

GOVERNMENT OF THE DISTRICT OF COLUMBIA
HISTORIC PRESERVATION OFFICE



HISTORIC PRESERVATION REVIEW BOARD
APPLICATION FOR HISTORIC LANDMARK OR HISTORIC DISTRICT DESIGNATION

New Designation _____ ☒ for: Historic Landmark ☒ Historic District _____

Amendment of a previous designation _____

Please summarize any amendment(s) _____

Property name A. Loffler Provisions Company

If any part of the interior is being nominated, it must be specifically identified and described in the narrative statements.

Address 3701 Benning Road, NE

Square and lot number(s) 5044 807

Affected Advisory Neighborhood Commission 7F

Date of construction 1916 Date of major alteration(s) _____

Architect(s) Oscar G. Vogt/Whitty Co. Architectural style(s) _____

Original use Meatpacking Processing Plant Present use Vacant

Property owner Benning Rock LLC

Legal address of property owner 1015 H Street, NE #201 Washington, DC 20002

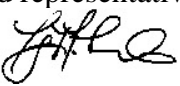
NAME OF APPLICANT(S) ANC 7F

If the applicant is an organization, it must submit evidence that among its purposes is the promotion of historic preservation in the District of Columbia. A copy of its charter, articles of incorporation, or by-laws, setting forth such purpose, will satisfy this requirement.

Address/Telephone of applicant(s) 100 Stoddert Pl, SE Washington, DC 20019

202.577.5646

Name and title of authorized representative Tyrell Holcolmb, Chairperson

Signature of representative  Date September 25, 2020

Name and telephone of author of application EHT Traceries, (202) 393-1199

Date received _____

H.P.O. staff _____

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: A. Loffler Provisions Company

Other names/site number: _____

Name of related multiple property listing:

N/A

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

2. Location

Street & number: 3701 Benning Road, NE

City or town: Washington State: DC County: _____

Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

___national ___statewide ___local

Applicable National Register Criteria:

___A ___B ___C ___D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title:

State or Federal agency/bureau
or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private: ☐
Public – Local ☒
Public – State ☐
Public – Federal ☐

Category of Property

(Check only **one** box.)

- Building(s) ☒
District ☐
Site ☐
Structure ☐
Object ☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

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

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions.)

AGRICULTURE /
SUBSISTENCE
Processing
Animal Facility

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

Materials: (enter categories from instructions.)

Principal exterior materials of the property: _____

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The former A. D. Loffler Provisions Company building, located at 3701 Benning Road, NE, was constructed to serve as the Loffler Company's meat rendering factory. Located adjacent to and connected with the Washington Abattoir Company's facilities, it stands as the only remaining building of the Washington Abattoir Company on the site. It is situated east of the Anacostia freeway and railroad tracks on a property in an industrial setting. This three-story, flat roof, brick masonry and steel structure industrial building was constructed in 1915-1916. The building features a two-bay projection, likely constructed as an early addition, which gives it an L-shaped plan. The building is constructed of brick laid in a common bond pattern and has several walls that have been painted or parged with concrete. Notable architectural features include an exterior brick chimney along the northwest elevation, brick cornice, and window openings framed with header bricks and rowlock bricks sills. Though the building has undergone minor alterations through change of use, it still retains its historic integrity.

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Narrative Description

This industrial building is located south of Benning Road, NE, east of the railroad tracks and west of Minnesota Avenue. The surrounding property is paved. Grade slopes down to the north. An access road leads to the property from Minnesota Avenue, just south of Benning Road, and follows along the southeast side of the property to access another property to the south. The property is surrounded by a chain link and barbed wire fence, except along the northwest side, where there is a metal fence with brick piers. A parged concrete wall extends southwest from the southeast corner of the building.

The building is L-shaped in plan and three stories tall with a flat roof. There is an exterior brick chimney located at the northwest elevation. The brick walls are laid in common bond, with metal coping on the stepped parapet walls. Some of the walls have been painted or parged with concrete. The cornice, evident only on a portion of the southeast and northwest elevations, consists of decorative bands of header bricks with an intermittent diamond brick pattern set in squares of header bricks. The windows at the façade (northeast elevation) and southeast elevation are replacement fixed aluminum windows, in groups of two, three, four, or five. There are single fixed windows at the first floor of these elevations. There are aluminum double-hung windows at the second story of the northwest end of the façade. Many of the window openings throughout the building are missing windows or have been infilled with brick or concrete block. The openings are framed with header bricks, and the windows have rowlock brick sills. The main entrance to the building is located at the first floor of the façade. The entrance is a double aluminum storefront door that is not original to the building. There are infilled loading bays located to the west of the entry door.

The northwest elevation shows where the building has been partially demolished; empty rafter pockets are visible above the first story on the brick walls. The two-bay projection to the northwest gives the building its L-shaped plan. The walls here are mostly unpainted brick with concrete pilasters on the southwest elevation. A large brick and concrete loading dock is located at the southern end of the southwest elevation. It is covered by a corrugated metal roof supported on steel poles. Later concrete stairs connected to original stairs connect the loading dock to a concrete platform to the north. This platform rests on brick and concrete piers. There is a door opening on the northwest wall at the platform level, and brick and concrete stairs with a metal railing access a doorway higher up the wall.

The southwest wall originally abutted an existing cold storage facility for the adjacent slaughterhouse operation. It appears that when the cold storage building was torn down, the exterior wythes of brick were left in place. The wall now visible on the exterior of the existing building is largely the interior wall of the cold storage building. The angle of the former roof and empty rafter pockets are visible as well as various infilled openings.

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At the building interior, heavy steel beams support concrete or concrete and brick floors. Concrete and brick piers give additional support to the structure on each floor. The interior walls are exposed or parged brick. Each floor is open, with smaller rooms and services (stairs, elevator) located along the northwest side of the building. Elements for the building's original use are still found in these areas. There is mechanical equipment on the first floor and smoke rooms on the second floor. The north side of the first floor serves as an entry vestibule, with a sloped ramp leading down to the main open floor. The tile floor remains at the second floor. The northeast end of each floor is raised. The current owners speculate that this was to accommodate an underground stream below this portion of the building.

Integrity

Consideration of the seven aspects of integrity (location, design, setting, workmanship, materials, association, feeling) result in determination that the building has integrity of location, design, workmanship, and materials, but has moderate loss of integrity of the other aspects resulting from its change in use. Loss of the associated abattoir and its associated facilities results in the diminished integrity of setting, association, and feeling. Despite this, the building retains sufficient integrity to support and convey the significance of the building.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

INDUSTRY
COMMUNITY PLANNING/DEVELOPMENT

Period of Significance

1916-1933

Significant Dates

1916

1933

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Oscar G. Vogt

Whitty Co.

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The A.D. Loeffler meat rendering factory building, located at 3701 Benning Road, was constructed between 1915 and 1916 to accommodate the recently expanded A. D. Loffler Provision Company, a meatpacking company that was first established in Washington in 1872. It stands today as the last remnant of the once vibrant industrial meat packing complex operated by the Union Stock Yards and the Washington Abattoir Company (a venture in which the Loffler Company jointly owned with two of the other major Washington meatpacking firms). The two-story building, occupied exclusively by the Loffler Company, housed the activities associated with manufacturing the Loeffler Company's sausage and lard products. The building continued to serve as the meatpacking plant for the Loffler Company until it was acquired by the New York meatpacking company Adolf Gobel, Inc. The facility remained operational as the Loffler Company under Gobel's direction until 1933, when operations were suspended to make improvements as requested by the Bureau of Animal. Despite intentions to reopen the facility, a fire that destroyed the slaughterhouse, the Great Depression, and Congressional efforts to eradicate slaughterhouses in the District, resulted in the permanent closure of the facility. In 1941, the property was sold and was occupied by several tenants over the proceeding decades. Considered today a minimal "warehouse", it is, in fact, the last vestige of the most significant meat production facility in the city. As much as 75 percent of the meat produced and packaged in the District of Columbia originated in the stockyards and slaughterhouses at this site, and studies show that between 1924 and 1928, these yards handled between 10,000 and 20,000 cattle (excluding calves) annually. Hogs during the same period ranged from approximately 50,000 and annually to 190,000.¹ In addition to providing the District of Columbia with much of its meat supply, the stockyards and abattoir provided jobs to the men and women living in the adjacent working-class neighborhoods of Northeast Washington. This building is the tangible record of these activities and their importance to our city's past. The property is significant under National Register Criterion A (DC Criterion B) for its association with the meatpacking industry in Washington and specifically for its association with the long-standing A. D. Loffler Provision Company. The period of significance extends from 1916, when the building's construction was complete, to 1933, when meatpacking operations ceased in the building.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

HISTORICAL CONTEXT

¹ David Rotenstein, "Daniel H. Burnham and Washington's Union Stockyards," 20 September 2010, Website: <https://blog.historian4hire.net/2010/09/20/dc-stockyards/>, Accessed 18 September 2020.

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Historical Development of Stockyards and Slaughterhouses in Washington, DC

In Europe and the United States, the relationship between stockyards and slaughterhouses began to take shape during the early nineteenth century as the butcher trade started to shift away from an agrarian toward an industrial system. This shift was catalyzed by increased urbanization, a concern for public hygiene, and technological developments that included the railroad and mass-production.² Starting in the eighteenth century, reformers advocated for a shift toward “public slaughterhouses” that would remove the sight of animal slaughter from public places and smaller indiscreet private slaughterhouses. Reformers argued that public slaughterhouses could be easily regulated and monitored with the result being generally more spacious and clean facilities.³ The ultimate goal was to have these new buildings regulated by the state and located outside the city core. By the early nineteenth century, the first known public slaughterhouse was operated in France where the word “*abattoir*” was coined to refer to a specific place where animals were butchered for the consumption of humans.⁴

During the early-nineteenth century, Washington, DC had a vibrant industrial landscape that was interspersed throughout the federal core and in emerging residential neighborhoods. Prior to the industrialization of the meat trade, most slaughterhouses in and around the federal city consisted of small commercial or agrarian butcheries often constructed as outbuildings that were dually used for slaughtering and processing animals. These early slaughterhouses would have likely had an iron rack that held hooks running the length of the room, while sloped floors would allow blood and offal to drain into a nearby stream or river. A lack of refrigeration also meant that slaughterhouses were unlikely to be used year-round, but rather varied by season.⁵ For instance, hogs were purchased in the late summer and fattened for several months before being butchered in the winter. As a December 1874 post in *The Georgetown Courier* stated, “The season for pork butchering is commencing”.⁶

As Washington grew and presented a profitable market for meat, commercial butchers established themselves in the commercial centers of the City of Washington and the City of Georgetown. Most of the livestock (cattle and hogs) were supplied from neighboring Virginia and Maryland. Once delivered to the drove yards, animals could be purchased by butchers “on the hoof” and herded through the streets of DC to independent slaughterhouses where they were butchered and then sold at stalls in DC’s city markets.⁷

² Amy J. Fitzgerald, “A Social History of the Slaughterhouse: From Inception to Contemporary Implications,” *Human Ecology Review*, Vol. 17, No. 10, 2010, 59-60.

³ Fitzgerald, “A Social History of the Slaughterhouse,” *Human Ecology Review*, Vol. 17, No. 10, 2010, 60.

⁴ Fitzgerald, “A Social History of the Slaughterhouse,” *Human Ecology Review*, Vol. 17, No. 10, 2010, 60.

⁵ Carlton Fletcher, “Georgetown’s Meat Industry,” *Glover Park History*, 2020, website:

<https://gloverparkhistory.com/population/work/georgetown%E2%80%99s-meat-industry/>, Accessed 18 September 2020.

⁶ *The Georgetown Courier*, 5 December 1874.

⁷ Dennee, “The Scheele-Brown Farmhouse,” DC Landmark Nomination, DC HPO, July 2013; David Rotenstein, “Daniel H. Burnham and Washington’s Union Stockyards,” 20 September 2010, Website: <https://blog.historian4hire.net/2010/09/20/dc-stockyards/>, Accessed 18 September 2020.

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Butchers and slaughterhouses were relatively unregulated until 1820, when regulations began taking effect to restrict where slaughterhouses could be built. That year, the City of Georgetown passed an ordinance banning slaughterhouses from its commercial core.⁸ As a result, many of the slaughterhouses relocated to an area northwest of Georgetown's commercial core, near the District's primary wholesale livestock depot—Drovers' Rest. Drovers' Rest, supplied by cattle and hogs from nearby Maryland and Virginia, was located adjacent to the Georgetown Reservoir near the intersection of today's MacArthur Boulevard and Reservoir Road (now the location of 4759 Reservoir Road).⁹



Image from the 1861 Boschke map showing Drovers' Rest—which had an associated tavern—adjacent to the reservoir near the C&O Canal in northwest Washington. *Library of Congress*.

While many of the incoming livestock that would have originally funneled through Georgetown ended up at Drovers' Rest, there were other drove yards located throughout the City of Washington, including one on the National Mall the Capitol Hill neighborhood. As with Drovers' Rest, these drove yards also relied on local supply.

Even though the introduction of the railroads in the 1850s provided a more expedient method to obtain livestock throughout the nation, Washington butchers remained reliant on local resources

⁸ Fletcher, "Georgetown's Meat Industry," *Glover Park History*, 2020; City of Georgetown Ordinances, 28 June 1820; Tim Dennee, "The Scheele-Brown Farmhouse," DC Landmark Nomination, District of Columbia Historic Preservation Office, July 2013.

⁹ Dennee, "The Scheele-Brown Farmhouse," DC Landmark Nomination, DC HPO, July 2013.

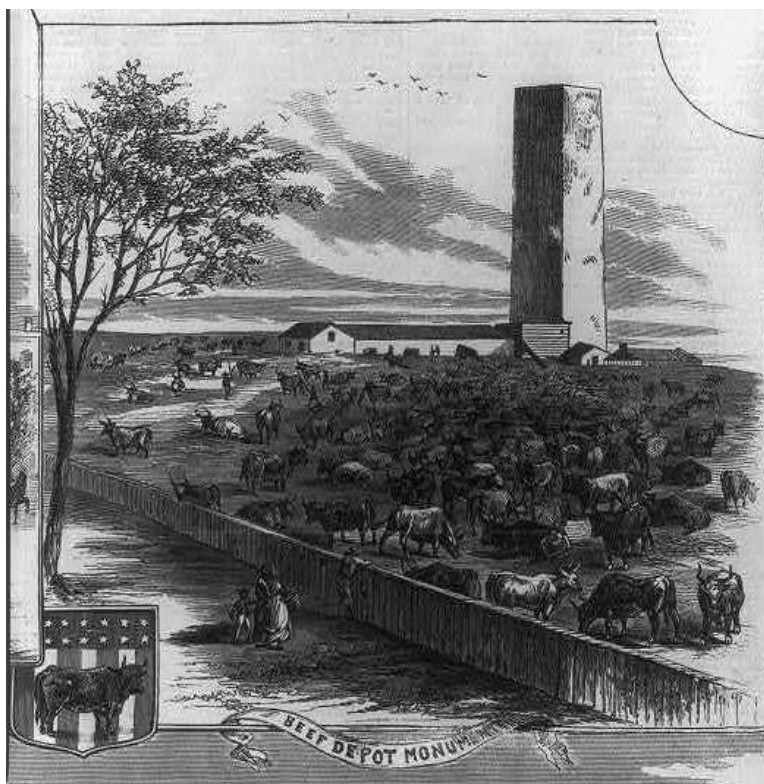
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that were not transported by rail until the Civil War. The onset of the Civil War, which resulted in the closure of the river crossings from Virginia, forced Washington butchers to rely on the railroad and the additional supply from the north and west that it afforded. This was a crucial business venture, as it appears that the Union Army relied on Washington's meat industry to provide beef for the subsistence of the Union army throughout the war.¹⁰ Weekly public advertisements were run in local newspapers through the duration of the War, and for at least a portion of this period, there was even a cattle yard and slaughterhouse operating on the grounds of the unfinished Washington monument.¹¹



1862 lithograph shows cattle grazing in a drove yard near the unfinished Washington Monument. *Library of Congress.*

The Railroad Industry and the Union Stock Yard Company

Unlike several of its competitors including the Pennsylvania, the New York Central, and the Erie railroads, the B&O took their time moving into the livestock business. Despite opening their rail

¹⁰ Carlton Fletcher, "The Passing of the Butcher Trade," *Glover Park History*, 2020, website: <https://gloverparkhistory.com/glover-park/residential-development-before-1926/the-passing-of-the-butcher-trade/>, Accessed 18 September 2020.

¹¹ Fletcher, "The Passing of the Butcher Trade," *Glover Park History*, 2020; "Proposals for Fresh Beef," *The Evening Star*, 11 December 1861, 2; "Office Depot Commissary of Subsistence," *The Evening Star*, 28 December 1865, 3; "Beef Depot Monument," *Frank Leslie's Illustrated Newspaper*, 1 February 1862, 173.

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connection between Baltimore and Washington in 1835, the B&O did not get involved in the livestock trade until the 1850s. Once in the market, they followed the example of the other railroads and outsourced its livestock yarding to professional drovers and entrepreneurs.¹² In the District, the B&O formed a business contract with William E. Clark, a Pennsylvania native who began managing the B&O drove yards in the District in 1861.¹³ The drove yards which held the livestock from when they were herded off the trains until they were sold to butchers were located adjacent to the B&O station on Capitol Hill.

The arrival of the B&O in Washington also created close ties between the District and Baltimore's livestock and meat-producing industry. Like Washington, Baltimore's two major railroad companies were the B&O and the Pennsylvania, and consequently, Baltimore developed two railroad drove yards. The Pennsylvania's yards were located west of Baltimore at Calverton Station. Operating as the Calverton Drove Yards, they were first managed by livestock entrepreneur Cary McClelland who purchased the majority of the land around Calverton Station. Several years later, however, the yards were run by the Calverton Stock Yards Company. The B&O's Baltimore drove yards were located at the railroad's main yards at Mount Clare until 1880 when the Baltimore Stock Yard Company of Baltimore County was incorporated, and the stockyards shifted to Claremont.¹⁴

Following the Civil War, the volume of livestock arriving by rail in the District continued to increase. As a result, the primary livestock depot shifted from northwest Georgetown to Capitol Hill.¹⁵ As the role and extent of the railroads increased, the livestock and meatpacking trades underwent rapid industrialization throughout the country. In Washington, following the patterns laid out by other cities, industrial plants and warehouses began relocating to sections of the city that were near or adjacent to the railroad lines.¹⁶ Drove yards opened alongside the Baltimore & Ohio Railroad on Capitol Hill along First Street, NE, between North E and F Streets (adjacent to the current site of Union Station). These holding pens remained on Capitol Hill until 1877 when the land was sold. Following this, the yards moved to the Washington Cattle Market located off the B&O's Metropolitan Branch in Queenstown (today's Brookland) where they remained for almost a decade.¹⁷

This trend of slaughterhouses and stockyards moving to the fringes of the city was further enhanced as Alexander R. "Boss" Shepherd, in his role as the Commissioner of the Board of

¹² Charles Thomas, "The Development of the Railroads in Washington." *The Railway and Locomotive Historical Society Bulletin*, no. 105, 1961, pp. 23–32. *JSTOR*, www.jstor.org/stable/43520286. Accessed 27 September 2020; Rotenstein, "Daniel H. Burnham and Washington's Union Stockyards," 20 September 2010.

¹³ Rotenstein, "Daniel H. Burnham and Washington's Union Stockyards," 20 September 2010.

¹⁴ Rotenstein, "Daniel H. Burnham and Washington's Union Stockyards," 20 September 2010.

¹⁵ Fletcher, "The Passing of the Butcher Trade," *Glover Park History*, 2020.

¹⁶ David S. Rotenstein, "Daniel H. Burnham and Washington's Union Stockyards," 20 September 2010, Website: <https://blog.historian4hire.net/2010/09/20/dc-stockyards/>, Accessed 18 September 2020; Dennee, "The Scheele-Brown Farmhouse," DC Landmark Nomination, DC HPO, July 2013; Fletcher, "The Passing of the Butcher Trade," *Glover Park History*, 2020.

¹⁷ Rotenstein, "Daniel H. Burnham and Washington's Union Stockyards," 20 September 2010.

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Public Works, began a massive program to modernize the city and improve the conditions of public space and public thoroughfares. The District government and city newspapers encouraged butchers to establish common abattoirs in order to remove the scattered public nuisances, improve the effectiveness and cleanliness of slaughterhouses and the quality of their products, and to free real estate for residential use. The government's disdain for the many slaughterhouses throughout the District is evident as early as 1874 when the DC Board of Public Health reported to the city commissioners:

The killing of animals in populated locations, besides being a source of great annoyance to residents in the vicinity, is unquestionably a serious injury to health. No system of inspection, however faithfully executed, can preserve slaughterhouses [sic] in large cities or in their thickly populated suburbs, in a condition of entire purity and innocuousness. Such nuisances, including the results of slaughtering, as bone-boiling, fat-rendering, etc., should be removed to a safe distance beyond the limits of population, and if possible concentrated in one establishment, where all these occupations could be conducted in the most approved manner, with greater profit, and with far more regard to the health of communities.¹⁸

The report continued, stating that one properly regulated abattoir in a city is much preferable to many private slaughterhouses.¹⁹ In 1876, William J. O'Brien, a congressman from Maryland introduced The National Abattoir Bill to Congress.²⁰ The bill called for the construction of a single municipal slaughterhouse for the District of Columbia which would have eliminated all privately owned individual slaughterhouses. At an 1876 hearing on the bill, a delegation of butchers protested the bill's stipulations that they cease operations at their individual slaughterhouses.²¹ Although the bill did not pass at the time, it laid the foundations for the establishment of the Washington Abattoir Company in 1891.

The commitment to ridding the Federal City of small slaughterhouses throughout its area was shared by District's three-member Board of Commissioners. In 1879, the Board introduced a new series of building regulations. Section 32 of the regulations restricted the construction of new slaughterhouses within the District as well as the expansion of existing slaughterhouses within the vicinity of residential areas.²² But apart from being able to inspect slaughterhouses and stockyards and limiting where new facilities could be constructed, the government could do

¹⁸ "Report of the Board of Commissioners of the District of Columbia, 1874," *Reports of the Commissioners of the District of Columbia, 1874-1929*, DC Public Library, DigDC, 290.

¹⁹ "Report of the Board of Commissioners of the District of Columbia, 1874," *Reports of the Commissioners of the District of Columbia, 1874-1929*, 292.

²⁰ 44.Cong., 1.sess. H.R. 419. January 5, 1876.

²¹ "The National Abattoir Bill," *The Evening Star*, 20 May 1876, 4; Fletcher, "The Passing of the Butcher Trade," *Glover Park History*, 2020.

²² "Report of the Board of Commissioners of the District of Columbia, 1879," *Reports of the Commissioners of the District of Columbia, 1874-1929*, 41.

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little else to regulate the industry under the existing law at the time, and it was not until the twentieth century that the government gained full control over the meat industry in the District.

In 1882, after years of discussion, the National Abattoir Bill was transformed into law when Congress passed the “Bill to Incorporate the District of Columbia Stockyard, Abattoir, and Rendering Company”.²³ Introduced by John B. Hoge of Virginia, it gained passage in the Senate under the sponsorship of Thomas W. Ferry of Michigan.

Union Stockyards Company

By the 1880s, Virginia native Alvin N. Bastable held a controlling interest in the livestock business in Baltimore. In 1887, Bastable, along with William Clark, and Philadelphia stockyards owner and meatpacker Joseph Martin, received a corporate charter from the State of New Jersey for the “Union Stock Yard Company” giving them the ability to build and operate an integrated stockyards and slaughterhouse business in the District of Columbia.²⁴ In 1891, the Calverton and Baltimore stock yard companies merged to form the Union Stock Yard Company of Baltimore County, with Claremont serving as the principal stockyards.²⁵ The following year, the Union Stockyards opened in the District at Benning Station on the east side of the Anacostia River, adjacent to the B&O and Pennsylvania railroad lines.²⁶

²³ United States Congress, H.R. 5634, “Bill to Incorporate the District of Columbia Stockyard, Abattoir, and Rendering Company,” Forty-Seventh Congress, First Session, 3 April 1882.

²⁴ David S. Rotenstein, “Model for the Nation: Sale, Slaughter, and Processing at the East Liberty Stockyards,” *Western Pennsylvania History*, Winter 2010-2011, 36-47; Rotenstein, “Daniel H. Burnham and Washington’s Union Stockyards,” 20 September 2010. In addition to having stock in the Philadelphia stock yard, Joseph Martin was a partner in the Jersey City and Baltimore stock yards.

²⁵ Rotenstein, “Daniel H. Burnham and Washington’s Union Stockyards,” 20 September 2010. It should be noted that this company had no affiliation with the widely known Union Stock Yard and Transit Company of Chicago.

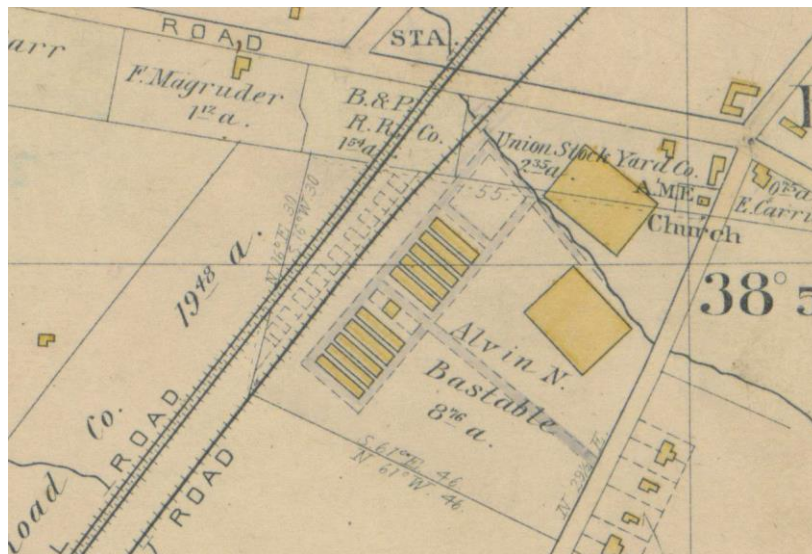
²⁶ Rotenstein, “Daniel H. Burnham and Washington’s Union Stockyards,” 20 September 2010.

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The Union Stock Yards as depicted in the 1894 Hopkins map of Washington, DC. *Library of Congress.*



1895 map showing the Washington Union Stock Yards. *U.S. Coast and Geodetic Survey.*

The opening of the Union Stockyards created an increase in volume and lower prices for beef and sheep arriving by rail that put the Georgetown adjacent butchers at a disadvantage. The fate of Georgetown's stockyards was sealed when, in 1890, Colonel George H. Elliott, officer in charge of the Washington Aqueduct, recommended that the federal government purchase the stockyard at Drover's Rest due to its proximity to the reservoir so as to remove any threat to the

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water supply of the city. This led to the sale of the land, not to the federal government but to the developers of the Potomac Palisades. Consequently, all members of the meat trade in Georgetown had to conduct their business at the Union Stockyards.²⁷

By 1891, the Washington Abattoir Company opened adjacent to the Union Stockyards. Alvin Bastable and William Clark purchased the property where the abattoir was located in 1894.²⁸ Over the next several decades, the abattoir and stockyards served as the principal livestock depot and meat processing facility in the District.

A. D. Loffler and the Meat Packing Industry

Andreas Loffler immigrated to the United States from Germany in the 1860s. With experience in the meat industry, Loffler worked at a provisions company until he was able to establish his own firm, which would specialize in sausage making, in 1872. Following his marriage, Andreas and his wife Catherina moved to a farm in the area of Brightwood (now Georgia) Avenue and Quincy Street and commissioned the construction of a meat processing facility for his new company, the A. Loffler Provision Company. The company sold meat products, primarily sausage, at a number of markets throughout the city. A 1907 description of the company's original plant describes what may have been facilities built ad hoc but using the latest equipment and sanitary construction, including concrete floors.²⁹ The plant's facilities included cold storage in the basement while the upper floors were well ventilated for the purpose of meat processing and cooking. Andreas died in 1905, leaving family members, including his sons Andrew and Charles, to continue the family business.³⁰

The Washington Abattoir Company

In addition to leading his business, Andreas Loffler played a role in the formation of the Washington Abattoir Company. After years of being discussed by the Congressional House Committee on the District, the Washington Abattoir Company was finally created in 1891 as a conglomeration of three local Washington, DC firms—the T.T. Keane Company, the N. Auth Provision Company, and the A.D. Loffler (interchangeably spelled as Loeffler) Company—with an initial capital stock of \$150,000.³¹ In addition to operating the abattoir, the Keane Company, the N. Auth Provision Company, and the Loffler Company each had independent plants associated with the meat-packing business. While the N. Auth Provision Company, whose plant was in Southwest, DC, and the Loffler Company, whose plant was in the burgeoning neighborhood of Petworth, focused their efforts on manufacturing various meat products, the

²⁷ Fletcher, "The Passing of the Butcher Trade," *Glover Park History*, 2020; Dennee, "The Scheele-Brown Farmhouse," DC Landmark Nomination, DC HPO, July 2013.

²⁸ "The National Abattoir Bill," *The Evening Star*, 20 May 1876, 4; "The Abattoir Company," *The Evening Star*, 29 September 1894, 2; Fletcher, "The Passing of the Butcher Trade," *Glover Park History*, 2020.

²⁹ "Practical and Progressive Business Methods," *The Washington Post*, 24 February 1907, 54.

³⁰ AECOM, "3701 Benning Road NE (A. Loeffler Sausage & Provisions Co.)," Determination of Eligibility Form, DC State Historic Preservation Office, 2014.

³¹ "Made a Big Blaze," *The Evening Star*, 16 June 1894, 7.

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Keane Company focused their efforts on distributing fresh meat.³² All three firms had stands at each of the markets throughout the District.

The three-story building for the Washington Abattoir Company was completed and operating by October 1891.³³ It featured storage on the first floor with hide, skin, and fertilizing departments; cold storage and the company office on the second floor; and the primary killing space on the third floor. Less than three years after opening, a fire broke out in the building's basement on June 13, 1894. The fire spread rapidly, resulting in the complete destruction of the abattoir building along with three cattle cars of the B&O Railroad.³⁴ Two months later, the building inspector granted a permit to rebuild the abattoir. The new building was designed by W. L. Patterson and built by Henry Smith & Sons of Baltimore at a cost of \$78,000.³⁵

In September 1894, in order to cover some of the costs of reconstruction, the Washington Abattoir Company conveyed their real estate holdings at Benning to Alvin N. Bastable and James E. Clark – two of the owners of the Union Stockyard Company who supplied the livestock to the abattoir.³⁶ When the new abattoir was completed, it was reported to be a state-of-the-art facility that, in contrast to the facilities written about in then popular Upton Sinclair's *The Jungle*, was well-lit, well-ventilated, and sanitary.

In June 1900, just six years after the first fire, the Washington Abattoir Company building burned again. The 1900 fire broke out in the cold storage area of the building. The facilities were not a complete loss, however, with damages estimated at \$40,000.³⁷ One month later, the District Commissioners reached a decision on the permit to "repair a building partially destroyed by fire" that was requested by the abattoir company. The Commissioners felt that the presence of the abattoir was a threat to public health, but the application conformed in all respects to the Building Regulations approved in 1879, and a permit could not legally be denied under the existing laws. The Commissioners had no choice but to approve and issue the permit to the company to allow it to repair its facilities.³⁸

In 1902, the District of Columbia Health Officer reported that the DC government had established a fair system of inspection at the abattoir, which has commenced "smoothly and satisfactorily" with the grade of animals butchered and sold stated to be "very good", and a record of rare occurrences of condemnation for diseased stock. The report also states that the cattle that arrive at the abattoir are "usually fed in Fauquier County, Virginia, and in or about

³² "District Meat Slaughtered by Best Methods," *The Washington Times*, 24 June 1906.

³³ "Made a Big Blaze," *The Evening Star*, 16 June 1894, 7.

³⁴ "Made a Big Blaze," *The Evening Star*, 16 June 1894, 7.

³⁵ "The New Bennings Abattoir," *The Evening Star*, 4 August 1894, 2. The DC Building permit is not available as the local resources are closed due to COVID-19.

³⁶ "The Abattoir Company," *The Evening Star*, 29 September 1894, 2.

³⁷ "The Abattoir Fire," *The Evening Times*, 25 June 1900, 8.

³⁸ "Will Issue The Permit," *Washington Times*, 15 July 1900.

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Hagerstown, Maryland” while the “hogs are shipped from Cincinnati, Ohio, and East Liberty, Pennsylvania.”³⁹

In 1905, the abattoir company changed hands. Allegedly, it had never been a well-paying proposition to its stockholders, likely due in part to two fires in less than a decade. Bastable, now president of both the Union Stockyards Company and the Washington Abattoir Company, initiated the transfer of the Washington Abattoir Company back to its founders (N. Auth, Loffler, and Keane). A resolution was adopted by a majority of the stockholders, thereby resulting in N. Auth, Loffler, and Keane assuming the bonded indebtedness of the company.⁴⁰

In 1906, journalists from *The Washington Post* and *The Washington Times* each accompanied groups to inspect the abattoir as well as the individual plants operated by Loffler, N. Auth, and Keane. The group found all to be in good sanitary conditions, saying that they could not find “anything objectionable in the way meats are handled in Washington” and could not suggest any way to improve the sanitary conditions. At the time, the abattoir had a capacity of 150 bullocks, 500 sheep, and 1,000 hogs per day.⁴¹



Images of men making sausage at the Washington Abattoir facilities. “*District Meat Slaughtered by Best Methods*,” *The Washington Times*, 24 June 1906.

In July 1915, the N. Auth Provision Company sold all of its interest in the Washington Abattoir property to the A. Loffler Provision Company for approximately \$27,500. N. Auth continued to

³⁹ “Appendices to the Report of the Health Officer of the District of Columbia, 1902,” *Reports of the Commissioners of the District of Columbia, 1874-1929*, DC Public Library, DigDC, 42.

⁴⁰ “Abattoir Changes,” *The Baltimore Sun*, 6 January 1905, 2.

⁴¹ “Business Men Inspect Washington’s Abattoir,” *The Washington Post*, 24 July 1906, 48; “District Meat Slaughtered by Best Methods,” *The Washington Times*, 24 June, 1906.

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operate their independent plant in Southwest, DC. The Loffler Company maintained operations of the Abattoir Company in conjunction with the Keane Company.⁴²

A. Loffler Provision Co. at 3701 Benning Road NE

Following the acquisition of N. Auth's interests in the Abattoir Company, a new factory for the Loffler Company was proposed for a site located off of Benning Road that was near the rail lines and directly adjacent to the Washington Abattoir Company's facilities. The goal of this new factory was to streamline the Loffler Company's operations by having the slaughterhouse and manufacturing operations at one location. Additionally, the original Loffler factory was located in a rapidly developing neighborhood and was increasingly seen by residents as an eyesore.

Construction of the new factory commenced in November 1915.⁴³ On December 26, 1915, *The Washington Post* reported that the Loffler Company's new plant – described as “one of the most modern sausage and lard manufacturing plants in the county” – was nearing completion. As described in the article, the new building, which was to be connected to the abattoir by a building used for cold-storage purposes, was:

...of the most modern construction, and the fittings represent the latest ideas in machinery and general accommodations for the business. It will be two stories high and 50 by 70 feet, giving a floor area of 7,000 square feet.

On the first floor will be the company offices and a large space devoted to the handling of the completed products. On the second there will be four new smoke ovens, beside machinery for other purposes. A large electric elevator will lift the meat from the cold storage plant to the manufacturing room. Here ventilation and light have been provided for. The windows will be of the steel sash type and the ceilings fitted with large skylights.

The floors will be tiled, and every possible arrangement to ensure sanitary preparation is being installed. A feature will be the height of the ceilings, about 16 feet. The construction will be of reinforced concrete and the exterior of rough brick. The building will be fitted with electric lights and an automatic sprinkling system. It will be entirely fireproof; and to further obviate the danger of conflagration the fuel feeds for the ovens will be on the exterior of the building.

All sausage, lard, and other products will be subjected to rigid inspection as they are brought to the one entrance on the first floor, where the offices are. An

⁴² “Interest In Abattoir Sold,” *The Evening Star*, 31 July 1915, 11.

⁴³ During the research conducted for this nomination, building permits were not available due to the ongoing closures due to the COVID-19 pandemic; however, HistoryQuest DC indicates that a building permit was issued on October 26, 1915 for the construction of a “sausage manufacturing” factory. Oscar G. Vogt was listed as the architect, and the Whitty Co. was listed as the builder.

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inspection office of the Department of Agriculture stands nearby. From slaughtering to final inspection by the government all the processes will take place virtually in the same plant.⁴⁴

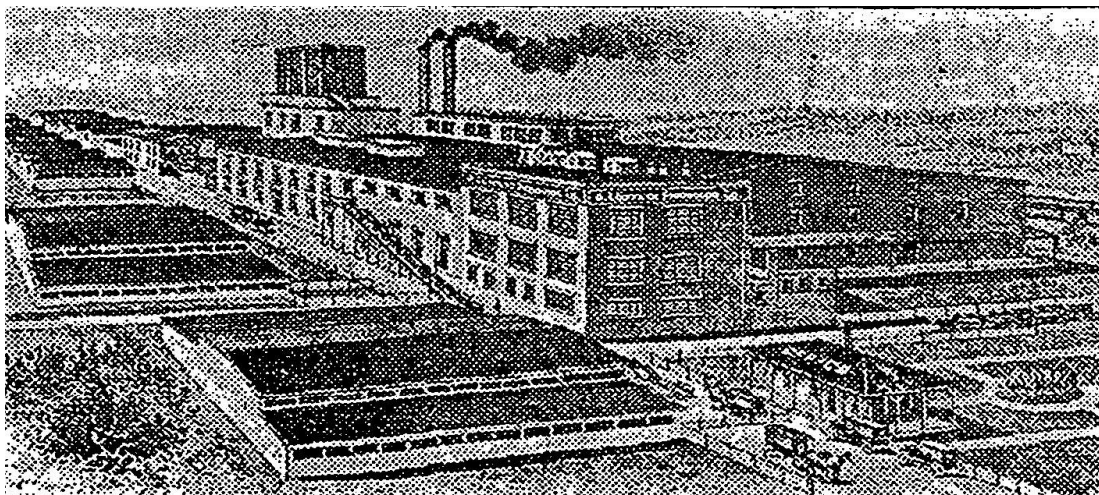


Image of completed Loffler Plant at 3701 Benning Road, NE, c. 1916. The Washington Abattoir Company building is visible in the background, and the Union Stock Yard facilities are seen to the left of the building. "50,000 Plant Finished," *The Washington Post*, 30 April 1916.

Despite projecting that the plant would be completed during the first quarter of 1916, it did not officially open until May 1, 1916. As described above, the warehouse included multiple components, including a loading dock as part of the first floor that was directly connected to the railroad lines to the west. By the time the new facility opened in 1916, the Union Stockyards and the Washington Abattoir Company—including animal pens, slaughterhouse, cold storage, and sausage making facility—had been in operation for nearly 30 years, and were the principal slaughterhouse and livestock depot and market in the District of Columbia.⁴⁵ At their greatest output, the slaughterhouses at Benning Street processed up to 75% of the meat sold in the District.⁴⁶ An advertisement for an open house at the new A. Loffler Provision Company factory also invited visitors to inspect the adjacent Washington Abattoir Company property.⁴⁷

⁴⁴ "Big Works at Benning: Sausage and Lard Rendering Plants of Modern Kind Going Up," *The Washington Post*, 26 December 1915.

⁴⁵ David Rotenstein, "Daniel H. Burnham and Washington's Union Stockyards," 20 September 2010, Website: <https://blog.historian4hire.net/2010/09/20/dc-stockyards/>, Accessed 18 September 2020; AECOM, "3701 Benning Road NE," DOE Form, DC State Historic Preservation Office, 2014.

⁴⁶ Rotenstein, "Daniel H. Burnham and Washington's Union Stockyards," 20 September 2010.

⁴⁷ "A Loffler Provision Co., Inc.," *The Evening Star*, 3 May 1916; AECOM, "3701 Benning Road NE," DOE Form, DC State Historic Preservation Office, 2014.

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New Loffler Plant at 3701 Benning Road, NE, c. 1916. The Washington Abattoir Company building is visible in the background. *Library of Congress.*

At the time of the Loffler's company's 50th-anniversary in 1922, it employed 150 people at the Benning Road plant, which had an average yearly output of "50,000 hogs, 4,000 cattle, 10,000 lambs, and 5,000 calves." The company made approximately 36 different pork products from the Benning Road plant, and locally distributed 4,000 pounds of sausage on a daily basis.⁴⁸ Andrew Loffler managed the plant, and Charles A.M. Loffler managed the firm's Center Market.⁴⁹

⁴⁸ "Loffler Company Plans Celebration," *The Washington Herald*, 15 December 1922, 7.

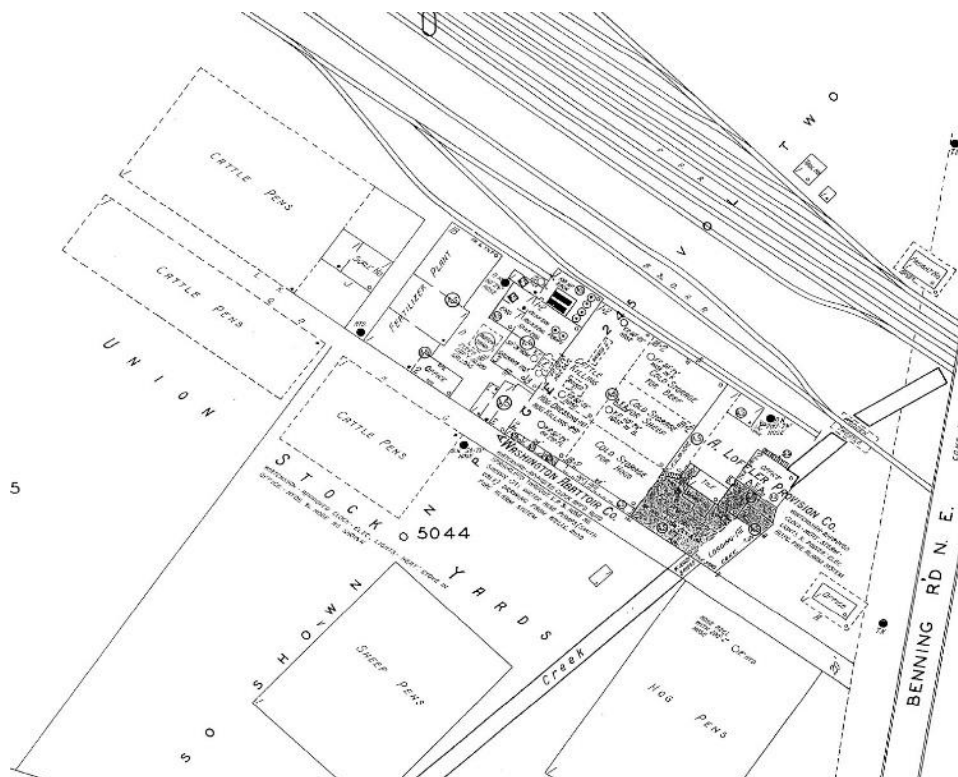
⁴⁹ "Loffler Company Plans Celebration," *The Washington Herald*, 15 December 1922, 7.

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Loffler Plant at 3701 Benning Road, NE appears alongside abattoir and Union Stock Yards. 1928 Sanborn Map.

In 1924, a fire broke out in the cattle pens of the Union Stockyards which killed seventy head of cattle. The fire threatened to burn the Abattoir Company and the Loffler plant but was stopped by firefighters before that occurred; however, the cattle killed were the joint property of the Washington Abattoir Company. Officials estimated the total damage, including the cattle and Union Stockyard property, at approximately \$32,000.⁵⁰

The Gobel Company

In 1928, Adolf Gobel, Inc., a growing meat product company based in New York, purchased a controlling interest in the stock of the A. Loffler Provision Co. and the T.T. Keane Co. for \$1,450,000. At that time, Gobel also acquired the Washington Abattoir Company. A. D. Loffler and Michael A. Keane, principal executives of the two companies bearing their names at the time of their acquisition by Gobel, initially continued in the same capacity, and Loffler was eventually made a vice president of the Gobel Company.⁵¹ Gobel merged the acquired companies into a subsidiary company of Adolf Gobel, Inc., and allowed the Washington firms to continue to

⁵⁰ "Fire Laid to Hobo Causes Loss of \$32,000 In Benning," *The Evening Star*, 12 July 1924, 1.

⁵¹ "Gobel Acquires 2 New Companies," *Times Union*, 31 May 1928, 13; "Gobel Purchases Big Washington Provision Plants," *Brooklyn Daily Eagle*, 31 May 1928, 21; "Late Gossip of Wall Street," *Philadelphia Inquirer*, 2 July 1928, 25; "150 to Lose Jobs as Plant Suspends," *The Evening Star*, 3 February 1933, 4.

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manufacture and sell their products under existing trademarks. At the time of the acquisition, the Loffler and Keane companies aggregated approximately \$6,000,000 annually, and brought the annual sales of Gobel to approximately \$21,000,000.⁵² By 1931, the Gobel Company had increased average productivity, slaughtering up to 5,000 hogs and 350 cows each week at the Benning Road site.⁵³

Also in 1931, Andrew Loffler, Sr., resigned from his post as Vice President of the Gobel Company. The same year, his son, Andre Loffler, Jr., formed a new meat packing firm known as A. D. Loffler, Jr., Inc., which began operating in D.C. as a separate entity from Gobel, Inc.⁵⁴ Two years later, Adolf Gobel, Inc. suspended operations at the Washington Plant at Benning Road – including operations of the Loffler meatpacking plant and the abattoir – to make improvements as requested by the Bureau of Animal industry, thereby putting 150 employees out of work. The Gobel Company stated that it would be more economical to close the Washington plant while the changes were made, and that their Washington customers would be supported by their New York plant in the meantime.⁵⁵

But these plans were thwarted when on June 7, 1934, a fire at the Benning Road abattoir burned down much of the facilities. The fire was allegedly started by the night watchman, Dean Thomas, who claimed that it was accidental. Thomas was arrested and charged with arson. The structure was completely destroyed, with damages estimated to be \$50,000.⁵⁶ Although the majority of their former facilities burned down, the Loffler Company building at 3701 Benning Road NE was left unscathed. The Union Stockyards were not impacted either.

The fire coupled with the effect of the Great Depression found the Gobel company forced to file for bankruptcy in Federal court under section 77-B of the Bankruptcy Act and was not financially able to repair the rebuild the plant until 1936.⁵⁷ When Gobel moved to file applications to refurbish and reopen the Benning Road slaughterhouse, it met stiff resistance from Congress who embarked upon a campaign to beautify the city and rid it of “nuisance industries” within the District limits.⁵⁸ In 1937, Congress introduced and held hearings on a bill titled “Prohibiting the use of buildings or premises in the District of Columbia for the carrying on of certain undesirable Industries,” which became known as the “Abattoir Bill.” If passed into law, the bill would have banned the manufacture of chemicals (fireworks, gas, glue, and acids),

⁵² “4 Meat Companies Arrange To Merge,” *The Washington Post*, 1 June 1928, 20; “Gobel Co. Still Expanding,” *The Evening Star*, 5 June 1928, 13.

⁵³ John Kelly, “Answer Man has the story on Brightwood’s slaughterhouse,” *The Washington Post*, 1 March 2014, https://www.washingtonpost.com/local/answer-man-has-the-story-on-brightwoods-slaughterhouse/2014/03/01/597dc9c2-9fcc-11e3-b8d8-94577ff66b28_story.html, Accessed 18 September 2020.

⁵⁴ “150 to Lose Jobs as Plant Suspends,” *The Evening Star*, 3 February 1933, 4.

⁵⁵ United States Congress, “Memorandum in connection with Senate Bill 1825 and House Bill 4582, Both Entitled, “A Bill to provide for the acquisition of certain property for public use in the District of Columbia,”” Seventy-Sixth Congress, First Session, 20 March 1939.

⁵⁶ “\$50,000 Fire Blame Taken By Watchman,” *The Washington Post*, 8 June 1934, 1.

⁵⁷ United States Congress, “Memorandum in connection with Senate Bill 1825 and House Bill 4582,” Seventy-Sixth Congress, First Session, 20 March 1939.

⁵⁸ Rotenstein, “Daniel H. Burnham and Washington’s Union Stockyards,” 20 September 2010.

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rendering, refining, stockyards, slaughterhouses, and tanneries.⁵⁹ The American Planning and Civic Association, the American Institute of Architects, and the Department of the Interior—including the strong backing of Secretary of the Interior Harold Ickes—offered testimony in support of the bill while companies and members of the meat packing and livestock industry strongly voiced their opposition.⁶⁰

Part of the argument in favor of the bill reverted back to the ideals espoused by the McMillan Commission, who sought to restore and amplify Peter (Pierre) L'Enfant's original plan for the city with the more formal grandeur of the City Beautiful Movement. During the hearings over the bill, Senator Patrick McCarren (D-Nev), chairman of the Committee on the District of Columbia subcommittee, directly referred to the City Beautiful Movement when he stated:

“Washington being the Capital City should be the city beautiful and therefore nothing of this nature, that is heavy industries, industries that have a certain unpleasantness with them, should be permitted to exist within the city.”⁶¹

Most of the testimony at the 1937 hearings supported the bill in opposition to the abattoir, but several local residents employed by or who lived adjacent to the slaughterhouse and meat packing facilities sided with representatives of the abattoir. This included the Benning Citizens Association who identified themselves as “an organized group of taxpayers” who “directly represent a very small majority who would be employed” in the abattoir.⁶² Despite the local opposition to the bill, however, Congress insisted that the abattoir was an impediment to nearby residential and riverside park development. Following the congressional hearings on the bill, the District of Columbia revised its zoning laws. Congress approved these laws as the Zoning Act of 1938, thereby prohibiting the construction of a new abattoir anywhere in the city. This ultimately rendered passage of the Bill moot, as the revised zoning laws accomplished the same goal.⁶³

With the opportunity for reconstruction of the slaughterhouses and meat processing facilities put to an end by the zoning law, the Union Stockyards no longer had an entity in the District which could purchase livestock. In 1940, the House of Representatives held hearings on a bill to acquire the stockyards and slaughterhouse properties.⁶⁴ The bill died in committee and within a

⁵⁹ United States Congress, “A Bill Prohibiting Use of Buildings or Premises in the District of Columbia for the Carrying On of Certain Undesirable Industries,” H.R. 6834, Seventy-Fifth Congress, First Session, Report No. 879, 20 May 1937.

⁶⁰ Rotenstein, “Daniel H. Burnham and Washington's Union Stockyards,” 20 September 2010.

⁶¹ Rotenstein, “Daniel H. Burnham and Washington's Union Stockyards,” 20 September 2010.

⁶² Rotenstein, “Daniel H. Burnham and Washington's Union Stockyards,” 20 September 2010.

⁶³ United States Congress, “[Chapter 534] An Act providing for the zoning of the District of Columbia and the regulation of the location, height, bulk, and uses of buildings and other structures and of the uses of land in the District of Columbia, and for other purposes,” Seventy-Fifth Congress, Third Session, 20 June 1938.

⁶⁴ Rotenstein, “Daniel H. Burnham and Washington's Union Stockyards,” 20 September 2010.

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year the stockyard property, including the warehouse, was sold privately.⁶⁵ The Union Stockyards Company was dissolved in 1942.⁶⁶

In 1943, a permit was issued to make an estimated \$500 in repairs at the former A. Loeffler Sausage & Provision Co. building at 3701 Benning Road; L[ewis].W. Giles is noted as the designer, and Joseph Cogito was the owner and builder. The nature of the improvements was not described.⁶⁷ Shortly after the sale of the property, the Capital Tool and Manufacturing Company, one of the companies that contributed to the production of the atomic bomb that devastated Hiroshima, occupied the building. In the late 1940s and ensuing years, a variety of businesses are noted at this address, including a warehouse, storage, and millwork company.⁶⁸ A bankruptcy sale was held at the property for a laundry and dry-cleaning business in 1947, but it is not clear whether that business operated on this property.⁶⁹ By 1950, the building was used as storage facility.

By 1960, the office portion of the building had been demolished, as well as the former cold storage facilities and pens related to the Union Stockyard. The surrounding area contained businesses and residences. According to city directories, the building contained clothing manufacturing and embellishment businesses from the 1970s to 1990s, specifically the Classic Clothing Company. The former A. Loeffler Sausage and Provision Company building was occupied by the DC Eagle, the district's oldest gay bar, from 2015 until May 2020.⁷⁰

Conclusion

The A.D. Loeffler Provisions Company Building stands today as the last remnant of a once vibrant and industrial meat packing complex that formed a significant component of urban life within Washington, DC. In addition to providing the District of Columbia with much of its meat supply, the stockyards and abattoir provided jobs to the men and women living in the adjacent working-class neighborhoods of Northeast Washington. This building is the tangible record of these activities and their importance to our city's past. Due to the banning of slaughterhouses and related facilities in the District in 1937, no other facilities have since been built in the city. Loeffler's original plant has been demolished, as have the Auth and Armour plants, leaving 3701 Benning Road as a rare surviving example of a purpose-built meat processing facility within the District of Columbia.

⁶⁵ Deed, Union Stock Yard Company to Eugene H. Phifer, made 27 June 1941, recorded 14 July 1941, Liber 7639 Folio 457 No. 23453.

⁶⁶ Rotenstein, "Daniel H. Burnham and Washington's Union Stockyards," 20 September 2010.

⁶⁷ At the time of writing this nomination, permit applications were not reviewed as they were not available due to the COVID-19 pandemic; *The Evening Star*, 8 May 1943, 15.

⁶⁸ *The Evening Star*, 3 November 1948; 11 November 1949; and 27 April 1950.

⁶⁹ *The Evening Star*, 4 August 1947.

⁷⁰ Jessica Sidman, "Gay Bar DC Eagle Planning to Relocate East of the River," *Washington City Paper*, 10 January 2014, website: <https://washingtoncitypaper.com/article/352701/gay-bar-dc-eagle-planning-to-relocate-east-of-the-river/>, Accessed 18 September 2020.

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3701 Benning Road stands today only because of a fluke of fate. It conveys the history of a lost industry and the story of why this and other industries have been erased from the landscape of the Nation's Capital. Congressional support for the ideals of the City Beautiful movement threatened its existence when in the 1930s concerns over the city's health and safety were committed to "to sanitize Washington's gritty urban landscape". This cleansing, however, has gone so far as to extend beyond the tangible to the historical record as documentation of Northeast Washington's Brookland and Deanwood neighborhoods fail to mention the lively, albeit malodorous, livestock and meat-producing industries that once thrived in those neighborhoods and along their margins. Specifically related to the Benning neighborhood, the knowledge that this area was once the heart of the city's meat-packing industry seems impossible to imagine, but when the history of this building is understood, its significance to our heritage and to the memory of the men and women who worked there cannot be denied.

For Washington's historical record to be complete, historians must embrace the city's unpleasant offal — like the city's nuisance industries — and incorporate it into the rich neighborhood histories being written for academic and popular consideration. This building stands alone to convey a record of this forgotten chapter of Washington's history.

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Rotenstein, David S. "Model for the Nation: Sale, Slaughter, and Processing at the East Liberty Stockyards." *Western Pennsylvania History*. Winter 2010-2011. 36-47.

Sidman, Jessica. "Gay Bar DC Eagle Planning to Relocate East of the River." *Washington City Paper*. 10 January 2014. Website: <https://washingtoncitypaper.com/article/352701/gay-bar-dc-eagle-planning-to-relocate-east-of-the-river/>. Accessed 18 September 2020.

"Will Issue The Permit." *Washington Times*. 15 July 1900.

United States Congress. "[Chapter 534] An Act providing for the zoning of the District of Columbia and the regulation of the location, height, bulk, and uses of buildings and other structures and of the uses of land in the District of Columbia, and for other purposes." Seventy-Fifth Congress, Third Session. 20 June 1938.

United States Congress. H.R. 6834, "A Bill Prohibiting Use of Buildings or Premises in the District of Columbia for the Carrying On of Certain Undesirable Industries." Report No. 879. Seventy-Fifth Congress, First Session. 20 May 1937.

United States Congress. "Memorandum in connection with Senate Bill 1825 and House Bill 4582, Both Entitled, 'A Bill to provide for the acquisition of certain property for public use in the District of Columbia.'" Seventy-Sixth Congress, First Session. 20 March 1939.

United States Congress. H.R. 5634, "Bill to Incorporate the District of Columbia Stockyard, Abattoir, and Rendering Company." Forty-Seventh Congress, First Session. 3 April 1882.

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____
- ☐ recorded by Historic American Landscape Survey # _____

A. Loffler Provisions Company
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Primary location of additional data:

- ☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 14,157 SF

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 38.895030 | Longitude: -76.950490 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

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☐ NAD 1927 or ☐ NAD 1983

1. Zone:	Easting:	Northing:
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting:	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary of the property contains all of current lot 807.

Boundary Justification (Explain why the boundaries were selected.)

This is the property's legal description, as delineated by the land records of the District of Columbia.

11. Form Prepared By

name/title: Emily Eig, Alyssa Stein, Benjamin Walker
organization: EHT Traceries, Inc.
street & number: 440 Massachusetts Avenue, NW
city or town: Washington state: DC zip code: 20001
e-mail: eht@traceries.com
telephone: (202)391-1199
date: September 2020

Additional Documentation

Submit the following items with the completed form:

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

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

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: 3701 Benning Road NE

City or Vicinity: Washington, D.C.

County: Washington State: DC

Photographer: AECOM

Date Photographed: October 2014

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

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Name of Property

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Northeast and southeast elevation.

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A. Loffler Provisions Company
Name of Property

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Northeast and rear elevations, looking southeast.

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Northwest elevation, view southeast.

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Name of Property

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Northeast Elevation, view southwest.

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A. Loffler Provisions Company
Name of Property

Washington, DC
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Southwest and southeast elevations, view north.

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A. Loffler Provisions Company
Name of Property

Washington, DC
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Southwest elevation, looking northeast.

EHT Traceries, September 2020.

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First floor, looking south.

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A. Loffler Provisions Company
Name of Property

Washington, DC
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Second floor, looking southwest.

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A. Loffler Provisions Company
Name of Property

Washington, DC
County and State

Second floor, looking north.

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A. Loffler Provisions Company
Name of Property

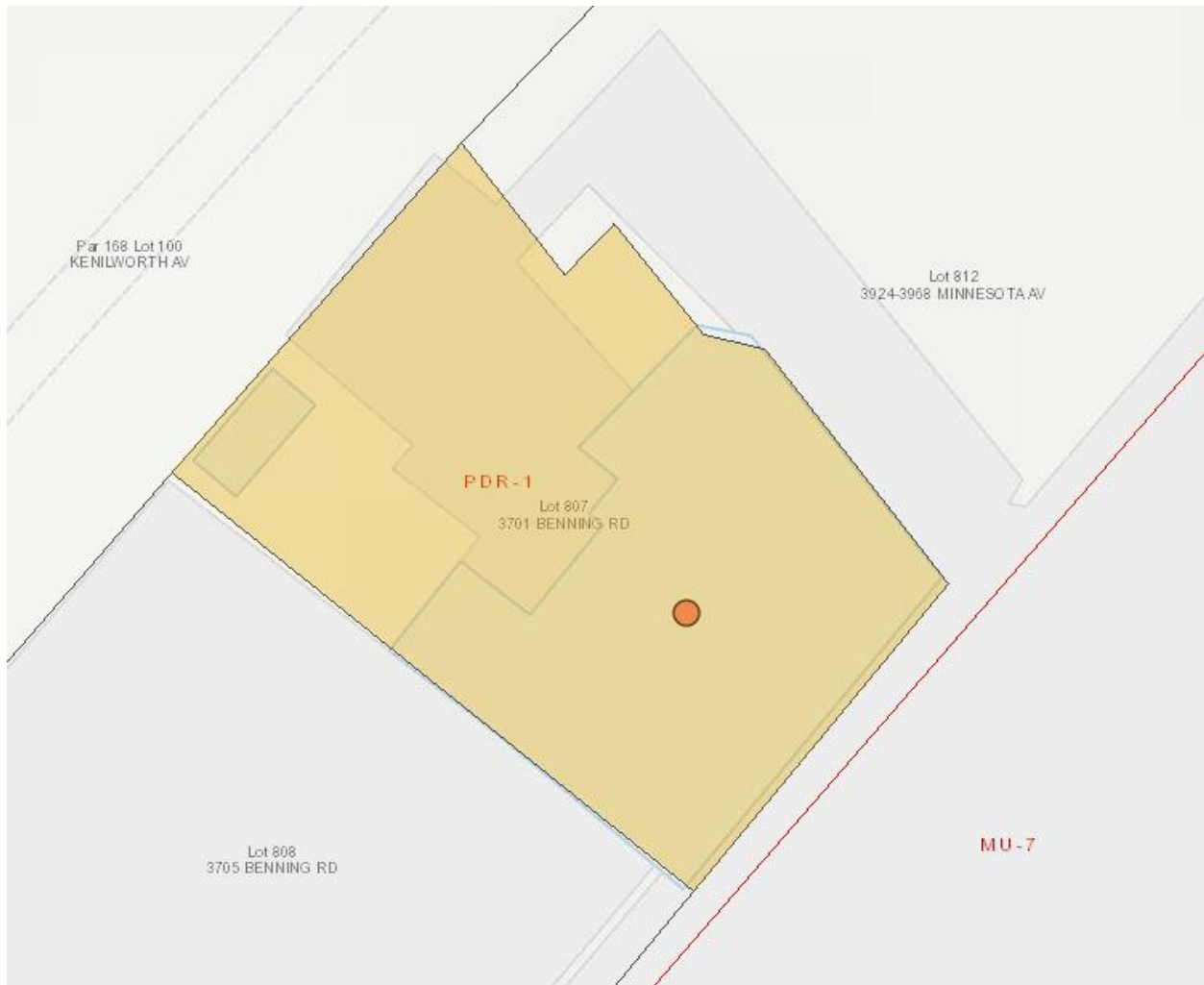
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Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.



Proposed Boundary Map