

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received APR 4 1988
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Kingman Commercial Historic District

and or common Kingman Commercial Historic District

2. Location

street & number North side of Andy Devine Ave. from Third Street east to Kingman Drug and including the railroad depot on the south side of Andy N/A not for publication Devine Ave.

city, town Kingman N/A vicinity of

state Arizona code 04 county Mohave code 015

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple ownership

street & number See individual inventory forms

city, town Kingman N/A vicinity of state Arizona

5. Location of Legal Description

courthouse, registry of deeds, etc. Mohave County Courthouse

street & number 4th at Spring

city, town Kingman state Arizona

6. Representation in Existing Surveys

title (1) Kingman Historic Property Survey
(2) Kingman Historic Resource Survey has this property been determined eligible? yes no

date (1) 1979; (2) 1984 federal state county local

depository for survey records Mohave County Historical Society

city, town Kingman state Arizona

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

Summary

The Kingman Commercial Historic District consists of nine buildings and one historical archaeology site. These resources were identified as part of the Kingman Multiple Resource Area and represent the only discreet historical district in the MRA. The district is located in the original downtown commercial area of Kingman on the north and south sides of Andy Devine Avenue (formerly Front Street) between Third Street on the west and Kingman Drug on the east. Nine of the properties are on the north side of the avenue; the railroad depot is the only property on the south side of the avenue. Of the ten properties in the district, seven are considered contributors and three are considered non-contributors. Please see continuation sheet seven, item seven, for a complete inventory of properties in the district.

The buildings and site in the district represent the earliest remaining evidence of the historic commercial architectural development in the city. The district presents a unified streetscape of commercial buildings without setback. This continuous flush facade gives a sense of unity to the area. The archaeological site is the location of one of the earliest buildings in the district and is presently an asphalt-covered parking lot. Although paved, the archaeological site retains integrity through its potential to yield information important to the material culture history of Kingman. The buildings retain sufficient stylistic, functional, and formal integrity to express the design, setting, materials, and workmanship of a historic district.

Architecture

The three earliest buildings were constructed in Queen Anne Commercial style of brick and adobe. These turn-of-the-century buildings were situated in the most lucrative locations for capturing business from both railroad passengers and local residents. They featured flat parapets, decorative brickwork, and simple square and rectangular shapes.

The Luthy Block (8-6) was originally a simple adobe building with a decorative parapet. The building has undergone stylistic modifications which have become significant in their own right. In 1908 the Block was enlarged in brick at the north and east and remodeled with Mission Revival parapets uniting the old and new parts of the building. The parapets were replaced c. 1935 with Moderne elements and motifs. The interior was

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received
date entered

Continuation sheet 1 Item number 7 Page 2

remodeled after a 1920 fire. Since that time, interior alterations have been few and many features remain, such as original pressed metal ceilings, mezzanine windows, skylight, doors, hardware and soda fountain.

Ed Thompson's Saloon (7-6)*today has modifications of an Oriental nature to its original brick parapet, coincident with the ownership of a Chinese restaurateur, Tom King. These mid-teens modifications, consisting of a scooped awning covered with red tile and a modified Mission Revival parapet, are striking and unique in Kingman's architecture.

The 1899 Hotel Beale (7-7) is of brick and is two stories high. An unobtrusive three-story rear addition does not detract from the high integrity of the facade. The original stone parapet above decorative brickwork and brick window hoods are still visible beneath the stuccoed facade. The hotel's lobby has not been altered since a 1916 remodel by Phoenix architect R.W. Lescher. Original features include front desk, staircase, balcony, skylight, safe, flooring, and fixtures.

Between the Hotel Beale and the Hotel Brunswick is the 1906 Lovin Building (7-8). Built of locally-quarried tufa, the single-story Lovin Building is virtually unaltered on its exterior. Its high architectural and structural integrity makes it an important contributor to the unity of the District.

The Hotel Brunswick (7-9) is also constructed of local tufa and is the largest stone commercial building in Kingman. The 1907 hotel was built to rival the earlier Hotel Beale and is three stories high compared to the Beale's two stories. The upper facade is unchanged, with reversible sheathing covering the first story. Its simple 20th Century Commercial style is enhanced by the imposing appearance of the rustic stone. The two hotels are the architectural anchors of the District and accurately represent their time periods.

The two buildings adjacent to the Hotel Brunswick were built in the second decade of the 20th century. The Arizona Stores Company Building (7-10)*, a non-contributor to the District, was built of reinforced concrete in 1912. It is presently covered with a reversible false front. As a small commercial building, it tied the original business district to the later 1920s development westward along Front Street.

* Non-contributing element in district

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received
date entered

Continuation sheet 2 Item number 7 Page 3

The Old Trails Garage (7-11)* was built in 1915, adjacent to the Arizona Stores Company and also is reinforced concrete. Its original auto entry is intact, but windows appear to have been altered.

The last building on this block is the John Mulligan Building (7-12) constructed in 1922 and c.1925. Built of concrete, the building is embellished with pairs of horizontal bands and raised circular elements below the Mission Revival style parapet. The parapet was designed to match the Luthy Block building. Recessed bays are original as are the interior pressed metal ceilings. This building completes the streetscape of the District and has good integrity.

The final building in the District, the AT&SF Railroad Depot (8-5), is located across the street to the south of the Luthy Block. The Depot was built of concrete in 1907 in Mission Revival style. Minor alterations have not diminished the stylistic integrity of the building and it is evocative of its time and place. The Depot complements the commercial buildings on the District's north side and demonstrates the commercial focus of the town for many decades.

The archeological site (7-13) in the District is located adjacent to Ed Thompson's Saloon. This present-day parking lot was once the site of the two-story brick Lake Building, later known as the Lovin and Withers mercantile store. This corner was an excellent business location in Kingman and was continuously occupied until the demolition of the Lovin and Withers building. Archeological potential for the site includes information which could be obtained about construction methods, business and commercial activities, and prior occupations of the site, which were destroyed in the fire of 1888.

Commercial

The buildings in the Commercial Historic District comprise the original business core and most important area of Kingman's commercial development. After fires in 1888 and 1898 each destroyed nearly every building in this block, the area was rebuilt between 1899 and 1925. The commercial center also originally included the block of Front Street between 4th and 5th, 4th Street between Front and Beale Streets, and in the

* Non-contributing element is district

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received
date entered

Continuation sheet 3

Item number 7

Page 4

area of the intersection of 4th and Beale. Integrity of commercial buildings as an entity remains only in the designated Historic District.

The buildings represent the kind of commerce undertaken in Kingman during the historic period. Two of the hotels-- Beale and Brunswick--were considered large and luxurious when built. Two other hotels in town were not as large or of such quality. Many other rooming and lodging houses were available for customers. Built of local tufa and brick, the Beale and Brunswick were solid and commodious. Facing the railroad depot, these hotels clearly invited the lodger and were meant to impress the traveler with Kingman's importance.

The Lovin Building was also built of local tufa, but on a much smaller scale, for Henry Lovin, a businessman. It is not known which, if any, of Lovin's many businesses occupied this building, but the advantageous location of this smaller building between the two hotels guaranteed good business.

Watkins Pioneer Drug Store (later Watkins Brothers) had been in business in an old house before the 1888 fire and moved into the Luthy Block when it opened in 1888, a much improved commercial location. The Pioneer Drug Store occupied this building until the Watkins brothers sold out. The store then became Kingman Drugs and remains that today. The Luthy Block's prominent corner location on Kingman's major commercial intersection made it the node of the business district, which at one time stretched a block eastward as well as the westward block which now comprises the heart of the Historic District.

Ed Thompson's Saloon became, after 1914, the Old Trails Saloon, in relation to the demarcation of the Old Trails Highway in that year. By 1918, the scooped, tiled awning and remodeled parapet were in place. It was known as Tom King's American Kitchen until early 1926, when King renamed it the Mohave Cafe. After King's murder in October of 1926, the restaurant was operated by King's partner, Don On. During the late 1930s and 1940s, the restaurant was called the Gateway Cafe, in reference to the Kingman motto, "Gateway to Boulder Dam". Its Oriental-influenced scooped awning and parapet has become a focal point of the downtown.

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received
date entered

Continuation sheet 4

Item number 7

Page 5

The Old Trails Garage Building represents the changing commercial emphasis to auto repairs and sales. The company had been in business in another location and built this store/garage for itself in 1915. The commercial core at this time was expanding east and west along Front Street and north to and along Beale Street. This location was prime for commercial success.

The corner portion of the John Mulligan Building was built in 1922 and the infill portion next to the Old Trails in 1925. Mulligan, a contractor, built the building at what was at that time the end of commercial development on Front Street. It is not known what business occupied the building, but its good location implies the building was probably heavily utilized.

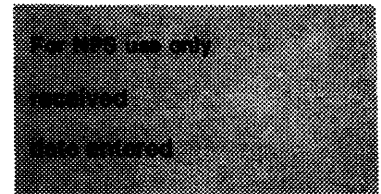
The archeological site was occupied by the Lake Building, later called the Lovin and Withers. This building was occupied by businesses for the entire historic period and was located in the prime commercial corner of Kingman.

Transportation

The present AT&SF Depot (845) is the third depot to have been built in Kingman. The first two, of wood and of concrete, burned. The construction of this depot in the popular Mission Revival style emphasized the importance of Kingman as a stop on the rail route. In addition to the depot, the railroad also built freight warehouses, siding, and fuel houses, all of which are gone. The depot remains as the last visible vestige of the importance of rail transportation in Kingman's history.

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

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet 5

Item number 7

Page 6

PROPERTY INVENTORY

KINGMAN COMMERCIAL HISTORIC DISTRICT

INVENTORY NUMBER	NAME	ADDRESS	DATE	NUMBER OF CONTRIBUTING ELEMENTS
7-6	Ed Thompson's Saloon	323-331 Andy Devine Ave.	1899	*
7-7	Hotel Beale	319-327 Andy Devine Ave.	1899, 1916	1
7-8	Lovin Building	317 Andy Devine Ave.	1906	1
7-9	Hotel Brunswick	313-315 Andy Devine Ave.	1907-1909	1
7-10	Arizona Stores Co. Bldg.	311 Andy Devine Ave.	1912	*
7-11	Old Trails Garage	307-308 Andy Devine Ave.	1915	*
7-12	John Mulligan Building	301-305 Andy Devine Ave.	1922, 1925	1
7-13	Archaeological Site	Corner 4th and Andy Devine	1880's-1940	1
8-5	AT&SF Railroad Depot	South side Andy Devine Ave. between 4th and 5th	1907	2
8-6	Luthy Block/Watkins Drug	409 Andy Devine Ave.	1888, 1908	1
Total:				
		<u>Properties</u>	<u>Contributing Elements</u>	
	Commercial District	10	8	

* Non-contributing element in district

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input checked="" type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1888 - 1936 **Builder/Architect** various - see inventory forms

Statement of Significance (in one paragraph)

Summary

The Kingman Commercial Historic District is significant in its representation of the major components and earliest focus of Kingman's commercial core. The nine buildings and one archaeological site retain good architectural integrity, are associated with persons and events important in the city's history, demonstrate the importance of the railroad to the city's development, and present a cohesive image of the earliest commercial growth. Each building or site played a role in the commercial development of the town related to mining and ranching. These resources reflect the evolution of architectural styles and ongoing and changing economic conditions and demonstrate the involvement of some of the city's best-known citizens.

Architecture

One of the earliest buildings is the 1888 Luthy Block (8-6). The adobe corner portion of this Moderne style building has been used as a drug store since its construction. The building has undergone two stylistic changes, from a simple Queen Anne commercial block to an elaborately parapeted Mission Revival style in 1908 to the present Moderne style. The long-term single commercial use of the building, its high interior integrity, and its important exterior stylistic elements contribute to this building's importance to the district.

The archaeological site across 4th Street to the west of the Luthy block was once occupied by the Lake Building, later called Lovin and Withers general mercantile store. This two-story brick building was considered Kingman's finest commercial building at the turn of the century and displayed typical Queen Anne detailing. Now a parking lot, the site bears promise of yielding information valuable to an understanding of Kingman's commercial history, its turn-of-the-century material culture, and its early construction methods.

9. Major Bibliographical References

See continuation sheets.

10. Geographical Data

Acreege of nominated property approx. 4.5

Quadrangle name Kingman

Quadrangle scale 1:24,000

UTM References

A

1	1	7	6	8	4	1	0	3	8	9	7	7	7	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification

See continuation sheet.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title	Cindy L. Myers Historical Archaeologist	James W. Garrison Historical Architect
------------	--------------------------------------------	-------------------------------------------

organization	Janus Associates, Inc.	date	June 1985
--------------	------------------------	------	-----------

street & number	602 North 7th Street	telephone	(602) 254-0826
-----------------	----------------------	-----------	----------------

city or town	Phoenix	state	Arizona 85006
--------------	---------	-------	---------------

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Donna J. Schuber

title State Historic Preservation Officer date 3-20-86

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet 6

Item number

8

Page 2

The building known as Ed Thompson's Saloon (7-6) is a single-story turn-of-the-century commercial building known today for its adobe construction and its mid-teens facade modifications which have become significant in their own right. The alterations to the original flat brick parapet consist of an added curvilinear-pedimental parapet and red-tiled scooped awning showing Oriental influence. These changes were related to the building's ownership by Tom King, well-known Chinese merchant who was slain in his restaurant by Tong assassins. Originally a saloon, the building was built on the site of the 1889 Hubbs House, which burned in 1898. The building has been a continual focus of commercial activity and is an asset to the District.

The earliest remaining Kingman hotel is the Beale (7-7), built in 1899. This two-story brick and concrete building retains high architectural integrity inside and out, and is known for its long-time hotel use. A 1916 three-story addition to the rear and some interior alterations to a Craftsman style were designed by well-known Phoenix architect Royal W. Lescher. The good integrity of the front facade and interior and long-term contribution to Kingman's commerce make this building important to the District.

The single-story 1906 Lovin Building (7-8) adjacent to the Hotel Beale has high architectural integrity and contributes to the streetscape in its material form and function. It is evocative of its time and has been little altered. Architecturally, this small-scale building is notable for its tufa construction, and was one of the first commercial buildings constructed of this locally-quarried material.

The Hotel Brunswick (7-9) is significant as an exemplary example of tufa stone construction in Kingman, demonstrating the popularity and importance of this stone, which was quarried near town. The use of this stone is important to the image of Kingman; many of the city's most prominent buildings are of this rustic material. The three-story hotel, built in 1907, dominates the streetscape, is the central focus of the District, and attests to the importance of railroad travel early in the 20th century. The hotel's integrity is good.

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet

7

Item number

8

Page 3

The remaining three buildings in the block are smaller, single-story commercial enterprises covering a variety of businesses. The Arizona Stores Company Building (7-10), built in 1910 by J.W. Thompson, was one of the earliest reinforced concrete commercial buildings. The building is a non-contributor due to its recent false facade. Despite this false front, the building is of the same scale and form as others in the District and the streetscape, linking the earlier and later elements.

The Old Trails Garage (7-11), built in 1915 by J.W. Thompson for M.G. Wagner, is the earliest remaining auto services center in Kingman. The garage was Kingman's largest and most complete auto service center for many years and retains high integrity. The simple stepped parapet and flat facade are typical of the 20th Century Commercial style and present an almost utilitarian aspect to the streetscape. The building shows the continued growth of the business center away from the 4th and Front Streets intersection and supports the continuity and character of the Historic District.

The John Mulligan Building (7-12), at the end of the block, was built in 1922, with a matching addition built in 1925. This building has high architectural integrity and represents the extent of significant commercial expansion westward along Front Street. Interior integrity is also good and evokes the qualities of the time. This building, designed to match the Luthy Block's 1908 design, completes the District and delineates the attempts by businessmen to tie their commercial center together.

The remaining building in the District, the AT&SF Railroad Depot (8-5), represents the root of commerce in Kingman: railroad shipping and travel. Built in 1907, the Mission Revival depot exemplified the railroad's need for a stopping point at Kingman and its willingness to demonstrate that need with a modern, well-designed depot. The permanence implied in the building of the depot spurred commercial construction across Front Street. The depot has good integrity and conveys its stylistic qualities, as well as

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received
date entered

Continuation sheet 8

Item number 8

Page 4

a sense of time and place. The District is strengthened by the inclusion of this building historically important to Kingman's commercial development.

Transportation

Transportation provided the impetus for the founding of Kingman and sustained its economic base for most of the town's history. Established as a railhead, Kingman evolved into a supply center for the nearby mines and ranches; shipping point for cattle, ores, lumber, machinery, and supplies; and commercial core of Mohave County. Within the Historic District, the AT&SF Depot (8-5) represents this aspect of the District's significance.

The building of a modern depot in 1907 to replace earlier burned depots demonstrates the railroad's commitment to Kingman as a stop and to the city's usefulness to the railroad in terms of business. The building of the Harvey House (now gone) next to the depot supports this importance. The use of the then-popular Mission Revival style illustrated the railroad's willingness to invest in display, and the use of concrete indicates a desire for permanence. The new and larger depot was lauded by Kingman businessmen as an absolute necessity for good business.

Commerce

The Luthy Block (8-6) was built in 1888 by Kingman businessman J.F. Luthy. H.H. Watkins Pioneer Drug Store moved into the building when completed, and the corner portion of the store has been a drug store ever since. The brothers opened the first drug store in Kingman in a house in 1884, with Frank Watkins in charge and H.H. remaining with their original store in Chloride. With the removal of the county seat to Kingman in 1887, both brothers lived in Kingman and operated the business. The Luthy Block was remodeled into Mission Revival style and doubled in size by 1908, was remodeled on the interior after a 1920s fire, and was remodeled c.1935 with exterior Moderne details. The added bays were occupied by S.T. Elliott's clothing store and a Chinese restaurant called the White House Cafe, operated by the respected Lum

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet 9

Item number 8

Page 5

family. H.H. Watkins Pioneer Drug Store became Watkins Brothers Drug Store after the turn of the century and, in the 1920s, Kingman Drug, which it remains today.

Ed Thompson's Saloon (7-6) was built after the 1898 fire. By 1918, the scooped awning had been added and the building was called the Old Trails Saloon. Within a few years, the saloon became a restaurant and was used as such throughout the historic period. Its best-known owner was Tom King, who operated the restaurant, called the American Kitchen and then, in 1926, the Mohave Cafe. King was assassinated in a Tong feud in late 1926. The building housed the Gateway Cafe next and then the Kingman Buffet.

The earliest Kingman hotel is the Hotel Beale (7-7), built in 1899 after the 1898 fire, by Harvey Hubbs and John Mulligan. Hubbs, already owner of a restaurant, livery stable, saloon, and lodging house which were lost in the fire, was enterprising and energetic. He rebuilt his businesses and added others, and was always considered one of the town's staunchest businessmen. John Mulligan was known for his construction abilities and operated the original Hubbs House and saloon with Hubbs. The hotel was needed for the travellers and visitors who came to Kingman on the train, and was a first-class hotel for several decades. A 1916 addition in the rear, designed by Phoenix architects Lescher and Mahoney, modernized the building and expanded its facilities.

The Lovin Building (7-8) was one of businessman Henry Lovin's enterprises, built in 1906. The building occupies prime commercial space and was an integral part of Kingman's business core. The building is the only known extant representative of Henry Lovin's work in Kingman.

The Hotel Brunswick (7-9) was the second and largest first-class hotel built in Kingman. John Mulligan built the hotel between 1907 and 1909, in partnership with J. Watt Thompson. A dispute led the men to divide the hotel in half, with Thompson's side containing a Chinese restaurant and 25 rooms above and Mulligan's side containing the lobby, a bar in the rear, and 25 rooms above. The Mulligan family ran the hotel for many years. The need for hotels in Kingman at the turn of the century was great and the Brunswick successfully captured its share of business

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received
date entered

Continuation sheet 10

Item number 8

Page 6

through the historic period. The hotel dominates the streetscape, is the central focus of the District, and attests to the importance of railroad travel early in the 20th century.

The Arizona Stores Company Building (7-10), built in 1910 by J.W. Thompson, was one of the earliest reinforced concrete commercial buildings. The store supplied ranches, mines, and residents with equipment and supplies for their everyday needs. The building is considered a non-contributor to the District due to its loss of integrity by the addition of a false facade.

The Old Trails Garage, built in 1915 by J.W. Thompson for M.G. Wagner's auto repair business, is the earliest remaining auto service center in Kingman. Its location in this important business block attests to the growing influence of the auto on commercial business. The garage was Kingman's largest and most complete auto service for many years and is related to the beginnings of tourism along the Old Trails Road leading to California.

The John Mulligan Building (7-12), at the end of the block, was built in 1922, with a matching addition built in 1925. This building represents the extent of significant commercial expansion westward along Front Street. Mulligan, a stonemason and contractor, was a key figure in commercial expansion and development in Kingman.

Mining

The Historic District is related to the nearby mining industry through the commercial services offered to mine owners and operators and miners themselves. The hotels, restaurants, saloons, drug store and mercantile stores supported the mining endeavors. Miners were staked by businessmen, particularly Henry Lovin, and credit was extended them in most places of business. Mine officials stayed in the best hotels and drank in the saloons next to ordinary miners. The hotels also provided sample rooms where salesmen offered new products to miners and mine owners.

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet 11

Item number 8

Page 7

Kingman's commercial core was essential to the survival of mining operations and, in turn, the mines supported the town's economy.

Ranching

Kingman's commercial businesses supported ranching as much as mining. Ranchers needed the mercantile and supply stores for supplies, feed, equipment, and machinery. In return, their patronage provided a steady source of income for the businesses in town. During difficult times, such as the 1890s drought, ranchers bartered for their needs, exchanging products of their ranches for businessmen's goods.

Archeology

The archeological site (7-13) across 4th Street to the west of the Luthy Block was once occupied by the Lake Building which later became Lovin and Withers general mercantile store. This two-story brick building was considered Kingman's finest commercial building at the turn of the century and housed the post office for many years. Built by W.H. Lake in 1895, the building survived the 1898 fire and was sold after the fire to Kingman entrepreneurs Mulligan and Hubbs, then to businessman Sam Crozier. Crozier extended the building 20 feet to equal 100 feet in length in late 1898, covering over an exterior cellar. In 1901, Lovin and Withers bought out the building's occupant, Taggart Mercantile Company, and took over the building as Lovin and Withers Mercantile. Lovin and Withers sold out in 1910, but the name remained with the building for many years. Located at this pivotal commercial intersection, the building was the hub of the city's mercantilism and was owned by two of the city's most respected citizens. W.H. Lake was one of Kingman's earliest businessmen, as was John Withers. Lake left Kingman by 1900 but returned occasionally on business. Withers continued as Lovin's partner for years. Henry Lovin was an entrepreneur who served in political office, was sheriff, and owned a brewery, ice house, business buildings, a construction

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet 12

Item number 8

Page 8

company and a well-drilling operation. Now a parking lot, the site bears promise of yielding information valuable to an understanding of Kingman's commercial history, its turn-of-the-century material culture, and its early construction methods.

United States Department of the Interior
National Park Service
**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet 13

Item number 9

Page 1 of 4

BIBLIOGRAPHY

Alta Arizona, published at Mineral Park, A.T., 6/10/1882,
10/1882.

Anonymous, Arizona, Arizona Work Projects Administration,
Arizona State Teachers College at Flagstaff. 1940.

Anonymous, History of Arizona, Biographical, Vol. III and IV,
Record Publishing Co., Phoenix. 1930.

Anonymous, Men and Women of Arizona Past and Present, Pioneer
Publishing Co., Phoenix and Tucson. 1940.

Arizona Daily Citizen 10/30/1885, 1:3

Arizona Gazette 6/21/1883; 3:1; 4/30/1906, 3:3

Arizona Republican "Beautiful Kingman" 8/30/1891, 2:3

Arizona Sentinel 6/23/1888, 2:1

Centennial Book Committee, Trails, Rails, and Tales, Mohave
Graphics, Inc., Kingman, Arizona. 1981.

City of Kingman, Planning Office.

Conners, Jo, Who's Who in Arizona, Vol. I, Press of the Arizona
Daily Star, Tucson. 1913.

Duncan, Sadie Pearl, "100 years of Cattle Ranching in Mohave County".
Mohave; December 1972, pp.9-19.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet 14

Item number 9

Page 2 of 4

Farish, Thomas Edwin, History of Arizona, Vol. VIII, Phoenix.
1918.

Goudy, Karin, "Kingman History Summary" in Kingman Historic
Property Survey, Janus Design, Tempe, Arizona. 1979.

Janus Design, Kingman Historic Property Survey, Tempe, Arizona.
1979.

Malach, Roman, Century of Kingman 1882-1982, Mohave County
Board of Supervisors, 1980.

Mohave County Mines. Published by the Mohave County
Board of Supervisors. 1977.

McClintock, James H., Arizona--The Youngest State, Vol. III,
Chicago: S.J. Clarke Publishing Co. 1916.

Mohave County Genealogical Society. "Grave and Funeral Records
of Mohave County, Arizona, 1882-1982." 1980.

Mohave County Miner, various issues, 1882-1922.

Mohave County Museum of History and Arts, Kingman. Photographic
and Historic Files.

Mohave County Recorder's Office, Kingman.

Musser, Mamie Jones, "Kingman, Mohave County, Arizona", Federal
Writers' Program. c.1937.

Our Mineral Wealth, various issues.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet 15 Item number 9 Page 3 of 4

Pare¹, Madeline Ferrin and Bert M. Fireman, Arizona Pageant,
Arizona Historical Foundation, Tempe, AZ, 1974.

Peplow, Edward H., History of Arizona, Vols. I and II, Lewis
Historical Publishing Co., New York. n.d.

Phoenix Herald, 12/19/1882, 7:2

Quebbeman, Frances E., Medicine in Territorial Arizona, Arizona
Historical Foundation, Phoenix. 1966.

Sanborn-Parris Fire Insurance Maps, New York.

Sanita, Francis B., "Recollections of the Hualapai." Federal
Writers' Program. n.d.

Sloan, Richard E., ed; Ward R. Adams, author. History of
Arizona, Vol. 1. Record Publishing Co., Phoenix.
1930.

Spicer, Edward H., Cycles of Conquest, University of Arizona
Press, Tucson. 1962.

Wagoner, Jay J., Arizona Territory 1863-1912, A Political
History, University of Arizona Press, Tucson. 1970.

Walker, Henry P. and Dan Bufkin, Historical Atlas of Arizona,
University of Oklahoma Press, Norman. 1979.

Wallace, Andrew, ed., Sources and Readings in Arizona History,
Arizona Pioneers' Historical Society, Tucson. 1965.

Weaver, Thomas, ed., Indians of Arizona, A Contemporary Per-
spective. University of Arizona Press, Tucson. 1974.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

Continuation sheet 16

Item number 9

Page 4 of 4

Whiffen, Marcus, American Architecture Since 1780. A Guide to the Styles. MIT Press, Cambridge. 1969.

Willis, Charles F., Mohave-Arizona Mining Journal--Section, 5/1/21.

Young, May E., "Ups and Downs of the Early Cattlemen." Arizona Cattlelog. May 1956. pp. 26-28.

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received
date entered

Continuation sheet 17

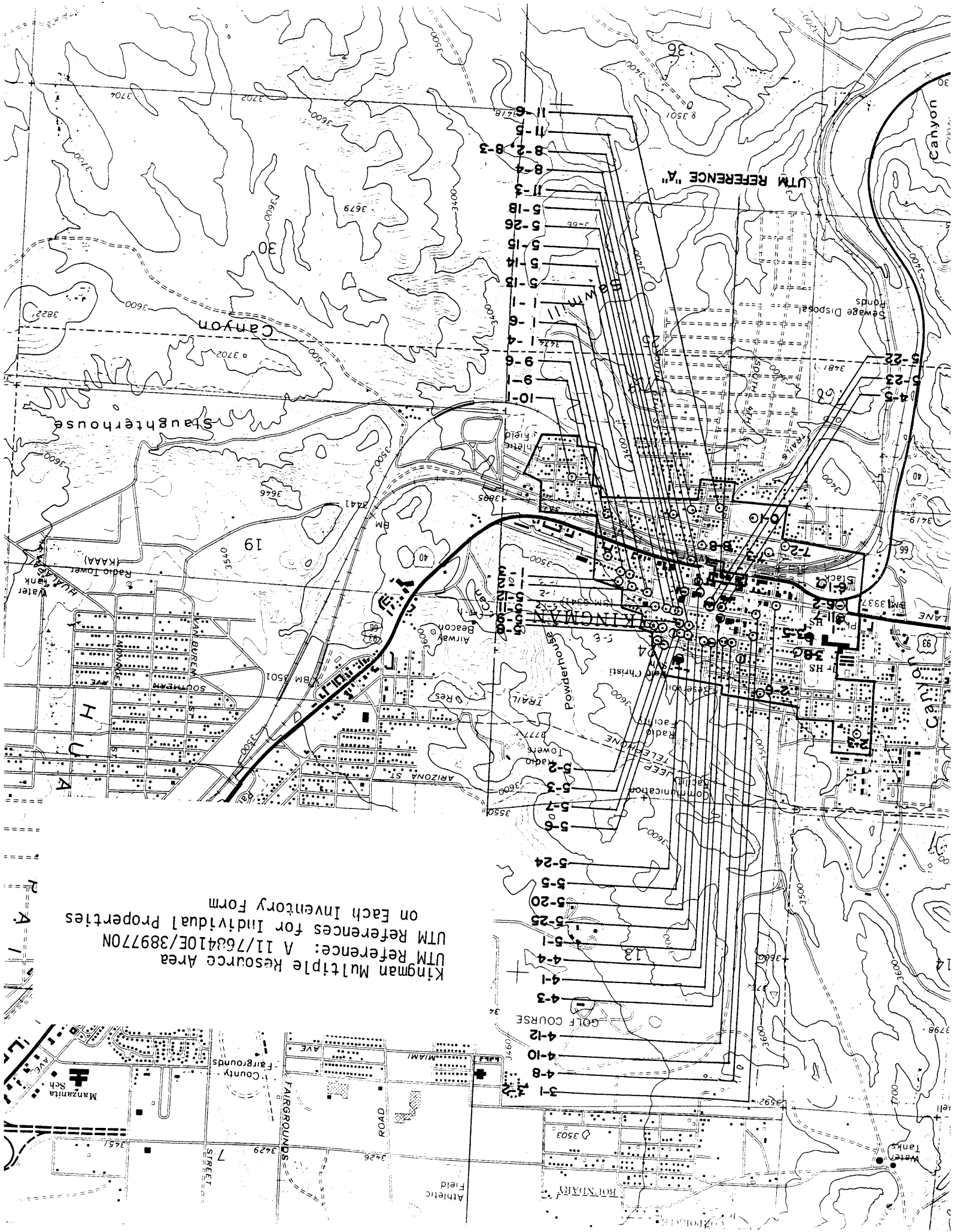
Item number 10

Page 1

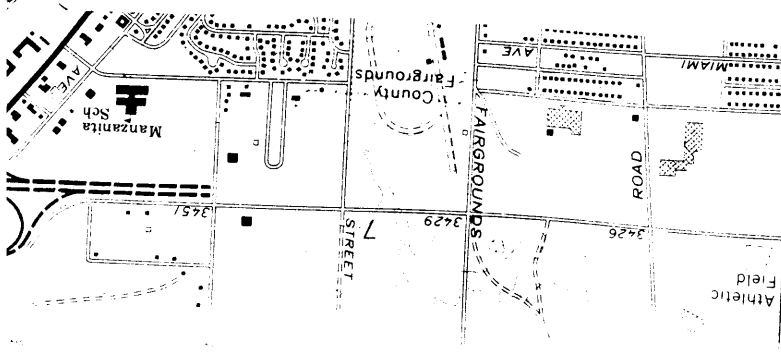
Verbal Boundary Description

Kingman Commercial Historic District

Beginning at the northeast corner of Andy Devine Avenue and N. Third Street and proceeding east along the north curbline of Andy Devine Avenue 400 feet to N. Fourth Street, then south 90 degrees following the projected curbline of N. Fourth Street across Andy Devine Avenue 200 feet to the northern edge of the Atchison, Topeka, and Santa Fe railroad track-bed, then east 90 degrees following the northern edge of the railroad track-bed 300 feet to the east side of the Atchison, Topeka, and Santa Fe railroad depot and including the original brick walks on the west side of the building, then north 90 degrees following the projected eastern side of the building 200 feet to the north curbline of Andy Devine Avenue, then west 90 degrees following the north curbline of Andy Devine Avenue 125 feet to the east side of the Kingman Drug Building, then north 90 degrees along the eastern edge of tax parcel 303-08-104 125 feet to the south curbline of the alley between Andy Devine Avenue and Beale Street, then west 90 degrees following the south curbline of the alley 600 feet to the east curbline of N. Third Street, then south 90 degrees following the east curbline of N. Third Street 125 feet to the point of beginning.



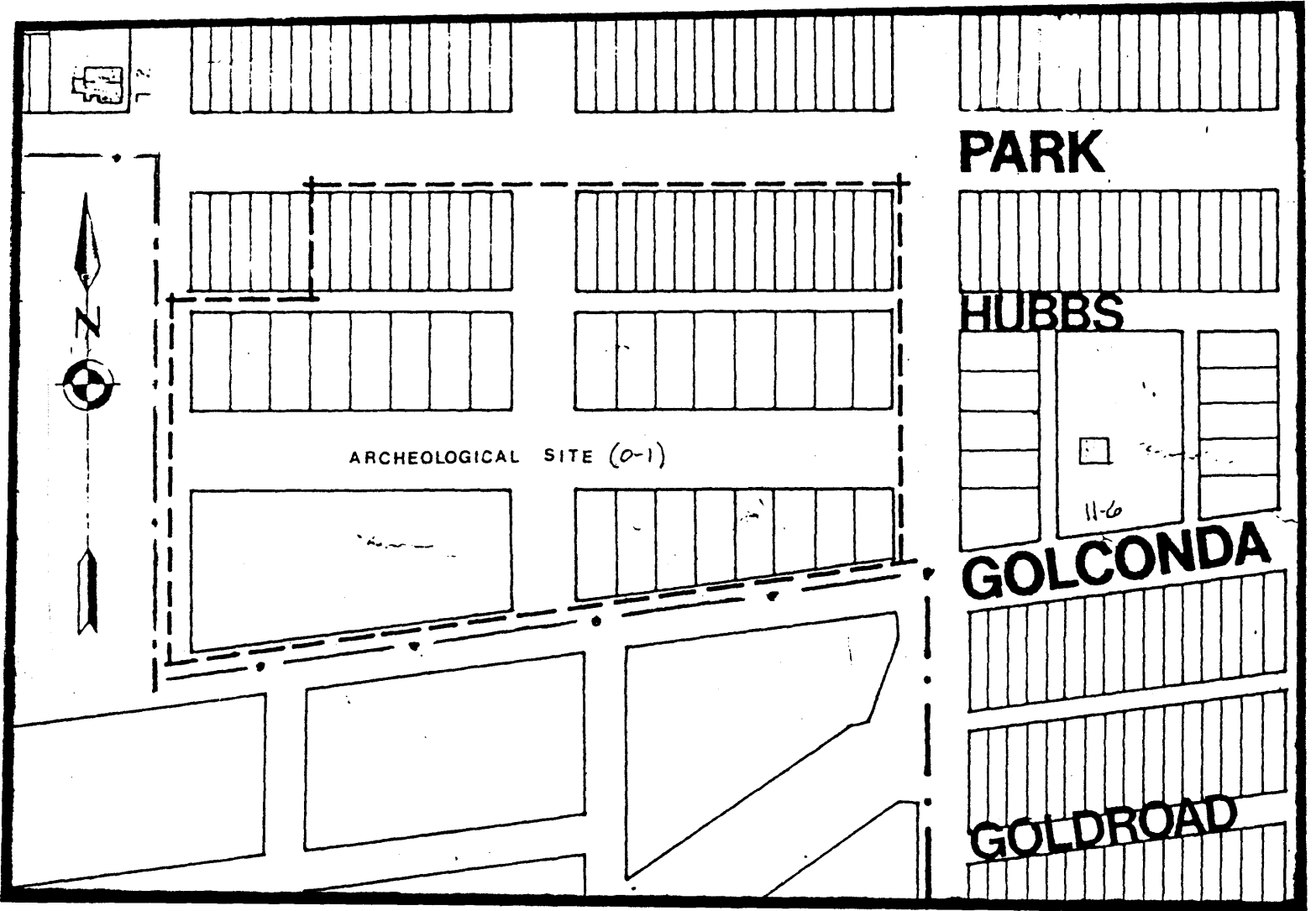
Kingman Multiple Resource Area
 UTM Reference: A 11768410E/389770N
 UTM References for Individual Properties
 on Each Inventory Form

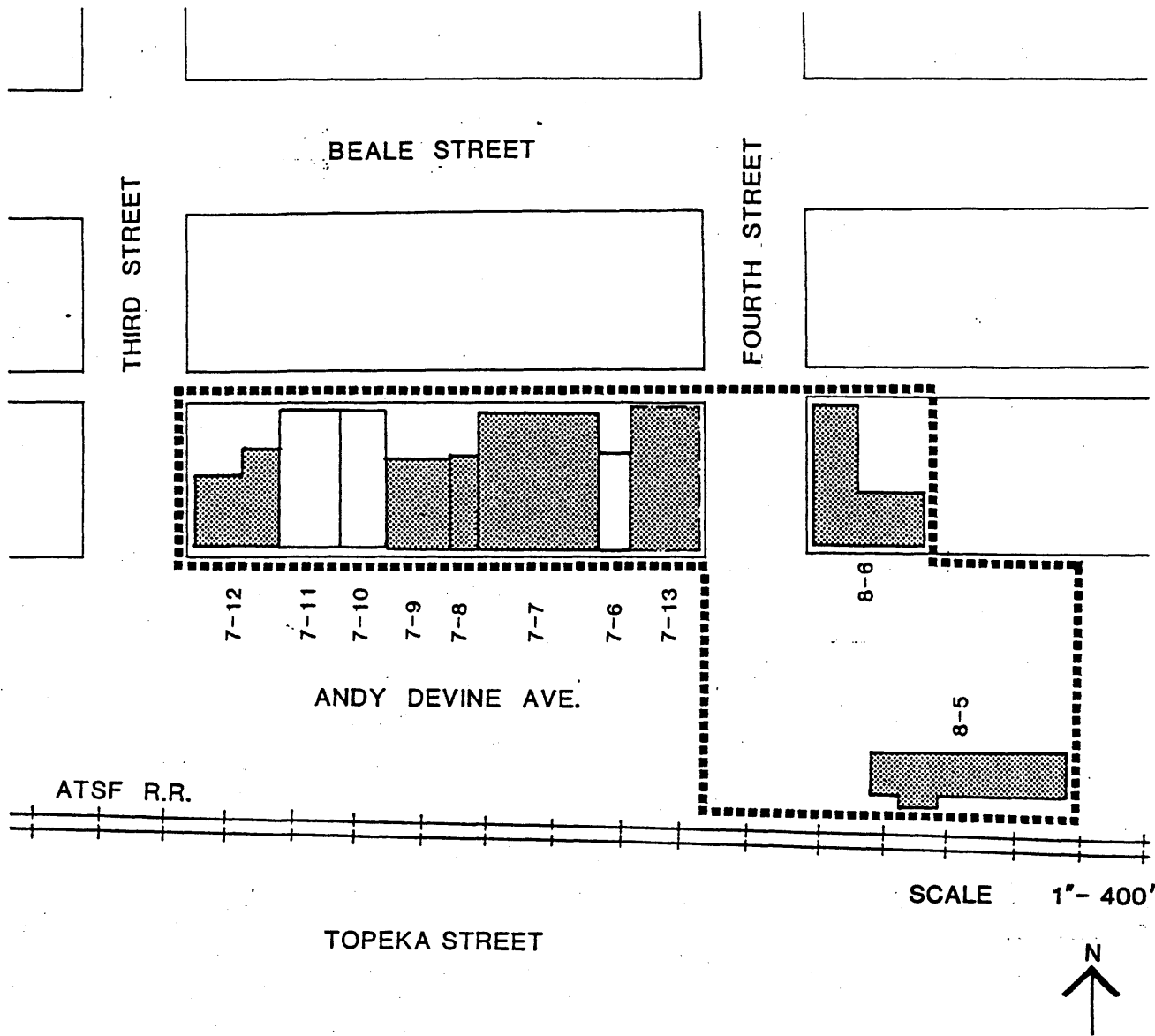


Kingman Multiple Resource Area
Survey Site 0-1
Archaeological Site

Scale 1" = 400'

Archaeological Site Boundary — — — —





KINGMAN COMMERCIAL HISTORIC DISTRICT

- DISTRICT BOUNDARY**
- CONTRIBUTING PROPERTY**
- 7-6** **REFERENCE NUMBER**

OAK

STREET

CK 272

479.91

CK 277

480.15

S 83° 50' 30" E

Kingman Commercial Historic District
Legal Tax Parcel Map Showing District
Boundaries
Historic District Boundary

Scale 1" = 100'

Kingman Townsite Addition
Book 303, Map 8, 2 of 6 and
Book 303, Map 9, 1 of 4

374.97

374.97

372.06

80

40

N 07° 30' E

N 0°

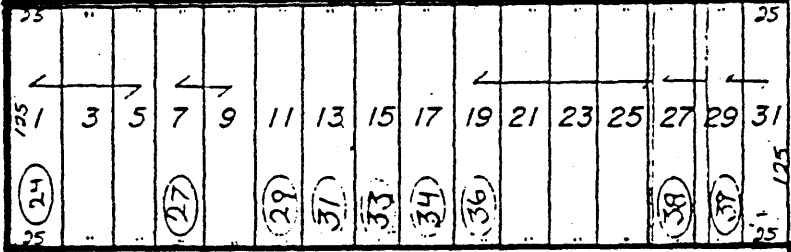
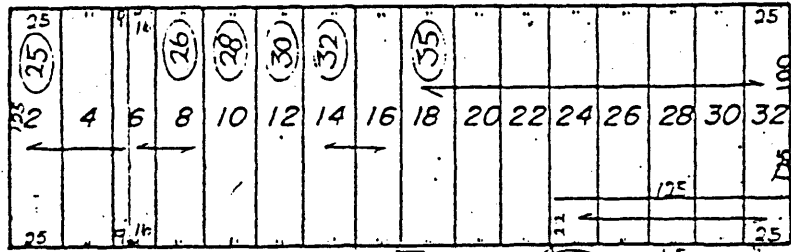
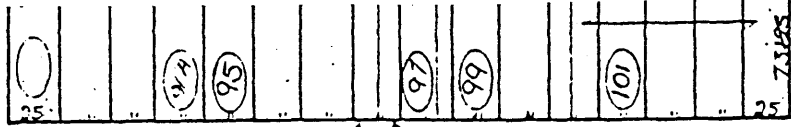
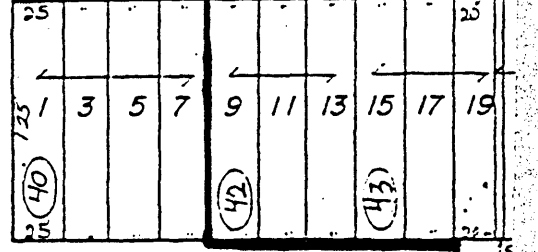
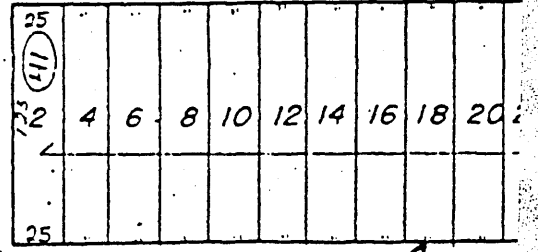
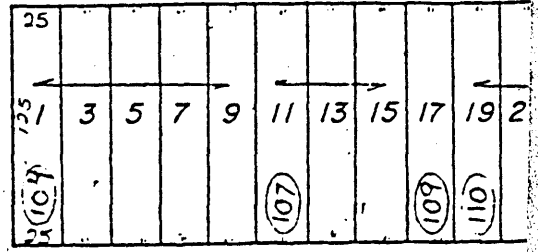
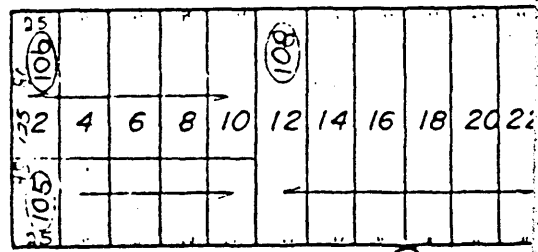
80

40

FOURTH STREET
375.00

NORTH STREET
373.37

S 83° 40' 15" E



BEALE
480.77

STREET
479.89

ANDY DEVINE
480.44

AVENUE
479.58

108 701-8-14A-6

RR RW LINE

701-8-14A-

Historic District Boundary

109 701-8-14A-7
RR RW LINE

TOPEKA

STREET