

**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 any item does not apply to the property being documented, enter "N/A" for "not applicable". For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional 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 The Logan
Other names/site number Home Builders Inc.; El Beudor; Logan Apartments; Sherwyn Hotel/DO09:0126-020

2. Location

Street & number 1804 Dodge Not for publication
City or town Omaha Vicinity
State Nebraska Code NE County Douglas Code 055 Zip code 68102

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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.)

Lawrence Sommer 6/3/05
Signature of certifying official Date
Director, Nebraska State Historical Society
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 this property is:

- 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): _____
- _____
Signature of Keeper Date of Action

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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

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		Buildings
		Sites
		Structures
		Objects
1		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

0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Domestic: Multiple Dwelling

Domestic: Hotel

Current Functions

(Enter categories from instructions.)

Vacant: Work-in-Progress

7. Description

Architectural Classification

(Enter categories from instructions.)

Late 19th & early 20th Century American Movements:

Commercial Style

Materials

(Enter categories from instructions.)

Foundation Concrete

Walls Brick with terra cotta detailing

Roof Concrete

Other

Narrative Description

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

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- A** Owned by a religious institution or used for religious purposes.
- B** Removed from its original location.
- C** A birthplace or a 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.)

Areas of Significance

(Enter categories from instructions.)

Community Planning & Development

Social History

Period of Significance

1918-1956

Significant Dates

1918

1921

1927

Significant Person

(Complete if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

James T. Allan, Architect

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 # _____

Primary location for additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local Government
- University
- Other Omaha Public Library;
Name of repository: Nebraska Collection

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10. Geographical Data**Acreage of property** Less than one

UTM References (place additional UTM references on a continuation sheet).

	Zone	Easting	Northing		Zone	Easting	Northing
1.	15	253718	4571558	3.			
2.				4.			
				[]	See continuation sheet		

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared Byname/title Jennifer Honebrink, AIA & Chris Jansenorganization Alley Poyner Architecture, PCdate March 2005street & number 1213 Jonestelephone 402.341.1544city or town Omahastate NEzip code 68102**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.A **Sketch map** for historic districts and properties having large acreage or numerous resources.**Photographs**Representative **black and white photographs** of the property.**Additional items**

(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name/title Logan Holdings, LLCstreet & number 732 N 129th

telephone _____

city or town Omahastate NEzip code 68154**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determined 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, (15 USC 470 et seq.).**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Project (1024-0018), Washington, DC 20503.

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Located in downtown Omaha, the Logan was constructed in 1918 as an apartment/hotel with commercial space on the lower floors. The flat-roofed, u-shaped building is constructed of a concrete slab and post structural system. A combination of brick, terra cotta and glass sheath the concrete structural skeleton.

Because it is situated at the intersection of 18th and Dodge Streets, both the South and East facades formally address the street. Both facades are organized with a distinct base, shaft and capitol.

Shortly after construction was completed the city began an extensive road re-grading project that directly affected the Logan and left lasting visual traces. Originally the building accommodated the existing contours of the site, but after removing 10 to 15 feet of earth, the building's exterior needed to be reconfigured. Photographs indicated that before Dodge Street was re-graded the only southern entrance into the building was located at what is now the second floor. After the street project, two doors were added both opening onto what is now the first floor.

Although it is one continuous structure, from the primary facades it appears to be two separate buildings, to be identified as the East Building and the West. The East Building rises above grade eight stories in height while the West Building only extends seven. Despite the difference, they share a continuous parapet height. This is made possible by the downward slope of the topography from the west.

Exterior

The concrete slab and post structural system can be read on the primary facades through the repetition of its rectangular posts and spandrels. The basement and first floors of the East Building have a terra-cotta veneer and the first and second floors of the West Building are brick. Brick and terra-cotta accents are used on the upper floors; a lighter color brick was used for the East Building and a darker color used on the West. The West Building has since been painted to match the East Building.

The east façade of the East Building is composed of eight bays. Original drawings indicate that the northernmost bay was used as a vehicular entrance and led to a loading dock with a receiving room and freight elevator. The driveway runs beneath the second floor through the eastern leg of the "u-shaped" building into the light court.

The piers on the lower two floors are finished with a gray terra-cotta veneer. Narrow horizontal bands mimicking rustication add texture and complexity to each pier. Gray terra-cotta spandrels, each decorated with a raised rectangular panel, vertically separate fixed windows that hearken to the Chicago Windows on the West Building.

Rising up five stories, the brick veneered posts are treated as pilasters with both a white terra-cotta base and capital. On each floor, between each pilaster, sit two one-over-one double hung windows. Terra-cotta sills and molding accent each pair of windows which are vertically separated by brick spandrel panels.

A simple entablature running between the two uppermost floors emphasizes the termination of the brick pilasters. Above this sits eight pairs of one-over-one double hung windows. The windows are framed by the terra cotta sheathed posts. Photographs indicate that originally an elaborate bracketed cornice occupied the space that is now painted brick. The building is completed by simple terra-cotta coping.

The south face of the East Building is treated in a very similar fashion to the east façade. Instead of eight bays this side has three and appears from the street to be only seven stories in height with only one story finished in gray terra cotta. It is in this bottom zone we find an entrance door located in the center bay that was added after the street re-grading project. The entrance is flanked by two windows in the bays on either side.

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The south façade of the West building is organized into four bays and also rises up seven stories. As with the East Building, the lower two-story zone is treated in a different manner from the four story middle zone and the single story upper zone. Since only the posts in the two outer bays act as pilasters, this facade differs in the treatment of the posts and spandrel pattern.

A brick veneer is applied to the lower zone of the façade in a similar fashion to the "twin" building, but in this case every sixth course has been recessed to create a horizontally rusticated surface, perhaps tying into the rustication on the East Building. At grade a commercial storefront opens to the street in three bays with the easternmost bay occupied by the entrance door. Flat arches with terra-cotta keystones decorate Chicago Windows on the second floor in the western and eastern bays along with brick spandrel panels. A terra-cotta drip cap and additional decoration separate the rusticated lower floors from the middle zone.

As with the East Building pairs of one-over-one double hung windows sit between each post. Terra-cotta window surrounds and keystones set the windows in the eastern and western bays apart from the simple terra-cotta hood moldings in the center bays. All windows have sills although the third floor eastern and westernmost windows have a much more elaborate and exaggerated terra-cotta sill. In addition the spandrel panels in these two bays are also decorated with a simple rectangular brick relief pattern to further set them apart.

The upper zone of this façade continues to carry the same window pattern and emphasizes the eastern and westernmost bays with exaggerated window sills. Horizontal terra-cotta bands and decorative straps add texture and relief to the flat brick veneer. The cornice is composed of arched corbels, medallions and a floral figured cavetto cornice. A brick rooftop parapet with terra-cotta coping serves as termination.

The same repetition of equally spaced, paired windows within a concrete structural system is not as apparent on the west façade as the south. Here the brick in each seven-story vertical bay is punctuated by differently sized and spaced one-over-one double hung windows. Windows on the first floor have been in-filled and the only opening here is one hollow metal door. Simple window sills are the only decoration on this side of the building.

Because the brick and concrete structural system have not been painted the concrete post and slab construction of this u-shaped building is apparent. A fire stair is located on the interior side of the western leg of the "U". The basement and first floors of the light well created by the u-shape have been filled with a brick and concrete block structure and it is here that the only door on this façade is found. The building's basement level and upper seven stories are apparent on this elevation with large two-over-two double hung windows and smaller one-over-one windows punctuating each floor of the western leg and the upper five floors of the eastern leg.

Overall, the exterior of the building is in good condition and maintains a high level of integrity.

Interior

The interior also retains a high level of integrity. Because of grade changes, the East Building has a full basement while the West Building does not. It does have a partial basement on its northern end which original plans indicate was a receiving area that opened onto a light court and could be accessed from the street by the driveway that cut through the northern bay of the East Building. The basement level in the East Building is composed primarily of commercial spaces accessed by doors that open onto 18th Street.

Although constructed as one building, this is not apparent when entering the first floor. When entering the East Building, a small vestibule leads to an open office. Two private offices flank either side of the vestibule and front entrance. A balcony

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level extends in three bays from the north side of the building and is accessed by a stair that also leads to the basement level and the upper apartment floors.

The entrance door on the West Building opens into a small vestibule and proceeds into a modest entrance lobby. Elaborate marble stairs and a small passenger elevator lead to the second floor and since the basement is not complete there is no lower level access at this point. Two commercial spaces open off the street, and the remaining portion of the building is divided by a central hall that opens onto smaller storage rooms. Original plans indicate a linen room, maids' locker room, supply storage and a carpenters shop could all be found in this area. In addition a freight elevator and stair connect the receiving room in the basement to the upper floors of the building.

Since it was the point of entry into the building before the grade changes in 1919, the second story lobby is also elaborate. It has an elaborate centrally located marble stair. To the west sits a lobby that leads to a double loaded corridor with apartments on either side. A small set of steps lead to the double loaded corridor and apartments on the east side of the building.

The third through seventh floors share identical floor layouts. Arranged in a u-shape, around a light court, a double loaded corridor serves twenty apartments. Each apartment is equipped with a living room outfitted with a Murphy bed, dining room, kitchenette and bathroom.

From the lower level lobby each stair is finished with a black veined white marble wainscot ornamented with raised decorative rectangular panels. Corbels and elaborate plaster pilaster capitals and bases further enhance the stair and elevator lobbies in addition to recessed wall panels.

Overall, the structure and interior of the building is in good condition and maintains a high level of integrity.

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The Logan, also known as Home Builders Inc., El Beudor, Logan Apartments, and the Sherwyn Hotel, is significant under criteria A for its association with the changes in street elevation in Omaha and for its association with the rental housing market of Omaha in the late nineteen-teens and twenties.

Omaha has a long history of redefining its landscape to better fit its needs. For example, in the late 1800s, downtown street grading projects included grading the area at 16th and Jones Streets to lower the terrain 50 feet. At 17th and Farnam, streets were cut down 45 feet and the fill was used between 20th and 24th Streets to bring the grade up. Most of these changes were done at a time when the surrounding buildings were of frame construction. Although the frame buildings were salvaged during the street re-grading, they have been replaced with larger, masonry structures over the years.

Reshaping the terrain on Dodge Street is one re-grading project we are able to see lingering evidence of. The Dodge Street project was first proposed in December 1917. It was seen by the Commercial Club as necessary "in order that Omaha may be properly developed,"¹ meaning easily accessible by car. They boasted that by the late nineteen-teens, Nebraskans owned "more automobiles in proportion to population than any other State"². Local citizens petitioned for a change in grade from 12% to 7%³ to make it much easier for early automobiles to make it to the top of the hill at 24th Street and Dodge.

Making the proposal a reality however, was not an easy task. The project did not actually get started until August of 1919. Roy Towl was the public improvements commissioner at the time and was responsible for the work.⁴ With World War I over, the city tried to obtain surplus army trucks to use for earth removal. Red tape delayed this however, and the project was begun with older technology. Steam shovels dug the grade down to the new level at the center of the street and train tracks were laid down. As the steam shovel widened the cut, train cars moved the earth to low places in Omaha and Council Bluffs.⁵ Eventually the trucks were obtained and the train tracks removed, but by that time the majority of the work was complete.

The re-grading project stretched along Dodge from 17th Street to 22nd Street. At 20th Street, the deepest cut took 20 feet off the street elevation. This meant that the side streets also had to be re-graded to match the new elevation. The most drastic of these was St. Mary's Street which formerly sloped up from South to North, and now slopes down in the block between Douglas and Dodge. While work was progressing on Dodge Street,⁶ a wooden bridge was built to maintain access to the Logan from across the street. This and the top of the hill became popular spots to photograph the progress of the street work, and the newly finished Logan appears in the edge of many photographs. Work was completed in late 1921.

The drastic changes to the contours of the landscape meant changes to the surrounding buildings. The Logan was designed in late 1917 and completed in late 1918. Since the street improvement project had not begun yet, the building was completed to accommodate the existing contours. There was a single entrance off of Dodge Street that opened into a large, formal reception area. A window well allowed light into the East half of the Dodge Street windows of the level below. After the street work was completed, the East half of the Logan was renovated to accommodate a prominent new entry at the new first floor level and expand the amount of storefront on the East façade. The West half received a new entry a

¹ "Endorse Changes of Street Grade," Commercial Club of Omaha Journal, Dec 15 1917, p. 2.

² "Growth of Automobile Licenses," Omaha Chamber of Commerce Journal, May 25, 1918, p. 3.

³ "Big Street Changing Projects Aren't New," Benson Sun, Thurs Aug 27, 1959, p. 22-23.

⁴ Who's Who in Nebraska 1940, p. 394.

⁵ "Dodge Street 40 Years Ago: Big Street Changing Projects Aren't New," Benson Sun, Thurs Aug 27, 1959, p. 22-23.

⁶ Photograph, Durham Western Heritage.

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floor below the original entry and a storefront with large display windows. The original entry was infilled with windows to match the adjacent openings. The second floor lobby remained intact as a gathering space for tenants. An announcement in the newspaper after work was completed announced that "Selby [was] to open office in El Beudor Building... [in] on of the ground floor locations... made possible by the Dodge Street grading."⁷ Altogether, the modifications made the entries more prominent and created a large amount of commercial storefront.

Most other structures on Dodge Street at the time did not deal as significantly with the changes to the landscape. The Scottish Rite Temple and Central School were able to terrace their property and add steps to accommodate the grade change. Several smaller properties avoided the issue by demolishing their buildings during the construction as there was no effective way to maintain their entries or foundations. St Mary's Church is the only other structure which moved its entry down a level to accommodate the grade change.

The Logan is also significant for its association with the rental housing market of Omaha in the late Nineteen-teens. It is an apartment block, with amenities and architectural style which classify it as a luxury apartment.⁸ The "U" shape of the upper floors contains a double-loaded hallway serving 20 apartments and surrounding a light court. Early ads describe the units as "Home with the Convenience of Hotel; Suites of two and three rooms in beautifully appointed building. Linen, bedding, china, cooking utensils, heat, gas, light, water, phone and other necessities furnished."⁹ Each apartment also came equipped with a Murphy bed, and maid service was included in the rent. Additionally, the building provided easy access for deliveries via a service driveway. Cars could back through the east wing to a loading dock at the west wing where a receiving room held materials before they were moved upstairs in the freight elevator. Aesthetically, the architect James Allen created the appearance of two separate buildings, one with a dark brick field color and the other in a light brick. Both were accented with lighter toned terra cotta. Each has a base, shaft and capitol with rich detailing that work well to complement the other.

The Logan was constructed as part of the post-World War I building boom. In 1919 there were 1,959 building permits issued for a total of \$19,022,647, a dollar amount which was not exceeded at any time in the following decade.¹⁰ Construction had slowed during the end of the war and the armistice created not only an urgency to see businesses thriving again, but also a need to employ soldiers coming home from war. Articles in the newspaper and Chamber of Commerce Journal urged businessmen to plan ahead for the soldiers return.

The Logan represents two sides of the rental housing market – those continuing to rent and those moving out of rental property and having a new home built to suit. The building was financed and erected for the Fireproof Building Company. However, "In consideration of a long time lease on the ground floor, the east one of the twin buildings...has been named for Home Builders Inc,"¹¹ who moved their offices to this location in July of 1919. Home Builders Inc began business in 1912, and by the late nineteen-teens their home loan services were one of several such businesses in Omaha. They provided monthly payment plans, instead of the twice yearly payment plans offered by the state banks, which proved easier for people to repay. In addition, they acted as construction managers for their home buyers, protecting them from dishonest craftsmen and poor work.¹² Businesses such as this became popular in the late nineteen teens all across America. They provided loans and oversight on projects of all sizes, but most typically moderately sized homes in an effort to fill the gap between the large custom homes of the rich and the apartments of the poor. In some cases, they even

⁷ "Selby to Open office in El Beudor Building," Sunday Omaha World Herald, July 3, 1921.

⁸ Apartment housing type notes from Lynn Meyer.

⁹ Advertisement, "For Rent – Furnished Apartments," World Herald Morning Edition, May 20, 1920, p. 16.

¹⁰ "Big Building Program," in Romance of Omaha, Chapter XI.

¹¹ Ad. Omaha World Herald, Morning Edition, Social Affairs and News for Women, p. 7.

¹² Chudacoff, p. 125.

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provided plans and specifications for a small fee. Home Builders Inc stayed in the Logan building until 1926 and went out of business in 1929.

During construction, the street work appears to have halted residence of the building, and residential tenants are not listed in the Omaha City Directories for the building until 1921. An advertisement in the Omaha World Herald states that "Reservations [are] filed for future occupancy."¹³ At that time, the apartment portion of the building was referred to as El Beudor. In 1927, the building was acquired by Eugene Eppley and renamed the Logan Apartments. It continued to function as an apartment hotel, advertising maid service, carfare, and laundry through 1933. In 1956 Eppley sold the Logan to the Sheridan Hotel chain, who changed the name to the Sherwyn Hotel. In 1968 it was sold to Wellington Associates and the name was changed back to the Logan. The building has continued to trade hands on a regular basis, but has retained much of its historic character.

In conclusion, the Logan represents several major changes occurring in Omaha in the late nineteen-teens and early nineteen-twenties. It illustrates the changes in topography initiated by the city's leading businessmen in order to make the city more accessible and marketable for the growing numbers of automobile Owners. Additionally, it represents the post World War I building boom and the residential housing market, having provided not only rental housing, but also office space for a new type of home loan association that led the way to monthly mortgage payments and provided a way for middle class citizens to more easily achieve their dreams of owning their own home.

¹³ Advertisement, "For Rent – Furnished Apartments," Sunday Omaha World Herald, May 1 1921.

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Books

- City Planning Needs of Omaha: Street Widening and Extensions; Inner Belt Traffic Way; River Drive.* Omaha: City Planning Commission, 1919.
- Chudacoff, Howard P. *Mobile Americans: Residential and Social Mobility in Omaha 1880-1920.* New York: Oxford University press, 1972.
- Dalstron, Harl Adams. *Eugene C. Eppley: His Life and Legacy.* Lincoln: Johnsen Publishing Co., 1969.
- Farris, John, ed. *Who's Who in Nebraska 1940.* Lincoln Nebraska: Nebraska Press Association, 1940.
- Larsen, Lawrence H. and Barbara J. Cottrell. *The Gate City: A History of Omaha.* Pruett Publishing Co, 1982.
- Newton, M.B. *Anecdotes of Omaha.* Omaha: Festner Printing Company, 1891.
- Omaha City Directories, 1912, 1918, 1920, 1921, 1923, 1925, 1928.

Articles

- "Active Work on Roads and Pavements", *Commercial Club of Omaha Journal*, vol. 6, No. 6, July 28, 1917, p. 1.
- "Bond Issue for Good Roads", *Commercial Club of Omaha Journal*, February 15, 1919.
- "Boosting Omaha", *Commercial Club of Omaha Journal*, November 3, 1918, p. 3.
- "Chamber Wants War Trucks for Roads", *Commercial Club of Omaha Journal*, vol. 8, No. 5, August 2, 1919, p. 1.
- "Club Works for Better Pavements", *Commercial Club of Omaha Journal*, August 11, 1917, p. 3.
- "Committee Inspects Highway Resurfacing", *Commercial Club of Omaha Journal*, vol. 6, No. 19, October 27, 1917.
- "Committee on Roads and Highways", *Commercial Club of Omaha Journal*, vol. 6, No. 5, July 21, 1917.
- "Contract for Repaving West Dodge Street", *Commercial Club of Omaha Journal*, September 29, 1917, p. 3.
- "Discuss City Planning Improvements", *Commercial Club of Omaha Journal*, March 16, 1918, p. 3.
- "Discuss Traffic Problems", *Commercial Club of Omaha Journal*, September 15, 1917, p. 2.
- "Dodge Street 40 Years Ago: Big Street Changing Projects Aren't New", *Benson Sun*, August 27, 1959, p. 22-23.
- "Douglas County Road Improvements", *Commercial Club of Omaha Journal*, vol. 7, No. 44, May 3, 1919.
- "Drenching Rain Falls Over Omaha and State", *Omaha World Herald*, Evening Ed., September 18, 1919, p. 1.
- "For Re-surfacing of Macadam Roads", *Commercial Club of Omaha Journal*, August 4, 1917, p. 3.
- "Government Trucks for Road Building", *Commercial Club of Omaha Journal*, November 8, 1919, p. 3.
- "Growth of Automobile Licenses", *Commercial Club of Omaha Journal*, May 25, 1918, p. 3.
- "Home Building Corporations", *Commercial Club of Omaha Journal*, July 5, 1919, p. 2.
- "Industrial Department Notes", *Commercial Club of Omaha Journal*, April 20, 1918, p. 3.
- "Industrial Department Notes", *Commercial Club of Omaha Journal*, May 11, 1918, p. 3.
- "Industrial Department Notes", *Commercial Club of Omaha Journal*, November 16, 1918, p. 3.
- "Industrial Department Notes", *Commercial Club of Omaha Journal*, May 1, 1920.
- "Inspect Douglas County Roads", *Commercial Club of Omaha Journal*, vol. 7, No. 2, July 13, 1918.

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- "Investigate Other Cities' Paving", *Commercial Club of Omaha Journal*, vol. 6, No. 6, July 28, 1917, p. 3.
- "Muny Improvement Legislation", *Commercial Club of Omaha Journal*, December 7, 1918, p. 4.
- "Nebraska for Good Roads", *Commercial Club of Omaha Journal*, November 22, 1919, p. 2.
- "Omaha's Greatest Improvement", *Commercial Club of Omaha Journal*, June 28, 1918, p. 3.
- "Omaha's Greatest Improvement", *Commercial Club of Omaha Journal*, June 28, 1919.
- "Paving on the Lincoln Highway", *Commercial Club of Omaha Journal*, December 15, 1917.
- "Recommend Big Civic Projects", *Commercial Club of Omaha Journal*, July 12, 1919, p. 3.
- "Recommend New Paving Methods", *Commercial Club of Omaha Journal*, August 18, 1917, p. 4.
- "Road Bonds", *Commercial Club of Omaha Journal*, 1919.
- "Selby to Open Office in El Beudor Building," *Sunday Omaha World Herald*, July 3, 1921.
- "Suggest Clearing of Farnam Street of Parking Privileges", *Commercial Club of Omaha Journal*, September 8, 1917, p. 2.
- "To Improve Douglas County Roads", *Commercial Club of Omaha Journal*, May 18, 1918, p. 4.
- "Traffic Flows on a Real City Street", *Omaha Chamber of Commerce Journal*, November 1934, p. 6.
- "Urge Improvement of Lincoln Highway", *Commercial Club of Omaha Journal*, September 22, 1917, p. 3.
- "Urge Opening of Twenty-Second Street", *Commercial Club of Omaha Journal*, June 8, 1918, p. 3.
- "Vote for Good Road Bonds", *Commercial Club of Omaha Journal*, vol. 7, No. 50, June 14, 1919, p. 1.
- "You – Work for Good Roads Bonds", *Commercial Club of Omaha Journal*, June 21, 1919.

Misc

- American Security Company Advertisement. *Omaha World Herald*, May 3, 1920.
- El Beudor Apartment Advertisement. *Omaha World Herald*, Morning Ed., May 20, 1920.
- El Beudor Apartment Advertisement. *Sunday Omaha World Herald*, May 1, 1921.
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- Original Plans. *Building at North West Corner of 18th and Dodge Streets*.

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

**National Register of Historic Places
Continuation Sheet**

The Logan

Name of Property

Douglas County, Nebraska

County and State

Section 10 Page 1

Verbal Boundary Description

The East 45.17 feet of Lot 6, all of Lots 7 and 8, block 84, original City of Omaha, as lithographed and surveyed, in Douglas County, NE.

Boundary Justification

This property contains all land historically associated with the Logan building.



The Logan before street construction.



The Logan during street construction.



The Logan after street construction



Photo 1—looking NW.
Photo by Chris Jansen, 2005, Alley Poyner Architecture, Omaha



Photo 2—looking NE
Photo by Chris Jansen, 2005, Alley Poyner Architecture, Omaha



Photo 3—looking E.
Photo by Chris Jansen, 2005, Alley Poyner Architecture, Omaha



Photo 4—looking S.
Photo by Chris Jansen, 2005, Alley Poyner Architecture, Omaha



Photo 5—looking SW.
Photo by Chris Jansen, 2005, Alley Poyner Architecture, Omaha