacal Co. (63 East Long Street, demolished), J.A. McCauley and Peters Tent Company (176 North High Street, demolished). By contrast the Lape & Adler Shoe Company (later the Julian and Kokenge Company, 280 South Front Street, extant, (NR Reference Number 13000936) was part of the urban streetscape but, with its concrete frame and large industrial windows, was a more traditional industrial building that made no effort at compatibility with adjacent commercial buildings.

The United States Carriage Company at 309-319 South Fourth Street is one of the few surviving examples of the former building type, the industrial building with a commercial character. These buildings were distinctive because all were multi-story buildings, built close to the sidewalk, with architectural designs that enhanced the urban streetscape. The buildings did have some important differences in construction techniques. The Columbus Pharmacal Company, the J.A. McCauley and Peters Tent Factory, W. F. Janeway Co., and the nominated property were of vertically-proportioned brick bearing wall construction with traditional single or grouped window openings and fenestration patterns. (Continuation sheet #1, figures 1, 3-6) All were built in the late 19th and very early 20th centuries. As noted, the Julian and Kokenge Shoe Company (originally Lape and Adler), C&E Shoe Company and Ford Motor Company (Continuation sheet #1, figures 2, 7,8) were examples of the “daylight” factory—constructed with a concrete frame and featuring large expanses of windows. The concrete frame buildings were constructed in Columbus beginning in the 1910s and were common by the 1920s.

While Columbus never rivaled Cincinnati or Cleveland as a major industrial city, it did develop regional and national markets for many of its products. Among those for which the city was best known were the manufacture of buggies and shoes, both of which are represented by the nominated property.

The increase in population experienced in the last three decades of the nineteenth century reflected, in large measure, the growing importance of railroad activity in Central Ohio. Columbus was provided with accessibility to the resources of southeastern Ohio and of other parts of the nation; the greatly expanded railroad network provided wider markets; and new consumer goods to produce. Cheap wood and iron meant that more people could make more buggies more cheaply than had previously been the case.²

Dr. Hunker further described the growth of this industry. “By 1887, there were 18 companies employing about 3,000 workers in the city; Columbus had led the nation in the production of high-class carriages.”³ In another publication Dr. Hunker stated, “Columbus emerged as one of the largest producers of carriages, wagons and buggies in the United States, if not in the world,

² Lentz, Ed. *Historic Columbus, A Bicentennial History*. 2012, p. 61.

³ Hunker, Henry. *Industrial Evolution of Columbus, Ohio*. 1953, pp. 48-49.

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by the end of the nineteenth century. As many as twenty buggy companies functioned here in 1900, including one of the largest in the world, the Columbus Buggy Company.⁴

The Columbus Buggy Company, founded in 1875, was by far the largest of the city's buggy manufacturers. By 1900, the Columbus Buggy Company billed itself as the largest buggy company in the world, and Columbus was nicknamed the "Buggy Capital of the World." Despite the overwhelming success of the Columbus Buggy Company, a number of other much smaller companies also found success. One example is the United States Carriage Company, which built the nominated property and specialized in hearses and ambulances; it is described later in more detail. Like many of its counterparts, both Columbus Buggy Company and the United States Carriage Company attempted to make the transition from buggies and carriages to the manufacture of automobiles for a relatively local or regional market. By the early 1920s, the emergence of large auto companies using assembly-line techniques of mass production led to the demise of many local companies. Both Columbus Buggy and United States Carriage were among those that could not compete with the large companies and failed within a fairly short time.

In addition to buggy-making, Columbus was known as a shoe-manufacturing center in the early 20th century. One of the major producers was the H.C. Godman Shoe Company, founded in 1876 and the largest in the city. Others followed, including the Wolfe Brothers Shoe Company, the C&E Shoe Company, Riley Shoe Manufacturing Company, Lape and Adler Shoe Company and Jones Heel Manufacturing Company, all located in or near downtown Columbus. While the transition to mechanized vehicles permanently diminished the buggy making industry, the shoe manufacturing industry continued to grow, even into the 1920s and 30s, as noted in the National Register nomination for the Julian and Kokenge Co. (formerly the Lape and Adler Shoe Company building, NR, 2013): "Shoe manufacturing was clearly a significant component of the industrial economy of Columbus, and sources indicate it was one of the few local sectors to grow during the 1920s and 1930s. Like most individual industrial sectors in the city, however, its overall impact on local economic production was probably limited. Shoe manufacturing therefore receives only passing attention in historical accounts of the city . . . Most local shoe manufacturers were gone by 1950, with only the largest like H.C. Godman and Wolfe Brothers surviving into the 1960s."⁵ William Kropp, the founder of the Kropp Shoe Company had worked for C&E before forming his own company in 1914, which will be discussed in more detail later.

The Columbus industrial landscape continued to evolve in the early decades of the 20th century. After World War I, diverse industries thrived in the city. In 1918, the nine largest employers in the city were Jeffrey Manufacturing Company (coal mining equipment); Buckeye Steel Castings Company (railroad components); Federal Glass Company; H.C. Godman Company (shoes); Ralston Steel Car Company (railroad cars); Carnegie Steel Company; M.C. Lilley and Company (costumes and fraternal regalia); J. B. Gordon Company (vehicle aprons and hoods); and the J.W. Brown Manufacturing Company (electric automobile lamps). The federal government invested \$7,000,000 in a supply and logistics depot on the far east side, outside the city boundaries at the time. The Ford Motor Company constructed a branch assembly plant in the northeast area of downtown Columbus and Timken Roller Bearing Company of Canton invested

⁴ Hunker, Henry. *Columbus Ohio, A Personal Geography*. 2000, p.82.

⁵ Ketter, Peter. National Register nomination for Julian and Kokenge, 2013., p.11.

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\$1.5 million in a new plant at Fifth and Cleveland Avenues that employed 1,300 workers. In 1920, Columbus had a population of 237,000, of which 10% were employed in the city's 900 manufacturing plants.⁶

The period before and during World War II was one of significant change in the city's industrial base. The Curtiss-Wright aircraft plant opened in 1941 at a cost of \$14 million and attracted an influx of workers to the city seeking its relatively high wages. At its peak wartime production, more than 25,000 people were employed by the plant. Other industries supplied ordnance, iron and steel and machinery to the war effort.

The nominated property was built and used for industrial purposes between 1902 and 1935. It always had small-scale operations that could function in a multi-story building on a tight urban site. Its open floorplan design and heavy load-bearing capacity, along with its location in the core of the downtown area, made it adaptable to a variety of retail and business uses after it no longer was used for industrial purposes.

United States Carriage Company

The United States Carriage Company was founded by Charles F. Myers, a German immigrant who arrived in Columbus in 1869 at the age of 13. After an apprenticeship with one or more of the city's many buggy makers, he formed his own company in the late 1870s. The company was located in buildings along East Main Street and South Fourth Street in downtown Columbus. A fire on November 4, 1896 destroyed the original manufacturing facility at 309-319 South Fourth Street. (continuation sheet #2, figure # 9) The Columbus *Dispatch* reported, "At 3:55 p.m. the fire was under control and confined to the building of the carriage company, which was pretty well gutted, the walls commencing to fall in. . . ."⁷ The fire reportedly caused \$30,000 in damage, all of it covered by insurance. The building was considered a complete loss and the remains were demolished. By 1900, Charles Myers had bought out a previous partner and brought his son, Frederick C. Myers, into the business. Frederick became more involved in the business and, anticipating a bright future for the company, constructed the nominated property on the same site in 1902. It served as the company's headquarters and manufacturing facility until the company's demise and the sale of all of its assets on March 2, 1917.

The United States Carriage Company was small compared to the Columbus Buggy Company, but it found brief success in specialization. The company began building service vehicles – especially ambulances and hearses. A newspaper article in the Sandusky (Ohio) *Star* on March 16, 1901, described one of the vehicles in detail at the time it was received by a local funeral director:

Charles J. Krupp this morning received from Columbus one of the finest funeral cars ever manufactured. It is from the shops of the United States Carriage Company, of Columbus, and it was made for exhibition purposes, the finest of workmanship and material is found in every detail. The car is mounted on rubber tired, silver-trimmed

⁶ Hunker, Henry. *Industrial Evolution of Columbus, Ohio*. 1953. pp. 55-56.

⁷ Columbus *Dispatch*, November 4, 1896, p. 12.

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*wheels, and the body is of the most exquisitely hand-carved Venetian ebony. Upon each side are three lights of heavy French beveled and bent glass, made in Europe, and the panels are of the Gothic style. The driver's seat is trimmed in black hammer cloth, marked with the initial K. The interior is of solid mahogany, with unobtrusively rich silver and gold trimmings. The whole is surmounted by a mosque roof and the general effect is one of elegance and simplicity.*⁸

The Columbus *State Journal* reported on September 7, 1905:

*The exhibit of the United States Carriage Company at the state fair is one of the finest in the history of the state, and is attracting general attention. . . . It is a full paneled funeral car with the new style of column boot. The carving is the most exquisite known to the art of wood carving, and the car is unquestionably the handsomest funeral car ever turned out in the United States. It is a veritable palace on wheels for the dead. . . .*⁹

The vehicles described above were horse-drawn, as was typical of the period. The construction of carriages involved a variety of processes and skilled laborers that could be easily accommodated in a multi-story facility. Vehicles were custom-made and hand-built one-by-one. Different tasks could be located on the various floors, with the finished product exiting through one of the round-arched openings on the south side of the building. (Continuation sheet # 3-4, figures #10-11)

By the early 20th century, however, horse-drawn buggies and carriages were giving way to motorized vehicles as the nascent auto industry developed. There were hundreds of automobile manufacturers at the time. The earliest automobiles were constructed like carriages or buggies with engines, so it is not surprising that various buggy and carriage works tried to convert their production facilities to embrace this new technology; the United States Carriage Company was one. It enjoyed early success: it became known nationally for its Great Eagle line, announced in 1909 with production beginning in 1910. (Continuation sheet # 7, figures # 12-14) The September 8th, 1909 issue of *Horseless Age* reported:

*The United States Carriage Company, of Columbus, Ohio, has decided to engage in the manufacture of touring cars, runabouts, motor hearses, cabs and ambulances. The concern will manufacture a four-cylinder engine, with which the vehicle will be equipped. The new cars will be on the market early next year.*¹⁰

By this time the company had learned to rely on newspaper articles to promote its products. An article in the June 1st, 1913 edition of the San Antonio (Texas) *Light* reported:

The first automobile hearse in San Antonio has arrived after a few days display at the Alamo Auto Sales Company's show window. . . . The hearse is long, low, gracefully-shaped, six cylinders of "Great Eagle" make and was bought from the United States

⁸ Theobold, Mark. www.coachbuilt.com, 2004.

⁹ Ibid.

¹⁰ Ibid.

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*Carriage Company of Columbus, O., at an approximate cost of \$6,000. It is of a light grey color and has trimmings of silver and gold. The panels are hand carved, as are the doors and the entire front is shielded with plate glass. It has all of the equipments of the modern automobile, a self-starter, electric lights, and a dome light inside. . . .*¹¹

One of these vehicles achieved fame during the first cross-county funeral trip in 1913. A book titled *American Funeral Cars and Ambulances Since 1900* stated,

*This was the year that the new auto hearse began to prove its reliability to the skeptics. In August, 1913, a new Great Eagle funeral coach began the first cross-country funeral trip. Beginning in New York City, the coach traveled the paths and muddy lanes that served as roads to San Francisco in the course of the month. Weighing 6,500 pounds during the trip, the coach made the journey without difficulty or mechanical problems, thus reinforcing the fact that the motor age had truly dawned for the funeral service.*¹²

By 1913, the company produced other service cars, including limousines, taxis and police patrol wagons. Although the United States Carriage Company had an excellent reputation in Ohio and the Midwest, it proved difficult to produce motorized vehicles in quantity – a dilemma shared by many other automobile manufacturers during the early 20th century. Even the Columbus Buggy Co., one of the largest in the world in the late 19th century, did not survive more than a few years after making the transition to mechanized vehicles. This was probably due to a number of factors – a different manufacturing process, the need for a wider variety of parts, and increasing competition from well-established manufacturers.

The United States Carriage Company was placed in receivership in 1915 by Katherine Myers, wife of the company's president, who held a note of \$6,000. She may have acted fearing that other creditors would initiate action first and she would lose her investment. While there were some reports that the company would resume production, all of the assets were sold on March 2, 1917. The company's history is representative of how changes in technology impacted industrial development in Columbus during the early 20th century. The city started the 20th century making tens of thousands of horse-drawn vehicles, yet by the early 1920s all of the carriage companies had failed.

The United States Carriage Company's decision to build a new facility in 1902 is an interesting one. It was the same year that the Columbus Buggy Works purchased land west of the Ohio Penitentiary on the northwest side of downtown and planned a major new facility. Clearly, the buggy companies were not anticipating the radical change that would take place in their industry in the next decade when motorized vehicles gained widespread popularity. Both companies tried to transition into the automobile market and were successful for a short time, but like so many small vehicle manufacturers across the county, they failed and closed up shop in the first two decades of the 20th century. Examples of other Ohio companies that tried and failed to produce

¹¹ Ibid.

¹² ¹² McPherson, Thomas A. *American Funeral Cars & Ambulances Since 1900*. Glen Ellyn, IL: Crestline Publishing, 1973.

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automobiles successfully were the following: Cleveland Machine Screw Company (Cleveland, 1899-1901); Baker Electric Motor Vehicle Company (Cleveland, 1899-1916, NR Reference Number 07000071); Peerless Motor Car Co. (Cleveland, 1900-1938); Dayton Motor Car Co. (Dayton, 1905-1912) and Schacht Motor Car Co. (Cincinnati, 1903-1913).

Little has been written about Charles F. Myers in publications about the city's business leaders in the late 19th and early 20th centuries. However, one of his greatest legacies is the house he built for himself on Bryden Road in 1896 (NR Reference Number 78002063) – Near East Side Historic District). It is, without question, one of the finest residential buildings in the City of Columbus. (Continuation sheet # 6, figure # 15) Unfortunately, he died a few years after its completion, while on an extended trip to Germany.

Kropp Shoe Company

While the transition to mechanized vehicles permanently diminished the buggy-making industry in Columbus, the shoe manufacturing industry grew during the early 20th century. The H.C. Godman Shoe Company, originally founded in 1876 as Hodder and Godman Leather, was the largest shoe manufacturing company in the city. In 1901, the company erected a large factory at 347 West Broad Street in Franklinton (demolished). It was but one of the company's several manufacturing facilities in Columbus. Robert F. and Harry Wolfe worked for H.C. Godman Company before striking out on their own to establish the Wolfe Brothers Shoe Company in 1890. They had immediate success in the venture and used profits to purchase the Columbus *Dispatch* in 1905. While continuing in the shoe business, they went on to become the city's most influential media family through their newspapers and radio and television stations. It is said that the WBNS call letters for their television and radio stations stand for "Wolfe Brothers News and Shoes." The C&E Shoe Company, established by Charles Wolfe in 1900, produced 7,000 shoes a day by 1906.

William Kropp had learned the shoe business through his association with C&E Shoe Company, where he worked at the time he left in 1914 to form his own company. "A new manufacturing concern to be known as the Kropp Shoe Company will begin operation in Columbus, Ohio within the next 60 days. Organization was effected December 18, with a capital stock of \$150,000 by William Kropp, Minnie Kropp, Frank Shawaker and August Wagner, all of Columbus. . . . A four-story building on East Long Street has been leased for a term of years. . . . William Kropp, for some years was Secretary of C&E Shoe Company."¹³ The company made shoes for the boys', youth, women, and misses' markets. By the time Kropp began his business, there were at least eight shoe manufacturing companies in the city, with Godman being the largest.

In 1920, the Kropp Shoe Company purchased the former United States Carriage Company building at 309-319 South Fourth Street. The 1921-22 Sanborn fire insurance map indicated that the building had storage in the basement, office and leather on the first floor, manufacturing on floors two and three, and cutting and fitting on floors four and five. The Kropp Company was

¹³ Shoe and Leather Reporter, December 24, 1914.

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mentioned briefly in several trade publications through the early 1920s and advertisements in the *New Castle News* (New Castle, Pennsylvania) in 1921 showed the range of shoe lines produced by the company. (Continuation sheet # 7, image # 16) However, by this time, other companies had entered the shoe manufacturing business in the city and were quite successful, including a facility built by Lape and Adler Shoes, which was purchased by Julian and Kokenge Shoe Company of Cincinnati. Constructed at the corner of Main and Front streets in 1921, it was expanded in 1932 when Julian and Kokenge Shoe moved its headquarters from Cincinnati to Columbus, where it remained in business until 1975.

On February 3, 1926, a front page newspaper article in *The Evening News* (Harrisburg, Pennsylvania) announced, "Shoe Company Manager a Suicide in Columbus." Kropp committed suicide at his Columbus home. "No motive for Kropp's act has been advanced."¹⁴ An article the following day in the Portsmouth (Ohio) *Daily Times* reported that the company was nearing insolvency and had to borrow money to meet its payroll the previous week.¹⁵ A receivership hearing was set by a federal judge the day after the suicide. The exact date that the company ceased business was not found, but the property was sold to the DeVore Manufacturing Company in 1927.

DeVore Manufacturing Company

The DeVore Manufacturing Company produced chemical products and pharmaceuticals. The company was established in 1917 with \$60,000 in stock, and P. R. DeVore as its president. *The Advertising Age and Mail Order Journal* of 1917 had an advertisement stating "Let us manufacture your chemical toilet, medical, household, and automobile specialties for you, putting them up under your name and address complete. . . ." Another advertisement ran in *Popular Mechanics* in 1933 that featured the building as part of the ad. (Continuation sheet # 8, figure # 17) The company specialized in products that were manufactured for other companies and not marketed under the DeVore name. Research turned up a brief reference to a fine the company paid to the U.S. Department of Agriculture in 1932 for "claiming false curative and therapeutic effects on labeling."¹⁶ Three years later, the building was sold, ending its period of association with Columbus' manufacturing and industrial history, transitioning instead to commercial, retail and office use.

Summary

The nominated property is closely related with the city's industrial history during the first four decades of the 20th century. It housed small-scale industries in a multi-level configuration on a tight urban site. A streetcar line served the building when it was constructed in 1902, and it is likely that the workers lived within walking distance or took the streetcar to work. Since the United States Carriage Company product was highly-customized and hand-built, there was not a significant need for a large site or direct access to railroad transportation for raw materials or for

¹⁴ Harrisburg *The Evening News*, February 3, 1926.

¹⁵ Portsmouth *Daily Times*, February 4, 1926.

¹⁶ www.archive.nem/nih.gov

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shipping the final product. This was also true for the scale of production of the Kropp Shoe Company and DeVore Manufacturing Company. (Continuation sheets # 9-11, figures # 18-20)

By the mid-1930s, the use of the building changed permanently to one of a downtown commercial nature with a variety of retail, commercial and office uses for the past 80 years. Industrial activities gradually moved out of the downtown area to places where land was cheaper and automobile/truck access was better. By the 1950s, few manufacturing facilities remained in the core of downtown. They were located on the edges of downtown or in other areas of the city.

This property represents a period of time when manufacturing was integrated into the urban fabric and when small- and medium-scale industrial buildings were designed to fit into the streetscape. It is one of very few remaining buildings of this type in downtown Columbus. The building is also associated with two of the city's important industries – carriages/buggies and shoes. While the companies located in the building were small players in both of these industries, they do illustrate how niche markets and small-scaled manufacturers were able to compete – even though briefly -- in the early 20th century.

The building retains a high degree of the aspects of integrity associated with this building type, which combines spaces dedicated to its original industrial use (interior heavy timber construction, brick arches in the first floor ceiling, and an open floor plan) with an exterior designed to fit seamlessly into the existing commercial streetscape (multi-color ironspot brick, decorative brickwork and stonework, a symmetrical fenestration pattern on the main elevation, and traditional storefronts along the sidewalk). The building also represents the period when industrial construction techniques were transitioning from vertically-oriented brick bearing wall and timber interior construction to multi-story predominantly concrete frame industrial buildings with large expanses of glass for interior daylighting. It was a handsome component of the city streetscape in 1902 and continues to be so today. It is worthy of recognition as an excellent and well-preserved example of early 20th century industrial architecture in downtown Columbus, with its close historical associations to major industries – especially buggy making and automobiles – that helped shape the city of today.

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9. Major Bibliographical References

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www.archive.nem/nih.gov

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List of figures/maps on Continuation Sheets

1. Wolfe Brothers Shoe Company (Columbus Metropolitan Library)
2. C&E Shoe Company (Columbus Metropolitan Library)
3. Columbus Pharmacal Company (Columbus Metropolitan Library)
4. Peruna Drug Company (Columbus Metropolitan Library)
5. McAuley & Peters Ten Factory (Columbus Metropolitan Library)
6. W.F. Janeway Tinware (Columbus Metropolitan Library)
7. Ford Motor Company (Columbus Metropolitan Library)
8. Lape and Adler Shoe Company (later Julian and Kokenge) (Columbus Metropolitan Library)
9. United States Carriage Company fire (Columbus *Dispatch*, November 4, 1896)
10. U.S. Carriage Co display hearse (*The Casket*, 1909)
11. U.S. Carriage Co. "Eight Column Horse Drawn Hearse" (www.hearse.com)
12. Example of Great Eagle line of vehicles by U.S. Carriage Co. (www.earlyamericanautomobiles.com)
13. Example of Great Eagle line of vehicles by U.S. Carriage Co (www.earlyamericanautomobiles.com)
14. Advertising for Great Eagle line of vehicles by U.S. Carriage Co (www.coachbuilt.com)
15. Charles F. Myers home (Jeffrey Darbee)
16. Advertisement for shoes produced by Kropp Shoe Co. (*New Castle News*, October 7, 1921)
17. Advertisement for DeVoe Manufacturing from *Popular Mechanics* (June 1933)
18. *Sanborn Fire Insurance Map* 1891
19. *Baist's Property Atlas of Columbus, Ohio* 1910
20. *Sanborn Fire Insurance Map* 1921
21. Google Earth view showing building and immediate surroundings 2014
22. Photo View and nomination boundary map and nomination boundary

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

United States Carriage Company

Franklin Co., OH
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Name of Property

- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

Historic Resources Survey Number (if assigned): Ohio Historic Inventory # FRA-02711-18

10. Geographical Data

Acreeage of Property Less than 1 acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 17 | Easting: 329555 | Northing: 4424570 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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Verbal Boundary Description

The nominated property encompasses parcels # 010-046614-80 and #010-044614-90 as recorded by the Franklin County Auditor's office.

Boundary Justification

The property boundary encompasses the entire property upon which the building is located.

11. Form Prepared By

name/title: Nancy Recchie/Historic Preservation Consultant
organization: Benjamin D. Rickey & Co.
street & number: 382 East Town Street
city or town: Columbus state: OH zip code: 43215
e-mail nrecchie@columbus.rr.com
telephone: 614-582-8268
date: September 9, 2014

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

See continuation sheets, Maps # 1, 2

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Photo Log

Name of Property: United States Carriage Company

City or Vicinity: Columbus

County: Franklin

State: Ohio

Photographer: Jeffrey Darbee

Date Photographed: July, 2014

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

- 1 of 31 View of the main (east) and side (south) elevations, looking northwest.
- 2 of 31 Detail of upper stories of east elevation with contrasting brickwork and stone lintels on windows. View is looking west.
- 3 of 31 Detail of brickwork at corners of main east elevation, looking west.
- 4 of 31 Detail of main entrance on east elevation of the building, looking southwest.
- 5 of 31 Detail of storefronts that have infilled original openings, looking southwest.
- 6 of 31 Detail of an upper story window with rubbed brick jackarches and stone keystones on the east elevation, looking west.
- 7 of 31 Detail of same as above.
- 8 of 31 Detail of upper windows with round arched openings and corbelled brickwork cornice on the east elevation, looking west.
- 9 of 31 Closer detail of rubbed brick and sandstone arches over windows, looking west.
- 10 of 31 Closer detail of corbelled brickwork at cornice, looking northwest.
- 11 of 31 Detail of date stone on east elevation, looking west.
- 12 of 31 View of side (south) elevation of building looking east toward South Fourth Street.
- 13 of 31 Detail of round arched opening on side elevation. This may have been a door at one time. View is looking northwest from Fourth Street.
- 14 of 31 View of rear (west) elevation of building (other buildings block the view of much of this elevation), looking northeast.
- 15 of 31 Partial view of side (north) elevation of building, looking east.
- 16 of 31 View of entrance lobby to building looking east toward entrance.
- 17 of 31 View of entrance to north office space, looking north from entrance lobby.
- 18 of 31 View of entrance lobby looking west toward entrance to one of the office spaces.
- 19 of 31 View of elevator lobby, looking south to extension to the main entrance lobby.
- 20 of 31 Detail of underside of the first floor arched brick ceiling structure in the office immediately west of entrance lobby.
- 21 of 31 View of basement structure of building.
- 22 of 31 View of fire stair in southeast corner of building, looking southeast.
- 23 of 31 View of contemporary office infill on the fifth floor of building (wood structure is original), looking west into the architect's office.
- 24 of 31 View of contemporary office infill on the fifth floor of the building, looking south from the corridor to the elevator door.

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- 25 of 31 View of exposed wood heavy timber structure and exposed brick walls in fifth floor offices, looking southwest.
- 26 of 31 View of heavy timber structure incorporated into contemporary office infill. This is the opposite view of photo #24 and is looking north.
- 27 of 31 View of second floor, looking southwest with open floorplate, lowered ceiling and encased wood structure.
- 28 of 31 View of third floor, showing typical conditions with brick walls, looking southwest.
- 29 of 31 View of structural detail on the fifth floor. The wood timber details are found throughout the building.
- 30 of 31 View of west side of South Fourth Street looking north.
- 31 of 31 View of west side of South Fourth Street looking south.

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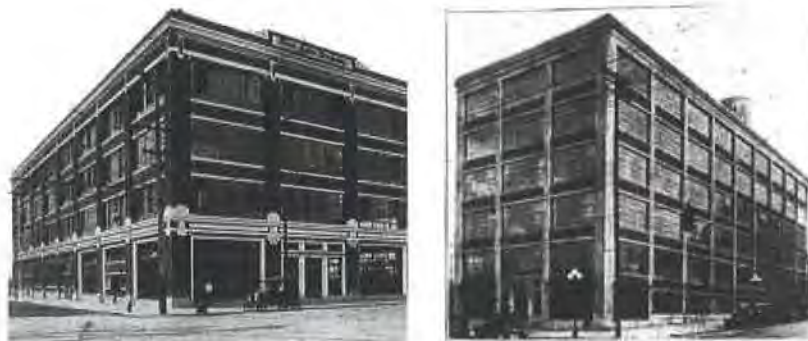
Name of multiple listing (if applicable)

Section number images and maps

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Figures 1-6. Wolfe Brothers Shoe Company (top left), C&E Shoe Company (top center), Columbus Pharmacal Company (top right), Peruna Drug Company (bottom left), McAuley & Peters Tent Factory (bottom center) and W.F. Janeway Tinware (bottom right) are examples of industrial buildings located within the downtown urban fabric. All are now demolished.
Source: Columbus Metropolitan Library



Figures 7-8. Ford Motor Company building (left, now the Kroger Bakery) and the Lape and Adler Shoe Company (later Julian and Kokonge) are still standing.
Source: Columbus Metropolitan Library

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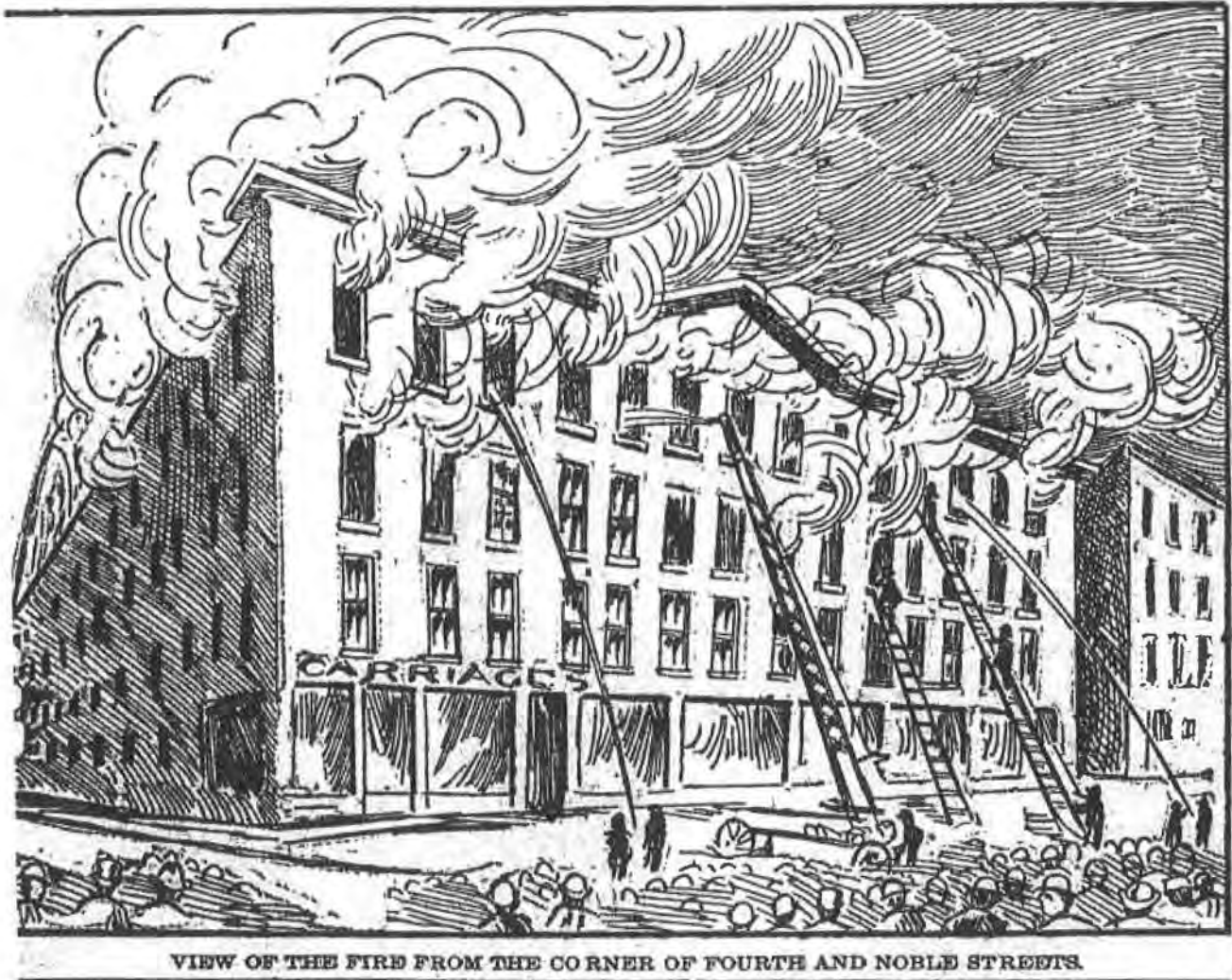


Figure 9. Newspaper image of fire at the United States Carriage company in 1896.
Source: Columbus Dispatch, November 4, 1896.

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Figure 10. U.S. Carriage Company display hearse.
Source: *The Casket*, 1909, image found online on Pinterest.

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Figure 11. U. S. Carriage Company "Eight Column Horse Drawn Hearse"
Source: www.hearse.com

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GREAT EAGLE

Limousines
for
Private
and
Livery
Garages

Ambulances
Casket
Wagons
Funeral
Cars

We make our own chassis completely, and it's as good as your made for the purpose. Our Limousines, whether for private use or for livery use, are so beautifully appointed as to be distinctly noticeable everywhere. Our ambulances, casket wagons, and funeral equipages add prestige and the air of prosperity to those who use them. We make everything on wheels for the motor funeral. Let us tell you more about our product.

SPECIFICATIONS

COILS—Optional. SEATING CAPACITY—Extra persons all facing forward. FLOOR—One inch heavy WHEEL BASE—52 inches WHEELS—36 inches TIRE DIMENSIONS—Front 30x4, rear 32x4 1911-12	MAKE WHICH—Constructing and repairing on both rear hubs. CYLINDERS—Four arranged vertically in two rows, and separately. VALVE—In. SYSTEM—Wales. and 1911—Wales.	BRAKE TYPE—Cable. LIGHTS—Jump Spark. ELECTRICAL EQUIPMENT—High tension magneto for starting battery. Two lights in each cylinder, independent. DRIVE—Shift. TRANSMISSION—Selector. GEAR TRAINING—3 forward, 1 reverse.
---	--	---

United States Carriage Co., Columbus, Ohio

Figures 12 – 14. Examples of the Great Eagle line of vehicles manufactured by the United States Carriage Company, c. 1911.

Sources: www.earlyamericanautomobiles.com and www.coachbuilt.com

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Figure 15. Home built by Charles F. Myers located in the Bryden Road Historic District (NR).
Source: Jeffrey Darbee

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SMASHED SHOE PRICES
FEATURE SENSATIONAL SALE AT THE

Economy Shoe Store
David Freeman Prop.
NEW CASTLE MOST POPULAR SHOE STORE

EXTRAORDINARY PURCHASE and SALE
of the Extra Stylish Men's Dressing Shoes and Women's Fall Shoes and Orders of the Kropp Shoe Co., of Columbus, Ohio at

See Prices and Styles See Our Windows
BUY AND SAVE

50¢ ON THE DOLLAR
TO BE SOLD ON THE SAME BASIS

850 PAIR WISBES AND CHILDREN'S SHOES AND OXFORDS
That Were Made to Sell at \$5.50 and \$6.00 Our Price

\$2.95

1,000 Pair Women's and Sporting Girls' Shoes and Orders That Were Made to Sell at \$5, \$7 and \$8

\$3.85

\$1.95 | \$1.00 | \$2.95 | \$1.95 | \$2.95 | \$3.45

Figure 16. Advertisement for shoes produced by Kropp Shoe Co. of Columbus, Ohio.
Source: New Castle News, New Castle, Pennsylvania, October 7, 1921.

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GO INTO BUSINESS FOR YOURSELF

Make this
YOUR FACTORY
SELL Attractive, Sales Compelling
COUNTER DISPLAY MERCHANDISE

Auto Specialties, Medicines, Toilet Articles, Perfumes, Household Necessities, Food Products, etc.

UNDER YOUR OWN PRIVATE LABEL

As little as \$5.00 pays for a gross of a certain fast-selling article under your own brand; large profits.

ORDER BIG 1933 CATALOGUE

Our big 1933 catalogue gives you low cost prices on hundreds of high quality preparations in daily demand which we will manufacture for you. Send 10c coin for YOUR copy of the big DeVore Catalogue and also to include our special series of monthly Practical Merchandising and Selling Plans. Postage and packing included.

THE DEVORE MFG. CO.
Dept. PM COLUMBUS, OHIO

WORLD-WIDE SHOPS

Figure 17. Advertisement from *Popular Mechanics*, June, 1933. An image of the building appears in the ad. Source: *Popular Mechanics* magazine found online in Google Books.

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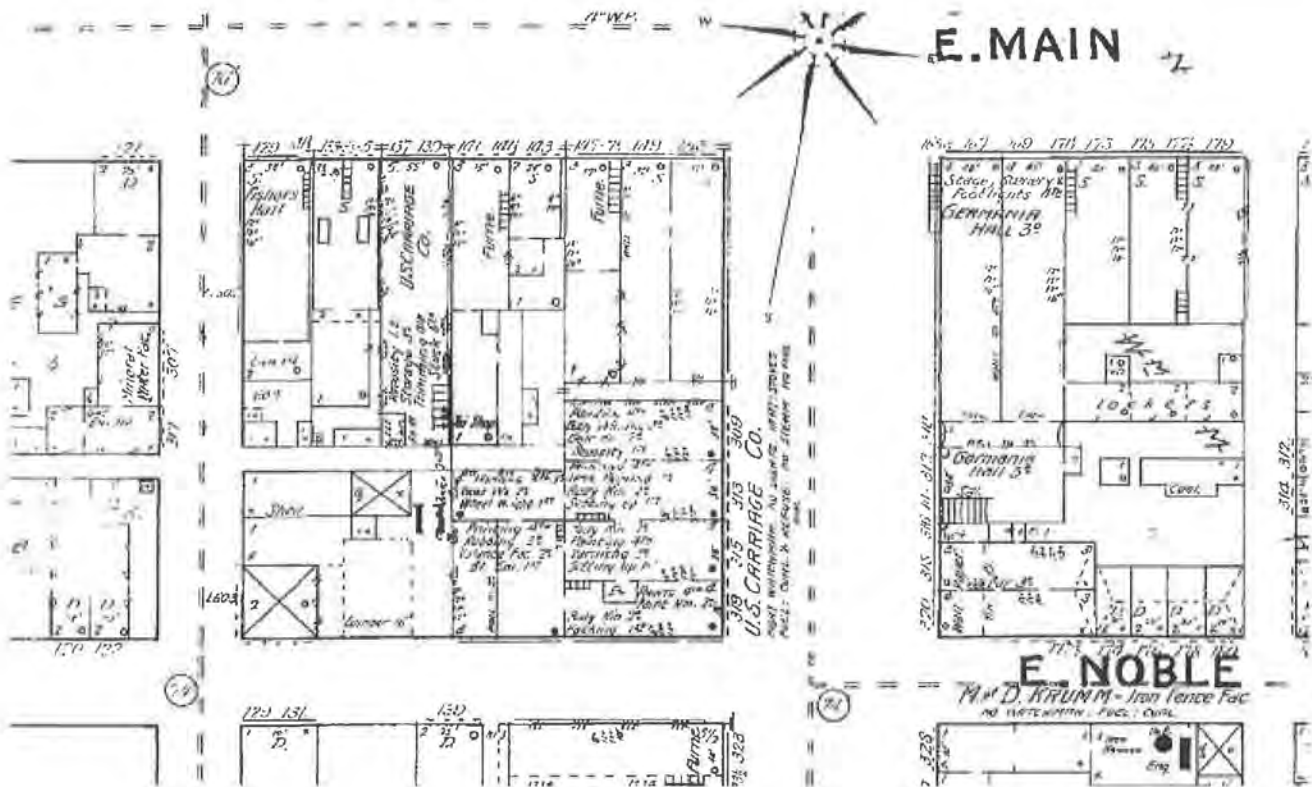


Figure 18. Sanborn Fire Insurance Map, 1891 shows the earlier U.S. Carriage Co. at 309-319 South Fourth Street. This building burned in 1896 and was replaced in 1902 with the nominated building.

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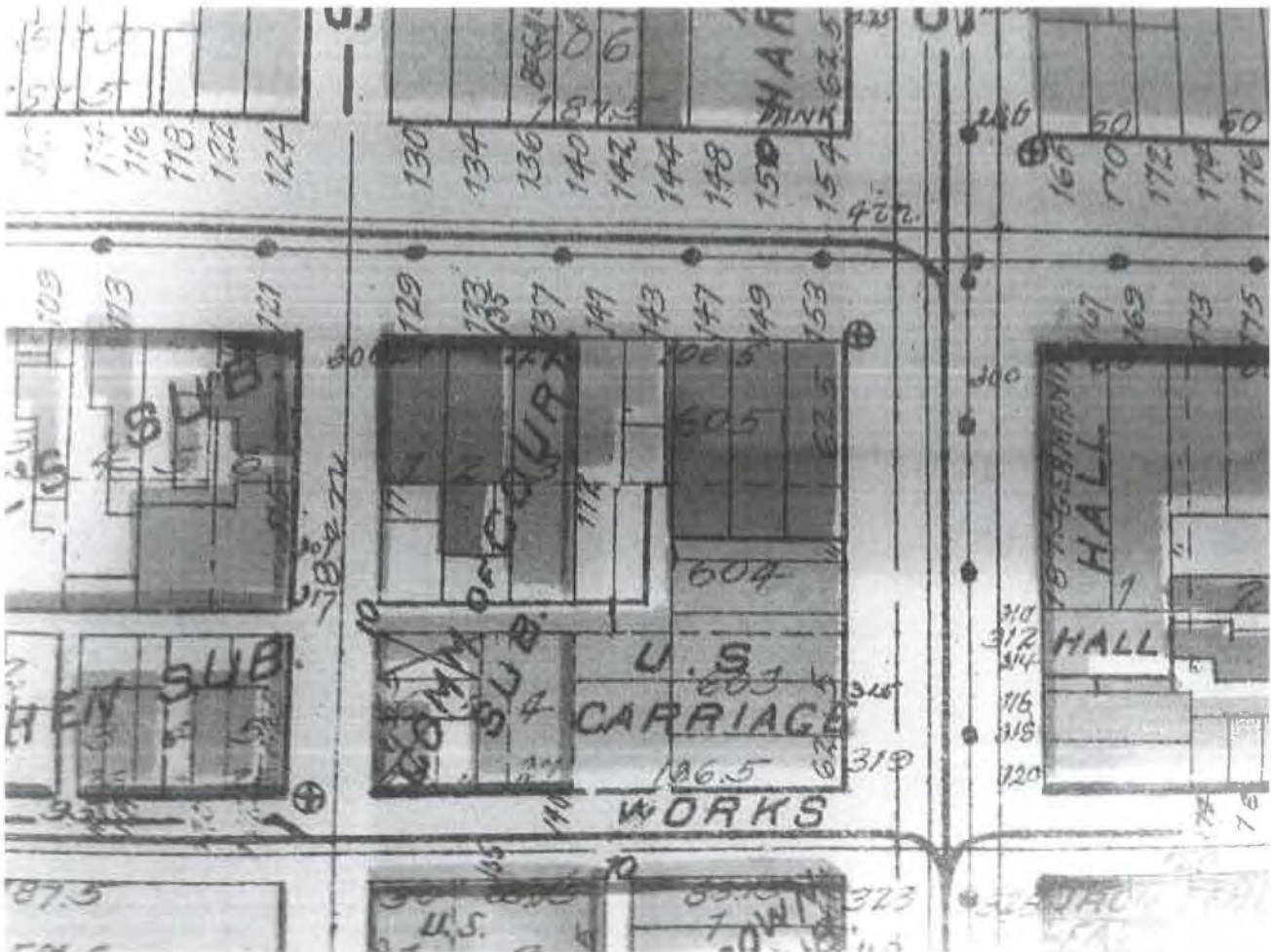


Figure 19. Baist's Property Atlas, 1910 shows the nominated property in the same location as the earlier U.S. Carriage Works building.

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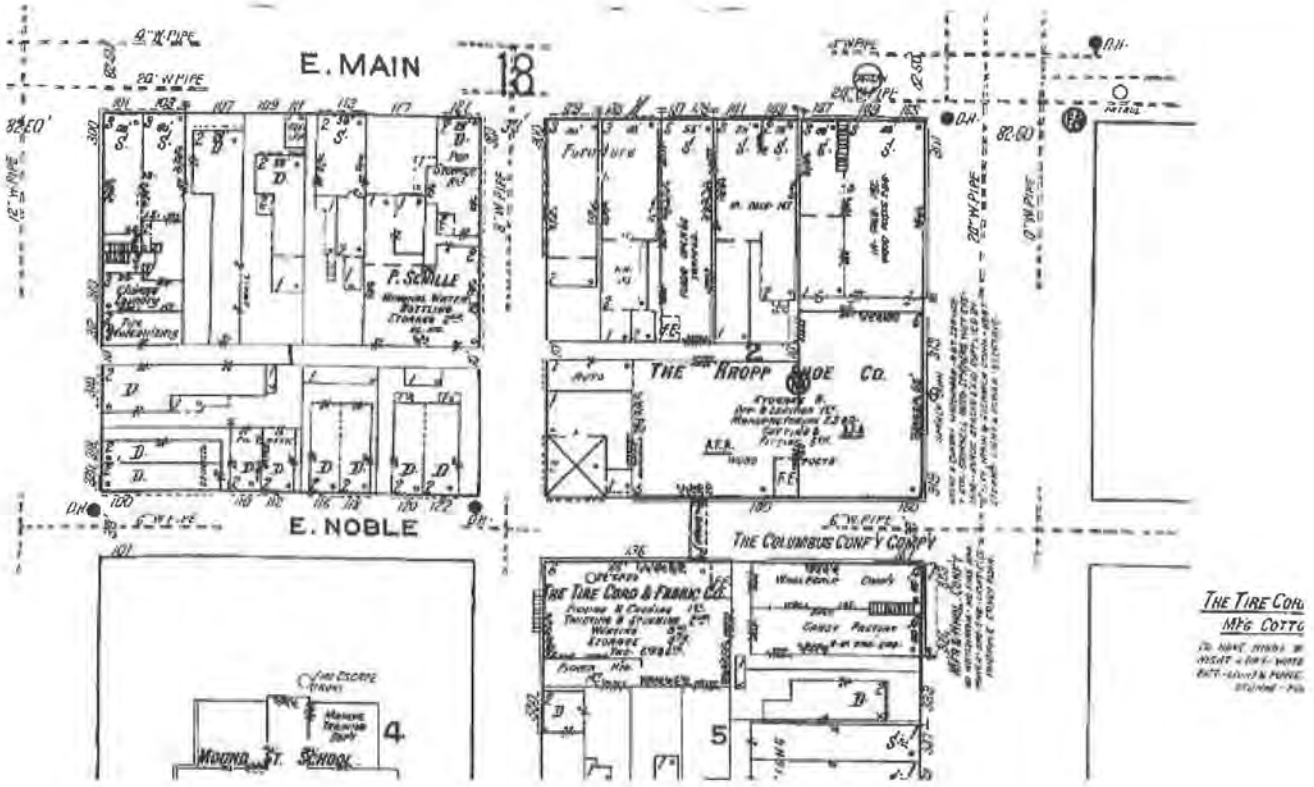


Figure 20. Sanborn Fire Insurance Map, 1921 shows the Kropp Shoe Co. using the building previously used by the U. S. Carriage Company.

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Figure 21. View of the nominated property and its immediate surroundings.
Source: Google earth

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COLUMBUS, FRANKLIN CO., OH
U.S. CARRIAGE CO.
309-319 S. FOURTH ST.

PROPERTY BOUNDARY
PHOTO VIEWS

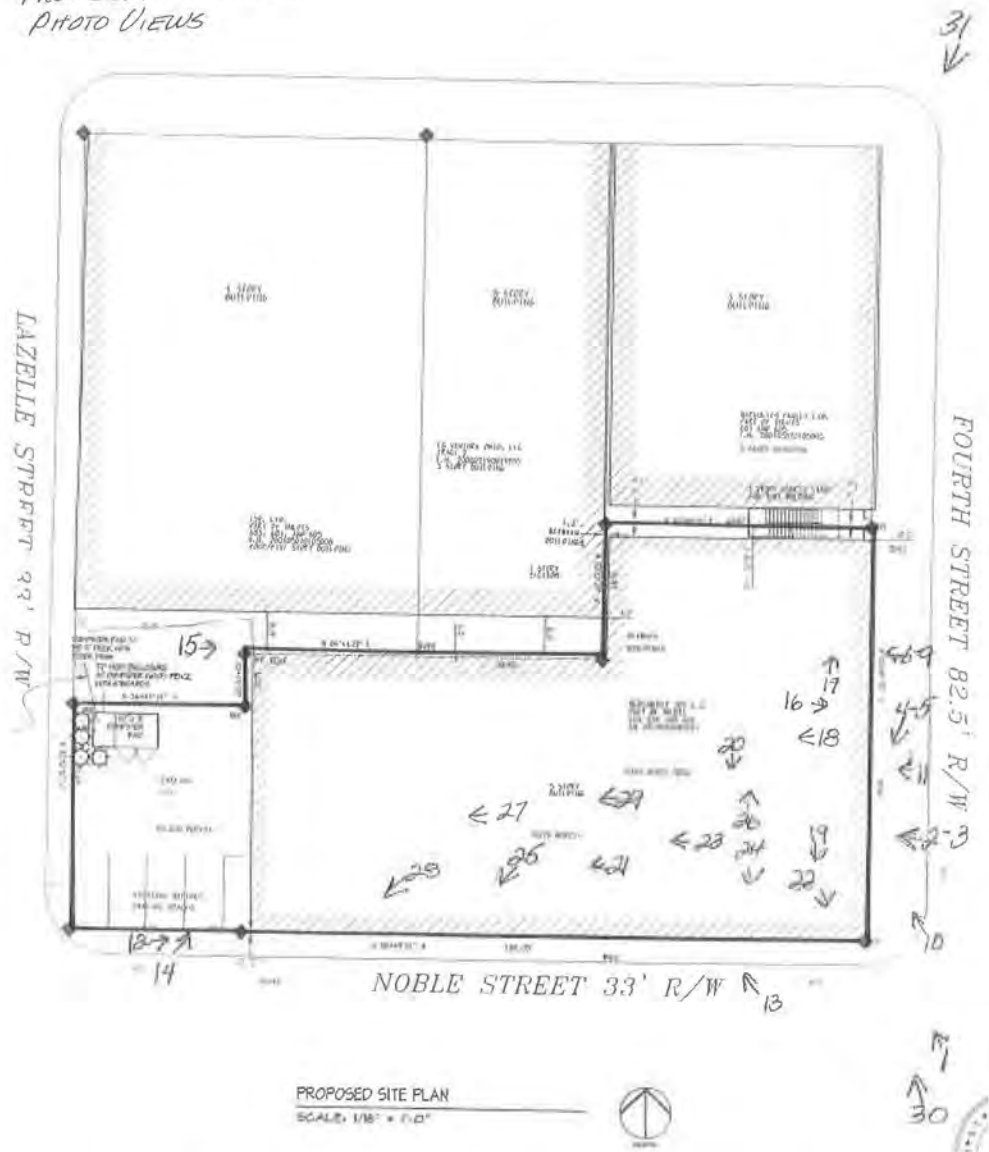


Figure 22. Site Plan map showing nomination boundary and photo views.



W 10th St

ONEWAY

GALLERY

1902





309











1502





A close-up photograph of a brick building facade. The wall is constructed from reddish-brown bricks. A prominent feature is a stone archway, likely for a window or doorway, with a keystone. To the right of the arch, a rectangular stone plaque is embedded in the brickwork, containing the year '1902' in a stylized, raised font. Above the arch, several decorative stone elements, possibly window lintels or sills, are visible, set against a background of brickwork with a decorative pattern of vertical lines.

1902













309 S. Fourth St.
Suite 300
614-239-4496

ROSS
MIDIAN



























SPEED
LIMIT
35

NO STOPPING
ANY TIME

HAWK

10th

10th

ONE WAY



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY United States Carriage Company
NAME:

MULTIPLE
NAME:

STATE & COUNTY: OHIO, Franklin

DATE RECEIVED: 4/24/15 DATE OF PENDING LIST: 5/19/15
DATE OF 16TH DAY: 6/03/15 DATE OF 45TH DAY: 6/09/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000325

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: Y PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 6/8/2015 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A

REVIEWER Patrick Andrews

DISCIPLINE Historian

TELEPHONE _____

DATE 6/8/2015

DOCUMENTATION see attached comments Y/N, see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

NATIONAL REGISTER OF HISTORIC PLACES
NPS TRANSMITTAL CHECK LIST

OHIO HISTORIC PRESERVATION OFFICE
800 E. 17th Avenue
Columbus, OH 43211
(614)-298-2000

The following materials are submitted on April 17, 2015
For nomination of the U.S. Carriage Co. to the National Register of
Historic Places: Franklin Co, OH

- Original National Register of Historic Places nomination form
 Paper PDF
- Multiple Property Nomination Cover Document
 Paper PDF
- Multiple Property Nomination form
 Paper PDF
- Photographs
 Prints TIFFs
- CD with electronic images
- Original USGS map(s)
 Paper Digital
- Sketch map(s)/Photograph view map(s)/Floor plan(s)
 Paper PDF
- Piece(s) of correspondence
 Paper PDF
- Other _____

COMMENTS:

- Please provide a substantive review of this nomination
- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do _____ do not _____
Constitute a majority of property owners
- Other: _____



April 17, 2015

J. Paul Loether, Deputy Keeper and Chief, National Register
and National Historic Landmark Programs
National Park Service
National Register of Historic Places
1201 Eye St. NW, 8th Fl. (2280)
Washington D.C. 20005

Dear Mr. Loether:

Enclosed please find five (5) new National Register nominations for Ohio. All appropriate notification procedures have been followed for the new nomination submissions.

NEW NOMINATION

Drexel Theatre
Graham, A. B., House
Theresa Building
United States Carriage Company
West Fourth Street Historic District (Amendment)

COUNTY

Franklin
Franklin
Franklin
Franklin
Hamilton

The enclosed disks contain the true and correct copy of the nominations for the Graham, A. B., House and the Theresa Building nominations to the National Register of Historic Places.

The West Fourth Street Historic District (Amendment) corrects an error in the historic district boundary for the West Fourth Street Historic District (Boundary Increase), NR Reference No. 07000028.

If you have questions or comments about these documents, please contact the National Register staff in the Ohio Historic Preservation Office at (614) 298-2000.

Sincerely,

for Barbara Bowen

Lox A. Logan, Jr.
Executive Director and CEO
State Historic Preservation Officer
Ohio History Connection

Enclosures