

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

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Wright Brothers Mule Barn

other name/site number Rader Packing Co. Bldg., Diggs Building

2. Location

street & town 1101-1107 Hinkson Av., and 501-507 Fay St. N/A not for publication

city or town Columbia N/A vicinity

state Missouri code MO county Boone code 019 zip code 65201

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)



September 18, 2007

Signature of certifying official/Title Mark A. Miles/Deputy SHPO

Date

Missouri Department of Natural Resources

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

- entered in the National Register.
 - See continuation sheet
- determined eligible for the National Register
 - See continuation sheet
- determined not eligible for the National Register
- removed from the National Register
- other, (explain.) _____

Wright Brothers Mule Barn
Name of Property

Boone County, MO
County and State

5. Classification

Ownership of Property
(check as many boxes as apply)

Category of Property
(check only one box)

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

- private
- public-local
- public-State
- public-Federal

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

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

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Function
(Enter categories from instructions)

Agriculture/ animal facility
Agriculture/ processing

Current Function
(Enter categories from instructions)

Work in Progress/multiple dwelling=apartment building
Work in Progress/COMMERCIAL=specialty stores
Work in Progress/COMMERCIAL=businesses
Work in Progress/COMMERCIAL=professional

7. Description

Architectural Classification
(Enter categories from instructions)

Other: One and two-part industrial block

Materials
(Enter categories from instructions)

foundation concrete
walls brick
wood
roof asphalt
metal/steel
other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet(s) for Section No. 7

Wright Brothers Mule Barn
Name of Property

Roone County, MO
County and State

8. Statement of Significance

Applicable National Register Criteria

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

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Areas of Significance

(enter categories from instructions)

INDUSTRY

COMMERCE

Period of Significance

1920-1957

Significant Dates

N/A

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Gedney, Jesse(y) I., St. Louis designer

Strickler, Joe, Columbia builder

See continuation sheet(s) for Section No. 8

Primary location of additional data:

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other Name of repository:

Western Manuscripts at State Historical Society Library,

Columbia MO

Columbia MO Public Library

See continuation sheet(s) for Section No. 9

Wright Brothers Mule Barn
Name of Property

BOONE County, MO
County and State

10. Geographical Data

Acreage of Property 0.5 A.

UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 1/5 5/5/8/6/6/7 4/3/1/2/0/3/0
Zone Easting Northing

2 / / / / / / / / / / / / / / / / /
Zone Easting Northing

3 / / / / / / / / / / / / / / / / /
Zone Easting Northing

4 / / / / / / / / / / / / / / / / /
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

LEGAL: Lots 22 & 23 of Central Addition to Columbia, 150' by 150' at NW corner of Hinkson and Fay intersection.

Property Tax No. 17-113-00-11-007.00

Boundary Justification

(Explain why the boundaries were selected.)

Historic Legal boundary for property by City records.

See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Brian J. Pape, AIA, President

organization PACKERS ON HINKSON LLC date 5-26-07

street & number PO BOX 1392 telephone 573-874-8687

city or town COLUMBIA state MO zip code 65205

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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

2 Historic Sanborn maps, dated 1925 & 1914.

A Sketch map for photographs, keyed to 28 numbered views.

A Sketch Plan of Original Layout, 2006 Layout, and 2006 Exterior Elevations.

Photographs: Representative black and white photographs of the property, total of 28

Additional items: a) a CD of 56 photos (under separate cover)

Property Owner

name/title PACKERS ON HINKSON LLC

street & number PO BOX 1392 telephone 573-874-8687

city or town COLUMBIA state MO zip code 65205

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**National Register of Historic Places
Continuation Sheet**Section number 7 Page 1**Property Name: Wright Bros. Mule Barn
Boone County, MO****Summary**

The Wright Brothers Mule Barn is a one and two story masonry industrial block with low-sloped roofs. The 150' x 150' building occupies 100% of the site, with no outbuildings or open yard. The exterior walls are solid 14" thick red brick, corbelled and articulated above the street façade windows. Large windows on four sides as well as 2 rows of smaller clerestory windows on the second story step-up, plus 2 large industrial monitor skylights near the center of the building roof provide generous amounts of natural daylight inside. On the interior, the structural system uses timber post and beam construction with special inverted bow cable trusses to provide for longer spans and fewer posts. Since about 1876 this neighborhood just north of the downtown business district and at the west end of Hinkson Avenue, served as the site of stock pens and various small industrial uses, along with workers' houses. The predominantly industrial character remains from Columbia's early years, with narrow paved streets without sidewalks, curbs or gutters, except at this building. The railroad tracks of the Wabash Railroad are just 75' west of the building, with railroad land adjacent to the west and north sides, and the Columbia College campus adjoins the west side of the tracks. The building remains much the same on the exterior as originally constructed, although it was poorly maintained and had moderate changes. All the original brick walls remain except the north one story portion previously demolished (in 2005) due to disrepair. About 30% of the original wood windows remain, with many other openings in-filled but visible. Interior structure members remain about 80% intact with many added room partitions. The first floor is paved with concrete and the second floor has wood flooring. Over 70% of original roofs remain, with some lost to disrepair and some roofs rebuilt. The setting has changed over time but overall the Wright Brothers Mule Barn retains integrity and successfully conveys its historic identity. The form of the building is relatively intact, and a preponderance of original materials are present except as noted.

Elaboration

Located just one block northeast of the original 1821 City limits at Rogers Street and Rangeline Street, this subject area was annexed in 1861 as the Central Subdivision.¹ The area served as an industrial zone and for stock pens after the building of the Wabash Railroad spur to Centralia in 1867, although industrial enterprises remained a small part of Columbia's economy.²

In May 1919, the local mule buyers W.L. & B.C. Wright began construction on the 150' by 150' brick mule barn under the direction of their builder Joe Strickler,³ at the corner of Hinkson Avenue and Hollis (now Fay) Street. Hinkson Avenue was the main street 50' wide serving this site and it extended from across the Wabash Railroad west of the building over to old State Highway 63 (now called Old 63 North) on the east about a mile away, near the Hinkson Creek. Hollis Street has a 40' right of way with 20' wide paving that forms the SE

¹ City of Columbia Public Works Dept., public survey records. Columbia MO.

² John C. Crighton, A History of Columbia and Boone County. Columbia MO: Computer Color Graphics, 1987, p. 447.

³ A search of internet and business records revealed no additional information.

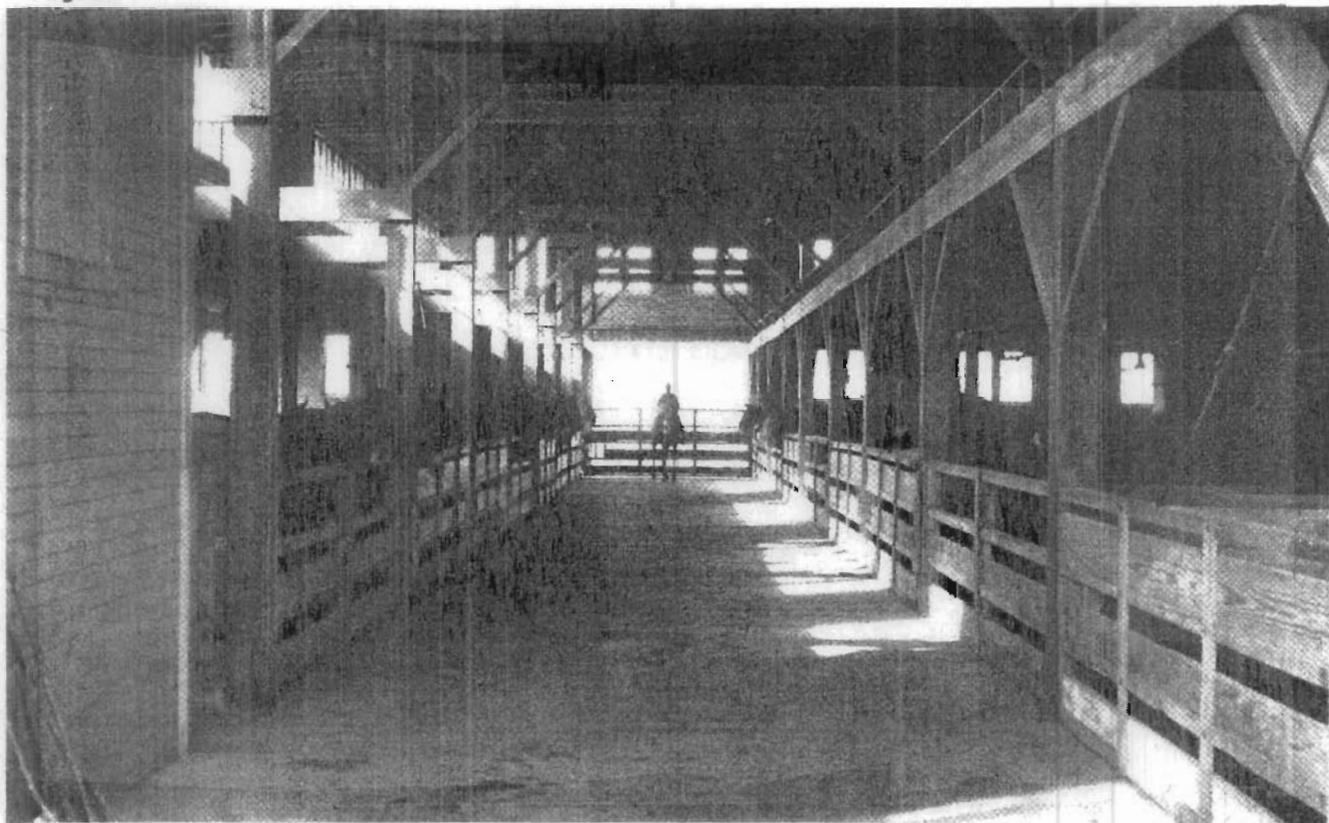
National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Property Name: **Wright Bros. Mule Barn**
Boone County, MO

corner of the building and lot, and runs about a mile north to old State Highway 40, now Business Loop 70.

The Wright Brothers mule barn was designed by Jesse(y) I. Gedney of St. Louis MO and was said to be of the latest design with modern features, such as electric lights, running water, and feed troughs fed from the floor above. It was laid out with two 14' "alleys" that divided the ground floor into three sections.⁴ See Figure 1.⁵



(Figure 1) Mule Barn Photo view of south alley looking west, ca. 1924. In the foreground are gates with tie rod supports in the south alley. To the left there appears to be a solid partition separating the southeast corner from the mule compartments, where the original offices are located. On the left side is also seen the high row of clerestory windows facing south, with the winter sunlight streaming deep into the lower spaces ahead. Mules are seen with their heads over the railings. Just behind the rider in the south alley are gates leading to the railroad stock yards in the open sunlight. Original timber structure, windows, loft and roof are seen in the photo. Despite numerous photos of the Wright barn, the Mule Project does not include any interviews or background information on the Wrights or Strickler or Gedney. (Archives, University of Missouri, Columbia)

⁴ "\$30,000 Mule Barn Puts City In Lead," The Evening Missourian. Monday, August 2 1920.

⁵ Melvin Bradley, The Missouri Mule: His Origin and Times-Volume I. Columbia MO: University of Missouri- Columbia Extension Division, with The Missouri Mule Skinners Society, 1993, p. 176.

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Property Name: **Wright Bros. Mule Barn**
Boone County, MO

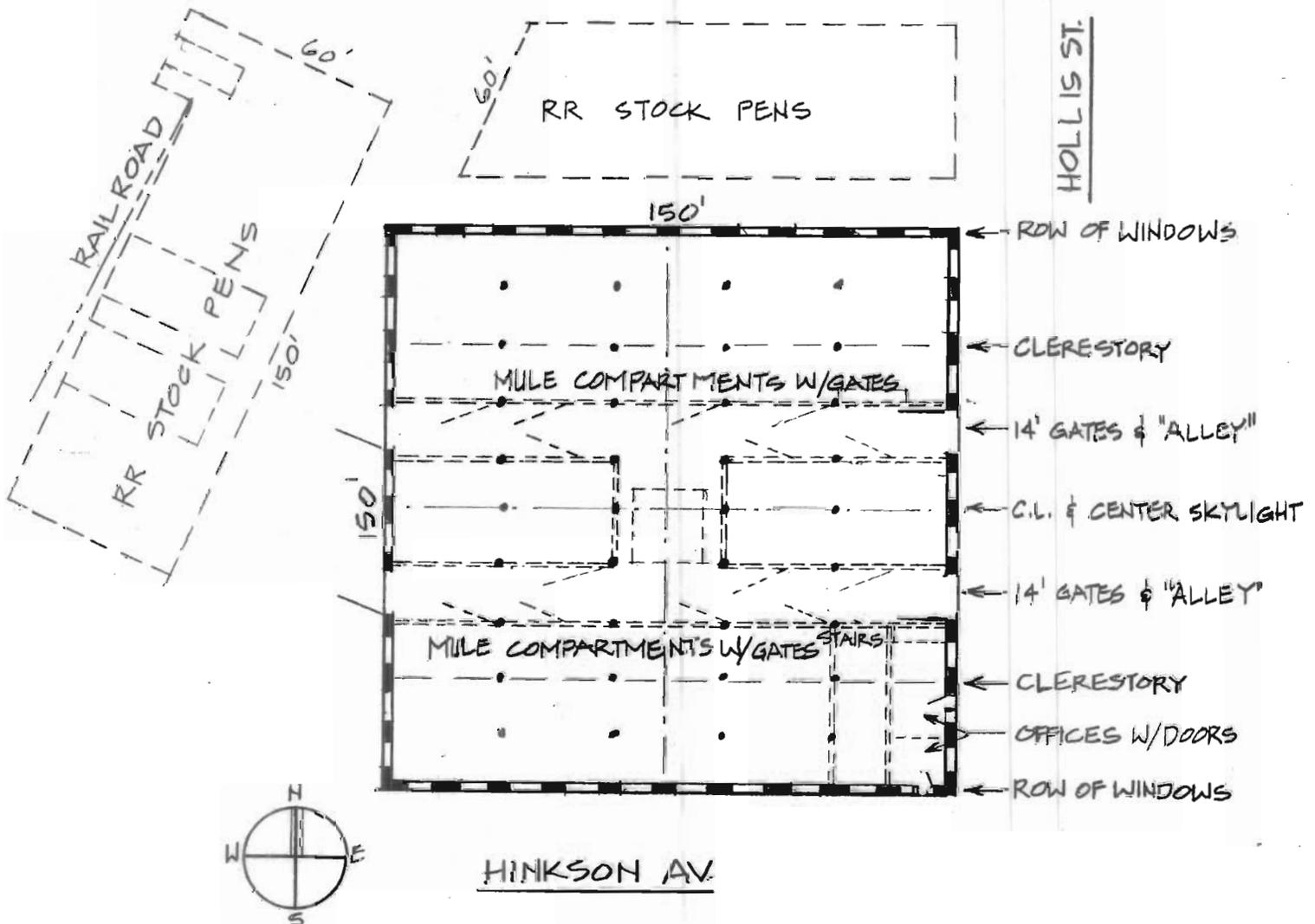
Each section was divided into compartments each to hold about one "car" of mules.⁶ Each had a feed trough and water trough at one end, and a hay manger at the other end. Heavy wooden gates reinforced by iron bars opened into the gangways and made cut-offs for moving the mules about in the alleys. Gates thrown back from one door formed a chute into the stock pens of the railroad, where the mules were loaded into cars. A neatly arranged office in the building's southeast corner served the operation's administration.⁷

A Sketch Plan of the original layout is attached herein.

SKETCH PLAN OF ORIGINAL 1920 MAIN FLOOR

Drawn by Brian Pape, 3-26-07

Interpreted from written records and field evidence. Not to Scale.



⁶ James Austin Burkhardt and Eugene Francis Schmidlien, Mules, Jackasses and Other Misconceptions. Columbia MO: Stephens College, 1995; p.85: 6 carloads= about 150 mules.

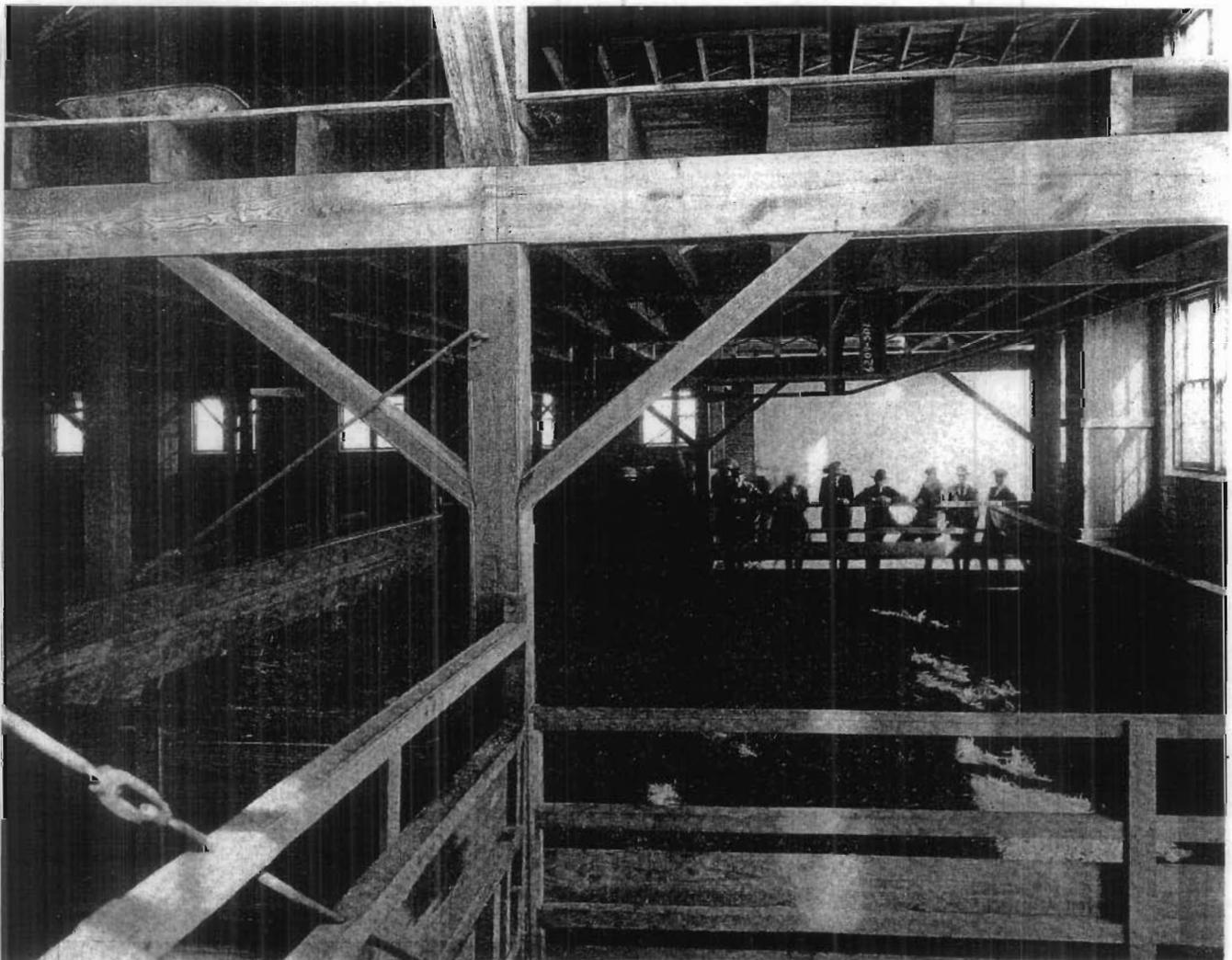
⁷ "\$30,000 Mule Barn Puts City In Lead," The Evening Missourian. Monday, August 2, 1920.

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Property Name: **Wright Bros. Mule Barn**
Boone County, MO

On the interior, the original timber post and beam system is built on a regular grid of bays in each direction, each about 14' by 15'. The posts are oak 10x10's supporting 2 story bays, and 8x8's supporting one story and upper roof bays. Beams are built of 5-2x12's for 2 story bays, and 2 or more 2x10's supporting roofs. The beams are enhanced by a unique system of trusses: an ingenious use of bridge engineering and steel cables create a hybrid tensile truss member that spans 2 bays of floor areas. See Figure 2.⁸



(Figure 2) Mule Barn Photo view of east compartments from the south alley looking north, ca. 1925. In the foreground are gates with tie rod supports in the south alley. In the background there appears to be a solid partition separating the northeast corner from the mule compartments, just behind the line of men in the north alley. Original timber structure, windows, loft and roof are seen in the photo. Wright Brothers of Columbia fed many mules here. (Archives, University of Missouri, Columbia)

⁸ Bradley, p. 152.

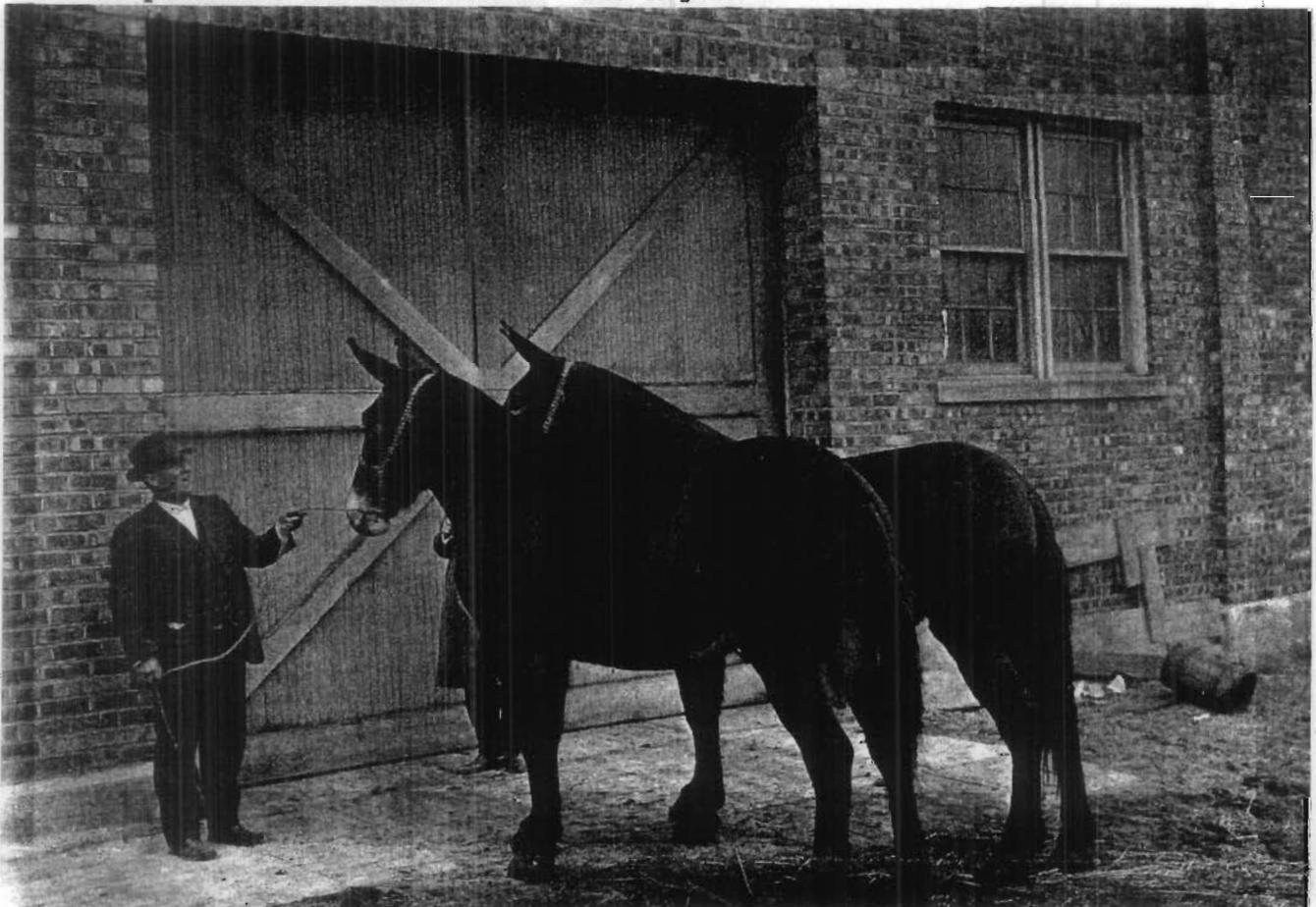
National Register of Historic Places Continuation Sheet

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Property Name: **Wright Bros. Mule Barn**
Boone County, MO

The trussed spans make larger spaces available with fewer post obstructions. Originally, the building's main floor had 2" diameter cables at 2-story bays, and trusses supporting roofs only had 1.5" diameter cables. In the midst of the 150' x 150' floor area is a set of 2 large 6'x10' monitor skylights that illuminate with natural light the center of the interior on the second and first floors, due to an open floor below the skylights.

The exterior east façade of the Wright Brothers Mule Barn faces Fay (Hollis) Street. The east façade is grouped into 3 sections, defined by brick piers, the two-story center section flanked by one-story sides to the north and south. The east facade has the main building doorways, comprised of 2 large loading dock openings.¹ The SE dock opening was enlarged by $\frac{1}{2}$ bay in the 1960's to fit 3 loading doors. The NE dock opening remains the original size with an infill partition and small doors. See Figure 3.⁹



(Figure 3) Mule Barn Photo view of north loading door on Fay Street looking west, ca. 1924. Note the stone corners in the brick wall above the door and the original double hung windows with 6 over 6 sashes. These real "Missouri Mules" were owned by Wright Brothers Mule Company of Columbia and are a typical black color with white noses. (Archives, University of Missouri, Columbia)

⁹ Bradley, p. 99.

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Property Name: **Wright Bros. Mule Barn**
Boone County, MO

East windows are pairs of double hung units arranged in a rhythmic pattern and nearly symmetrically composed on the First and Second levels. There are 11 bays, each with a set of doors or windows. Most First Floor windows are boarded up over original 6' x 6' wooden double hung units, but many original concrete sills remain. The SE windows in the original office rooms are larger by the inclusion of 2' tall transom units, making them 8' total height, 6' wide, and they have limestone sills. Evidence in the brickwork shows there was once a small door into the SE corner room, now replaced by a window. There is another small door added into the room at the north end of the Fay Street façade, where a window had been (dates of change unknown). Upper windows have aluminum units from the 1970's, but retain their concrete sills for the 5' height and 6' or 5' wide openings.¹⁰

On the upper portions of the walls are brick panels framed by soldier courses and corbelled dentil work. At the corners of the panels are square limestone inserts for accents. The façade is right at the property line and the concrete sidewalk. As the walk slopes down toward the north, a strip of concrete foundation is exposed, about 3' high at its extreme.

The south façade faces Hinkson Avenue, with a pattern of similar original window openings, one set per bay with 10 bays. The wall design has 2 bays per section, defined by brick piers, and each section has a different wall height, with the tallest portion in the middle. Starting at the SE corner, there are 2 larger office window openings. The first large opening now has brick infill, and the second large opening now has an aluminum and glass storefront within the original window opening width. There is evidence in the brickwork that $\frac{1}{2}$ of the first opening had a small door into the office room, and that the storefront opening was once an office window that matched the east 8' x 6' windows of the offices. The remaining openings are about 6' x 6'.

The south façade brickwork matches the east façade with original brick panels above the windows accented by square limestone inserts, and corbelled dentils near the top of the parapet walls. The building wall is right at the sidewalk, and slopes down to the west, with about 6.5' of concrete foundation exposed at its maximum.

The western façade faces the railroad land and the train tracks, with Columbia College campus buildings beyond that. The unimproved railroad lot has a long concrete platform up against the west wall of the building. The ground slopes down from the NW corner to the south, with the concrete foundation exposed from 4' to about 6.5' maximum at the SW corner. The west wall has symmetrically placed window openings of the same sizes as the east wall, plus added large loading doors. The 2 original doors were in line with the 2 loading doors on the east façade. Now an additional large door opening is filled in with siding. The original brick parapet wall steps up in 2 places along the slope of the roof, and there are no pilasters or decorative brick details in the wall field.

The platform and openings were once part of a mutual agreement to access the railroad's tracks and cars. Today, these doors cannot be used since City building codes require fire separation walls where the wall is on the property line, and they prohibit exiting a building onto another's private property.

¹⁰ Dale and Audrey Diggs, family archives. N.P., 2006. Photos of 1973 exterior; SE view.

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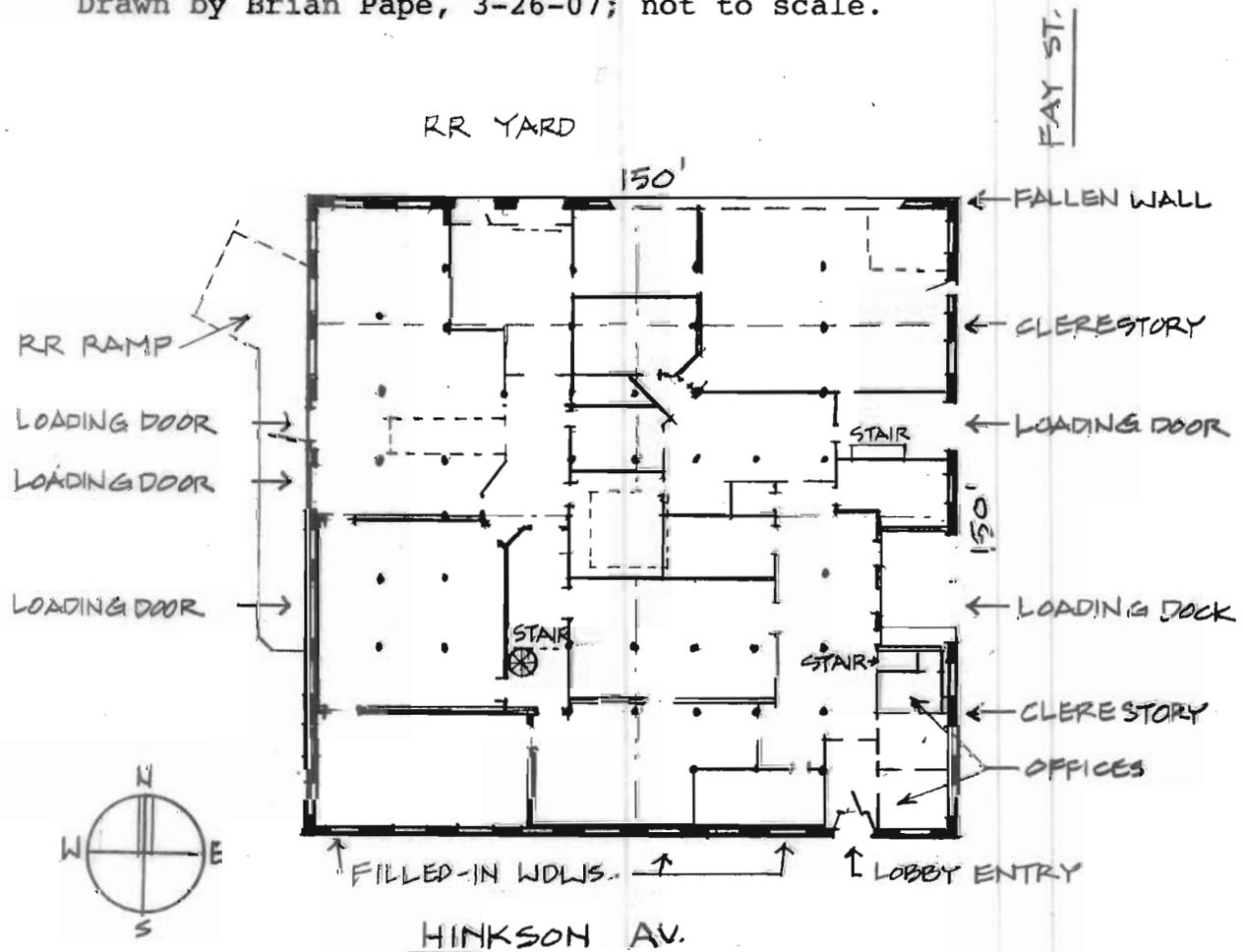
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Property Name: **Wright Bros. Mule Barn**
Boone County, MO

The north façade has suffered from disrepair or deferred maintenance, so only each corner remained in 2006. Even these portions were in poor condition due to rotting wood rafters and frost damage in brick walls. What remains indicates regularly spaced window openings of the 6' x 6' size, one window set per bay, somewhat similar to the south façade, but with no pilasters, decorative brick detail, or differentiation of the wall line height. Although one or possibly two garage doors were added in recent years, evidence and news accounts indicate that only windows, of the same pairs of double hung windows as the west side, comprised the original wall.¹¹ The openings that remain are boarded up or bricked in. The north façade faces adjacent railroad property of unimproved graveled lot that is nearly flat, with about 4' of concrete foundation exposed from the NW to the NE corner.

SKETCH PLAN OF MAIN FLOOR of 2006 is attached.

Drawn by Brian Pape, 3-26-07; not to scale.



¹¹ Bradley, p. 152.

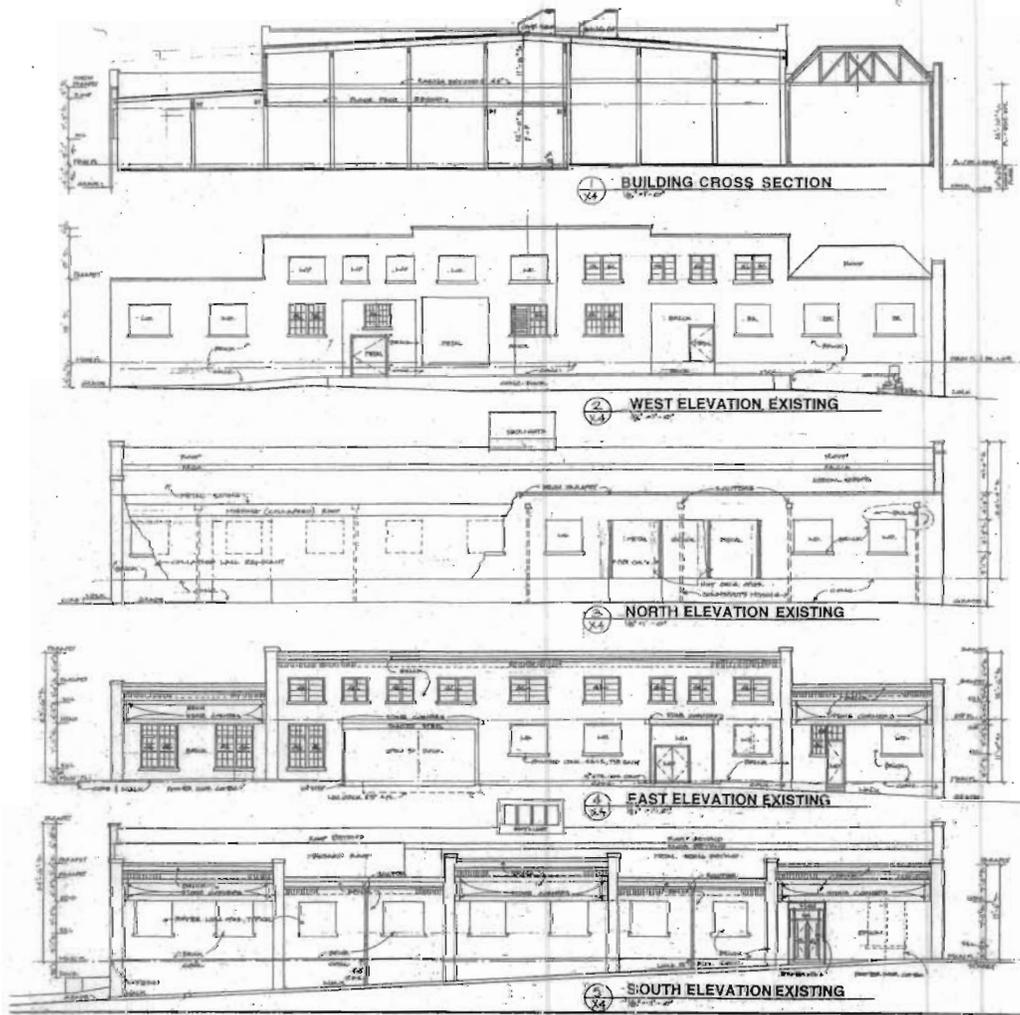
National Register of Historic Places Continuation Sheet

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Property Name: **Wright Bros. Mule Barn**
Boone County, MO

SKETCH OF MAIN EXTERIOR ELEVATIONS

Drawn by Brian Pape, 3-26-07, Noting deviations from original building.
Interpreted from written records and field evidence. Not to scale.



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Property Name: **Wright Bros. Mule Barn**
Boone County, MO

The interior of the first floor now has many partitions for cold storage or processing rooms of the meatpacking business operated in the building. These are made of glazed tile or FRP wall paneling over layers of cork and Styrofoam insulation. The FRP¹² panels also cover much of the ceiling and beams in the processing rooms. Also in the 1950-70 era, the four SW rooms were remodeled to provide taller 15' ceilings, using steel posts and beams to carry conveyor tracks at the ceiling. These changes appear on the exterior only in the SW corner "humpback" roof behind the wall parapets, so very little exterior integrity is changed.¹³ Today, 4 of the 2" cable trusses and 10 of the 1.5" cable trusses remain. Other trusses were replaced by new walls or steel posts as rooms were remodeled over the years.

On the second floor are relatively few partitions of wood stud construction to divide the small employee locker rooms in the SE corner from boxing; storage and other roughly finished utilitarian areas. A small part of the second floor space is remodeled into USDA inspector rooms adjacent to the slaughtering room in the 1970's.¹⁴ In the midst of the overall upper floor area is the set of 2 large 6'x10' monitor skylights illuminating with natural light the center of the interior on the second floor, with the floor below the skylights filled in with plywood flooring. A Sketch Plan is attached on Sheet 10.

Concrete floors cover all first floor areas of today's building. The wooden floors on the second level have 1x4 tongue and groove board at the SE corner offices and 3 bays deep along the entire east side. Other floor areas have plywood decking roughly fastened to irregular structure, indicating temporary or utilitarian uses for the spaces and the modifications to the rooms below over the years. There are 2 large rooms along the western side that are the full 2-story 22' height without a second floor. These served as the sorting room for newly arrived cattle and the slaughter room adjacent to it for the meatpacking business, all changes during the post-1953 era.

Today, the regular spacing of the timber posts and beams, the original rows of windows on each side (though mostly covered for now) and the second floor lofts give testament to the well-planned mule barn layout. The compartments and pens are gone and replaced by partitions and cooler doors for the cattle processing that occupied the building's recent years, but the 14' loading openings at each end of the 14' alleys are still in evidence with minor changes. The neatly arranged office still occupies the corner behind extra large windows. This building in its current configuration and size and materials retains integrity. The brick walls, the window openings, the major roof structures, and the relationship to the street remains unchanged. Even the interior post and beam structure remain for many of the rooms. It remained in the same business type, animal facility, for its entire life. Because this building has a solid concrete foundation and floor, heavy duty for industrial weight loads, and largely intact wall and roof envelope, this building is a prime candidate for historic preservation recognition and adaptive reuse.

¹² FRP= Fiberglass reinforced plastic sheets; washable for food handling areas.

¹³ Diggs family archives. Photos of 1973 exterior; SE view.

¹⁴ Diggs family archives, 2006.

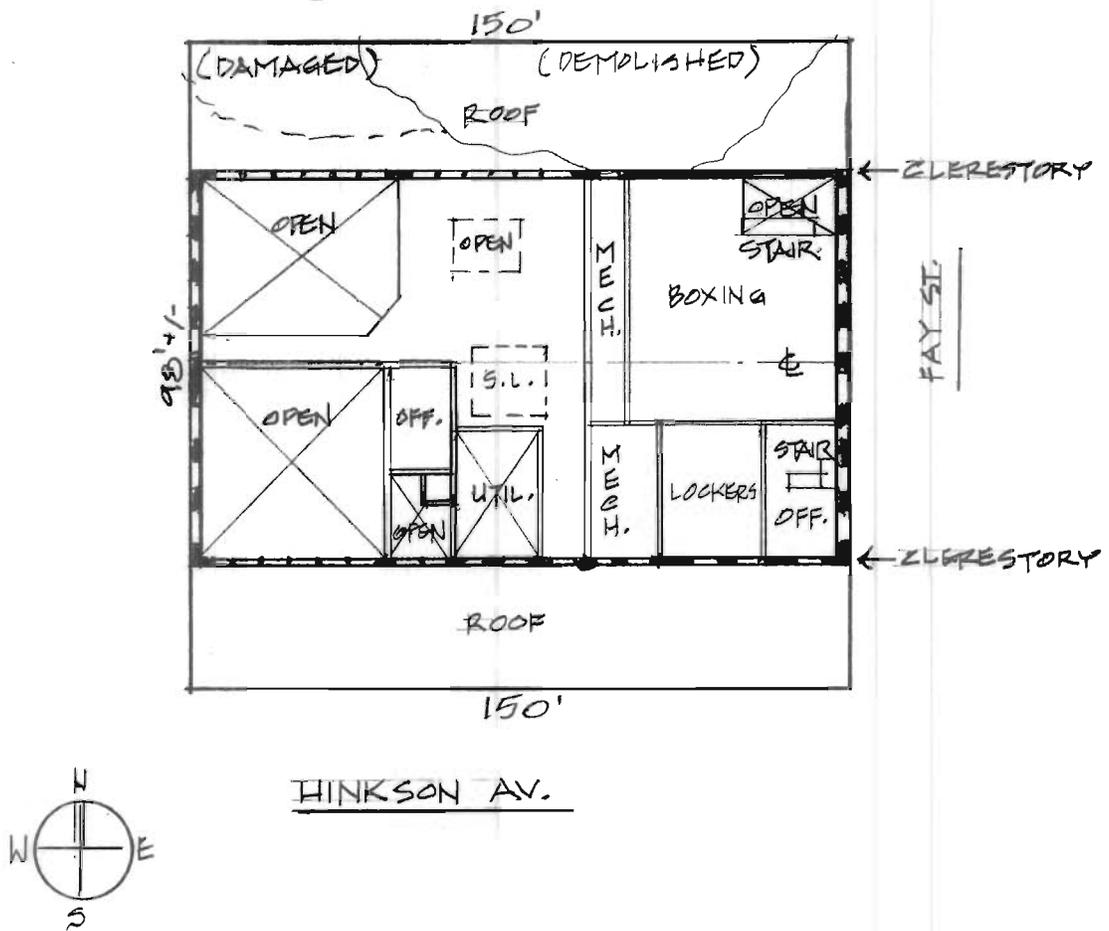
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Property Name: **Wright Bros. Mule Barn**
Boone County, MO

SKETCH PLAN OF SECOND FLOOR of 2006 is attached.

Drawn by Brian Pape, 3-26-07; not to scale.



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Property Name: **Wright Bros. Mule Barn**
Boone County, MO

NARRATIVE STATEMENT OF SIGNIFICANCE

Summary

The Wright Brothers Mule Barn in Columbia, Missouri, was built in 1919-20 as one of the state's largest and most well planned facilities for Missouri mules.¹⁵ It is eligible for listing in the National Register with local significance under Criterion A in the areas of Commerce, Industry and Agriculture. Columbia began as an agricultural center, but was able to diversify due to its place on transportation networks.¹⁶ Mules¹⁷ have played an important role in the prosperity of the region since their introduction in 1822 and have brought fame to the state's agricultural community, thanks to the dedication of Missouri breeders.¹⁸ During its period of significance from 1920-57, the Mule Barn served as an important animal facility for the region and beyond. Built at the peak of Missouri mule breeding, the mule barn's trade decreased in the later 1920's. Other animal industries shared the barn and changed its interior arrangements, while maintaining the exterior integrity.¹⁹ The Rader Packing Company began sharing the use of the building in 1930, purchased the property in 1933 and finally occupied the entire property in 1953. As the only large animal facility of its time in Columbia's city limits, the Mule Barn was an important center for agricultural employment and a landmark for the neighborhood. It is a rare remaining example of masonry structures built for industrial, agricultural or manufacturing business uses in Columbia. Although the period of significance ends at the arbitrary 50-year cutoff date, the building remained in use as a packing company for many more years.

Elaboration

In the late 18th century, the frontier town of Franklin, Howard County, was located at the end of traffic on the Missouri River, due to many logs and other obstacles upstream. After the opening of the Santa Fe Trail, William Becknell and four companions from Franklin made their first expedition west to trade some merchandise. When they returned in January of 1822 from Santa Fe Mexico, they created a stir with tales of profit. Becknell and 30 men set out for Santa Fe again in June with mules to carry the large shipment of goods for trade. Since this is the first recording of mules in Missouri, it is assumed that Becknell brought these mules from Santa Fe. Many more expeditions followed for the expressed purpose of trading for more Spanish mules.²⁰ Mules have been bred and

¹⁵ "\$30,000 Mule Barn Puts City In Lead," The Evening Missourian. Monday, August 2 1920.

¹⁶ Alan R. Havig, From Southern Village to Midwestern City: Columbia, An Illustrated History. Columbia MO: Windsor Publications, Inc., 1984, p. 36.

¹⁷ Theresa A. Fuess, Ph.D., "What is a Mule Made Of?". Urbana, IL: University of Illinois, College of Veterinary Medicine, April 20, 1998. Mules are a hybrid from mating female horses (mares) with male donkeys (jacks).

¹⁸ Melvin Bradley, The Missouri Mule: His Origin and Times-Volume I. Columbia MO: University of Missouri- Columbia Extension Division, with The Missouri Mule Skinners Society, 1993, p. 52.

¹⁹ Diggs family archives, 2006.

²⁰ Bradley, p. 52.

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Property Name: **Wright Bros. Mule Barn
Boone County, MO**

used as pack and draft animals since prehistoric times and were first imported to this country from Spain and France by George Washington, who preferred them over horses.²¹

In 1818, a group of investors from Franklin and elsewhere founded the town of Smithton on the hope the new town would be the county seat of a new county portioned off of Howard County.²² In November of 1820, this newly formed county was named Boone, after the pioneer Daniel Boone who had just died on September 26, 1820. Founders of Smithton soon found the need to relocate and re-name the town Columbia in 1821. It was along the Flat Branch Creek near present Broadway and Fifth Streets, where two wells of constantly flowing water were dug.²³ Smithton-Columbia did become the county seat in August 1821, and Missouri became a state in August 10, 1821. By 1823, the Columbia population had grown to 130 persons.

Several miles north of the new town was the Boon's Lick Trail, used by Daniel Boone's sons to access a salt spring east of the Missouri River bottoms.²⁴ Determined to overcome obstacles for growth, a crew of woodsmen went out in 1822 to mark and blaze a new route from present Williamsburg to Fulton and into Smithton-Columbia, and on to Franklin on the Missouri River. This new trail claimed the name of the old, and became a widely known overland route. A direct path to the river port of Providence was also established to give the agricultural and merchant community access to the Missouri and the Mississippi Rivers. The Boon's Lick Trail also connected to the overland Santa Fe, California, and Oregon trails, linking Columbia to vital commerce and immigration routes, and to the profitable mule trading routes.²⁵

By the 1840's, Columbia began to develop its personality as a prosperous agricultural community, Southern influenced with an emphasis on education and culture. Slavery and the use of mules were familiar parts of the agricultural economy.²⁶ By 1871, Missouri had more mules, 110,000, than any other state.²⁷

Railroads became a dominant economic engine in America in the 19th century, and in the early 1850's \$100,000 was pledged for railroad stock by the Boone County Court to get a rail line through Columbia from St. Louis. Boone County hoped the line would follow the "ridge route" through Columbia, but the final layout in 1857 was through Centralia over 21 miles north. Not to be left behind, Columbia promoters immediately campaigned for a branch line from Centralia to Columbia, which was completed in 1867. This stimulated economic activity, although not to the extent towns on the main line experienced.²⁸

²¹ "Mule," Answers.com. References from The American Heritage Dictionary, Science and Technology Encyclopedia (McGraw-Hill Professional), Britannica Encyclopedia, Encyclopedia of American History, Columbia University Press Encyclopedia, and Wordnet.

²² Pauline Ann Batterson, The First Forty Years. Columbia MO: Columbia Chamber of Commerce, 1965, p. 3.

²³ Ibid., p. 6-9.

²⁴ David P. Sapp, "The 1820 Route of the Boone's Lick Trail Across Boone County." Columbia MO: David P Sapp, 2000.

²⁵ Batterson, p.6-9.

²⁶ Ibid., p. 28-32.

²⁷ "Mule," Answers.com.

²⁸ Batterson, p. 45-46.

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From the 1860's to the 1920's, central Missouri had more challenges to overcome. Although Columbia did not experience a major conflict during the Civil War, and conducted business virtually uninterrupted, the repeal of slavery changed the farm economy. Small family farms had little capital to hire help. Isolation from main line railroads kept Columbia from attracting factories and the immigrants to work them, except as noted below. Small enterprises and agricultural processing facilities helped Columbia function as the economic center of a rich agricultural region. So beginning the 20th century, Columbia's diverse economy was dominated by professional and 'white-collar' workers in education, retailing, medical care and services.²⁹ Agricultural facilities did not dominate the area economy, but the county's rich rolling hills of farms continued to contribute greatly to the overall prosperity. Although Columbia at the beginning of the 20th century had few paved streets, no municipal water supply, no municipal sewerage system, and no fire department, these conditions would be among many changes in the decades to follow.³⁰

Besides a lumberyard, stockyard, and brickyard bordering the railroad tracks during the years 1867 to 1919, Columbia had only one success at attracting a larger factory.³¹ In 1906, the Hamilton-Brown Shoe Company agreed to occupy a new brick 4-story facility with a railroad siding at the corner of Hollis (Fay) and Wilkes Boulevard 2 blocks north of Hinkson Avenue. The factory had 340 on payroll, even though it had projected 500 employees and more future expansions when they first located here. The factory closed in the 1930's Depression, and was an underutilized shell until the Tom Atkins family moved their business into it in 1975. Today it is restored and listed in the National Register (Hamilton-Brown Shoe Factory, listed 7/19/02), and used as an office building.³²

Other industrial enterprises with masonry buildings near the town's core included the Columbia Woolen Mill and the Columbia Coal Gas Plant near the Wabash Depot, and the Hetzler Packing Company near Flat Branch. The Woolen Mill building is described as an old brick 2-story building previously used by the Gas Company when Henry McConathy purchased it in May of 1875. It contained the woolen mill, a distillery of alcohol, and later a warehouse until it was demolished in 1970.³³ See Figure 4. None of the other buildings survive, either. The Coal Gas Company was owned by Odon Guitar, a Union general, and provided energy for heat and light from 1875 until 1932. Unfortunately, the coal gasification process created toxic residue in the area of the Wabash station.³⁴ The Hetzler Company had about 60 employees, and also owned the Ice Plant nearby.³⁵ Today, only the Ice Plant

²⁹ Havig, p. 43.

³⁰ John C. Crighton, A History of Columbia and Boone County. Columbia MO: Computer Color Graphics, 1987, p. 447.

³¹ Havig, p. 41-43.

³² "Atkins caps business career with service on UM Board," Spectrum, University Communications, University of Missouri, Vol. 28, #6, Dec. 2001.

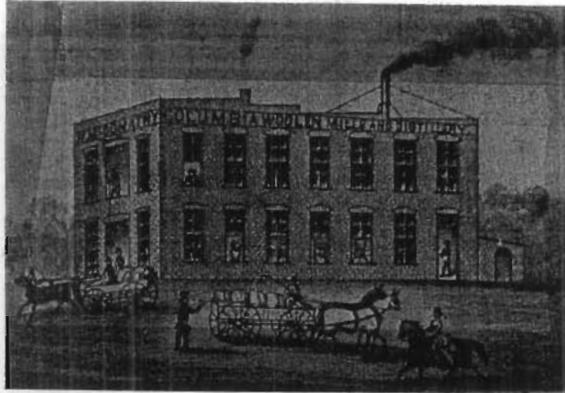
³³ Columbia/Boone County Sesquicentennial Commission, A Boone County Album: 1820-1971. Columbia MO: Columbia/Boone County Sesquicentennial Commission, 1971, p. 38.

³⁴ Columbia Daily Tribune, Columbia Missouri: Images of Our Lives Since 1901. Columbia MO: Tribune Publishing Co., 2001, p. 22.

³⁵ "Hetzler Packing Plant Among 16 Employers-Industrial; Has 60 Employees," The Evening Missourian. June 5, 1922.

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remains at Broadway and Fourth Street, re-used for commercial business spaces.



(Figure 4) Woolen Mill Building (Archives, Boone County Sesquicentennial Commission).

At the 1904 World's Fair in St. Louis, the dominance of state mules winning top prizes gave the term "Missouri Mule" wide-spread recognition for their superior features. Most state mules came from Audrain, Boone, Callaway and Pike counties.³⁶ A number of Mid-Missouri breeders are significant contributors in the rise of the reputation of the Missouri mule.

These mule breeders were part of an industry that included blacksmiths, saddlers, pack masters, buyers, feeders, and dealers.³⁷ These "heroes" were called by many names, but the common ones were muleskinner, muledriver, muleteer, teamster, or hair-pounder.³⁸ This industry did not include anyone who skins or butchers mules.³⁹

It is a remarkable fact that three of the great pioneers of improved livestock and in jack-stock breeding in the 1800's were from Cooper and Boone Counties. They rendered conspicuous service to the industry for Missouri.⁴⁰ Dr. A. W. Rollins, Nathaniel Leonard, and David M. Hickman were those 3 leaders. Eli F. Bass and his son William H. Bass were prominent jack and mule breeders as well.

In other nearby counties, honor is given to Maj. Wm. Gentry and his sons of Pettis County north of Sedalia for their prominence in mule breeding. W. J. Finley of Higginsville had a long and successful career in jack stock. Howard County had B. N. Tanner as one of the most successful breeders. The town of Roanoke produced a flourishing center of mule breeding with such breeders as Tom Patterson, Wm. Pemberton, John Stocker, and Wm. Dawson. Glasgow had Alex Silvy and Rob Robertson, while Fayette had Joe Maupin and John Moberly. The most

³⁶ "History of Jacks and Mules in Missouri," Agricultural History Series. Southwest Missouri State University, Springfield MO." P. 1.

³⁷ Bradley, Vol. II, p. 437.

³⁸ Burkhart, p. 108.

³⁹ No mule was ever slaughtered at the Wright Brothers Mule Barn.

⁴⁰ Ashton, p. 17.

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prominent breeder of them all was probably J. M. McKim of Callaway County, just across Cedar Creek from Boone County. One of the best known in Boone County was J. E. Blakemore, but other notables are James Gibbs, R. L. Keene and sons, Dr. D. W. Dysart, T. Murray, John Chandler, Abram Ellis, James L. Stephens, and Tom Robnett.

The only Missouri firm to directly import Spanish jacks, except for Luke Emerson, was that of Leonard Brothers of Mt. Leonard, Saline County, in the 1880's, and they were very successful at the height of Missouri's mule fame.⁴¹

With the urging of Col. Gentry, William Elgin of Platte County was one of the most successful winners at the St. Louis Fair, with only 6 head of mules. At the time, the state of Missouri was doubling the prize won for any Missouri breeder.

One Missouri breeder who had special influence in the development of the "Missouri mule" was Colonel Louis M. Monsees of the Limestone Valley Farm near Smithton, Pettis County. His skill and demand for perfection created a line of champion jacks, which lasted close to 60 years.⁴²

Guyton and Harrington was a large Kansas City dealer firm that received large government contracts. Diamond Bill Hall of Lancaster was one of the biggest breeders and sellers in the state, with a large farm operation near Kansas City.⁴³ The story is told that Tom Robnett of Columbia thought he was a big trader and quick to make a deal until he went to Lancaster to buy mules from Bill Hall. Robnett found that all accommodations there were free for the mule trader: hotel, meals, cigars, whiskey, and whatever else a man wanted. Hall was out in the pens, hip boots knee deep in mud, surrounded by elephants, horses, cows, and mules. Within minutes, a price was determined and Robnett was told to pick one or pick a hundred, get a bill of sale from the office, and leave a check or send it; "it don't make no difference."⁴⁴

W. L. Green of Centralia got a portion of government contracts as well, such as one with India for smaller mules. And Wright Brothers Mule Company of Columbia was also considered one of the major players in the local market.⁴⁵

So beginning the 20th century, Columbia's diverse economy was dominated by professional and 'white-collar' workers in education, retailing, medical care and services. Agricultural facilities did not dominate the area economy, but the county's rich rolling hills continued to contribute greatly to the overall prosperity. Missouri mules were sold by local breeders to buyers throughout the United States and to overseas buyers as well, transported on foot or the railroad lines.⁴⁶

As reported by the Agricultural Census in 1920,⁴⁷ Missouri ranked first among the states in many things, such as profitable purebred livestock, Hereford cattle, winnings in Jersey cattle herds, jacks and jennets, bluegrass saddle

⁴¹ Ibid., p. 47

⁴² James Austin Burkhart, and Eugene Francis Schmidlien, Mules, Jackasses and Other Misconceptions. Columbia MO: Stephens College, 1995, p. 94.

⁴³ Ibid., p. 82

⁴⁴ Ibid., p. 83

⁴⁵ Ashton, p. 54

⁴⁶ Burkhart, p. 94

⁴⁷ "Missouri Ranks High," The Evening Missourian. Monday, August 2, 1920.

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horses, diversified farming, and the opportunity for the home-seeker and investor. Missouri was fourth in the total value of horses and number of cattle other than milk cows, and fifth in value of cattle, hogs and sheep.

In 1919, two mule traders, brothers W.L. "Bill" and B.C. "Pleas" Wright, handled 1500 head of "Missouri's most famous animal"⁴⁸ and began to assemble land to build a state-of-the-art mule barn for their operation, at the northwest corner of Hinkson Avenue and Hollis Street. According to county records, three transactions procured all of lots 22 & 23 near the stockyards along the Wabash RR Line by January 2, 1920.⁴⁹ They began construction in May of 1919 and completed it in August of 1920.⁵⁰

Hinkson Avenue was a major street at the time. Hollis Street was named for the farmer whose land was to the north of this area. After 1925, it was renamed for James D. Fay, the owner of the largest brick plant in the city averaging 300,000 units annually, located along this street.⁵¹ McAllister Street, named for the businessman/owner of the lumberyard along the block connecting Hinkson with the end of Rogers, is 40' wide with 20' paved. It was renamed Nichols Street after 1925, when Rogers Street was extended to Price Avenue (now College Avenue).⁵²

In the newspaper account, this mule barn was called "Of Latest Design" for its electric lights, running water, efficient layout, abundance of windows, and generous spaces. With its completion, Columbia was said to be "a determined bidder for the capital of the greatest mule district in the Middle West!"⁵³ Although St. Louis remained the dominant mule marketplace in the country, Columbia got a share of the market with the Wright Brothers Barn construction, since it was in the center of the strongest mule breeding areas.⁵⁴

The article goes on to describe the layout. "The 150' square brick building holds 300 mules and is modern in every detail. The solid rows of windows on each side change the inside appearance from that of an ordinary barn. Everything is planned for a system, from the neatly arranged office in one corner" (at Hollis and Hinkson), to the loft above from where all feeding will be done. Special concrete troughs for water and a feed trough are arranged at one end of each compartment, with a hay manger at the other end. There are two 14' alleys the length of the building dividing it into thirds, with gates at each end and into each compartment to allow changing the mules about. Gates at the back just a few feet from the railroad stock pens form a shoot for loading the animals into waiting railcars.⁵⁵ A railcar holds about 25 mules, so each of the building's compartments held "one car" of mules.

⁴⁸ The mule was chosen as the official state animal in 1995.

⁴⁹ Boone County Recorder of Deeds Office, sales deeds and records, Columbia Boone County MO Government Center; Book 146, Page 230 and Book 160, Pages 301 & 389.

⁵⁰ "\$30,000 Mule Barn Puts City In Lead," The Evening Missourian. Monday, August 2 1920.

⁵¹ William F. Switzler, History of Boone County Missouri. St. Louis: Western Historical Co., 1882. Indexed and reprinted by Ramfre Press, Cape Girardeau, 1970, p. 859.

⁵² Sanborn Insurance maps: State Historical Society of Missouri, Columbia, archives.

⁵³ "\$30,000 Mule Barn Puts City In Lead," The Evening Missourian. Monday, August 2 1920.

⁵⁴ "History of Jacks and Mules in Missouri," Agricultural History Series. Southwest Missouri State University, Springfield MO." P. 1.

⁵⁵ "\$30,000 Mule Barn Puts City In Lead," The Evening Missourian. Monday, August 2 1920.

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In the article, the Wright brothers say that the best mules are from northern Missouri and Iowa, and are bought, graded and fattened before selling. Buyers are local or from the South and East states. The average mule sold for \$800 to \$900, while the highest sold last year for \$1000. Mr. Wright is a firm believer in mules, due to their ability to endure hardship and do heavy work. He is quoted: "This much is certain, you can't make a corn crop, a cotton crop, or a war without mules."



(Figure 5) For centuries, mules were trimmed with standard hand "sheep" shears. The scene is in Wright Brother's mule barn, Columbia, Missouri, circa 1925. Restraining chutes were essential in these commercial establishments. This chute gives the mule barber good protection from getting kicked, but it will not contain a determined mule who will climb out of it. Note the strands of heavy wire nailed to the edges of posts and boards. Its purpose was to prevent these edges from being chewed away by loose, bored mules. (Photo: Archives, University of Missouri, Columbia)

In the history of Jack Stock and Mules,⁵⁶ a different perspective is given. St. Louis was the most important mule market in the United States, even though by 1924 most of the big firms were on the Illinois side (East St. Louis). There were many local dealers in the region with commodious barns for hundreds of mules such as the Wright Brothers (no other barns are recorded in Columbia). But the history says mule barns are generally constructed with very small windows, supposedly because mules fatten better and are handled better in darkened barns. The designer Jesse(y) I. Gedney included lots of windows to light the Wright's barn. Mr. Gedney owned Jesse I. Gedney Construction Company in St. Louis (East St. Louis in 1909)⁵⁷ and was experienced enough at Mule Barn building to

⁵⁶ John Ashton, Jack Stock and Mules in Missouri. Columbia MO: University of Missouri-Columbia Extension Division, with the Missouri Mule Skinners Society, 1924. Reprinted Edition 1987, p. 54.

⁵⁷ "Index to East St. Louis Business ca. 1909", St. Clair Genealogical Society, Belleville IL. 2004.

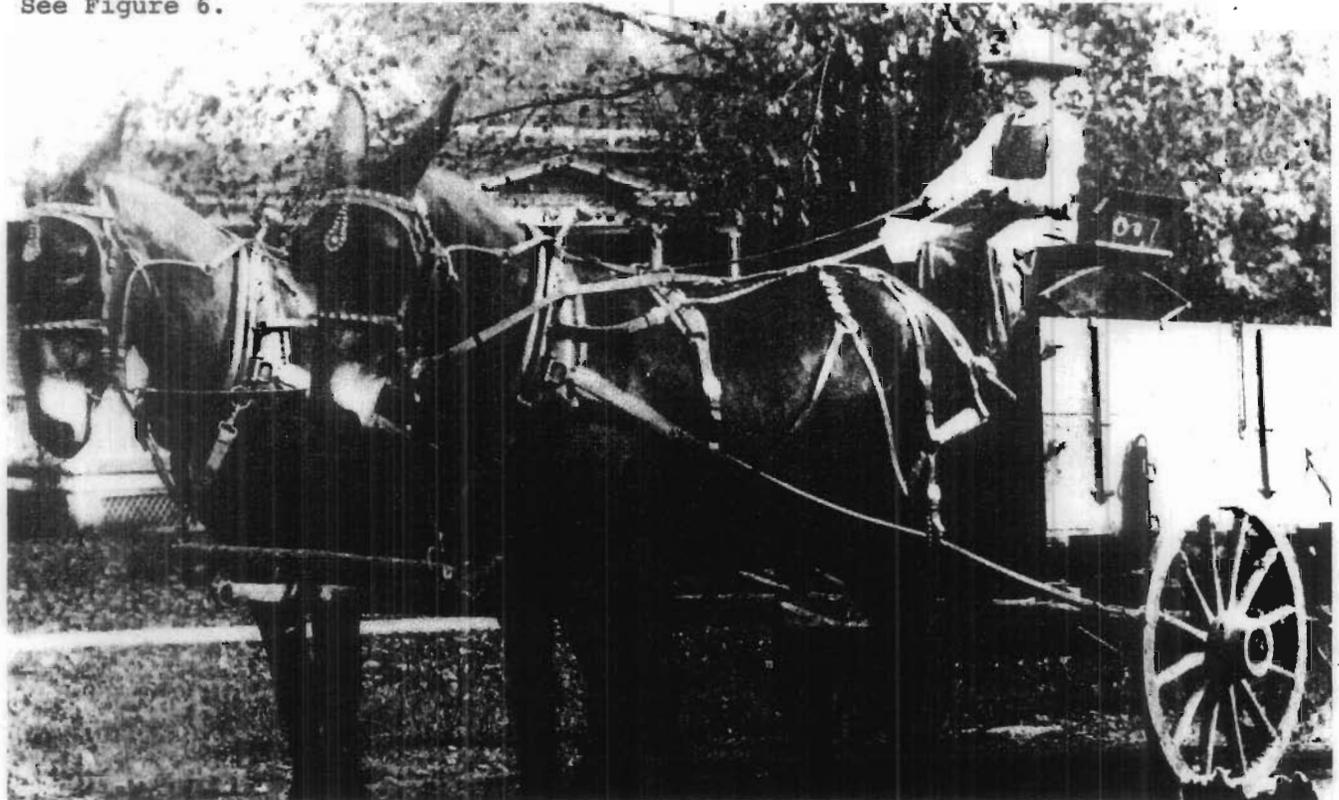
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contribute his design for the Wrights. Natural light did not pose a problem for them. (See Figure 5) The history also states that up to 1924, the best stock of mules came from the counties of Callaway, Boone, and Audrain, with Howard, Monroe, Saline, Chariton and Randolph counties also having notable breeding activities, all in Mid-Missouri. Mule traders traveled far and wide to find mules to purchase, so the stated preference for northern stock does not invalidate the reputation of local stock.⁵⁸

For a few years after opening the mule barn, the mule business thrived and the barn was used as Columbia's only mule sale barn.⁵⁹ By August 1929, 9 years from the day it opened, owner C.B. Wright was negotiating to lease the building to other purposes, such as the Riding School for adjacent Christian College.⁶⁰ The peak of mule breeding had passed, although many breeders would continue to practice their trade for decades.⁶¹ A familiar 1920's scene is depicted below.⁶² See Figure 6.



(Figure 6) This scene of a fine span of big mules and a youngster experienced and confident that he can drive them was not uncommon in the 1920s. A well-trained team of this size could do an enormous amount of work at whatever task they were asked to perform. Mildred Frazier Randall identified her brother, William in this picture hauling grain to Drexel, Missouri, in 1924. (Photo: Janet Sinclair; Archives, University of Missouri, Columbia)

⁵⁸ Ashton, p. 54-55.

⁵⁹ Ibid., p.54.

⁶⁰ "Remodeling Plans Dropped," The Columbia Missourian. Monday, August 12, 1929.

⁶¹ Bradley, p. iii.

⁶² Bradley, Vol. II, p. 442

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The rapid demise of the mule (and horse) industry is demonstrated by some census figures⁶³ and Figure 7 of the change to tractors.⁶⁴

The first serious inroad by combustion engines on horse and mule numbers came from trucks used in cities. The speed at which trucks dominated animal numbers can be appreciated by census figures below:

Horses—Numbers not on Farms, United States
Census Years: 1900, 1910, 1920, 1930*

Census Year	Horses Not on Farms, Number
1900 (June 1)	2,936,881
1910 (April 15)	3,182,789
1920 (January 1)	1,705,611
1930*	300,000

*U.S.D.A. estimate



(Figure 7) Farmers viewed tractors with different emotions when they became versatile, abundant, and easy to finance. Some hurried to get them, others strongly condemned them, while most tried to evaluate their potential use on their own farms. Two droughts with extreme heat, war, and an improved economy increased demand for them. This team and wagon belongs David Haden, Hatton, Mo. (Photo by the author; Archives, University of Missouri, Columbia)

⁶³ Bradley, Vol. II, p. 443.

⁶⁴ Ibid., p. 447.

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By the late 1920's, the great Limestone Valley Farm of the Monsees in Smithton had been reduced to a semblance of a herd, and continued to struggle through the Depression years, run by the next generation of Monsees.⁶⁵ At Lancaster, the Hall operation was very small at the time of Bill Hall's death in 1932.⁶⁶

In 1930, Wm. E. Rader and Thomas Dudley Diggs established the Rader Packing Company for processing area cattle for market.⁶⁷ These two men began operations by renting 30' x 50' in the southeast corner of the Wrights' building. When they received a USDA contract a few years later, that allowed them to rent the entire south one-third section of the building, 50' x 150'. According to county records, the entire building (all of lots 22 & 23) was purchased from the Wrights by Wm. E. Rader, Thomas Diggs et al., and J. R. C. Schwabe on September 6, 1933.⁶⁸ Family records note that in 1937 Thomas D. Diggs and Minnie Rader Diggs, husband and wife, bought the entire building.

Still, the northern two thirds of the building were rented to other agricultural businesses, including the Columbia Livestock Auction in the middle one-third section from 1945 to 1948. When the auction company vacated in 1948, the Rader Packing operation expanded into that one-third section and built a glazed tile sausage kitchen. Finally in 1953, Rader Packing Company occupied the rest of the entire 150' x 150' building. They rebuilt a rendering department in the northeast corner and continued to grow their business.

The Wright brothers planned their mule operation to embark the animals from the building onto railroad cars out the west facade. The Rader' and Diggs' operation also loaded and unloaded animals from this west platform, and onto railroad cars or cattle trucks until about 1990, either in cooperation with, or under lease contract with the railroad owner.⁶⁹

Thomas Diggs died in 1958 and his wife Minnie took over until she died in 1972. She had been part of the Rader Packing Company for 40 years. In 1963, with the Diggs' sons now running the day to day operations, the company began a 20-year improvement program for the building's walls, wiring, plumbing and equipment, and in 1971 added offices and observation areas in some second floor space as mandated by USDA and State health inspectors. In 1973, the company officially changed its name to Diggs Packing Company, which it remained until closing operations and selling the building in 2006.

The historic significance to the community, which has grown around this employment source, is due to the importance of mule breeding and trade in Missouri. The mule barn was part of an industrial area of employment that included lumberyards (McAlester & Boone County Lumber), oil companies (E. Pierce Oil & Henderson Oil), Stockyards (Wabash), small shops, and the Hamilton-Brown Shoe Factory just 2 blocks north on Fay Street (then Hollis). The peak of Rader's and Diggs' operations in this building employed about 30 to 40 people in the 1950's. These industrial buildings were surrounded by single-family workers'

⁶⁵ Ibid., p. 447

⁶⁶ Burkhart, p. 83

⁶⁷ Diggs archives, 2006.

⁶⁸ Boone County Recorder of Deeds, Book 201, Page 399.

⁶⁹ Diggs archives, 2006.

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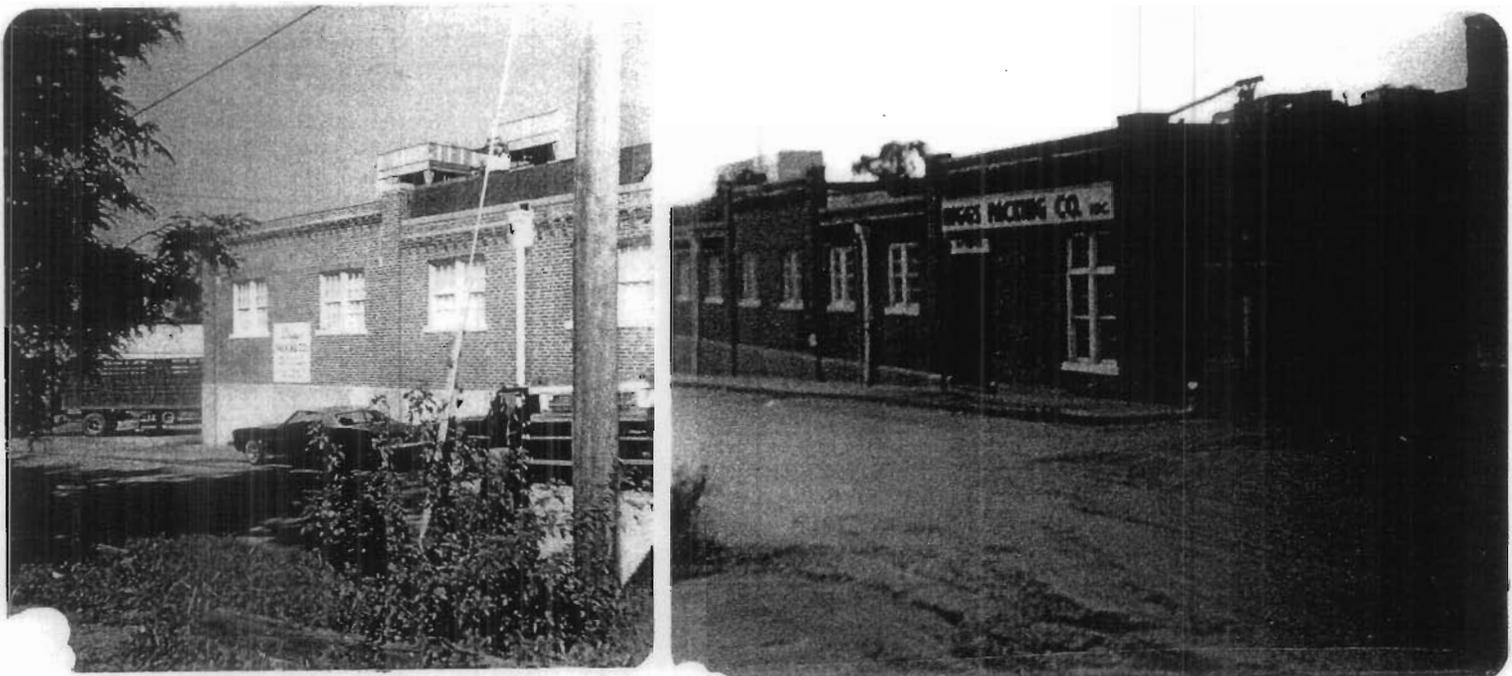
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homes. Walking to work, before or after cars became popular, was familiar to many in the community. That character has changed with commercial buildings replacing homes.

Its 2-story height, strategic location immediately adjacent to Columbia College, close to Stephens College and the Central Business District, and visibility from both College Avenue and Rogers Street thoroughfares make this building an important visual feature of the neighborhood. The compartments and pens are gone and replaced by partitions and refrigerated rooms for the cattle processing of recent years, but the 14' loading openings at each end of the 14' alleys are still in evidence, and the neatly arranged office still occupies the SE corner behind its extra large windows. Until 1973, all the original windows along the street sidewalks were still in place (see Figure 8), but the openings are still outlined in the brick infill.¹

This building in its current configuration and size and materials retains integrity. The brick walls, the window openings, the major roof structures, and the relationship to the street remain unchanged. Even the interior structure remains for many areas due to the adaptable nature of the post and beam system. The barn remained in the same business use, animal facility, for its entire history. Because this 87-year-old building has a solid concrete foundation and floors, a largely intact wall and roof envelope, and close proximity to the central business district, this building is a prime candidate for historic preservation and reuse.



(Figure 8) Southeast view of Diggs Packing Company, circa 1973. (Archives, Diggs family)

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PHOTOGRAPHS

All black and white photos are printed on archival paper and are labeled with Promaster PhotoPen Series black photo marker, permanent, acid free, and archival ink.

All black and white photos share the following information:

1. Name of property: Wright Bros. Mule Barn (Diggs Building), 1107 Hinkson Av., Columbia.
2. County and state: Boone Co., Missouri
3. Photographer: Brian Pape
4. Date of photos: February 2006
5. Location of original: Brian Pape's computer
6. View/ direction of camera: indicated on enclosed Site Plan Photo Key and description log below.
7. Photograph number: marked on photos.

PHOTO LOG:

- 1: Distant view from East on Hinkson Av.; meatpacking buildings to left and right just outside frame.
- 2: Full East Elevation from Wilson Wholesale Meat plant across Hinkson Av.
- 3: Full South Elevation along Hinkson Av. from SE at Wilson Wholesale Meat plant.
- 4: Full South Elevation along Hinkson Av. from SW at Nichols St. intersection; shows original openings infilled with brick.
- 5: Full West Elevation along adjacent RR property, from SW at Nichols St. intersection; shows most original openings infilled with brick or wood.
- 6: Distant view from SW at Nichols St., with newer office building on right.
- 7: Distant view from SW on trailwalk, across RR tracks and lumberyard, near Rogers St. & Columbia College.
- 8: Distant view from NW on trailwalk, across RR tracks and oil company yard on left, near Columbia College.
- 9: North Elevation from NW corner, looking East from RR property; newer doors cut into brick wall and collapsed wall shown.
- 10: North Elevation from NE corner, looking West from Fay St.; demolished brick wall and collapsed roof shown.
- 11: East Elevation of small loading doorway on Fay St., with openings infilled with wood.
- 12: East Elevation of original office windows, adjacent to SE loading dock opening.
- 13: East Elevation of brick parapet detail, above photo #12; roof coping metal over concrete.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 11 Page 26 Property Name: **Wright Bros. Mule Barn**
BOONE County, MO

- 14: Upper roof view from SW corner, showing original roof monitors and equipment.
- 15: Upper roof view from SE at original roof monitors (skylights), with Columbia College buildings beyond.
- 16: Brick detail, typical of East and South upper walls.
- 17: Interior view of office area with employee timecard cabinet; entry vestibule beyond to South.
- 18: Interior view of office area with employee timecard cabinet; loading doors to left, looking East; metal wrapped posts, cooling unit at ceiling.
- 19: Interior view of kitchen process area with glazed tile walls and metal posts; looking NW; cooling unit at ceiling.
- 20: Interior view of kitchen process area with glazed tile walls and metal posts; looking NE; cold storage room doors at right.
- 21: Interior view of upper floor used for boxes and packaging, looking NE; painted original brick, wood floors, open stair and oak timber frame.
- 22: Interior view of metal spiral stair in SW quadrant, leading up to USDA office.
- 23: Interior view of animal slaughter room in SW quadrant, with white glazed tile, wrapped structure, and clerestory windows to South and West.
- 24: Interior view of animal slaughter room in SW quadrant, with white glazed tile, wrapped structure, and clerestory windows to East at USDA office.
- 25: Interior view of carcass cooling room, view from SW corner of building, showing steel frame and "humpback" ceiling trusses, with FRP wall and ceiling finish.
- 26: Interior view of old smokeroom compartment in NW quadrant, and open stairs to loft.
- 27: Interior view of smokeroom loft, showing original bow trusses (inverted cables); looking South.
- 28: Interior view from smokeroom loft, showing original oak timber frame, wood rafters, and clerestory windows (now covered on outside) looking to West and Northwest walls.









2025 PACKING COMPANY
PHOTO BY J. L. SMITH

FRY ST
100 S





NO
TRESPASSING



NO
TRESPASSING

















NO
PARKING



10

Stacks of lumber with 'Jager' and '1612' markings.

Stacks of lumber with 'Jager' and '161' markings.





NO
PARKING













NO
TRESPASSING
DANGER 7







A set of four vertical mailboxes mounted on a wall. Each column contains 25 numbered slots, with the numbers 1 through 25. The bottom of the columns are labeled 'IN' and 'OUT'.

1	26	1	26
2	27	2	27
3	28	3	28
4	29	4	29
5	30	5	30
6	31	6	31
7	32	7	32
8	33	8	33
9	34	9	34
10	35	10	35
11	36	11	36
12	37	12	37
13	38	13	38
14	39	14	39
15	40	15	40
16	41	16	41
17	42	17	42
18	43	18	43
19	44	19	44
20	45	20	45
21	46	21	46
22	47	22	47
23	48	23	48
24	49	24	49
25	50	25	50



A wall-mounted mailbox system with four columns of numbered compartments. The first column is numbered 1-25, the second 26-50, and the third and fourth columns are numbered 1-25. Each compartment has a small slot for mail. Below the compartments are three 'IN' slots and three 'OUT' slots.

1	26	1	26
2	27	2	27
3	28	3	28
4	29	4	29
5	30	5	30
6	31	6	31
7	32	7	32
8	33	8	33
9	34	9	34
10	35	10	35
11	36	11	36
12	37	12	37
13	38	13	38
14	39	14	39
15	40	15	40
16	41	16	41
17	42	17	42
18	43	18	43
19	44	19	44
20	45	20	45
21	46	21	46
22	47	22	47
23	48	23	48
24	49	24	49
25	50	25	50

IN IN IN OUT OUT OUT













A photograph of a six-pane window set in a red brick wall. The window is divided into two vertical sections, each with three horizontal panes. The panes are mostly clear but show some signs of wear and discoloration. A black sign with red and white text is mounted on the middle pane of the right-hand section. The sign reads "NO TRESPASSING" in red and "DANGER !" in white. The brick wall is made of standard red bricks with visible mortar lines. To the right of the window, a portion of a white door frame is visible. The lighting is somewhat dim, suggesting an indoor or shaded outdoor setting.

**NO
TRESPASSING
DANGER !**







EXIT

WILSON
ELECTRICAL





































