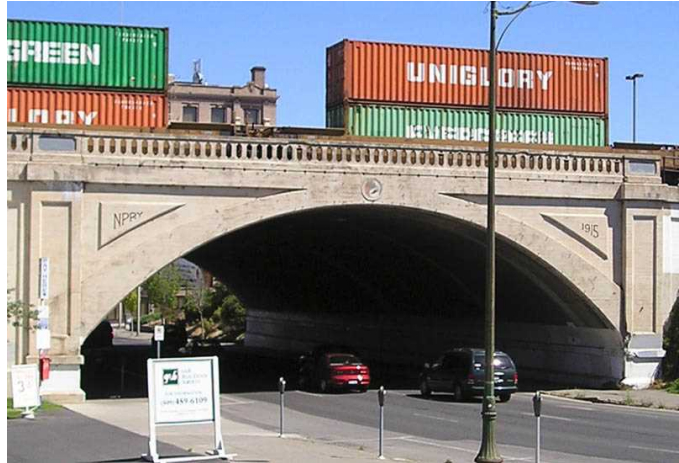


Historic Property Report

Resource Name: Northern Pacific Railway Bridge #0

Property ID: 36840

Location



Address: Intersection of BNSF main line and Washington St., Spokane, WA 99204

Geographic Areas: Spokane County, Spokane Certified Local Government, T25R43E19, SPOKANE NW Quadrangle

Information

Number of stories: N/A

Construction Dates:

Construction Type	Year	Circa
Built Date	1915	<input type="checkbox"/>



Historic Property Report

Resource Name: Northern Pacific Railway Bridge #0

Property ID: 36840

Historic Use:

Category	Subcategory
Transportation	Transportation - Rail-Related
Transportation	Transportation - Rail-Related

Historic Context:

Category

Transportation

Architect/Engineer:

Category	Name or Company
Engineer	Northern Pacific Railway Office of Bridge Engineer

Districts

District Name	Contributing
East Downtown Historic District - Spokane	<input checked="" type="checkbox"/>

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
------	-------------	-------

Project History

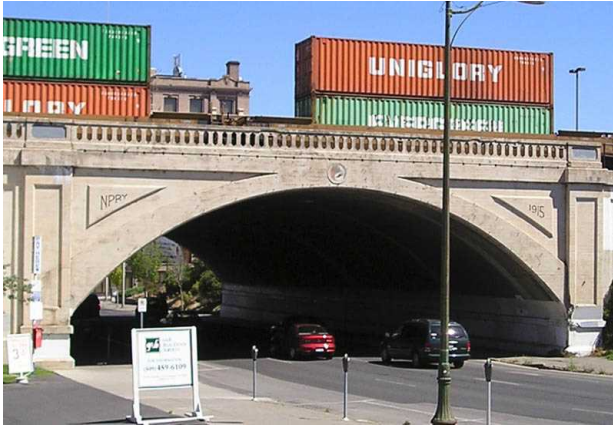
Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2004-11-00056, , Bridging the Valley	4/23/2004	Not Determined	

Historic Property Report

Resource Name: Northern Pacific Railway Bridge #0

Property ID: 36840

Photos



BNSF Washington Street Bridge



BNSF Washington Street Bridge



Register nomination form



Historic Property Report

Resource Name: Northern Pacific Railway Bridge #0

Property ID: 36840

Inventory Details - 4/23/2004

Common name: BNSF Washington Street Bridge
Date recorded: 4/23/2004
Field Recorder: Nancy F. Renk and Sharon Boswell
Field Site number: BTV-03-S16

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Structural System	Masonry - Poured Concrete

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes

Property is located in a potential historic district (National and/or local): Yes

Significance narrative: The bridge is part of the East Downtown Historic National Register District, in Spokane. It is recommended eligible for listing in the NRHP under Criterion A as contributing to the history of the railroad in Spokane and under Criterion C as a unique example in the series of bridges constructed as part of the grade separation through downtown Spokane in the late 1910s. New track added to the existing rail bed will not alter the bridge.

Physical description: The main line of the BNSF runs on an elevated grade through downtown Spokane. This reinforced concrete bridge carries the tracks across Washington Street. The bridge crosses a four-lane street flanked by sidewalks on both sides. The Washington Street Bridge is unique among the downtown Spokane railroad bridges. Instead of a series of reinforced concrete bents to support the span, this bridge uses a reinforced concrete arch to span the wide street and both sidewalks. The broad arch rises from the top of the concrete walls that run along the outer edge of each sidewalk. The underside of the arch forms a smooth, arched ceiling. The north and south faces of the bridge contain modest decorative elements. Tall pilasters with recessed panels flank the arch. Raised triangles fill the open space in the two upper corners. "NPRY" is engraved in the left triangle and "1915" in the right one. The NPRR logo, a black-and-red ying-yang symbol, is set at the crown of the arch. An openwork concrete railing tops the bridge and parallels the railroad tracks. There is a short solid segment, decorated with a recessed panel, at each end of the railing.

Bibliography: Northern Pacific Railway, Idaho Div., Second District, Main Line. "Grade Separation - Spokane, Wash. North End - Washington St. Arch." June 2, 1915.



Historic Property Report

Resource Name: Northern Pacific Railway Bridge #0

Property ID: 36840

Inventory Details - 4/23/2004

Common name: BNSF Washington Street Bridge
Date recorded: 4/23/2004
Field Recorder: Nancy F. Renk and Sharon Boswell
Field Site number: BTV-03-S16
SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Structural System	Masonry - Poured Concrete

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes

Property is located in a potential historic district (National and/or local): Yes

Property potentially contributes to a historic district (National and/or local): Yes

Significance narrative: The bridge is within the boundaries of the East Downtown Historic National Register District in Spokane. It is eligible for listing in the NRHP under Criterion A as a contributing resource to the District for its association with the history of the railroad in Spokane. It is also eligible under Criterion C as a unique example of a bridge constructed as part of the grade separation through downtown Spokane in the late 1910s. It has no known association with historically significant persons; thus, it is not eligible for listing in the NRHP under Criterion B.

Physical description: The main line of the BNSF runs on an elevated grade through downtown Spokane. This reinforced concrete bridge carries the tracks across Washington Street. The bridge crosses a four-lane street flanked by sidewalks on both sides. The Washington Street Bridge is unique among the downtown Spokane railroad bridges. Instead of a series of reinforced concrete bents to support the span, this bridge uses a reinforced concrete arch to span the wide street and both sidewalks. The broad arch rises from the top of the concrete walls that run along the outer edge of each sidewalk. The underside of the arch forms a smooth, arched ceiling. The north and south faces of the bridge contain modest decorative elements. Tall pilasters with recessed panels flank the arch. Raised triangles fill the open space in the two upper corners. "NPRY" is engraved in the left triangle and "1915" in the right one. The NPRR logo, a black-and-red ying-yang symbol, is set at the crown of the arch. An openwork concrete railing tops the bridge and parallels the railroad tracks. There is a short solid segment, decorated with a recessed panel, at each end of the railing.

Bibliography: Northern Pacific Railway, Idaho Div., Second District, Main Line. "Grade Separation - Spokane, Wash. North End - Washington St. Arch." June 2, 1915.

32-331

1. SITE ID NO.

HAER INVENTORY

Historic American Engineering Record
Department of the Interior, Washington, D.C. 20240

2. INDUSTRIAL CLASSIFICATION

Bridges, Trestles, and Aqueducts

3. PRIORITY

4. DANGER OF DEMOLITION?

☐ YES ☐ NO ☐ UNKNOWN

Life expectancy:

5. DATE

1915

6. GOVT SOURCE OF THREAT

OWNER

ADMIN

7. OWNER/ADMIN

State/County/Municipality

Original Owner:

8. NAME(S) OF STRUCTURE

Arch: concrete
State/County/Local Designation #:
393083002
Washington St Overcrossing

9. OWNER'S ADDRESS

36318911

10. STATE

W A

COUNTY NAME

Spokane Co.

CITY/VICINITY

Spokane

CONG.

DIST.

STATE

W A

COUNTY NAME

CITY/VICINITY

CONG.

DIST.

11. SITE ADDRESS (STREET & NO) /Crossing:

ca. 400th Washington St.
S.T.R.

12. EXISTING SURVEYS

☐ NR☐ NHL☐ HABS☐ HAER-I☐ HAER☐ NPS☐ CLS☐ CONF☐ STATE☐ COUNTY☐ LOCAL☐ OTHER

13. SPECIAL FEATURES (DESCRIBE BELOW)

☐ INTERIOR INTACT☐ EXTERIOR INTACT☐ ENVIRONS INTACT

14. UTM ZONE

EASTING

NORTHING

SIGN

SCALE

☐ 1:24☐ 1:62.5

QUAD NAME

☐ OTHER

UTM ZONE

EASTING

NORTHING

SIGN

SCALE

☐ 1:24☐ 1:62.5

QUAD NAME

☐ OTHER

15. CONDITION.

70 ☐ EXCELLENT71 ☐ GOOD72 ☐ FAIR73 ☐ DETERIORATED74 ☐ RUINS75 ☐ UNEXPOSED76 ☐ ALTERED82 ☐ DESTROYED85 ☐ DEMOLISHED

16. INVENTORIED BY

Lisa Soderberg

AFFILIATION

HAER/Washington State Bridge Inventory

DATE

17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.

Designer:

Builder/Contractor:

(CONT OVER)

18. ORIGINAL USE

Bridge

PRESENT USE

Bridge

ADAPTIVE USE

19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

(CONT OVER)

20. URBAN AREA 50,000
POP. OR MORE?☐ YES ☐ NO

21. NPS REGION

N W

22. PUBLIC ACCESSIBILITY

☐ YES, LIMITED☐ YES, UNLIMITED☐ NO☐ UNKNOWN

23. EDITOR

INDEXER

24. LOCATED IN AN HISTORIC DISTRICT?

☐ YES☐ NO

NAME

DISTRICT I.D. NO.

DESIGN INFORMATION

Architectural or Decorative Features:

Superstructure

36318

STRUCTURAL INFORMATION

Length Overall: 66'
Length Maximum Span: 66'

Main Unit Span Type: 112 Number: 1

Secondary Spans Type: Number:

Number	Type	Length

Width: 0' c to c

Clearance: low water: high water:
Navigable:

Substructure

Foundations:
Piers/bents:
Abutments:
Wings:
Seats:

Floor System

End Beams:
Longitudinal Beams:
End Stringers:
Surfacing:

Connections/Expansion Joints

Pin:
Rigid:

Load Limit:

Existing Blueprints or Plans:

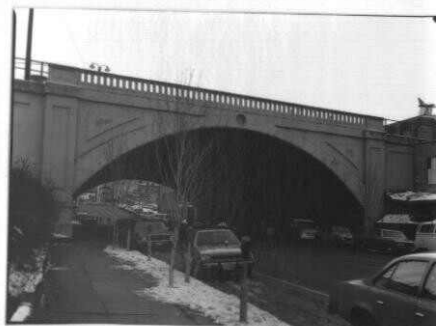
Site Map:

36318

NP RAILWAY CROSSING WASHINGTON STREET

Spokane

1915



32

1



32

2



Historic Property Inventory Report

Location

Field Site No. DAHP No. 32-00331

Historic Name: Washington Street Overcrossing

Common Name: Bridge No. 393083002

Property Address: circa 400 N Washington St; Northern Pacific Railroad, Spokane, WA

Comments:

Tax No./Parcel No.

Plat/Block/Lot

Acreage

Supplemental Map(s)

Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	County	Quadrangle
T25R43E	18			Spokane	

Coordinate Reference

Easting: #Error

Northing: #Error

Projection: Washington State Plane South

Datum: HARN (feet)



Historic Property Inventory Report

Identification

Survey Name: Legacy for City of Spokane Date Recorded: 01/01/1900

Field Recorder:

Owner's Name:

Owner Address:

City: State: Zip:

Classification:

Resource Status: Comments:

Within a District?

Contributing?

National Register:

Local District:

National Register District/Thematic Nomination Name:

Eligibility Status: Not Determined - SHPO

Determination Date: 1/1/0001

Determination Comments:

Description

Historic Use: Current Use:

Plan: Stories: Structural System:

Changes to Plan: Changes to Interior:

Changes to Original Cladding: Changes to Windows:

Changes to Other:

Other (specify):

Style: Cladding: Roof Type: Roof Material:

Foundation: Form/Type:

Narrative

Study Unit	Other
Date of Construction:	Builder:
	Engineer:
	Architect:

Property appears to meet criteria for the National Register of Historic Places:

Property is located in a potential historic district (National and/or local):

Property potentially contributes to a historic district (National and/or local):

Statement of
Significance:



Historic Property Inventory Report

Description of

Physical

Appearance:

Major

Bibliographic

References:



Historic Property Inventory Report

Photos

United States Department of the Interior
National Park Service

DT 183

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 EAST DOWNTOWN HISTORIC DISTRICT
other names/site number _____

2. Location

street & number _____ roughly bounded by Main Avenue to the north, Second Avenue to the south, Division Street to the
_____ east and Post Street to the west. _____ not for publication n/a
city or town SPOKANE _____ vicinity _____
state WASHINGTON code WA county SPOKANE code 063 zip code 99201

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination _____
request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and
meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets _____ does not meet the
National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide X locally. (____ See
continuation sheet for additional comments.)

Allyson M.
Signature of certifying official

7-16-03
Date

WASHINGTON STATE HISTORIC PRESERVATION OFFICE
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 commenting or other official

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: _____

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	
77	24	buildings
		sites
1		structures
		objects
78	24	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.) Single Room
Occupancy Hotels in the Central
Business District of Spokane,
WA, 1900-1910

Number of contributing resources previously listed in the National Register

5

6. Function or Use

Historic Functions

(Enter categories from instructions)

Cat: DOMESTIC

Sub: multiple dwelling; hotel

Cat: COMMERCE/TRADE

Sub: warehouse; business; specialty store;
restaurant

Cat: TRANSPORTATION

Sub: rail-related

Current Functions

(Enter categories from instructions)

Cat: DOMESTIC

Sub: multiple dwelling; hotel

Cat: COMMERCE/TRADE

Sub: warehouse; business; specialty store;
restaurant

Cat: TRANSPORTATION

Sub: rail-related

7. Description

Architectural Classification (Enter categories from instructions)

Late 19th and Early 20th Century American Movements:
Commercial Style

Materials (Enter categories from instructions)

foundation Concrete, stone

roof Built-up

walls Brick, concrete, stucco, terra cotta

other

Narrative Description

See Continuation Sheets

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 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.)

See Continuation Sheets

Areas of Significance

(Enter categories from instructions)

☐ Commerce

☐ Transportation

☐ Ethnic Heritage

☐ Architecture

Period of Significance

1890-1953

Significant Dates

1890

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Architects: Albert Held; Cutter & Malmgren; Whitehouse & Price; C. Ferris White; Dow & Hubbell; Preusse and Zittel; Alfred Jones; and Rigg & Vantyne

9. Major Bibliographical References

Bibliography

See 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 of Additional Data:

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

Name of repository: Spokane Public Library
Northwest Room, Spokane, WA; Northwest Museum of
Arts and Culture, Spokane, WA

10. Geographical Data

Acreage of Property 80 Acres

UTM References

(Place additional UTM references on a continuation sheet)

1 11 468289	5277952	3 11 469264	5278394
Zone Easting	Northing	Zone Easting	Northing
2 11 469062	5278389	4 11 469223	5277780
Zone Easting	Northing	Zone Easting	Northing
		5 11 468285	5277785
		Zone Easting	Northing

____ See continuation sheet.

Verbal Boundary Description

See Continuation Sheet

Boundary Justification

See Continuation Sheet

11. Form Prepared By

name/title Eugenia Woo
organization Vermilion
street & number P.O. Box 17595
city or town Seattle state WA

date April 23, 2003
telephone 206-297-8036
zip code 98107

Additional Documentation

Continuation Sheets

Sections 7, 8, 9, 10

Maps

USGS Topographic Map (full size)

USGS Quad Map (7.5 minute series) 8.5 x 11

Community Map (8.5 x 11)

Assessor's Map

Identification Map (11 x 17)

Contributing vs. Non-Contributing Properties Map (11 x 17)

Slides

Photographs

Historic photographs

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1 of 61 East Downtown Historic District, Spokane County, Washington

Narrative Description:

The East Downtown Historic District is a collection of commercial, mixed-used, and warehouse buildings anchored by the Northern Pacific Depot Station. The district is on the eastern edge of the central business district in Spokane, Washington. Since the 1890s, this area has been a significant part of downtown's industrial and commercial heritage, comprised of buildings that offered housing and business establishments that met the needs of those that came to Spokane to work and live either temporarily or permanently. This historic district is comprised of approximately twenty-seven square blocks (some of which are half-blocks or partial blocks) located a short distance south of the Spokane River. It is roughly bordered by Division Street to the east, Post Street to the west, Main Avenue and Trent Avenue to the north, and Second Avenue and Pacific Avenue to the south. The blocks between Second Avenue and Railroad Avenue between Washington Street and Post Street; Second Avenue and Pacific Avenue from McClellan Street to State Street; Riverside Avenue and Main Avenue; and the one block in between Main Avenue and Trent Avenue are divided by alleys. The district is bisected by the elevated tracks of the Burlington Northern Santa Fe Railroad. A concentration of warehouses was built adjacent to the Northern Pacific Railroad and in the blocks south of the railroad tracks. Pacific Avenue takes a dog-leg at McClellan Street, continues past Bernard Street and terminates at Washington Street.

The streets running both east-west and north-south are relatively flat. Main Avenue, Riverside Avenue, Second Avenue, and Division Street are wide streets, serving as the principle arterials and commercial streets for east downtown. The principle vista to the west is the downtown business and government core which generally consists of a mix of late 19th century and early 20th century commercial buildings and larger scale modern and contemporary commercial buildings. A corridor of warehouses, auto-related businesses, and single room occupancy hotels which form the West Downtown Historic Transportation Corridor National Register District is adjacent to the west of Post Street. The East Downtown Historic District abuts the West Downtown Historic Transportation Corridor Historic District. Views east are of industrial warehouses and commercial strips with a mix of early 20th century frame dwellings. Views south are of established residential neighborhoods and the concrete overpasses of Interstate 90. Views north are of the Spokane Opera House and Convention Center and the residential and commercial neighborhoods beyond. The Spokane River is to the north but is not visible from the district.

No parks or open spaces are located in the historic district other than some landscape, hardscape, and sculptural elements in the plaza fronting the Northern Pacific Depot (Amtrak) Station. The closest park, Riverfront Park, is located northwest of the district and was the site of Expo 74. Street trees dot the area. Except for some recently constructed buildings, all buildings were built to the property line with no setbacks, allowing no room for landscaping on ground level. Street lighting consists of two varieties: tall metal cobra light standards or tall double-globed metal light standards. None of the historic, smaller, decorative, pedestrian scale street lamps are left in the district. These street lamps were moved to Riverfront Park for Expo 74. The district consists of platted areas forming a grid consistent with blocks to the west. However, the southern edge of the district follows the contour lines of the Northern Pacific railroad tracks and curves southwesterly from east to west.

Most of the buildings in the district are commercial vernacular in style and clad in brick. Over half date from the period between 1900 and 1910, which represented the city's biggest population and economic growth period. Buildings generally have been maintained over the years. Some are in need of substantial rehabilitation and several buildings have already undergone rehabilitation. The Lorraine Hotel is a recent example—it now offers office and retail space.—The

United States Department of the Interior
National Park ServiceNATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 2 of 61 East Downtown Historic District, Spokane County, Washington

oldest buildings extant date from 1890 (Northern Pacific Depot and Firestation #1), one year after the "Great Fire of 1889." On August 4, 1889, a fire swept through the city from the railroad tracks to the river and from Lincoln to Washington Streets, destroying virtually the entire central business district.

Building heights range from one-story to eight stories, with most averaging three or four stories in the more commercial area north of the railroad tracks and two or three stories in the industrial area adjacent to and south of the tracks. Foundations are stone, brick, or concrete. Typically, the ground floors are occupied by small businesses while the upper floors are used for offices or hotels/residential apartments. The combination of the generally modest scale of the buildings with the ground floor storefront businesses provides a pedestrian-friendly environment. The warehouses are characterized by their brick cladding, loadings docks, large openings with roll-up doors, and small upper floor double-hung windows. Some windows on upper levels have been boarded up. Some general characteristics of the buildings include stepped parapets, ornamental cornices, patterned brickwork, and corbelled parapets and courses. More unique features include decorative terra cotta detailing on primary facades. Buildings vary in use but generally fall in the following categories: transportation; commercial; industrial; and single-room occupancy hotels (SROs). The diversity of businesses allowed for a community to live and thrive in downtown.

Several other buildings serve as anchors to the district in addition to the Northern Pacific Depot. These include the Spokane Club/Legion Building, the Hutton Building, and the Realty Building. They are of larger scale than the other buildings and are architecturally more stylized. In addition, the first two are located on the western edge of the district, serving as transitional buildings with the taller, more high-style buildings of west downtown. The core of the district consists of the typical SROs, modest commercial buildings, and warehouses. The buildings that are already listed on the National Register or Spokane Register range from the more architecturally prominent buildings to the more modest ones. Five buildings within the district are listed individually on the National Register of Historic Places. They are the Globe Hotel, Hutton Building, Spokane Club/Legion Building, Salvation Army Building, and Holley-Mason Building. Six buildings are listed on the Spokane Register. They are the Balkan Hotel, Globe Hotel, Spokane Club/Legion Building, Morgan Block/Fairmont Hotel, Salvation Army Building, and Green-Hughes Printing Office. The Commission Building is listed on the State Register.

The period of significance begins in 1890 with the construction of the Northern Pacific Depot and Fire Station #1 and ends in 1953, the fifty-year date set for eligibility for the National Register.

A significant number of vacant parcels exist in the district and most are used as surface parking lots. The density of buildings on the blocks was greater before the 1970s when older buildings were torn down for more modern buildings. Expo 74 had a great effect and many older, historic buildings were demolished to either "clean up" the area south of Expo or to provide parking for Expo attendees. Recent years have seen little new construction. Regardless, a sizeable number of buildings remain within a confined area which demonstrates the pattern of development of the eastern edge of downtown as related to commerce, social history, and railroad-related industry.

The East Downtown Historic District is composed of 107 historic resources (not including vacant parcels.) Of the 107 historic resources, 83 (78%) of the properties are contributing resources and 24 (22%) are non-contributing (either historic or non-historic).

		Minus existing NR listed Properties
Total number of contributing and non-contributing resources:	107	102
Historic Contributing	83	78
Historic Non-contributing	17	17
Non-historic Non-contributing	7	7
Vacant	56	56

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 3 of 61 East Downtown Historic District, Spokane County, Washington

Generally, the condition of the buildings is good due to their solid construction. Since most of the buildings are commercial vernacular, there is not much architectural ornamentation or detail. However, most of the buildings feature decorative cornices or parapets which are generally intact. The integrity of the upper floors of the buildings have been maintained overall. Typically, alterations were to the original wood windows (usually double-hung) were usually replaced with aluminum windows or the openings were boarded up either with the original windows in place or removed. Storefront levels on most of the buildings were altered over the years by various tenants or the property owner in an effort to "modernize" and stay current with popular design concepts of the period (generally between the 1950s through 1970s) or to better suit the changing uses by different businesses. Depending on the size of a building, the storefront level typically had at least two bays with a recessed entry for each. Another exterior entrance (either in the center of the building or off one side) led up to the upper floors. Original storefronts had window systems that were constructed of wood or metal frame with wood, brick, tile, or stone bulkheads. Transom windows or mezzanine windows (if a mezzanine level was present) were a typical feature above the storefronts windows. Corner recessed entries with a cast iron pole were also common place for buildings that occupied the end of a block. Painted wall signage advertising former businesses or products is still visible on some of the buildings and helps add to the character of the district.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 4 of 61 East Downtown Historic District, Spokane County, Washington

Historic District Properties (numerical by identification number)

ID#	Address	Historic Name	Rank	Built Date
1	168 S. Division St	Pine Creek Dairy Co.	Hist. Contributing	1908
2	161 S. Division St.	Caffeeno Espresso	Non-historic, Non-contributing	c. 2002
3	1 W. Pacific Ave	Paved lot	Vacant	
4	3 W. Pacific Ave	Paved lot	Vacant	
5	7 W. Pacific Ave	Paved lot	Vacant	
6	11 W. Pacific Ave	Paved lot	Vacant	
7	164 S. State St	State Street Apartments	Hist. Contributing	1909
8	19 W. Pacific Ave	Green-Hughes Printing Office	Hist. Contributing	1911
9	25 W. Pacific Ave	Unpaved lot	Vacant	
10	31 W. Pacific Ave	DuQuesne Apartments	Hist. Contributing	1904
11	29 W. Pacific Ave.	House (south of DuQuesne Apts)	Hist. Contributing	c. 1900
12	35 W. Pacific Ave	Unpaved lot	Vacant	
13	161 S. Browne St	Parking	Vacant	
14	35 W. Pacific Ave	Foresters of America Hall	Hist. Contributing	1910
15	164 S. Browne St	Julius Lotje House	Hist. Contributing	1903
16	158 S. Browne St	Parking	Vacant	
17	152 S. Browne St	Bakke-Mogstad Building	Hist. Contributing	1909
18	109 W. Pacific Ave	Spokane-Oxy Acetylene	Hist. Non-Contributing	1909
19	115 W. Pacific Ave	Wilson & Lemon Livery	Hist. Contributing	1911
20	117 W. Pacific Ave	P.J. Dowling & Co./Co-Operative Labor Hall	Hist. Contributing	1910
21	159 S. McClellan St	Inland Auto Freight Co.	Hist. Contributing	1913/1929
22	202 W. Second Ave	State Armory	Hist. Contributing	1907
23	221 W. Pacific Ave	N.D. McIvor Garage	Hist. Non-contributing	1911
24	222 W. Second Ave	Parking	Vacant	
25	228 W. Second Ave	Parking	Vacant	
26	165 S. Howard St	Home Telephone Building	Hist. Contributing	1907
27	174 S. Howard St	Eagles Temple	Hist. Contributing	1923
28	176 S. Howard St/606 W. Second Ave	Metropole	Hist. Contributing	1901
29	608 W. Second Ave	Plechner Building	Hist. Contributing	1906
30	614 W. Second Ave	Parking	Vacant	
31	161-165 Post St	Boothe-McClintock	Hist. Contributing	1899
32	160 S. Wall St	Parking	Vacant	
33	0 S. Wall St	Parking	Vacant	

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ID#	Address	Historic Name	Rank	Built Date
34	0 S. Howard St	Parking	Vacant	
35	157 S. Howard St	Holley-Mason Building	Hist. Contributing	1906
36	0 S. Stevens St	Parking	Vacant	
37	151-155 S. Stevens St	Bekins Warehouse	Hist. Non-contributing	1930
38	413	Parking	Vacant	
39	152-164 S. Washington St	Centennial Mill	Historic, Non-contributing	1903/1990s
40	149-151 S. Washington St	Washington Brick & Lime Co.	Hist. Non-contributing	1903/1984
41	310 Pacific Ave	Parking	Vacant	
42	304 W. Pacific Ave	Washington Cracker Co.	Hist. Contributing	1892/1908
43	228 W. Pacific Ave	Parking	Vacant	
44	216 W. Pacific Ave	Commission Building	Hist. Contributing	1906
45	210 W. Pacific Ave	Roundup Grocery Warehouse West	Hist. Contributing	1948
46	130 W. Pacific Ave	Roundup Grocery Warehouse East	Hist. Contributing	1948
47	116 W. Pacific Ave	North West Cold Storage & Warehouse Co.	Hist. Contributing	1909/1910
48	114 W. Pacific Ave	Swift & Co. Warehouse	Hist. Contributing	1906
49	112 W. Pacific Ave	Greenough Bros. Warehouse	Hist. Contributing	1907
50	130 W. Pacific Ave	Unpaved lot	Vacant	
51	32 W. Pacific Ave	House of Charity	Non-historic, Non-contributing	c. 2000
52	30 W. Pacific Ave	Parking	Vacant	
53	28 W. Pacific Ave	Parking	Vacant	
54	26 W. Pacific Ave	Parking	Vacant	
55	22 W. Pacific Ave	Parking	Vacant	
56	108 S. State St	McAllister Warehouse & Transfer	Hist. Non-contributing	1906
57	12 W. Pacific Ave	Ernst Bros. Garage	Hist. Contributing	1927
58	130 S. Division St	Ernst & Burger Garage	Hist. Non-contributing	1926
59	122 S. Division St	Berg Auto Top Co.	Hist Non-contributing	1909
60	118 S. Division St	Jesse Gentry Building	Hist. Non-contributing	1908
61	104 S. Division St	Inland Empire Biscuit Co.	Hist. Contributing	1907/1919
62	221 W. First Ave	Northern Pacific Depot	Hist. Contributing	1890
63	255 W. Sprague Ave	Landscaped lot	Vacant	
64	125 S. Stevens St	McClintock-Trunkey	Hist. Contributing	1916

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ID#	Address	Historic Name	Rank	Built Date
65	510 S. Stevens St	Parking	Vacant	
66	119 S. Howard St	Hughes & Co.	Hist. Contributing	1910
67	120 S. Howard St	Parking	Vacant	
68	123 S. Wall St	Armour & Co.	Hist. Contributing	1902/1916
69	124 S. Wall St	Powell-Sanders	Hist. Contributing	1915
70	123 S. Post St	Ramada Inn	Non-historic, non-contributing	
71	429 W. First Ave	Wellington Court/Women's Exchange	Hist. Contributing	1898
72	427 W. First Ave	Stewart Building	Hist. Contributing	1903
73	421-423 W. First Ave	Transient Hotel	Hist. Contributing	1904
74	417 W. First Ave.	Oakley Bldg/Interstate Rubber Co.	Hist. Contributing	1908
75	411-415 W. First Ave	Wharton Building	Hist. Contributing	1901
76	401-409 W. First Ave	Golden West Hotel	Hist. Contributing	1903
77	418 W. First Ave	Firestation #1	Hist. Contributing	1890
78	429 W. Sprague Ave	City Ramp Garage	Hist. Contributing	1928
79	415 W. Sprague Ave	Webster Bldg/Stowell Drug & Assay	Hist. Contributing	1892
80	401 W. Sprague Ave	Parking	Vacant	
81	9 S. Washington St	Hutton Building	Hist. Contributing	1907/1910
82	333 W. Sprague Ave	Whitehead's Dancing Palace	Hist. Contributing	1919
83	319-321 W. Sprague Ave	The Antlers Hotel	Hist. Non-contributing	1909
84	315 W. Sprague Ave	Spokane Auto Market/Uptown Garage	Hist. Contributing	1917
85	314 W. First Ave	Parking	Vacant	
86	308-312 W. First Ave	Lorraine Hotel	Hist. Contributing	1909
87	308 W. Sprague	Parking	Vacant	
88	301 W. Sprague	Parking	Vacant	
89	236-234 W. Sprague Ave	Mitchell Hotel/Sidney Hotel	Hist. Contributing	1905
90	232 W. Sprague Ave	Spokane Everitt Motor Co.	Hist. Contributing	1911
91	224 W. Sprague Ave	Parking	Vacant	
92	215 W. Riverside	Parking	Vacant	
93	209 W. Riverside/Sprague	Parking	Vacant	
94	210 W. Sprague/11 N. Browne	Hotel Alger/Bristol Hotel	Hist. Contributing	1904
95	201 W. Riverside Ave	National Hotel	Hist. Contributing	1905
96	203 W. Riverside Ave	Parking	Vacant	
97	207 W. Riverside Ave	Parking	Vacant	

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ID#	Address	Historic Name	Rank	Built Date
98	221-223 W. Riverside Ave	Bicket Hotel/Hotel Leland/Waldorf Apartments/	Hist. Contributing	1904
99	227 W. Riverside Ave	Mearow Block	Hist. Contributing	1905
100	235 W. Riverside Ave	The Hale	Hist. Contributing	1904
101	237 W. Riverside Ave	The Albert	Hist. Contributing	1904
102	239 W. Riverside Ave	Parking	Vacant	
103	8 N. Bernard St	Parking	Vacant	
104	301 W. Riverside Ave	Parking	Vacant	
105	302 W. Sprague Ave	Parking	Vacant	
106	307 W. Riverside Ave	F.C. Robertson Bldg./Sons of Norway	Hist. Contributing	1913
107	311 W. Riverside Ave	Bob's Chile/Sons of Norway entrance	Hist. Contributing	1912
108	315 W. Riverside Ave	Morgan Bldg/Fairmont Hotel	Hist. Contributing	1909
109	319 W. Riverside Ave	Wonder Department Store	Hist. Non-Contributing	1905
110	326 W. Sprague Ave	Parking	Vacant	
111	330 W. Sprague Ave	Parking	Vacant	
112	331 W. Riverside Ave	Parking	Vacant	
113	4 N. Washington St	Parking	Vacant	
114	402 W. Sprague Ave	Armstrong Hotel	Hist. Contributing	1903
115	408-414 ½ W. Sprague Ave	Moose Lodge Hall	Hist. Contributing	1905
116	422 W. Sprague Ave	Parking	Vacant	
117	108 N. Washington St	Spokane Club/Metals Bank/Legion	Hist. Contributing	1900
118	334 W. Riverside Ave	Paved lot	Vacant	
119	332 W. Riverside Ave	Paved lot	Vacant	
120	324 W. Riverside Ave	Parking	Vacant	
121	320 W. Riverside Ave	Jensen-Byrd Co.	Hist. Contributing	1904
122	314 W. Riverside Ave	M. Seller & Co. Building	Hist. Contributing	1905
123	310 W. Riverside Ave	Parking	Vacant	
124	302 W. Riverside Ave	Dessert Block/St. Regis Hotel	Hist. Contributing	1904
125	256 W. Riverside Ave	Old National Bank	Hist. Contributing	1952
126	242-244 W. Riverside Ave	Realty Building	Hist. Contributing	1910
127	238 W. Riverside Ave	Parking	Vacant	
128	232 W. Riverside Ave	Parking	Vacant	
129	230 W. Riverside Ave	Hotel Bacon	Hist. Contributing	1902
130	224 W. Riverside Ave	Elite Lodging House/Plaza Hotel	Hist. Contributing	1901
131	214 W. Riverside Ave	Parking	Vacant	

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ID#	Address	Historic Name	Rank	Built Date
132	206 W. Riverside Ave	Sterling Savings	Non-hist., Non-contributing	1994
133	301 W. Main Ave/119 N. Bernard St	Langham Hotel	Hist. Contributing	1907
134	247 W. Main Ave	Parking	Vacant	
135	245 W. Main Ave	Salvation Army Building	Hist. Contributing	1921
136	235-239 W. Main Ave	Hotel Idaho	Hist. Contributing	1909
137	225 W. Main Ave.	225 W. Main Office Building	Non-hist., Non-contributing	2000
138	221 W. Main Ave	221 W. Main Office Building	Non-hist Non-contributing	2001
139	215 W. Main Ave	Louis Rashkov Second Hand	Hist. Non-contributing	1947
140	209-211 W. Main Ave	J. Dimitroff & Co. Pool Room & Restaurant	Hist. Contributing	1911
141	0 W. Main Ave	Parking	Vacant	
142	201 W. Main Ave	Spokane Visitor & Information Center	Non-hist Non-contributing	1996
143	43-45 W. Main Ave/118-124 N. Browne St	43-45 W. Main Building	Hist. Contributing	1911
144	35 W. Main Ave	Washington Furniture Co.	Hist. Contributing	1909
145	31 W. Main Ave	Balkan Hotel	Hist. Contributing	1908
146	25-29 W. Main Ave	Saranac Hotel	Hist. Contributing	1909
147	21 W. Main Ave	F.S. Grimm Building/Star Laundry	Hist. Non-contributing	1913
148	19 W. Main Ave	U.S. Garage/McPhail's Garage	Hist. Non-contributing	1924
149	17 W. Main Ave	Krueger Sheet Metal	Hist. Non-contributing	1948
150	7 W. Main Ave	Western Bottling Co.	Hist. non-contributing	1913
151	123 N. Division St	Unpaved lot	Vacant	
152	118 N. Division St	Sad Slim's Service Station	Hist. non-contributing	1914
153	128 N. Division St	Hotel Division	Hist. Contributing	1909
154	10 E. Main St	Parking	Vacant	
155	204 N. Division St/1 E. Main Ave	The Globe	Hist. Contributing	1908
156	212 Division St.	Station Hotel	Hist. Contributing	1914
157	221 N. Division St	Globe Annex	Hist. Contributing	1912

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ID#	Address	Historic Name	Rank	Built Date
158	7 N. Division St/4 W. Main Ave	Inland Brewing & Malting/Success Baking Service	Hist. Contributing	1913/1924
159	8 W. Main Ave	Parking	Vacant	
160	14 W. Main Ave.	Brandt Brothers	Hist. Contributing	1928
161	18-20 W. Main Ave	Eau Claire Hotel	Hist. Contributing	1904
162	22-24 W. Main Ave	Longbotham	Hist. Contributing	1909
163	0 Railroad Ave	Elevated Railroad	Hist. Contributing	1914-15

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WashingtonIndividual Property Descriptions

168 S. Division St. Railroad 1 st to 4 th Addition Style: Commercial Vernacular Classification: Historic Contributing	Historic Name: Pine Creek Dairy Co. Block 10 Lot 7-8; N 3' of lot 9 Builder: unknown Architect: unknown	Built: 1908 Legal 35191.0906 Site ID #: 001
<p>Description: This two-story, rectangular, red brick building has a stone foundation and a simple cornice. Some original openings have been partially or entirely filled in with brick. The building once featured a centrally located arched entrance but it has been partially bricked in and stairs now lead to a smaller entrance. The brick arch itself, however, remains. This entrance is flanked to the south by a large bank of windows and on the north by a smaller set of windows. The primary façade has an entrance reached by a small set of stairs that provides access to the upper floor. The second floor is characterized by three symmetrically spaced bays of paired nine over one double hung wood sash windows. The bay at the southern end has been filled with brick.</p> <p>Cultural Data: Built in 1908 for the Pine Creek Dairy, alterations and additions were made in 1913-1914 and 1928. Pine Creek remained through the 1920s. Davenport Candycrafts, Inc. occupied the building from the 1930s through the 1950s. More alterations and additions occurred in 1945 and 1948.</p>		
164 S. Division St. Railroad 1 st to 4 th Addition Classification: Vacant	Block 10 Lot 3-6	Legal 35191.0905 Site ID #: 002
1 W. Pacific Ave. Railroad 1st To 4th Addition Classification: Vacant	Block 10 Lot E30 ft Lot 1-2	Legal 35191.0901 Site ID #: 003
3 W. Pacific Ave. Railroad 1st To 4th Addition Classification: Vacant	Block 10 Lot Exc E30 ft; Exc W69 ½ ft Lot 1-2	Legal 35191.0902 Site ID #: 004
7 W. Pacific Ave. Railroad 1 st To 4 th Addition Style: Roadside Classification: Non-Historic, Non-Contributing	Historic Name: Caffeenoz Espresso Block 10 Lot E39 ½ ft of W69 ½ ft lots 1-2 Builder: unknown Architect: unknown	Built: c. 2001 Legal 35191.0903 Site ID #: 005
<p>Description: This rectangular, one-story, structure is larger than most drive-through espresso stands. The north and south elevations are taken up mainly by an aluminum-framed window system with sliding windows. The stepped roofline characterizes the structure and has a retro-Moderne quality.</p> <p>Cultural Data: The drive-through espresso stand is a cultural phenomenon and has become a common structure throughout the city, usually sited in vacant lots that provide easy access for customers.</p>		
11 W. Pacific Ave. Railroad 1 st to 4 th Addition Classification: Vacant	Block 10 Lot W 30 ft lots 1-2	Legal 35191.0904 Site ID #: 006

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164 S. State St. Historic Name: **State Street Apartments** Built: **1909**
Railroad 1st to 4th Addition Block 9 Lot S 50' lots 1-2 Legal 35191.0802
Style: **Commercial Vernacular** Builder: **unknown** Architect: **unknown**
Classification: **Historic Contributing** Site ID #: **007**
Description: Brick quoins frame the primary east elevation of this two-story brick building. The stone foundation rises to the cement belt course that articulates the division between the daylight basement and first floor. Above, the building features a central recessed entrance framed by brick piers and a white pediment featuring the building's name, "State St. Flats." The original one over one double hung windows have been altered. The lower sashes were replaced with aluminum sliders. Above is a central one over one double hung wood sash window. These central openings are flanked by small, square, fixed openings, and then at the outside by pairs of one over one windows. All window openings on the first and second floor feature concrete sills and elegant voussoirs with prominent keystones. Windows on the basement level are fixed square openings with concrete sills spaced symmetrically with those above. Brick belt courses in relief articulate the ceiling levels of the first and second floors. The prominent, projecting cornice is adorned with dentils.
Cultural Data: This apartment building was the State Street Apartments from 1910 to 1936 and the Marks Apartments from 1938 through the 1990s. A sign over the entrance now reads "State St. Flats," so it has apparently reverted to the original name.

19 W. Pacific Ave. Historic Name: **Green-Hughes Printing Office** Built: **1911**
Railroad 1st to 4th Addition Block 9 Lot 1-2 Legal 35191.0801
Style: **Commercial Vernacular** Builder: **unknown** Architect: **unknown**
Classification: **Historic Contributing** Site ID #: **008**
Description: This is a two-story, red-brick clad building with a basalt foundation. It features a decorative parapet, and retains original exterior fenestration patterns on the second level. Some window openings on the north (primary) and east facades have been filled in with brick. Flat and segmental arches cap the windows and doors. The entrance has a new aluminum door and windows.
Cultural Data: The Green-Hughes Printing Company Building was built in 1911. The most significant owners of the building were Robert Green and Harley Hughes, who together owned and operated the Green-Hughes Printing Company that was located in the building from 1936 to 1951. From their printing presses on the building's first floor, Green and Hughes produced thousands of issues of *Labor World*, the most widely read weekly labor newspaper in the region, covering organized union activity in Eastern Washington, Northern Idaho, and Western Montana. The Commercial Laundry Co. was an early occupant of the building. It currently serves as office space for BHW1, a design firm. The building is listed on the Spokane Register of Historic Places.

25 W. Pacific Ave.
Railroad 1st to 4th Addition Block 9 Lot 3-4 Legal 35191.0803
Classification: **Vacant** Site ID #: **009**

31 W. Pacific Ave. Historic Name: **DuQuesne Apartments** Built: **1904**
Railroad 1st to 4th Addition Block 9 Lot 5-6 Legal 35191.0804
Style: **Commercial Vernacular** Builder: **Unknown** Architect: **Unknown**
Classification: **Historic Contributing** Site ID #: **010**

Description: This rectangular, two-story red brick building features a central arched entrance under a portico accessed by a short staircase. It is flanked on either end by one over double hung wood sash windows with segmental arches emphasized by corbelled brick work at the extrados. Second story openings are the same, with a central bay above the entrance flanked by

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bays matching those below. The building's stone foundation is visible. A cornice adorned with rows of brick work in relief forming dentils characterizes the main (north) facade. A metal-capped, stepped parapet features a central, much-worn inscription identifying the building.

Cultural Data: The Duquesne is one of the earlier apartment buildings in the area, and has been continuously used as an apartment building since its construction.

29 W. Pacific Ave. Historic Name: House (south of Duquesne Apts) Built: 1904
Railroad 1st to 4th Addition Block 9 Lot 5-6 Legal 35191.0804
Style: Commercial Vernacular Builder: Unknown Architect: Unknown
Classification: Historic Contributing Site ID #: 011
Description: This small, one-story, wood-framed house shares the same tax lot as the Duquesne Apartments. It has a hipped roof with a shed roof in the rear and a centrally located chimney. Clad in wood shingle siding, the house retains its original double hung wood windows and wood framed front door with true divided lights (eight panes). Two concrete steps lead up to the front door—the entrance is covered with a small gabled roof supported by brackets.
Cultural Data: Prior to 1902, the area was devoid of structures, save a single frame cabin at the intersection of Pacific and State. Later, substantial brick buildings began to displace the frame dwellings that were built in the area. The tiny frame house behind the Duquesne is one of the few residential houses remaining. It has maintained a continuous residential use.

35 W. Pacific Ave.
Railroad 1st to 4th Addition Block 9 Lot 7-8 Legal 35191.0804
Classification: Vacant Site ID #: 012

161 S. Browne St.
Railroad 1st to 4th Addition Block 9 Lot S42 ft Lot 9-10-11 Legal 35191.0807
Classification: Vacant Site ID #: 013

35 W. Pacific Ave. Historic Name: Foresters of America Hall Built: 1910
Railroad 1st to 4th Addition Block 9 Lot N 100' lots 9-11 Legal 35191.0806
Style: Commercial Vernacular Builder: H.J. Skinner Architect: Clapp & Clapp
Classification: Historic Contributing Site ID #: 014
Description: This two-story building located on a corner lot was built as a lodge for the Foresters of America. It is clad with rusticated brick with terra cotta detailing. A recessed corner entrance provides access to the ground floor commercial space with its altered storefront windows facing west. There are entrances to the lodge hall above on both primary (north and west) elevations. The entrance on the north is more decorative, and probably served as the main entrance. This arched opening is framed by cast iron piers and a projecting terra cotta pediment. Above, there is a string of three leaded glass windows with diamond-shaped quarrels separated by columnar mullions. Another terra cotta pediment spans above these, projecting from the terra cotta belt course that spans both the north and west elevations, articulating the break between the ground and second floors. Storefront windows span the entire length of the west elevation, except at the south end, where a small flight of stairs leads to the other second floor entrance. All second floor windows are original. Above the windows, rows of decorative corbelled brick and dentils rise to a projecting cornice below a metal-capped parapet wall. A large brick chimney is located at the northeast corner of the building.
Cultural Data: This building was the lodge for the Foresters of America, Royal Court No.19. It was designed by architects Frank and Lewis Clapp and built by H.J. Skinner in 1910. The FOA occupied the upper floor of the building from its completion through the 1940s, sharing space with the Scandinavian Fraternity of America and the Sons of Herman during the 1920s. After fire damaged the building it was repaired in 1951 and housed the Grotto Hall, inc., a lodge for iron workers and machinists unions, and associations, which remained through the 1960s. The ground floor of the building has always

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housed commercial endeavors. A second hand store was here in 1910, and Spokane Lithographing Co. in the 1920s and 1930s. Other tenants over the years included pest exterminators, a souvenir shop, and a coin operated machine business, among others. Imperial Data, previously Imperial Carbon Co. office supplies, is the current occupant and has been housed in the space since the 1960s.

164 S. Browne St. Historic Name: Julius Lotje House Built: 1903
Railroad 1st to 4th Addition Block 8 Lot S 35' lots 1-3 Legal 35191.0703
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 015

Description: This small, one-story, rectangular, brick dwelling has a gable-on-hip roof with wood shingles. Aside from the advertising signs and the bars and boards on the windows, the house appears much the same as it did when the structure served as a dwelling. The front porch has seen alterations in the columns and railings. A large arched central window dominates the primary façade which has an arched entrance offset to the north. Side windows are also arched, with one large opening on the north façade and two smaller ones toward the rear of the south façade.

Cultural Data: Along with the small frame dwelling behind the DuQuesne Apartments, this is one of the few residential structures in the neighborhood that survived demolition in the early twentieth century, when more substantial commercial buildings replaced them. This small brick house was probably built by its first occupant, Julius Lotje, a carpenter. By 1910, it doubled as commercial space, when Lotje shared the house with Angelica and Gustave Lotje, musicians who used 164 as their business address. The house nonetheless remained residential, with James Dovichi residing there in the 1920s; Lois Dawson in the 1940; Herbert Baldwin in the 1950s; and Fred Landenberger in the 1960s. By the late 1970s, however, it had become commercial space, with Bonnie's Stained Glass there in 1979. It was an appraisal services office in the 1980s and currently holds a convenience store.

160 Browne St.
Railroad 1st to 4th Addition Block 8 Lot N42 ft of S77 ft L1-2-3 Legal 35191.0702
Classification: Vacant Site ID #: 016

152 S. Browne St. Historic Name: Bakke-Mogstad Building Built: 1909
Railroad 1st to 4th Addition Block 8 Lot N 65' lots 1-3 Legal 35191.0701
Style: Commercial Vernacular Builder: unknown Architect: Carl H. Jablonski
Classification: Historic Contributing Site ID #: 017

Description: This four-story, brick building has the same fenestration pattern on the upper floors on both its primary elevations (north and east). A concrete belt course divides the commercial spaces on the ground floor and the residential rooms on the floors above. The six evenly spaced window bays on each of the street-facing elevations of the upper floors have concrete sills and lintels in a flat arch with keystones. The original decorative cornice has been removed, leaving only a plain broad band at the parapet. Two fire escapes run from the roof to the second story on the north façade. While the upper floors retain excellent integrity, the ground floor has been extensively altered. The original storefront openings below have been obscured with the addition of wood and stucco facing surrounding small window openings.

Cultural Data: This building was designed by architect Carl H. Jablonski for Anna Bakke and Charlotte Mogstad, and built at a cost of \$40,000 in 1909. The owners leased out the Bakke-Mogstad Hotel Building, as it was initially known, and the residential spaces on the upper three floors opened the next year as the Hotel Wilton. The ground floor was given over to commercial space, with four storefronts--three facing Browne and one facing Pacific. These housed a variety of businesses, including grocery stores, printers, miscellaneous office space, a coin operated laundry, and garage space during the 1920s for the Hazlewood Dairy, located

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to the north across the street. The best-known occupant of the ground floor was the Italian Importing Co., run by Albert Commellini. Taverns have also been anchor tenants of the ground floor. The upper floors, meanwhile, continued to operate as the Hotel Wilton and then the Wilton Apartments from the 1950s to present. The building is currently owned by Spokane Housing Ventures, Inc., which operates it as low-income housing.

109 W. Pacific Ave. **Historic Name: Spokane-Oxy Acetylene** **Built: 1909**
Railroad 1st to 4th Addition **Block 8** **Lot 4-5** **Legal 35191.0704**
Style: Commercial Vernacular **Builder: unknown Architect: unknown**
Classification: Historic Non-Contributing **Site ID #: 018**
Description: Built as a garage, this two-story rectangular brick building, has been significantly altered. Originally divided into three bays with garage doors, these openings have been filled in with brick or concrete block. A portion of the eastern bay serves as an entrance to the building. Original cast iron beams with rosettes remain above each bay. The second floor once featured a large central arched window flanked by pairs of smaller arched openings. These have been filled in with brick. Above, the building rises, unadorned, to a metal-capped parapet. The façade has recently been altered again with the addition of rock cladding.
Cultural Data: This garage housed the Spokane Oxy-Acetylene Welding Co. in 1910. In 1911, Pytcher-Tyler Motors occupied the building; Spokane Taxicab Co. from late 1911 to 1915; and the Pacific Garage starting in 1916. A succession of businesses have used the building since the 1930s, including, among others, the Italian Importing, Co., located next east; United States Electrical Co. and a cabinet maker during the late 1930s; Kershaws Furniture Co., and Inland Transfer Service during the 1940s; The Wine House wholesalers in the 1950s; and Pierone & Saccamanno liquor distributors, who spent \$10,000 enlarging the building, from the late 1950s through the 1960s. In the late 1970s, Gatsby's, a tavern located in the building next east, expanded into this space. The building now houses Club Say What.

115 W. Pacific Ave. **Historic Name: Wilson & Lemon Livery** **Built: 1911**
Railroad 1st to 4th Addition **Block 8** **Lot 6** **Legal 35191.0705**
Style: Commercial Vernacular/Mission Revival **Builder: unknown Architect: unknown**
Classification: Historic Contributing **Site ID #: 019**
Description: This narrow two-story brick building is distinguished by its fractable parapet, a Mission Revival style feature. Above the second-story palladian windows, is a projecting course on ornamental brackets. The semi-circular center portion repeats the shape of the parapet above. Under the arch is a fan light of colored glass, and under that is a tri-partite window of leaded glass flanked by small windows with the same glass. The ground level has a garage door with a roll-down metal security device. West of this is the entrance to the building.
Cultural Data: J.W. Wilson and Charles H. Lemon had been partners in a stable on Second Avenue prior to having this building built in 1911. Wilson and Lemon Storage opened in the building in 1912, but by 1913 it was Wilson and Lemon Livery, which remained through 1921. The building was vacant for a time in the 1920s, before the Hazlewood Dairy, located across the street, used the space in the 1930s. In the early 1940s, Lemon altered the building for a public garage. In 1948, L.A. Nelson & Co., tobacco and candy wholesalers, moved into the building, and also occupied the building adjacent to the west, remaining through the 1980s.

117 W. Pacific Ave. **Historic Name: P.J. Dowling & Co.** **Built: 1910**
Railroad 1st to 4th Addition **Block 8** **Lot 7** **Legal 35191.0706**
Style: Commercial Vernacular **Builder: unknown Architect: unknown**
Classification: Historic Contributing **Site ID #: 020**
Description: This two-story rectangular brick building retains its original one over one double hung wood windows on the upper floor. The ground floor is largely bricked in with two window openings—one covered and one retaining its glazing but

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obscured by security bars. The entry door is also obscured by a security gate. Corbelled brick work on the cornice forms two courses of dentils with the lower one far more pronounced.

Cultural Data: This building was built in 1910 as a warehouse for P.J. Dowling & Co.—plumbing, gas, and steam fitting. Dowling and Cattle remained through the 1910s, and shared space, at least early on, with the Co-Operative Labor Hall, presumably located on the second floor. In the 1920s, the Montana Transfer Co., later renamed Chase Transfer Co., used the building as a warehouse. During the 1930s and early 1940s, the building was used as a cereal factory for Masterson Food Products Co. and Hol-Grain Products, Inc. Starting in 1948 it was used by L.A. Nelson & Co. tobacco and candy wholesalers, located adjacent to the east.

159 S. McClellan St.	Historic Name: Inland Auto Freight Co.	Built: 1913/1929
Railroad 1 st to 4 th Addition	Block 8 Lot 8-12	Legal 35191.0706
Style: Commercial Vernacular	Builder: Peter J. Young	Architect: Arthur W. Cowley
Classification: Historic Contributing		Site ID #: 021

Description: The west façade of this one-story red brick building is divided by brick piers into five bays. Only the central and southernmost bays retain their original garage doors. Bays flanking the central garage door have been replaced with large storefront windows. The northern bay has been partially bricked in to accommodate an entrance with large transom windows and flanking one over one windows. Above each bay in the center are decorative tile crosses. The parapet on the south elevation, which is of a lighter brick punctuated by multi-light windows, is capped with tile. A metal storage shed/garage, enclosed in chain link fencing, has been built against the north side of the building.

Cultural Data: M.C. Hunter & Co., Inc., insurance, real estate, loans, investments, and rentals, had builder C.D. Wilbert construct a garage in 1913 at a cost of \$1,000. In the 1920s, the garage was used by the Hazlewood Dairy, located across the street. In 1929, the garage was incorporated into a larger structure, facing McClellan, designed by architect Arthur W. Cowley and built by contractor Peter J. Young for R.J. Danson at a cost of \$11,200. The garage opened as the Inland Auto Freight Co. and operated as such during the 1930s. In the late 1930s, United Truck Lines and the Manlowe Transfer Co. operated out of the building, before Washington Truxtell Sales, Inc. took over during the 1940s. The building housed Spokane Suburban Bus Lines during the 1950s, and Empire and Okanogan Valley Bus Lines during the 1960s. After a period of vacancy during the 1970s, the garage housed Appollo Sheet Metal, Inc. during the 1980s before the current occupant, Johnson Printing, moved in.

202 W. Second Ave.	Historic Name: State Armory	Built: 1907
Railroad 1 st to 4 th Addition	Block 7 Lot 1-8	Legal 35191.0601
Style: Castellated	Builder: unknown	Architect: Preusse & Zittel
Classification: Historic Contributing		Site ID #: 022

Description: The three-and-a-half story gray stucco building was built in the appearance of a castle. It has two six-bay sections separated by a large vaulted center portion. A parapet is embattled and descends centrally to a curved parapet at the vaulted center. The "State Armory" sign, in maroon and flanked by two foliated ornaments in green, is located centrally, directly below the arched parapet. A 6,000 pound terra cotta eagle once perched above. The large arched second story window at the vaulted center features seven 60-paned opaque windows below seven arched glass windows. Seventy eight-paned opaque glass windows flank the large center window. Above these two windows are single square floral ornaments. All three sections of the building have their own painted entrances, the center one being the largest. The current appearance of the building dates to a 1956 remodeling, when the brick façade of the building was clad in stucco. Original third and second story wood windows were replaced with aluminum windows. Prior to this, the simple, square headed windows were arched double hung one over one wood sash. Likewise, the large central window has also been modified; the glass blocks in the lower section replaced multi-paned windows with horizontally pivoting inset square windows. The alteration also obscured numerous decorative elements, including, notably, terra cotta adornment around the central window and brick work in relief

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forming an arcade running along the cornices of the wings.

Cultural Data: Designed by architects Julius Zittel and Herman Preusse, the State Armory was built in 1907 as the headquarters of 161st Regiment, 81st Brigade, 41st Division of the Washington National Guard. The open-steel-truss central hall served as a venue for large sporting and musical events and performances prior to the construction of the Coliseum. The three-story wings flanking the central portion of the building were completed during the 1920s, and the building was altered in 1956, when the brick façade of the primary elevation was clad in stucco. The Guard remained until 1977, when it relocated its headquarters. Thereafter, the building languished and deteriorated under city ownership until the early 1990s, when it was renovated. The current occupants, east to west, are Wild Walls, Laser Quest, and Spokane Neighborhood Action Program.

221 W. Pacific Ave. Historic Name: N.D. McIvor Garage Built: 1911
Railroad 1st to 4th Addition Block 7 Lot N ½ lots 10-11 Legal 35191.0601
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Non-Contributing Site ID #: 023

Description: Piers with decorative painted panels in relief divide the façade of this one story rectangular stucco-clad building into two bays. The bay on the east is divided in half, with a garage door at the east and an entrance at the west. An original cast-iron support beam adorned with rosettes is exposed above this bay, but covered on the west bay, which is filled in with the exception of a glass entrance at the east end. Presumably, both bays consisted of garage doors, with band windows above the cast iron beams providing light to the interior. The window spaces above have been filled in; the one on the west bay now contains a sign advertising the business within: 1st Place Finishes automobile paint supplies. The top of the window openings are adorned with ogee molds. A metal-capped, stepped parapet rises above. The building steps down to the south, and it is built into the side of a hill (or the site was filled sometime after it was built), so the south elevation barely rises above ground level.

Cultural Data: This garage was listed in city directories as the N.D. McIvor Garage when it opened in 1912. It was the Lowther and Wassam Garage in 1921 and later the Spokane Garage. After a period of vacancy during the late 1920s, it housed McCarroll Transfer Co. during the 1930s and 1940s, which shared space with Inland Parcel Delivery, in the 1930s, and Ace Transfer and Spokane North East Motor Freight during the 1940s. Farmer Bros. Northwest Coffee & Supplies was here in the 1950s. After another period of vacancy, during the 1960s, it became Mac's Auto Clinic in the 1970s, and the Master Craft Maintenance warehouse during the 1980s. 1st Place Finishes automotive paint supplies currently occupies the building.

222 W. Second Ave.
Railroad 1st to 4th Addition Block 7 Lot 9-10 Legal 35191.0603
Classification: Vacant Site ID #: 024

228 W. Pacific Ave.
Railroad 1st to 4th Addition Block 4 E ½ of vac Bernard St & strp N of & adj & S of r/w
Lots 13,14,15 & W 75 ft of lot 16 Legal 35191.0309
Classification: Vacant Site ID #: 025

165 S. Howard St. Historic Name: Home Telephone Building Built: 1907
Railroad Addition Block 29 Lot N 72ft lots 11-12 Legal 35191.2707
Style: Commercial Vernacular/Beaux Arts Builder: unknown Architect: Albert Held
Classification: Historic Contributing Site ID #: 026

Description: The upper section of the western façade of this two and a half story building, with its elaborate terra cotta festoons in spandrels and friezes, provides an indication of the original appearance of what was once, and to an extent still is,

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one of the more unique buildings in Spokane. Below the remaining terra cotta section, brick veneer facing added in the 1950s obscures an arcade, similarly adorned, above storefront windows divided by piers that once rose to the cornice; the upper portions of these are still evident. Sets of three multi-light band windows once stretched above each storefront window between the piers. The original storefronts and the terra cotta arcade above may remain under the later brick façade but is probably damaged by the creation of new window openings. The north side of the building remains largely intact, with a series of brick piers reminiscent of the original façade. The arched window openings on the upper floor, and some other openings, have been bricked over. The south and east façades have been clad in stucco.

Cultural Data: This building was designed by noted Spokane architect Albert Held for the Home Telephone and Telegraph Co. and built by contractor John T. Huetter in 1907 at a cost of \$60,700. In 1906, the city granted a franchise to the Home Telephone and Telegraph Co., the second telephone company in town, after Inland Telephone and Telegraph, to use an automatic dial system and to connect with already established long distance lines. In 1915, Home merged with Pacific Telephone and Telegraph, which had previously subsumed Inland T & T. The company continued to occupy the building, as the Interstate Telephone Co., from the 1920s through 1940s, and as the General Telephone Co. of the Northwest during the 1950s and 1960s. The building also housed the Hollenback Piano Co. from 1927 to 1942, and the Western Electric Co. for about a decade starting about 1919. In 1970 the building became office space for a group of investment companies who named it the Pacific National Building. During the 1990s it was acquired by the current owner, Spokane Care Service, which uses it for a rehabilitation center.

174 S. Howard St.	Historic Name: Eagles Temple	Built: 1923
Railroad Addition	Block 28 Lot N ½ lots 4-5	Legal 35191.2608
Style: Commercial Vernacular	Builder: unknown	Architect: unknown
Classification: Historic Contributing		Site ID #: 027

Description: The ground floor of this two-story red brick building has been altered with the addition of glass blocks and other infill, but the half round marquee over the central entrance remains. The upper floor retains excellent integrity. It has five window bays in a 1-2-3-2-1 arrangement. The windows are double hung eight over eight wood sash with terra cotta sills, semicircular arch spandrels filled in with circles, and other terra cotta adornment. The circles in the spandrels above the three windows of the central bay exhibit the initials of the Fraternal Order of the Eagles: FOE. A terra cotta belt course articulates the ceiling level. Above, decorative brick work in geometric patterns adorns the space below a bracketed crenellated projecting cornice.

Cultural Data: This building was built in 1923 for the Fraternal Order of Eagles and remained an Eagles temple, Spokane Aerie #2, until 1960. After a period of vacancy during the 1960s, it reopened as the Canterbury Inn, a nightclub, in 1969. By 1974, it had become the Land's End Tavern, before another period of vacancy in the late 1970s. In 1980 it reopened as Inter Players, a theater, which it remains to the present.

176 S. Howard St./606 W. Second Ave.	Historic Name: Metropole	Built: 1901
Railroad Addition Block 28 Lot S ½ lots 4; E 15.5 ft of S ½ of lot 5		Legal 35191.2603
Style: Commercial Vernacular	Builder: unknown	Architect: C.F. White
Classification: Historic Contributing		Site ID #: 028

Description: This three-story brick building is characterized by a decorative dentiled cornice with protruding diamond shaped bricks below. Long one over one windows ornamented by voussoirs above line both the third and second floors. An additional diamond frieze made of brick and in a diamond shape separates the windows of the second and third floors. The far southeast corner of the ground floor has been altered to house the Cozy Inn Tavern. The south elevation entryway is arched. The ground floor storefronts have tiled bulkheads and piers and large plate glass windows. The center storefront on the east elevation retains its storefront windows, original leaded glass transom windows, and recessed entry. The east elevation is characterized by an elaborately detailed entrance with leaded glass wood framed doors, framed with tiled piers and protected

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by a shallow, curved decorative canopy.

Cultural Data: This building was designed by architect C. F. White for owner Charles D. Bibbin and built in stages. Bibbins first erected one building on Howard and another on Second, before constructing a third on the corner linking the first two. Doorways were cut through on each floor creating one large apartment building, named the Metropole by the owner. Bibbin's wife had plans to build another apartment house on the lot next west, where the Plechner was later built, but they never came to fruition. Instead, she sold the Metropole to J. F. Malloy, who in turn sold it in 1903 to the Washington & British America Investment Co., a group of investors from Spokane and Lincoln counties, for \$52,000. Despite the early frequency of turnover in ownership, the Metropole has been characterized by greater consistency in name and business occupancy than most buildings of its type in Spokane, and has consequently retained excellent integrity. The residential units on the upper floors opened as the Metropole Apartments and retained the name throughout the century. Moreover, the commercial spaces on the ground floor, of which there are three on Howard and one on Second, have also been anchored by long-time tenants. The Cozy Inn Tavern, at 606 W. Second, has been around since the 1930s. 178 S. Howard housed a barber shop for seven straight decades. Next north, at 176, served as the home of Spokane Safe and Lock for two decades, before the current occupant, Franklin Press, moved in over fifty years ago.

608 W. Second Ave. Historic Name: Plechner Building Built: 1906
Railroad Addition Block 28 Lot W 44.5 ft of S ½ lot 5 Legal 35191.2604
Style: Commercial Vernacular Builder: unknown Architect: Alfred Jones
Classification: Historic Contributing Site ID #: 029

Description: This three-story brick building is characterized by a heavy cornice supported by brackets with "Plechner" etched below center. Red quoins stretch vertically across either side of the building's upper two floors. The second floor windows are one over one highlighted by voussoirs. A beltcourse runs along the bottom of the second floor windows. The first floor has been altered with a new façade for the storefronts. The entrance, which leads upstairs, is arched with ornamental brackets. Its door has a glass upper half and a terra cotta wreath-like ornamentation below. There is a cinderblock addition on the rear of the building.

Cultural Data: Architect Alfred Jones designed this building in 1906 for Fred Plechner, who worked out of Spokane for Guiterman Bros., of St. Paul Minnesota. The first floor was divided into two storefronts, with 30 lodging house rooms on the upper floors. The rooms have advertised under a succession of names. The upper floors opened as the Summit Hotel in 1907, but by 1915 it had been named the Tiona Apartments. In 1924 the name changed again to the Leonard Apartments. By 1939, the name had changed again, to the LaRose Apartments, and again by 1949 to the Denny Apartments. This name remained through the 1950s. By the late 1960s, the upper floors had been vacated, as they remain presently. The commercial spaces on the ground floor have housed a variety of businesses, most recently a furniture store. Currently the commercial space, like the residential space above, sits vacant. The storefronts have been altered over the years due to a rapid turnover in ownership and function. Original wood sash double-hung windows have, however, all been replaced with modern double-hung units.

614 W. Second Ave.
Railroad Addition to SF Block 28 Lot 6 Legal 35191.2609
Classification: Vacant Site ID #: 030

161-165 Post St. Historic Name: Boothe-McClintock Built: 1899
Railroad Addition Block 27 Lot parts of lots 1-3 Legal 35191.2109
Style: Commercial Vernacular Builder: unknown Architect: Cutter and Malmgren
Classification: Historic Contributing Site ID #: 031

Description: This three-story warehouse has a flat roof with a corbelled cornice. The second and third floors display segmental arcades while cement cladding supporting the two businesses' names stretches from either end. The north side of

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the building nestles up to the elevated railroad grade while a parking lot buffers the building's southside from Second Ave. The south façade has bricked in window openings while new windows have been added. The loading dock located at the southeast corner is part of a separate, earlier building, which has remained largely untouched. It displays "F.A. Williams" across the top of the south side with "Pioneer Ford Dealer" between two segmental windows. " Office and salesroom, 801 W. 1st Ave" stretches across the middle of the building. Six smaller segmental arch windows are on the second floor. A large garage door with cement and glass along with paned windows make up the first floor.

Cultural Data: Cutter and Malmgren designed this building for the Boothe-Powell Co., wholesale grocers. It was erected in 1899 at a cost of \$8000. Organized in 1896, Boothe-Powell subsequently split into competing companies that ultimately emerged as Powell-Sanders (located across the railroad grade) and McClintock-Trunkey (located on the north side of the grade on Stevens). Boothe-Powell remained to 1906. Seattle Brewing then occupied at least the northern part of the building briefly, before the Beardmore Transfer Co. moved in 1910, remaining until about 1918. The Arnold-Evans Co., plumbing and heating then occupied the northern portion of the building, before relocating to the southern portion, remaining until the 1930s. E.S. Matthews' Electro-Kold Corp., pioneers in refrigeration technology, moved into the northern portion of the building in the 1920s, and eventually expanded to take over the entire building, including the older structure next east. This structure was built as early as 1890. It housed Pacific Transfer, among others, and served as an early warehouse for the F.A. Williams Co., a pioneer Ford agency whose painted signs remain visible. While General Electric credits itself as the producer of the first domestic electric refrigerator, Electro-Kold's product preceded G.E.'s by a few years. The company remained at this site until relocating to east Second Ave. in the 1950s. Joel, Inc., a gift store, moved into the building and remodeled the façade during the 1960s. It currently occupies the southern portion of the building and the older, adjacent building to the east. Dorian Studios, photographers, the current occupants of the northern portion of the building, have occupied the space since at least 1971.

160 S. Wall St.			
Railroad Addition	Block 27	Lot E54.96 ft Lot 3; all of Lot 4-5	Legal 35192.2103
Classification: Vacant			Site ID #: 032

153 S. Wall St.			
Railroad Addition	Block 28	Lot 1 & W ½ Lot 2	Legal 35191.2610
Classification: Vacant			Site ID #: 033

153 S. Wall St.			
Railroad Addition	Block 28	Lot 3 & E ½ Lot 2	Legal 35191.2601
Classification: Vacant			Site ID #: 034

157 S. Howard St.	Historic Name: Holley-Mason Building		Built: 1905
Railroad Addition	Block 29	Lot 9	Legal 35191.2710
Style: Commercial Vernacular/Beaux Arts	Builder: unknown Architect: Albert Held		
Classification: Historic Contributing			Site ID #: 035

Description: Constructed in 1905 as Spokane's first reinforced concrete building, the six-story Holley-Mason Block is one of the city's finest warehouses. Clad in terra cotta and buff-colored brick veneer, the building's façade is symmetrical and accented with ornamentation. The main (south) façade is divided into nine bays separated by simple pilasters. Egg and dart moldings cap the brick pilasters. Architectural elements include the prominent parapet, foliated brackets, and decorative semi-circular terra cotta arches. A simple cornice above the arched second floor windows separates the level from the upper floors. Floors three through six have paired, one over one double hung wood windows. The sixth floor is characterized by a wide, decorative terra cotta frieze with a row of semi-circular arches with keystones. A single terra cotta disc surrounded by

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ornamental brickwork is located within each arch. The prominent cornice is heavily bracketed. The building is structurally well-preserved and retains good exterior integrity.

Cultural Data: Prominent Spokane architect Albert Held designed the Holley-Mason building for the Holley-Mason Hardware Co. The company was established in 1885 under the original company name of Newport and Holley. In 1888, Frederick Mason became a partner in the firm and renamed it Holley-Mason Hardware Co. The building was built in 1905 at a cost of \$200,000 and billed as Spokane's first fireproof building and endured four fires in 1919, 1921, 1922, and 1990. It was one of the first reinforced concrete buildings erected in the State of Washington. It was built to withstand the storage of heavy hardware. In the 1920s, the firm merged with Marshall Wells, a national hardware company. Marshall Wells relocated to the Jensen-Byrd building (also in the district) and the building was leased to the U.S. Forest Service until 1968 when it was deeded to the City of Spokane. Ownership changed after the City acquired the building. It stood vacant for several years until Spokane developer Robert Brewster purchased it in 1997. The building has been rehabilitated and serves as offices. It is listed on both the Spokane Register of Historic Places and the National Register of Historic Places.

0 S. Stevens St.

Railroad Addition

Block 29

Lot 30

Legal 35191.2710

Classification: Vacant

Site ID #: 036

151-155 S. Stevens St.

Historic Name: Bekins Warehouse

Built: 1929

Railroad 1st to 4th Addition

Block 30

Lot 1; W 20 ft lot 2

Legal 35191.2801

Style: Commercial Vernacular

Builder: McRae Bros. Architect: H.W. Rogers

Classification: Historic Non-Contributing

Site ID #: 037

Description: This six-story concrete warehouse is painted white. The only decorative elements are concrete piers on the street-facing western façade that rise to additional decorative concrete elements at the cornice that form panels in relief. Some of the piers project through the roof line to create a crenellated parapet. The only remaining windows are on this façade; historic photographs show them on the north and south facades as well. The small openings which remain are partially obscured by a fire escape that runs from the cornice to the second floor. The building has been significantly altered.

Cultural Data: Daniel Bekins, owner of Bekins Moving and Storage Co., had architect H.W. Rogers design this concrete warehouse in 1929. It was built at a cost of \$100,000 by McRae Bros. It continued to serve as a warehouse, for Goodwin Moving and Storage and Mayflower Transit Co., until 1972, when Fidelity Mutual Savings Bank converted it into a maximum security computer center and office space. It was at this point, presumably, when window openings on the south, east, and north sides of the building were filled in, and those on the west obscured with the addition of a large fire escape. The building is currently occupied by XO Communications.

413 W. Railroad Ave.

Railroad Addition **Block 30** **Lot E30 ft Lot 2; All Lot 3-4**

Legal 35191.2803

Classification: Vacant

Site ID #: 038

152-163 S. Washington St.

Historic Name: Centennial Mill

Built: 1903/1990s

Railroad 1st to 4th Addition

Block 30

Lot 5 and 6

Legal 35191.2804

Style: Commercial Vernacular

Builder: unknown Architect: unknown

Classification: Historic Non-Contributing

Site ID #: 039

Description: A two and a half story warehouse once occupied this site. Its eastern half was demolished sometime between the 1920s and 1950s, and the remaining portion underwent numerous alterations thereafter, until a fire caused severe damage in

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the late 1980s or early 1990s. The remnants of the old warehouse were either incorporated into or cleared away to make room for the current one and a half story concrete-block office building. A large green A-frame awning covers the southern entrance. Office fronts are on a raised platform. Portions of the railroad grade, which the building abuts, are painted to appear as windows, to give the effect that the building extends to another wing to form an "L." The rear of the building consists of a series of six garage door bays.

Cultural Data: This building was built as a two and a half story brick warehouse for the Centennial Mill. It also housed Healy Bros. furniture manufacturers from the 1910s to the 1930s. During the 1940s and 1950s, Goodyear Tire and Rubber used it for a warehouse. After a long period of vacancy during the 1960s and 1970s, it became the Kelsey-Baird school. Little, if any, of the original warehouse remains. Sometime between 1928 and 1952 the eastern portion of the structure was demolished. Numerous alterations were made to the portion that remained until it was severely damaged by fire in the late 1980s or early 1990s. The remnants of the old warehouse were either incorporated in, or cleared away to make room for the current one and a half story concrete-block office building that now occupies the site. It is an office complex called Josef Center.

149-151 S. Washington St. Historic Name: Washington Brick & Lime Co. Built: 1903/1984
Railroad 1st to 4th Addition Block 5 Lot 1-4 inc. vac. 37.5 ft stp E of & ad Legal 35191.0401
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Non-Contributing Site ID #: 040

Description: This was once a three story tan brick building with segmental arches and corbelled cornice—part of a complex that originally also included a two story portion. In recent decades, however, the two story portion was demolished and the three story portion reduced to the current two story building. The building, consequently, has lost its integrity, though portions of the original buff brick cladding are still evident at the second floor level. The ground floor level has been clad in stucco, and door and window openings are modern. Second floor openings have also been updated, though original brick cladding remains save for above the window line, where there is now a broad cinderblock belt course. The building rises to a simple metal-capped parapet wall.

Cultural Data: This structure is all that remains of a two and three-story brick building constructed in 1903 for Washington, Lime, and Manufacturing Co., incorporated in 1889. Washington Brick and Lime, known particularly for its high quality architectural terra cotta made at its plant in Clayton, Washington, remained at this location through the 1930s and into the 1940s, when Chicago Paints, Inc. started using them for storage, remaining into the 1960s. Subsequent occupants have included Freedom Libraries, Inc., in the 1960s and 1970s, a printing company, and a furniture and design company. At some point, either as a result of deterioration or fire, the two-story portion of the original warehouse complex was demolished, and the three-story portion reduced to two, as the building now stands. It currently houses a dance studio.

310 W. Pacific Ave.
Railroad 1st to 4th Addition Block 5 Lot 5-8 Legal 35191.0402
Classification: Vacant Site ID #: 041

304 W. Pacific Ave. Historic Name: Washington Cracker Co. Built: 1892/1908
Railroad 1st to 4th Addition Block 5 Lot 9-12 Legal 35191.0403
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 042

Description: This three-story brick warehouse and factory was built in two stages, with the eastern portion built first, in ca. 1892, and the western portion, which is nearly identical, added in ca. 1908. Both buildings rise to a stepped, metal-capped parapet, though the western portion of the parapet of the building on the west is significantly raised. Below, the cornice is adorned with corbelled brick work in relief forming a string of dentils and also pendants at the top of the cornice in the center,

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where the buildings join, and at the corner of each. Brick belt courses articulate the interior floor levels. On the eastern side of the south facade, each floor features four evenly spaced bays of arched one over one windows. On the west, the second and first floors also consist of four evenly spaced arched bays, but they are in pairs. The ground floor of the west side of the building has irregular openings, including a narrow entrance. This facade of the building, and the east facade, are painted red, with a broad white-painted band wrapping around between the second and third floors, while the brick wall of the west facade remains unpainted. The building is replete with hints of past occupants. The name of the original occupant, the Washington Cracker Co., is still evident along the top of the west facade. "Lyon Van Lines" is painted in intervals on the raised portion of the west parapet, and where each steps to its peak. The names of various past occupants remain evident, vaguely, in the white painted band between the second and third floors.

Cultural Data: The Washington Cracker Co., organized in 1891, built the eastern portion of this warehouse and factory in ca. 1892 and expanded it to its present size around 1908. The building featured both cracker and candy manufacturing sections, on the first and third floors, as well as a box making operation in the basement and a packaging area on the second floor, in addition to storage space. Washington Cracker remained in the building through 1918, when it was succeeded by the Pacific Coast Biscuit Co., which shared space with Thomsen's Candy Co. The National Biscuit Co. took over in the 1930s, and remained until 1962. Morrison Moving and Storage, the current occupant, moved in during 1965, sharing space over the years, in chronological order, with Republican Van Lines, Lyon Moving and Storage, Global Van Lines, Interior Design Concepts, and Bekins Van Lines Moving and Storage.

228 W. Pacific Ave.

Railroad 1st to 4th Addition Block 4 E ½ of vac Bernard St & strp N of & adj & S of r/w

Lots 13,14,15 & W 75 ft of Lot 16

Classification: Vacant

Legal 35191.0309

Site ID #: 43

216 W. Pacific Ave.

Historic Name: Commission Building

Built: 1906

Railroad 1st to 4th Addition Block 4 Lot 9-11

Legal 35191.5901

Style: Commercial Vernacular

Builder: James M. Geraghty Architect: unknown

Classification: Historic Contributing

Site ID #: 044

Description: This two-story brick warehouse has two fronts: one on Pacific Ave., facing south, and one facing north toward a railroad spur. The building has a basalt foundation and is rectangular in plan. The tan brick north elevation is largely intact and features a large round arched central doorway flanked by similarly dimensioned window openings that have been filled in with brick. Directly above these are three identically arched window openings fitted with double hung wood sash and transom lights. The parapet of the central bay steps up to frame a recessed panel with the word "Commission." Below are three similarly recessed panels revealing the name of the original owner and occupant of the building, Rasher-Kingman-Herrin. The south facade was once covered in stucco which has been removed. The tan brick on the ground floor, which mirrors the layout of the north elevation in its openings, is rusticated. The three bays above each feature three fixed one over one light windows.

Cultural Data: The warehouse was built in 1906 for the Rasher-Kingman-Herrin Co., fruit and vegetable wholesalers, which remained until 1916. Roundup Fisheries (later Roundup Groceries) then occupied the building from 1919 to the 1950s. The building has undergone an adaptive reuse and now houses condominiums.

210 W. Pacific Ave. Historic Name: Roundup Grocery Warehouse West

Built: 1948

Railroad 1st to 4th Addition Block 4 Lot E 100 ft Lots 1-3; all Lots 4-7; strp N & adj & S of R/W

Legal 35191.0311

Style: Commercial Vernacular

Builder: Roy L. Bair & Co. Architect: unknown

Classification: Historic Contributing

Site ID #: 045

Description: This large, one-and-a-half story warehouse, constructed of concrete masonry units (CMU), has an irregularly-

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shaped footprint and once connected to the building next east, across the head of McClellan Street. The primary façade is divided

by concrete block piers into four large bays, with a smaller entrance bay at the west. Each bay forms a recessed entrance or storefront space. These bays have been altered from the original large, garage door openings. The building jogs west slightly just north of this south elevation. The long eastern façade features a series of short, wide, symmetrically spaced windows near the ceiling level. The tile-capped parapet is continuous along both the south and east elevations. The windows on the east elevation are original and consist of short, wide, four-pane openings, symmetrically spaced at the half-story level.

Cultural Data: Roundup Grocery, formerly Roundup Fisheries Co., had a warehouse located at this site as early as the 1910s. In 1948 builders Roy L Bair & Co. constructed this \$125,000 concrete block addition, presumably incorporating an earlier concrete block building, and extending across the head of McClellan from the 100 to the 200 block of Pacific. In this western portion of the building, at 202-214 W. Pacific, Roundup shared space with IGA stores. By 1959 it became the Consolidated Warehouse, a division of Consolidated Freightways, and was separated from the eastern portion of the building, which was a warehouse for General Electric. During the 1960s, Sunset Transfer occupied both buildings, but they were separated again in the 1970s, with Simchuck Sporting Goods, Inc. in the eastern portion, while Unicum used the this western portion as a warehouse. The current occupant, Michlitch Co., Inc., a food industry supply company, has been housed in the building since the 1980s.

130 W. Pacific Ave. Historic Name: Roundup Grocery Warehouse East
Railroad 1st to 4th Addition Block 3 Lot W 1/2 L10; all Lots 11-12; all vac. McClellan St.

Built: 1948

Legal 35191.0310

Style: Commercial Vernacular Builder: Roy L. Bair & Co. Architect: unknown

Classification: Historic Contributing

Site ID #: 046

Description: This one-and-a-half story concrete masonry unit (CMU) warehouse rises to a tile-capped parapet and is arranged in an irregular "L" shape, so as to connect across the head of McClellan with the building next west, on the 200 block of Pacific, of which it used to be a part. The narrow section stretching across McClellan consists of six large bays of garage doors. The main portion of the building, to the east, has a south facing entrance with a red tile awning and a large garage bay to the east. The only windows are original and consist of short, wide, four-pane openings, symmetrically spaced at the half-story level.

Cultural Data: Roundup Grocery, formerly Roundup Fisheries Co., had a warehouse located at this site as early as the 1910s. In 1948, builders Roy L Bair & Co. constructed this \$125,000 concrete block addition, presumably incorporating an earlier concrete block building, and extending across the head of McClellan from the 100 to the 200 block of Pacific Avenue. By 1959, this eastern portion of the warehouse housed General Electric, while the western portion had become the Consolidated Warehouse. The buildings housed a single occupant again—Sunset Transfer, during the 1960s, before they were separated again during the 1970s. This eastern portion became the Unicum Warehouse, while the western portion housed Simchuck Sporting Goods. After a period of vacancy during the 1980s, this eastern end became the home of Dean Barclay Architectural Products by 2001.

116 W. Pacific Ave. Historic Name: North West Cold Storage & Warehouse
Railroad 1st to 4th Addition Block 3 Lot all lots 7-9; E 1/2 L10;stp N & adj & S of R/W

Built: 1909/1910
Legal 35191.0304

Style: Commercial Vernacular Builder: J.H. McAllister Architect: Keith & Whitehouse

Classification: Historic Contributing

Site ID #: 047

Description: Brick piers divide the upper floors of this three-story red brick building into five bays, with a single arched window opening in each. Five of the openings have been filled in with brick; the remaining five feature wood sash windows of various configurations: 1/1, 2/1, and 1/2. A painted sign between the second and third floors reveals the historic function of the building: "Cold Storage." The piers rise to a cornice adorned with corbelled brick dentils. Another painted, but faded, sign spans the cornice, advertising long time occupant—the Fairmont Creamery Co. A fire escape provides access to the roof

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from the second and third stories. A brick belt course at the base of the piers articulates the break between the ground and upper floors. Ground floor openings mirror those above, with an arched central entrance below a corrugated metal awning providing access to a loading dock. All but one of the flanking window bays have been filled in with brick.

Cultural Data: J.H. McAllister commissioned Keith & Whitehouse to design a modern cold storage facility at an estimated cost of \$50,000. The building opened in 1910 as the North West Cold Storage and Warehouse Co. By 1912, long-time occupants Arctic Cold Storage and the Fairmont Creamery Co. had both moved into the building; sharing space with various other food and produce vendors. Fairmont Creamery remained through the 1930s, while Arctic remained through the 1950s. During the 1960s the current owner and occupant, Sylvan Furniture, acquired the building for a warehouse.

114 W. Pacific Ave. Historic Name: Swift & Co. Warehouse Built: 1906
Railroad 1st to 4th Addition Block 3 Lot W. 1/2 L5; all L6 & stp N of & adj & S of R/W Legal 35191.0303
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 048

Description: The ground floor of this two-story rectangular brick building is divided by brick piers into three bays, all of which have seen heavy use and frequent alterations. A mix of metal bars, concrete, brick, and plywood fillings frame the current openings. There are three evenly spaced arched window openings above, all covered in plywood. Corbelled brick work forms along the top below the parapet. A faded painted sign below the second story windows bears the name of an earlier occupant: Sigman's.

Cultural Data: Swift & Co., meat wholesalers occupied this building from its construction in 1906 until 1911, when it moved for a short period into the building next west. Starting in 1911, the building housed Farmers Union Storage and D.F. Wetzel & Co., wholesale and retail jewelers, the latter of which remained through the 1930s. The Creasly Crop Co. was here in the late 1910s, followed by Spokane Wholesale Grocers in the early 1920s. The warehouse was later used by URM Stores, from the mid to late-1920s, Stone's Food Stores, Inc. from the mid 1930s to mid-1940s, and Sigman Food Stores, whose name is still apparent on the façade, during the late 1940s. McCarroll Transfer and Spokane Northeast Market were here in the 1950s. The current owner and occupant, Heath & Eggleston, Inc., wholesale food distributors specializing in sauces, seasonings, and other condiments, has been using the warehouse since at least 1968.

112 W. Pacific Ave. Historic Name: Greenough Bros. Warehouse Built: 1907
Railroad 1st to 4th Addition Block 3 Lot W 1/2 L3; all L4; E 1/2 L5 & stp & adj & S. R/W Legal 35191.0302
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 049

Description: The façade of this two-story rectangular brick building has been clad in stucco. The ground floor has three garage sized bays, all boarded over, and an entrance at the east end, which has also been boarded up. A corrugated metal awning is suspended above. On the second floor, there are three irregularly spaced window openings, boarded up with plywood. Below these, a painted band displays faint hints of former occupants. A stringcourse articulates the second story ceiling level beneath a projecting cornice. Between these is another band of paint with traces of the former lettering. The east elevation of the building is clad with exposed brick.

Cultural Data: Greenough Bros. retail and wholesale grocers had this warehouse built for them in 1908 and remained, sharing space with various other produce retailers and wholesalers, through the 1930s. The city directory for 1929 lists Garvin & Co. wholesale produce, Grange Service, Inc. agricultural implements, H.N. Metzger wholesale produce (formerly employed by Shinn & Co. wholesale produce), and the Spokane Growers Exchange wholesale produce. During the 1930s, Greenough Bros. shared space with coffee wholesalers, starting with the Modest Coffee Co. in 1929 and then the Old Dutch Coffee Co. and Wieders Coffee Service wholesale in the late 1930s. The Bell Furniture Co. took over the warehouse in the 1940s, remaining into the 1950s, and then it was the Ainsle Co. Warehouse, with the U.S. Department of Interior Fish and Wildlife Service sharing space. The building has been a warehouse for the General Store since 1969.

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130 S. Browne St.

Railroad 1st to 4th Addition Block 3 & stp N of & adj & S of r/w Lot all Lots 1-2 & E ½ of Lot 3

Legal 35191.0302

Site ID #: 050

Classification: Vacant

32 W. Pacific Ave.

Historic Name: House of Charity

Built: c. 2000

Railroad 1st to 4th Addition Block 2 Lot 10-16

Legal 35191.0209

Style: Commercial Vernacular Builder: unknown Architect: unknown

Classification: Non-Historic Non-Contributing

Site ID #: 051

Description: This large, two-story wood-framed building is clad in horizontal wood siding and is characterized by its steeply pitched roof. The west façade forms a wide A-frame. On the south elevation, the upper floor is stepped back from the ground floor. Small windows punctuate the facades. An exterior staircase is prominently located at the west elevation.

Cultural Data: Owned by Catholic Charities, the House of Charity is shelter for the homeless and provides various training and social services.

30 W. Pacific Ave.

Railroad 1st to 4th Addition Block 2 Lot 9

Legal 35191.0204

Site ID #: 052

Classification: Vacant

28 W. Pacific Ave.

Railroad 1st to 4th Addition Block 2 Lot 8

Legal 35191.0204

Site ID #: 053

Classification: Vacant

26 W. Pacific Ave.

Railroad 1st to 4th Addition Block 2 Lot 7

Legal 35191.0203

Site ID #: 054

Classification: Vacant

22 W. Pacific Ave.

Railroad 1st to 4th Addition Block 2 Lot 5-6

Legal 35191.0202

Site ID #: 055

Classification: Vacant

108 S. State St.

Historic Name: McAllister Warehouse & Transfer

Built: 1906

Railroad 1st to 4th Addition Block 2 Lot 1-4 and stp B2 & NP R/W & E of produced WL of Alley in B2

Legal 35191.0201

Style: Commercial Vernacular Builder: unknown Architect: unknown

Classification: Historic Non-Contributing

Site ID #: 056

Description: Originally a large, three-story, brick warehouse, the building suffered a fire in 1949. The building is a one-story structure. The brick has been painted red. Window openings are bricked-in and large arched openings are either enclosed or serve as garage doors.

Cultural Data: J.H. McAllister, who was interested in the Spokane Transfer Co., had a three story warehouse built here in 1906 for \$30,000. Spokane Transfer occupied most of the building when it was completed that year, sharing space on the ground floor with the Averill Machinery Co., and renting office space to manufacturers' agents. Spokane Northwest Auto Freight occupied the building during the 1930s. The building was damaged by fire around 1949, and, despite \$21,000 repair in 1950, it stood vacant until the late 1970s, when City Parcel made alterations and moved in. It was probably at this point that the building was reduced to a single story.

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12 W. Pacific Ave. Historic Name: Ernst Bros. Garage Built: 1927
Railroad 1st to 4th Addition Block 1 Lot W 60' of lots 11-13 Legal 35191.0105
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 057

Description: Built as a companion building to the garage next east, this one-story brick garage is similar in many respects. Both have hipped roofs with a low pitch, and are clad in brick with decorative inset panels and brick belt courses. While this building lacks the tile and terra cotta adornment of its neighbor (and also lacks the corner drive-in entrance, which would have been unnecessary when they were used in concert), the integrity of its fenestration has been retained to a far greater degree, with all original multi-light fixed-in-sash steel windows still in place. The only opening that seems to have seen significant alteration is the door at the west end of the south elevation.

Cultural Data: J. Ernst, of the recently constructed Ernst and Burger Garage next east, had this building built in 1927. The two buildings, which are very similar, opened as the Ernst Brothers service garage the next year. By 1930, the eastern building was Schuster Brothers automobile repair, while this building was acquired by Pacific Transfer for a private garage. Spokane-Pacific Line auto freight was here in 1939, and Tire Service Co. during the 1940s, 1950s, and 1960s. The building housed an auto shop for the West Valley School District during the 1980s, and stood vacant for a period during the 1990s. James Talley Cabinet maker is the current occupant.

130 S. Division St. Historic Name: Ernst & Burger Garage Built: 1926
Railroad 1st to 4th Addition Block 1 Lot E 70.5' of lots 11-13 Legal 35191.0104
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Non-Contributing Site ID #: 058

Description: The corner drive-in entrance, supported by a brick column, reveals the historic function of this former garage and service station, even though many of the garage door and other openings have been filled in and clad in stucco. Original multi-light set-in-sash steel windows remain at the north end of the east elevation and at the west end of the south elevation. Above the openings a brick belt course, continuous on both elevations, articulates the interior ceiling level. Above, on both facades, are inset rectangular panels, now filled with stucco. These are adorned at the corners with square tiles and at the ends with square terra cotta tiles depicting cornucopia. The roof is hipped, with a low pitch.

Cultural Data: This automobile garage and service station was built in 1926 for Nick W. Burger, an automobile mechanic, and his partner, J. Ernst. The Ernst and Burger garage was short-lived. In 1928 J. Ernst built another garage, almost a duplicate, adjacent to the west, and Ernst Brothers occupied both buildings in that year. Schuster Brothers automobile repairs was here in 1930, while the building to the west became a private garage for Pacific Transfer Co. The building continued to house automobile-related businesses through the 1940s. It the Olson Service Station and Garage in 1939, and Wallace Auto Freight in 1949. City Parcel Delivery had the building in the 1950s and 1960s, before it was converted into a tavern, listed as Doctor John's Jazz Emporium in 1980. Boo Boo's Ski Shop was here in the 1990s, selling fire damaged goods from Lou Lou's, a nearby ski shop. The building now houses Cassell Promotions.

122 S. Division St. Historic Name: Berg Auto Top Co. Built: 1909
Railroad 1st to 4th Addition Block 1 Lot 10 Legal 35191.0103
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Non-Contributing Site ID #: 059

Description: This one-story, brick building has been altered significantly on the main (east) elevation. The east façade is indistinguishable from the building next south, with which it shares a large corrugated metal awning that obscures the majority of the elevation. The building originally had a recessed entrance flanked by a window bay on each side. The original wood storefront windows and door were replaced with an aluminum storefront system. The rear (west) elevation is intact and shows the separation between the two buildings.

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Cultural Data: This building housed a succession of plumbers, including S.A. Hendrix, Webb Plumbing Co., and J.P. Ihler from 1910 to 1912. By 1917, after a slight alteration to the rear of the building, it served automobile related businesses like its neighbors. John Maloney, an automobile painter, occupied the building that year, and the Berg Auto Top Co. from about 1919 through the 1920s. It was Thomas Gum Co. vending machines during the 1930s, and the Interstate Novelty Co., coin operated machines, during the 1940s, 1950s, and 1960s.

118 S. Division St.	Historic Name: Jesse Gentry Building	Built: 1908
Railroad 1 st to 4 th Addition	Block 1 Lot 7-9	Legal 35191.0102
Style: Commercial Vernacular	Builder: unknown	Architect: unknown
Classification: Historic Non-Contributing		Site ID #: 060

Description: This one-story, brick building has been altered significantly on the main (east) elevation. The east façade is indistinguishable from the building next north, with which it shares a large corrugated metal awning that obscures the majority of the elevation. The building originally had a large garage door opening and storefront windows with a gasoline pump on the sidewalk. The original wood storefront windows and door were replaced with an aluminum storefront system. The rear (west) elevation is intact and shows the separation between the two buildings

Cultural Data: Jesse Gentry, a real estate businessman constructed this building. It was constructed to accommodate a garage on one side and general retail space in the other. A succession of garages occupied this space including Pytcher-Tyler Auto Co. automobile repairs (1910), C.H. Hornburg Automobile Co. (1911-1913), Automobile Exchange (1914), the National Garage (until 1928), Hills-Mills Tractor Co. and Garage from 1929 through the 1930s, and Redding and Parson's garage starting in the 1940s. The other side's first occupant was F.C. Stettler & Co. paper box manufacturers. It later housed a variety of businesses, including Hugh Vinyard Co. office furniture.

104 S. Division St.	Historic Name: Inland Empire Biscuit	Built: 1907/1919
Railroad 1 st to 4 th Addition	Block 1 Lot less R/W Lots 1-2; all 3-6	Legal 35191.0101
Style: Commercial Vernacular	Builder: L.B. Kerrick	Architect: Albert Held (1914 addition)
Classification: Historic Contributing		Site ID #: 061

Description: This large, four-story brick warehouse was built in stages between 1907 and 1919. The primary eastern street-facing façade is tri-partite. A broad projecting belt course delineates the ground floor from the two-story middle section, while a prominent projecting cornice with decorative dentils articulates a distinct upper section. The pointed arch portal entrance is off-center, framed by brick piers that rise to break the parapet line. On the ground level, the concrete foundation rises to meet the building as the street slopes down to the north. Openings on this level are irregularly spaced and shaped with projecting brick sills. The window openings on the second and third floors are arched and have been boarded up. The top floor consists of large square multi-light steel sash windows with off-center pivoted casements for ventilation. All window openings on the elevation extending to the north are consistent with these. Overall, the building retains excellent integrity, and is one of the best extant representative examples of period warehouses in Spokane.

Cultural Data: In 1908 the Empire Candy Co. (founded by Fred E. Krause and E.F. Gurske in 1899), which built this warehouse the previous year, and the Inland Cracker Co. (founded by F.W. Keisling in 1903) merged to form the Inland Empire Biscuit Co. In 1914 the company contracted architect Albert Held and builder L.B. Kerrick to create a four-story addition to the warehouse and factory for \$15,000, presumably that at the northwest end. Also known as the Tru-Blu Biscuit Co. starting in 1915, further additions to the building were made in 1916 and 1919, both at \$10,000. Inland Empire Biscuit/Tru-Blu produced cookies, crackers, and candies. In 1930 the Tru-Blu Biscuit Co. was listed separately from Krause's Candy Co., the latter of which shared space here by 1933 with the Loose-Wiles Biscuit Co. Loose-Wiles occupied the space from 1939-1945, and the Sunshine Biscuits, Inc. from 1949-1955. In 1956 the Bell Furniture Co. acquired the building for its warehouse renting out office space to others beginning in the 1960s. Current occupants include A-Economy Storage and John Stone Development (the building owner), among others.

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221 W. First Ave Historic Name: Northern Pacific Depot Built: 1890
Legal 35191.0006 (Note: This is the parcel number for the property; no block or lot information is available according to Spokane City/County records.)
Style: Romanesque Revival Builder: Dock & Wilson Co. Architect: unknown
Classification: Historic Contributing Site ID #: 062
Description: Designed for grade operation, the three-story brick and stone has a hipped roof with a cross gable over the entrance. It features a boxed cornice with dentils above brown granite used as a beltcourse. Its windows are rectangular with stone transoms above larger rectangular windows. Additional metal awning shelters the passenger loading area. The building's entrance (an addition) is brick gable, detached from the building. Brown granite is used as ornamentation. Four brick pillars support the gabled entrance, covering passengers prior to entry the main doors. Its doors are modern glass doors with arched glass windows above.
Cultural Data: The only remaining railroad station in Spokane, the Northern Pacific Depot was built in 1890 to accommodate the growing demand of rail service in Spokane and the surrounding area. The Great Northern and Union Pacific depots were demolished in preparation of Expo '74. This is the second Northern Pacific Depot—an earlier one was located farther west. Dock & Wilson Co. from St. Paul, Minnesota was the contractor for the train station.

255 W. Sprague Ave.
19-25-43 A triangular tract of land located in nw1/4 of ne1/4 of ne1/4 daf: beg at the intersection of the s r/w ln of Sprague ave and the e r/w ln of Bernard st, th ely alg sd s r/w ln to pt of intersection of a ln drawn par with & dist 200ft nwly of measured radially to Burlington Northern rr companys' (formerly northern pacific rr company) main track c/ln as originally located and constructed, th swly par with sd rr companys' main track c/ln to a pt on the ely r/w of sd bernard st, th nly alg sd ely r/w ln of Bernard st to pob.
Legal 35191.0007
Classification: Vacant Site ID #: 063

125 S. Stevens St. Historic Name: McClintock-Trunkey Bldg Built: 1916
NP RY CO SUB of R/W lease 249344 L1-6 BA Lot 1-6 Legal 35191.5501
Style: Commercial Vernacular Builder: Fred Phair Architect: Whitehouse & Price
Classification: Historic Contributing Site ID #: 064
Description: While this five-story building has a distinct façade it is part of a larger complex with a single irregularly shaped footprint. That same year, the company made an addition to the east of the original building that wraps around and envelops this one to abut the railroad grade. The street-facing façade is divided into five bays by concrete piers. On the ground floor, each bay consists of a large central fixed plate glass window flanked by smaller ones with multi-light transoms above each and awnings above all, except the bay at the north end, where there is an arched brick entryway framed by brick piers with decorative concrete adornment. The bays on the upper floors consist of multi-light set-in-sash steel windows surrounded by borders of dark red face brick. Above and below the windows, spandrels at the different floor levels feature decorative panels of brick laid in geometric patterns. The cornice is a combination of concrete and decorative brick dentils. A prominent fire escape runs down the next to northernmost bay from the fifth to second floor.

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Cultural Data: This building was built as the new headquarters for the McClintock-Trunkey Co., wholesale grocers located next north, in 1916 at a cost of between \$70-75,000. It was designed by the prominent architectural firm of Whitehouse and Price and constructed by contractor Fred Phair. An article in the Spokesman-Review promised that the façade would be "imposing and dignified and at the same time appropriate for housing such a business." In 1951, Spokane Warehouse and Storage Co. acquired the entire McClintock-Trunkey complex and converted the original office and warehouse into a parking garage while maintaining the larger structure as office and warehouse space. The parking structure was subsequently sold off to Evergreen Parking, while this building has remained with Spokane Warehouse and Storage.

510 W. Railroad Ave.

NP RY Cos subdivision of portion of Railroad

Block 13 Lot 9-10 (west lot); Lot 8 (east lot)

Classification: Vacant

Legal 35191.5503 (west lot); 35191.5502 (east lot)

Site ID #: 065

119 S. Howard St.

Historic Name: Hughes & Co.

Built: 1910

NP RY CO SUB of R/W/W Lot L11; all Lots 12-13 BA lease E 19710 & 50231

Legal 35191.5504S

Style: Commercial Vernacular

Builder: unknown

Architect: unknown

Classification: Historic Contributing

Site ID #: 066

Description: This four and a half story brick building has a tri-partite façade with a flat, thin cornice with a large, pronounced projection. The bottom section consisting of a daylight basement and first floor, a two-story middle section, and a single-story top section. The bottom section is delineated by a terra cotta projection adorned with dentils that mimics the building's cornice with its ogee moldings. It is divided by piers into five bays with a central bay serving as the entrance with a deep reveal at the top of a staircase. The other bays consist of large store windows with terra cotta sills. The piers are capped with the logo of Hughes & Co., the former and original occupant of the building. The middle portion of the building is also divided by terra cotta-capped brick piers into five sections. Each bay features paired four over four wood sash double-hung windows in a deep reveal with terra cotta sills. The top section mirrors the fenestration of the middle section, except that the terra cotta sill above is continuous and features decorative terra cotta ornaments suspended below. A brick belt course articulates the ceiling level of the top floor. Above, brick work in relief forms alternate between square and rectangular panels.

Cultural Data: In 1910 Hughes & Co. Wholesale Plumbing Supplies had its ca. 1895-1900 2-story headquarters rebuilt, creating the 4-1/2 story brick building that remains. The building has seen subsequent alterations: in 1915, it was altered to accommodate the elevated railroad grade; in 1948, builder Irving Peterson constructed an addition; and in 1957, the first floor was remodeled. Formerly Hughes and Griffith, Hughes & Co. was founded by George H. Hughes and J.H. Griffith. The latter had been in charge of the heating and plumbing department of Holley-Mason until 1892, when he bought the department and established Griffith Heating & Plumbing Supply Co. Hughes had been a partner in the Utica, New York, plumbing firm of Wicks, Highes, and Griffith, and came to Spokane in 1890 to open and manage a branch. Hughes and Co. was formed in 1894 when Griffith's company was absorbed by Hughes. The company remained in the building until 1962, when it relocated. Kershaws Kershaws Furniture, Inc., leased it then and is the current owner and occupant.

120 S. Howard St.

NP RY Cos subdivision of portion of Railroad Block 14 Lot 15

Classification: Vacant

Legal 35191.5516

Site ID #: 067

123 S. Wall St.

Historic Name: Armour & Co.

Built: 1902-1916

NP RY CO SUB of R/W Lot parts of Lots 15-17

Legal 35191.5507

Style: Commercial Vernacular

Builder: unknown

Architect: unknown

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Classification: Historic Contributing

Site ID #: 068

Description: The largest, central portion of this structure is a raised two-story brick building with a corbelled brick parapet with granite trim. It features a centrally located recessed arched entrance. The two bays of windows on the first and second floor to the north are identical, while the south side of the building consists of single one over one double-hung wood sash windows under a flat head with brick sills on the second floor and granite sills on the ground floor, where window openings are adorned with green awnings. The basement windows spanning the building are segmental arched. To the south of the building, a single-story brick structure abuts the railroad grade. Its façade consists of three symmetrically spaced arched window openings with granite sills; below, daylight basement windows are also arched. To the north of the main structure is the radically altered remnant of a two-story brick filler addition; only ironwork remains where the façade once stood flush with the main building.

Cultural Data: This building was built in stages as the city offices of Armour & Co. Meat Packing between ca. 1902 and 1916. In 1902, Armour & Co. secured a side sewer permit and that same year permission to connect with the city water main was issued to J. Ogden Armour. Subsequent permits for wiring were issued to Armour & Co. in 1908, 1909, 1911, 1912, and 1914. In 1916 contractor Charles Jasper built a new warehouse addition for the company and also undertook alterations to its garage. Armour & Co. remained in the building into the 1920s. Columbia Electric, manufacturers of light fixtures, later purchased the building from Northern Pacific, and moved into it in 1942, apparently after a period of vacancy. In 1948 the company engaged the architectural firm of Whitehouse and Price to make further alterations. Columbia Electric remained into the 1950s, before Brown-Johnson, mechanical contractors, purchased it, remaining into the 1960s. Kenneth Brooks and Associates, architects, bought the northern portion of the building--then a brick shell--in 1960, and completely remodeled it to serve as their offices. The firm subsequently purchased the southern portion of the building and renovated the entire structure as the Atrium building. One of the best known former occupants of the Atrium, the Magic Lantern Theater, opened for business here in 1973. Other tenants have included shops and restaurants. The family of Kenneth Brooks still owns the building.

124 S. Wall St.

Historic Name: Powell-Sanders

Built: 1915

NP RY CO SUB of R/W

Lots 19-20 BA lease # 88313

Legal 35191.5301S

Style: Commercial Vernacular

Builder: W. J. Hoy & Co

Architect: unknown

Classification: Historic Contributing

Site ID #: 069

Description: This five-story brick and concrete building has a pedimented belt course on the main (east) façade which articulates a lower portion consisting of the raised first floor with a basalt foundation. A wide truck door is located at the south end, near the railroad grade. The rest of this portion is dominated by a series of five large storefront windows. The central bay once featured a recessed stair up to an entrance at floor level. The upper floors are divided into seven bays with wide spaced windows. The second, third, and fourth story windows are three over three square wood paneled with decorative spandrels above the second, third, and fourth floors. The windows on the top floor have round heads, with wide accented arches rising from an ornamental band below their spring line. A corbelled, dentiled projecting cornice characterizes the top.

Cultural Data: Powell-Sanders, wholesale grocers, built this new warehouse and office in 1915 after their previous warehouse at the site burned in a fire. Construction coincided with the elevation of the railroad grade, which required many businesses along the tracks to make alterations to accommodate the change. The company hired W. J. Hoy & Co., the firm awarded the contract to elevate the grade, to build its new warehouse as well. Edward Powell, the founder of the company arrived in Spokane in 1889 and established a grocery store. Shortly thereafter he was elected to general assembly and served in the House before serving as mayor of Spokane in 1893-94. In 1896, Powell was one of the organizers of the Boothe-Powell Company (which became Boothe-McClintock in 1903 and McClintock-Trunkey in 1908). In 1900 Powell pulled out and established a competing company, Powell, Roberts, & Finley Co., which built its headquarters, a three story brick building, on this site in that year. The company, which became one of the largest wholesale grocers in the city, particularly well-known for

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At an estimated construction their "Le Roi" brand of coffee, was reorganized as the Powell-Sanders Co. in 1904. An article in the Spokesman-Review announcing the buildings near completion predicted that it would be "the most modern wholesale grocery warehouse in the west." cost of \$125,000, it included gravity system conveyors to handle goods, spiral chutes to convey heavy commodities to lower levels, and a tube system for interdepartmental communication. The building featured lockers for all employees, as well as drinking fountains and separate men's and women's bathrooms on all floors. Powell-Sanders remained until it went out of business in the early 1930s. The U.S. Department of Agriculture then acquired the building, but it remained vacant until 1941, when Lomax-Grimmer Warehouses took over, and rented out office space to a broker and a print shop. Lomax-Grimmer remained until 1946. The following year, Lyon Van and Storage bought the building, and renamed it the Lyon Building in 1950. Lyon retained ownership of the building until 1995, but the McGinnis Independent Paper Co. took over occupancy in 1961. The building is currently owned by Elizabeth D. McGinnis.

123 S. Post St. Historic Name: Ramada Inn Built: 1959
Railroad Addition Block 2 Lot 5-6 Legal 35192.5302
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Non-historic, non-contributing Site ID #: 070

Description: This three-story building is L-shaped in plan with exterior corridors that lead to individual motel rooms. It is clad in stucco and has a green metal roof. The building's surface parking lot is accessed through a sloped driveway ramp. Another ramp leads into the lower level covered garage. Alterations to the façade appear to have been made in the 1980s or early 1990s.

Cultural Data: This motel was built in 1959. It is located on the edge of the western boundaries of the district. Its age and lack of architectural significance disqualifies it from contributing status to the district.

429 W. First Ave Historic Name: Wellington Court Built: 1898
Railroad Addition Block 12 Lot 1 west half Legal 35191.2302
Style: Commercial Vernacular/Romanesque Revival Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 071

Description: This three-story red brick building is characterized by a simple cornice and retains an original Romanesque arch of pitch faced granite on the west façade. Upper floor windows are new replacement vinyl windows with snap-in mullions. The original flat gauged brick arches above the windows have been bricked-in. Triangular oriels project above the arched entry at the second and third stories. Oriels are individually roofed with slightly flared metal mansard.

Cultural Data: The Wellington Court Building, offering commercial space on the ground floor and lodging above, was built for Mrs. Agnes McDonough in 1898. In 1901 the Women's Exchange, purchased the building and established a hotel for women. By 1903, the hotel was advertising as the Hotel Aberdeen, and that name remained in 1915, when architects Hyslop and Westcott drew up plans to remodel it. In 1920 the property was deeded to J.D. Sherwood, a prominent Spokane Businessman with interests in real estate and mining, who was an organizer of the first electric light company in Spokane, which became Washington Water Power Company. Sherwood owned the building until his death in 1956, when he left it to Deaconess Hospital. After Sherwood purchased the building the lodging space on the upper floors became the Bachelor Apartments (1921-1935). While the Bachelor name remained in use on and off, other names were also used, including the Grant Hotel during the 1930s and 1940s, and the Baker Hotel during the 1950s and 1960s. Commercial space on the ground floor housed office space and various businesses, most notably the D.J. McGillivray Investment Company from 1922 through the 1940s, and a succession of barber shops and sign painters. The building also served as a transportation center. During the 1910s, it housed Modern Taxi, and Diamond Taxi during the 1920s. During the 1940s, the Okanogan Valley Bus Lines had its depot in the building, remaining independent of the depot at Trent and Howard which other lines shared. Currently, the ground floor commercial space is occupied by a shop called Mosaic.

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427 W. First Ave Historic Name: Stewart Building Built: 1903
Railroad Addition Block 12 Lot 1 east half Legal 35191.2301
Style: Commercial Vernacular Builder: unknown Architect: C. Ferris White
Classification: Historic Contributing Site ID #: 072

Description: The top story of this two-story rectangular brick building extends back less than half the length of the lot, so that the rear half is only a single story. The west façade is framed by quoins that rise to the parapet level, where they are capped with decorative finials. The parapet features a central broken pediment topped with a finial. An inscription with the name of the building is located just below the pediment and a bracketed cornice is located below parapet. The ground floor consists of a storefront with three plate glass windows above wood bulkheads at the east side and a wide double-door recessed entrance at the west. A projecting molding with dentils separates the first and second floors. The second floor is dominated by two pairs of one over one, double-hung, wood windows. The lower sills of these are adorned with dentils.

Cultural Data: C. Ferris White designed this building for owner D.B. Stewart and construction began in 1903. Plans for the building included a horse shoeing shop on the ground floor while the upper floor would be divided into apartments. Stewart intended from the beginning to expand horse shoeing business and so the structure was built in anticipation of an additional floor, at an estimated cost of \$8,000. In 1905, Stewart contracted with architects White and Hyslop to prepare plans for the additions. He intended to expand the second floor and add another story. These plans, however, did not come to fruition. In 1907, Prager-Schlesinger Co., Inc., furnishing goods wholesalers had replaced the blacksmith shop on the ground floor. A succession of taverns occupied the commercial space in the decades that followed, including Murphy's Beer Parlor and Bell Tavern in the 1930s, Kelly's Tavern in the 1940s and 1950s, and the Wrong Number Tavern in the 1960s. The apartments above advertised as the Warrington in the 1930s and as the Paradise apartments in the 1940s. The building has been renovated and now provides office space.

421-423 W. First Ave Historic Name: Transient Hotel Built: 1904
Railroad Addition Block 12 Lot 2 Legal 35191.2303
Style: Commercial Vernacular Builder: McVay Builders Architect: C. Ferris White
Classification: Historic Contributing Site ID #: 073

Description: This two-story building is faced with pressed brick in varied shades of buff colored bricks that creates a variegated appearance. Ground floor storefronts remain little altered and contain original doors. Minimal changes include new glass and corrugated metal infills above entries. Corbelled brick courses occur beneath second story windows. Window openings here have divided sash with brown wood frames and dividers and flat gauged arches with projecting keystones. The upper sashes exhibit unusual tracery. A corbelled brick course occurs below the cast stone cornice. A separate door and different second story window arrangement occurs on the west side. The door opening has a corbelled brick quoin treatment, pitch face granite threshold, full arch with corniced keystone, and contains the original single panel and glass door with transom. The second story sash features pointed arch tracery. A pitch face granite lug sill completes the window opening.

Cultural Data: Built as a single room occupancy hotel, the upper floor has been vacant since 1965. The upper floor was continuously occupied as a hotel space from 1918 to 1964. It was listed under various names, including the Bell (1920-29), the Bellview (1930-31), the Clift (1933-43), and the First Avenue Hotel (1954-64). A number of businesses occupied the ground floor, including Standard Heating and Plumbing Co. from 1918 until 1946.

417 W. First Ave Historic Name: Oakley Building Built: 1908
Railroad Addition Block 12 Lot 3 Legal 35191.2304
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 074

Description: The main façade of this rectangular, three-story, buff brick building retains excellent integrity. A belt course runs between the third story windows and the cornice. Between the belt course and cornice is an inscription plate.

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A metal-capped, brick parapet wall rises above all. The upper floors have three pairs of one over one wood sash windows with voussoirs and keystones. The ground floor consists of a single store front with a central, recessed entrance with double doors. Plate glass windows above wood paneling flank the entrance on either side. A separate entrance at the west end of the building provides access to the upper floors. Original multi-light band windows with a purple hue span above. Original cast iron frames the entire storefront. A neon sign for Spokane Stamp Works, the current occupant of the building, projects from the east end of the façade on the second floor, while a fire escape runs up the west end from the second floor to the roof.

Cultural Data: R.S. Oakley, the original owner, and later a vice president at Spokane Paint and Oil Co., spent \$25,000 constructing the building. Wiring and other final touches were completed in 1909, and the first occupant of the building, the Interstate Rubber Co., moved in that year. Interstate Rubber, headquartered in Chicago, specialized in "belting, hose, packing, all kinds rubber footwear and clothing, including Republic Auto Tires, tire repairs." The company remained through 1915. In 1919, alterations were made to the building to accommodate the General Machinery Co. After a period of vacancy in the 1920s, the O.K. Furniture and Fixture Exchange and Second Hand moved in, remaining through the 1950s and into the 1960s. The current occupant, Spokane Stampworks, moved in as early as 1976, after spending decades down the street at the old Golden West Hotel.

411-415 W. First Ave	Historic Name: Wharton Building	Built: 1901
Railroad Addition	Block 12 Lot 4	Legal 35191.2305
Style: Commercial Vernacular	Builder: unknown	Architect: unknown
Classification: Historic Contributing		Site ID #: 075

Description: This three story, painted, brick building was constructed in 1901. Three piers articulate the upper two levels, rising to a stepped parapet with a carved name plate reading "Wharton Block" centered below on the pediment. A continuous corbelled projection of five courses gives way to the pediment, which, in addition to the name plate, is adorned with a row of rectangular recesses. Each of the second and third stories is articulated by a belt course. The upper floor windows are original with four paired bays each—two in each of the sections created by the piers. The second floor, double hung, wood windows are one over one with flat arches and keystones. Third floor windows are more elaborate, with keystones and semicircular — arches, each containing a single half-round light divided into ten-inch squares. The ground floor storefronts have been altered over the years. The ground floor has modern storefronts under a series of four arches.

Cultural Data: The Wharton Building was named for Samuel M. Wharton. He came to Spokane in 1889, where he operated a brick manufacturing business before investing in British Columbia Mining. The name panel atop the building was not an original feature, having been added some time after Wharton's death—probably during alterations made in 1912. Gray, Ewing & Co.'s Spokane Paper Co. was the first occupant of the building. They remained until in 1908. In 1912, Wharton's widow hired architect J.K. Dow and contractor J.B. Sweatt to make \$8,000 in alterations to accommodate The Elks' Lodge. The Elks remained until 1920. After a period of vacancy in the 1920s, the upstairs space became home to a dance hall, known as the Ramp Dance, in reference to the City Ramp Garage, built across the street in 1928. The ground floor commercial spaces were occupied during the 1930s by a wholesale cigar company and Howard Lanahan's tile and building material business. Lanahan's company and its successors, Parsons & Weller and Danzel & Weller continued to occupy the space at 411 until 1960. 415 housed a beauty supply company, before J.T. Hollingworth Blue Print Co., later Abadan's, moved in 1952, remaining to 1981, eventually expanding to occupy the space at 411 as well. After the demise of Ramp Dance, the upstairs housed the Greek-American Social Club briefly in the early 1940s.

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401-409 W. First Ave Historic Name: Golden West Hotel Built: c. 1903
Railroad Addition Block 12 Lot 5 & 6 Legal 35191.2306

Style: Commercial Vernacular Builder: unknown Architect: Albert Held

Classification: Historic Contributing Site ID #: 076

Description: This three-story building was constructed circa 1903. The ground floor storefronts have been altered significantly with modern windows and covered with plywood panels and corrugated metal. Some original entries are intact. The upper two stories are clad with the original buff brick and exhibit window openings with gauged flat arches and keystones. All upper floor windows are currently boarded up. A stringcourse divides the second and third stories. The corners of the building are detailed with buff brick quoins. Two small rectangular windows and two small oval windows distinguish the fenestration on the west elevation. The original simple cornice and brick parapet remain.

Cultural Data: Designed by architect Albert Held, the building opened as the Golden West Hotel and Bar, with Moritz Petersen as proprietor, in 1904. Petersen's son soon joined him in running the business, and ultimately succeeded him, before the hotel came under new management in 1916. In 1917 it became the New Washington Hotel, continuing under this name until 1933. In 1936 it was renamed again, as the Como Hotel. Commercial spaces on the ground floor have housed a diverse succession of businesses and office space over the years, including grocers, barbers, plumbers, and realtors. The Spokane Stamp Works, now located two buildings to the west, occupied W. 401 from 1932 until 1980. Cole Printing Co., the current occupant, moved in during the 1940s.

418 W. First Ave Historic Name: Fire Station #1 Built: 1890
Railroad Addition Block 10 Lot-east half of S 75 ft lot 3 Legal 35191.2103

Style: Commercial Vernacular/Italianate Builder: unknown Architect: unknown

Classification: Historic Contributing Site ID #: 077

Description: This small, rectangular, painted brick, two-story building was constructed in 1890 as a fire station. Original ground floor door openings for fire equipment have been altered. A narrow projecting molding separates the first and second floors. Second floor windows are segmental arches with brackets resting on piers separating rectangular panels above the four windows. A boxed cornice and a stepped brick parapet are distinguishing features.

Cultural Data: Built shortly after the 1889 fire, Fire Station #1 remained in operation until 1938. The City of Spokane retained ownership for a time, renting it out as a boy's gymnasium, until it sold the building to the Riley Candy Co. in 1944. Riley Candy remained until 1965, after which the building stood vacant until 1972, when Bank and Office Supply Co. moved in. During the 1980s, the City Ramp Garage, adjacent to the west, acquired the property, and, after some alterations in 1983, reopened it as an office building, the Fire Station #1 Mall, Inc. The building continues to provide office space. The building is significant for its association with Spokane's rebirth after the Great Fire and the development of firefighting in the city.

429 W. Sprague Ave Historic Name: City Ramp Garage Built: 1928
Railroad Addition Block 10 Lot 1 parts of lots 2-3 Legal 35191.2101

Style: Art Deco Builder: unknown Architect: Whitehouse & Price

Classification: Historic Contributing Site ID #: 078

Description: This six-story, Art Deco style, reinforced concrete structure has an irregular "L-shaped" footprint fronting streets to the north, south, and west. It is characterized by its vertical massing and surface ornamentation angular geometric forms and details. The concrete is clad in stucco, terra cotta, tile, and brick. The original steel sash windows are intact. The ramps are narrow and carry traffic both ways. They extend all the way to the roof of the building, where additional parking space is available. The ground floor storefronts have been altered over the years.

Cultural Data: The need for more downtown parking in 1928 prompted several prominent businessmen in Spokane to consolidate their efforts to have the City Ramp Garage built. The garage was the first of its kind in Spokane, with paired ramps

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joining floors at intermediate levels. L.W. Hutton, Joel Ferris, and W.J. Kummers financed the garage and had to secure a license from D'Humy Motoramps, which then held a patent on the design scheme. Ben Garnett of the City Engineer's Office, designed the reinforced concrete structure, while architects Whitehouse and Price created the Art-Deco exterior. Early occupants of the first story commercial spaces included Nim's Café, at the small one-story portion at the northeast corner, and a market, at the larger commercial space north of the garage, housing the "Ramp Food Shop," and branches of A & K Meats, Borgan's Grocery, Model Bakery, and Mike Scaler Fruits and Vegetables. The garage continues to serve its original function, with public parking above, gasoline provided at a first floor pump island, and repair and maintenance services offered below.

415 W. Sprague Ave Historic Name: Webster Building Built: 1892
Railroad Addition Block 10 Lot 1 east ½ of N 80ft lot 2; N 80ft lot 3 Legal 35191.2102
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 079

Description: Piers divide the primary, northern elevation of this two-story, square brick building into four bays. The original, narrow, one over one, double hung wood windows openings on the second story are intact but boarded up. A brick stringcourse runs below the second story windows. The cornice is adorned with corbeled brick dentils. On the ground level, the original storefronts have seen extensive alterations. The building's piers define four distinct commercial spaces. The original red brick appears only on the most obscured rear façade of the building, where a single story cinderblock addition has been made; the east façade is painted white, the north a tan color.

Cultural Data: Early city directories list this building as the Webster, with lodging space on the second floor and commercial space below. Initially, the furnished rooms above were listed under the name of the proprietor, but in later decades they were advertised under various names, including the Plains Hotel during the 1920s, the Dixon Hotel during the 1930s, and the Webster Hotel and Apartments during the 1940s. The upper floor is currently vacant, as it has occasionally been over the past decades. Commercial spaces on the ground floor have housed a variety of businesses, most notable has been Stowell Drug which occupied the space from 1912 to 1960. Sartori and Wolff, manufacturing jewelers, were early occupants in the eastern part of the building. Currently, this site houses a tavern, as it has, by and large, since the 1930s.

401 W. Sprague Ave.
Railroad Addition Block 10 Lot 4-5-6 Legal 35191.2104
Classification: Vacant Site ID #: 080

9 S. Washington St. Historic Name: Hutton Building Built: 1907/1910
Railroad Addition Block 11 Lot 1; west ½ of lot 2 Legal 35191.2201
Style: Commercial Vernacular/Beaux Arts Builder: unknown Architect: J.K. Dow/Clarence Hubbell
Classification: Historic Contributing Site ID #: 081

Description: This seven-story, buff colored brick building was originally built as four stories in 1907. Three more stories were added in 1910. An unfortunate sandblasting treatment has permanently altered the texture and appearance of this brick and terra cotta façade, removing the glazing. The overall composition of the façades is a three part arrangement of stories. At the first story, original bays defined by piers have newer ceramic tile and contain new glass infill. The main (west) entry consists of fluted, terra cotta engaged columns with Ionic capitals, all of. A plain frieze bearing the name "HUTTON BUILDING" belies a bracketed cornice with a turned balustrade occurring overhead. Broad bays are highly ornamented with scrolled cartouche spandrels, and lion and pendant motifs at the fourth story. The sixth story has segmental arched windows with terra cotta voussoirs. A detailed sub-cornice is bracketed with heavy scroll and pendant terra cotta brackets located at pier junctures. The final story repeats with rectangular windows identical to those of the lower five stories, and features a similar crown cornice with

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dentils and cartouche elements at outer piers. A flat coped parapet is interrupted at the corners by slight triangular pediments containing cartouches. Ornamental iron fire escapes occur on the north and south facades.

Cultural Data: Levi and May Awkright Hutton built this building from wealth made in the Coeur d'Alene mining district. They invested in the Hercules Mine in 1887, and, in 1901, the mine struck ore, making the Huttons one of the wealthiest families in the Inland Empire. They built the Hutton Building in 1907 and lived in its penthouse, where they spent some of their most active years. The Huttons became the leading figures in the movement for political and labor reform. May Hutton was active in the women's suffrage movement in Washington and Idaho, was the first female candidate to the Idaho legislature, and the first woman to the Democratic National Convention. Levi Hutton is best remembered for the establishing the Hutton Settlement (National Register, 1976), a progressive orphanage still considered a model orphanage. In 1907, the Huttons financed the Hutton Building, designed by John K. Dow. The original Hutton Building was four stories, but in 1910 three more stories were added under the supervision of Dow's partner, Clarence Hubbell. The Huttons occupied this building during their most active years in various reform movements. The Hutton Building also housed a number of other occupants, including Senator William Borah's office and the architectural firm of Whitehouse and Price. The building is listed on the National Register of Historic Places.

333 W. Sprague Ave.	Historic Name: Whitehead's Dancing Palace	Built: 1919
Railroad Addition	Block 11 Lot 1; east ½ of lot 2; lot 3; W ½ lot 4	Legal 35191.2202
Style: Commercial Vernacular	Builder: unknown Architect: Westcott	
Classification: Historic Contributing		Site ID #: 082

Description: The two-story, red brick building's original function as a dance hall is evident in the broad massing, small windows, and suspended marquee, although the present function is that of a parking garage. Brick is rusticated at the first story. A large central opening has been altered for the garage entrance and no original doors remain. A newer opening occurs at the west, and an original east window and door are boarded up. A terra cotta course defines the second story. Over the marquee are three arched openings containing French windows with fan lights overhead. Terra cotta keystones accent the arches. Four circular terra cotta tiles occur overhead. Façade edges are treated as piers and contain bracketed triangular pediments over the small windows. A bracketed terra cotta cornice is bound by piers which have projections containing diamond and arrow terra cotta inlays. Terra cotta copings finish the parapet.

Cultural Data: This building was built as a ballroom for Charles R. Whitehead and his nine-piece jazz orchestra. The building offered several unique features for its day including an octagonal "floating" dance floor, reinforced with concrete. To leave more room for dancing, no posts or pillars were used to support the roof. Instead, thick walls supported ten huge trusses spanning 100 feet that supported both the roof and ceiling. Finally, a special ventilation system was designed to wash and cool the air in the auditorium, changing it every five minutes. The establishment underwent an interior remodeling in 1923, based on plans drawn by Kirtland Cutter, and it reopened the following year as the Garden Ballroom. In 1942, the building was remodeled as a bowling alley, with coffee shop and garage, as the Garden Lane Sports Center. In 1962, the bowling alley was renamed the Civic Center Bowl, and the garage became the Civic Lanes Garage in 1965. In 1967, Avis Rent-A-Car occupied the entire building, remodeling it as a garage. It currently provides covered public parking.

319-321 W. Sprague Ave.	Historic Name: Antler's Hotel	Built: 1909
Railroad Addition	Block 11 Lot E ½ of N ½ of lot 4; W ½ of N ½ of lot 5	Legal 35191.2203
Style: Commercial Vernacular	Builder: unknown Architect: unknown	
Classification: Historic Non-Contributing		Site ID #: 083

Description: Originally built as a four-story single room occupancy hotel, only the first floor remains. The remaining first story is completely altered but retains a wide terra cotta belt course at the first and second story juncture.

Cultural Data: Various shops, businesses, and restaurants occupied the first floor, including Spokane Display Service,

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Neville's Baths, Coney Island Café, Turner Office Supply, and Richter and Brown Photographers. Since the 1940s, it has housed a succession of taverns, including the Blue Moon, Bo-Jangles, and the Tin Ear. The hotel above had several different names. It opened as the Antlers Hotel, with 2 stores on the ground floor and 14 rooms on each of the upper three stories, built for Gardeng Investment Co. in 1909. For a time the building was owned by K.N. Laney. In 1911 she sold the Antlers to Mr. and Mrs. Chappel of Greenwood, B.C. for \$8,000. Over the years, the hotel changed names about every decade. It was the Hotel Virginia in the 1910s, the Victory Hotel in the 1920s, the Garden Hotel in the 1930s, and the Oxford in the 1940s and 1950s. During the 1960s, the hotel became an apartment building named the Alfred, and later New Alfred Apartments. At some point after this, the upper floors of the building were removed. In 1999 it was remodeled for occupant Outback Jack's, a bar and nightclub that also occupies the building next east.

315 W. Sprague Ave. Historic Name: Spokane Auto Market/Uptown Garage Built: 1917
Railroad Addition to Spokane Falls Block 11 Lot N 82.5 ft of E ½ lot 5; N 82.5 ft of lot 6 Legal 35191.2205
Style: Commercial Vernacular/Art Deco Builder: unknown Architect: Riggs & Van Tyne
Classification: Historic Contributing Site ID #: 084

Description: This one-story, brick building has an intact main façade with Art Deco detailing. Punctuated by piers, the bays of segmental arched windows with alternating upper lights of two or four divisions. Plain terra cotta rectangles accent the spring of the arches. Above the arches are rectangular brick panels with terra cotta diamond and squares decorating the piers. Ornamented pier caps of terra cotta project through the cornice and feature cartouche and scroll emblems. Heavy terra cotta copings finish the parapet.

Cultural Data: Built as a garage, the building opened as the Spokane Auto Market in 1918 and was later the Uptown Garage from 1923 to the 1940s. In 1950, the Symons Broadcasting Company renovated it and reopened as the "Television Center Building" where its television station, KXLY was headquartered. Vacant from 1964 to 1970, the building has housed a number of small businesses since that time. Currently, it is part of Outback Jack's, a bar and night club that also occupies the building next west.

314 W. First Ave.
Railroad Addition Block 11 Lot 5 Legal 35191.2211
Classification: Vacant Site ID #: 085

308-312 W. First Ave Historic Name: Lorraine Hotel Built: 1909
Railroad Addition Block 11 Lot 7 Legal 35191.2208
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 086

Description: The three-story, buff-colored brick building was constructed in 1909. The ground floor storefronts have been remodeled but the remaining two stories of buff colored brick and orange terra cotta details are unaltered. The upper two floors remain intact with their one over one double hung wood windows framed by gauged flat arches with large terra cotta keystones extending to a terra cotta course at the third story. Six pilasters rise from the second story and terminate in acanthus capitals. The capitals are split by scrolled consoles which support a modillioned cornice. The vertical lines of the pilasters continue up to the parapet and project slightly.

Cultural Data: This mixed-use (upper floor hotel rooms and ground floor commercial/retail) building opened on Feb. 1, 1909 by W.E. Moore as the Lorraine Hotel and the Lorraine Cafe. The following year, K.N. Laney, a successful business woman, purchased the property from Moore. In addition to the Lorraine, Laney's ventures also included the Cadillac, the Stratford, and the Antlers (just north and west of the Lorraine.) The Lorraine was the closest hotel to the Northern Pacific depot, making it

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highly profitable. In 1911, Laney sold the Lorraine to W.R. Tilghman, a former general merchandise businessman, for \$5,000. It continued to operate under the name Lorraine under various managers until 1942. In 1943, it was renamed the Denver Hotel, later the Denver Apartments, continuing under this name until 1970. The building alternated between vacancy and occupancy. The building recently underwent renovation and will reopen as The Lorraine Office Suites.

308 W. Sprague Ave.

**Havermale's Addition Block 18 of Resurvey & Add to Spokane Falls & W of W Ln of Se1/4 Of Se1/4 Lot all of
lot 3 & N 29ft of lot 4, Blk 1 together with strp E of W Ln of Se1/4 of Se1/4 & W of Lt 3 & N 29ft of Lt 4. Also Strp E
of S 79ft of Lt 1 Legal**

35184.1306

Classification: Vacant

Site ID #: 087

301 W. Sprague Ave.

Railroad Addition Block 11 Lot 8

Legal 35191.2212

Classification: Vacant

Site ID #: 088

236-244 W. Sprague Ave.

Historic Name: Mitchell Hotel/Sidney Hotel

Built: 1905

Havermale's Addition

Block 2 Lot part of lots 8-9

Legal 35184.1212

Style: Commercial Vernacular

Builder: unknown

Architect: unknown

Classification: Historic Contributing

Site ID #: 089

Description: The most prominent feature of this wide, rectangular, three-story, brick building is its bracketed cornice. The third floor is characterized by one over one, double hung, wood, segmental arched windows. A brick stringcourse separates the second and third stories. The second floor has non-original windows. Significant alterations have been made to the first floor. The brick has been covered over with tile. The original cast iron belt course and piers articulating the storefronts, however, remain. The west side of the building has segmental arched windows on both the third and second floors. The first floor windows on the west side are one over one. The entire west side of the building is brick painted white and is equipped with a fire escape.

Cultural Data: Initially planned to be two stories, this three-story brick building was built for the Sweeney Investment Co. in 1905 at an estimated cost of \$20,000. When completed, it housed five storefronts on the ground floor with rooms rented under the name Mitchell House, or Mitchell Hotel, above. By 1919 the Mitchell had changed its name to the Sidney Hotel, which lasted until the building was vacated in the 1980s. Fruit Growers Supply, Fred Schlitz Saloon, and Spokane Lithograph Supply were among the early occupants of the commercial space. Auctioneers, second hand stores, and carpeting stores predominated among later tenants. The building was renovated during the 1990s and now houses the Community Health Association of Spokane with social services on the ground floor and offices and apartments above. The renovation completely altered the storefront level with the tile cladding.

232 W. Sprague Ave.

Historic Name: Spokane Everitt Motor Co.

Built: 1911

Havermale's Addition

Block 2 Lot Exc St lot 7

Legal 35184.1210

Style: Commercial Vernacular

Builder: unknown

Architect: unknown

Classification: Historic Contributing

Site ID #: 090

Description: The primary south elevation of this one and a half story red brick garage is framed by brick piers capped with pyramidal concrete projections that rise slightly above the concrete-capped parapet wall. Below, the façade is divided into three bays, with a central garage door bay flanked by storefronts. The storefront entrances are situated on either side of the garage door below transom windows. They have been altered by the addition of wood paneling, particularly on the west.

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Cultural Data: This garage first appeared in the 1912 city directory as the Spokane Everitt Motor Co. In 1913, owner M. Lang hired contractor Charles Jasper to make alterations to the building. It was altered again in 1923 for owner Ethelbert Jones. The garage housed a succession of automobile service businesses, including Frank Warren Auto Repairs, Henderson Battery Co., and George Preston Auto Repair, until Bear Frame and Axle Service moved in during the 1940s and remained through the 1980s. Sylvan Furniture now owns the garage, which sits vacant.

224 W. Sprague Ave.
Havermale's Addition Block 2 Lot ex N 90 ft & exc st Lot 5 Legal 35184.1208
Classification: Vacant Site ID #: 091

215 W. Riverside Ave.
Havermale's Addition Block 2 Lot 4 Legal 35184.1206
Classification: Vacant Site ID #: 092

209 W. Riverside Ave.
Havermale's Addition Block 2 Lot 3 Legal 35184.1205
Classification: Vacant Site ID #: 093

210 W. Sprague Ave./11 N. Browne St. Historic Name: Hotel Alger Built: 1904
Havermale's Addition Block 2 Lot portion S of alley ex st lots 1-2 Legal 35184.1203
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 094

Description: This three-story brick building is "U-shaped" in plan with a central light well for the upper floors opening onto Browne Street on the east facade. The building is built of red brick with buff brick trim in the quoins at the corners and framing the light well, on the broad belt courses of the entablature, and on the flat arches and keystones above window openings. The east façade has three window bays on each side of the light well. All original double hung wood windows have been replaced with modern windows. The south elevation is clad in stucco on the upper floors (as the east elevation was until 1976). The storefronts on both primary elevations have been modified significantly with wood siding, but both retain original cast iron piers. A prominent, projecting cornice features an egg and dart motif and s-shaped pedestals. The metal capped parapet rises to a balustrade with a star pattern.

Cultural Data: R.K. Neil had the building erected in 1905. This SRO opened in 1906 as the Hotel Alger. During the 1910s, the name was changed to the Bristol Hotel, a name it kept until the upper residential floors were vacated in the 1980s. Commercial spaces on the ground floor have housed various businesses, but floor covering companies have predominated. Currently, a book and game store occupies the space. The storefronts have been altered over the years due to a rapid turnover in ownership and function.

201 W. Riverside Ave. Historic Name: National Hotel Built: 1905
Havermale's Addition Block 2 Lot 1 Legal 35184.1201
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 095

Description: The National Hotel is a three-story brick commercial structure with a flat roof and a basalt foundation. The primary facades are clad with light brown bricks while the secondary elevations are clad in common red brick. The lower level contains several storefronts as well as entries accessing the upper levels. The primary elevations of the upper floors are

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separated into panels by slightly projecting bays, two on each side. These bays are situated below corresponding elevated sections of the otherwise flat parapet. Below the parapet is a large metal cornice, which features a classical entablature with brackets. Where the cornice passes above the aforementioned projecting bays there is a double row of brackets. Below the cornice are decorative rows of brick corbelling. On the upper two levels are rows of windows, each with brick sills and flat arches with ornamental brick keystones. Windows of the projecting bays are narrower than the rest. All of the original wood sash double-hung windows have been replaced with modern single-pane units. The two primary storefronts on the ground level have been combined into one, occupied by a single business. The configuration of large display windows and two recessed entries has been retained. The current wood cladding is not original. Within the recessed entry vestibules, the floors feature decorative tile-work employing hexagonal ceramic tiles. On the east elevation there are two small storefronts, presently abandoned, with newer wood cladding. Two separate pedestrian entries on this side feature brick jack arches with ornamental keystones, like the windows above. Each entry has a single granite block as a step. The wood doors are replacements. To the right of these two doors are two short windows, with lintels and sills similar to the others, with wood sash panes that may be the only original windows left on the building.

Cultural Data: The National Hotel was built in 1905 as an SRO. This building is one of only a few extant SROs left along Riverside Avenue. The Columbia Hotel and the Sheridan, which were constructed to the west, were built about the same time, but demolished at the end of the 1960s, leaving the National standing alone. The two primary storefronts, facing north, are both occupied by an art gallery. The storefronts have been extensively altered over the years due to a rapid turnover in occupancy. The building retains good integrity of its original brick exterior. Original wood sash double-hung windows, however, have all been replaced with modern single-pane units.

203 W. Riverside

Havermale's Addition Block 2 Lot Pt of Lots 1-2; W 5ft Of N 90ft of Lot 1 E 20ft of N 90ft of Lot 2

Legal 35184.1202

Classification: Vacant

Site ID #: 096

207 W. Riverside

Havermale's Addition

Block 2 Lot W 30 ft of N 90 ft Lot 2

Legal 35184.1204

Classification: Vacant

Site ID #: 097

221-223 W. Riverside Ave.

Historic Name: Bicket Hotel

Built: 1904

Havermale's Addition

Block 2 Lot N 90ft of lot 5

Legal 35184.1207

Style: Commercial Vernacular

Builder: unknown

Architect: unknown

Classification: Historic Contributing

Site ID #: 098

Description: This four-story, rectangular buff brick building rises to a modest cornice with ornamental molding featuring dentils. The upper floors have four symmetrically spaced square-topped window bays with flat arches and prominent keystones highlighted with red and blue paint. Non-original aluminum sliding windows have replaced the originals. The ground floor commercial space has been altered by the addition of stucco siding and wood paneling that obscure the original storefronts.

Cultural Data: Owner W.E. Martin secured a side sewer permit in 1904 for this building which opened as the Bicket Hotel in 1905. By 1910 the name had changed to the Hotel Leland. During the 1930s and 1940s it advertised itself as the Waldorf Hotel and as the Waldorf Apartments during the 1950s and 1960s. After a period of vacancy during the 1970s the apartments reopened as the New Leland in the 1980s. Currently, the upper floors rent as the West Riverside Apartments. The ground floor of the building has housed a succession of taverns in one space while the other space frequently housed a barber shop. The storefront is currently vacant. It has been extensively altered over the years due to a rapid turnover in occupancy.

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227 W. Riverside Ave.
Havermale's Addition

Historic Name: Mearow Block
Block 2 Lot 6

Built: 1905
Legal 35184.1209

Style: Commercial Vernacular/Greek Revival Builder: unknown Architect: unknown

Classification: Historic Contributing

Site ID #: 099

Description: The Mearow Block is a three-story commercial structure with a flat roof and a basalt foundation. The façade draws upon Greek Revival architectural elements. The cornice is pedimented in the center. Below this is a large metal cornice, featuring entablatures and small modillioned blocks. These form a large pediment in the center, below which is mounted a metal plate bearing the words "Mearow Block." Four brick pilasters below give the appearance of Greek columns supporting a classical pediment. The capitals are elaborate, combining the volutes of the Ionic order with egg and dart and foliage. The columns are mostly plain, but striated at the lower end. The simple bases rest upon a concrete or sandstone stringcourse. The pilasters divide the upper façade into five panels. Except for the center panel, each panel contains one window opening on both the second and the third levels. Window openings on the third level have flat brick arches and brick sills, while those below have brick segmental arches with ornamental brick keystones, and incorporate the stringcourses as sills. The central panel contains two sets of small wood sash casement windows placed beneath a flat arch, on the third level, and a segmental arch on the second level. The ground floor storefront has been completely altered, with no entrances remaining. It consists of large metal sash display windows with board and batten cladding above. Most of the window openings on the upper level have been covered with metal louvers. The Mearow Block is a double-front structure, with a secondary façade facing Sprague Avenue. This south elevation is more plain, with brick piers framing the flat arched window bays and rising to a cornice adorned with decorative brickwork and a name plate which has lost most of its lettering. The storefront below, with three metal and glass entry doors, has been faced with fake granite wallboard. Remnants of an iron storefront frame remain visible.

Cultural Data: The Mearow Block was built in 1905 for Joe Mearow, owner of the Mearow Auction & Realty Co., which became associated with the Bell Furniture Co., a long time occupant of the building. In 1952 the Bell Furniture Co. moved and Sylvan Furniture took over the premises, where they remained until 2002. Upper floors housed lodging rooms, similar to those offered in Single Room Occupancy hotels.

235 W. Riverside Ave.
Havermale's Addition

Historic Name: The Hale
Block 2 Lot 7

Built: 1904
Legal 35184.1210

Style: Commercial Vernacular/Italianate Builder: unknown Architect: unknown

Classification: Historic Contributing

Site ID #: 100

Description: The Hale is a three-story commercial structure with a flat roof and a basalt foundation. The primary (north) façade is clad with gray brick. The upper two levels contain canted bay windows accessing the rooms and hallways of a former SRO, while a storefront occupies the ground level. Below the flat parapet is an overhanging metal cornice composed of a simple entablature with small modillion blocks. Directly below are horizontal courses of dentils and egg and dart designs. A panel with the word "Hale" printed on it is centrally located below the cornice. The most striking features of the façade are the bay windows reminiscent of Italianate architecture. These contain long narrow window openings that are currently covered with metal louvers. These bays appear to be made of wood frame with plaster ornamentations employing garlands, scrolls, and floral motifs. The lower storefront level has been completely altered, consisting of large metal sash display windows, steel and glass entry doors to the left side, and board and batten wood cladding above.

Cultural Data: Built in 1904, the Hale Building opened as the Hale Hotel beginning in 1905. After a brief period as the Del Monte Hotel during the 1910s, the name changed again to the Kincaid Hotel during the 1920s. In the 1940s these floors were converted into apartments rented under the name Stanley Apartments until they were vacated in the 1970s. Longtime tenants have anchored the first floor commercial space over the decades. Hocking Drug occupied the space at 233 W. Riverside from at least 1910 to the 1950s. Likewise, the Bouquet Barber Shop was a fixture at 231 from the 1920s through the 1960s, while

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Blick's Grinding and Cutlery was housed at 235 from the 1940s through the 1960s. After a period of vacancy during the 1970s the building was acquired by Sylvan Furniture which altered it to connect it with their store located next east. The storefronts have been altered over the years due to a rapid turnover in ownership and function.

237 W. Riverside Ave. Historic Name: The Albert Built: 1904
Havermale's Addition Block 2 Lot 7 Legal 35184.1211
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 101

Description: This three-story brick building has a stone foundation and a flat roof. The brick of the primary northern façade has been painted tan. The overhanging cornice, consisting of a tabature with dentils, appears to be made of wood, though the supporting brackets may be made of stone or concrete. Below the cornice, there is a centered name plate identifying the building with lettering in relief. Below this is a stringcourse of corbelled brick. The flat arched windows on the second floor contrast with the more elaborate third floor windows which are semicircular double hung with keystones and moldings. All original double-hung wood sash windows have been replaced with modern double-hung aluminum sash units. A stringcourse of cut bricks separates the upper floors from the lower level. The new steel and glass entry door is flanked by wood sash display windows. At the left end of the façade is a wood and glass door, with transom light, that accesses the interior stairway to the upper levels.

Cultural Data: After its construction in 1904, the Albert building housed the Hotel Albert on its upper floors with the ground floor devoted to commercial space. The hotel was renamed the Rex in the 1910s, and retained that name until it was vacated in the 1950s. Various businesses occupied the commercial space, with the National Printing Co. being the most durable, remaining through the 1930s, 1940s, and 1950s. Ore Inc., mineralogists and jewelers occupied the space in the 1970s and 1980s. The exterior of the building was remodeled in 1992 under new ownership. The commercial space is currently occupied by the High Noon, a sandwich shop. Original wood sash double-hung windows of the upper level have all been replaced with modern double-hung aluminum sash units.

239 W. Riverside Ave.
Havermale Addition pt of 18-9 block 2 Lot W 20ft of N 88.98 ft of 18 < N 88.98 ft of 19 & vac stp 10.5ft wd w of & adj
Legal 35184.1213
Classification: Vacant Site ID #: 102

8 N. Bernard St.
Havermale Addition Block 2 & vac stp 3.5 ft wd E of & adj exc pt of 13 for st Lot 10 to 13
Legal 35184.1214
Classification: Vacant Site ID #: 103

301 W. Riverside Ave
Havermale Addition Block 1 Lot E ½ Lot 1-2 Legal 35184.1302
Classification: Vacant Site ID #: 104

302 W. Sprague Ave
Havermale's Addition Block 1 Lot 4 Legal 35184.1301
Classification: Vacant Site ID #: 105

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307 W. Riverside Ave.	Historic Name: F.C. Robertson Bldg	Built: 1913
Havermale's Addition	Block 5 Lot 1-2	Legal 35184.0915
Style: Commercial Vernacular	Builder: unknown	Architect: Cutter and Malmgren
Classification: Historic Contributing		Site ID #: 106

Description: The F.C. Robertson Building is a three-story brick structure with a flat roof and a stone foundation. The building is characterized by a metal boxed cornice with brackets. Directly below the cornice is a stringcourse of light and dark brickwork placed in a chain-link design. The second and third levels feature varying textures and patterns of brick tapestry work. The third story windows are paired sets of double-hung wood windows, with multiple panes and fan lights above. Above each set is a round arch that contains geometric ornamentation created from plaster and polychrome tiles. Below each third level window is a decorative appliqué, also made from plaster and tile. The second level windows are similar to those above but without the fan-lights and upper arch décor. Below each set of second level windows is a decorative rectangular panel, again made of plaster and tile. A terra cotta stringcourse separates the lower storefront level from the wall surfaces above. Although altered, the storefronts maintain compatibility with the building. The storefront has two recessed entries, display windows, and large single pane transom lights. Two iron storefront frame uprights remain, with the embossed words "Union Iron Works, Spokane, Wash." The east side of the building, which once abutted another structure, has been completely covered in stucco, except for two new vinyl sash windows to the rear.

Cultural Data: Designed by the prominent architectural firm, Cutter and Malmgren, the building was initially called the F. C. Robertson Building (it was later known as the Waterman Building from 1924-1940), financed by attorney Frederick C. Robertson at \$50,000. Between 1899 and 1902, Robertson defended striking union miners in the Coeur d'Alene district, where martial law order was lifted and the miners released. The upper floors of the building were intended for use by the Odin Hall of Scandinavian Brotherhood, a fraternal lodge. Another fraternal organization, the Sons of Norway, moved into the space in 1942. This group restored the building next west for use as an entrance in 1965. The Sons of Norway relocated in 1978, and, subsequently, the building was purchased by the Glen Dow Academy of Hair Design. The commercial storefront level of the building has seen a number of occupants, including a cigar store, taverns, cafes, and a state liquor store.

311 W. Riverside Ave.	Historic Name: Bob's Chile/Sons of Norway entrance	Built: 1912
Havermale's Addition	Block 1 Lot 1	Legal 35184.1301
Style: Commercial Vernacular	Builder: unknown	Architect: Zittel and Rigg
Classification: Historic Contributing		Site ID #: 107

Description: The façade of this small, two-story building is largely intact. The arch entry consumes the entire massing and has a new glass storefront system and a single entry. An ornamental cornice with console brackets and a central foliated cartouche device support an ornate scrolled iron balustrade. The second story features a broad segmental opening, now with divided glass infill. A massive window hood supported by large scrolled and corniced brackets frame the window, and an oval cartouche design reflects the arcading of the neighboring building to the east. In 1965 the Sons of Norway altered the interior of the building, adding an elevator and circulation staircase, to serve as the entrance to their headquarters located next east. Exterior windows have also seen significant alteration.

Cultural Data: This was an infill building on a lot that was originally planned as an alley. The land was donated to the City of Spokane by the owners, but the new ownership was not recorded as a result of neglect or mistake. The same photograph shows that in 1913 the building housed a second restaurant for Bob's Chili Palace, a Spokane dining institution later known as Bob's Chili Parlor, or, simply, Bob's Chili. Bob's Chili was founded between 1905 and 1910 by Robert "Chili Bob" Clearly. Around 1915 the building began to house a series of barbers or barber supply shops to 1945, and then cleaners from 1947 to 1964. In 1965, this building was renovated as the entrance to the Sons of Norway Hall (next door east). The building still serves as the entrance to the building next east, and both are currently owned and occupied by the Glen Dow Academy of Hair Design. Although the window and door sashes of the façade have been modified, it retains excellent integrity of materials and appearance.

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315 W. Riverside Ave. Historic Name: Morgan Bldg/Fairmont Hotel Built: 1909
Re and Ex to Spokane Falls Addition Block 18 Lot 1 Legal 35184.2901
Style: Commercial Vernacular Builder: unknown Architect: Alfred Jones
Classification: Historic Contributing Site ID #: 108

Description: The Fairmont Hotel is a five-story brick building with a flat roof and a stone foundation. It is a double-front structure, with facades facing both Sprague Avenue and Riverside Avenue, to the south and north, respectively. Two open light wells, rising from the second floor level, are located within the building's interior. Recently a high, flat parapet, constructed of concrete blocks, has been built around the cornice. A tall pediment is centered over each façade. This parapet wall is a reconstruction of an earlier one destroyed by fire. The exterior upper walls of both facades are identical, featuring three bays of windows. Those to either side have square window openings, with flat brick arches and decorative brick keystones. Windows in the central bay are joined in sets of three, the topmost being crowned by a brick segmental arch embellished with decorative brick keystones. The sides of the central bay are delineated by decorative brick quoins. The windows are all metal sash double-hung. The north-facing storefront is not original but is compatible with typical historic storefronts of the period, with recessed entries, and large display windows with transom windows. Much of this appearance is the result of recent remodeling, but the original iron storefront frame is incorporated into the design. This consists of several plain columns supporting a horizontal entablature with a frieze of rectangular panels. The south-facing storefront, although currently being rebuilt, also contains visible iron frame remnants, including four cast iron columns, one featuring a scalloped texture, that were built by Union Iron Works of Spokane.

Cultural Data: The Fairmont Hotel was built in 1909 as an SRO. An adjacent SRO, the Arlington Hotel, was destroyed by fire in 1999. Daniel Morgan, a local real estate dealer who recognized the need for more housing to accommodate the burgeoning work force, financed construction of the hotel. Alfred Jones, a local architect, was commissioned to design the building. Originally the building had six stories, as illustrated in a photograph dating to 1929. Shortly afterward a seventh story was added. In 1941, a fire swept through the upper floors of the building, completely destroying the seventh floor. When the damage was repaired in 1943, the seventh story, along with a pedimented parapet displaying the word "Morgan," was removed. The building was then reopened as the Fairmont Apartments. In 1999, the Arlington Hotel fire caused damage to the upper floors of the Fairmont Hotel once again. Recent remodeling has further reduced the height of the building, from six stories to five, but reconstruction of the pedimented parapet has somewhat restored the original profile. The storefronts of the Fairmont Hotel have undergone tremendous turnover through the years and have, as a result, been extensively altered.

319 W. Riverside Ave. Historic Name: Wonder Department Store Built: 1905
Re and Ex to Spokane Falls Addition Block 18 Lot 2 Legal 35184.2903
Style: Commercial Vernacular Builder: S.G. Morin Architect: unknown
Classification: Historic Non-Contributing Site ID #: 109

Description: Both of the main facades of this building are covered by a smooth stucco. The original brick is apparent on the west elevation. Original window openings are covered; fire escapes connect the current pairs of openings on each floor. This building has extensive irreversible alterations.

Cultural Data: This building was erected by S.G. Morin for S.J. Holland in 1905 at an estimated cost of \$60,000. Holland leased it to the Wonder Department Store. The Wonder Department Store, which advertised itself as "Spokane's Big Store" in lettering across the cornice, was established in Spokane in 1895, with Frank R. Culbertson owning a controlling interest. It sold groceries in addition to dry goods. Culbertson was a wealthy financier and railroad contractor, and held interest in the Culbertson-Grote-Rankin Department store with which Wonder eventually merged. The Wonder Department Store stayed in this location until 1914, and was followed by a series of furniture stores. In 1921, the Standard Furniture and Fixture Company moved into this building and occupied it for three years. The Sherman Clay Company, dealing in musical instruments, occupied the building from 1924 until 1930. In 1939, the Riverside Furniture Company moved into this location, followed by

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Byrd Furniture in 1944. In 1948 the Bell Furniture Company moved into this building. Bell Furniture was a downtown fixture for many years, before it was replaced by the current occupant, Dania Furniture. Some time prior to 1974 both exterior facades of this double-front building were covered in stucco, obscuring all exterior windows. The storefronts have been extensively modified.

326 W. Sprague Ave
Res & Add Spokane Falls Block 18 Lot 3 Legal 35184.2904
Classification: Vacant Site ID #: 110

330 W. Sprague Ave
Res & Add Spokane Falls Block 18 Lot S 89.12 ft lot 4 Legal 35184.2906
Classification: Vacant Site ID #: 111331 W.

Riverside Ave
Res & Add Spokane Falls Block 18 Lot N 90 ft lot 4 Legal 35184.2905
Classification: Vacant Site ID #: 112

4 N. Washington St.
Res & Add Spokane Falls Block 18 Lot 5 Legal 35184.2907
Classification: Vacant Site ID #: 113

402 W. Sprague Ave Historic Name: Armstrong Hotel Built: 1903
Res & Addition Spo. Falls Blk 19 Lot Pt of Lot 1-3, S 89.31 ft of lot 1&2, E1/2 of S 89.31ft of lot 3
Legal 35184.2802

Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 114

Description: This three-story brick building has a plain bracketed cornice with terra cotta copings on the parapet. Ground floor storefronts have been altered but original bays and tile remain. The upper floors retain integrity. The south façade has an original arched opening with a wood framed glass door with fan light overhead. An elaborate terra cotta hood occurs above the entrance and features ornate brackets and a finial above the hood. Circular terra cotta rosettes flank the keystones. A metal stringcourse separates the first and second floors. All upper story windows are double hung, wood, one over one with flat gauged arches, and terra cotta sills. The third story has terra cotta lion and shield iron ornaments between window bays.

Cultural Data: This SRO housed the Armstrong Hotel from 1907 to 1975. The ground floor was occupied by the Washington Cigar Store in 1903, founded by Pete Jacoy. By 1917, this store was called P. M. Jacoy Tobacco. The store sells tobacco, magazines, small gifts, and is known for having the largest selection of out-of-town newspapers in Spokane. This business, still at this location, is operated by the descendants of Pete Jacoy.

408-414 1/2 W. Sprague Historic Name: Moose Lodge Hall Built: 1905
Resurvey & Add. Spo Falls Block 19 Lot Pt of Lot 1-3, S 89.31 ft of lot 1&2, E1/2 of S 89.31ft of lot 3
Legal 35184.2802

Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 115

Description: This two-story red brick building is topped with a parapet with a center rectangular projection and a cornice that is distinguished by four elaborately scrolled metal brackets. Ground floor storefronts have been altered significantly. The upper floor retains its double hung wood windows with flat arches on the south elevation. Windows are topped by recessed

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brick panels. The west elevation is painted and has bricked-in window openings.

Cultural Data: The second story housed the Moose Lodge from 1915 until 1923, followed by the Woodmen of the World from 1924 to 1932. A pinochle club rented the second story from 1933 to 1944, and from 1945 until 1970, it was occupied by the Veterans of Foreign Wars. The ground floor housed a number of tenants, the longest being Monte's Mexican Restaurant from 1940 until 1974 in W. 410.

422 W. Sprague Ave

Res & Add Spokane Falls **Block** 19 **Lot** W ½ of S 80 ft lot 4; S 80 ft of lot 5

Legal 35184.2805

Classification: Vacant

Site ID #: 116

108 N. Washington St.

Historic Name: Spokane Club

Built: 1900 **Re and Ex to**

Spokane Falls Addition

Block 17 **Lot** 6

Legal 35184.2207

Style: Commercial Vernacular/Second Empire

Builder: F. Lewis Clark

Architect: Clarence Z. Hubbel

Classification: Historic Contributing

Site ID #: 117

Description: The Spokane Club is a five-story buff brick building with a stone foundation. After a 1939 fire destroyed its mansard roof, a flat-roof was installed. A tall brick chimney is located at the northeast corner of the refurbished roof. Parts of the lower section of the destroyed roof were incorporated into the present flat parapet wall, and the original sub-cornice entablature, with dentils and massive terra cotta brackets, became the primary cornice. The three upper levels of the west and south facades feature rectangular window openings with terra cotta lintels and sills. They contain original wood sash double-hung windows. Above the third level are several massive terra cotta and concrete sub-cornices, with scrolled brackets, that are currently being restored. The central sub-cornice of the west side actually serves as a balcony for a two-story alcove set behind fluted Ionic columns with volutes. The lower two floors are clad in rusticated sandstone, striated horizontally. Sandstone jack arches of the second-story windows are incorporated into this scheme. The storefronts are mostly boarded over and under renovation, but it does appear that some display and transom windows may remain behind temporary covering. Walls of the secondary north and east elevations are of common red brick with segmental arched brick windows. The integrity of the upper exterior walls is good. The terra cotta and concrete balconies and sub-cornices are crumbling but are being restored by the current owner, who is also restoring other original elements of the structure, including the mansard roof.

Cultural Data: F. Lewis Clark built this structure in 1900 for the Spokane Club. Clark was a wealthy businessman, who had made his money through the C & C Mills and real estate and mining investments. Clark, with Charles Sweeny, also built the Empire State Building. The original design included Beaux Arts and Second Empire stylistic elements, unusual in Spokane. The Spokane Club occupied the building until 1910, when that organization moved to its new building at Riverside and Monroe. Subsequently, the Spokane Chamber of Commerce occupied the building until the early 1930s, when the Metals Bank of Montana bought the structure. In 1948, the American Legion occupied the second floor, while renting the upper stories and storefronts. Pacific Securities bought the building in 1973, continuing to rent most of the space. Over the years, a variety of businesses were located in the several storefronts of the building, including McNab's Drug Store, the Tyler-Little Hardware Company, Sy's Corner, and, more recently, Time Jewelry. The rapid turnover in storefront occupation has resulted in the usual extensive modifications.

334 W. Riverside Ave

Res & Add Spokane Falls

Block 17 **Lot** W ½ lot 7

Legal 35184.2209

Classification: Vacant

Site ID #: 118

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332 W. Riverside Ave
Res & Add Spokane Falls Block 17 Lot E ½ lot 7 Legal 35184.2208
Classification: Vacant Site ID #: 119

324 W. Riverside Ave
Res & Add Spokane Falls Block 17 Lot 8 Legal 35184.2210
Classification: Vacant Site ID #: 120

320 W. Riverside Ave. Historic Name: Jensen-Byrd Co. Built: 1904
Re and Ex to Spokane Falls Addition Block 17 Lot 9 Legal 35184.2211
Style: Commercial Vernacular Builder: Phair Architect: Dow and Hubbel
Classification: Historic Contributing Site ID #: 121
Description: This four-story, rectangular, brick building has a pedimented parapet above a large cornice supported by modillions and two ornamental brackets on the ends. The upper floor windows are one over one double hung wood sash. The third floor windows are detailed with keystones and voussoirs. The second floor windows are adorned with cylindrical ornamentation. The first floor is significantly altered to form a unified storefront with the Seller Building next east. The cladding is both aluminum and concrete with metal-paned windows. Two separate entrances, both modern glass with metal frame doors, are on the first floor.
Cultural Data: In 1889, Jensen, King & Co. Hardware lost its building to fire in Sprague, Washington. In January of 1886, the Sprague, Washington company consolidated with Wolverton-Byrd of Spokane; thus, becoming Jensen-Byrd-King Hardware. In 1930, King left the partnership thus creating Jensen-Byrd Co. Hardware. On February 1, 1905, the company moved into their newly completed building, constructed at a cost of \$35,000. In 1933, they purchased the Seller Building, next east. The two street-level facades had a similar appearance even before the merger (both were designed by Dow). Each featured large display windows, recessed entries, a short awning, and banks of large transom windows with multiple square lights. Both buildings served as storefronts for Jensen-Byrd's hardware retail services until the 1940s when the company became a wholesale-only business. The two buildings continued to be used as warehouses until vacated recently. At a later date, perhaps the 1970s, the two storefronts were completely rebuilt, creating a two-level effect, with vertically corrugated aluminum panels and metal sash casement windows, above, and ornamental concrete block walls with glass block windows and steel and glass doors, below. Although the storefront modifications have compromised the integrity of the building, such changes are to be expected and do not necessarily detract from NRHP eligibility. Overall, this building exhibits architectural integrity on the upper levels, even retaining its original wood sash double-hung windows.

314 W. Riverside Ave. Historic Name: M. Seller & Co. Built: 1905
Spokane Falls Addition Block 17 Lot 10 Legal 35184.2212
Style: Commercial Vernacular Builder: David Fotheringham Architect: J.K. Dow
Classification: Historic Contributing Site ID #: 122

Description: This six-story rectangular brick building rises to a heavy bracketed cornice adorned with dentils and egg molding. Three wide triple-window bays extend through the fifth story, where they are capped by three wide segmental arches with keystones, archivolt, and pier caps ornamented with festoons of stonework portraying lions heads and volutes. The sixth story has six smaller square windows in pairs between paneled brick piers, the sash closely divided by square and diagonal gratings of muntins. Above, the piers rise to the double-scrolled brackets of the cornice. The ground floor of the building has undergone significant alterations to unify its appearance with the building next west. It features concrete cladding with aluminum siding and small metal windows across both buildings. The entrance, located east of center, is a single-paned glass door.

Cultural Data: Architect J.K. Dow designed this building for the M. Seller Co., and building contractor David B. Fotheringham erected it 1905 at a cost of \$60,000. The Seller Company was established in 1890 and specialized in

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importing, retailing, and wholesaling in glasswares, crockery, metalwares and various household goods. M. Seller Co. remained in the building through 1933, sharing the first floor with the Dohrman Hotel Company from 1929-1932, before relocating to the Allen Block, and later to the Spokane Dry Goods Co. Building. The building was acquired by the Jensen-Byrd Co. (formerly Jensen-King-Byrd), located next west. Early photographs indicate that the two street-level facades had a similar appearance even before the merger (both were designed by Dow). Each featured large display windows, recessed entries, a short awning, and banks of large transom windows with multiple square lights. Both buildings served as storefronts for Jensen-Byrd's hardware retail services until the 1940s when the company became a wholesale-only business. The two buildings continued to be used as warehouses until vacated recently. At a later date, perhaps the 1970s, the two storefronts were completely rebuilt, creating a two-level effect, with vertically corrugated aluminum panels and metal sash casement windows, above, and ornamental concrete block walls with glass block windows and steel and glass doors, below. Although the storefront modifications have compromised the integrity of the building, such changes are to be expected and do not necessarily detract from NRHP eligibility. Overall, this building exhibits remarkable architectural integrity on the upper levels, even retaining its original wood sash double-hung windows.

310 W. Riverside Ave
Havermale's Addition
Classification: Vacant

Block 6 Lot 5

Legal 35184.0804
Site ID #: 123

302 W. Riverside Ave.
Havermale's Addition
Style: Commercial Vernacular
Classification: Historic Contributing

Historic Name: Dessert Block/St. Regis Hotel
Block 5 Lot portions of 4-6
Builder: unknown Architect: unknown

Built: 1904
Legal 35184.0803

Site ID #: 124

Description: The facades of this four story brick building are tripartite, with belt courses articulating a ground floor level, a middle portion consisting of the second and third floors, and a top portion. The commercial spaces on the ground floor retain the cast iron work that defined the storefronts, but the southeast portion of the building has been altered with the construction of an atrium extension to the dining area of the restaurant. Upper floors are clad in stucco, and rise to a bracketed cornice. The primary facades are framed by rusticated piers that comprise the outer bays. These are repeated on the east facades, though the inner piers are both obscured by fire escapes. Fenestration is highly decorative, particularly on the second floor which features quoined jambs and prominent keystones. Windows on the floors above are simpler, with table moldings and subtle keystone projections. Unusual latticed ironwork is found on all window sills.

Cultural Data: This building was built for Victor Dessert in 1904 as an SRO. The upper rooms of this building remain occupied today as the Metropolitan Apartments. Victor Dessert, a Spokane businessman who would later become known as a preeminent hotelier, built the Dessert Block. A variety of businesses have used the two primary storefront spaces. Occupants have included the Metropolitan Café and the St. Regis Café, facing Bernard, and the Club Pharmacy, facing Riverside. Currently the Riverside storefront is occupied by the Onion Bar and Grill, while the Bernard storefront is occupied by the Italian Kitchen Restaurant. Both storefronts have been altered over the years due to a rapid turnover in ownership and function.

256 W. Riverside Ave.
Havermale's Addition

Historic Name: Old National Bank
Block 5 Lot 13-15

Built: 1952
Legal 35184.0911

Style: Commercial Vernacular/Modern
Classification: Historic Contributing

Builder: Busboom and Raugh Architect: Ben Reuhl

Site ID #: 125

Description: This building is a square, one-story brick structure with a concrete foundation and a flat roof. The front (south) façade is clad in brick, arrayed in square decorative panels on the west side. A bank of four metal sash display windows, with

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concrete sills, is centrally located. Just right of the windows is a slightly recessed entry, with steel and glass doors. Decorative terra cotta panels are placed above the windows, and to the right of the door. A flat, abrupt metal canopy is mounted above the windows and door, and above this is the company name. The west elevation is also brick clad and also has a bank of four metal sash windows with brick sills and a metal canopy above. The plan of the original bank building was irregular, but when Standard Blueprint moved in they expanded the structure to the east and north to create the current square plan. The brick wall to the right of the entry is part of the addition. Other addition walls, on the east and north elevations, are clad in stucco.

Cultural Data: Matheny and Bacon Wrecking demolished the store that used to occupy this site in 1952 to make way for construction of a new Old National Bank branch office. The building, built the same year, was designed by Ben Reuhl and constructed by Busboom and Rauh. It is an excellent example of a new trend developing in the 1950s: departing from the concept of large central banks, smaller branch offices were opening to reach customers in expanding urban areas and make them more accessible to the automobile culture that had developed in America. Although located only two blocks from its parent building, the ONB Building, this branch office provided parking and drive-up facilities, making it more convenient for customers. Similar brick-clad, one-story structures soon became a common feature of the suburban landscape. In the 1980s, this building was occupied by a succession of different banks until 1989, when it was taken over by the Standard Blueprint Company.

242-244 W. Riverside Ave. Historic Name: Realty Building

Havermale's Addition

Block 5 Lot 16

Built: 1910

Legal 35184.0912

Style: Commercial Vernacular

Builder: H.J. Farney Architect: Albert Held

Classification: Historic Contributing

Site ID #: 126

Description: The Realty Building is an eight-story, steel-frame, brick and terra cotta clad building with a flat roof and a stone foundation. It was built as if it occupied a corner lot, with the primary terra-cotta embellished elevations facing west and south. The south-facing elevation features a massive overhanging terra cotta cornice with a semi-crenellated crest, entablature, modillion blocks, and egg-and-dart design. The entire façade is clad in terra cotta panels; this treatment partially wraps around the west side. The top row of front windows have square openings. As with all windows, the original wood sash double-hung units have been replaced with modern metal sash casement windows. Terra cotta relief sculptures, featuring lions head and—cross motifs, are situated between the top square windows of the façade. A beveled terra cotta stringcourse separates these windows from the rows below, which feature segmental arched openings and ornamental terra cotta keystones with scrolled brackets. Below this row are four rows of square window openings. Another terra cotta stringcourse, ornamented with egg-and-dart, separates these windows from the two lower levels. A terra cotta "R," sculpted in relief and representing "Realty," is placed between each square window opening. Another terra cotta stringcourse, with a linked circle decorative motif separates the second level and street level. Storefronts on the south side have been completely altered, with wood sash display windows, steel and glass doors, and a cloth canopy. The west side of the building is clad with mostly buff-colored brick. Most of this side is without the massive cornice of the front, exhibiting only a simple flat parapet of brick. Terra cotta is used in the segmental brick arches with keystones of the seventh level windows. This side also has several terra cotta stringcourses. There is no storefront on the east side, only a high brick wall, and horizontal rectangular windows. The remains of a drive-through window and ramp, from the 1960s, are visible near the front. The east side of the Realty Building is clad with common red brick. The forward portion is blank. Farther back the building narrows and the secondary windows of the east elevation appear. These windows have square openings with modern metal sash casement window units. To the rear of the east side is a full-height enclosed brick fire escape tower with supplemental exterior metal stairs.

Cultural Data: The Realty Building was completed in 1910, the same year that the Old National Bank Building was erected. The two buildings share several characteristics, including the white terra cotta cladding and trim and the Richardsonian structural organization of capital, column, and base. Plans to construct a twin building to the east were never realized. Originally, the Realty Building housed commercial space on the first level and the Realty Hotel on the upper floors. The hotel was upscale, offering more elaborate accommodations than the surrounding SROs. The building was designed by Albert Held,

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one of Spokane's most successful and influential architects. The building contractor, H. J. Farney, was a prominent local citizen who managed the construction of a number of buildings and bridges. From the beginning Albert Held maintained his offices in the building and by the 1920s more and more of the upper rooms were being rented as office space. In the 1940s, a finely detailed terra cotta entrance was destroyed during efforts to modernize the storefront appearance. A local radio station, KSPQ, opened offices in the building during the 1950s and erected a large transmission tower on the roof. In 1960, the City of Spokane purchased the building and used it to house the Police Station, courts, and jail. A drive-in window and access ramp were added to the west side of the building for the purpose of paying tickets and taking care of other business. Shortly after the last City of Spokane offices had relocated in 1972, the interior of the building was completely renovated for use as subsidized rental rooms and renamed the Delaney Apartments, which it remains at present. As part of the 1972 renovation, an enclosed fire escape was added to the east side of the building. The Realty Building nonetheless remains a good example of upscale exterior wall treatment of buildings in Spokane. The terra cotta trim, facing, and cornice, as well as the relief sculptures, are remarkably intact examples of this kind of ornamental design employing local materials. Despite the alteration of the storefront appearance and the addition of the fire escape tower, the Realty Building retains an exceptional degree of architectural integrity, appearing today much as it did in photographs from the 1920s and 1930s. The replacement metal sash windows do detract from integrity of materials, but do not significantly alter the historic appearance.

238 W. Riverside Ave		
Havermale Addition	Block 5 Lot 17	Legal 35184.0913
Classification: Vacant		Site ID #: 127

232 W. Riverside Ave		
Havermale Addition	Block 5 Lot 18	Legal 35184.0914
Classification: Vacant		Site ID #: 128

230 W. Riverside Ave.	Historic Name: Hotel Bacon	Built: 1902
Havermale's Addition	Block 5 Lot 19, 20	Legal 35184.0915
Style: Commercial Vernacular	Builder: unknown	Architect: unknown
Classification: Historic Contributing		Site ID #: 129

Description: This former SRO is a three-story brick commercial structure with a flat roof and a basalt foundation. The primary (north) façade is clad in variegated brown brick. The upper two levels contain windows accessing the rooms and hallways of a former SRO, while the lower level is devoted to commercial space. An early photograph indicates that the parapet of the front elevation, which contained a central pedimented panel, has been removed. The remaining brick cornice line is complex with corbelled designs. The upper exterior walls of the front are divided into three panels by four brick pilasters. The outer two panels contain double sets of window openings with flat arches. Each level of the central panel contains single window openings, the upper ones with circular brick arches, and the lower with flat brick arches. Two brick stringcourses provide sills for the windows. All original wood sash windows of the upper levels have been replaced with aluminum sash units. Four of these replacement units are located on the west elevation. An iron fire escape is located on the front central panel. The storefront level has been almost completely altered, treated with gray tile and wood sash display windows to match the China Best façade next east. It also has a similar cloth awning. The storefront entry consists of new wood double doors with glass transoms. Remnants of an original iron store frame remain evident, including two upright beams and three cross beams secured to the walls by bolts with decorative rosettes. The three cross beams are connected by iron squares with floral ornamentation. On one upright beam the words "Union Iron Wks. Spokane, Wash." are printed.

Cultural Data: This building was built during a decade that saw the construction of numerous SRO hotels in the central business district of Spokane. The residential spaces on the upper floors of this building have advertised under a number of

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different names. They were first listed in the city directory as the Hotel Bacon in 1903. By 1910 the name had been changed to the Hotel Southern, but during the 1920s it was called the Hotel Cornell. During the 1930s it was the Frye Hotel, and in the 1940s and 1950s it was the Judy Apartments. Various businesses have occupied the ground floor commercial spaces over the years, including taverns, markets, cutlery and grinding works, and laundries, among others. The upper floors have been vacant now for some time. The storefront has been altered over the years due to a rapid turnover in ownership and function. Original wood sash double-hung windows have, however, all been replaced with modern double-hung aluminum sash units.

224 W. Riverside Ave. Historic Name: Elite Lodging House Built: 1901
Havermale's Addition Block 5 Lot 19 Legal 35184.0915
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 130

Description: A gabled parapet above a corbelled brick cornice line marks the roofline of this two-story brick clad building. Segmental arched rectangular paired windows with eyebrow arched moldings are on the second floor. Original windows have been replaced with aluminum sash units. Four brick pilasters divide this upper level into three panels. A sandstone stringcourse stretches the length of the building between the two floors, forming a continuous sill. Plans in 1910 to combine this building with the three-story structure next west never came to fruition, though the two are affiliated through a shared owner and a uniform ground level storefront design with gray tile cladding matching that on the building next west and an awning reading "China Best" across seven single-paned windows. The east side of the building bears scars from the removal of an adjacent building. A poured cement block addition, built as a warehouse for tenant J. Apfel & Sons Furniture, replaced a house behind the building in 1912.

Cultural Data: This building began offering furnished rooms for rent in 1902 under the name Elite Lodging House, and later, the Elite Hotel. From the 1920s through the 1940s the building advertised as the Plaza Hotel. The upper floor has been vacant since the late 1950s. The commercial space on the ground floor housed a succession of furniture stores from the 1910s through the 1930s. In the 1940s and 1950s it was occupied by second hand stores. The Saint Vincent DePaul Society was the tenant from the 1960s through the 1980s. It now houses China Best, a restaurant. The storefront has been extensively altered over the years due to a rapid turnover in occupancy.

214 W. Riverside Ave
Havermale Addition Block 5 Lot 21-22 Legal 35184.0917
Classification: Vacant Site ID #: 131

206 W. Riverside Ave. Historic Name: Sterling Savings Built: 1994
Havermale's Addition Block 5 Lot 23, 24 Legal 35184.0918
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Non-Historic Non-Contributing Site ID #: 132

Description: This rectangular single-story building has buff stucco siding and a steep pitched green metal roof. A porte cochere extend from the main entrance, at the east façade, and over the drive-through window on the south façade. These are supported by green pillars, which are repeated for decorative effect on the rear corners of the building.

Cultural Data: This branch of Sterling Savings Bank was built in 1994, on a site formerly occupied by a vacant service station.

331 W. Main Ave./119 N. Bernard St. Historic Name: Langham Hotel Built: 1907
Havermale Addition Block 6 Lot E ½ lot 1-2; E ½ exc S 8 ft. lot 3 Legal 35184.0801
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 133

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Description: This four-story buff brick clad building has a roofline composed entirely of terra cotta, incorporating a denticulated cornice. The ground floor storefronts have been altered, although cast iron columns are partially exposed. Beyond the first story, variegated buff brick is accented with buff colored terra cotta. A terra cotta sub-cornice separates the ground floor and the second floor. At the second story are flat terra cotta arches with prominent keystones. Original windows have been replaced with new aluminum sliding windows. A terra cotta stringcourse separates the third and fourth stories.

Cultural Data: This building was built for Spokane Realty Co., and opened as the Hotel Langham, named after partner Fred Langham, in 1908. It retained the name into the 1950s. Commercial spaces on the ground floor have been occupied by a variety of businesses, including restaurants, a barber shop, a gun shop, and a vacuum cleaner store. Taverns have been the most regular tenants. When the hotel opened, the Kennedy Bar was located on the ground floor. Subsequent taverns included the Golden Age Brewery, the Langham Beer Parlor (later Tavern), and All in the Family Tavern, among others. The Suki Yaki Inn opened at 117 N. Bernard St. in 1953 and is still located there. In 1980 and 1981 the upper floors were rehabilitated for low-income housing.

247 W. Main Ave.**Havermale Addition** Block 5 together with W ½ vac alley E of & adj to Lots 10 to 12**Legal 35184.0910****Classification:** Vacant**Site ID #: 134****245 W. Main Ave.****Historic Name:** Salvation Army Building**Built:** 1921**Havermale's Addition****Block 5 Lot 9****Legal 35184.0909****Style:** Commercial Vernacular**Builder:** Frederick Phair**Architect:** Archibald C. Rigg**Classification:** Historic Contributing**Site ID #: 135**

Description: The Salvation Army Building is a three-story red brick building constructed of unreinforced masonry with a flat roof. The most significant character-defining features of the building include an original marquee suspended over the front entrance and a contiguous row of arched tripartite windows that dominate the building's north and west facades. Wood carvings in the shape of shields, a symbol of the Salvation Army, embellish each window below the arched windows. The building was rehabilitated for adaptive reuse according to National Park Service guidelines. It retains excellent exterior integrity.

Cultural Data: The Salvation Army Building is listed on both the National and Spokane Register of Historic Places. It is historically significant for its association with the Salvation Army and as an excellent representative example of a Single Room Occupancy (SRO) hotel in Spokane's central business district, a property type that is eligible for NRHP listing under the auspices of a multiple property documentation. The building is also architecturally significant as the work of prominent Spokane architect Archibald Rigg.

235-239 W. Main Ave.**Historic Name:** Hotel Idaho**Built:** 1909**Havermale's Addition****Block 5 Lot 8****Legal 35184.0908****Style:** Commercial Vernacular**Builder:** unknown**Architect:** unknown**Classification:** Historic Contributing**Site ID #: 136**

Description: This four story, red brick building rises to an elaborately decorated cornice with dentils, modillions, and s-shaped brackets. Medallions, alternately decorated with lion's heads, adorn the crown molding. Centered below each bracket are rusticated piers that articulate the four bays of the upper floors. These rise to brick arches in relief that span between the brackets. Original windows have been replaced with aluminum sliding windows. A decorative belt course delineates the three store fronts on the ground level. They have recently been remodeled, but retain the cast iron piers and framing that define the spaces. A band of multi-pane transom windows unifies the three storefronts. The one at the east has central windows flanked by doors, one providing access to the ground floor, the other to the floors above. The two shops to the west do not have entrances; each has a large central window flanked by two smaller ones. Recent renovations to the storefronts are appropriate

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to the original appearance of the building.

Cultural Data: Built in 1909, the Saffron Building, named after owner P. Saffron, housed the Hotel Idaho on its upper three floors while the ground floor was devoted to commercial space. By 1939, the upper floors were the Palm Hotel Annex, operated by the Palm Hotel next east. In 1943, owner Anthony Caputo spent \$19,000 to transform the hotel into apartments, and thereafter the upper floors operated as the Avenue Apartments until they were rented to the Salvation Army, headquartered next west, as a men's residence through the 1960s. The commercial space on the ground level housed a succession of businesses, but second hand stores and restaurants figured prominently. The Vinyard Inn Tavern was the last tenant of the building when it was vacated in 1980. In 1996, the Saffron was renovated to provide office space.

225 W. Main Ave. Historic Name: 225 W. Main Office Bldg. Built: 2000
Havermale's Addition Block 5 Lot 6 Legal 35184.0921
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Non-Historic Non-Contributing Site ID #: 137
Description: This two story, red brick clad building is a mirror image of the office building next east. The two share a courtyard.
Cultural Data: The 225 West Main Office Building was built in 2000.

225 W. Main Ave. Historic Name: 225 W. Main Office Bldg. Built: 2001
Havermale's Addition Block 5 Lot 5 Legal 35184.0920
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Non-Historic Non-Contributing Site ID #: 138
Description: This two-story brick building is adorned with copper awnings and is a mirror image of the building next west, built a year earlier, with which it shares a courtyard.
Cultural Data: The 221 West Main Office Building was built in 2001.

215 W. Main Ave. Historic Name: Louis Rashkov Second Hand Built: 1947
Havermale's Addition Block 5 Lot 4 Legal 35184.0904
Style: Commercial Vernacular Builder: W.G. Switzer Architect: unknown
Classification: Historic Non-Contributing Site ID #: 139
Description: This one-story, small cinder block building has a rear storage area that extends behind the higher office/storefront. The main entrance is at the west side of the primary façade under a transom window. There is a large square four-pane window at left that dominates the elevation. A one over one wood sash window centrally located on the west elevation currently serves as a drive-though window.
Cultural Data: W. G. Switzer constructed this small cinder block office and store for Louis Rashkov, of American Hide and Junk, in 1947. The directory listed it as the Louis Rashkov Second Hand store shortly after it was built, and as American Hide and Junk during the late 1950s. It later housed Willie J. Lake Billiards. Falls Bean Espresso is the current tenant.

209-211 W. Main Ave. Historic Name: J. Dimitroff & Co. Pool Room & Restaurant Built: 1911
Havermale's Addition Block 5 Lot 3 Legal 35184.0903
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Contributing Site ID #: 140
Description: This one story red brick building has a buff brick main (north) façade divided between two symmetrical store fronts with central entrances, though the one at the west is recessed in a deep reveal and the one at the north, with its transom space above, is not. The storefronts are tripartite, with large two-paned windows flanking the entrances and transom windows in sets of three spanning above. The building rises to a bracketed cornice. Below, regularly spaced ventilation grates punctuate the façade. Irregularly spaced chimneys project from the metal-capped parapet walls of the side elevations, which

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step down away from the primary street façade.

Cultural Data: The first occupant of this building was the J. Dimitroff Pool Room and Restaurant in 1912. The permit to connect the building to the city water main was granted to Inland Brew and Malt (listed in Polk's at 2nd and Cedar) in 1911, with wiring permits for Dimitroff the same year. In 1919, The Washington Store was listed at the same address, but during the 1920s and 1930s the commercial space was divided between second hand stores run by Bennett Seltzer at W. 209 and Abraham Kalin at W. 211. From the 1940s through the 1970s, the Franklin Furniture Co. occupied the building. Cruz Custom Boots currently occupies the space. While storefronts have seen some alterations, they remain remarkably intact for a building of this age and sort.

0 W. Main Ave.

Havermale Addition
Classification: Vacant

Block 5 Lot 2

Legal 35184.0902
Site ID #: 141

201 W. Main Ave.

Havermale's Addition

Historic Name: Spokane Visitor & Information Center

Block 5 Lot 1

Built: 1996
Legal 35184.0901

Style: Commercial Vernacular

Builder: unknown Architect: unknown

Classification: Non-Historic, Non-Contributing

Site ID #: 142

Description: This one-story, concrete building is partially clad in red brick veneer. It is set back from the property line. Its main feature is its irregular shaped plan and curved concrete wall which defines the main entrance. The entrance is located at angle facing northwest. Two fixed windows flank an aluminum frame double-door entrance.

Cultural Data: This building serves as the Spokane Visitor and Information Center and was built in 1996.

43-45 W. Main Ave.

Havermale's Addition

Historic Name: 43-45 W. Main Ave.

Block 4 Lot W ½ lot 8, lot 9

Built: 1911
Legal 35184.1009

Style: Commercial Vernacular

Builder: unknown Architect: unknown

Classification: Historic Contributing

Site ID #: 143

Description: The north elevation of this one story brick building is painted gray and divided into three storefronts. The two of these at the west end of the building are offset from the third by a narrow brick pier delineating the corner storefront, which has a boarded over window that wraps around to the west elevation. The west elevation has three square fixed two-paned windows covered with metal grates. Beyond these, at the back of the corner store space, is a door opening which mirrors the flat arches and keystones of the windows. At the south end of the west elevation the parapet steps up twice as the building rises with the street grade. The parapet steps initially framed paired storefronts, so that the building provided four store fronts on both Browne and Main. The western elevation on Browne, however, like that on Main to the north, has been altered so that the space on the south end is now devoted to a single business. The cornice has brick course work in relief.

Cultural Data: This building was constructed in 1911 for Northwest Loan and Trust Co., and later acquired by the Galland Bros. Corp., which owned other properties on the block. Early occupants included the Nicholas Pjevach Saloon (which shifted to selling soft drinks during prohibition), a grocery store run by Frank Palermo, and Sunset Hand Laundry. Thereafter, a diverse succession of businesses followed, including restaurants, coffee shops, and furniture stores. The current tenants are second hand stores. The storefronts have seen some alterations.

35 W. Main Ave.

Havermale's Addition

Historic Name: Washington Furniture Co.

Block 4 Lot W ½ lot 7, E ½ Lot 8

Built: 1909
Legal 35184.1008

Style: Commercial Vernacular

Builder: unknown Architect: unknown

Classification: Historic Contributing

Site ID #: 144

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Description: The three-story, beige brick building has a corbelled cornice. A fire escape runs down the center of the building at the second and third stories. At street level, a replacement storefront is consistent with the historic character of the building and the neighborhood, with three bays composed of large glass display windows and transoms. The middle bay contains double entry doors. Above street level, the original façade is intact, with window openings on the second and third floor that are evenly spaced. Despite numerous alterations that include remodeling after a 1947 fire, the interior retains its basic form, with a mezzanine that overlooks the first floor and two rows of pillars that extend from front to back, dividing the length of the interior into three parts. New metal-clad wood windows have double sashes with slender frames. The west elevation, with limited visibility above its neighboring building, has new window openings at each upper level. New windows on the east elevation are visible only from the back alley.

Cultural Data: Built to house the Washington Furniture Co. in 1909 during most prosperous economic decade, it became a liquidation storehouse for many of Spokane's bankrupt businesses during the Great Depression. Carl Trunk, amateur historian of Spokane, who, having lost significant amounts of money during the Depression, leased the building for his liquidation and second hand fixture business during the 1930s. Formerly occupied by the Birkebiener Brewery and Restaurant, the building has been renovated for offices for community non-profit organizations and retail sales use. The building is listed on the Spokane Register of Historic Places.

31 W. Main Ave.	Historic Name: Balkan Hotel	Built: 1908
Havermale's Addition	Block 4 Lot E ½ lot 7	Legal 35184.1007
Style: Commercial Vernacular	Builder: Pettifer Co.	Architect: C.E. Wentzel
Classification: Historic Contributing		Site ID #: 145

Description: The Balkan Hotel is a three-story buff brick structure located in the center of a row of other north-facing buildings that has remained largely the same since 1910. The commercial space on the ground level has seen much alteration over the years, but other exterior features retain excellent integrity. Brickwork on the ground level is rusticated. The second and third floors feature three bays of symmetrically spaced one over one double-hung wood sash windows with flat arches and prominent keystones. Stringcourses between floors articulate the main facade. Brickwork in relief above the third story windows forms a panel. Above, dentils adorn a simple cornice which rises to a metal-capped parapet wall.

Cultural Data: The Balkan is a modest variant of the typical SRO, and is further distinguished by its association with immigrants from the Balkan nations of eastern Europe, as its name implies. The hotel was one of the focal points of the enclave of immigrants that lived and worked in east downtown. A Balkan fraternal organization, located on the next block west, was another. The boom that drew so many itinerant laborers to Spokane, and precipitated the building boom that saw the construction of so many SROs in the city, eventually gave way to leaner economic times. After the Balkan closed in 1916 it became the Salvation Army Hotel for a few years, helping to meet the needs of the casualties of the late economic boom. The building retains excellent integrity of its exterior and is listed on the Spokane Register of Historic Places.

25-29 W. Main Ave.	Historic Name: Saranac Hotel	Built: 1909
Havermale's Addition	Block 4 Lot 6	Legal 35184.1015
Style: Commercial Vernacular	Builder: unknown	Architect: unknown
Classification: Historic Contributing		Site ID #: 146

Description: This four-story red brick building has a buff brick façade with terra cotta trim. The upper floors have four window bays with bays of paired one over one wood sash windows flanking two bays of single one over one wood sash windows. A fire escape runs down the front of the building at the upper floors. Terra cotta sill courses are unbroken on the second and fourth floors but broken on the third, and a terra cotta belt course stretches above the windows on the top floor, with arches above each bay. The cornice is adorned with regularly spaced paired brackets and dentils. The ground floor is divided into three storefronts by cast iron piers which also frame the main hotel entrance offset east of center. Square multi-paned leaded glass windows span between the piers above each store front and the hotel entrance. One of the windows above

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each store front has a centered pivoting transom inset. The rectangular foot print of the building is broken on the west elevation to accommodate a light well. Overall the building retains excellent exterior integrity.

Cultural Data: Owner H. H. Hutton had this building built as an SRO in 1909. The hotel housed on the upper floors has always been known as the Saranac, although it was also listed under furnished rooms as the Hotel Margurett in the 1910 directory. Early occupants of the commercial spaces included a second hand store in 1909 and Eli Woisnovich grocer in 1914. City Hand Laundry was a fixture in the building during the 1930s, 1940s, and 1950s. Other commercial tenants included B.C. Riblet Aerial Tramway during the 1930s, and Herman's Cabinet Shop and North Coast Supply Co. grocers during the 1940s and 1950s. The commercial spaces are currently vacant.

21 W. Main Ave. Historic Name: F.S. Grimmell Bldg./Star Laundry Built: 1913
Havermale's Addition Block 4 Lot 5 Legal 35184.1005
Style: Commercial Vernacular Builder: Charles Jasper Architect: W.A. Ritchie
Classification: Historic Non-Contributing Site ID #: 147

Description: This one story brick building is painted brown and rises to a metal-capped parapet with decorative brick coursework in relief at the top of the cornice. Three inset rectangular brick panels in relief articulate the three storefront segments of the building below. Each of these is covered in wood paneling with uniform panels above and progressively larger panels below from east to west as the foundation drops to meet the slope of the street. The building has been used in conjunction with the one next east, which perhaps explains the lack of an entrance on the primary elevation.

Cultural Data: Owner F. S. Grimmell had builder Charles Jasper construct this single story commercial building designed for him by architect W. A. Ritchie in 1913. By 1914 the space was ready for Star Laundry, the first of many businesses to occupy the site. By 1920 Big Bend Hide and Fur was housed in the building, but later in the decade Western Bottling Co. had relocated there. During the 1930s, the space was divided between two stores, with Michael Shanks Beer Parlor and then Johann Thompson restaurant at W. 21, and a junk shop at W. 23. The building was altered to accommodate the C. M. Fassett Co. store and warehouse, which occupied the entire building, in 1940. Later occupants included DeLong Co. plumbing, Intermountain Paint, Fasteners Inc., Armstrong Restaurant Supply, and Chief Antiques, which also occupied the building next east, used as a warehouse.

19 W. Main Ave. Historic Name: U.S. Garage/McPhail's Garage Built: 1924
Havermale's Addition Block 4 Lot 4 Legal 35184.1004
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Non-Contributing Site ID #: 148

Description: This one story buff and red brick building rises to a stepped metal-capped parapet, with the raised portion distinguished by a stringcourse of buff brick that extends below it. Under a wide wood belt course, the façade is dominated by a large central garage door flanked by large window openings covered with painted wood paneling. A door opening has been cut into the west end of the east window opening.

Cultural Data: This garage was constructed for owner F. E. Martin in 1924. It first appeared in the directories (at 17 W. Main) under the name U.S. Garage in 1926, but the name had changed to McPhail's Garage by the following year. During the 1940s it served as a warehouse but in the 1950s and 1960s it catered to the automobile industry again, under the name Panabaker's Garage. During the 1970s it became a warehouse again, for Chief Antiques.

17 W. Main Ave. Historic Name: Krueger Sheet Metal Built: 1948
Havermale's Addition Block 4 Lot 3 Legal 35184.1003
Style: Commercial Vernacular Builder: A. A. Arsenault Architect: : Arnet Woodrooffe
Classification: Historic Non-Contributing Site ID #: 149

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Description: This single story cinderblock building has a white painted façade framed by brick piers that rise to a tile capped parapet. The main (north) elevation has been significantly altered. The west end of the north elevation is dominated by a large garage door. The east end consists of an entrance centered under a large rectangular window composed of glass blocks punctuated by four regularly spaced, square, clear glass panes. The entrance is flanked by large tripartite windows. A square brick chimney, offset to the west end of the building, is evident from the street.

Cultural Data: Architect Arnet Woodroffe designed this building as a sheet metal works for Otto Krueger Sheet Metal Co. A. A. Arsenault, contractor, built the structure in 1948 for \$14,000. Krueger Sheet Metal was founded around 1933 by the sons and nephews of the Brandt Brothers, whose roofing and sheet metal company Frank Baumgartner operated across the street at 6 W. Main until 1928, and then at 14 W. Main. By 1959, the Salvation Army had acquired the building, remaining through the 1970s, using it as a men's social service center, a warehouse, shops, and truck pick-up.

7 W. Main Ave. Historic Name: Western Bottling Co. Built: 1913
Havermale's Addition Block 4 Lot 2 Legal 35184.1002
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Non-Contributing Site ID #: 150

Description: This two-story, rectangular red brick building was significantly altered when the cladding on the primary north elevation was covered with buff brick on the upper two-thirds and red brick below. The ground floor features a central entrance with a wide, squat modern window at the west and two smaller door openings at the east. There are five one over one wood sash windows with storm coverings on the second floor with a central bay aligned with the main entrance below flanked by pairs on either end. A low tile-capped parapet rises above. The eastern elevation was constructed to accommodate a light well with an adjacent building, now demolished, and reveals one over one wood sash window openings with flat arches on the second floor with four irregularly spaced door openings and two bricked-over window openings below at the ground level.

Cultural Data: This building was constructed for owner R. T. Daniel in 1913. Its first occupant, Western Bottling Co., remained into the 1920s. Thereafter, the second floor served as a hotel while the commercial space on the ground level housed a second hand store in the 1930s, Wakefield Supply Co. refrigeration and Goodyear Tire during the 1940s, and the Little Red Candle Thrift Shop during the 1950s. In the 1960s, Volunteers of America acquired the property for a men's rehabilitation center. The House of Charity relocated to the building when it was displaced from its Havermale Island A & A Hotel before the 1974 World's Fair and remodeled it to serve as a shelter. It served the same purpose, for Catholic Charities in the 1980s. The building was the vacant for a time but an antique shop recently took up occupancy.

123 N. Division St.
Havermale Addition Block 4 Lot 1 Legal 35184.1001
Classification: Vacant Site ID #: 151

118 N. Division St. Historic Name: Sad Slim's Service Station. Built: 1914
Railroad Addition 3rd Block 101 Lot S 40 ft Lot 1-2 Legal 35173.0202
Style: Commercial Vernacular Builder: unknown Architect: unknown
Classification: Historic Non-Contributing Site ID #: 152

Description: The former service station/tire store consists of two connected structures, a two-story imitation stone concrete mass measuring 40x25 feet. The massive awning located on the main facade is a later addition and significantly obscures the structure's main facade. Under the front awning at the back of a concrete dock, a modern pedestrian door, window and siding have replaced the original openings. Pedestrian and freight doors have been boarded shut on the south elevations of both buildings. Stone foundations underlie both buildings.

Cultural Data: In 1914 this building housed Diamond Tires; by 1929, the name had changed to Sad Slim Smith's Service

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Station. Later the property was home to the Lemley Tire Store, and more recently an adult video store.

128 N. Division St. Historic Name: Hotel Division Built: 1909
Railroad Addition 3rd Block 101 Lot N 100' lot 1 Legal 35173.0201

Style: Commercial Vernacular Builder: unknown Architect: unknown

Classification: Historic Contributing Site ID #: 153

Description: Measuring 100 x 50 feet, this three-story brick building is characterized by a prominent cornice and by the ornamental window sills and crowns with keystones. A beltcourse runs above the third story windows and below the second story windows. Aluminum windows have replaced the original wood sash windows on the upper levels, and numerous modifications have occurred on the street level facades. Although somewhat altered, the hotel retains its essential historic character and appears to be among the oldest structures in the district.

Cultural Data: The 44-room, Hotel Division appears on the 1910 Sanborn Fire Insurance map, but not until 1916 does it appear in the Polk's City Directory as a hotel. In its historic period, the building stood prominently on North Division Street between two similar single-room occupancy hotels (the Globe or Janet Block to the north and the Empire to the south.

10 E. Main Ave.
3rd Add to Railroad Addition Block 101 Lot 2 Legal 35173.0203
Classification: Vacant Site ID #: 154

204 N. Division St./1 E. Main Ave. Historic Name: The Globe Built: 1908
Railroad Addition 3rd Block 105 Lot portions of lots 15-16 Legal 35173.0611

Style: Commercial Vernacular Builder: unknown Architect: Albert Held

Classification: Historic Contributing Site ID #: 155

Description: This is a three-story buff and red brick structure with a P-shaped footprint and a flat roof. The parapet wall surmounts a stamped tin modillioned cornice detailed with panels and small, flat pilasters. The name "Janet" appears on a terra cotta plaque on both the west and south elevations. These facades are of pressed buff brick laid in stretcher bond with brick quoins at the corners. A first-story stringcourse is present in Cavetto style, fabricated from stamped tin. The windows on the primary elevations are eight over one double-hung, wood sash with flat arches and projecting keystones and stone sills adorned with an egg and dart motif. Above the main entrance, attached to the façade by a heavy chain, is a marquee of wood-framed stamped tin. While the upper floors retain excellent integrity, the ground floor storefronts have seen significant alterations over the years, as one would expect in the case of a building of this type and age. A recent renovation by the owners has brought back storefronts to an historically appropriate appearance.

Cultural Data: Architect Albert Held is thought to have designed the building for Henry Sorg, a former restaurant manager who came to Spokane from San Francisco around 1901. Sorg named the building for his wife, Janet. While the building was on the very eastern fringe of Spokane's central business district, it was in close proximity to the Northern Pacific Depot, a strategic location for an SRO hotel catering to itinerant laborers. The building retains excellent exterior integrity, and is listed on both the Spokane and National Register of Historic Places.

212 N. Division St. Historic Name: Station Hotel Built: 1914
Railroad 3rd Block 105 Lot N 54 ft of W 16 ft Lot 15; N 54 ft Lot 16 Legal 35173.0610

Style: Commercial Vernacular Builder: unknown Architect: unknown

Classification: Historic Site ID #: 156

Description: This two-story, painted brick building is characterized by a decorative parapet which has three depressions along the roofline. The main (west) elevation has two small bracketed roofs which overhang near the ends of the building. Below each overhang is an oval-shaped ornamental detail in relief. A series of indented rectangles is located below the middle

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depression of the parapet. Five rows of beltcourses run the length of the main façade between the ground floor level and the upper floor. Two of the beltcourses partially wrap around to the alley (north) elevation. Upper floor windows on the west and north facades are original double hung wood windows, but some are boarded up. The ground floor storefronts have been altered with new windows and door. A central entry on the west elevation leads to the upper floor apartment units.

Cultural Data: This SRO was built in 1914 and was known as the Station Hotel when it first opened. The building was known as the Station Apartments from 1938 to 1942 and the Queen Anne Apartments from 1950-55. It experienced a period of vacancy from 1956 to 1965.

221 N. Division St.	Historic Name: Globe Annex	Built: 1912
Havermale's Addition.	Block 9 Lot 1	Legal 35184.0501
Style: Commercial Vernacular	Builder: unknown	Architect: unknown
Classification: Historic Contributing		Site ID #: 157

Description: This four-story brick building has a high level of integrity and is in good condition. A simple, projecting cornice top the building. Brick stringcourses delineate between the first and second floors as well as the third and fourth floors. Brick quoins characterize all corners of the building. Fourth floor windows are arched while second and third floor windows have flat arches. A central recessed entry on the east (main) façade has been altered but retains the white hexagonal floor tile. This entry leads up to the upper floor units. The storefront on the north half of the building maintains a high level of transparency. Bulkheads are concrete and windows are wood framed or metal. Two corner entries with a cast iron columns mark both the northeast and southeast corners—the former leads to the bar inside and the latter into a lighting store. An angled recessed entrance can also be found on the east elevation near the center.

Cultural Data: The Globe Annex was built as an annex to the popular Globe Hotel across the street to the south and still serves as an SRO. A bar and an antique and reproduction lighting store occupy the ground floor storefronts.

7 N. Division St./4 W. Main Ave. Historic Name: Inland Brewing & Malting/Success Baking Service Built: 1913/1924

Havermale's Addition	Block 9 Lot 18	Legal 35184.0519
Style: Commercial Vernacular	Builder: Huetter Construction	Architect: unknown
Classification: Historic Contributing		Site ID #: 158

Description: The oldest portion of this single story brick building has a rectangular footprint and fronts Division Street. There is an recessed corner entrance with a cast iron supporting column at the northeast corner and another located at the center of the façade. Cast iron piers frame the store fronts, which have been altered somewhat with the application of brick to the foundation and wood siding to the shop windows. Band windows, spanning the entire façade, remain. Above, a narrow brick belt course articulates the ceiling level. Four small rectangular ventilation grates penetrate the brick façade above, which rises to a prominent cornice and then a metal capped parapet. A small brick automobile service station addition, built in 1924, extends from the south end of the building, on the corner lot. Cement capped brick piers support its porte-cochere, where the address, West Four Main, is prominently displayed. A fence now surrounds this portion of the building, obscuring the view of it from the street.

Cultural Data: The original one story brick northern portion of this building was erected in 1913 for Inland Brewing and Malting Co. Presumably, a saloon operated in the building. By 1919 Success Bakery was located here, and in 1924 a new service station was constructed adjacent to the south end of the building by Huetter Construction for \$1,500 for owner Peter Marshall. It opened in 1925 as Success Oil and Gas, later Success Service, operating in conjunction with the bakery in an unusual commercial combination. The buildings continued to house bakeries and service stations during the 1930s. Subsequent occupants have included the Spokane Plastics Center during the 1940s, and an upholstery company and a dairy store during the 1950s. The buildings currently serve as a restaurant and bar, Pumps II.

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8 W. Main Ave.

Havermale's Addition Block 9 Lot 17

Classification: Vacant

Legal 35184.0518

Site ID #: 159

14 W. Main Ave.

Historic Name: Brandt Bros.

Built: 1928

Havermale's Addition

Block 4 Lot 3

Legal 35184.1003

Style: Commercial Vernacular

Builder: unknown

Architect: unknown

Classification: Historic Contributing

Site ID #: 160

Description: This rather unique one-story L-shaped brick building wraps around behind 18-22 W. Main, the building next west. The primary southern façade is framed by piers that project above the metal-capped stepped parapet to form columns with rounded caps adorned with ceramic diamonds. Another set of piers, decorated with squares rather than diamonds, rises slightly higher to frame the central portion of the parapet which rises diagonally to a small step at center with a decorative metal diamond inset below. Red ceramic tile awnings span between the sets of piers, flanking the decorative brick coursework and tiles adorning the pediment. The piers divide the building into three bays. The east bay is dominated by a four part folding garage door with multi-pane windows. The bays on the east are spanned by a single awning. The central bay features a central entrance flanked by large square single-pane shop windows. A third shop window fills the space between the piers at the west end of the building.

Cultural Data: F. E. Martin had this building constructed for Brandt Brothers Roofing and Sheet Metal, previously housed in the now demolished building next east, in 1927 at a cost of \$7,500. Brandt Brothers remained at the site through the 1960s. In the 1970s, the building was occupied by Kustom Upholstery. More recently, it housed an antique store but is now vacant.

18-20 W. Main Ave.

Historic Name: Eau Claire Hotel

Built: 1904

Havermale's Addition

Block 9 Lot 15

Legal 35184.0516

Style: Commercial Vernacular

Builder: unknown

Architect: unknown

Classification: Historic Contributing

Site ID #: 161

Description: This two story brick building is framed by piers that rise to a parapet wall with a cornice adorned with decorative brick dentils and coursework. The second floor features four evenly spaced one over one wood sash windows with flat arched lintels. There is a smaller bricked-in window at center. A cast iron belt with decorative medallions articulates the break between the first and second floors. The first floor façade is separated into symmetrical store fronts flanking a central entranceway defined by cast iron columns and composed of a large square window with a door below it. The store fronts are inset and composed of wood paneling and sets of large shop windows.

Cultural Data: Charles McNab, the owner of this lot and the one next west, and proprietor of McNab Drug, had this two story building constructed in 1904. This building is smaller than most typical SROs but shares their configuration, with the ground floor given over to commercial space and the upper floor divided into 16 furnished rooms for rent. The commercial spaces initially housed a blacksmith and a store. In 1908 and 1909, McNab had the spaces altered to accommodate Pacific Meat Market at W. 18 and a second hand store at W. 20. In 1912, Brandt Brothers, located at W. 6 Main, moved into the rear portion of the building and remained after their new building was constructed adjacent next east in 1928. Brandt Brothers remained through the 1960s, occasionally using the W. 20 address. Inland Hide and Junk and Star Furniture were also listed at W. 20 in the 1930s and 1940s, respectively. W. 18 housed Harry Kalin Second Hand store in the 1910s and 1920s, while Western Furniture Co. 2nd Hand occupied the space in the 1930s, 1940s, and 1950s. In the following decades, the commercial spaces were frequently vacant. The furnished rooms on the upper floor were rented by G. H. Snyder in 1910 and Bertha Stubbin in 1914. By 1919 they were advertised as the Eau Claire Hotel, but by 1932 the name had changed to the Paris Hotel and in 1949 it was listed as the Main Apartments.

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22-24 W. Main Ave. Historic Name: Longbotham Built: 1909
Havermale's Addition Block 9 Lot E 8' lot 13, all of lot 14 Legal 35184.0515
Style: Commercial Vernacular Builder: unknown Architect: Alfred Jones
Classification: Historic Contributing Site ID #: 162

Description: This four story buff brick building rises to metal-capped stepped parapet adorned with dentils. A terra cotta belt course delineates the break between the ground floor and the upper floors, which are divided into three bays by brick piers that flank a central bay. There are decorative terra cotta pedestals at the top of each bay. The one at center is below the building's name plate, while those on the flanks appear beneath square ventilation openings. Arched brick coursework below the pedestal frames the paired 1/1 wood sash windows of the central bay, which are covered by a fire escape. Below the pedestals of the flanking bays brick course work frames single 1/1 wood sash windows. Smaller 1/1 wood sash windows on the inside parallel the larger ones to the outside. These rise to decorative crests or shields on the cornice between the pedestals. Terra cotta lintels on each of the smaller windows are reminiscent of the larger and more elaborate pedestals that articulate the bays. All windows have decorative terra cotta sills. On the ground floor the main entrance, framed by a multi-paned store front, sits slightly to the right of center and provides access to 2/3 of the commercial space. The store front in the western bay has a central entrance under a transom opening flanked by shop windows. A string of windows spans the top of the west commercial bay.

Cultural Data: Charles McNab, the owner of the Eau Claire Hotel next east, had architect Alfred Jones design the Longbotham building for him. The Longbotham was built in 1909 at a cost of \$40,000. The original plans called for a total of 57 rooms on the upper floors, averaging 10 x 12 feet, each with hot and cold running water and a closet. The ground floor was reserved for commercial space. The 1911 directory lists the Imperial Hotel at W. 22 Main, but by 1913 the Imperial is next door, in the now demolished Imperial Building, while the Longbotham advertised the Frederick Hotel, a name it kept through the 1930s. From the late 1930s through the 1960s, the hotel was known as the Lewis, managed by Lewis Longbotham. The hotel was converted into apartments by the 1970s, and operated as the PV Apartments until it was closed as a fire hazard in 1984. The commercial spaces on the ground floor housed a number of businesses, including several second hand stores and, in the 1970s, State Liquor Store #44. The Rocket Bakery currently occupies the commercial space at W. 24.

Railroad Ave. Historic Name: Railroad Grade Built: 1914-16
Style: Industrial Utilitarian Builder: unknown
Classification: Historic Contributing Site ID #: 163

Description: An elevated railroad track system that rises 12 to 14 feet bisects the district. A series of concrete overpasses crosses over the north-south streets in the district. Pedestrian and vehicular traffic go under the overpasses while the trains remain free to travel along the elevated tracks without interruption. The concrete overpasses are either arched or have column supports.

Cultural Data: Railroad Avenue once ran along where the elevated tracks are now. Some warehouses were built adjacent to Railroad Avenue with their loading docks facing the tracks. Proximity to the railroad was key for their day-to-day functions of receiving and shipping products, materials, and goods. While the railroad tracks helped shape Spokane's urban streetscape, they also presented physical barriers, causing traffic congestion and safety problems. Freight and passenger trains created congestion and posed hazards to pedestrians and drivers of automobiles and horse-drawn carriages who needed to cross the tracks. In 1914, the Northern Pacific Railroad took on the task of elevating the railroad grade to alleviate the congestion problem. The majority of the construction work was done in 1915-1916.

NOTE: This entry covers the entire length of the railroad grade within the district as well as the concrete overpasses. The site i.d. number 163 represents the system.

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East Downtown Historic District, Spokane County, Washington

Narrative Statement of Significance:

The East Downtown Historic District, located on the eastern fringe of downtown Spokane, is eligible for listing on the National Register of Historic Places under Criteria A and C. The period of significance begins in 1890 with the construction of the second Northern Pacific Railroad Depot and Firestation #1 and ends in 1953, the fifty-year National Register eligibility date. Commerce, transportation, industry, and social heritage are areas of significance which demonstrate the district's eligibility under Criterion A for its association with broad patterns of history which led to the growth and development of Spokane as a major hub in the Pacific Northwest. The district is also eligible under Criterion C (area of significance: Architecture) for its collection of commercial, mixed-use, and industrial buildings that are good examples of vernacular architecture which, together, present a strong statement on the historic significance of the district's contribution to Spokane's development.

The story of the West is tightly connected to the coming of the railroads and Spokane is an excellent example of a town that burgeoned as a result of the Northern Pacific Railroad's arrival in 1881. In addition, the abundance of natural resources available in the Inland Northwest benefited Spokane which came to rely on the extractive industries of mining, timber, and agriculture to grow and develop. For most of Spokane's history, the railroads were dominant features—they ran through the heart of the downtown core and were interconnected with many facets of life from the micro level of the immediate surroundings (warehouse, commercial, and residential hotel buildings that were built and the people who worked and lived in them) to the macro level of Spokane's influence in a vast region known as the Inland Northwest, or Inland Empire. This region was bounded on the west by the Cascades, on the east by the Bitterroots, on the north by the Kootenais, and on the south by the Blue Mountains.

Like many other cities, Spokane has experienced cycles of boom and bust. These economic occurrences are often manifested in the city's built environment through its pattern of development. Spokane retains a somewhat intact downtown dating from the late 1890s through the first few decades of the 1900s, with pockets of infill development from the 1950s through the present. The East Downtown Historic District is a fine example of the city's pattern of development. It demonstrates the dominance of the impact of the Northern Pacific Railroad through the commercial buildings, residential hotels, and warehouses that were constructed from a few years after the "Great Fire of 1889" through the early 1900s during the city's greatest economic and population booms. In general, existing warehouses and commercial and residential buildings have seen alterations to the exterior on the ground level—these alterations reflect changes in taste and design over the decades as property owners and business owners looked to "modernize" entrances, windows, and doors to suit aesthetic desires or changes in use. Building materials range from red and buff brick facades; concrete; terra cotta cladding; sandstone detailing; stone foundations; and stucco. Some of Spokane's most prominent architects (e.g. Albert Held, Cutter & Malmgren, and Whitehouse and Price) designed buildings in the district. The majority of the contributing resources were constructed between 1900 and 1910, the decade of Spokane's greatest economic and population growth.

Two predominant property types are located within the district—the Single Room Occupancy (SRO) Hotel and the warehouse. The SRO is typically two to four stories in height, constructed of unreinforced masonry, with upper floor residential use and ground floor commercial or retail use. Some general characteristics include stepped parapets, ornamental cornices, patterned brickwork, and corbelled parapets and courses. More unique features include highly decorative terra cotta detailing on primary facades. The earlier railroad-dependent warehouse is typically a two to four story, wood-frame brick structure. Later warehouses are concrete or concrete block with industrial steel windows. The style is generally industrial utilitarian with little ornamentation. Other property types include both large and small scale commercial buildings, apartment/hotel buildings and the unique State Armory building, Northern Pacific Railroad Depot, the City Ramp Garage, and Whitehead's Dance Palace.

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Spokane consistently attracted talented architects and the city was well-known throughout the country as a place with significant architecture. The September 1908 issue of *The Western Architect* was devoted entirely to Spokane. It marveled at the growth of the city, its prosperity, and architecture, describing it as "the best built modern city on the continent."¹ Four buildings from the East Downtown Historic District—the Hutton Block, Spokane Club, Holley-Mason Building, and Home Telegraph Building were pictured in the publication. It is the combination of more prominent buildings such as these that are located on the western fringe of the district, along with the commercial vernacular commercial buildings, warehouses, and SROs that gives the district its character.

Historical Development

Spokane is situated in northeast Washington along the Spokane River and serves as the largest city in the Inland Northwest. Geographically, Spokane lies in a diverse part of the state. To the north are the Selkirk Mountains and pine forests; to the east is the level valley floor which leads into Idaho; the south is characterized by the gentle rolling hills and fertile wheat fields of the Palouse; and the west is dominated by the dry landscape of the coulees.

For thousands of years before white settlement, the area was inhabited by indigenous peoples who lived on the land. According to the Spokane Tribe, "The Spokane Indians are of the Interior Salish group which has inhabited northeastern Washington, northern Idaho, and western Montana for centuries. The native language spoken by the Spokanes is common to other Salish tribes with only a slight variation in dialect. The aboriginal lands occupied by the Spokanes laid in eastern Washington along the Spokane River and surrounding area encompassing some three million acres."² The city's name was derived from the name of a local tribal leader (Salish word pronounced spo-ka-nee) meaning "Sun."

Fur trapping and trading brought European settlement to the area in the early 19th century. The North West Company, Canadian fur traders, established the first trading post in the region in 1810, about ten miles from the confluence of the Spokane and Little Spokane Rivers. The first missionaries followed in the 1830s and white settlement gradually increased. For about four decades, there was peaceful coexistence between the white immigrants and the Indians. But perceived and actual threats of violence to both groups occurred with more frequency as the population of the area changed. The Washington Territory was created in 1853.

In 1871, S.R. Scranton and J.J. Downing laid claims on Spokane and settled along the banks of the river near the falls. Followed one year later by Richard M. Benjamin, they built a small, water-powered sawmill. Together, they claimed squatters' rights to the area. In 1873, James N. Glover and Jasper M. Matheny of Salem, Oregon came upon Spokane while traveling the territory seeking a new place to start a new town and they found it in Spokane with its magnificent setting on the river and the dramatic falls. They bought out the squatters' claims along with a third partner from Oregon and built a larger sawmill, anticipating more homesteaders, an increasing need for lumber, and most of all, a railroad. However, three years later and still no sign of progress, Glover's partners pulled out of the partnership and Glover bought them out, still confident that his town would grow and prosper.

Glover hired a surveyor to lay out the streets and blocks. Glover filed the plat of Spokane Falls in Colville on February 13, 1878. In the same year J.J. Browne and A.M. Cannon bought half-interest in the town site from Glover—development of the town soon followed. Brown and Cannon, like Glover and Matheny before them, were from Oregon, and in the area exploring opportunities. By 1880, Spokane Falls had a population of 350. The incorporation of Spokane Falls by the territorial legislature followed on November 29th the same year.³

¹ McLean, Robert Craik, ed. "Spokane, Washington: The Capitol of an Empire," *The Western Architect*. Volume 12: No. 3, September 1908, p. 3.

² Spokane Tribe website at <http://spokanetribe.com>

³ Stimson, William. *Spokane, A View of the Falls*. Sun Valley, California: American Historical Press, 1999, p. 31.

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Several months later, the Northern Pacific Railroad arrived in Spokane Falls. The line was completed two years later in Montana when the eastern and western branches of the railroad came together, thus establishing transcontinental service through Spokane Falls. The Northern Pacific was built from two ends of its survey route. Groundbreaking for the eastern end of the line began near Duluth, Minnesota on February 15, 1870. Groundbreaking at the western end began in the fall of 1870 in Kalama, Washington. The two lines were joined in Gold Creek, Montana on August 23, 1883.⁴

The newly incorporated city continued to grow through the 1880s. Between 1886 and 1889 the population boomed from 3,500 to 20,000. The falls provided a power source, making it possible for the town to be one of the first cities to have electric power in the West when in 1886, electric street lights were turned on in the downtown.⁵ The good fortune continued until August 4, 1889, when a fire that started in a restaurant on Railroad Avenue near the old Northern Pacific Depot swept through the city from the railroad tracks to the river and from Lincoln to Washington Streets. Approximately thirty-two blocks in the business district were in ruins but no lives were lost. The city quickly rebounded from this disaster—a tent city was created and city leaders went about the business of rebuilding a city with substantial masonry buildings. These wood-framed structures had massive heavy bearing walls of granite and brick which were more permanent in nature than what had stood in the business district before the fire. These buildings were meant to be monuments of commerce. Approximately one hundred brick buildings were constructed within the first year after the fire. After the fire, the center of the business district shifted from Front Avenue (later changed to Trent Avenue and now Spokane Falls Boulevard) to Riverside Avenue.⁶

Instead of viewing the fire as a setback, those who rebuilt the town saw a new opportunity to create a city with significant architecture and plenty of buildings that would house the commercial, residential, and industrial uses. Quickly, the city came to serve as the economic and social center for the Inland Northwest. By 1890, the city had transformed itself from a cinder pile after the fire to an emerging metropolis. Within one decade (1880s), it changed from a frontier town to a full fledged city. The city was reincorporated with an official new name—Spokane, instead of Spokane Falls. The city charter, officially adopted in March 1891, extended the total area of the city from its original four square miles to sixteen square miles.⁷

As white settlement and development of the city occurred in the 1880s and 1890s, tension was mounting between the Spokane Tribe and the new population. The Spokane Indian Reservation was established in 1881 by Executive Order.⁸ Six years later, tribal leaders met with a commission created by Congress whose duty was to establish treaties or agreements with various tribes throughout the country. "By the agreement made and concluded at Spokane Falls, March 18, 1887, the bands of Spokane Indians in council deeded to the United States all right, title, and claim which they had, or ever would have, to any and all lands lying outside the reservation. They agreed to remove to and settle upon the Coeur D'Alene Reservation in the territory of Idaho. Indians who settled on land and made improvements with the intent of retaining title to the same, under homestead, pre-emption, or other laws of the United States, would be protected."⁹ The agreement was finally ratified by Congress on July 13, 1892. In addition to the Coeur D'Alene reservation, some Spokane Indians went to the Colville,

⁴ Inland Empire Railway Historical Society. "Northern Pacific & Spokane, 1881-1981," *Inland Empire Railway Review*. Issue No. 2, July 1981, p. 2.

⁵ Stimson, William. *Spokane, A View of the Falls*. Sun Valley, California: American Historical Press, 1999, p. 31.

⁶ Work Projects Administration. *Washington, A Guide to the Evergreen State*. Portland, Oregon: Binford & Mort, 1941, p. 250.

⁷ Work Projects Administration. *Washington, A Guide to the Evergreen State*. Portland, Oregon: Binford & Mort, 1941, p. 250.

⁸ Spokane Tribe Historic Preservation Office and Spokane City-County Office of Historic Preservation. "Historic Driving Tour: Devil's Road, Colville-Walla Walla Road," brochure, 2003.

⁹ Ruby, Robert H. and John A. Brown. *The Spokane Indians, Children of the Sun*. Norman, Oklahoma: University of Oklahoma Press, 1982 second edition, p. 192.

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Spokane's downtown was built on land that was the home of the Spokane Indians for thousands of years. Before the great fire, the core of Spokane's central business district covered an area between Monroe and Washington Streets, the railroad tracks and the river. Robert Hyslop's book, *Spokane's Building Blocks*, contains a map depicting the town before the fire. The blocks in what is now east downtown from Washington to Division Streets, and between the railroad tracks to the river were either vacant or occupied by frame dwellings and small commercial buildings for livery stables, feed stores, a blacksmith shop, undertakers, a few hotels, and some institutional buildings housing a school, church and hospital. When Spokane rebuilt the downtown after the fire, the new buildings were constructed in an area much larger than the original business district. The business district spread east to Division Street. Sanborn Fire Insurance maps from 1891, 1902, and 1910 show a dramatic increase in the construction of commercial buildings in east downtown. Frame dwellings gave way to commercial buildings that would meet the demand of the influx in population. Among the property types and businesses that were prevalent were hotels, lodging houses, and restaurants.

Much of Spokane was rebuilt with the aid of Dutch investors whose Northwestern and Pacific Hypotheek bank provided loans to property owners. But business conditions changed in 1893 when according to John Fahey in *The Inland Empire, the Unfolding Years, 1879-1929*, "the United States toppled into a devastating depression started by the Panic of 1893. Spokane stores closed. In surrounding areas, farms lay neglected and crops unharvested...In all, seven of ten banks fell...Many prominent owners of Spokane real estate now were bankrupt and in debt to the Hypotheek bank..."¹⁰ The Hypotheek bank foreclosed on many properties and for a time, the Dutch owned one quarter of Spokane. Eventually, the city started to recover by 1896.

Spokane saw unprecedented expansion in the first decade of the 20th century. The population of Spokane was 36,848 in 1900 and surged to 104,402 by 1910. This growth mirrored the population expansion of the state which saw its greatest increase in the same decade. Many people moving to Washington settled in the state's three largest cities: Seattle, Tacoma, and Spokane. Various industries rapidly developed and with it a demand for more buildings. Most of the city's urban downtown skyline was created from about the late 1890s to 1912 with the construction of office buildings, banks, hotels, department stores and other commercial buildings.¹¹ As Fahey describes, "Spokane, which had put up 675 new structures in 1900 as migration accelerated, built 1,500 to 1,900 buildings a year from 1904 through 1909. The city supported three dozen lumberyards. The city's population virtually tripled in ten years, while eastern Washington's population more than doubled."¹²

The economic and population expansion of approximately the first fifteen years of the 20th century was short-lived. Growth in both areas in the next decade slowed considerably. By 1920, the population of Spokane was only 104,437, an increase of only 35 people from 1910. Investors soon realized the city was overbuilt. The region it served (Inland Northwest) was not able to sustain the city and keep pace with the speculative growth. By 1950, the population had increased by only 50,000. According to Donald Meinig in his essay *Spokane and the Inland Empire: Historical Geographic Systems and a Sense of Place*, "From the 1920s on, there was an accelerating rural-to-urban movement, and the 1930s saw a considerable influx of people from the Dust Bowl and the Cutover Lands of the Upper Midwest. Such additions, however, were offset by persistent out-migration to

¹⁰ Fahey, John. *The Inland Empire, Unfolding Years, 1879-1929*. Seattle: University of Washington Press, 1986, pp. 182-183.

¹¹ Stratton, David H., ed. *Spokane and the Inland Empire, An Interior Pacific Northwest Anthology*. Pullman, Washington: Washington State University Press, 1991, p. 19. Donald Meinig's essay, "Spokane and the Inland Empire: Historical Geographic Systems and a Sense of Place," is included in this anthology.

¹² Fahey, John. *The Inland Empire, Unfolding Years, 1879-1929*. Seattle: University of Washington Press, 1986, p. 201.

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the coast and to California...The Inland Empire stagnated because its economy was based so completely on primary, extractive products coming from farms, forests, and mines."¹³

A relative lack of development from the mid-1910s until the 1974 World's Fair—Expo 74, helped preserve much of Spokane's downtown. Expo 74 was the largest civic event to occur in Spokane for decades and changed the face of downtown. "Here was a dramatic expression of new environmental concepts. Tearing up the railroads and recovering the river was a symbolic severance from old alignments and attitudes. It could be interpreted as a declaration of new urbanism in which 'progress' is defined more in the creation of a humane civic environment than in a crass boosterism designed to 'sell' Spokane and its region to every possible customer."¹⁴ The 1970s were a time of environmental awareness. For so long, the city's commercial center was cut off from the river and the north side of the city by the railroad tracks and their associated warehouses and parking lots. A riverfront park and re-connection to the river have been the successful legacy of Expo 74. Another legacy of Expo 74 has been the demolition of older buildings from the early part of the 20th century to make way for surface parking lots and newer commercial buildings. Regardless, the central business district retains significant numbers of late 19th and early 20th century buildings and the East Downtown Historic District is significant for its collection of buildings dating from the period of significance (1890-1953), particularly from the decade of Spokane's biggest boom (1900-1910).

The Railroads and their Influence on Industry, Commerce, and Labor

The story of industry, commerce, and labor in Spokane is tightly interconnected with the coming of the railroads. The Northern Pacific Railroad came to Spokane in 1881. Groundbreaking for the Northern Pacific took place near Duluth, Minnesota in February 1870 and at Kalama, Washington Territory in the fall of 1870 on the western end. The western branch reached Spokane in June of 1881, giving rail connection to the Puget Sound and Portland.¹⁵ But it was not until two years later that Spokane had rail service to the east when the two branches finally met in Montana.

The Northern Pacific financed the construction of the railroad by receiving land from the federal government and selling it to farmers, homesteaders, and settlers. An article in the *Inland Empire Railway Review* outlined the process:

"For each mile of mainline track between these two ends the Northern Pacific would receive forty square miles of public land from the federal government. These lands would be sold by the railroad to help pay their building costs, and the buyers would be brought "out west" to develop farms and towns which would generate freight that the railroad would haul. In 1898 the railroad sold grazing lands in eastern Washington for fifty cents per acre. Crop lands were sold for two to four dollars per acre. In 1902 the N.P. sold 225,000 acres of timber land north of Spokane for an average price of \$2.50 per acre."¹⁶

During the next two decades, several Northern Pacific branch lines were built through the region to serve the farming, lumber, and mining areas of the Inland Northwest. These lines radiated from Spokane and products from these areas would be brought to and through Spokane. Competing railroads such as the Union Pacific, Great Northern, and the Chicago, Milwaukee, St.

¹³ Stratton, David H., ed. *Spokane and the Inland Empire, An Interior Pacific Northwest Anthology*. Pullman, Washington: Washington State University Press, 1991, p. 23.

¹⁴ Stratton, David H., ed. *Spokane and the Inland Empire, An Interior Pacific Northwest Anthology*. Pullman, Washington: Washington State University Press, 1991, p. 27.

¹⁵ Inland Empire Railway Historical Society. "Northern Pacific & Spokane, 1881-1981," *Inland Empire Railway Review*. Issue No. 2, July 1981, p. 2.

¹⁶ Ibid, p. 2.

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Paul & Pacific came through Spokane on their way to the west coast. The increased competition added growth to Spokane. By the turn of the century, eight railroads converged in Spokane making the city a major transportation center. The Union Pacific and Great Northern had depots in the northern part of the city. The establishment of the Northern Pacific railroad itself in 1881 did not necessarily precipitate much growth in Spokane as the future of the town was still uncertain and two new towns to the southwest (Cheney and Sprague) were rivals for becoming the center of the Inland Northwest. As Meinig explains:

"...this situation changed dramatically following the 1883 discovery of great riches in Idaho's Coeur d'Alene mining district. The struggling town of Spokane Falls suddenly became the service center for the north Idaho mines, as it did a few years later, as well for new mining booms in the Colville and Kootenay district. Railroads built to tap these areas also opened up the great white pine forests to ready exploitation....In a very few years, Spokane's position was utterly transformed..., it had suddenly become the center of a new region with diversified resource."¹⁷

Spokane's proximity to an abundance of natural resources in mining, lumbering, and agriculture was a great catalyst in transforming Spokane into the major distribution center of the Inland Northwest. The prospect of finding gold, silver, lead, copper, zinc and other minerals brought men with fantasies of fortunes to the area. Gold mining in the Coeur d'Alene district triggered a rush in the region. The promise of gold that brought so many men to the district Idaho proved to be less productive than they had hoped so they moved on to other parts of region. Silver-lead veins were discovered in tributaries of the South Fork of the Coeur d'Alene River. This area became famous for productive mines that lasted for years.¹⁸ Spokane became a principal distribution point for equipment and supplies. Miners patronized Spokane's mining outfits, hotels, saloons, restaurants, and gambling halls before and after setting off to the mines. Those who made their fortune from the mines settled in Spokane and helped build the city. According to Fahey, "Men who had made fortunes from mines invested in businesses in Spokane...and they served on boards of the city's banks and businesses, built homes, and erected central office buildings."¹⁹ For example, Levi Hutton, financier of the Hutton Building in east downtown, made his fortune from the Coeur d'Alene mining district.

Among the other industries that began to rise at the turn of the 20th century was the lumber industry. As Fahey describes, "Until almost 1900, lumbering in the Pacific Northwest consisted mainly of sawmill operators who followed surges of settlement to cut lumber for new towns and farmers...Pioneer mills...used streams and lakes to float logs from forests to mills and river current to turn their saws...Local mills bought trees from settlers, the government, or the Northern Pacific."²⁰ Gradually, more and more land was cleared. The arrival of the railroads lowered lumbering shipping rates in 1894, thus allowing mills to ship lumber farther. Forests in the Great Lakes region on the Midwest had been depleted and the Great Lakes lumber barons looked elsewhere for mature forests. Western states and railroads solicited these lumber barons to deforest their lands to increase commerce. Like any other industry, the timber industry saw cycles of boom and bust. By 1930, the timber industry had declined significantly.

In addition to mining and lumbering, Spokane's economy has been greatly influenced by the agricultural industry. The climate of the Inland Northwest is well-suited to many types of farming, particularly wheat farming in the southeastern portion of the state. In his essay, "A Century of Farming in the Inland Empire," Wayne Rasmussen explains the significant ties between agriculture and transportation:

¹⁷ Stratton, David H., ed. *Spokane and the Inland Empire, An Interior Pacific Northwest Anthology*. Pullman, Washington: Washington State University Press, 1991, p. 13.

¹⁸ Hyde, Gene. "From Hell to Heaven, By Way of the Coeur d'Alene Mining District." *Nostalgia Magazine*. February 2003, p. 29.

¹⁹ Fahey, John. *The Inland Empire, Unfolding Years, 1879-1929*. Seattle: University of Washington Press, 1986, p. 187.

²⁰ Ibid, p. 188.

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"One of the requirements for the development of commercial agriculture is a transportation system that permits farmers to get products to a market large enough to absorb what is offered, and at transportation costs low enough to permit the farmer to compete in that market...The completion in 1883 of the Northern Pacific Railroad, connecting the Great Lakes to the Pacific Northwest, brought striking changes to agriculture in the Inland Empire. The Northern Pacific was followed shortly by the Union Pacific system, and then by the Great Northern. Feeder lines soon extended up every fertile valley, bringing in immigrants, while offering farmers a means for getting their products out to market."²¹

Railroad connections to eastern markets and to the west coast created a demand for agricultural products which led to the increasing growth of Spokane. Flour was shipped to such diverse ports as Liverpool, New York, or Tokyo. Livestock and meat also moved out of Spokane. Eventually, the city became a regional supplier as well as a market, with warehouses and wholesalers eager to supply retailers in the towns of the region.²² U.S. Department of Agriculture figures indicate that from 1896 to 1906, Washington State substantially outperformed twelve of the other leading agricultural states in its production of wheat, oats, barley, hay, and potatoes.²³

According to Rasmussen, "In 1940 the city had over 300 factories employing about 15,000 persons. The city's diversified industries included 3 flour mills, 5 meat packing plants, 23 creameries, 17 bakeries, and 6 poultry plants."²⁴ Although historically known as the "Produce District," the warehouse area of the east downtown has always been home to a variety of warehouses, commercial buildings, garages, and apartment hotels. Wholesale and retail warehouses for the following industries could be found in the district—grocers, bakery products, meat packing, creameries, and cold storage among others.

The warehouses' proximity to the railroad was key for their day-to-day functions of receiving and shipping products, materials, and goods. While the railroad tracks helped shape Spokane's urban streetscape, they also presented physical barriers, causing traffic congestion and safety problems. Freight and passenger trains created congestion and posed hazards to pedestrians and drivers of automobiles and horse-drawn carriages who needed to cross the tracks. Railroad Avenue was as wide as any downtown street except it was covered with sets of railroad tracks that made crossing difficult. Jay Kalez describes Railroad Avenue in his book, *Saga of Western Town...Spokane*, "From the days before the great Spokane fire...until the summer of 1914, Railroad Avenue ran its length of trackage within a walled canyon of warehouse buildings. A double-track main thoroughfare line augmented the remaining eight sets of switching track."²⁵ "Gate tenders closed the street to all other forms of traffic with the approach of oncoming trains, but accidents involving trains, cars, and pedestrians were still all too frequent."²⁶

²¹ Stratton, David H., ed. *Spokane and the Inland Empire, An Interior Pacific Northwest Anthology*. Pullman, Washington: Washington State University Press, 1991, pp. 39-40. Wayne Rasmussen's essay, "A Century of Farming in the Inland Empire," is included in this anthology.

²² Ibid, pp. 39-40.

²³ McLean, Robert Craik, ed. "Spokane, Washington: The Capitol of an Empire," *The Western Architect*. Volume 12: No. 3, September 1908, p. 6.

²⁴ Stratton, David H., ed. *Spokane and the Inland Empire, An Interior Pacific Northwest Anthology*. Pullman, Washington: Washington State University Press, 1991, p. 46.

²⁵ Kalez, Jay J. *Saga of Western Town...Spokane*. Spokane: Lawton Publishing, 1972, p. 78.

²⁶ Aberle, William, Salina Davis, Andrew Duffin, Brenda Jackson, Jeff Johnson, John Mann, and Donna Turnipseed. "National Register Nomination: West Downtown Historic Transportation Corridor." May 1999, section 8, p. 38. This historic district is adjacent to the west of the East Downtown Historic District.

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To elevate the problem, in 1911, City Engineer Morton McCartney and W.L. Darling, a Northern Pacific engineer, announced plans to spend two and a half million dollars to construct a grade separation. An elevated roadbed with a clearance of twelve to fourteen feet would cross all streets, from Cedar Street to the west to Division Street to the east. A concrete wall along each side of the railroad tracks would be filled in with earth and would provide a complete grade separation with some trestle-like street overpasses between Division and Cedar Streets.

While relieving a problem for the city, the grade separation created new problems for businesses with existing warehouses fronting Railroad Avenue. These warehouses were designed to have their loading areas adjacent to the railroad tracks for ease of moving materials and goods in and out. Business and/or property owners of these warehouses would need to create new openings on their second floors (if the buildings had second floors) to accommodate this change. This led to lawsuits against the Northern Pacific for damage to property and potential for lower property values. The lawsuits stalled construction for a year and a half. Eventually the grade separation was completed in 1915-1916. Testament to the grade separation project can be seen on the north and south faces of the concrete overpass on Washington Street where the following inscription was carved into the concrete: "NPRY" and "1915" on the ends and the Northern Pacific Railroad monad symbol just above the arch of the bridge.

Social Heritage in East Downtown

The mines, mills, farms, and railroads greatly shaped Spokane's social fabric. There were those who made their fortunes from these industries who built stately homes and fine commercial buildings, and there were those who labored in these industries and helped provide a customer base for the many hotels, lodging houses, barbershops, saloons, grocery stores, mercantile stores, bath houses, laundries, restaurants, labor agencies, and other services and commercial establishments. The East Downtown Historic District contained many of these enterprises and housed the laborers who came to Spokane on a seasonal basis. The social history of these laborers and those who lived, worked, and ran businesses in the district is an important chapter in Spokane's history.

According to the Spokane West Downtown Historic Transportation Corridor National Register nomination form, "Spokane's SROs housed a very specific population during the early decades of the twentieth century. Most of the...SRO dwellers were white males from the eastern portions of the United States or Western Europe. Typically they were between 25 and 45 years of age, single, and engaged in some form of labor or craft, such as mining or timber. The vast majority of these individuals was literate and had resided in their current domicile for less than eight months."²⁷ Although the nomination described the typical population of the SRO in Spokane's West Downtown, the subject area for this district nomination is adjacent to West Downtown and includes a high concentration of SROs which most likely catered to a similar if not the same population of itinerant workers.

While a majority of the population that resided and worked in east downtown was European American, the area can be differentiated from the rest of the central business district by the presence of small ethnic enclaves. The WPA Guide for Washington State (1941) describes Spokane's population as being relatively stable but even as late as 1941, there were still a significant number of itinerant workers who came to the city. The guide describes this population:

"The greater part of the population of Spokane is native born, less than 20 percent claiming foreign birth. Second-generation national groups are however, well-represented—Irish, Germans, Scandinavians in particular, and Italians, Greeks, Scots, and French to a lesser extent. Among racial minorities are 1,000 Negroes, most of whom are engaged in service trades; a few score Chinese in restaurants, laundries, and truck farming; a number of Indians, who wander in and out of the city; and some

²⁷ Ibid, section 8, p. 38.

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Japanese...Drifting through the city, however, are thousands of migratory workers, mostly single men, who find seasonal employment in mines and in lumber camps and on the farms."²⁸

A small Eastern European population resided in the district. The Balkan Hotel (31 W. Main Street), built during Spokane's boom decade in 1909, was an SRO that housed fifteen immigrant men of Bulgarian origin who worked as laborers. A restaurant on the first floor also catered specifically to the residents' needs. They also congregated and socialized at a Balkan fraternal organization located nearby.

The Japanese American population was more sizeable. Japanese American owned businesses dotted the blocks in the East Downtown Historic District and in adjacent blocks to the west. According to the 1890 Federal Census, twenty-three Japanese resided in the city. They pursued the only occupations available to them—domestic service and railroad work. A few accumulated enough capital to open small, service-oriented businesses such as restaurants, laundries, barber shops, and pool halls. These establishments existed alongside Chinese, Italian, Greek, German, and American businesses that served the city's immigrants, migrant laborers, and working-class trade.²⁹

Throughout time, the city's Japanese American population has generally numbered between 0.1 to 0.3 percent of the total population. Though small in numbers the Japanese Americans in Spokane managed to develop their own sense of community. As the Japanese American community grew in Spokane, so did its business district. By 1910, Japantown covered a six-block area roughly bounded by Howard Street to the west, Browne Street to the east, the Spokane River to the north, and Riverside Avenue to the south.³⁰ A portion of Japantown was located in the East Downtown Historic District. Most *Issei* (Japanese for "first generation") families lived in Japantown or in the same building as their business due to proximity to their place of business as well limited options in moving to other parts of the city where they were not welcome. Those who did live outside of Japantown were usually domestic employees who lived with their white employers. In this setting, the Japanese Americans were able to create a community centered on the Japanese Methodist Church. Their businesses became well-established and an informal business association was formed to protect their interests. Eventually, attitudes about Japanese Americans changed and many moved to residential areas in Spokane such as the lower east side of the city which had a diverse community.

In the years before 1920, Japanese Americans began to operate a few low-priced residential hotels, some of which were located in the East Downtown Historic District. The Globe Hotel (204 North Division Street), located in the northeast corner of the historic district, was constructed in 1908 by Henry Sorg, a real estate investor who bought property from the Northern Pacific Railroad to build his hotel. Lodgers and residents came from all parts of the United States and many different European countries. During the 1940s to 1960s, the hotel was also significant for its association with the Japanese American community in Spokane. Members of the community gathered together in the basement of the hotel for social events and meetings. A Japanese American family managed the hotel from 1946-1966.³¹

Japanese Americans from a wealthier background ran import stores selling Japanese and Chinese products. The Oriental Bazaar Co. was located within the district in the Hale Building at 235 W. Riverside. The Japanese-owned import store

²⁸ Work Projects Administration. *Washington, A Guide to the Evergreen State*. Portland, Oregon: Binfords & Mort, 1941, p. 244.

²⁹ Wilbert, Deborah Gallaci. "A History of the Formation of the Japanese American Community in Spokane, Washington, 1890-1941." Master's thesis, Washington State University, 1982, p.87.

³⁰ Ibid, p. 66.

³¹ Interview with Dave Heyamoto on February 20, 2003 and Julie Clarke on January 31, 2003. Mr. Heyamoto's parents managed the Globe Hotel. The family also lived in the hotel. Ms. Clarke is the current owner of the building.

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operated from the Hale Building from 1905 to 1915, when the proprietor moved the business two blocks west on Riverside, just outside the district.³² North Coast Supply Company, a Japanese-owned Asian foods and import store at W. 27 Main Avenue, operated from 1945-1977.³³ It occupied a ground floor storefront in the Saranac Hotel. Grocery stores and restaurants were popular businesses for Japanese Americans to operate. There was a Japanese American-owned grocery store at 114 N. Division Street in the mid- 1940s. The Suki Yaki Inn in the Langham Hotel in the district has been in continuous operation since the early 1950s.

Unlike those who lived along the west coast, Spokane's Japanese Americans were not relocated to the internment camps so its business and social community remained intact during the war years and after. The city's Japanese American population actually increased in the decade between 1940 and 1950 from under 300 to over 1,000, presumably due to the migration of West Coast Japanese Americans who found jobs and housing in Spokane and were therefore not interned.

Spokane's Chinese arrived in the late 1870s and 1880s, working in shops, laundries and restaurants while living in small rented rooms. Many had come to work in the mines and the railroads and either stayed in Spokane or settled there after their years of hard labor. More than 500 Chinese, mostly men, lived in Spokane by 1890. Spokane's Chinatown coexisted in same area as Japantown. The original Chinatown (north side of Front Street—now Spokane Falls Boulevard, between Howard and Washington Streets) was located just outside the East Downtown Historic District's boundaries. It was demolished in 1914 to make way for the construction of elevated tracks for the Union Pacific and Milwaukee Railroads. However, the community was not destroyed. It moved farther south and established shops, restaurants, laundries, gambling halls, and family associations in the six-block area mentioned previously. Like Japantown, part of the new Chinatown was located in the East Downtown Historic District. Chinese-owned City Hand Laundry was located at W. 25 Main Avenue near North Coast Supply Company.³⁴ The Chinese population followed a steady decline after 1890 until the 1930s when it slowly and gradually increased. The Chinese population fluctuated from between 0.1 to 0.9 percent of the total population. Reasons for this decline are most likely a combination of an aging single male population; the slow development of a family structure; and anti-Chinese laws that the United States government had in effect from the late 1800s through the 1940s.

Neither Japantown nor Chinatown exists in Spokane today. Only the Suki Yaki Inn in the Langham Hotel at the northwest corner of the East Downtown Historic District remains as a reminder of a once vibrant ethnic enclave. Subsequent generations of Japanese American and Chinese American families moved to other areas of Spokane and entered other professions or operated businesses elsewhere in the city.

Architectural Significance in East Downtown

The period of significance for the East Downtown Historic District begins in 1890 with the construction of the Northern Pacific Depot and Fire Station #1 and ends in 1953, the fifty-year date set for eligibility for the National Register. Approximately two-thirds of the existing buildings in the district were built in the first decade of the 20th century during Spokane's biggest era of economic and population growth.

Buildings in east downtown are generally smaller in scale than those in west downtown. The East Downtown Historic District is located on the fringe of downtown. Building heights range from one-story to eight stories, with most averaging three or four

³² Polk City Directory, 1904-1920.

³³ Polk City Directory, 1940-1980. Interview with Linda Takami on February 21, 2003. Ms. Takami's grandfather owned a fish market in Spokane's Japantown. She remembers various Japanese American owned businesses in the district.

³⁴ Polk City Directory, 1945-46.

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stories in the more commercial area north of the railroad tracks and two or three stories in the industrial area adjacent to and south of the tracks. Most of the buildings in the district are commercial vernacular in style and clad in brick. Foundations are stone, brick, or concrete. Typically, the ground floor is occupied by small businesses while the upper floors are used for offices or hotels/residential apartments. The combination of the generally modest scale of the buildings with the ground floor storefront businesses provides a pedestrian-friendly environment. The warehouses are characterized by its brick cladding, loadings docks, large openings with roll-up doors, and small upper floor double-hung windows. Some general characteristics of the buildings include stepped parapets, ornamental cornices, patterned brickwork, and corbelled parapets and courses. More unique features include decorative terra cotta detailing on primary facades. Buildings vary in use but generally fall in the following categories: transportation; commercial; industrial; and single-room occupancy hotels. The diversity of businesses allowed for a community to live and thrive in downtown.

Architecturally prominent structures such as the Spokane Club/Legion Building, Realty Building, Hutton Building, Jensen-Byrd Co. Building, M. Seller & Co. Building, Holley-Mason Building and more typical examples of commercial vernacular architecture such as the Globe Hotel, Saranac Hotel, and Stewart Building combine to give the district its character. The Spokane Club/Legion Building is located on the same side of the block as the Jensen-Byrd and M. Seller & Co. Buildings. Built within five years of one another, together, they form an impressive streetscape of early 1900s urban form in Spokane. Jensen-Byrd was one of the largest hardware supply stores in Spokane. M. Seller & Co. specialized in importing, retailing, and wholesaling glasswares, crockery, metalwares, and other household goods. In 1933, Jensen-Byrd purchased the M. Seller & Co. building so it could expand its business. Jensen-Byrd became wholesalers in the 1940s.

The Hutton Building, listed individually on the National Register, is one of Spokane's most significant commercial buildings. It was built by Levi and May Hutton who acquired their wealth from in the Coeur D'Alene mining district by investing in the Hercules Mine. The Huttons were advocates for labor reform and Mrs. Hutton was active in the women's suffrage movement. They lived in the penthouse in the building for most of their politically active years.

The Hutton and Spokane Club/Legion Buildings are both located on the edge of the district, serving as transitional buildings between the taller, high-style buildings to the west and the more modest scale vernacular buildings in the core of the district. Each street running east-west in the district has its share of solid blocks of buildings that are good examples from the period of significance that share characteristics in scale, material, and design. The south side of the 400 block of W. First Avenue also reflects the typical streetscape of downtown Spokane during its building boom decade of 1900-1910. The commercial vernacular buildings and SROs (Golden West Hotel, Transient Hotel, Stewart Building) in the district are typical in their characteristics and scale (two to three stories; brick with decorative parapet or cornice and double-hung wood windows) and most retain a high level of integrity. The various uses reflect the diversity of businesses in the area—print shop, paper company, blacksmith shop, furniture store, taverns, and a heating and plumbing company among others.

The block between Browne Street and Bernard Street on Main Avenue is a fine example of a continuous row of SROs and commercial vernacular buildings ranging from one to four stories and are faced in brick. The various uses on the ground floor are also typical of the establishments in the area—grocers, laundry, and second hand store. Second hand stores historically have operated in the district and continue to this day, perhaps a reflection of the needs of the neighborhood.

The SRO is a specific type of working-class housing that was developed to house the itinerant workers who came to Spokane in great numbers. SROs can be found throughout cities in the western United States and Spokane was no exception. The East Downtown Historic District contains many of the city's SROs. Mostly constructed between 1900 and 1910 to meet the housing demand the itinerant workers created, the SRO in Spokane was typically two to four stories in height with ground floor commercial/retail space and hotel rooms on the upper floors. The businesses on the ground floor catered to the residents

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of the hotel and/or general population.

Approximately one-third of the buildings that are extant in this district once served or still serve as SROs. In addition to catering to itinerant workers, SROs have also traditionally provided permanent housing for men and women looking for affordable housing. Examples include the Lorraine Hotel, Dessert Block/St. Regis Hotel, and the Longbotham. All three were constructed during Spokane's expansive decade. The Lorraine Hotel was built in 1909 by W.E. Moore. It was the closest hotel to the Northern Pacific Depot. The Lorraine Café operated on the ground floor. A year after it opened, Moore sold the hotel to K.N. Laney, a successful business woman who ran other hotels including the Antlers Hotel (west of the Lorraine). Constructed in 1904, the Dessert Block was built by Victor Dessert, a businessman who would later become known as a preeminent hotelier in Spokane. The Longbotham (1909) was designed by architect Alfred Jones for Charles McNab and is an excellent example of a typical SRO in Spokane.

The concentration of warehouses in the historic district is located on the southeast fringe of the Central Business District. This area of the city near the railroad was not affected by the "Great Fire of 1889." Development came to this area later than to the business core. The blocks were either vacant or occupied sparsely by frame dwellings and small commercial buildings for livery stables and feed stores. When Spokane rebuilt the downtown after the fire, the new buildings were constructed in an area much larger than the original business district. Development extended south of the railroad tracks. The area was an ideal location for a

burgeoning industrial area. Warehouses were constructed so that the loading docks or freight platforms fronted Railroad Avenue for ease of transfer of materials and goods. Sanborn Fire Insurance maps from 1891, 1902, and 1910 show a significant increase in the construction of warehouse and commercial buildings in east downtown south of Railroad Avenue.

The warehouses along Pacific Avenue from Browne to Washington Streets serve as the core of the industrial section in the district. Within this three block area are warehouses built for various uses including cold storage, grocers, meat packing, garage, creameries, and bakeries. They represent three different decades in the development of the neighborhood—1890s, 1900s, and the post-War era. The Washington Cracker Company is the oldest warehouse in the district and is an excellent example of a late 19th century/early 20th century commercial vernacular warehouse. Constructed in 1892 with an addition in 1908, the three-story brick building housed the Washington Cracker Company which manufactured candies and crackers and made its own boxes in the building. The exterior retains a high level of integrity.

Continuing east along Pacific Avenue is a series of warehouses on the north side of the street that originally housed grocers and a fruit and vegetable wholesalers. The buildings vary in height between one to three stories and are of brick or concrete block construction. Loading docks and wide door openings are typical features. The two-story, brick Commission Building (1906) was built for the Rasher-Kingman-Herrin Company (fruit and vegetables wholesalers) which was in the space until 1916. Roundup Fisheries (later Roundup Groceries) occupied the building from 1919 to the 1950s. The warehouse has two primary facades, one fronting Pacific Avenue and the other facing the railroad spur. Adjacent to the east at 210 and 130 W. Pacific Avenue are the 1948 one-story, concrete block warehouses built for Roundup Groceries. North West Cold Storage, Swift & Company Warehouse, and Greenough Bros. Warehouse complete the block. The first building was originally built for cold storage and then occupied by a creamery and second and third buildings were built for grocers. All three retain functioning loading docks and wide door openings, important features for warehouses, fronting Pacific Avenue.

Larger warehouses such as the McClintock-Trunkey Building and the Holley-Mason Building (listed individually on the National Register) are located west of the core warehouse area. Together, these industrial buildings form an impressive neighborhood of late 19th century/early 20th century industrial urban form in Spokane. Other parts of Spokane contained warehouses as well (near the railroads on the north end of town). However, the East Downtown Historic District remains the

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most intact along with those in the West Downtown Transportation Corridor because much of the associated warehouses to the north were demolished for Expo 74.

Some of Spokane's most prominent architects were commissioned to design buildings in the East Downtown Historic District. They include: Albert Held, John K. Dow, Clarence Hubbell, Kirtland K. Cutter, Karl Malmgren, Harold Whitehouse, Ernest Price, C. Ferris White, and Alfred Jones.

Albert Held (1866-1924) designed four buildings in the district—the Golden West Hotel, Holley-Mason Building, Home Telephone Building, and the Realty Building. Born in Minnesota in 1866, he graduated from the University of Minnesota and came to Spokane in 1889. He was the first Spokane architect to become a member of the American Institute of Architects. His designs include many warehouses including the Kelley Clarke Company Warehouse, Benham & Griffith Warehouse, Marshall-Wells Hardware Company, Spokane Dry Goods Warehouse, Inland Brewing, and the Spokane Brewery.³⁵ In addition, he designed a number of apartment buildings and schools. His Spokane apartment buildings are listed as a Multiple Property District on the Spokane Register.

The architectural firm of *Dow and Hubbell* designed five buildings in the district—the Hutton Building, Spokane Club/Metals Bank Building, Jensen-Byrd Company, and M. Seller & Company. *John K. Dow* (1861-1961) was born and raised in Minnesota. He arrived in Spokane the same year as Albert Held (1889). Although he mostly practiced on his own, he did form occasional partnerships with C.Z. Hubbell and L.L. Rand. Other buildings he designed with Hubbell include the first Paulsen building (1906) which is just outside the East Downtown Historic District boundaries. With Rand, he designed the Masonic Temple and the Bennett block. *Clarence Hubbell* (1869-1919) studied at the Art Institute of Chicago and worked for architectural firms in his native Illinois before coming to Spokane in 1900 where he worked for Dow, becoming partner from 1904-1910. He designed the two-story addition to the Hutton Building in 1910 after his partnership with Dow dissolved.³⁶

The architectural firm of *Whitehouse and Price* was one of the most prolific firms in the region. The firm designed the Art Deco exterior of the City Ramp Garage on the western edge of the East Downtown Historic District while Ben Garnett of the City Engineer's Office designed the reinforced concrete structure. *Ernest V. Price* (1881-1975) came to Spokane from New York in 1910. He received his architecture degree from Cornell University. He worked as a secretary/manager of the Sterling Stone Company and a teacher at the Jenkins Institute before forming a partnership with *Harold C. Whitehouse* in 1914. The partnership lasted for fifty years. In that time, the firm "designed hundreds of buildings, including some 200 schools and 16 fraternity and sorority houses. Some of their better known works included The Cathedral of St. John the Evangelist, the Lincoln Building, Hutton Settlement, Culmstock Arms Apartments, the Civic Building, and the Spokane Coliseum." *Whitehouse* (1884-1974) came to Spokane in 1907 via Massachusetts and North Dakota. He had studied at the Boston Art Club and worked as a draftsman with a marine architecture firm in Boston. He first worked with John K. Dow and then formed a partnership with George Keith, doing mostly residential work. He left this practice in 1911 to study architecture at Cornell University. When he returned to Spokane, he entered into a partnership with Price.³⁷

The architectural firm of *Cutter and Malmgren* designed the F.C. Robinson Building/Sons of Norway Hall. The firm was one of the most prominent firms in Spokane. *Kirtland K. Cutter* was born in Cleveland, Ohio in 1860. He studied at the Arts League in New York and spent time traveling throughout Europe to study architecture, painting, drawing, and sculpture. He came to Spokane in 1887 and worked as a cashier at Spokane's First National Bank, employed by his uncle. He formed a firm

³⁵ *Spokane Skyline, A Century of Architecture, 1889-1989*. Spokane: Eastern Washington State Historical Society, 1992, p. 39.

³⁶ *Ibid*, pp. 39-40.

³⁷ *Ibid*, pp. 42, 44.

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with John Poetz (Cutter and Poetz) in 1889. They designed many residential and commercial buildings. Two were located in the East Downtown Historic District (William Quirin Building and Pedicord Hotel) but are no longer extant. When Poetz retired in 1894, *Karl Malmgren* (1863-1921) became Cutter's partner. Born in Sweden and educated both there and in Germany, Malmgren practiced architecture for eight years in Europe before coming to Spokane in 1889 where he worked for Cutter and Poetz. Some of Cutter and Malmgren's most well-known designs include the Spokane Club, Washington Water and Power/Post Street Substation, the City Steam Plant, and scores of residential buildings for Spokane's most prominent citizens. Together, Cutter and Malmgren worked on the interior renovations of the State Armory Building in 1915 and Whitehead's Dancing Palace in 1923.³⁸ The partnership dissolved when Cutter moved to Long Beach, California in 1923 to begin a new practice in Southern California.³⁹

Alfred Jones designed two buildings in the district—the Globe Hotel and Fairmont Hotel. Born in Chicago, he apprenticed with a firm there before coming to Spokane in 1899 and worked as a draftsman for Albert Held and practiced with other architects before partnering with Joseph T. Levesque in 1910. Together, they designed the Smith Funeral Home and the First Baptist Church. Jones also designed the Kempis, Espanola, Frederick, and Tokyo apartments, the Kemp and Hebert Store and the Empress Theater. He moved to Phoenix, Arizona in 1912 due to ill health.⁴⁰

The architectural firm of *Preusse and Zittel* designed the State Armory. *Herman Preusse* (1847-1926) came to Spokane in 1882 and was one of the city's first architects. Born and educated in Germany, he worked in architectural firms in Chicago, California, Kansas before settling in Spokane. He was the most prolific architect after the 1889 fire. His designs included the Auditorium, Fernwell, and Great Eastern/Peyton Buildings among many others. In 1893, he formed a partnership with *Julius Zittel* (1869-1939) who was also born in Germany and apprenticed in Chicago. Some of their projects included the Carlyle Hotel, Gonzaga Administration Building, Carnegie Library, and Holy Names Academy. Zittel became State Architect in 1897 and served as the president of the Spokane Society of Architects. The partnership continued until 1910 when Preusse retired and Zittel partnered with Archibald Rigg to form Zittel and Rigg. He eventually retired from his practice to manage the Spokane Hotel where he served as President.⁴¹

The architectural firm of *Rigg and Vantyne* designed the Salvation Army Building. *Archibald Rigg* (1878-1959) was born in Canada and educated in Trinity College (Toronto), Columbia University, and the University of Edinburgh. He worked in Illinois before coming to Spokane where he was a draftsman for Cutter and Malmgren and Albert Held. He left Spokane for Indianapolis but returned in 1912 and formed a partnership with Julius Zittel. He later formed a partnership with *Roland Vantyne* (1887-1938) that lasted for twenty-three years. Vantyne was educated at Buffalo Polytechnic Institute and worked for architects in Buffalo and Duluth, Minnesota. He came to Spokane in 1910 and worked as a draftsman for Albert Held and Julius Zittel. Rigg and Vantyne's projects included the Shriner's Hospital, the Symons Building, and the Masonic Temple expansion.⁴²

C. Ferris White (1867-1932) designed two buildings in the district—the Transient Hotel and the Stewart Building. Born and educated in Chicago, he worked for two Chicago architectural firms before coming to Spokane in 1890, where he briefly

³⁸ Matthews, Henry C. *Kirtland Cutter, Architect in the Land of Promise*. Seattle: University of Washington Press, 1998, pp. 397, 400.

³⁹ *Spokane Skyline, A Century of Architecture, 1889-1989*. Spokane: Eastern Washington State Historical Society, 1992, p. 38.

⁴⁰ *Ibid*, p. 40.

⁴¹ *Ibid*, pp. 42, 44.

⁴² *Ibid*, pp. 43-44.

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managed the office of architect Herman Preusse. White left Spokane for other parts of the state (Bellingham and Everett) and returned to Spokane in 1896. Over the years, he partnered with a few different architects including Alfred Jones and W.W. Hyslop. In between partnerships, he worked alone. He was a prolific designer of public school buildings and commercial blocks as well as prominent residences. In 1905, the Potlatch Lumber Company in Idaho hired White to design the buildings and lay out the town plan for over three hundred buildings. He built the entire company town.⁴³

The buildings that these prominent local architects designed in the East Downtown Historic District helped contribute to the architectural significance and development of the area. However, the vast majority of buildings either were not designed by an architect or the architect is unknown. The vernacular nature of most of the buildings is what defines the character of the district. The consistent quality of the materials and workmanship, along with the scale of the buildings define an area of Spokane that catered to the day-to-day business of the city and to those who worked and resided there. The property and business owners, investors, developers and their builders built east downtown from the 1890s through the first few decades of the 20th century because they saw opportunities to develop in a growing city near a railroad. They filled the needs of their time, whether it was related to industry, business, or housing. Preservation and rehabilitation efforts continue to gain momentum in east downtown. However, development pressure is building as well, threatening the historic fabric that is so significant to the architecture and heritage of Spokane. Designation as a National Register historic district would greatly help solidify the significance of east downtown.

⁴³ Durham, N.W. *Spokane and the Inland Empire, Volume II*. Spokane: S.J. Clarke Publishing Co., 1912, pp. 391-394.

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UTM Grid Coordinates (Specific District Boundaries)

Zone 11, NAD27

Corner	Easting	Northing
1	468289	5277968
2	468588	5277968
3	468588	5278105
4	468710	5278105
5	468710	5278217
6	468827	5278217
7	468827	5278277
8	469113	5278277
9	469113	5278344
10	469198	5278344
11	469198	5278399
12	469234	5278399
13	469234	5278283
14	469269	5278283
15	469269	5278222
16	469061	5278222
17	469061	5278079
18	469218	5278079
19	469218	5277815
20	469132	5277815
21	469132	5277830
22	468940	5277830
23	468940	5277780
24	468817	5277780
25	468817	5277836
26	468502	5277836
27	468502	5277815
28	468472	5277815
29	468472	5277785
30	468400	5277785
31	468400	5277836
32	468289	5277836

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 10

Page 2 of 2

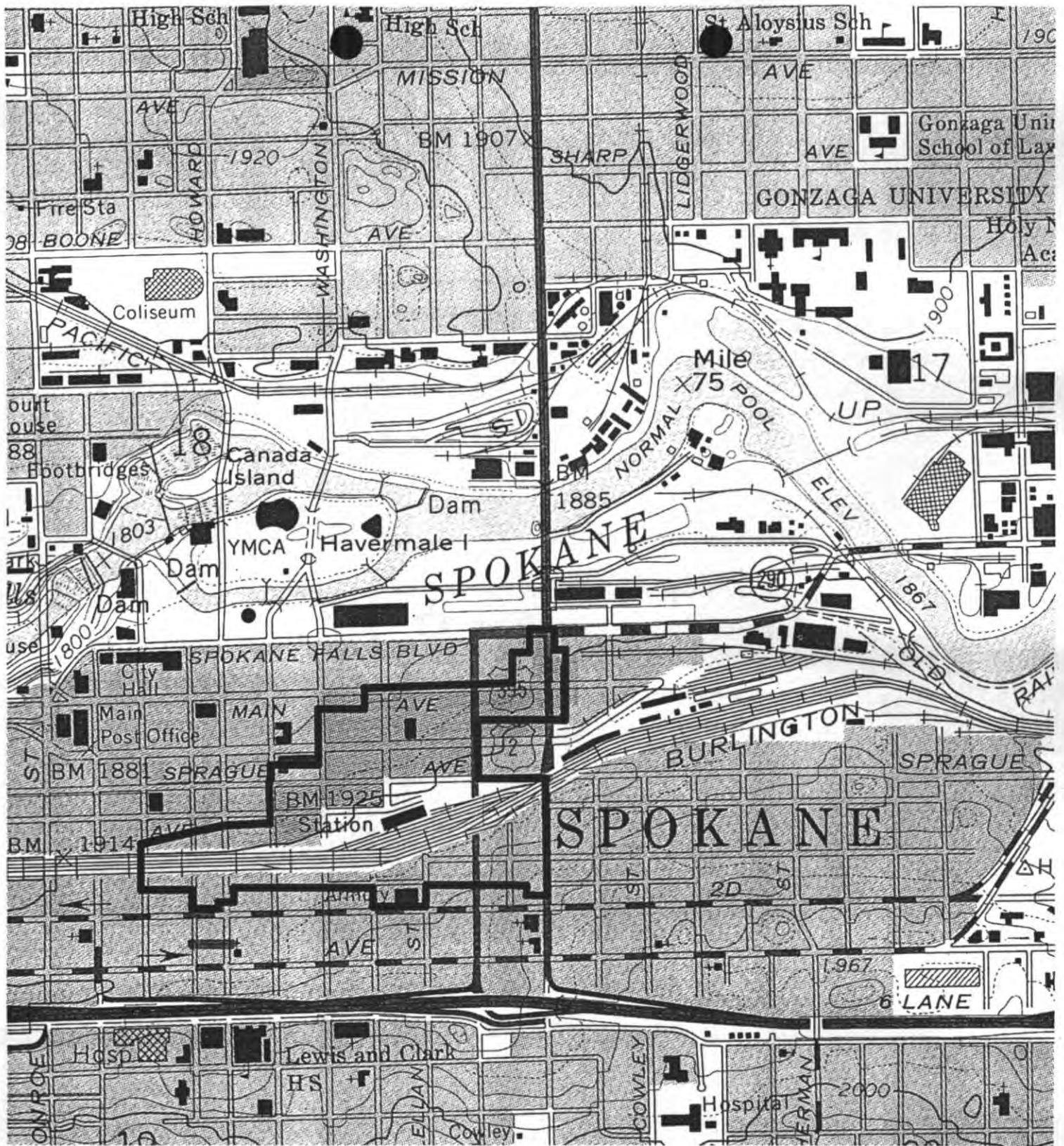
East Downtown Historic District, Spokane County, Washington

Verbal Boundary Description

The East Downtown Historic District is located in the NW ¼ of Spokane, Range 43 East, in Spokane, County, Washington. For specific UTM coordinates, see Section 10 of this nomination. The district is comprised of approximately twenty-seven square blocks (some of which are half-blocks or partial blocks). It is roughly bordered by Division Street to the east, Post Street to the west, Main Avenue and Trent Avenue to the north, and Second Avenue and Pacific Avenue to the south. The blocks between Second Avenue and Railroad Avenue between Washington Street and Post Street; Second Avenue and Pacific Avenue from McClellan Street to State Street; Riverside Avenue and Main Avenue; and the one block in between Main Avenue and Trent Avenue are divided by alleys. The district is bisected by the elevated tracks of the Burlington Northern Santa Fe Railroad. The attached maps show the irregular-shaped district boundaries.

Boundary Justification

These boundaries encompass the commercial and warehouse areas of east downtown Spokane. The district is on the eastern fringe of downtown. The buildings within these boundaries comprise of warehouses along either side of the elevated railroad and commercial buildings that represent predominant property types in the district. The majority of the buildings date from the late 19th century to early 20th century and are architecturally unified in scale, materials, and design. The irregular lines of the boundary were created to exclude non-contributing resources or vacant lots along the periphery.



N
↑

East Downtown Historic District

SCALE 1:24 000

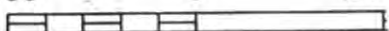
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1000

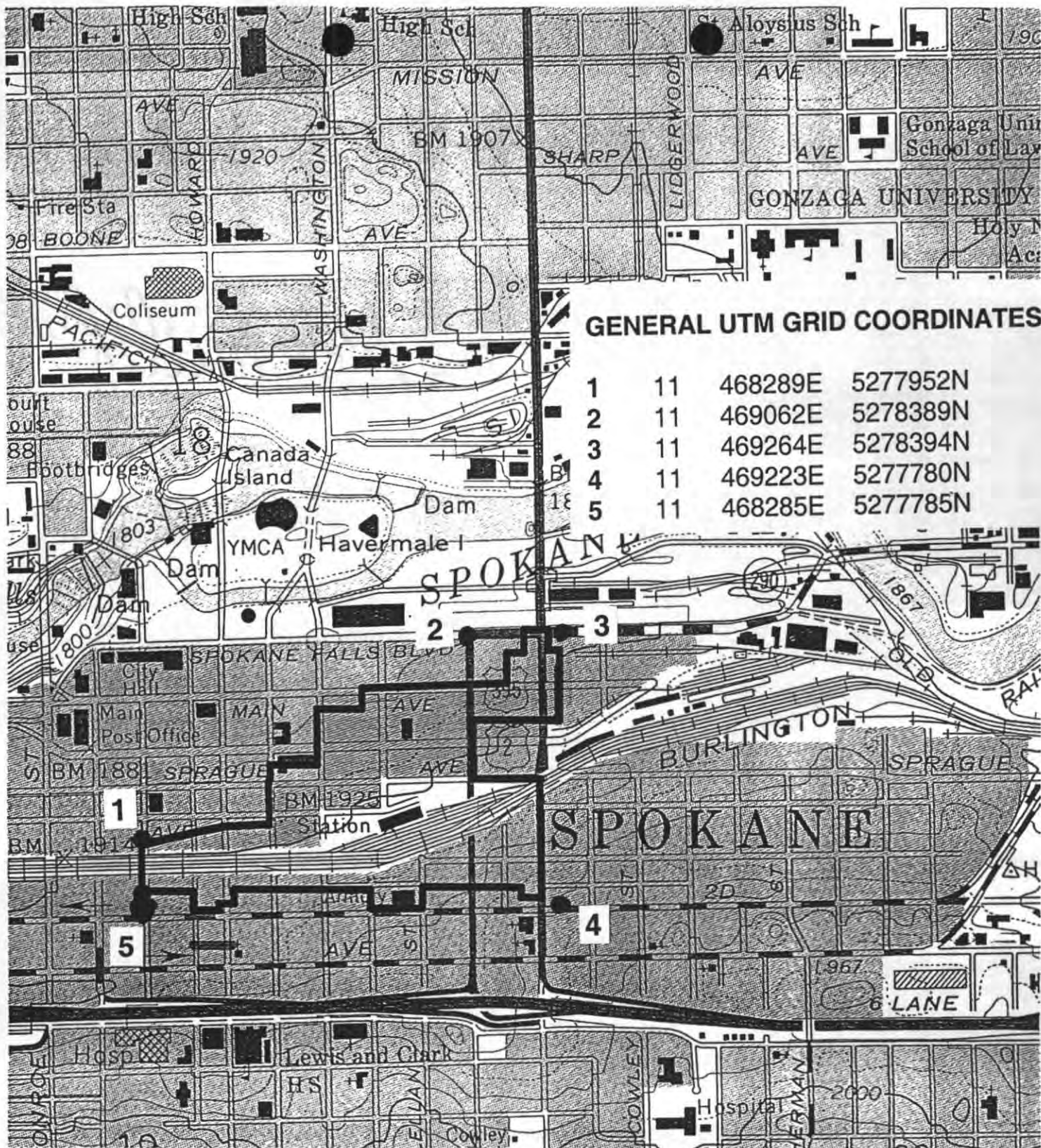
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1000 FEET



Source: USGS 7.5' series
Spokane NW Quadrangle
Washington - Spokane County





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↑

East Downtown Historic District

SCALE 1:24 000

0

1 MILE

1000

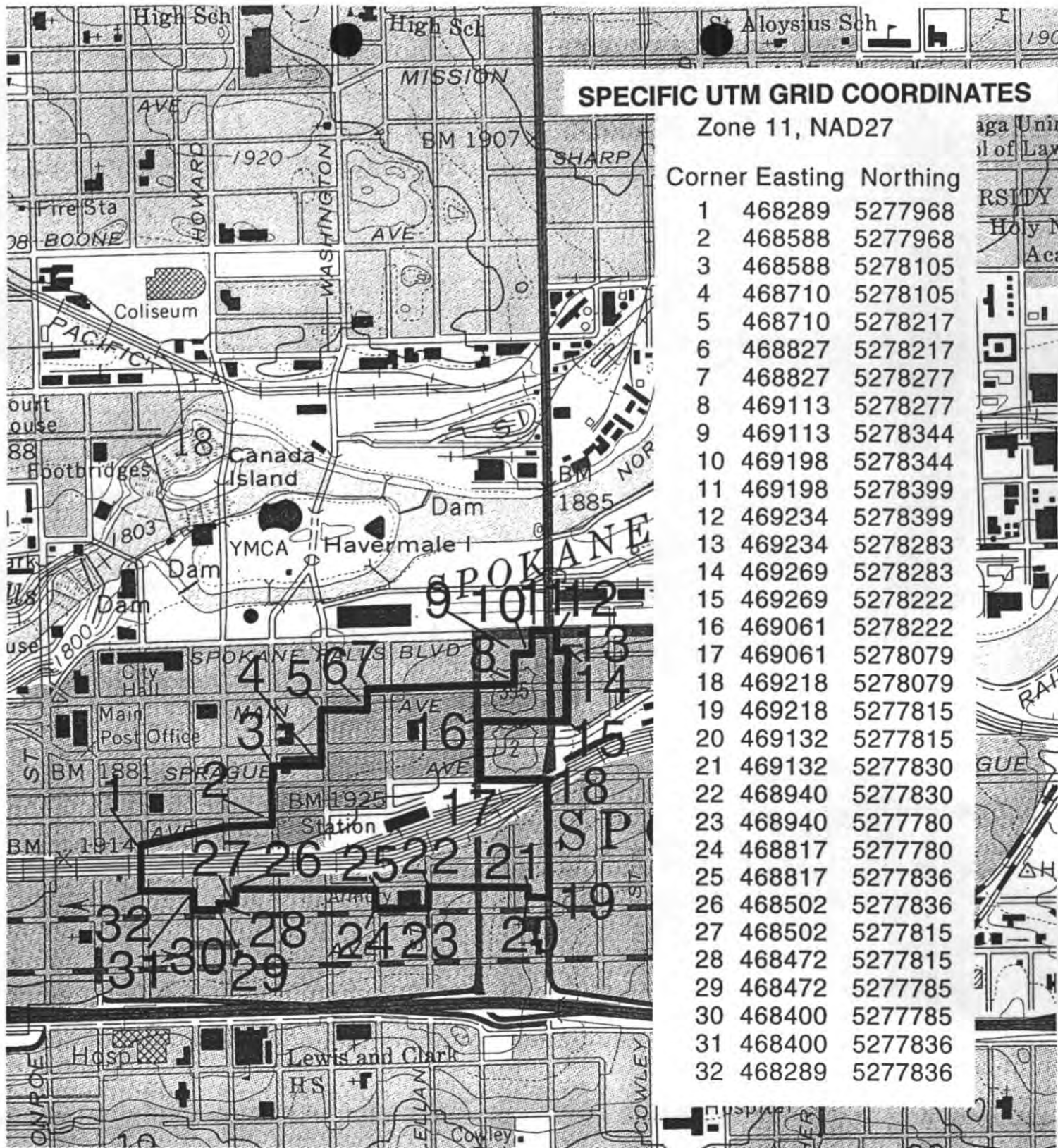
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1000 FEET

Source: USGS 7.5' series
Spokane NW Quadrangle
Washington - Spokane County



QUADRANGLE LOCATION



SPECIFIC UTM GRID COORDINATES

Zone 11, NAD27

Corner Easting Northing

1	468289	5277968
2	468588	5277968
3	468588	5278105
4	468710	5278105
5	468710	5278217
6	468827	5278217
7	468827	5278277
8	469113	5278277
9	469113	5278344
10	469198	5278344
11	469198	5278399
12	469234	5278399
13	469234	5278283
14	469269	5278283
15	469269	5278222
16	469061	5278222
17	469061	5278079
18	469218	5278079
19	469218	5277815
20	469132	5277815
21	469132	5277830
22	468940	5277830
23	468940	5277780
24	468817	5277780
25	468817	5277836
26	468502	5277836
27	468502	5277815
28	468472	5277815
29	468472	5277785
30	468400	5277785
31	468400	5277836
32	468289	5277836

N
1

SCALE 1:24 000

0

1 MILE

1000

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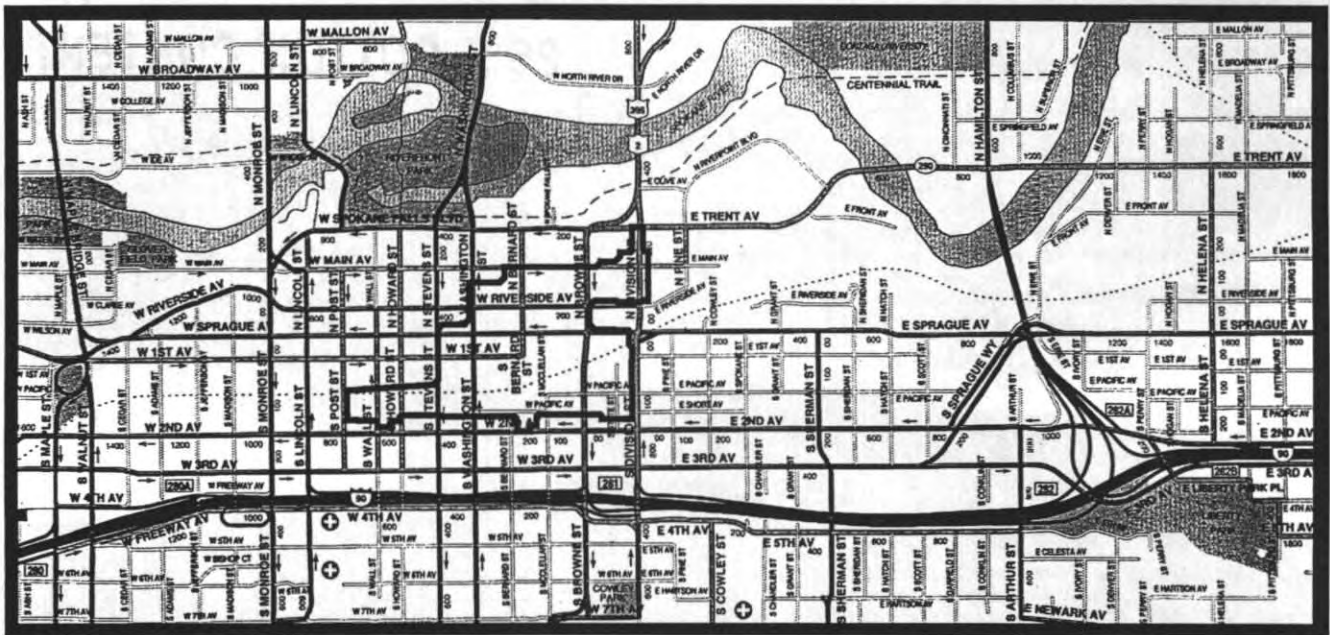
1000 FEET

East Downtown Historic
District UTM Coordinates

Source: USGS 7.5' series
Spokane NW Quadrangle
Washington - Spokane County



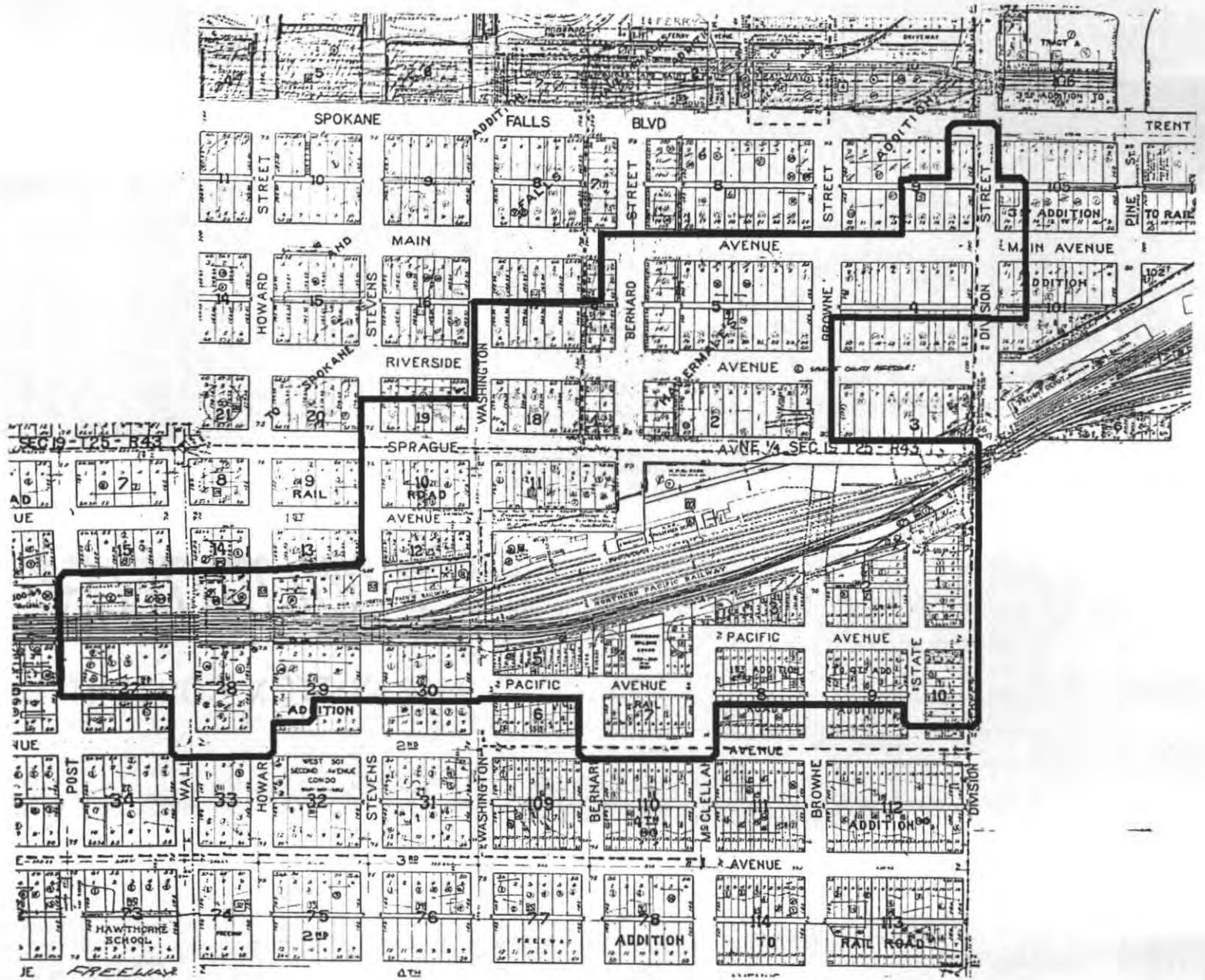
QUADRANGLE LOCATION



Source: AAA roadmap 1992

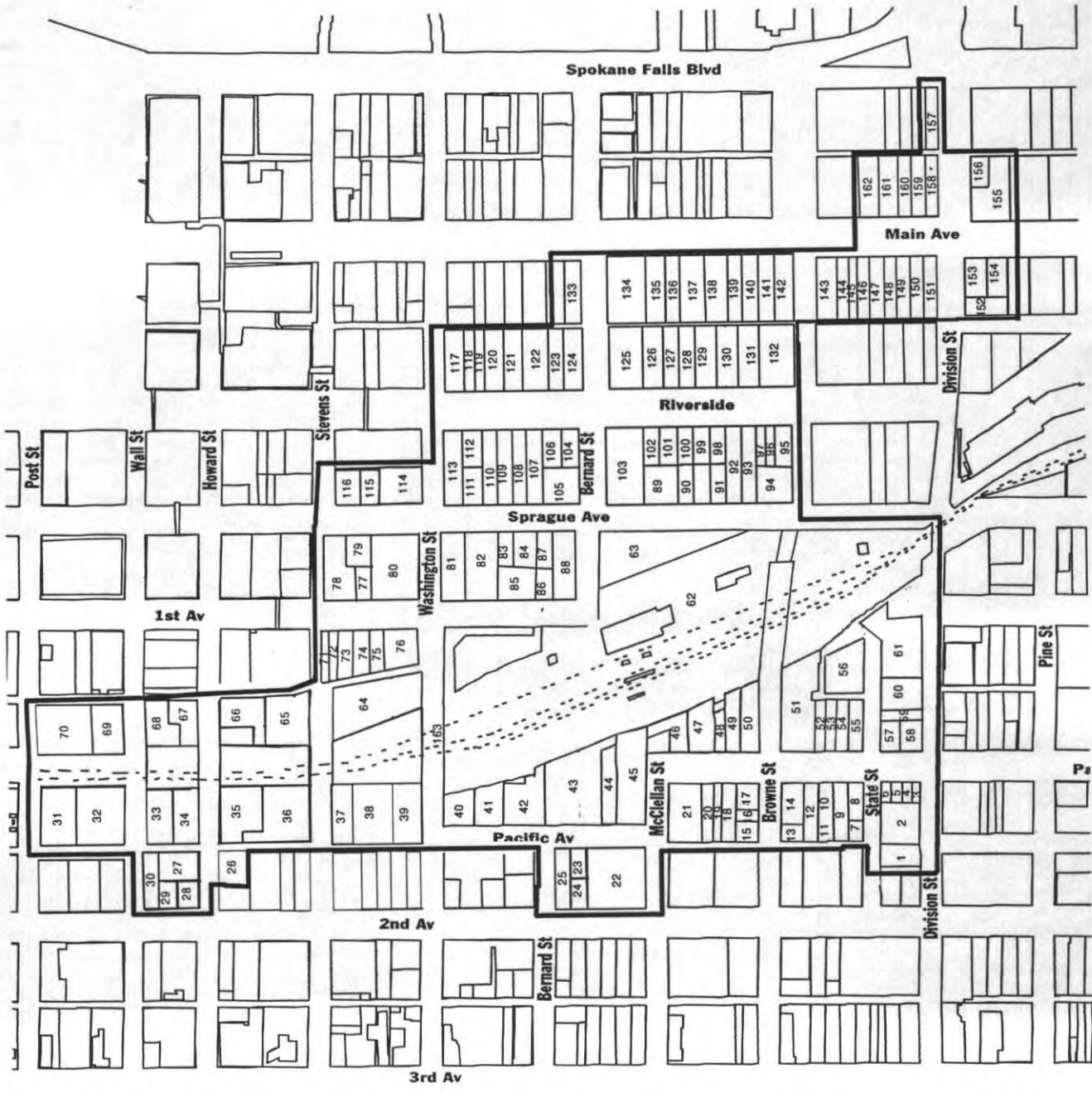


Community Map East Downtown Historic District



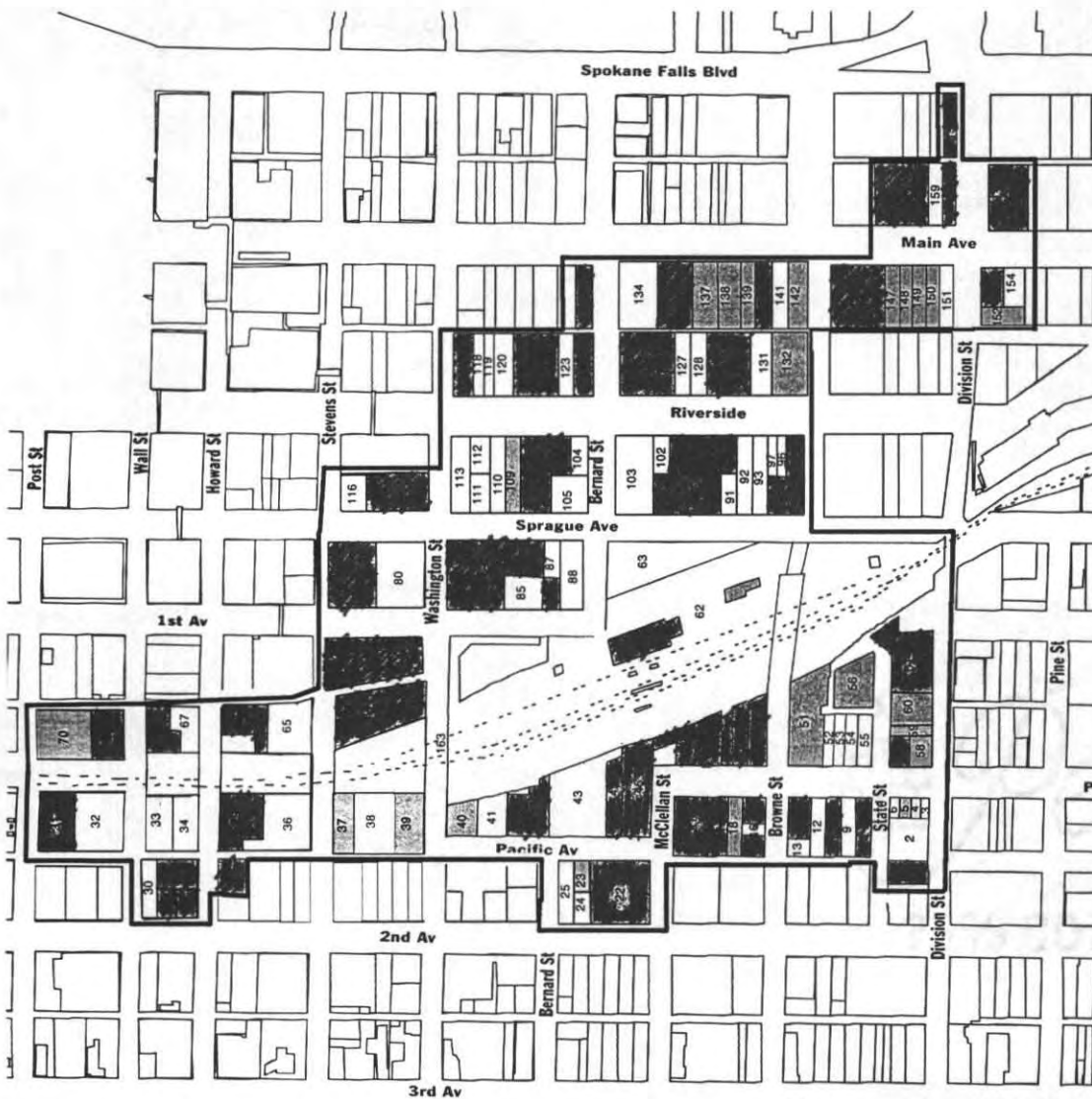
East Downtown Historic District
Plat Map
source: Spokane County Assessor





East Downtown Historic District
Identification Map

Permulife
WASHINGTON CONTENT



N
1

East Downtown Historic District Contributing and Non-contributing Resources

- Contributing
- Non-contributing
- Vacant



First Avenue, looking West



EAST ON Riv. Ave. From Paulsen

Riverside Ave., view: east



M. Sells & Co. Bldg. - 314 W. Riverside
Jensen-Byrd. Co. - 320 W. Riverside



Spokane Realty Co. Building
A BEAUTIFUL BUILDING
MODERN OFFICES
RENTING FOR \$18-20-22-25
INCLUDING HOT ELEVATOR SERVICE
LIGHT HEAT WATER JANITOR SERVICE
5000 - 10000 - 15000
Northwest Loan & Trust Co. Rental Agency

Spokane Realty Co. Building
A BEAUTIFUL BUILDING
MODERN OFFICES
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INCLUDING HOT ELEVATOR SERVICE
LIGHT HEAT WATER JANITOR SERVICE
5000 - 10000 - 15000
Northwest Loan & Trust Co. Rental Agency

TAILORING

PACIFIC TAILORING CO.

BEST DAILY SALE
IN TOWN
75%
LADIES' BOY

WELER

ARK HOTEL

WESTERN HOUSE

Realty Building, 242-244 W. Riverside

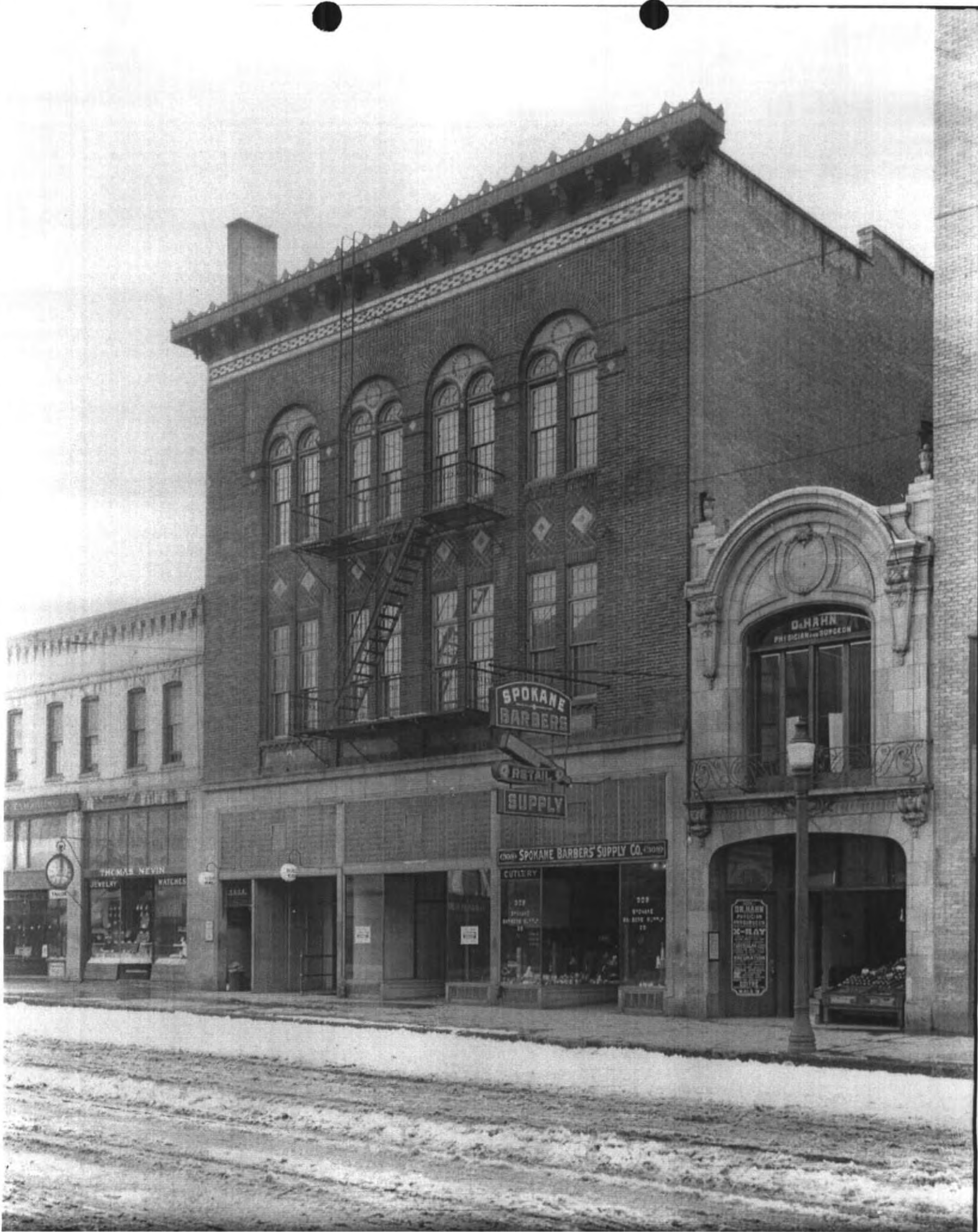


Washington Cracker Co.
306 W. Pacific



TRUE-BLU BISCUIT CO. - 1927
Libby Studios #32 797
Exchange Bldg., Spokane

- Inland Empire Biscuit Co. 124 S. Division
- Jesse Gentry Bldg. 118 S. Division
- Berg Auto Top Co. 122 S. Division



F.C. Robertson Bldg. / Sons of Norway

301 W. Riverside



East Downtown Historic District

Overall image

W. First Ave.

Spokane, Spokane County, WA

Property I.D. #: none, see map

Eugenia Woo

Feb 2003

View: West from 300 block of First

1 of 40

East Downtown Historic District

Overall image

W. Sprague Ave.

Spokane, Spokane, WA

Property I.D. #: none

Eugenia Woo

View: West from 700 block Sprague

Feb 2003

2 of 40

East Downtown Historic District

Overall image

W. Riverside Ave.

Spokane, Spokane, WA

Property I.D. #: none, see map

Eugenia Woo

View: West from 200 block

Feb 2003

3 of 40



East Downtown Historic District
Overall image
W. Main Ave.
Spokane, Spokane, WA
Property I.D. #: none, see map
Eugenia Woo
View: West along Main from Division
Feb. 2003

4 of 40

East Downtown Historic District
R to L: Stewart Bldg, Transient Hotel,
Oakley Bldg, Wharton Bldg, Golden West
Hotel

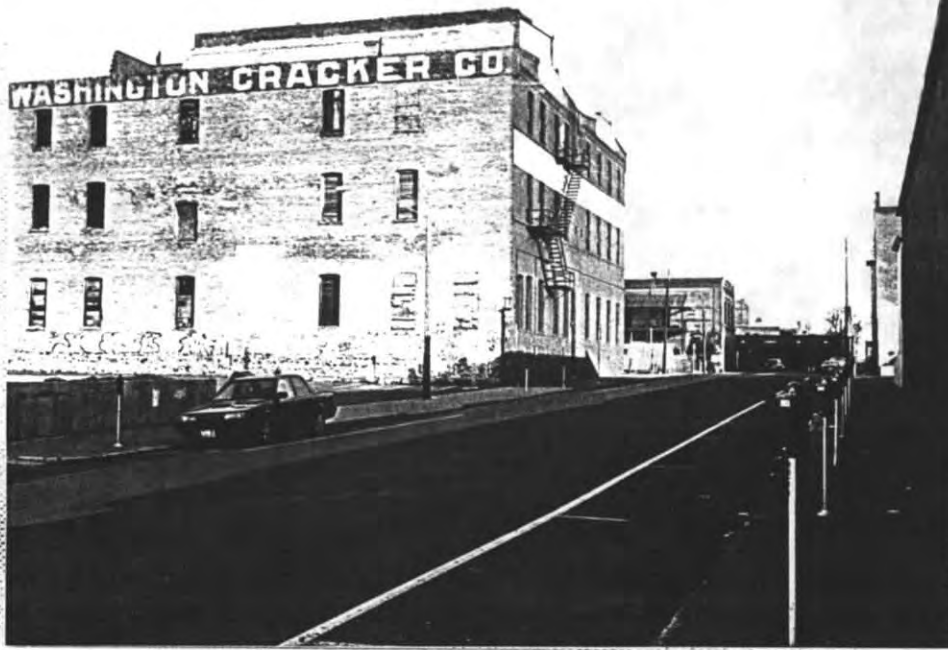
400 block W. First Ave.
Spokane, Spokane, WA
Property I.D. #s: 72-76
Eugenia Woo
View: front (North) elevation
Feb 2003

5 of 40

East Downtown Historic District
L to R: Two Main Office Bldgs, Hotel Idaho,
Salvation Army Bldg.

200 block: W. Main Ave.
Spokane, Spokane, WA
Property I.D. #s: 135-138
Eugenia Woo
View: front (North) Elevation
Feb. 2003

6 of 40



East Downtown Historic District
Washington Cracker Co. $\frac{1}{2}$ Pacific Ave.
304 W. Pacific Ave.
Spokane, Spokane, WA
Property I.D. #4
Eugenia Woo
Feb. 2003
View: South & west elevations, looking NE

7 of 40

East Downtown Historic District
R to L: 43-45 Main Bldg, Washington Furniture
Balken Hotel, Saranac Hotel Co.,
1st block of W. Main Ave.
Spokane, Spokane, WA
Property I.D. #5: 143-146
Eugenia Woo
Feb 2003
View: Front (North) Elevation

8 of 40

East Downtown Historic District
Overall image
1st block of W. Main Ave.
Spokane, Spokane, WA
Property I.D. #5: 144-150
Eugenia Woo
Feb. 2003
View: looking southwest

9 of 40



East Downtown Historic District
Overall image - L to R: Station Hotel, The Globe,
N. Division St. Hotel Division
Spokane, Spokane County, WA
Property I.D. #: 153-158
Eugenia Woo
Feb 2003
View: looking southeast, toward Main Ave.
on Division

10 of 40

East Downtown Historic District
R to L: M. Sells & Co, Jensen-Byrd, Spokane Club
300 block W. Riverside Ave.
Spokane, Spokane, WA
County
Property I.D. #: 117, 121, 122
Eugenia Woo
Feb. 2003
View: front (south) facade; looking northwest

11 of 40

East Downtown Historic District
L to R: Fr. Robertson Bldg / Saw of Norway,
Bos's Chile, Morgan Bldg / Fairmont
300 block - W. Riverside Hotel
Spokane, Spokane County, WA
Property I.D. #: 106-108
Eugenia Woo
Feb 2003
View: front facade, looking southwest
(north)

12 of 40



East Downtown Historic District
R to L: The Albert, The Hale, Mearow Block,
Bicket Hotel

200 block - W. Riverside
Spokane, Spokane County, WA

Property I.D. #: 99-101

Eugenie Woo

Feb 2003

View: front (north) facade, looking southeast

13 of 40

East Downtown Historic District
R to L: Brandt Bros., Eau Claire Hotel,
Longfellowham

1st block of W. Main Ave.

Spokane, Spokane County, WA

Property I.D. #: 160-162

Eugenie Woo

Feb 2003

View: front (south) facade, looking northwest

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East Downtown Historic District
Railroad grade and concrete overpass
Washington St / Second Ave.

Spokane, Spokane County, WA

Property I.D. #: 163

Eugenie Woo

Feb 2003

View: looking ~~so~~ north on Washington
from Second

15 of 40



East Downtown Historic District
Railroad grade and concrete overpass
S. Howard St. (Hughes & Co. in foreground;
Holley-Meser in background)

Spokane, Spokane County, WA

Property I.D.#: 35, 66

Eugenia Woo

Feb. 2003

View: looking south

16 of 40

East Downtown Historic District
Commission Bldg. - 216 W. Pacific Ave.
Roundup Grocery Warehouse West - 210 W.
Spokane, Spokane County, WA Pacific

Property I.D.#: 44, 45

Eugenia Woo

Feb. 2003

View: front (south) facade, look north-
east

17 of 40

East Downtown Historic District
L to R: North West Cold Storage, Swift & Co.
Warehouse, Greenough Bros.

100 block - W. Pacific Ave.

Spokane, Spokane County, WA

Property I.D.#: 47-49

Eugenia Woo

Feb 2003

View: front (south) facade; looking north-
east

18 of 40



East Downtown Historic District
Salvation Army Bldg.

245 W. Main Ave.

Spokane, Spokane County, WA

Property I.D. #: 135

Eugenia Woo

Feb 2003

View: north & west elevations,
looking southeast

19 of 40

East Downtown Historic District
Home Telephone Bldg (right)

165 S. Howard

Holley-Mason Bldg (left)

157 S. Howard

Spokane, Spokane County, WA

Property I.D. #: 26, 35

Eugenia Woo

Feb 2003

View: front facade (west), looking north-
east

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East Downtown Historic District
Swift & Co. Warehouse (L)

114 W. Pacific Ave.

Greenough Bros. (R)

112 W. Pacific Ave.

Spokane, Spokane County, WA

Property I.D. # 48, 49

Eugenia Woo

Feb. 2003

View: front facade (south) looking
north

21 of 40



East Downtown Historic District
Hutton Bldg (R), 9 S. Washington
Whitehead's Dancing Palace (L),
333 W. Sprague

Spokane, Spokane County, WA

Property I.D. #: 81, 82

Eugenia Woo

Feb. 2003

View: south
looking

22 of 40

East Downtown Historic District
Armstrong Hotel (R), 402 W. Sprague
Moose Lodge Hall (L), 408-414 1/2 W.
Sprague

Spokane, Spokane County, WA

Property I.D. #: 114, 115

Eugenia Woo

Feb. 2003

View: front facade (south) looking
north

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East Downtown Historic District
Langham Hotel
301 W. Main Ave/119 N. Bernard St.
Spokane, Spokane County, WA
Property I.D. #: 133

Eugenia Woo

Feb. 2003

View: North & East facades
looking southwest

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East Downtown Historic District
Hotel Alger
210 W. Sprague/11 N. Browne
Spokane, Spokane County WA
Property I.D. #94
Eugenia Woo
Feb. 2003
View: South & east Elevations,
looking northwest

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East Downtown Historic District
Metropole, 176 S. Howard/606 W. Second
Spokane, Spokane County, WA
Property I.D.#: 28
Eugenia Woo
Feb. 2003
View: South & East Elevations,
looking northwest

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East Downtown Historic District
Inland Empire Biscuit Co.
104 S. Division St.
Spokane, Spokane County WA
Property I.D.#: 61
Eugenia Woo
Feb. 2003
View: looking Southwest

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East Spokane Historic District
Fire Station #1 (R), 418 W. First
City Ramp Garage (L), 429 W. Sprague
Spokane, Spokane County, WA
Property I.D. #: T1, 78
Eugenia Woo

Feb. 2003

View: South Facades looking
Northwest

28 of 40

East Downtown Historic District
Duquesne Apts., 31 W. Pacific
House, 29 W. Pacific
Spokane, Spokane County, WA
Property I.D. #: 10, 11
Eugenia Woo

Feb. 2003

View: East facade (apts.) looking
Southwest

29 of 40

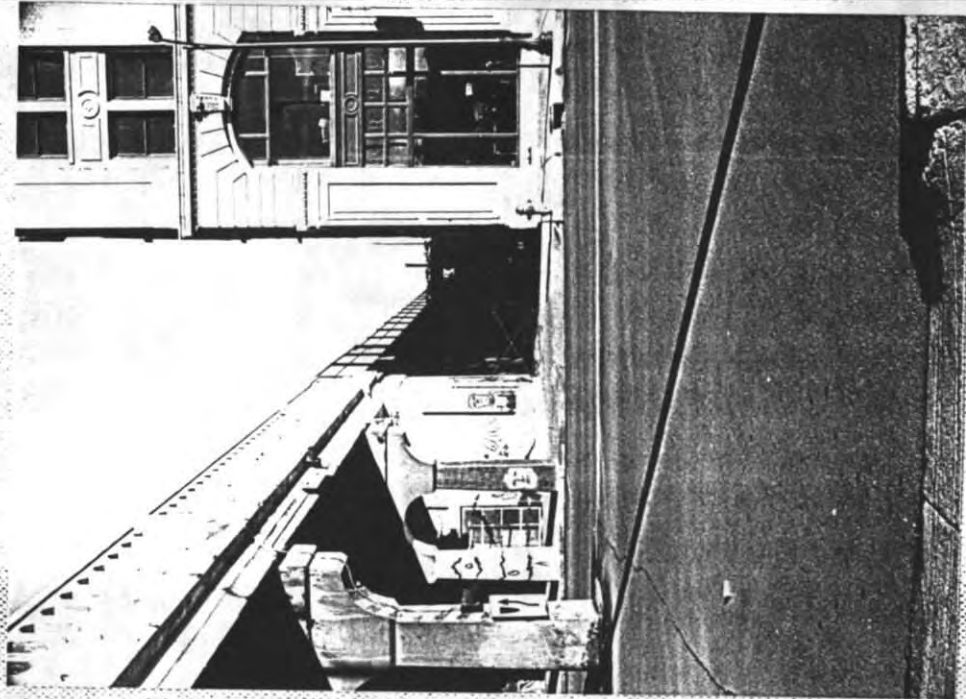
East Downtown Historic District
Railroad grade, concrete overpass
Brown St. / Sprague Ave.
Spokane, Spokane County, WA
Property I.D. #: none, see map for
streets

Eugenia Woo

Feb. 2003

View: looking South down
Brown St.

30 of 40



East Downtown Historic District
Railroad grade and Concrete
Overpass
(Holley-Mason to the right)
Howard St.

Spokane, Spokane County WA
Property I.D. #: none, see map
Eugenia Woo, Feb 2003
View: looking East, South side
of overpass

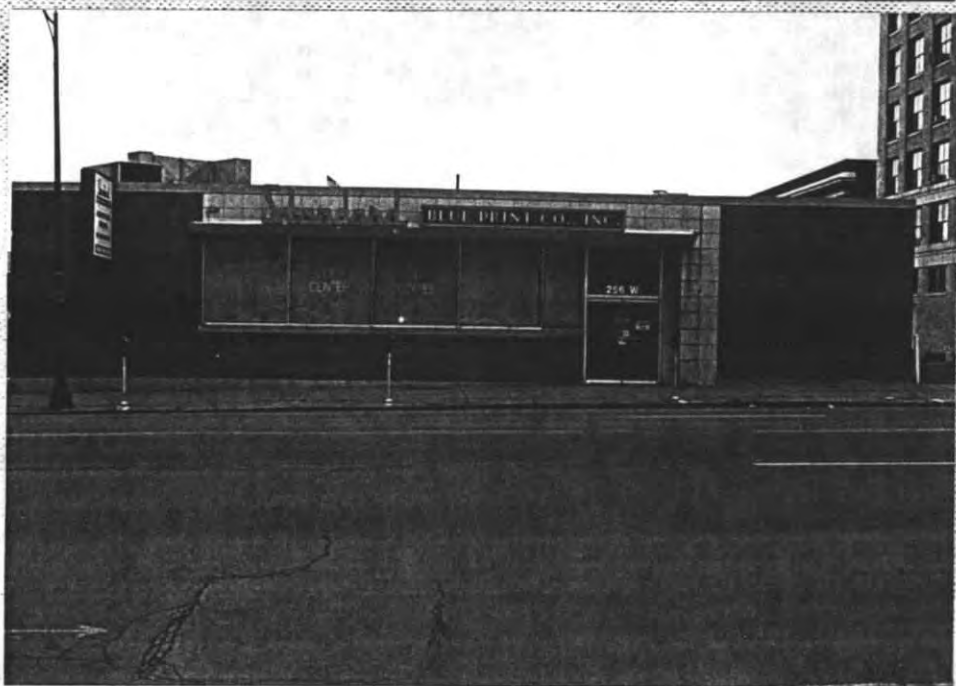
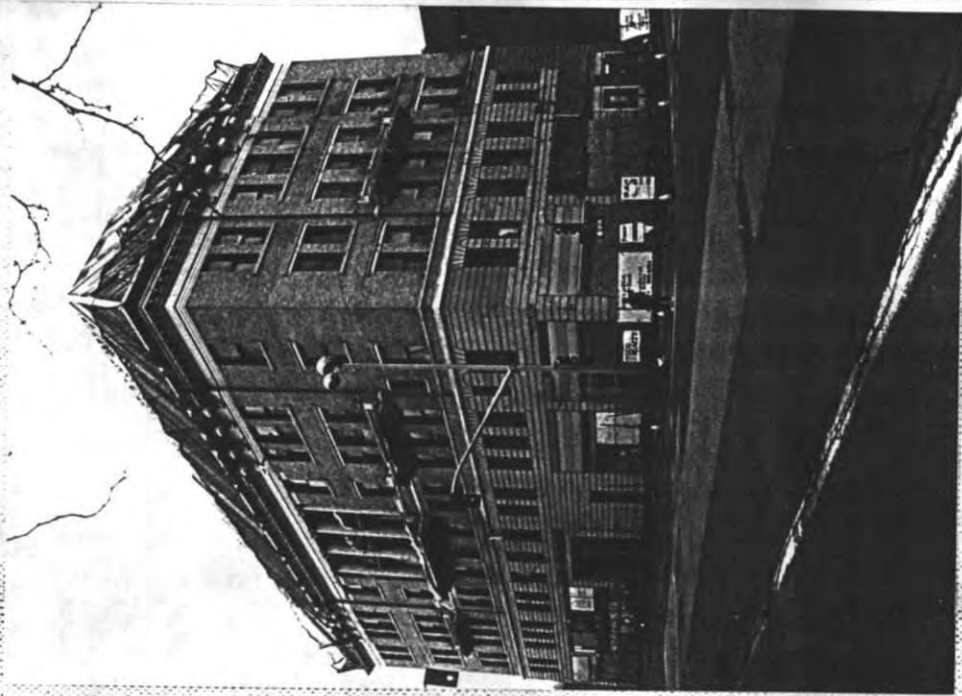
31 of 40

East Downtown Historic District
McClintock - Trunk Key
125 S. Stevens
Spokane, Spokane County, WA
Property I.D. #: 64
Eugenia Woo
Feb. 2003
View: East facade, looking
West

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East Downtown Historic District
M. Sellar & Co. Bldg.
314 W. Riverside
Spokane, Spokane County, WA
Property I.D. #: 122
Eugenia Woo
Feb. 2003
View: front facade (South)

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East Downtown Historic District
Spokane Club / Legion Bldg.
108 N. Washington
Spokane, Spokane County, WA
Property I.D. # 117
Eugenia Woo
Feb. 2003
View: South & West Elevations,
looking Northeast

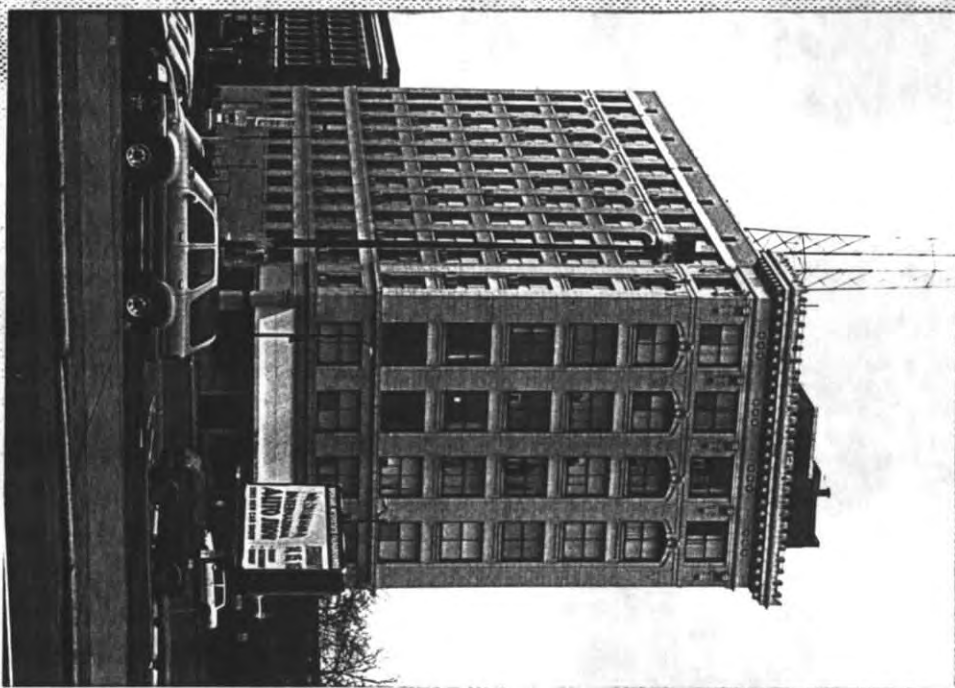
34 of 40

East Downtown Historic District
State Armory
202 W. Second
Spokane, Spokane County WA
Property I.D. # 22
Eugenia Woo
Feb. 2003
View: South & East Elevations,
looking Northwest

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East Downtown Historic District
Old National Bank
256 W. Riverside
Spokane, Spokane County WA
Property I.D. # 125
Eugenia Woo
Feb. 2003
View: Front facade (South);
looking North

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East Downtown Historic District
Globe Annex
221 N. Division St.
Spokane, Spokane County, WA
Property I.D. # 157
Eugenia Woo
Feb. 2003
View: North & East Elevations,
looking Southwest

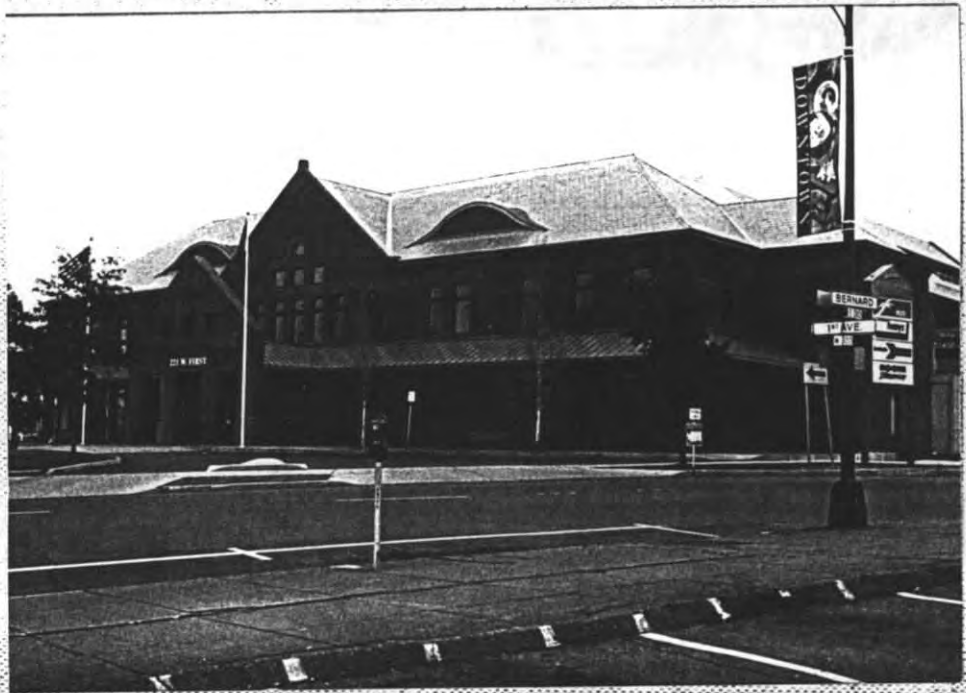
39 of 40

East Downtown Historic Districts
The Globe
204 N. Division / 1 E. Main
Spokane, Spokane County, WA
Property I.D. # 155
Eugenia Woo
Feb 2003
View: South & West Elevations,
looking Northeast

38 of 40

East Downtown Historic District
Realty Bldg
242 - 244 W. Riverside
Spokane, Spokane County, WA
Property I.D. # 126
Eugenia Woo
Feb. 2003
View: South & West Elevations,
looking North

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East Downtown Historic District
Northern Pacific Depot

221 W. First

Spokane, Spokane County, WA

Property I.D. # 62

Eugenia Woo

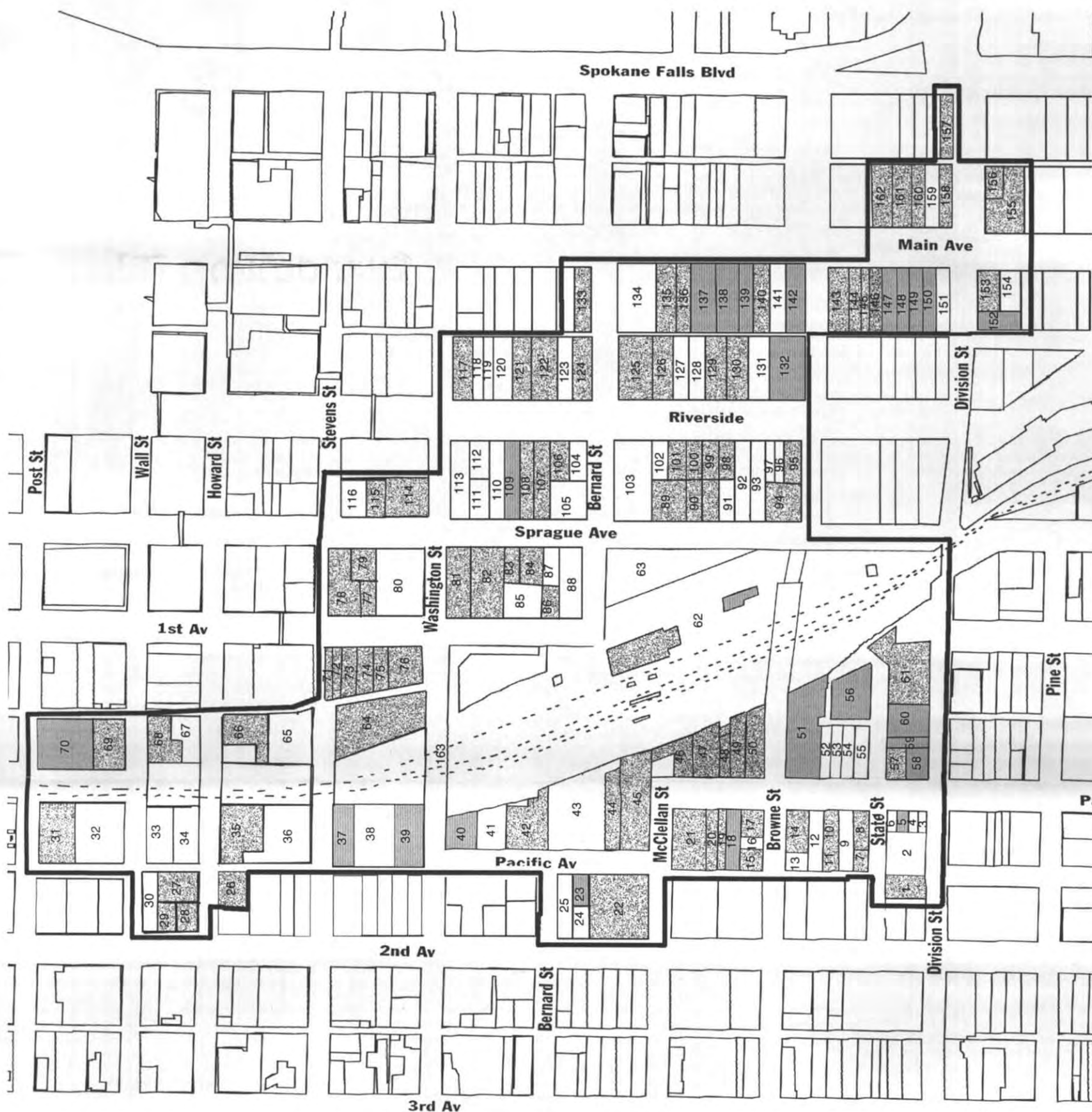
Feb. 2003

View: North facade, looking
Southeast

46 of 40



East Downtown Historic District
Identification Map



East Downtown Historic District Contributing and Non-contributing Resources

- Contributing
- Non-contributing
- Vacant